

**Dallas Landmark Commission
Landmark Nomination Form**

1. Name

***Historic: Interurban Building
and/or common: Interurban Terminal, Interurban Station
Date: 1915-1916***

2. Location

***Address: 1500 Jackson Street
Location/neighborhood: Central Business District
Block: 79 Lot: N/A Land Survey: John Grigsby Survey Tract size: 20,848 SQ. FT.***

3. Current Zoning

Current Zoning: PD

4. Classification

Category	Ownership	Status	Present Use	_____ museum
<input checked="" type="checkbox"/> district	<input type="checkbox"/> Public	<input type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> park
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> residence
<input type="checkbox"/> Structure	<input type="checkbox"/> Both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> site	Public	Accessibility	<input type="checkbox"/> entertainment	<input type="checkbox"/> scientific
<input type="checkbox"/> object	Acquisition	<input checked="" type="checkbox"/> yes:restricted	<input type="checkbox"/> government	<input type="checkbox"/> transportation
	<input type="checkbox"/> In progress	<input type="checkbox"/> yes:unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> other, specify
	<input type="checkbox"/> being considered	<input type="checkbox"/> no	<input type="checkbox"/> military	Vacant _____

5. Ownership

***Current Owner: Interurban Station L.L.P./The Courtland Group, Inc.
Contact: Jon Napper, President Phone: 214.370.9000
Address: 4011 Commerce Street City: Dallas State: TX Zip: 75226***

6. Form Preparation

***Date: 10 November 1999
Name & Title: Stan Solamillo, Preservation Planner
Organization: AAE Architects, Inc.
Contact: Stan Solamillo Phone: 972.390.8713***

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bay. They are simply detailed with concrete sills. Seven interior bays at the center of the building are recessed two bays in depth, overlooking the roof of the Interurban Terminal Building's original pedestrian concourse. The concourse provided access to the train sheds from the first floor lobby. The roof currently serves as the location for the building's air conditioning units. A penthouse on the roof is visible from the street. Located near the southwest corner of the building, the roof structure housed a smokestack for the building's incinerator and remains intact. A second elevator penthouse is located two bays west of the structure.

The east (side) facade is an addition that was built in 1920. It is obscured from view on the first through fifth floors by the parking garage. An enclosed brick stairwell---two bays in width and eight floors in height---is located at the northeast corner of the addition. The remaining three bays are fenestrated with single one-over-one wood windows per bay. They are detailed with plain concrete sills.

The first and second floor interiors have been altered. The basement was partially renovated for offices of the building's maintenance personnel on the west side of the building, however, most of the service areas on the north, south, and east sides retain their original interior finishes. In addition, offices for a print shop and a sub-power station operated by Dallas Power & Light, are intact. The latter appears to contain original power generating equipment. The interiors of the offices on the third through fifth floors have also been slightly altered, but the elevator lobbies of these floors retain the original cast metal elevator facings. The facings are embellished at the upper left and right-hand corners with cast cartouches that have been formed by joining the letters "IB," the period abbreviation for "Interurban Building."

13. Historical Significance

Statement of historical and cultural significance. Include: cultural influences, special events and important personages, influences on neighborhood, on the city, etc.

The Interurban Building is one of the most important buildings in Dallas, Texas. Along with Union Terminal Station that served long-distance rail carriers, the Interurban Building (also known as the Interurban Terminal Building) anchored an electric transportation network that was the largest in the state of Texas and the South, and the third largest in the United States (*Trains Magazine*, July 1944: n.p.). Bringing in hundreds of buyers to the Dallas market from Waco, Denton, Denison, Fort Worth and other cities, the interurban lines contributed to the development of Dallas as the “leading financial, wholesale, and distribution center of the Southwest” (*Dallas Morning News*, 1984 : n.p.). The building was erected in the middle of the Central Business District, at the corner of Browder and Jackson Streets, and opened for service on September 1, 1916. Financed by Stone & Webster Engineering Corporation, it provided a large, state of the art terminal for the city and replaced three smaller interurban stations that were owned and operated by that company as well as by local owner J.F. Strickland and his Southern Traction and Texas Traction Railway companies.

Dallas' development as a mercantile and financial center in the late nineteenth and early twentieth centuries was largely dependent upon the railroads. The city had received rail service as early as 1872, with the completion of a 122-mile section from Bremond by the Houston & Texas Central (H&TC) Railroad that ended the company's long-awaited trek from Houston. The carrier's progress had been hampered by financial and labor problems but it continued construction, laying another 74-mile line section to Sherman-Denison by 1873. At Denison, it connected with the Missouri, Kansas & Texas (MK&T) Railroad, which in turn, ran northward to St. Louis. The arrival of the H&TC was especially important to Dallas because it provided regularly scheduled service for the transportation of local produce, specifically cotton, to the ports of Galveston and Houston.

Within a year of the H&TC's arrival in the city, the Texas & Pacific (T&P) Railroad laid an 82-mile section of track from Longview to Dallas. Intersecting with the H&TC at North Central and Pacific Avenues, it began carrying freight and passengers through the eastern section of the city. The location of two major rail lines in that part of the city by the 1880s prompted the establishment of a station---Union Depot---and the H&TC rail yard. In 1875 another rail carrier---the Gulf Coast & Santa Fe Railroad (GC&SF)---also arrived in Dallas. By 1881, the MK&T had also initiated direct rail service to the city, through its acquisition of the then existing Dallas & Wichita Railroad (D&W). This provided a connection from Dallas to Denton and the intersection with the company's Fort Worth and Whitesboro lines.

Despite the steady increase in the number of steam carriers serving Dallas, however, the frequency of rail service to the city and the surrounding rural communities was such that there was a desire among many of the local elite to compete directly with them. In addition, the city experienced some difficulty in its rivalry with nearby Waco, located 100 miles to the southwest, which was already being developed as a major transportation hub and a spot cotton market for the major steam carriers in Central Texas. Presumably this fact, along with increasing speculative real estate interests, may have provided the impetus for the construction of an interurban system by Dallas entrepreneurs.

Locally, many of the city's late nineteenth-century residential additions had been developed with the assistance of streetcar lines. As early as 1871, a charter had been obtained by several Dallas businessmen to build the first street railroad---the Main Street Line---through the Central Business District to the proposed H&TC depot.

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Operational a year after the carrier arrived in Dallas, it was joined by three other street railroads that were placed in service between 1876 and 1874, connecting outlying areas with downtown. They included: the San Jacinto, Commerce & Ervay, and Belt Lines (Powers 1966: iv).

By 1887 all of the carriers had been merged to form the Dallas Consolidated Street Railway Company (Ibid.: iv). During this period, street railroads proved to be invaluable in the development of real estate, and large sections of land were purchased in Oak Cliff, North, South, and East Dallas with street car lines built to connect them with downtown Dallas (Ibid.: v). Landowners realized that the opportunity for real estate speculation and property value escalation was greatly enhanced by providing a transportation system.

The Dallas street railways were initially mule or horse-drawn, then steam-powered, and finally, electrified by 1890 (Powers 1966: 84). The progressive development of electric and traction technology at the turn-of-the-century by Frank Sprague, a former assistant to Thomas Edison, brought about the introduction of the catenary or "overhead" system, which became ubiquitous throughout the municipality and the nation. During the last three decades of the nineteenth century, although most of the investment capital for Dallas' street railway system came from local sources, it increasingly began to involve the contributions from outside investors (Powers 1966: v). Consequently, by the first decade of the twentieth century, a Boston electrical engineering company---Stone & Webster---became directly involved in the expansion of electric rail service from Dallas to surrounding towns and cities.

Formed late in 1889 by two Massachusetts Institute of Technology (MIT) graduates, Charles A. Stone and Edwin S. Webster, the company initially tested equipment and performed feasibility studies, then began to design and install direct current generating plants. By 1903 Stone & Webster was building power plants and installing lighting in small communities throughout the United States (Allen 1989: 8, 9). In addition, the company also arranged interim financing, then provided engineering, construction, and management of generating facilities in Texas, Georgia, Florida, and Washington (Ibid.: 10). The company formed Stone & Webster Engineering Corporation in 1906 and within four years claimed the design, engineering, and construction of some fourteen percent of the nation's total electric generating capacity in addition to managing a large number of small electric light companies and street railway systems (Ibid.: 9, 10).

Although the exact date that Stone & Webster entered the Dallas market is unknown, by 1911 the company already owned at least one local Dallas street railway. In addition, the company also owned and operated a local interurban carrier---Northern Texas Traction (NTT) Company---which in turn, owned and operated the local street railway system in Fort Worth (Myers 1982: 29). NTT was the first interurban line to be built between Dallas and Fort Worth. Opening in 1902, it also served the city of Oak Cliff, and the towns of Cockrell Hill, Arcadia Park, Grand Prairie, Arlington, and Handley (*Dallas Morning News*, 10 August 1984: 15A).

In 1911 Stone & Webster was also constructing another interurban line, under the charter of the Tarrant County Traction (TCT) Company from Fort-Worth to Cleburne (Myers 1982: 29). Upon its completion, the TCT had a total rail distance of thirty miles (Blanton 1979: n.p.) and connecting with the NTT

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system at Fort Worth, brought passengers and freight into Dallas as well as other destinations on the interurban system.

The acquisition of significant local and interurban holdings by Stone & Webster in the first decade of the twentieth century, brought them into direct competition with J.F. Strickland, an individual who has been generally acknowledged as being responsible for the creation of Dallas interurban system. Like Stone & Webster, Strickland had been involved in the early electrification of a number of small towns in North Texas in addition to the establishment of local rail lines. By the 1910s he had constructed, owned, and was operating electric generating plants in Bonham, Cleburne, Hillsboro, Sherman, Temple, and Waxahachie (Myers 1982: 35).

Strickland had also purchased the area's first interurban electric rail company---the Denison & Sherman Railway (D&S)---which had been constructed between the two cities and was operational by 1900. Acquiring the line in 1908, he renamed it the Texas Traction (TT) Railway Company, and linked it to Dallas through the nearby towns of Richardson, Plano, Allen, McKinney, Melissa, Anna, Van Alstyne, and Howe (*Dallas Morning News*, 10 August 1984: 15A).

Strickland's ownership and operation of independent electric generating plants in North Texas led him to establish Texas Power & Light (TP&L). Incorporated in 1912, it comprised his entire electric generating infrastructure (Myers 1982: 35). Strickland's ability to develop power plants had been financed in large part by Electric Bond & Share, an affiliate of General Electric, and it was the latter that furnished the capital to incorporate TP&L, merging all of his properties into one company. To further TP&L interests, Strickland's railway companies agreed to provide right-of-way for transmission lines and purchase a monthly minimum of \$4,500 in electric power from the utility. Rewarded for his business acumen, Strickland was named to serve as the utility company's first president (Ibid.: 36).

In 1912 Stone & Webster chartered another interurban carrier---Dallas Southern Traction Company---and following a successful bid against Strickland with the City of Waxahachie, began construction of a line section between that city and Dallas (Ibid.: 47). For some reason, however, after completion of the line in that same year, Stone & Webster sold it to Strickland's Southern Traction (ST) Company. By 1913 the ST company had extended service to Corsicana, with stops in Lancaster, Hillsboro, and West as well as Ferris and Ennis (*Dallas Morning News*, 10 August 1984: 15A).

The competition between Strickland and Stone & Webster prompted growth projections for an expansion of the system that were extremely optimistic. One local writer stated that: "[With] a grand total of [560 miles of] lines now in operation, under construction, and proposed. . .From these statistics it will be readily recognized that. . .Dallas will soon be the center of a net-work [sic] of electric lines actually bringing all of North Texas within the commercial city limits of [the city]" (*Dallas Spirit Magazine*, 4 June 1913: n.p.). Another writer commented that, "Activity in interurban railway construction was marked during the year 1913, [with] new mileage placed into service nearly equaling the new mileage for steam lines" (*The Texas Almanac* 1914: n.p.).

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There were at the time, three stations that serviced the needs of the city's growing interurban system. Strickland's TT lines operated a terminal located at 1316 Commerce Street and Stone & Webster's NTT company operated another at St. Paul and Commerce Streets. There was also one small terminal at Jefferson and Wood Streets (Myers 1982: 29).

In the same year that Strickland and Stone & Webster vied for a service contract for Waxahachie, Strickland purchased the aging GC&SF depot in Dallas for \$750,000. Since the steam carriers were planning to move to a new Union Terminal, Strickland planned to renovate and operate the building as a union terminal for the interurban companies. Stone & Webster decided instead, to build an entirely new facility in the heart of the central business district (Ibid.: 45). Following announcement of the project, Strickland later sold the Santa Fe depot for an undisclosed amount.

In 1913 agents of Stone & Webster purchased, under the auspices of the Dallas Interurban Terminal Association, 1.23 acres in Block 79 of the John Grigsby Survey, for the site of a new terminal. Block 79 was apportioned from land that was originally platted by Grigsby in an instrument dated January 28, 1842 and granted to Sam Houston on behalf of the Republic of Texas. The site was bounded by Jackson, Wood, Young, and Browder (Market) Streets.

Following the purchase of the property, under the headline "Dallas Interurban Terminal Finest in the World," and accompanied by a rendering of the building produced by an unidentified Stone & Webster architect (Figure 1), a detailed description of the project appeared in the local Dallas press:

That Dallas is soon to have the finest interurban terminal building and trackage facilities in the United States is the literal statement accredited to Manager L.C. Bradley of the Stone & Webster trackage interests, who announced last week that the work on the two million dollar terminals, at Jackson, Wood, and Browder Streets, will begin within a few weeks.

As shown in the cut [(illustration)], the terminal station building will be nine stories high and will contain a floor space of 155,000 square feet. Train sheds at the new terminals will be large enough to accommodate thirty-five interurban trains at one time. All of the interurban lines now running into Dallas, and all those now under construction and to be built in the future, are to use these terminals. The growth of the interurban development of North Texas is here not only encouraged by proper facilities for getting into Dallas, but the building of more lines will, by these terminals, be stimulated (*Dallas Spirit Magazine*, 4 June 1913: n.p.).

The writer continued:

The terminals for interurbans in Indianapolis are considered the finest in the world, but according to Manager Bradley, the Dallas terminals will by far eclipse the Indianapolis station. All the mistakes and experience of the past has been brought to bear by the Stone & Webster engineers to make the Dallas station and trackage facilities the best that have ever been constructed.

The building will be erected on the northwest corner of Browder and Jackson Streets. . .the Stone & Webster offices will be in the new building as will be the offices of all of the branch corporations of

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these interests (Ibid.).

The building's public spaces were also noted as including:

[A] waiting room [that] will be formed in the court of the main office building on the ground floor, with additional space provided by arcading certain portions of the first story. Entrance to the waiting rooms will be through a wide concourse on Jackson [S]treet and another concourse as wide on Browder [S]treet, thus affording ample facilities for easy access to and from the waiting rooms.

Spaces will be provided in the waiting room for retiring and toilet rooms for both men and women. Special attention has been given to this feature and it will be possible for out-of-town ladies to use this retiring room as a rest place. The toilet rooms for the men will be on the opposite side of the room. There will also be checking rooms for hand luggage, [a] ticket office, baggage room for trunks, and other rooms necessary for the accommodation of the public will be provided.

A portion of the ground floor of the main building will be devoted to stores. As a rule, such institutions as restaurants, lunch rooms, haberdasheries, drug stores, etc., occupy such places, and it is expected that they will also do so in the Dallas interurban terminal building. A side of the waiting room fronting the passenger tracks will be arranged so that it can be thrown open during the summer months and entirely [e]nclosed during the winter months (Ibid.).

The writer continued, describing some of the mechanical systems that were to be provided for the building's patrons as well as the train shed arrangement:

There will be telephone and call bell systems, fire alarm systems, electric fans for offices, a waiting room clock, a refrigerating plant and pumps for circulating ice water to all offices. Hot water will also be supplied. There will be ample vault space on each floor and an independent heating plant with the necessary auxiliaries will be installed in a portion of the basement.

The train shed [will] adjoin the waiting room on the southeast and will consist of concrete platforms provided between the main loading tracks. These platforms will be covered by sheds built of light steel frames, supported on steel posts [and] covered with cement-plastered roofs (Ibid.).

The project description was finally concluded with the statement that: "The entire station will be brilliantly illuminated and will be one of the very brightest spots of the city of Dallas" (Ibid.). Unfortunately for the Dallas public, construction of the building did not occur in a few weeks as the article indicated in 1913, but was initiated two years later, on December 11, 1915. A building permit was presumably issued by the Dallas building official, however, no record for the transaction has been located to date.

In addition, the estimated \$2,000,000 cost for the project announced two years earlier in the *Dallas Spirit* article was reduced to \$1,500,000 and a highly embellished ninth floor, shown in the architect's rendering two years earlier, was never built. The building was recorded, while nearing completion, by an unidentified photographer in 1916 (Figure 2). Taken from Browder Street, looking southeast, its

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Beaux Arts-inspired west entry was clearly visible, along with construction refuse that had yet to be cleared from the site.

Prior to Interurban Building's completion, agents of the Sanborn Insurance Company surveyed the construction site in preparation for the 1916 city insurance maps (Figure 3). They recorded it as the "Interurban Terminal B'ld'g," and noted that it was "From plans - Being built - 1915-1916." In addition, the Sanborn agents also indicated that the building had a "Sub-power Station" located in the basement, a "Passenger Station" on the first floor, and "Offices - Abv."; that it was also of "Fireproof Construction - Reinforced Concrete Frame, Roof, and Floors," and had "12" Brick Curtain Walls" (Sanborn Insurance Company: 1916: 108).

Presumably, the location of a traction power substation in the basement of the Interurban Building was necessary to provide additional power to move a large number of trains to and from the terminal as well as provide maintenance repairs. The city lines of Dallas, Waco, and Corsicana were 600 volt systems, which required power generation at 10-12 mile intervals (Myers 1982: 36). The nearest power substations for the Denison-Sherman, Waco, and Corsicana divisions were at Plano (Andrews 1999: personal communication), the Monroe Shops, and Walker, respectively (Myers 1982: 36).

Although by 1916 systems of 1200 volts were recognized by the industry as being superior because they only required power substations at 41-mile intervals, the Sherman-Denison division had not been upgraded. Strickland had provided a 1200-volt system for his ST line that was supplied to his Waco and Corsicana divisions. However, interfacing both 1200 and 600-volt systems proved problematic and required additional power generating capacity at the terminal site.

The Interurban Building was finally completed on September 1 of that year and despite some cutbacks, at its opening, was still nevertheless purported to rival the Indianapolis station as well as similar interurban stations in Los Angeles, Milwaukie, Akron, and Salt Lake City. The building was eight stories in height, included over 200 feet of frontage on Jackson Street and 270 feet on Bowder Street for pedestrian concourses. It also contained a waiting room that was 6400 square feet in area, as well as provided office space for the owners, the interurban companies that served the city, and various other tenants. The building was recorded by another unknown photographer after commencing operations (Figure 4).

Less than one month after its opening, the Interurban Building received national exposure in an article that appeared in the period trade publication, *Electric Railway Journal*. It was extolled by the author, E.T. Moore, who also was the local manager of the Dallas Street Railway Company as well as a Board of Trustee for the Dallas Interurban Terminal Association. Under the headline, "Dallas Railway Completes Seven-Track Interurban Terminal," he noted that:

While it is not the largest, either in height or track capacity, the recently completed interurban terminal in Dallas, Tex., is one of the most perfect structures of its kind in America to-day [sic]. The builders have endeavored to combine the best features of the terminals in Indianapolis, Los Angeles,

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Columbus, Denver, Milwaukie, Oakland, Springfield, Terre Haute and Hamilton, Ont., and profiting by the experience and mistakes of others, have succeeded in producing a splendid interurban terminal.

After the financial and franchise arrangements were completed last autumn, the [Stone & Webster] Engineering Corporation. . . began clearing the site for the terminal, and the structure was rapidly rushed to completion. In spite of the many difficulties experienced in securing material and supplies, the terminal was finished and formally opened to the public. . . four months ahead of the scheduled time. The rapidity with which the building was completed is considered remarkable under the circumstances, and the contractors have thereby established an enviable reputation throughout the Southwest (Moore 1916: 526).

An exterior view of the building, looking southeast from the intersection of Jackson and Browder Streets, a photograph of the station lobby interior (Figure 5), a plan of the first floor (Figure 6), and a trackage diagram (Figure 6) were also included in the article. The photograph showed what Moore described as a "simple beamed ceiling, [lit by] handsome lighting fixtures. . . [including] frosted bowls hung from the ceiling. . . [over] terrazzo floors with Tennessee gray marble borders, [that were complimented by a] refreshing combination of gray and green tile in the wainsco[a]ting" of the surrounding walls and columns (Moore 1916: 526, 527). In addition, there was decorative metalwork that was used to separate queuing from waiting areas. The proud owners, Stone & Webster, had also posted a sign in the station lobby above the entry doors leading to the concourse that announced to exiting patrons: "This is the Interurban Building---It is the most complete building in the world" (Myers 1982: 47).

The writer further described the interior as having:

[A] ticket office, centrally located along the north side of the waiting room. . . with four windows, one for information, one for regular ticket sales, one for colored patrons, and an extra window for heavy business. Opening from the west end of the waiting room is the women's rest room, where a maid is constantly in attendance. Couches, comfortable chairs and reading matter make it a restful retreat. The baggage room. . . is situated in the southwest corner of the terminal building [and] the baggage and parcel checking window opens into the main waiting room (Moore 1916: 527).

Alluding to the "separate but equal facilities," required by the segregation ordinances of the period, the writer also indicated that, "East of the main waiting room is a smaller but equally attractive waiting room for negro patrons. In finish it is similar to the main waiting room, and like it is equipped with large comfortable oak settees" (Ibid.). An entrance "which is used principally by the colored patrons of the terminal, is on the east side of the building, facing an extension of Lane Street" (Ibid.).

Tenants of the first floor lobby's "rentable space," which fronted Jackson and Browder Streets, included, "a drug store, the display room of the Dallas Electric Light & Power Company [at the northwest corner of the building], a restaurant, barber shop, fruit store and newsstand" (Ibid.). In addition, Dallas Electric Light & Power Company also operated one of its "substations and the meter and service departments . . . in the basement, which was especially designed to accommodate the electrical apparatus [required]" (Ibid.).

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A tenant listing for the building was printed in the local city directory in 1917. A partial inventory of the sixty-two corporate occupants of the offices in the upper floors included: Stone & Webster, Dallas Electric Light & Power Company, Dallas Consolidated Electric Street Railway Co., Rapid Transit Railway Co., Metropolitan Street Railway Co., Interurban Terminal Association, Southwest General Electric, Texas Power & Light, Texas Electric Railway, Rio Grande Development Co., Empire Realty Co., Texas Land Securities Co., and Southern Products Co. (Worley 1917-1918:186).

The Dallas Union Terminal opened in the same year but one month later than the Interurban Building. Whether there was any competition between the two projects can only be conjectured, however, Dallas citizens had been clamoring for a union terminal for twenty-one years. Seven steam railroads provided service to the city at the time from separate terminal facilities. In addition to the T&P, GC&SF, and the MK&T railroads, they included the Chicago, Rock Island & Gulf (CRIG) Railway Company; St. Louis, San Francisco & Texas (SLSF&T) Railway Company; St. Louis, Southwestern (SSW) Railway Company of Texas or the "Cotton Belt"; and the Texas & Pacific (T&P) Railway Company (Reed 1941: 496). It took nearly two hundred public meetings to get an agreement between the railroads that resulted in the project being built (Ibid.).

In contrast, there were in that same year only three interurban carriers that served the city. Reduced in number by a series of mergers and acquisitions, the carriers included the Northern Texas Traction Company (NTT) Company, the Texas Electric (TE) Railway Company, and the Texas Interurban (TI) Railway Company. Despite the projected system expansion made in 1913 of 560 miles, together, these companies only aggregated 334 miles of track (Blanton 1979: 2).

One local writer described in 1916 the impact of the Dallas' interurban system on the North Texas economy and landscape:

The great "Black Land Belt" of Texas is pierced by interurban lines running out of Dallas, this section being densely populated and almost unrivaled in fertility. The country is essentially agricultural, with "King Cotton" as the principle crop, however, large quantities of corn, wheat, oats, feed stuffs, truck products, fruits, etc. are [also] produced. Stock raising, horse raising, hog raising and poultry raising are pursued in connection with the farming. In fact, a circle of a hundred miles drawn around Dallas includes ONE-THIRD OF THE POPULATION of the State. . .and producing 38 PERCENT OF THE FARM PRODUCTION. . .It is this prosperous, wealth-producing territory which is reached in every direction by the interurbans which run in and out of Dallas. Many industries of varied and extensive nature are located in the cities and towns. The interurban lines have done much to increase the development in this section. Suburban development in many places has been rapid and extensive, many beautiful suburban and country homes being found along the lines outside the cities of Dallas, Waco, and Fort Worth (Texas Electric, 1 September 1916: n.p.).

A year after the opening of the Interurban Building, however, Stone & Webster transferred ownership of the building from the association to the railway that the company operated. A Warranty Deed was executed by the Dallas Interurban Terminal Association to the Dallas Railway Company and filed on September 29, 1917 (Dallas County, Deed Records, Vol. 716: 700).

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Three years later, the Dallas Railway Company began the construction of an addition to the southeast corner of the building. A building permit was issued by the Dallas official for the project and the addition was recorded by an anonymous photographer as it neared completion (Figure 7). Taken from Browder Street, looking northeast, the image showed the exposed concrete frame of the eighth floor with the lower floors infilled with brick. Completed by 1921, the same view was repeated by another unknown photographer in 1925 (Figure 8) and during the 1930s, 40s, and 50s (Figure 9). Viewed in sequence, the images clearly showed the changes in transportation from rail to gasoline-powered "jitneys" and buses.

In 1921 another tenant listing for the building was printed in the local city directory. The Stone & Webster offices had been closed but the sixty-two corporate occupants of the upper floor offices recorded four years earlier had increased to more than seventy-one. In addition, there were three printing companies who leased space in the basement. The basement tenants included: Northern Printing Co., Ernest L. Cook Printing Co., and Enterprise Printing Co. A partial inventory of the upper floor businesses included: Western Union Telegraph Co., Dallas Power & Light Co., Dallas Railway Co., J.M. Willis Cotton Products Co., Texas Construction Co., Concordia Insurance Co., American Fuel Corp., Southwest General Electric Co., Texas Power & Light Co., Texas Interurban Railway, Dennison Manufacturing Co., Texas Electric Railway Co., Dallas Union Trust, Dallas Securities Co., Empire Realty Co., Rio Grande Development Co., Texas Land Securities Syndicate, Hidalgo Land Securities Syndicate, Southern Products Co., and General Motors Acceptance Corp. (Worley 1921-1922: 347).

At the height of operations during the 1920s, 250 local and limited interurban cars arrived and departed daily from the Interurban Terminal. The high traffic during this period, however, belied the fact that there was a steady reduction in ridership that was brought about by the increased usage of the automobile. In 1921 Texas Electric's revenue losses amounted to \$500,000 (Myers 1982: 61). The interurban companies attempted to offset the losses by reducing wages and taking on more freight including, oil, cottonseed, baled cotton, tobacco, onions, and cheese (Ibid.: 80). This was augmented further by daily newspaper and mail service. However, as early as 1926, "the national trend toward auto[mobile]s was making itself more and more evident in Texas" and local municipal lines such as the one in McKinney were converted to gasoline-powered buses (Ibid.: 64). Revenue losses continued to mount and by the late 1920s, with totals running in excess of \$1,000,000 annually for even Texas Electric, the last corporate response before terminating service---especially after the advent of the Great Depression---was the merger.

In 1937 the Dallas Railway Company was merged with the Dallas Interurban Terminal Company to form the Dallas Railway & Terminal Company. Three years earlier, the last interurban train had run between Dallas and Fort Worth. The Corsicana line was closed in 1941 and Texas Electric service to Denison and Waco was terminated in 1948 (*Dallas Morning News*, 10 August 1984: 15A). Prior to the company's suspension of service, a description of its operations and its soon to be abandoned infrastructure was produced by a trade publication in the mid-1940s. Under the caption, "System north and south of Dallas totals 174 miles," the author wrote:

Third longest interurban route in the United States with passenger service is the Dallas-Waco line of the Texas Electric, a division of 97.2 miles, exceeded in length by two runs of the Illinois Terminal. In addition to this run south of Dallas, Texas Electric also has a 76.5-mile route north to Denison,

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manufacturing, agricultural, and railway center on the Oklahoma state line. Over these two divisions 64 passenger trains run daily, in addition to a freight business bringing in almost as much as the passenger fares, and an express traffic handled by a subsidiary. Some trains carry railway post offices in which mail is sorted in route.

Texas Electric uses the tracks of the Dallas Railway and Terminal Company. Trains from the south enter Dallas over an elaborate series of concrete viaducts, spanning the broad bed of the Trinity River and the extensive yards of various railroads. Out in the open country, all line[s] [are] on private right of way. The power contact system is overhead trolley, much of it overhead catenary. The[re] [are] 18 substations [that] include four portables. To operate efficiently the 174 miles of route, the company uses 26 interurban passenger cars, three electric locomotives, and five city streetcars, the latter in Waco local service. . . About a million dollars was grossed annually before the war; since the war, business has about doubled (*Trains Magazine*, July 1944: n.p.).

By 1940, the Interurban Terminal Building was also identified as "Union Bus Terminal" and provided connections for six bus lines. They included Dixie Motor Coaches Corporation, Bowen Motor Coaches, Dallas-Celina-Sherman Bus Lines, Sunshine Bus Lines, Inc., and Texas Motor Coaches, Inc. In addition, "Bus sightseeing trips [could be] arranged by the Dallas Railway & Terminal Co. (Interurban Bldg.)" (Holmes and Maxon 1992: 13). A second bus terminal---the Greyhound Union Bus Terminal at 812 Commerce Street---served the same lines as Union Bus Terminal as well as Southwestern Greyhound Lines and Texas Motor Coaches. A third terminal at 1001 Commerce was operated by All American Bus Lines, Inc., but it was used exclusively for its own buses (Ibid.).

Texas Electric still made a profit during the war years because of gasoline rationing, however, the abandonment of the system was inevitable. By 1948, the Interurban Building had served electric rail carriers for thirty-two of the forty-six years that they were operational in North Central Texas. The last run of an interurban train was on December 27 of that year (Myers 1982: 44). With the demise of the interurban system and abandonment of electric train service in favor of bus service, the building functioned as a terminal for Texas Electric-owned buses as well as those of the six companies mentioned above.

In 1956 after managing the operations of the Interurban Building for thirty-nine years, the Dallas Railway & Terminal Company merged with the Dallas Transit Company. Two years later an unnamed photographer for the Dallas Morning News recorded the Jackson Street entry of the Interurban Building (Figure 10). The image showed that the 1916 metal canopy had been replaced with a modern metal canopy and was outfitted with a neon sign that identified the building as a "Bus Center." The storefronts and lower façade, however, remained unchanged.

The Dallas Transit Company transferred title to the Interurban Building to the Dal Tran Service Corporation in 1960 (Dallas County, Deed Records, Vol. 5355: 552). Four years later, the building was transferred back to the Dallas Transit Company and sold to Four Star Realty Company, a subsidiary of Continental Bus Company (Ibid., Vol. 337: 431).

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Within a year of the purchase, Continental undertook an extensive remodeling of the building's exterior, and erected an immense five-story parking garage against the building's south and east facades. In addition, the interior of the building was renovated for a bus terminal as well as restaurant, retail, and additional office uses. The project was reported by the local press under the headline, "Old Building Takes on New Look."

In October 1965 an extensive construction and remodeling program of the Continental Building was outlined by the bus system's president T.S. Reece. In addition to remodeling the interior of the building for first class office facilities, a 5-story, 430-unit auto parking garage w[ill] be constructed and attached to two sides of the building. Modern high speed elevators---Otis Autotronic---are being installed for the office personnel and a similar bank of elevators will be situated in the 430-car garage. Tenants can park their own cars and come directly into the office building. Construction has been progressing steadily in the past six month[s] even while the bus company maintains around-the-clock operations, experiencing its greatest volume of traffic in its 21-year history.

Murry Hey, manager of Four States Realty, a subsidiary of the bus company, states that most of the remodeling inside is done at night so as not to disturb everyday office procedure. The eight-story building has changed its look inside on six of the floors at this point. Mr. Hey said that the offices are not completely finished because the decor of the office area is left to the discretion of the occupant. After a decision is made on their desires a work crew moves in and completes the remodeling in a short time. This system is highly satisfactory to the new tenants.

A crew of maintenance men and women serve the Continental Building night and day under the supervision of Shan Bentley, a veteran employee of the bus company. Mr. Hey stated that tenants will have preference on parking space, including desired level. The rent for office space has been set at a very economical price for downtown Dallas. Today, tenants include all types of businesses with many of the firms complementing each other.

The remodeling of the main bus terminal also is progressing in a rapid manner with the bus Package Express recently opening their new department. Inside facilities will include an expanded drugstore, restaurant and other shopping facilities (*Dallas News*, [?] 1965: n.p.).

Despite the good intentions of its new owners to modernize what was most probably considered at the time to be an architectural "dinosaur," the renovations were implemented in the most cost efficient means possible. Operational for another 23 years as a bus terminal, the Interurban Building was again sold and purchased by Trailways in the mid-1980s and then by Greyhound as part of an \$80 million buyout of that company in 1987.

Not willing to compete with an existing facility at 205 S. Lamar, Greyhound's management decided that the Interurban Building was to be the first of 249 terminals to be liquidated in the United States. Consequently, the building's contents were sold at auction in September of the same year. The local press announced the Interurban Building's demise under the headline, "End of the road: Auction empties Trailways depot." The writer stated that:

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"Office furniture, waiting-room seats, loading equipment and souvenirs went to the highest bidders Wednesday when auctioneers sold off the remains of Trailways' downtown Dallas bus station to pay off the carrier's debts. . .In addition to the Jackson Street terminal, the company closed its Dallas accounting, maintenance, and package express operations. Both carriers now operate from the Greyhound terminal on Lamar Street (*Dallas Times Herald*, 28 September 1987: 1B).

Boarded up and derelict for over a decade, the ownership of the Interurban Building passed through several entities. Trailways sold the property to 1500 Jackson Associates, Ltd., in 1986 (Dallas County, Deed Records, Vol. 86009: 629). Within a year, the new owners had sold the building to Preston on the Creek Associates, who defaulted on their loan within four months of purchase (Ibid.: Vol. 87004: 7949; Vol. 87086: 7335). Key Savings & Loan Associates held the note along with other non-performing assets and eventually was taken into receivership by the Federal Deposit Insurance Corporation. Investor, F. Shaia purchased the property in 1993, and within five years, sold it to 1500 Jackson Street L.L.C (Ibid., Vol. 93028: 1674; Vol. 98044: 5677).

In 1998, the Interurban Building was purchased by the Interurban Station L.L.C./The Courtland Group, Inc. for rehabilitation as retail space on the ground and second floors, residential loft space on the upper floors, and a complete restoration of the exterior facades. The owner requests local landmark designation contingent upon the restoration of the following protected facades: the north (front) and west (side) facades fronting Jackson and Browder Streets; the south (rear) facade visible above the highest level of the parking garage fronting Wood Street; and the east (side) facade visible from Jackson Street.



LANDMARK DESIGNATION FORM
CRITERIA FOR ELIGIBILITY

X ___ **History, heritage and culture:** Represents the historical development, ethnic heritage or cultural characteristics of the city, state, or country.

___ **Historic event:** Location of or association with the site of a significant historic event.

___ **Significant persons:** Identification with a person or persons who significantly contributed to the culture and development of the city, state, or country.

___ **Architecture:** Embodiment of distinguishing characteristics of an architectural style, landscape design, method of construction, exceptional craftsmanship, architectural innovation, or contains details which represent folk or ethnic art.

___ **Architect or master builder:** Represents the work of an architect, designer or master builder whose individual work has influenced the development of the city, state or country.

X ___ **Historic context:** Relationship to other distinctive buildings, sites, or areas which are eligible for preservation based on historic, cultural, or architectural characteristics.

___ **Unique visual feature:** Unique location of singular physical characteristics representing an established and familiar visual feature of a neighborhood, community or the city that is a source of pride or cultural significance.

___ **Archeological:** Archeological or paleontological value in that it has produced or can be expected to produce data affecting theories of historic or prehistoric interest.

X ___ **National and state recognition:** Eligible of or designated as a National Historic Landmark, Recorded Texas Historic Landmark, State Archeological Landmark, American Civil Engineering Landmark, or eligible for inclusion in the National Register of Historic Places.

X ___ **Historic education:** Represents as era of architectural, social, or economic history that allows an understanding of how the place or area was used by past generations.