

PH0670944

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JUN 15 1977
DATE ENTERED NOV 10 1977

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC

**

Union Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

501 Crawford St.

NOT FOR PUBLICATION

CITY, TOWN

Houston

VICINITY OF

CONGRESSIONAL DISTRICT

18

STATE

Texas

CODE

COUNTY

Harris

CODE

201

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

4 OWNER OF PROPERTY

NAME

Houston Belt and Terminal

STREET & NUMBER

501 Crawford

CITY, TOWN

Houston

VICINITY OF

STATE

Texas

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Harris County Courthouse

STREET & NUMBER

304 San Jacinto

CITY, TOWN

Houston

STATE

Texas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE HOUSTON, AN ARCHITECTURAL GUIDE

DATE

1972

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

RICE UNIVERSITY

CITY, TOWN

HOUSTON

STATE

TEXAS

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The description of Union Station is best accomplished through the existing literature concerning it. Probably the best descriptions of the architecture is in Keith L. Bryant's article published in the Southwestern Historical Quarterly (April, 1976).

"The Belt and Terminal selected the firm of Warren and Wetmore to design the terminal building. Charles D. Wetmore and Whitney Warren of New York City became famous for the large hotels they designed - the Biltmore, Ritz Carlton, Broadmoore, Royal Hawaiian - and for their masterpiece, New York City's Grand Central Station. A graduate of Harvard University, Wetmore had studied architecture in New York for five years and in 1896 joined Warren to form one of the city's leading firms. Warren had gone to Paris at the age of eighteen and studied at the Ecole des Beaux-Arts before returning to New York in 1896. Both men believed that a railway station should be a monumental gateway. Advocating the Neo-Classical use of mass and simplified decorations, they incorporated in their buildings pedimented porticos, marble and granite columns in Greek and Roman orders, and giant rooms with soaring vaults. One critic refers the mania for mass as "elephantiasis," but in 1909 both the public and Houston Belt and Terminal wanted "monuments," and that is what Warren and Wetmore designed. Houston acquired a substantial example of the Neo-Classical Revival railway station not unlike the terminals erected in Boston, New York, Seattle, and Washington, D.C.

Construction began in December of 1909. The building rose three stories in height and covered the entire block on Crawford Street between Texas and Prairie avenues. The plain exterior of the first two stories was of white terra cotta, while that of the upper floor was of dark red brick. The brick contrasted sharply with the terra cotta below and with the gray stone cornice above. The entrances on Crawford featured a portico supported by pillars and six decorative Doric columns. A balustrade above almost concealed the three arched windows set over the entrance. The three windows were topped by light-colored brick pediments, but as the Neo-Classical style dictated, the facade lacked significant ornamental detail. The simple rear facade looked out upon a concourse leading to umbrella sheds which eventually covered twelve tracks and were capable of containing 140 passenger trains.

Warren and Wetmore continued the massive scale in the waiting room. Two stories in height, 138 feet long, and 80 feet deep, the room was decorated with fluted columns paralleling the arched windows of the Crawford street facade. French marble covered the walls, walnut woodwork framed the doors and windows, and large electric chandeliers hung from the ceiling. The building contained a Harvey House restaurant, and the third floor was occupied by the offices of the Trinity and Brazos Valley Railroad. By the end of February, 1911, the building stood ready for use, and the formal opening ceremonies were announced for March 1.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

An older article appearing in the book, Houston compiled by the Anson Jones Press in 1942 sheds a little more light on Union Station.

"The Union Station, 501 Crawford St., a five-story brick and stone Doric structure designed by Warren and Wetmore of New York, is used by the Missouri Pacific Lines, the Gulf, Colorado & Santa Fe Railway, the Burlington-Rick Island Railroad, and the Houston Belt & Terminal Railway Company. Behind the main building are 13 tracks; to the north a three-block-long freight depot, the terminal covering ten blocks between Texas and Prairie Avenues, Crawford and St. Emauel Streets.

The first two floors of the main building are faced with concrete, and above with red brick extending to a simple gray stone cornice. A marquee supported by four square columns projects near the center of the main facade. Stone balustrades enclose the flat roof, which has three circle-headed windows topped with arched brick pediments. Interior finishings are in Italian marble.

Waiting rooms for whites and Negroes are on the first floor. The upper floors are occupied by offices of the railroads using the terminal. . . Approximately 30 passenger trains daily arrive and depart from the station.

The construction of the Union Station was the culmination of railway development started locally in the 1850's, when the seven-mile-long Houston Tap Railroad to Pierce Junction was built in an effort to divert trade then going to Harrisburg. The little line joined the Buffalo Bayou, Brazos & Colorado Railroad; its first depot, erected on Commerce Avenue and Hutchins Street, was named Allen Station in honor D.O. Allen, one-time superintendent of the Galveston, Houston and Henderson Railroad.

In 1905 the Santa Fe, Trinity and Brazos Valley, the Beaumont, Sour Lake & Western, and the St. Louis, Brownsville and Mexico Railways united and organized the Houston Belt & Terminal Railway. A site for a union station was purchased for \$1,000,000; on it stood the residences of a number of Houston's prominent people. Included was the property of Andrew Dow, 1717 Texas Avenue, that of Baldwin Rice, on Crawford Street and Preston Avenue, the Klienfelder home on Praire Avenue, the old Garey place on Texas Avenue, and the new brick synagogue and frame buildings of the Adath Yeshurun Congregation.

Freight Terminals were built along the five-block site between prairie and Preston Avenues. The passenger station was a \$500,000 building a block long, and three stories in height. The station was but a small part of the terminal facilities, the total expenditure reaching \$5,000,000.

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CONTINUATION SHEET

ITEM NUMBER 7

PAGE 3

At the time the Union Station was completed, the International and Great Northern Railroad was advertising 28-hour service to St. Louis. Thirty years later that railroad offered the trip in 20 hours.

Trains began using the new terminal in August, 1910, and on March 2, 1911, the station was dedicated. It was soon found necessary to increase the size of the building; two stories were added. A fire in 1921 caused \$50,000 to \$100,000 damage."

Finally, when the building was dedicated on March 2, 1911 the Houston Chronicle wrote:

"Designs for the station were furnished by Warren & Wetmore, architects of New York. Nearly everything else about the building except the polished marble is of Houston production or fabrication. Construction began December, 1909, by the American Construction Co., which expected to finish in 13 months. A two-month delay with steel portponed the opening for two months.

The cost of the building is placed at \$540,000; the marble cost \$45,000. Three kinds of marble were used. A lot of Belgian marble Rouge du Rance was used for wainscoting and counters in the main waiting room; it is a richly colored reddish marble. Tennessee marble was used for floors and in the wainscoting of the Harvey dining room. A Vermont marble, verde antique, black with green veins, was used for counters in the lunch room."

Originally the station building was three stories high and had a large hip roof on it. Two more stories were added in 1912 and a flat roof substituted for the hip roof, completing the structure as it stands today.

8 SIGNIFICANCE

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

SPECIFIC DATES

1911

BUILDER/ARCHITECT

Warren and Wetmore

STATEMENT OF SIGNIFICANCE

As discussed in the preceeding section, this building was designed by the same firm that designed New York's Grand Central Station. It is one of the few buildings of the era left downtown, and the only train station. The atmosphere and spirit surrounding the past of this building is again best described in Bryant's article.

"In a burst of enthusiasm prior to the ceremonies, the Houston Chronicle proclaimed that "The Houston Union Station is significant of the city's confidence in its own future," a sentiment similar to many expressed at the opening of the depot. The station "is the gateway through which the millions who enter and leave the city in years to come will pass directly to or from the centers of trade." Between 7,000 and 10,000 visitors filled the building on March 1, and echoed the praises of the Chronicle's reporter. A representative of the Pennsylvania Railroad stated that no city in the nation the size of Houston had anything to compare with the new terminal. City Commissioner J.C. Gaston accepted the station on behalf of Houston, and praised the building as "one of the finest railroad depots in the South." The Herb and Lewis orchestra played as guests swarmed through the flower-decked building to be greeted by the Harvey House waitresses in their black dresses and heavily starched white aprons. There appeared to be uniform agreement that this "fine up-to-date station makes a splendid impression upon the stranger who arrives in the city for his first visit."

Both of Houston's major newspapers took cognizance of the opening of the station as an example of the boom in construction. On March 2, the city also dedicated the new County Court House, and a new Post Office would be opened in April. The Municipal Auditorium was nearing completion; the sixteen-story Carter Building was to be dedicated soon; a twelve-story bank was under construction; and over \$2,000,000 in navigation and road projects were underway. To many people, the Union Station symbolized the destiny of Houston.

The railways which joined together to erect the Houston station sought to construct the most perfect railroad passenger terminal in the Southwest and ranking with any in the entire South in size, convenience and architectural beauty." Only a monumental edifice would suffice for the largest railroad center in Texas and the Southwest.

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

Houston grew rapidly from 1880 to 1910, and the city's rail network helped to establish its economic base. By 1910 the area was served by sixteen rail companies, and railroading constituted the city's largest industry. Houston's population almost doubled between 1900 (44,633) and 1910 (78,800), and soared to 138,276 by 1920. A number of developers and boomers came to the city to participate in its spectacular growth, and none with more ambition than railroad magnate B.F. Yoakum. Tirelessly building a rail empire in the southwest, Yoakum organized the Houston Belt and Terminal Railway on August 31, 1905, to create freight and passenger terminals for his lines. Chaos in freight transfers and the inconvenience resulting from many small passenger depots led other railways to join Yoakum in his project. The Texas affiliate of the Atchison Topeka and Santa Fe Railway, the Gulf, Colorado and Santa Fe, purchased a one-fourth interest in the Belt and Terminal and then became the prime mover in the project when Yoakum himself in financial difficulties. The Belt and Terminal completed a seventy-eight mile-long switching network around Houston and proposed to allocate forty city blocks for a new union station and office building. Progress was slowed by delays in land acquisition, but with the aid of condemnation proceedings, the site was acquired and cleared of existing buildings. Bonds in the amount of \$5,000,000 were sold to pay for the new terminal. The site selected for the station pleased Houston civic leaders, for the location at Texas Avenue and Crawford Street was quite near the heart of the business district. By the time the Belt and Terminal managers were ready to select an architect for the proposed building, the tenants and participants in the venture included the G.C. & S.F., Brownsville and Trinity, Trinity and Brazos Valley, International and Great Northern (Missouri Pacific), and San Antonio and Aransas Pass. Only the Southern Pacific and the M-K-T refused to participate, preventing the depot from becoming the true "union" Station.

Declining passenger use, with the exception of a brief revival during World War II, left only one passenger train operating by 1969. The once hectic activity could not be revived by "modernization" of the terminal in which the forty-five foot ceilings were lost to 10 foot ceiling and air conditioning duct work. The final train was diverted to the Amtrak station in 1970, and the station area of the old building was converted to office space, still occupied by various railroads.

Tentative plans for adaptive reuse of the Union Station are pending. The city of Houston is currently planning to acquire the building for use as a transportation center.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Bryant, Keith L., Jr; "Railway Stations of Texas", Southwestern Historical Quarterly, April, 1976
 Houston Chronicle 3/3/11, 6/23/12, 9/24/67, 4/21/68
 Houston Post 12/31/40
 Houston Historical Society

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY One (1)

UTM REFERENCES

A	15	272	140 175	3,294	0,1,0	B			
	ZONE	EASTING	NORTHING				ZONE	EASTING	NORTHING
C						D			

VERBAL BOUNDARY DESCRIPTION

This property is in
 Subdivision - South side Buffalo Bayou (SSBB)
 Block - 102
 Lots - 6, 7, 8, 9, and 10

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

Barry M. Goodman, Administrator

May 26, 1977

ORGANIZATION

Office of Public Transportation, City of Houston

DATE

(713) 222-5541

STREET & NUMBER

2400 City Hall Annex, 900 Bagby

TELEPHONE

CITY OR TOWN

Houston

STATE

Texas 77001

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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Shutt Johnson
 SHPO DATE 6-9-77

TITLE

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
 ATTEST: *Watson H. Cole*

KEEPER OF THE NATIONAL REGISTER
 DATE 11/10/77
 DATE 11.9.77

KEEPER OF THE NATIONAL REGISTER

Property *Union Station*

77001448
Harris

State *Ind.* Working Number *6.15.77.952*

TECHNICAL

Photos *6+4*
Maps *1*

~~*#12 Needs level*~~

J. Clark 10.14. pl
CONTROL
OK 6.16.77

HISTORIAN

Accept
Shapiro
10-4-77

*Call to see if list of historians acquired?
Any work done yet?*

ARCHITECTURAL HISTORIAN

Accept.
Smith 9/27/77

ARCHEOLOGIST

See me
Lebowitz

OTHER

HAER

Inventory _____
Review _____

REVIEW UNIT CHIEF

Accept
Lebowitz
10/28/77

BRANCH CHIEF

Accept
Cole
11.9.77

KEEPER

Wm
11/10/77

National Register Write-up _____ Send-back _____ Entered **NOV 10 1977**
Federal Register Entry *12.6.77* Re-submit _____

INT:2106-74



PROPERTY OF THE NATIONAL REGISTER

Union Station
Houston, Harris County, Texas

Texas Historical Commission, 6-10-71
THC

Southwest oblique

Photo #1 of 10

JUN 15 1977

NOV 10 1977



PROPERTY OF THE NATIONAL REGISTER

Union Station
Houston, Harris County, Texas

Texas Historical Commission, 6-10-71
THC

Southeast oblique

Photo #2 of 10

JUN 15 1977

NOV 10 1977



PROPERTY OF THE NATIONAL REGISTER

Union Station
Houston, Harris County, Texas

Texas Historical Commission, 6-10-71
THC

Looking east---trainyard & boarding area

Photo #3 of 10

JUN 15 1977

NOV 10 1977



PROPERTY OF THE NATIONAL REGISTER

Union Station
Houston, Harris County, Texas

Texas Historical Commission, 6-10-71
THC

Interior view of rear (passenger area)

Photo #4 of 10

JUN 15 1977

NOV 10 1977



NOT FOR PUBLICATION

PURCHASER OF THIS PHOTOGRAPH
AGREES THAT USE OF SAME IS LIMITED
TO SOUVENIR AND SCRAP BOOK PURPOSES
ONLY. IT IS UNDERSTOOD THAT PHOTO
IS NOT TO BE COPIED OR PUBLISHED
IN ANY MANNER WHATSOEVER. PHOTO
IS SUBJECT TO ALL COPYRIGHT LAWS.

HOUSTON CHRONICLE
512-520 TRAVIS
HOUSTON, TEXAS 77002

PROPERTY OF THE NATIONAL REGISTER

Union Station
Houston, Harris County, Texas

Houston Chronicle, 1960's
Houston Chronicle Library

Interior of Station--Waiting room (Alterations are beginning in the background)

Photo #5 of 10

JUN 15 1977

NOV 10 1977



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HOUSTON CHRONICLE
512-520 TRAVIS
HOUSTON, TEXAS 77002

PROPERTY OF THE NATIONAL REGISTER

Union Station
Houston, Harris County, Texas

Houston Chronicle, 1960's
Houston Chronicle Library

Interior of Station--Waiting room

Photo #6

of 10 10

JUN 15 1977

NOV 10 1977



PROPERTY OF THE NATIONAL REGISTER

NPS Number

NOV 10 1977

Title:

Union Station

Loc.

Harris County, TX # 7 of 10



NOV 10 1977



UNION STATION
1964

1/2

PROPERTY OF THE NATIONAL REGISTER

ANTHONY JACOBSON INT TO PROPERTY

NOV 10 1977

NPS Number

Title: Union Station

cc. Harris County, TX

8910

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10/22/77

NOV 10 1977



Crawford ST
400

UNION
STATION

PRAIRIE

DON
WAL

PROPERTY OF THE NATIONAL REGISTER

NOV 10 1977

NPS Number _____

Title: Union Station

Loc. Harris County, TX # 90710



NOV 10 1977



PROPERTY OF THE NATIONAL REGISTER

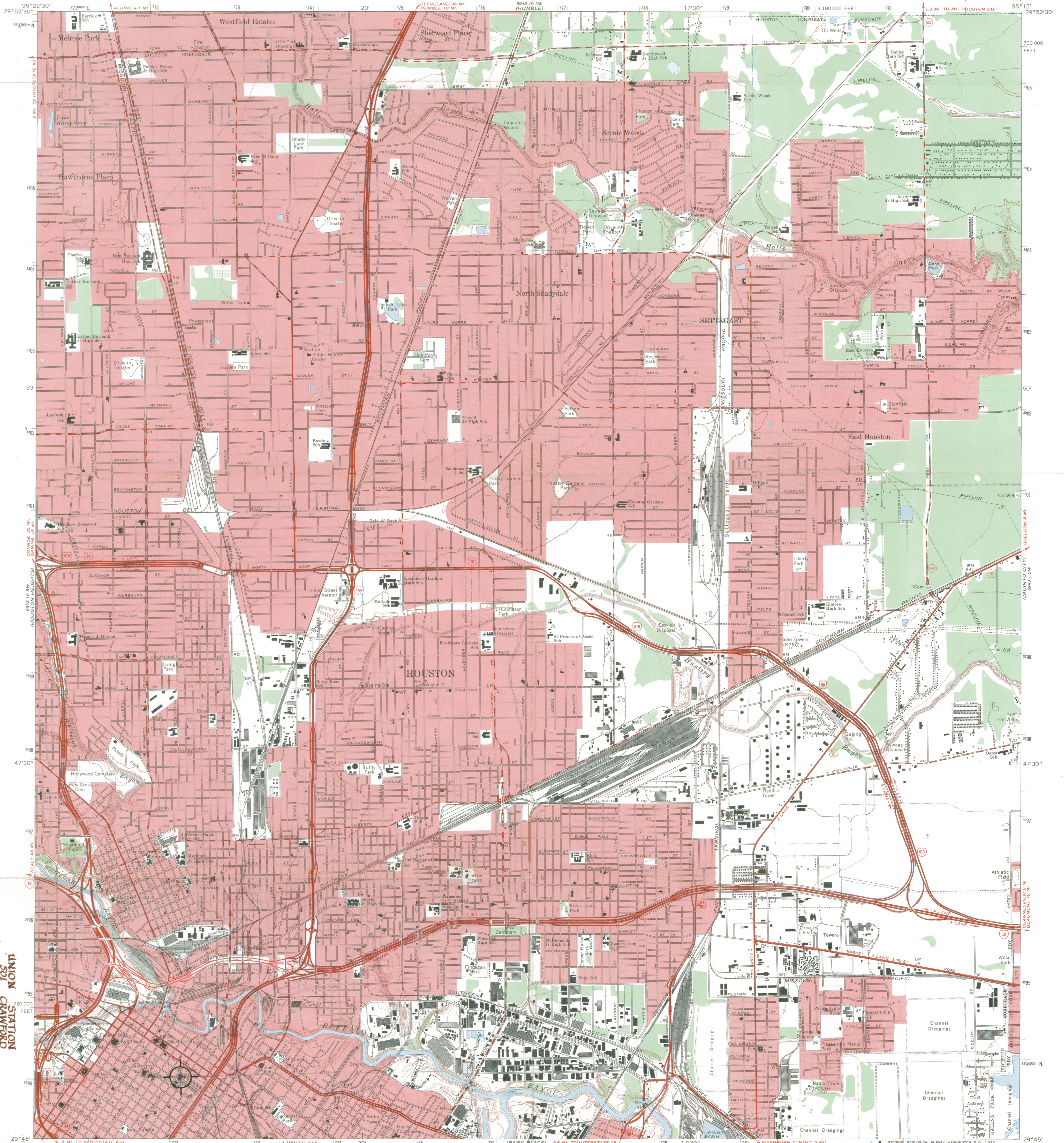
NPS Number NOV 10 1977

Title: Union Station

Loc. Harris County, TX

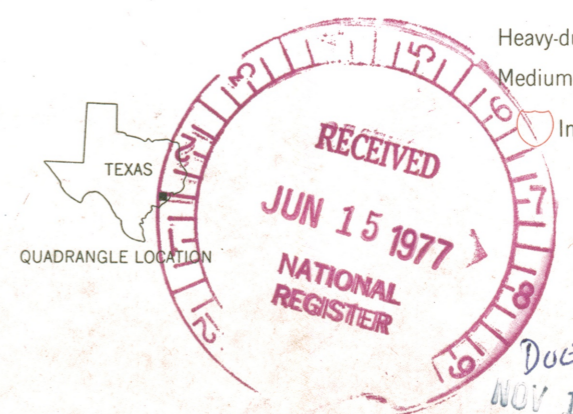
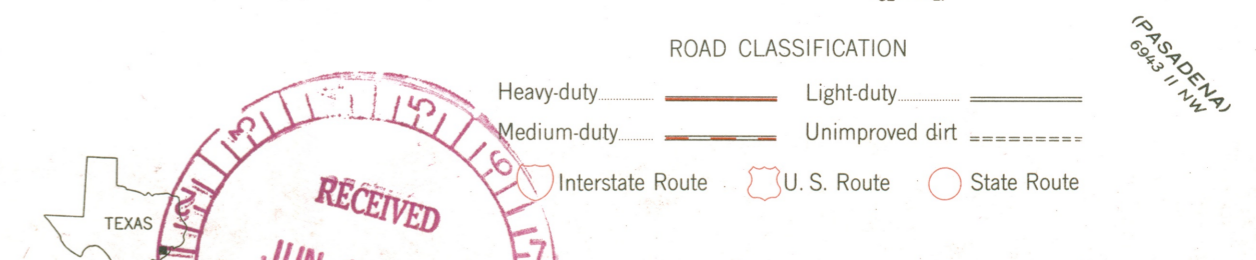
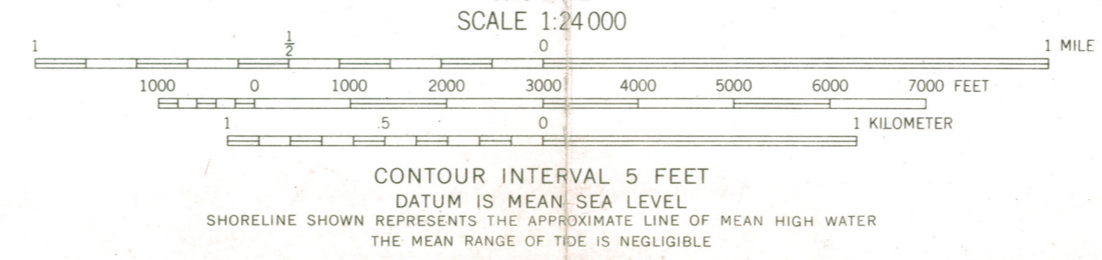
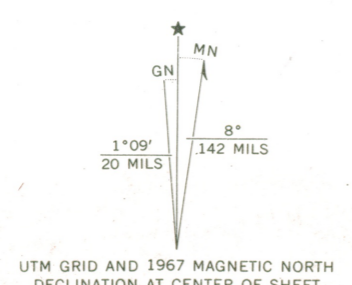
#10910

RECEIVED
10/27/77



HARRIS COUNTY, HOUSTON, TEXAS
UTM REFERENCES
15T 72145 / 3294010

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and USCE
Planimetry by photogrammetric methods from aerial photographs taken 1966. Topography enlarged from 1:31 680-scale AMS map of Settegast Quadrangle. Original map by planetable surveys 1943. Revised 1967
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system, south central zone
1000-meter Universal Transverse Mercator grid ticks,
Zone 15, shown in blue
Red tint indicates areas in which only landmark buildings are shown



SETTEGAST, TEX.
N2945-W9515/7.5

AUG 8 1970

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

1967
AMS PLAIN SERIES 1967
2995 431

ENTRIES IN THE NATIONAL REGISTER

STATE **TEXAS**

Date Entered **NOV 10 1977**

<u>Name</u>	<u>Location</u>
Union Station	Houston Harris County

Also Notified

Hon. Lloyd M. Bentsen
Hon. John G. Tower
Hon. Barbara C. Jordan

Regional Director, Southwest Region

880

Mott/js

11/15/77

State Historic Preservation Officer
Mr. Truett Latimer
Executive Director
Texas Historical Commission
P.O. Box 12276, Capitol Station
Austin, Texas 78711

NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: Union Station
 ② OTHER NAMES: _____
 ③ date of entry: NOV 10 1977
 ④ county code: 201

⑤ LOCATION street & number: 501 Crawford St. city / town: Houston vicinity of: _____ state: TX county: Harris
 ⑥ NPS REGION: SW

⑦ OWNER PRIVATE STATE MUNICIPAL COUNTY MULTIPLE FEDERAL (agency name): _____
 ⑧ ADMINISTRATOR: _____

⑨ EXISTING SURVEYS HABS HAER NHL ⑩ FUNDED? YES NO ⑪ CONGRESS DISTRICT: 18th ⑫ SOURCE OF NOMINATION: STATE FEDERAL

⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES, NAME: _____ NO
 ⑭ WITHIN NATIONAL HISTORIC LANDMARK? YES, NAME: _____ NO
 ⑮ ACREAGE: _____
 if state who prepared form? LOCAL PRIVATE ORGANIZATION

⑯ CONDITION deteriorated altered original site
 excellent ruins unaltered moved
 good unexposed reconstructed unknown
 fair unexcavated excavated
 ⑰ features: INTERIOR SUBSTANTIALLY INTACT-1 NOT INTACT-0 UNKNOWN-4 NOT APPLICABLE-7
 EXTERIOR SUBSTANTIALLY INTACT-2 NOT INTACT-0 UNKNOWN-5 NOT APPLICABLE-8
 ENVIRONS SUBSTANTIALLY INTACT-3 NOT INTACT-0 UNKNOWN-6 NOT APPLICABLE-9

⑱ ACCESS YES-Restricted YES-Unrestricted No Access Unknown ⑲ ADAPTIVE USE YES NO ⑳ SAVED? YES NO
 ㉑ IS PROPERTY A HISTORIC DISTRICT? yes no

㉒ AREAS OF SIGNIFICANCE: ARCHEOLOGY-prehistoric-2 ARCHEOLOGY-historic-1 AGRICULTURE-3 ARCHITECTURE-4 ART-5
 ENGINEERING-11 LANDSCAPE ARCH.-15 POLITICS / GOVT.-21 RECREATION-28
 COMMERCE-6 ENTERTAINMENT-26 LAW-16 RELIGION-22 SETTLEMENT-29
 COMMUNICATIONS-7 EXPLORATION-12 LITERATURE-17 SCIENCE-23 URBAN PLANNING-31
 CONSERVATION-8 HEALTH-27 MILITARY-18 SOCIAL/HUMANITARIAN-24 OTHER (SPECIFY) _____
 ECONOMICS-9 INDUSTRY-13 MUSIC-19 SOCIAL / CULTURAL-30
 EDUCATION-10 INVENTION-14 PHILOSOPHY-20 TRANSPORTATION-25
 ㉓ CLAIMS: explain 'first'
 'oldest'
 'only'

㉔ functions WHEN HISTORICALLY SIGNIFICANT: _____ CURRENTLY: _____
 ㉕ dates of initial construction: _____ major alterations: _____ historic events: _____
 ㉖ ETHNIC GROUP ASSOCIATION: _____

㉗ architectural style(s): _____ ㉘ architect: _____ ㉙ master builder: _____ ㉚ engineer: _____

㉛ landscape architect / garden designer: _____ ㉜ interior decorator: _____ ㉝ artist: _____ ㉞ artisan: _____ ㉟ builder/contractor: _____

㊱ NAMES give role & date
 PERSONAL:
 EVENTS:
 INSTITUTIONAL:

㊲ NATIONAL REGISTER WRITE-UP