NPS Form 10-900

OMB No. 1024-0018

126

United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

RECEIVED 2280
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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic Name: Fort Worth Warehouse & Transfer Company Building
Other name/site number: Fort Worth Warehouse & Storage Building; Golf Building
Name of related multiple property listing: NA

2. Location

Street & number: 201 S. Calhoun Street
City or town: Fort Worth State: Texas County: Tarrant
Not for publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following levels of significance: ☐ national ☐ statewide ☑ local

Applicable National Register Criteria: ☐ A ☐ B ☑ C ☐ D

Mark Wolfe State Historic Preservation Officer 1/31/13
Signature of certifying official / Title **Date**

Texas Historical Commission
State or Federal agency / bureau or Tribal Government

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.

Signature of commenting or other official **Date**

State or Federal agency / bureau or Tribal Government

4. National Park Service Certification

I hereby certify that the property is:

✓ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register.
___ removed from the National Register
___ other, explain: _____

for Edson H. Beall 3.22.13
Signature of the Keeper **Date of Action**

5. Classification

Ownership of Property

x	Private
	Public - Local
	Public - State
	Public - Federal

Category of Property

x	building(s)
	district
	site
	structure
	object

Number of Resources within Property

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	**0**	**total**

Number of contributing resources previously listed in the National Register: 0

6. Function or Use

Historic Functions: Commerce: Warehouse

Current Functions: Work in progress

7. Description

Architectural Classification: No Style

Principal Exterior Materials: Brick; Concrete

Narrative Description (see continuation sheets 7-6 through 7-9)

8. Statement of Significance

Applicable National Register Criteria

	A	Property is associated with events that have made a significant contribution to the broad patterns of our history.
	B	Property is associated with the lives of persons significant in our past.
x	C	Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
	D	Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations: NA

Areas of Significance: Architecture

Period of Significance: 1913-1954

Significant Dates: 1913, 1954

Significant Person (only if criterion b is marked): NA

Cultural Affiliation (only if criterion d is marked): NA

Architect/Builder: B.F. and C.M. Davis, Builder/Contractor; Robert W. Kelly, Architect, Inc. (2012-13 rehab)

Narrative Statement of Significance (see continuation sheets 8-10 through 8-16)

9. Major Bibliographic References

Bibliography (see continuation sheet 9-17)

Previous documentation on file (NPS):
- _ 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 #

Primary location of additional data:
- x State historic preservation office (*Texas Historical Commission*, Austin)
- _ Other state agency
- _ Federal agency
- _ Local government
- _ University
- _ Other -- Specify Repository:

Historic Resources Survey Number (if assigned): NA

10. Geographical Data

Acreage of Property: less than one acre

Coordinates

Latitude / Longitude

Lat 32.742210° Long. -97.323471° (See also location map, page 18).

Verbal Boundary Description: Block 10, Lot 1R, Daggett 2nd Addition, Fort Worth, Texas

Boundary Justification: Nomination includes all property historically associated with the building.

11. Form Prepared By

Name/title: Susan Allen Kline, Historic Preservation Consultant
Organization: NA
Street & number: 2421 Shirley Avenue
City or Town: Fort Worth State: Texas Zip Code: 76109
Email: sskline@sbcglobal.net
Telephone: 817-921-0127
Date: July 5, 2012

Additional Documentation

Maps (see continuation sheets Map-19 through Map-20)

Additional items (see continuation sheets Plans- 21 through Plans 27; Figure-28 through Figure-31)

Photographs (see continuation sheet Photo-5)

Photographs

Fort Worth Warehouse & Transfer Company
Fort Worth, Tarrant County, Texas
Photographed by Susan Allen Kline, April 18, 2011 (except as noted)

Description of Photograph: West elevation; camera facing SE
Photo: 1

Description of Photograph: North elevation and portion of west elevation; camera facing SE
Photo: 2

Description of Photograph: North elevation; camera facing SW
Photo: 3

Date Photographed: May 22, 2009
Description of Photograph: East elevation; camera facing NW
Photo: 4

Description of Photograph: East elevation; camera facing NW
Photo : 5

Date Photographed: May 22, 2009
Description of Photograph: South elevation of one-story addition; camera facing NW
Photo: 6

Description of Photograph: West elevation; camera facing NE
Photo: 7

Date Photographed: May 20, 2009
Description of Photograph: Typical interior
Photo: 8

Date Photographed: May 20, 2009
Description of Photograph: Interior: Storage compartments on third floor
Photo: 9

Date Photographed: May 20, 2009
Description of Photograph(s): Interior, first floor
Photo: 10

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). **Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Narrative Description

The Fort Worth Warehouse & Transfer Company Building fronts the entirety of the east side of South Calhoun Street between East Daggett Street to the north and East Broadway Avenue to the south. It was built in three phases; in 1913, 1915, and 1954. The 1913 and 1915 sections are three stories high and 100 feet wide by 140 feet deep. These sections are constructed of reinforced concrete and red paving brick and are characterized by the articulation of the structural concrete through a visible grid system on the exterior. Between the grids are large expanses of brick walls and small metal-framed windows. Some bays on the ground floor are pierced with large overhead rollup doors—some of which may be original. A loading dock sheltered by a metal canopy runs along all but two of the western bays of the north elevation. Another distinguishing feature is the flat parapet encircling the building. Historic photographs reveal that this area was used for painted-on signage for the building's occupant, and still is used in that manner. The horizontal concrete grids of the other floors were also used for painted-on signage. Different window configurations make it easy to distinguish the 1913 section from the 1915 section. A 1-story all-concrete wing was added on the south side in 1954. It is approximately 100 feet wide and 140 feet deep. The building is located just south of the central business district and sat beside the Missouri-Kansas and Texas Railway tracks before they were removed at un undetermined date. The surrounding area is dotted with buildings associated with light industry and the building trades. The building retains a high degree of its historic and architectural integrity.

The Fort Worth Warehouse & Transfer Company Building is located approximately three blocks south of the former Texas & Pacific Railway reservation, the traditional dividing line between the Central Business District and the south side of the city. The building covers one whole block and is bounded by East Daggett Street on the north, South Calhoun Street on the east, and East Broadway Avenue on the south. Previously, the building was bordered on the east by the railroad tracks of the Missouri-Kansas and Texas (Katy) Railway; these were removed at an undetermined date. East Daggett Street terminates at the former location of the Katy tracks and the Katy Freight Depot. Additional rail lines are located further to the east. Because of its proximity to these lines, the immediate area became home to 1- and 2-story light industrial and manufacturing buildings as well as 1- to 3-story commercial buildings. In addition to the Katy's freight depot (1908, 1923, 1953), these included a dairy plant (no longer extant), the meeting hall of a railroad labor union (c. 1910), and a strip of 1- to 3-story commercial buildings located two blocks to the west along South Main Street (1909-1946). Several of the 2- and 3-story buildings had hotel rooms or apartments available for rent; the second floors of two of the buildings were recently rehabilitated to apartments. Single family dwellings were also once present but have since been removed. Historically, this area had a low building density with open spaces between buildings. It retains a similar density, although demolition of buildings has left a few vacant lots. Remnants of brick streets remain in the neighborhood, particularly along the north side of the Fort Worth Warehouse & Transfer Company Building. Several machine shop and light industrial buildings of concrete blocks were constructed in the area in the twenty years following the end of World War II. One of these machine shops has recently been converted to an art gallery, attesting to the revitalization that is occurring in the area. Two properties listed in the National Register are within a 2-block radius of the Fort Worth Warehouse & Transfer Building. These are the Miller Manufacturing Company Building at 311 Bryan Avenue, constructed in 1911 and listed in 2010, and the South Main Street Historic District, located in the 100 and 200 blocks of South Main Street and comprising buildings constructed between 1909 and 1946. It was listed in the National Register in 2009.

Exterior

The Fort Worth Warehouse & Transfer Company Building was constructed in three phases. The composition of the exterior reflects these phases. The earliest portions were constructed in 1913 and 1915 of reinforced concrete and brick. Each of these sections is 3-stories tall. The final phase was a 1-story addition constructed in 1954 of reinforced concrete with concrete panel curtain walls. Each segment is discussed in more detail below.

1913 Section: The north segment of the building was completed in 1913 and measures 50 feet wide by 140 feet deep. It is three stories high and constructed of reinforced concrete and brick and is divided into three bays across the front and back (west and east) elevations and eight bays on the north elevation. The window openings in this section of the building have concrete lintels and tend to be small rectangles with two lights placed high on the wall. The ground floor of the west elevation has two longer window openings (now bricked in) in the northern bay. The center bay has the pedestrian entrance which can be concealed by an overhead (roll-up) door. This entrance is not original to the building (the opening has been moved toward the right which necessitated the removal of one window). Above the entrance is a flat metal canopy. The southern bay of the façade originally was an opening for a freight door but has been enclosed with concrete block. (See photos 1, 2, and 7).

North elevation: This elevation continues the pattern of the narrow two-light windows placed high on the wall with a few exceptions. The windows in the upper floors of the third bay from the west end of the building are placed lower on the wall and illuminate an interior stairwell. The ground floor of the westernmost bay has longer window openings. These windows and the ground floor windows in the adjacent bay are infilled with glass block. A concrete loading dock extends along the six easternmost bays of the ground floor. Two of the bays have overhead roll-up doors. The others have the small windows found elsewhere on the building; all but one of the openings have been bricked in. A metal canopy is located above the loading dock. (See photos 2 and 3).

East (rear) elevation: The outer bays of the ground floor of this elevation each have a freight door opening; the northern bay has been infilled with concrete block. The center bay has two window openings like those on the other elevations but one has been bricked in. All of the bays on the second floor have one window opening. The third floor has window openings in the center and north bays. (See photos 4 and 5).

1915 Section: The southern unit of the 3-story portion of the building was constructed in 1915. It also measures 50 feet wide by 140 feet deep and is three bays across the front and back and eight bays on the sides. The windows on the west elevation differ from those of the 1913 section in that they are multiple light industrial metal windows that begin immediately below the horizontal members of the concrete grid. The southern bay of the ground floor of the front (west) elevation is filled with a roll-up freight door. The southern elevation has no window openings but does have two doors, one on the third floor and one on the second that provide emergency egress and access to the roof of the neighboring one-story addition. The wall is covered with a sealant that partially obscures the building's structural grid pattern. (See photos 1, 2 and 3).

East (rear) elevation: The outer bays of the ground floor have freight door openings: the northern one has been filled with concrete block. The center bay has industrial windows like those on the west elevation. The other bays of the second and third floor all have the industrial windows. At the southeast corner of the roof is a headhouse for the elevator. (See photos 4 and 5).

1954 Section. This addition is located on the south side of the 1915 portion. It is 1-story high and is approximately 100 feet wide by 140 feet deep. It is an all-concrete addition with concrete floors, curtain walls, and roof. Metal multiple-light industrial style windows are placed high up on the wall of the front (west elevation). The south elevation has two sets of windows similar to those on the west elevation located near the west end of the building. A pedestrian door is located near the east end. The rear (east) elevation has four overhead freight doors. (See photos 5, 6 and 7).

Interior

The interior of the 1913 and 1915 units are very similar and have the large open volumes typical of warehouse buildings. Both feature concrete floors and ceilings. The ceilings are characterized by the impressions left from the wood forms used during the pouring of the concrete. Both the 1913 and 1915 segments have two rows of seven squared concrete columns with large flared capitals. (See photo 10). The walls are of exposed brick and large fireproof tiles. (See photo 8). The third

floor of the 1913 section features individual storage compartments along the south wall. These are constructed of the fireproof tile. Each has a large metal door that can be slid over the compartment's opening. (See photo 9). Access between the 1913 and 1915 sections is through large openings. An original freight elevator at the northeast corner of the building remains. The freight elevator at the southeast corner has been removed. Nonoriginal florescent light fixtures are affixed to the ceilings.

The interior of the 1-story addition is also characterized by large open volumes. The walls are sheathed with sheetrock, the ceiling has acoustical tiles with fluorescent lighting and the floor is of concrete.

Proposed Rehabilitation

The Fort Worth Warehouse & Transfer Building is being rehabilitated for commercial and residential use using plans designed by the firm of Robert W. Kelly, Architects. The proposed rehabilitation has been approved in a Part 2 application for use of the Federal Historic Preservation Tax Incentives and will follow the *Secretary of the Interior's Standards for Rehabilitation.*

Exterior

Proposed exterior modifications include opening up the two infilled windows at the north corner of the ground floor of the west elevation and installing single hung metal windows. The glass block will be removed in the four window openings at the west corner of the ground floor of the north elevation and replaced with single hung metal windows. The roll-up doors will be retained but recessed glass entrances will be inserted into some of the openings. Because the second and third floors are being converted to residential use, three window openings on the second floor and four on the third floor of the north elevation will be enlarged. Two windows on the second floor and one on the third floor of the east elevation will be enlarged in a similar manner. Two window openings on the ground floor of this elevation will be reopened and filled with reclaimed windows from the windows that are to be enlarged. Six window openings on both the second and third floors of the south elevation will be inserted into the wall. The exact design of all of the new windows has not been determined but will be approved by the National Park Service before they are installed. (See Plans 4, 5 and 7).

Interior

The ground floor of the 1913 and 1915 sections will be divided into three commercial spaces. Tentatively, a beer garden will be housed in the northern space. The other commercial spaces will occupy the rear one-quarter of the ground floor space and the remainder of the southern half of the ground floor. Also incorporated in the space will be a resident lobby and corridor along the north elevation and a tenant (commercial) lobby and corridor along the south wall of the 1915 section. There will also be a corridor separating the rear commercial space from the north and south tenants. (See Plan 1). Eleven apartments will be located on the second floor and twelve apartments will be on the third floor. A central corridor will run in an east/west direction along the south side of the partition wall between the 1913 and 1915 sections of the building. For the most part, concert floors and ceilings and brick and tile walls will be left exposed. Many of the columns will remain free standing within the apartment units and others will be incorporated into partition walls. The tile block storage compartments and their metal sliding doors will be incorporated into the design of the third floor apartments on the north side of the center corridor. Two of the storage compartment will be incorporated into secondary corridors. Bathroom and kitchen finishes as well as light fixtures and ceiling fans will be compatible with the industrial character of the building. The freight elevator at the northeast corner of the building will be retained. The elevator shaft at the southeast corner has been converted to a stairwell. (See Plans 2 and 3).

As a part of the proposed rehabilitation, street trees and new light fixtures will be installed along the sidewalk fronting South Calhoun Street. A parking lot for tenants and customers will be constructed on the west side of South Calhoun Street.

The Fort Worth Warehouse & Transfer Company Building retains a high degree of integrity. It retains its integrity of design, materials, workmanship, feeling, and location. Although it no longer functions as a warehouse and storage building, the proposed rehabilitation will respect that historic use through retention and restoration of its character defining features. The façade (west) elevation retains the appearance of a warehouse from the early part of the twentieth century. The proposed rehabilitation will restore several window openings that are currently filled with glass block or brick. The proposed new elongated windows will be installed on secondary elevations and will not impact the industrial character of the building. The rehabilitation will preserve such interior character-defining features as the exposed concrete floors and ceilings and the exposed brick and tile walls. The large open spaces and free-standing concrete columns on the first floor will be suggestive of its former use. The second and third floors are being adapted to residential use. Character-defining features such as the concrete columns and the tile storage compartments on the third floor are being incorporated into the design of the apartment units. The setting for the building is still comprised of a mix of commercial and light industrial uses, although some demolition has left vacant lots in the vicinity of the building. But its proximity to a brick street and a former railroad freight depot help to convey a sense of time and place.

Statement of Significance

The Fort Worth Warehouse & Transfer Company Building represents the modernization of the warehouse industry and the evolution of a building type in Fort Worth, Texas. As home to the newly-formed Fort Worth Warehouse & Transfer Co., the building allowed the company to store and transfer items in a secure and efficient manner, and its design incorporated the latest trends in the use of structural reinforced concrete. Constructed in 1913-1915 (and enlarged in 1954) it is the oldest extant example on Fort Worth's Near Southside of a building form that would become a standard for the construction of multi-story warehouses and industrial buildings for the next several decades. The building is nominated to the National Register under Criterion C in the area of Architecture, at the local level of significance.

The Fort Worth Warehouse & Transfer Company Building was constructed in 1913 at a time when Fort Worth was experiencing rapid growth. In 1900, the city had a population of 26,688 and was being served by nine railroads. By 1910, the population had risen to 73,312 and by 1920, it claimed 106,482 residents. This growth was largely fueled by the arrival of the Armour and Swift packing companies in North Fort Worth in 1902. The numerous rail lines that ran through the city also attracted other industries to locate there. Fort Worth became an industrial and transportation hub serving West and North Texas as well as more distant markets. During World War I, the Arlington Heights suburb of Fort Worth became home to Camp Bowie, a military training camp. This resulted in a complimentary growth in the development of the city's infrastructure and industrial base.

Nearly from its inception, Fort Worth had a need for businesses that could haul and store items for commerce and individual use. One long-time storage and transfer company in Fort Worth was the Binyon-O'Keefe Storage Company. This firm had its start in 1874, one year after Fort Worth was incorporated as a city and two years before the arrival of the Texas & Pacific Railway. In 1916-1917, the company built a six-story warehouse at 800 Calhoun Street on the eastern edge of the Central Business District (and north of the Fort Worth Warehouse & Transfer Company Building). This building was designed with cast ornamentation along the parapet that suggested a Prairie School influence. Its downtown location likely influenced the owners to construct a building with more decorative elements than the typical warehouse.[1] When the Binyon O'Keefe warehouse was constructed in 1916, Fort Worth had five establishments listed under "Warehousemen." Three, including Binyon-O'Keefe, were located in the central business district and two, including Fort Worth Warehouse & Transfer Company, were located in Fort Worth's Near Southside.[2] The other Southside warehouse was located in the 400 block of South Calhoun Street (two blocks south of the Fort Worth Warehouse & Transfer building) and is discussed below.

The Fort Worth Warehouse & Transfer Company was organized in October, 1912, and incorporated on January 1, 1913. The president of the company was Judge W. D. Harris, mayor of Fort Worth from 1906 to 1909. His son, Temple Harris, served as treasurer and general manager. Robert Wilson was the secretary and assistant manager. Before building their warehouse at a cost of $40,000, the men had studied similar buildings "in the principal cities of the North and East" in

[1] Carol Roark, *Fort Worth Central Business District* (Fort Worth: Historic Preservation Council for Tarrant County, 1991), 56. This building still exists and was purchased by XTO Energy in 2005. The company rehabbed the building for office space, inserting windows on the sides of the building facing East 7th Street and Calhoun. It is now assigned the address of 210 E. 7th Street. The Binyon-O'Keefe Company owned this property until 1980.

[2] R. L. Polk & Company, *Fort Worth City Directory, 1916,* p. 831 (http://texashistory.unt.edu/ark:/67531/metapth50211) accessed July 2, 2012. University of North Texas Libraries. The Portal to Texas History, http://texashistory.unt.edu; crediting University of Texas at Arlington Libraries, Arlington, Texas. The other two downtown warehouses were located on West Railroad Ave on the southwest edge of the business district. Many more companies were listed under the category of "Transfer Lines," suggesting that warehousing was not one of their primary functions.

order to build what they deemed to be the most modern warehouse in Texas. They selected the brothers B. F. and C. M Davis to construct the building.[3]

The owners chose to erect their warehouse a few blocks south of the Central Business District and adjacent to the Missouri, Kansas and Texas (Katy) railroad tracks and the line's freight depot. It was also approximately one block west of the Houston & Texas Central Railroad Freight Depot (later known as the Southern Pacific Railroad Freight Depot, since demolished). Four years before the completion of the warehouse building, this area of the city had been devastated by a massive fire that destroyed over twenty city blocks and more than two hundred-and-twenty buildings. So when the company ran an advertisement on April 20, 1913 in the *Fort Worth Star-Telegram* announcing the completion of its building, it was not surprising that it highlighted its fireproof construction. The ad proclaimed:

> If you contemplate placing anything in storage or having car lots of merchandise for distribution, it will pay you to get our rates. In addition to the protection offered by our **Absolutely Fireproof** building which guarantees to you the lowest possible rate of insurance, we are equipped with the best of moving vans and auto trucks and are prepared to give your business prompt service and careful attention . . . . Capacity 75 Carloads[4]

The building's location adjacent to a rail line as well as its freight doors, loading dock, and freight elevator made it well equipped to handle merchandise as well as personal belongings. One floor was devoted to the storage of household goods. Besides being fireproof, much was made of the fact that these items could be stored in a secure and "ratproof and dustproof" environment. It was thought this attribute would be especially attractive to housewives who needed to store their families' possessions. The company was so confident of its "ratproof" building that it offered a dollar for every rat found in the building and according to a newspaper article, none were found. The Fort Worth Warehouse & Transfer Company offered other amenities such as a separate room and dustcovers for the storage of pianos. Also available on site was a furniture refinishing department.[5]

In the operation of its business, the company was a member of several warehouse associations which kept it connected with similar companies across the country. It also had representatives in New York and Chicago. These associations helped facilitate the shipping of household goods and merchandise throughout the country. By early 1915, the company employed approximately twenty-five men and insisted "first on white labor and secondly on Fort Worth labor." At that time, an officer of the company stated "if future demand justifies it, [the company] will make whatever improvements are necessary."[6]

During 1915, the distribution business of the company doubled in volume. This in turn caused it to double its capacity through the construction of an addition (which was referred to as a separate building in the local press) at a cost of $17,500. The company again turned to B. F. and C. M. Davis to build it. The new addition gave the warehouse a capacity "for over 200 cars of merchandise and household goods." An article appearing December 19, 1915 in the *Fort Worth Star-Telegram* revealed more about the company's operation and the storage of goods. It stated that special fireproof compartments were offered for mail order businesses and that one floor was reserved for the storage of automobiles. The company's membership in warehouse associations provided it with a network of four hundred correspondents in the

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[3] *Fort Worth* (Texas) *Star-Telegram*, June 15, 1913, February 25, 1915 and March 28, 1915.
[4] *Fort Worth Star-Telegram*, April 20, 1913.
[5] *Fort Worth Star-Telegram*, June 15, 1913 and February 25, 1915. It may be that the household items were stored on the third floor as that was the location of individual storage compartments that could be sealed with sliding steel doors.
[6] *Fort Worth Star-Telegram,* February 25, 1915.

United States and Canada whom they could forward and receive goods with reduced shipping rates. Being in direct contact with shippers allowed them to quote rates and close contracts in one day.[7]

In 1919, the Fort Worth Warehouse & Transfer Company leased its building and sold its rolling stock to the Fort Worth Warehouse & Storage Company. Temple Harris and Lon Beavers retained stock in the company. Richard Haughton was the president of the new company and Louis C. Albright served as Vice President and General Manager. The new company boasted that twenty carloads of merchandise could be unloaded in one day. Another of its specialties was the hauling of heavy items such as safes, boilers and structural irons.[8]

The Fort Worth Warehouse & Storage Company eventually gained ownership of the building. As Fort Worth grew in the post-war era, the company expanded its storage capacity in 1954 with the construction of a large one-story, all-concrete addition. A Sanborn Map from 1962 suggests that the building still had access to rail service at that date. As automobiles became the dominant form of transportation, the building was primarily serviced by trucks in its later years as a storage warehouse. Today, there are no railroad tracks in the immediate vicinity of the building. The company retained ownership of the building until 1978. Since that time, it has had several owners.[9]

Architectural Context: Industrial and Warehouse Buildings in Fort Worth

Early manufacturing and warehouse buildings in Fort Worth typically were constructed of brick loadbearing walls. An example of this is the building in the 400 block of South Calhoun Street. Constructed prior to 1911, this building was home to the J. W. Collins Company, a moving and storage company that was a competitor of the Fort Worth Warehouse & Transfer Company (see Figure 3). If these buildings were constructed with wood framing and floors, they were particularly vulnerable to fire and the frequent mention of such fires in local newspapers meant that the threat was very real. After the Great Southside Fire of 1909, city officials and building owners advocated for the construction of more fire-resistant buildings. The appearance of reinforced concrete industrial buildings increased throughout Fort Worth in the 1910s as building owners demanded safer construction and building technology evolved.

The concrete-framed factory building began to make its appearance in the United States in the latter part of the nineteenth century. As builders and engineers experimented with concrete's weight-bearing and stress load capacities, its use became more common, and by the 1920s, concrete had mostly replaced brick and stone as a structural material.[10] Fort Worth's Southside has one documented example of an industrial/warehouse building constructed entirely of reinforced concrete. The 2-story Miller Manufacturing Company Building at 311 Bryan, was constructed in 1911 (and listed in the National Register in 2010, see Figure 4). But as builders became more adept at using steel and reinforced concrete for structural components, the combination brick and concrete warehouse became more common. A character-defining feature of these buildings is the visual expression of the structural nature of the concrete though the appearance of a grid on the exterior of the building. The horizontal members articulated the placement of the floors. The vertical members indicated the placement of structural beams and columns. Between the grids were large expanses of brick walls which sometimes included windows. Sectional views of these buildings would reveal large, evenly spaced reinforced concrete columns on the interior which allowed for large volumes of open space on each floor. This feature made these buildings ideal for warehouse or industrial use.

The functionality and cost of construction of a warehouse was strongly dependent upon the engineered qualities of its design. Warehouses and industrial buildings needed to have high floor load capacities to support machinery or the storage

[7] *Fort Worth Star-Telegram*, December 19, 1915, March 28, 1915, and December 17, 1916.
[8] *Fort Worth Star-Telegram*, March 6 and March 23, 1919.
[9] Assessor's Abstract of City Property at 201 S. Calhoun Street, Tarrant County Tax Assessor's Office, Fort Worth, Texas.
[10] Carol Rifkind, *A Field Guide to American Architecture* (New York: New American Library, 1980), 293.

of merchandise, raw materials, or personal property, whatever the case may be. To economize on space, stored goods were frequently stacked upon each other which in turn placed greater stress on the floor. Higher load capacity resulted in an increase in the cost of construction. Interiors with large open spans called for the strategic placement of columns; the larger the span between columns, the greater the depth of the girders between them. This resulted in an increase of height of each floor and higher construction costs.[11] It was no wonder that exterior ornamentation of warehouses was frequently minimized as building budgets went toward structural considerations. Considering that an architect has not been identified in association with the design of the building, it may be that the Fort Worth Warehouse & Transfer Company Building was designed solely by an engineer (such as Charles M. Davis) as the functionality of the building was of more importance than its aesthetics.

Another documented reinforced concrete and brick warehouse building is located at 1324 E. Lancaster Avenue. Constructed c. 1919, this 4-story building has larger expanses of windows and less brick for the walls between the grid system. This building was not constructed for one tenant but had multiple occupants including an appliance dealer, a manufacturer of automobile radiators, and a patternmaker. Two concrete and brick warehouse/industrial buildings constructed in 1924 are also located on the Southside. The Parker-Browne Company Building at 1212 E. Lancaster uses brick pilasters and concrete spandrel panels on the two street-side elevations (see Figure 5). The other two elevations have the reinforced concrete and brick grid pattern. Except for the large expanses of multiple-light windows, the façade of the building has more of a commercial feel to it than that of an industrial building. As an owner-occupied building, the Parker-Browne Company may have deemed it important to have a building with a more refined appearance as it was located on one of the principal streets connecting the east side to the Central Business District. The Williamson-Dickie Manufacturing Company Factory Building is at 509 W. Vickery Boulevard (see Figure 6). The design of this building stressed its functionality over aesthetics much like the Fort Worth Warehouse & Transfer Company Building did. The Williamson-Dickie building has the concrete grid system visible on its exterior. Between the grids are large multiple-light windows atop brick walls. The larger windows were likely used because the Williamson-Dickie Company manufactured garments. The larger windows provided for better illumination of the interior whereas such large windows were not needed for the storage function of the Fort Worth Warehouse & Transfer Company Building. The original industrial style windows in the Williamson-Dickie Building have been replaced.[12]

The 1954 addition to the Fort Worth Warehouse & Transfer Company Building (known as the Fort Worth Warehouse & Storage Company at the time of its construction) is evocative of changes in building methods and styles in the early post-World War II era. The use of curtain wall concrete panels provided a quicker means for erecting a building while still providing the fireproof and security features so desirable in a storage/warehouse building.

Charles M. Davis and the B. F. and C. M. Davis Company, Engineers and Contractors

Charles M. Davis (1884-1974) was a registered civil engineer who became a pioneer in slip form concrete construction and achieved a statewide reputation for his innovative work. His specialty was the construction of bridges but his work included a variety of structures. And he did this without ever attending college. He credited his high school math teacher (a "math professor who was a civil engineer") with teaching him analytics, calculus and surveying.[13] Davis was born in Milam County, Texas and was raised in Dallas. After graduating high school, he worked on an engineering crew for the Texas & Pacific Railway surveying new road bed in Louisiana. In 1904, he took the exam to be certified as an engineer

[11] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York: Oxford University Press, 1999), 109-112.
[12] Ibid. 48, 65 and 66.
[13] E. D. Alexander, "Self-Taught Engineer 'Figured Out' Many Things in Career," *Fort Worth Star-Telegram*, December 7, 1961, "Davis, Charles M.," AR406-7-37-50, Fort Worth Star-Telegram Clippings Collection, Special Collections Division, University of Texas at Arlington Libraries [hereafter referred to as FWST/SC/UTAL]. This article states that he was born in 1886.

before beginning work with the U. S. Reclamation Service. He arrived in Fort Worth in 1907 when he was hired to survey a proposed interurban route between Fort Worth and Mineral Wells, located approximately fifty miles west. Financial difficulties prevented the construction of the line and Davis then became a consulting engineer for the City of Fort Worth. One of his projects included the study of a long-range water supply plan for the city.[14] He then went to Galveston and between 1908 and 1911, he worked for the U. S. Army Corps of Engineers where he conducted a "study of timber treatments and supervised [construction of] the Houston ship channel" and designed and supervised the construction of the Galveston seawall for Fort Crockett and Fort Davis.[15]

Charles returned to Fort Worth and partnered with his brother B. (Berry) F. to form the B. F. and C. M. Davis Company. The pair worked on a variety of projects including bridges, schools, and industrial and warehouse buildings. In 1912, the brothers were awarded $6,850 for the construction of a bridge in Dallas. In late 1912-early 1913, Charles prepared the plans for a viaduct over the North Concho River in San Angelo, Texas that was to be more than five hundred feet long and forty feet wide. The brothers were the contractors for an addition to E. M. Daggett Elementary School in Fort Worth that was constructed in 1914. Other projects included the construction of a reinforced concrete compress for the Interstate Compress Company at Altus, Oklahoma and an addition to the Butler Brothers Building in Dallas, both awarded in 1916, and a large warehouse and compress for the Japan Cotton Trading Company in Houston that was constructed at a cost of $350,000.[16]

The Fort Worth Warehouse & Transfer Company's building is among the earliest identified buildings that the brothers constructed. The pair constructed several other warehouse and industrial style buildings in Fort Worth. Other projects were a three-story warehouse constructed near the 1500 block of Commerce in downtown for the Velhl-Crawford Hardware Company in 1919 (demolished), a three-story 280' x 220' concrete and brick factory for Hibbs Rubber Company at Capps Street and the Katy crossing, and a four-story 50' x 110' brick and concrete warehouse for the Hub Furniture Company on Willie Street, both constructed in 1920.[17]

An advertisement in the Fort Worth City Directory of 1916 indicated that the brothers had an office in the Reynolds Building in downtown Fort Worth. The ad revealed that Charles M. Davis was an associate member of the American Society of Civil Engineers. No professional credentials were associated with B. F.'s name but a newspaper article from 1961 stated that he served as the pair's contractor. The same 1916 ad also gives a phone number for a Dallas office and it may be that B. F. headed up this office. The 1920 U.S. Census indicates that B. F. Davis was living in Dallas at that time. He eventually formed his own firm, Davis-Pace Engineers and Contractors Company. He died in Dallas in 1951 at the age of 69.[18]

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[14] Judith Singer Cohen, *Cowtown Moderne* (College Station: Texas A & M University Press, 1989), 99; *Dallas Morning News*, October 29, 1974.
[15] Alexander, "Self-Taught Engineer 'Figured Out' Many Things in Career."
[16] *Fort Worth Star-Telegram*, January 4, 1920, April 28, 1912, January 17, 1913, July 15, 1914, April 17, 1916, December 31, 1916, April 11, 1920.
[17] *Fort Worth Star-Telegram*, September 5, 1919 and April 11, 1920.
[18] R. L. Polk & Company, *Fort Worth City Directory, 1916,* p. 770 (http://texashistory.unt.edu/ark:/67531/metapth50211) accessed September 9, 2011. University of North Texas Libraries. The Portal to Texas History, http://texashistory.unt.edu; crediting University of Texas at Arlington Libraries, Arlington, Texas; 1920 U.S. Census, Texas, Dallas, Dallas 31-PCT, Series T625, Roll: 1793, Page 85, courtesy HeritageQuest Online. (http://persi.heritagequestonline.com/hqoweb/library/do/census/results/iage/print?urn=urn . . .); "Berry Davis, Builder, Dies," *Dallas Morning News*, August 1, 1951, via NewsBank.com. B. F. Davis was identified as the pair's contractor in E. D. Alexander's article "Self-Taught Engineer 'Figured Out' Many Things in Career,"

Charles constructed the Ralston Purina Company complex in Fort Worth in 1918 and 1929. The 1929 Ralston project is credited with being the first concrete slip form structure in Texas.[19] His work also included the construction of grain elevators for Universal Mills on Fort Worth's east side. During World War II, he worked with architects Robert P. Woltz, Jr. and Phillip E. Willard on the design and construction of several reinforced concrete buildings deemed essential for national defense. These included a branch office for John A. Roebling's Sons' Company and a factory and warehouse for the American Chain and Cable Company, Inc., both in Houston, and the office for Universal Mills in Fort Worth. These buildings were constructed in a modern style with a horizontal emphasis, flat roofs, smooth exterior concrete walls, and metal windows.[20]

Two bridges for which Davis was well known were constructed later in his career. In 1943, he was retained by the Southern Pacific Railway to supervise the construction of the concrete piers for a bridge across the Pecos River that was 286 feet high. In 1957, he was a consultant for the State Highway Department for a similar bridge across the Pecos. At 312 feet high, it reportedly was the tallest bridge in the Southwest at that time.[21]

Davis's work also included residential projects. In 1914, he was the contractor for his own house at 3142 College Avenue, a brick bungalow with a Missionesque front parapet.[22] He was the contractor for an experimental concrete house at Fair Park during the Texas Centennial. In the mid-1930s, he and his daughter, Zoe, an artist who had studied at Sophie Newcomb College in New Orleans and the Art Student League in New York City, collaborated on the design and construction of small one-bedroom concrete houses they called "Aparthomes." Unable to find buyers for the houses, Davis rented them out for a number of years.[23] The home for which he is best known is the residence he constructed for himself in 1937 in the Berkeley neighborhood. Designed by Robert P. Woltz, Jr., the two-story concrete Streamlined Moderne home is considered the best of its kind in Fort Worth.[24]

Charles M. Davis was active in the formation of the Texas Section of the American Society of Civil Engineers in 1913 and served as its president in 1934. He was also a charter member of the Fort Worth branch of the organization which was formed in 1932 and served as its director in 1950-1951. When the history of the Branch was written in 1970, Davis was identified as the member who deserved the most praise for his service to the national, state, and local organizations of the American Society of Civil Engineers.[25] He died in Fort Worth in 1974.[26]

Conclusion

When the owners of the Fort Worth Warehouse & Transfer Company founded their business in 1912, they decided to construct a modern building instead of establishing their business in a pre-existing building. They studied the latest trends in warehouse construction and operation by traveling to large cities in the northern and eastern parts of the country. By placing their building directly along a spur of the Missouri-Kansas and Texas Railway with direct access to the line's freight depot (and a block west of the Houston & Texas Central Railroad's freight depot), they could offer their customers

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[19] Carol Roark, *Fort Worth's Legendary Landmarks* (Fort Worth: Texas Christian University Press, 1995), 208; *Tarrant County Historic Resources Survey, Fort Worth: Upper North, Northeast, East, Far South, and Far West*, (Fort Worth: Historic Preservation Council for Tarrant County, Texas, 1989), 214.
[20] *Architectural Concrete* 8 (Number 3 [ca. 1942]): 22-23.
[21] Alexander, "Self-Taught Engineer 'Figured Out' Many Things in Career."
[22] *Tarrant County Historic Resources Survey, Fort Worth: Upper North, Northeast, East, Far South, and Far West*, 214.
[23] Ibid., 217, 248; Roark, *Fort Worth's Legendary Landmarks*, 208.
[24] Roark, *Fort Worth's Legendary Landmarks*, 214.
[25] American Society of Civil Engineers-Texas Section, "A Brief History of the Texas Section," http://www.texasce/displaycommon.cfm?an=1&subarticlenbr=48 (accessed September 20, 2011); Harlen E. Hester, "History of the Fort Worth Branch, Texas Section, American Society of Civil Engineers for the Years 1931 to 1970," available at Special Collections, University of Texas at Arlington Library,
[26] *Fort Worth Star-Telegram*, October 28, 1974 (evening edition), "Davis, Charles M.," AR406-7-37-50, FWST/SC/UTA.

an efficient method of transport and storage of their items. With its ability to unload a large volume of material each day, store items in a secure building, and offer such services as individualized storage compartments on the third floor and a furniture refinishing department, they could meet the needs of a variety of customers. Perhaps as a result of these services, the company spurred its biggest rival, the Binyon-O'Keefe Company to build its new warehouse in 1916-1917. But even after the construction of this building, that company did not have direct access to rail service as the nearest line was located a few blocks to the east. After World War II and during an era of great growth for the city, the Fort Worth Warehouse & Transfer Company Building (then called the Fort Worth Warehouse & Storage Company) was expanded again with the construction of an all-concrete, one-story addition in 1954.

The Fort Worth Warehouse & Transfer Company is the oldest extant example on Fort Worth's Near Southside of the use of reinforced concrete as a structural element through the use of a concrete grid system that was articulated on the building's exterior. This method of construction provided for increased weight-bearing and stress load capacities while offering large open volumes on the interior, a characteristic important to the function of a warehouse. This building type became a standard for multi-story warehouses and industrial buildings in the early decades of the twentieth century. The Fort Worth Warehouse & Transfer Company Building is nominated to the National Register of Historic Places at the local level of significance under Criterion C in the area of Architecture. The period of significance is from 1913, the year the north section of the building was constructed, to 1954 when the one-story all-concrete addition was built.

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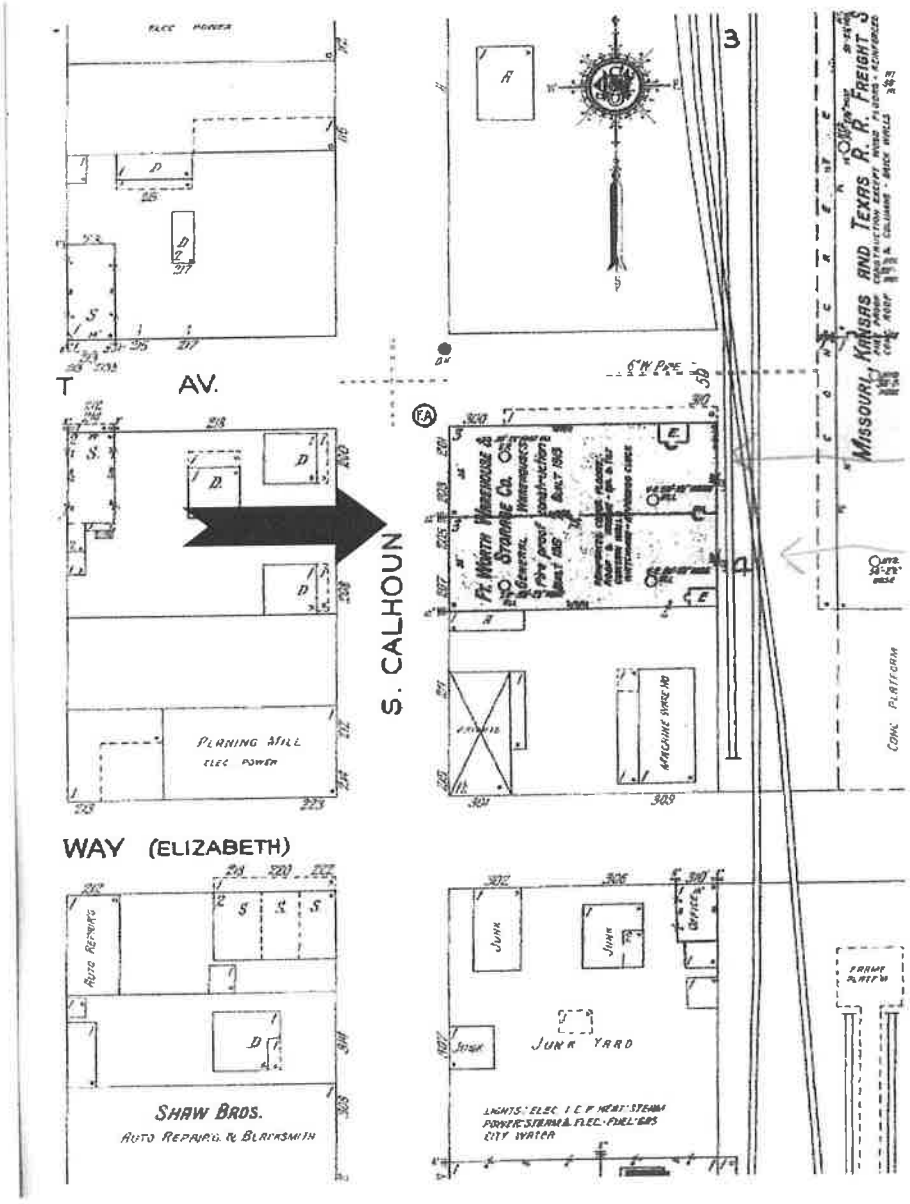
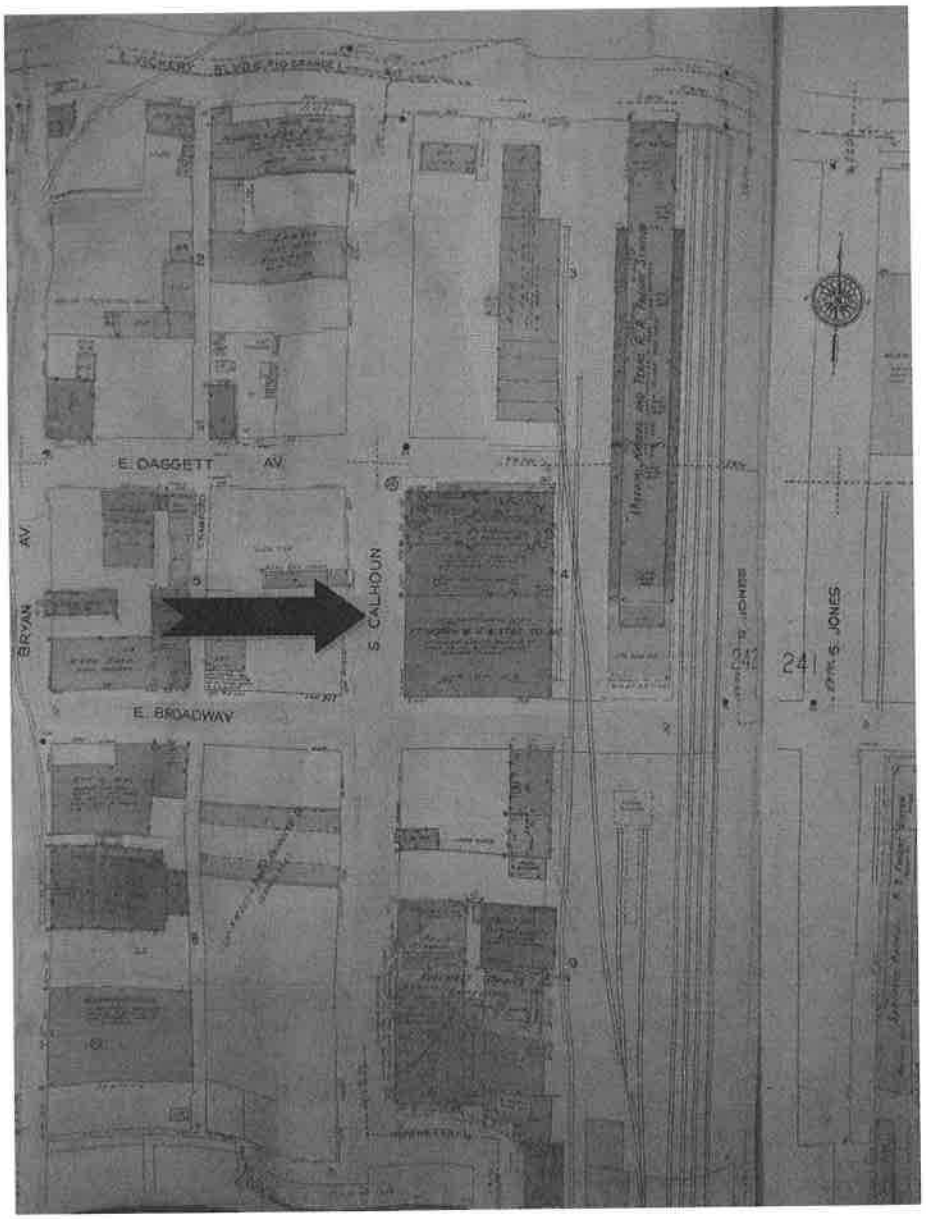
Location Map
Source: Google Earth, accessed January 30, 2013

Lat 32.742210° Long. -97.323471°

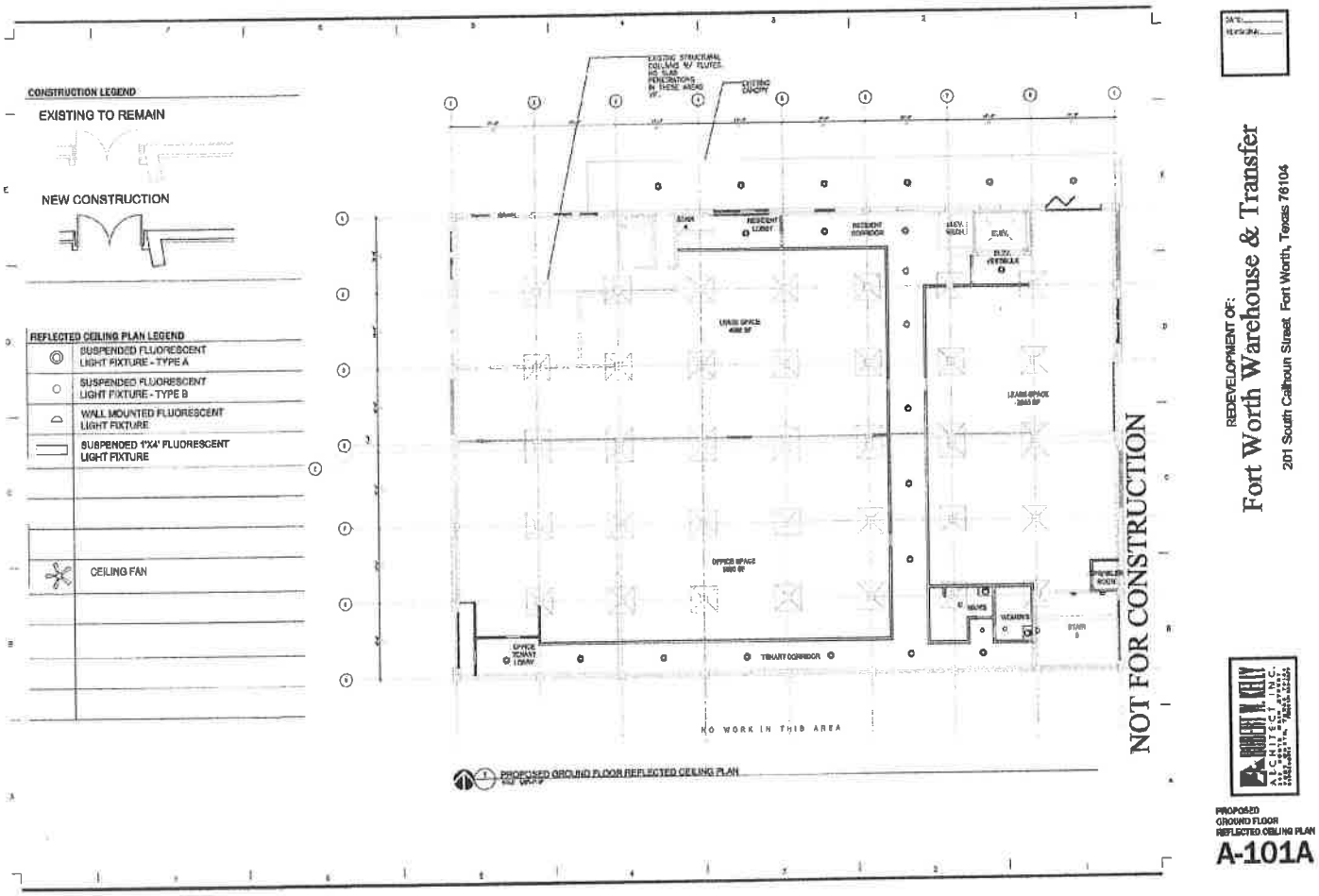
N



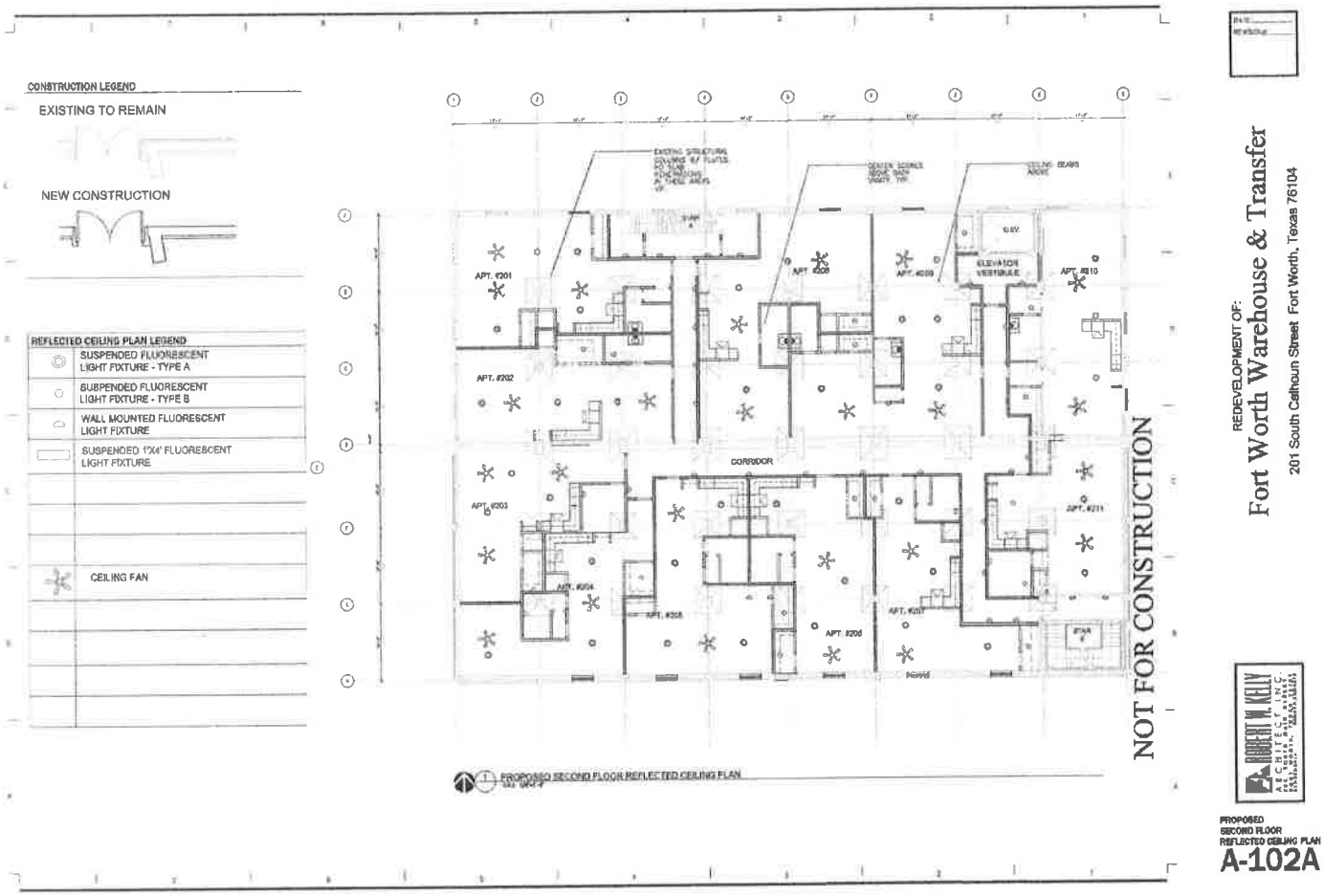
Map 1: 201 S. Calhoun Street, Sanborn Fire Insurance Company Map, Fort Worth, Texas, Volume 2, Sheet 241, 1926. The name on the building is Fort Worth Warehouse & Storage Co., reflecting the new owners's name. Note building's proximity to railroad tracks and the M-K-T Freight Depot.



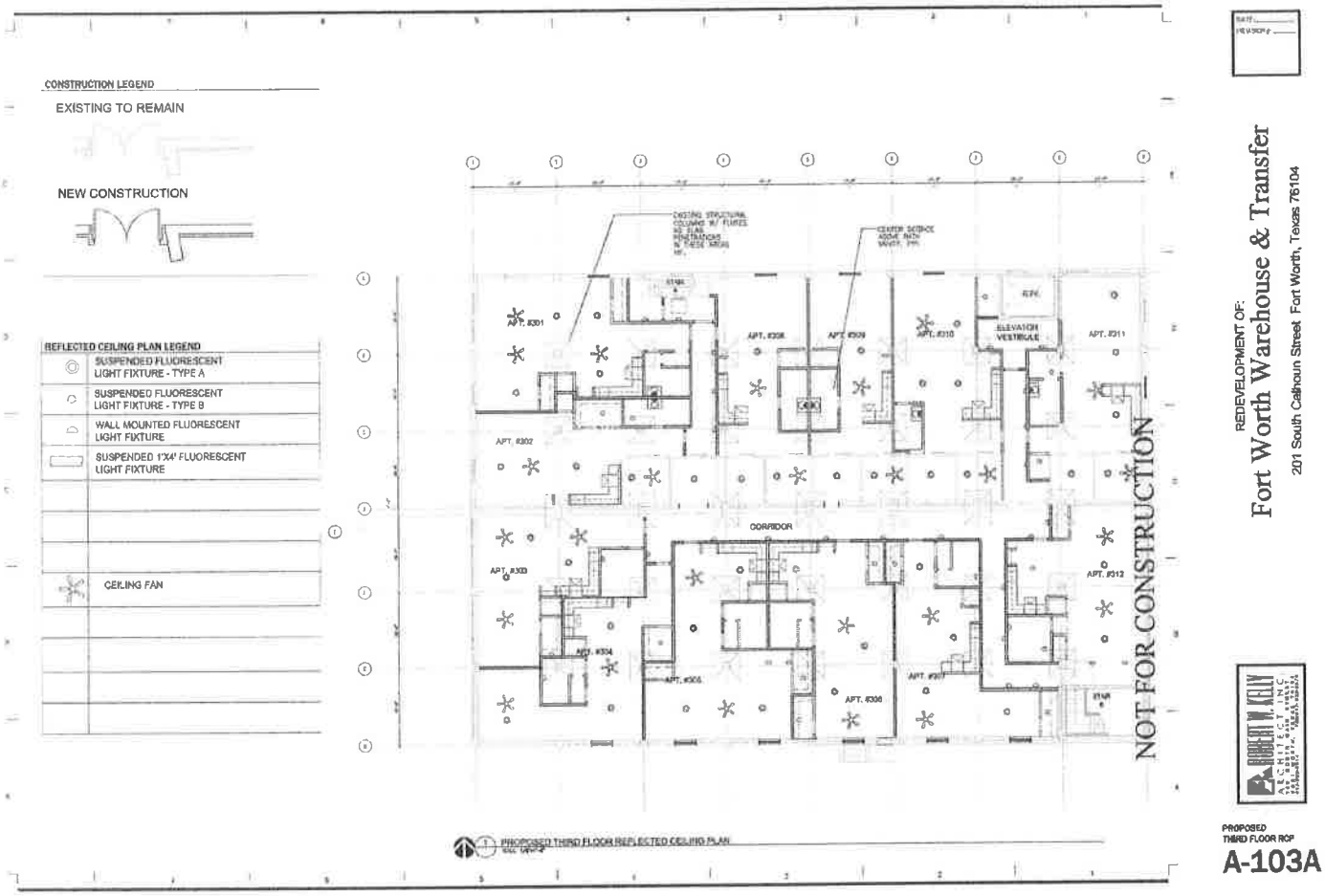
Map 2: 201 S. Calhoun Street, Sanborn Fire Insurance Company, Map, Fort Worth, Texas, Volume 2, Sheet 241, 1926 updated to 1962 (Courtesy Historic Fort Worth, Inc.). This map shows the one-story addition on the south side of the building. The date of construction is given as 1954.



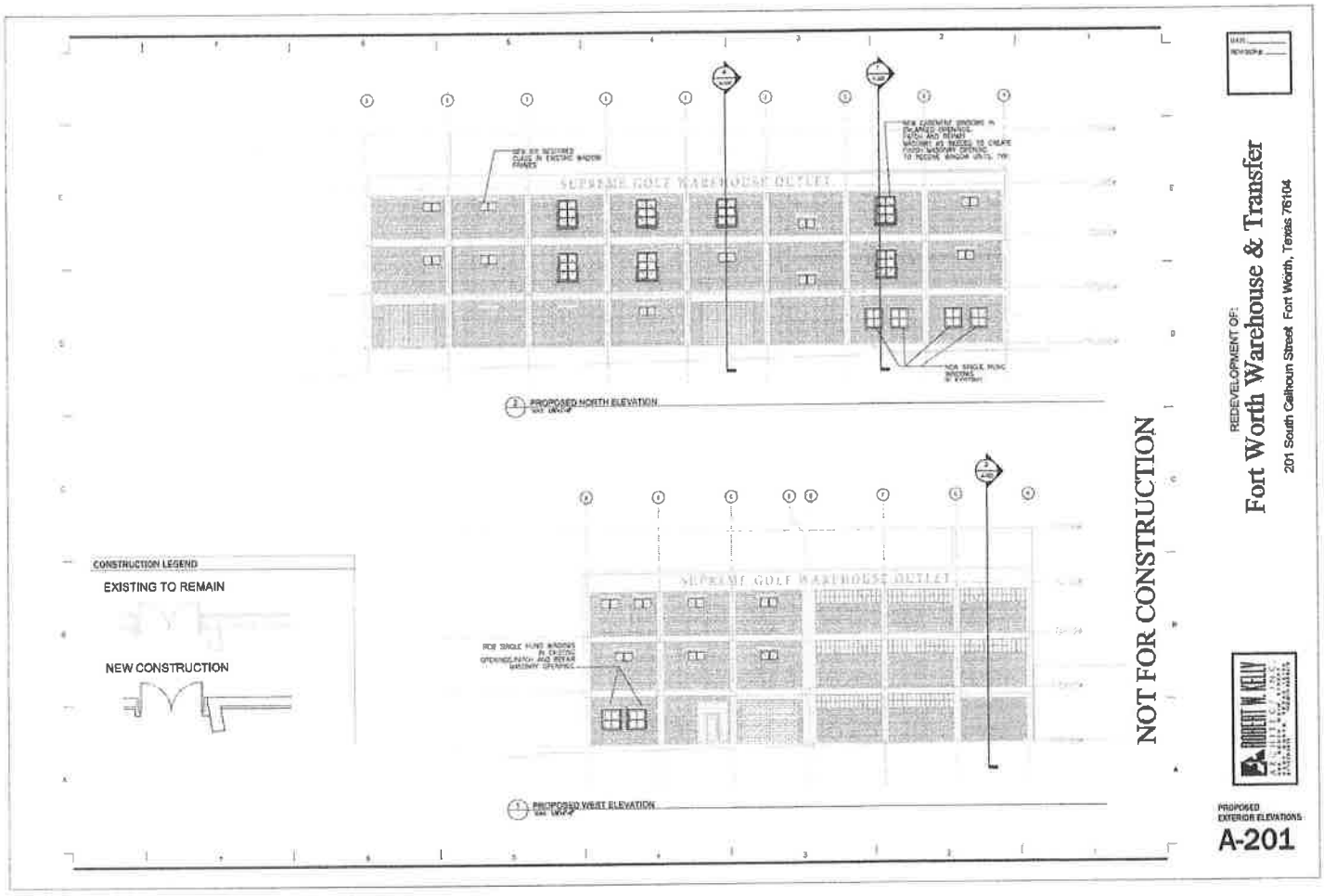
Plan 1: Proposed ground floor rehabilitation plan. *Courtesy Robert W. Kelly Architects, Inc.*



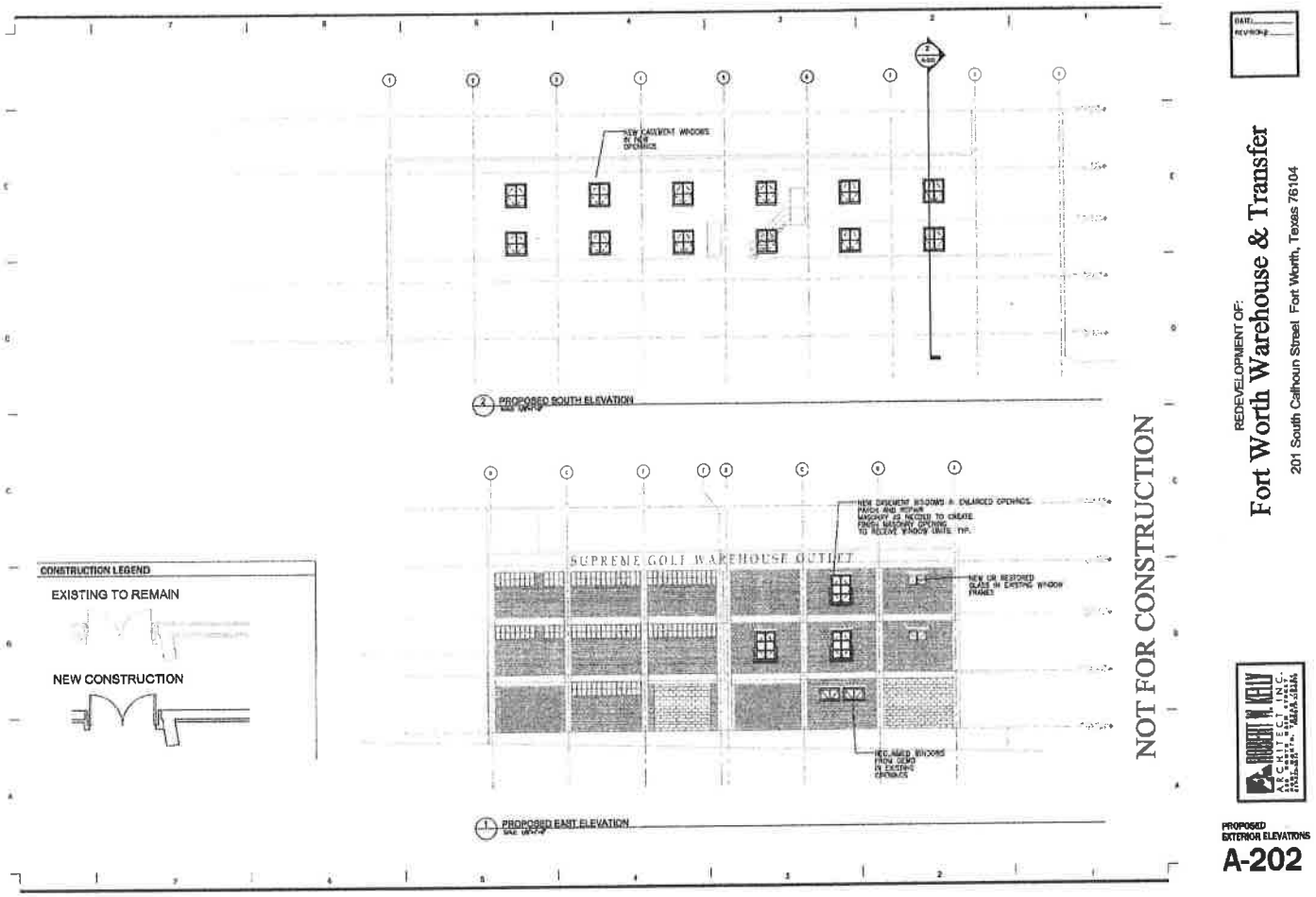
Plan 2: Proposed second floor rehabilitation plan. *Courtesy Robert W. Kelly Architects, Inc.*



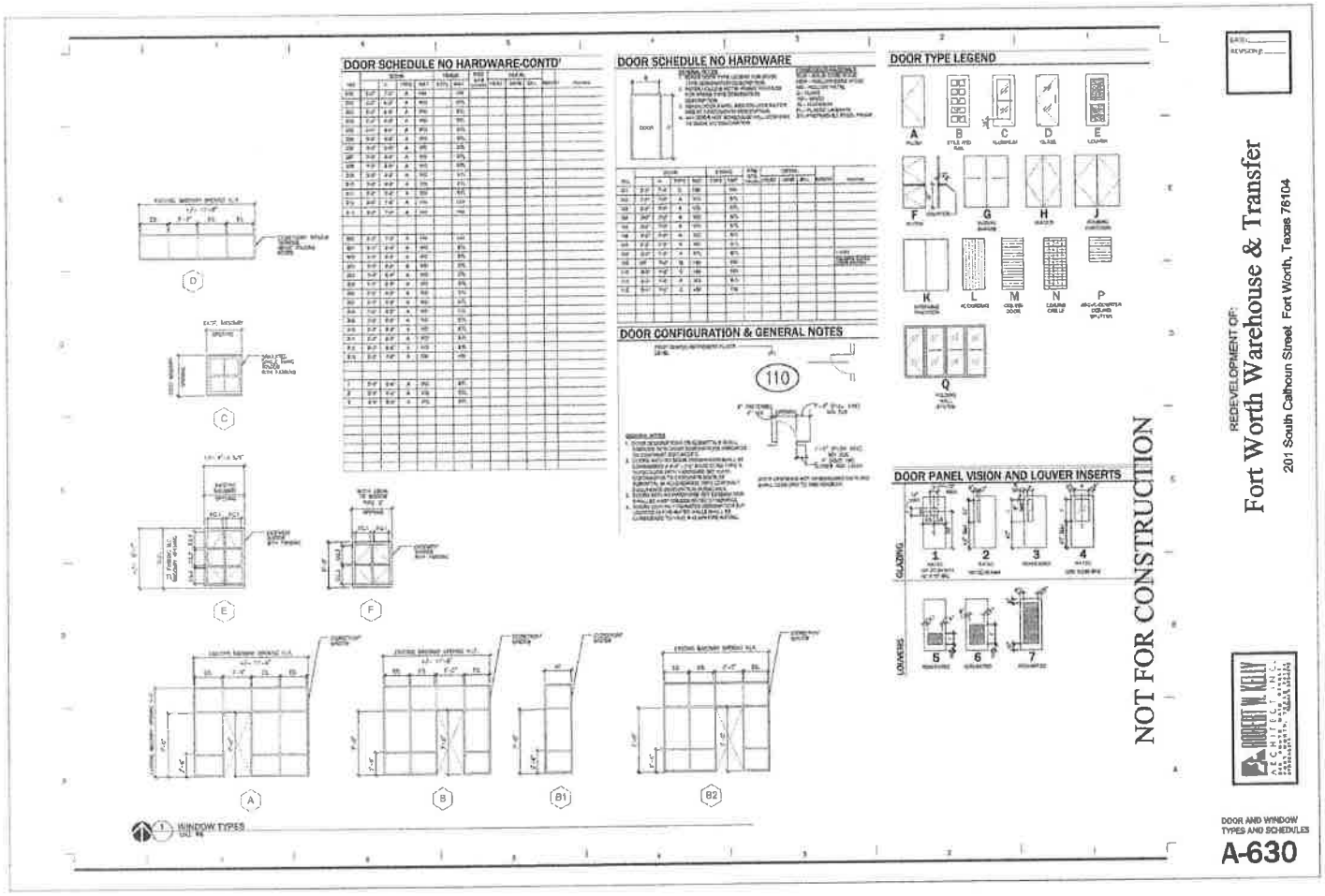
Plan 3: Proposed third floor rehabilitation plan. *Courtesy Robert W. Kelly Architects, Inc.*



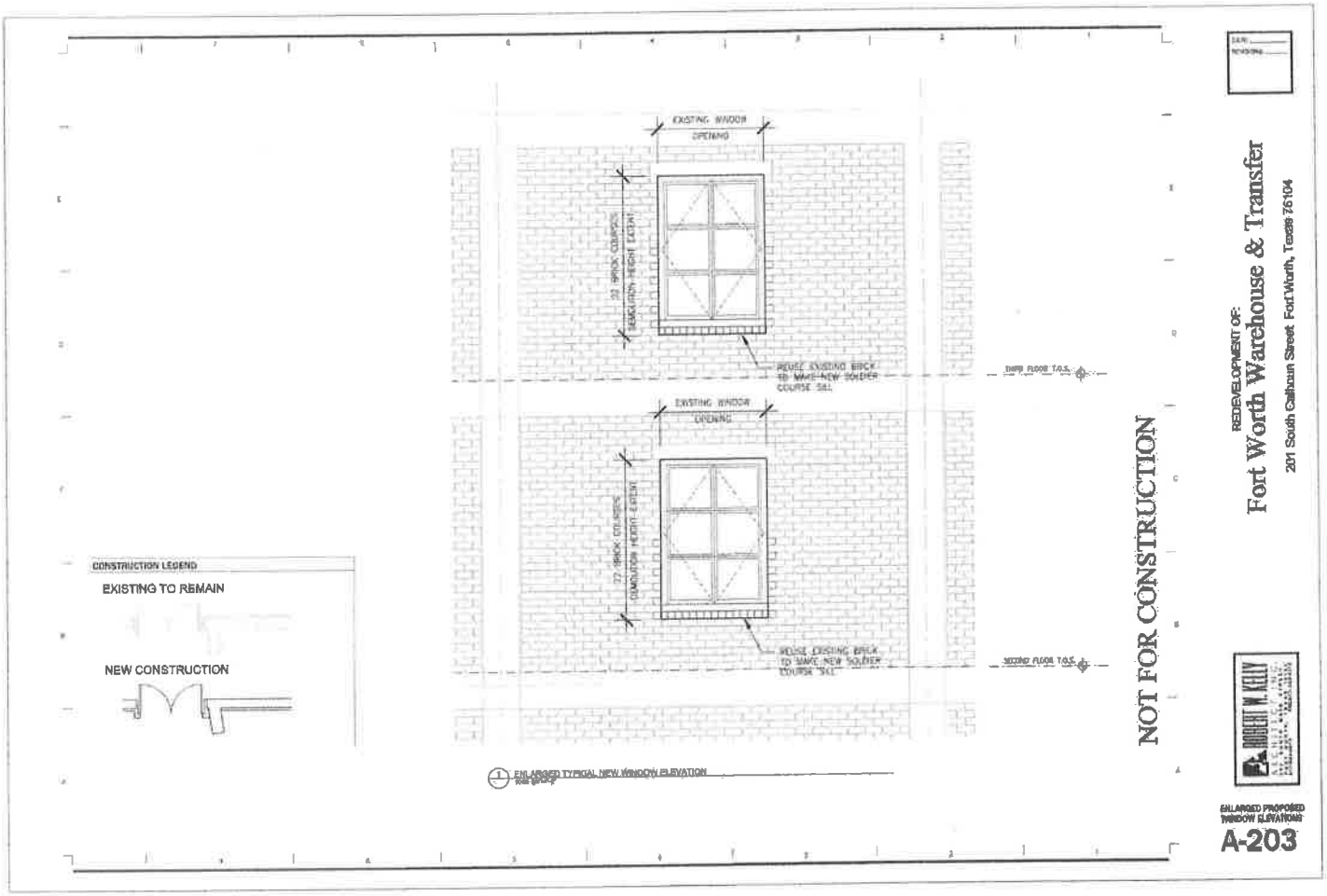
Plan 4: Proposed window alterations to the north and west elevations. *Courtesy Robert W. Kelly Architects, Inc.*



Plan 5: Proposed window alterations to the south and east elevations. *Courtesy Robert W. Kelly Architects, Inc.*



Plan 6: Proposed door and window types and schedules. *Courtesy Robert W. Kelly Architects, Inc.*



Plan 7: Proposed design for new windows. *Courtesy Robert W. Kelly Architects, Inc.*

Figure 1: Fort Worth Warehouse & Transfer Company Building. *Fort Worth Star-Telegram,* June 15, 1913.

"IT'S FIREPROOF"

LAMAR 702

LAMAR 702

We Own Our Own Home

And when we erected it we built for "Eternity," therefore these buildings are constructed of steel, concrete and brick, "fireproof in every detail," and will stand when those who were responsible for its erection and success shall have long since passed away.

We stated we would build more when necessity demanded, and last year we doubled our capacity with another Fireproof Warehouse, giving us storage facilities for over 200 cars of merchandise and household goods, and we expect to do FURTHER CONSTRUCTION when the progress and development demand.

We are sincerely thankful to our many friends and customers who have given us their business and the many words of encouragement. "Our one aim is to render on every job a real service," and we expect to keep striving to perfect a service that will not be surpassed in any city.

Our distribution of carload lots has shown a vast increase. Representatives of out-of-town manufacturers find it convenient to use our storage facilities where they make weight on cars for distribution.

We especially cater to the "storage" of household goods and merchandise and are glad to have you make "personal inspection" of our plant at any time. Western Union Night Watch Service protects your goods while you sleep.

Wishing everyone a Merry Christmas and a Happy, Prosperous New Year—not forgetting

"IT PAYS TO GET THE BEST"

Fort Worth Warehouse & Transfer Co., Inc.

PHONE LAMAR 702

A. J. (Lou) BEAVERS, Vice President and Treasurer.

TEMPLE HARRIS, General Manager.
R. R. WILSON, Secretary.

Figure 2: Fort Worth Warehouse & Transfer Company Building after 1915 addition. *Fort Worth Star-Telegram*, December 17, 1916.

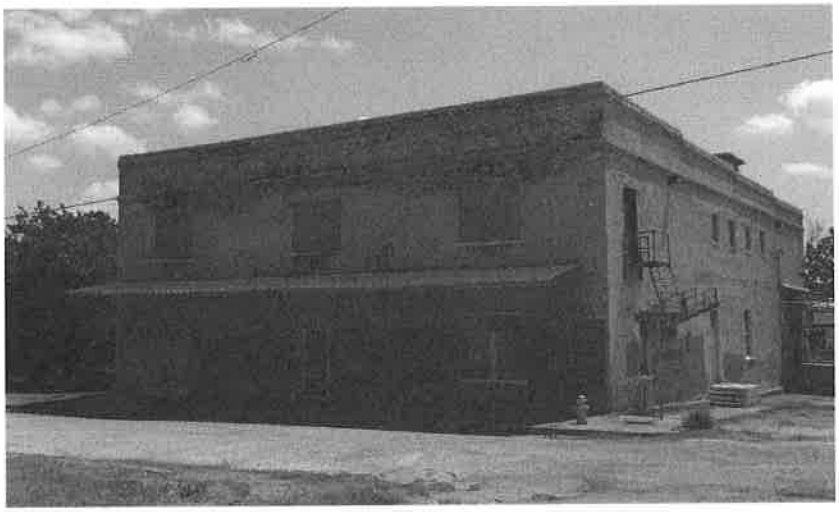


Figure 3. Early example of a brick warehouse building. This one is located two blocks south of the Fort Worth Warehouse & Transfer Company and was the home to one of its rivals, the J. W. Collins Company.

Figure 4: Miller Manufacturing Company Building, 311 Bryan Avenue, was constructed in 1911 and is an example of an early reinforced concrete industrial building constructed in the Near Southside of Fort Worth (and one block from the Fort Worth Warehouse & Transfer Company Building). It was listed in the National Register of Historic Places in 2010 for its architectural and historic significance.

Figure 5: The Parker-Browne Company Building, 1212 E. Lancaster Ave., constructed in 1924. It is an example of an industrial/warehouse building on Fort Worth's Near Southside built using a reinforced concrete grid pattern but was constructed in a more refined style and nine years after the Fort Worth Warehouse & Transfer Company Building.

Figure 6: Williamson-Dickie Company Building, 509 W. Vickery Blvd., located approximately seven blocks west of the Fort Worth Warehouse & Transfer Co. Building. It was constructed in 1924 and is an example of a warehouse/industrial building that uses a reinforced concrete grid pattern as structural support. All original windows have been replaced. Its larger window openings were beneficial to its function as a garment factory. Such windows were not necessary for the Fort Worth Warehouse & Transfer Company Building's function as a storage facility.

SUPREME GOLF WAREHOUSE OUTLET

SUPREME GOLF WAREHOUSE OUTLET
SUPREME GOLF WAREHOUSE OUTLET

SUPREME GOLF WAREHOUSE OUTLET

SUPREME GOLF WAREHOUSE OUTLET
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Storage Boxes
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Económicas
STAPLES
DISHSAVER
GLASS PACK
BOX