

PURCELL DESIGNS, LLC
ELIZABETH STUART PURCELL
ARCHITECTURAL INTERN, DESIGN CONSULTANT, PROJECT
MANAGEMENT
(512) 436-5302

1101 E. 5TH AND 414 WALLER STREET HISTORY

Historic Landmark Commission
C/O Austin Historic Preservation Office
Planning and Development Review Dept.
P.O. Box 1088
Austin, Texas 78767

July 28, 2015

We would like to update the new Commission members on what is really going on. Capital Metro submitted an application to the commission in 2013 for Historical Designation of 20 buildings without notifying the owners. Their research was approved and these buildings all gained a Historical status based on this flawed report. Of particular concern to them was 414 Waller and 1101 E. 5th which sit in the middle (ground zero) of the new Plaza Saltio Development. They were very clever and did not mention that 2 buildings sat directly in the middle of the new project in the RFP for their development. They thought that they could just get rid of the owner, like they did at the Texaco Compound, and demolish these two historic buildings based on their flawed Reconnaissance Survey that was approved by the Historic landmark commission in 2013.

There are a couple of issues of concern. First of all, 414 Waller has gained historic zoning and a relocation is proposed with a plaque. Which portion of the warehouse is actually historic? Please reference Attachment "A". Their proposal is to relocate less than 1/4 of the original Humble oil depot that was approved by City Council in the 20's. The remaining addition was built sometime between the 1935 Sanborn map and the 1962 Sanborn map. This portion also has significance to the railroad history of Austin. Please reference Attachment "B" which clearly indicates Capital Metro's intension. This was actually recommended for approval at last night's hearing. We no longer support the relocation of a sliver of the "historic portion" of the building. Move it all or at least the portion built and approved by the COA in the 20's.

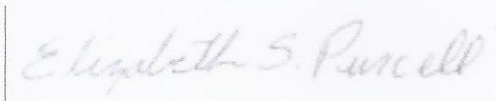
We also would respectfully ask the commission to look at the fact that this was a depot not just two buildings. Please reference Attachment "C & D". The history of these building needs to be saved.

The little building was also built in the late 20's, early 30's. The Plaza Saltio Development Historic Report mentions the little building. The report is just as flawed regarding 1101 E. 5th. The representative from Capital Metro who got up and spoke, out of place, said this building was determined of non-historic significance. Yes that is true. The Reconnaissance Survey Report, that is flawed, did determine it of non-historic significance. And the Historic Landmark Commission approved this recommendation in 2013. They also made the same determination on the warehouse at 414 Waller, which now has partial historic zoning. They most certainly don't want 1101 E. 5th declared historic because it is slab on grade. Little harder to move. The warehouse is pier and beam! Capital Metro failed to mention the buildings in the middle of the proposed Plaza Saltio Development RFP because they planned on getting rid of the buildings before the historical significance that they had approved in 2013 with flawed documentation, was questioned. Approval of historical significance on the property that they did not own and with no notification to the owner of this property.

I would like to reiterate. We have no problem with the relocation of the Depot. All of it. Not a sliver that Capital Metro has determined is historic without experience or knowledge of historic significance.

I am resending my backup from the hearing last night so that all of you can read a real survey and history of the two buildings, including the minutes from City Council that approved the construction in the 20's.

Thank you again for your consideration.



Elizabeth S. Purcell

July 28, 2015

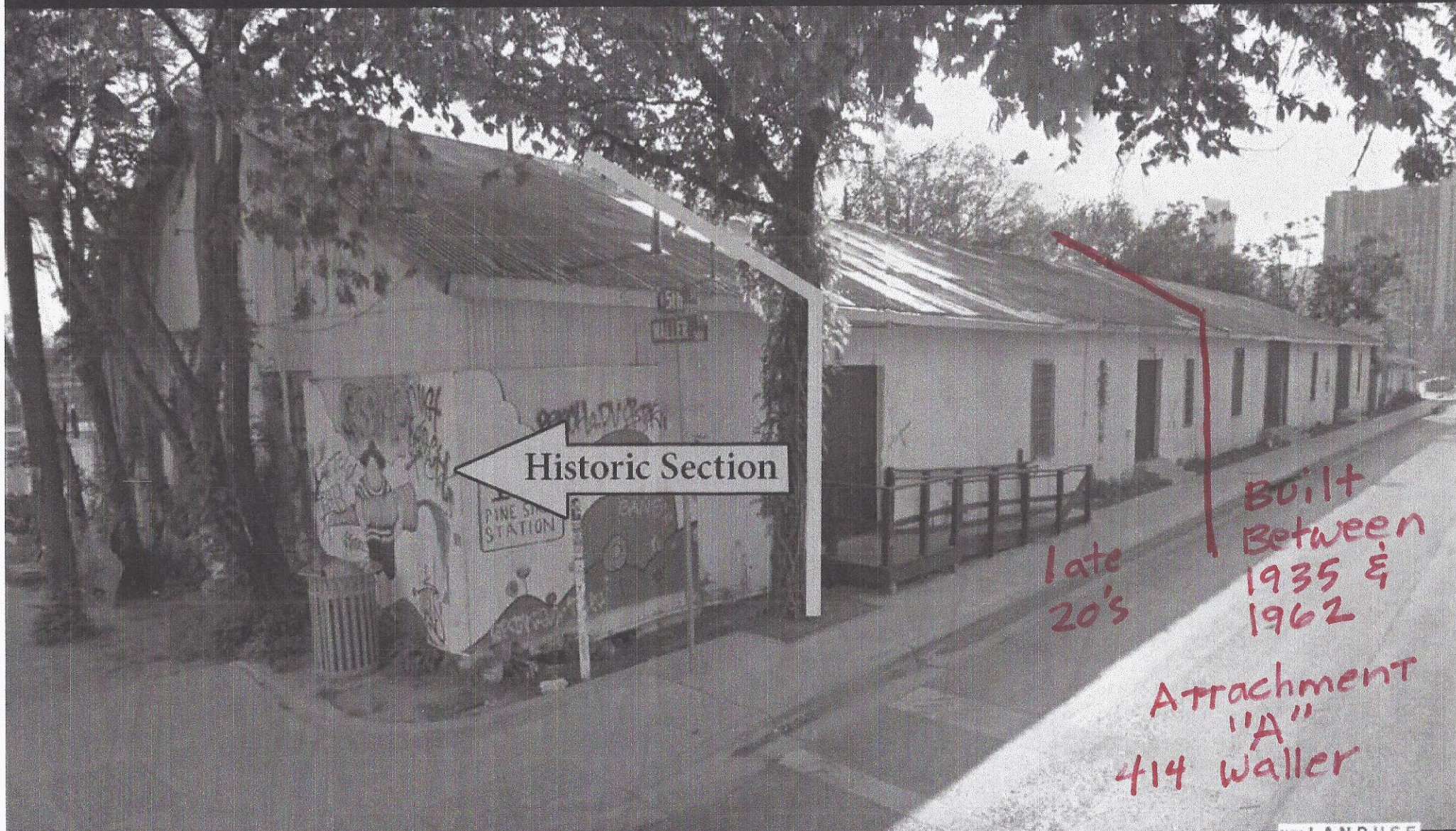
Date

PURCELL DESIGNS, LLC
(512) 436-5302



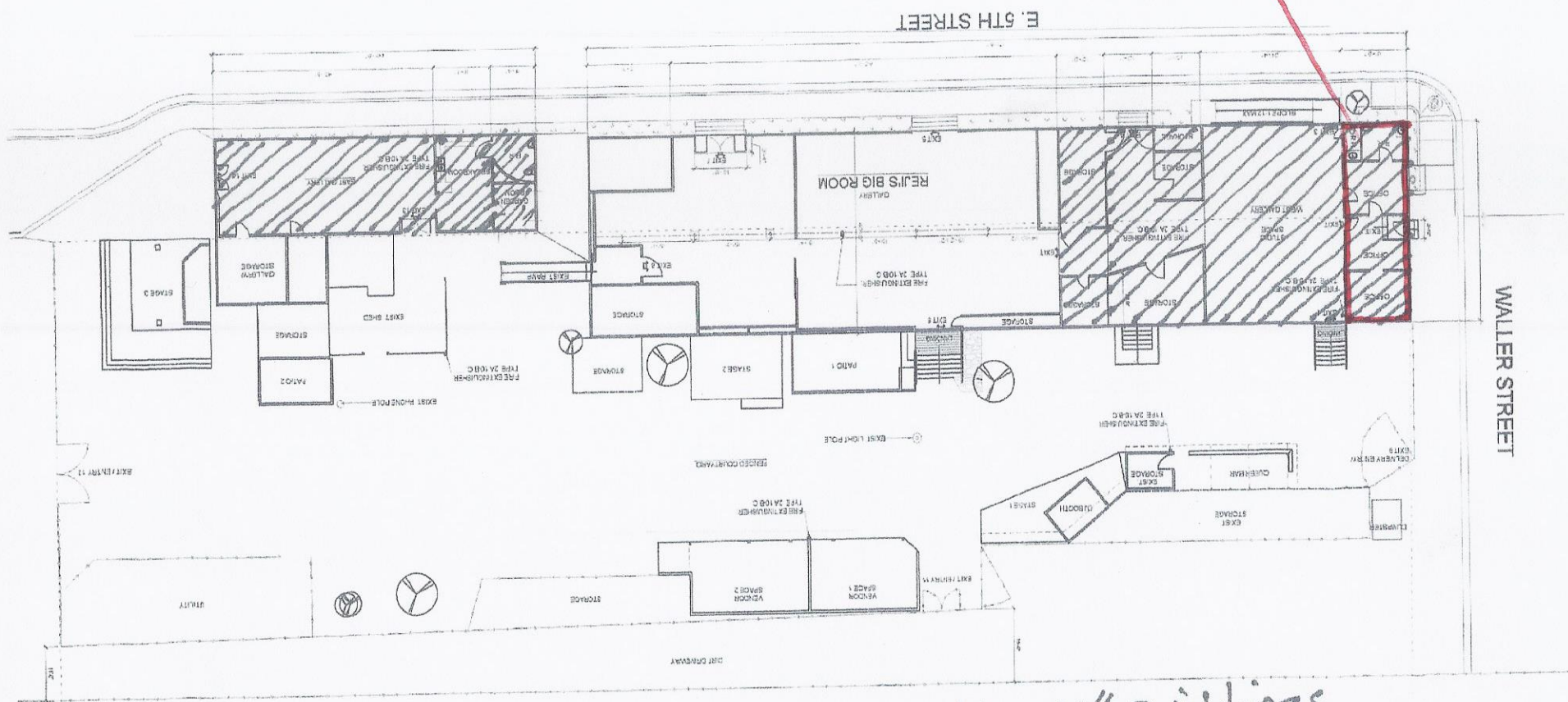
Historical Section

Pine Street Satation



ATTACHMENT "E" (P. 1)
B

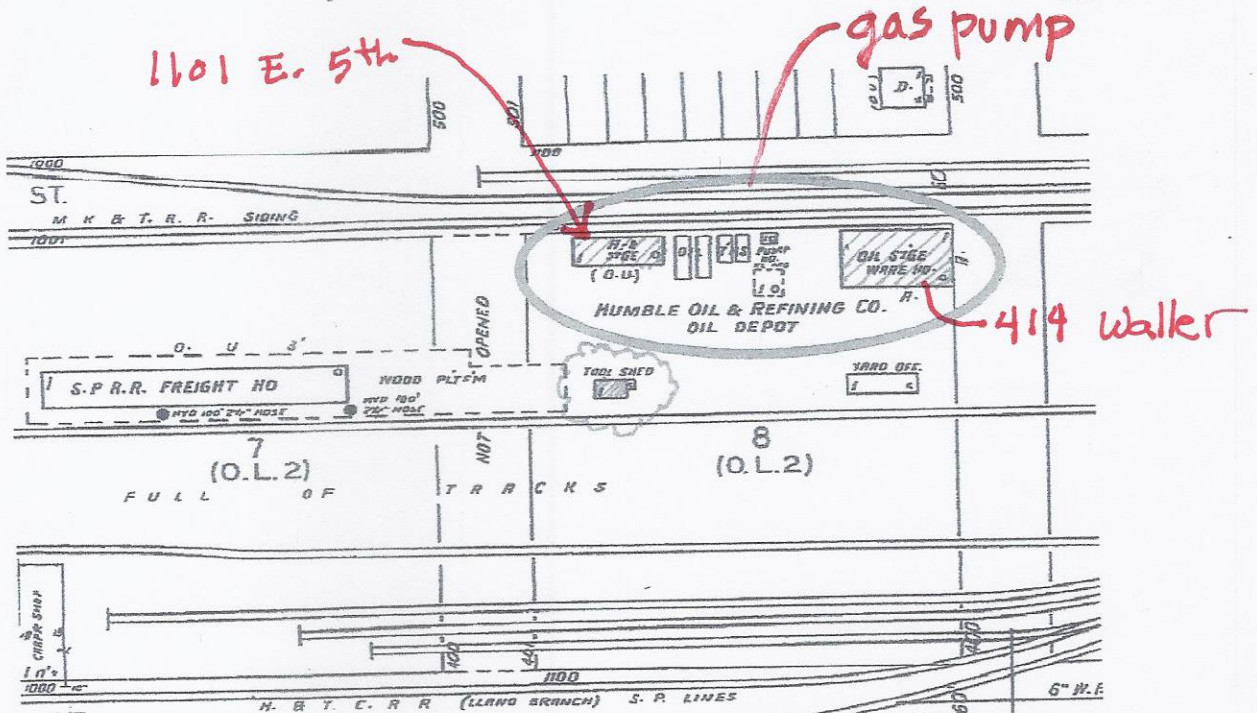
This is
what they
are planning
to relocate.



THE ORIGINAL "Humble Oil" Buildings
SANBORN MAP - 1935

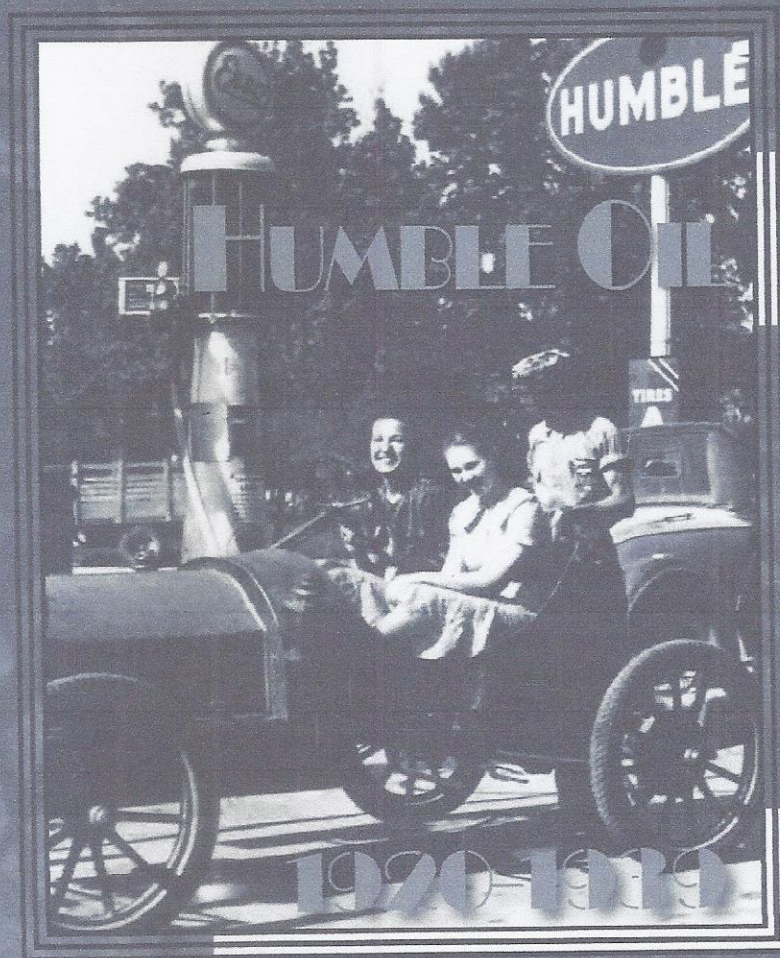
ATTACHMENT "C" (P.1)

A.1-5



The 1935 Sanborn map clearly shows the Humble Oil and Refining Company facilities at the site of the current building, which is shown as the oil storage warehouse. The building shown here (the current building) is not the same building as depicted in the 1900 map above.

"D"



**PURCELL DESIGNS, LLC
ELIZABETH STUART PURCELL**

ARCHITECTURAL INTERN, DESIGN CONSULTANT, PROJECT MANAGEMENT

1611 EVA ST.
AUSTIN, TX. 78704
(512) 436-5302

1101 E. 5TH AND 414 WALLER STREET HISTORY

**Historic Landmark Commission
C/O Austin Historic Preservation Office
Planning and Development Review Dept.
P.O. Box 1088
Austin, Texas 78767**

October 31, 2014

**THE REFUTAL OF THE RECONNAISSANCE SURVEY REPORT – THE CORRECT
ARCHITECTURAL HISTORY OF 1101 E. 5TH AND 414 WALLER ST.**

The decision made last year regarding the building at 1101 E. 5th and 414 Waller needs to be reversed based on in-correct data presented the commission by Ama Terra. The Reconnaissance Survey Report (RSR) dated June 2013 is greatly flawed. Please Reference Attachment "A" (p.1-3). MAP ID 7.

AGE OF THE BUILDINGS:

Reference Attachment "B" (p.1-3) and "C" (p.1-4) the City Council minutes from 1924 - the application and approval to build the warehouse. This depicts the age of these buildings around 1925-1927 not 1935 as indicated in the RSR provided by Capital Metro to the Historical Landmark Commission.

The 1935 Sanborn map, reference Attachment "D" clearly indicates two buildings, not one. The RSR references the westerly building as a smaller more modern section, when, in fact, it also dates between 1925 and 1935. Reference Attachment "E" (p.1) The caption under the Sanborn Map 1935 was added by the RCR and appears to be correct. The buildings are still in tact as I have indicated in Attachment "D"(p.1), which depicts the current Architectural floor plans of the buildings. At this time the buildings were the Humble Oil and Refining Co. Oil depot, Humble Oil's main Austin facility.

The Sanborn map submitted by the RSR dated 1962 has a description below it which is incorrect. In 1962 the buildings were the home of the Acme Fast Freight. Reference Attachment "F" (p.1) and Attachment "G" (p.1). It is unclear which year these additions were added to the buildings, but they remain intact to this day. There is also a little building that we have not spoken about that Reji owns that is located on the Southern side of the tracks to this day. Please reference Attachment "f" (p.1). I am not sure but is this building the building that Reji owns on the other side of the tracks?

I did find some conflict in the date that Acme Fast Freight took over the buildings. According to the City Directory Research, Acme first appears in 1952. However, I found match books for sale on E-Bay claiming to be from the 40's.

E-BAY ADD 1940s Matchbook Acme Fast Freight Trucking East 5th Street Truman Fry Austin TX.

Acme Fast Freight, Inc. 1101 East 5th St. Austin TX Truman Fry Matchcover 050413



http://www.ebay.com/itm/1940s-Matchbook-Acme-Fast-Freight-Trucking-East-5th-Street-Truman-Fry-Austin-TX-/141441930987?pt=Postcards_US&hash=item20ee9896eb

Please note the address on the match books.

HISTORIC ARCHITECTURAL ANALYSIS OF THE WESTERDLY BUILDING:

1101 E. 5th Street - The small more modern building as RSR refers to it: The building to the west, which was built at some time between 1925-1935, is not attached to the warehouse as the RSR is insinuating. It is a separate building and as can be seen on Attachment "H", is separated from the warehouse by fencing. The hatched area's indicate a stage and little exterior structures that have been added that in no way effect the original building that is shown on the 1962 Sanborn Map. This building is slab on grade, wood frame walls and exposed original roof trusses with corrugated metal siding and roof. It still has the original long leaf pine and the siding and roof probably date back to the period when the addition was added between 1935 and 1962. I believe the small bathroom and office were added in later years, but the area that is now a kitchen is also part of the original building. The roof trusses are exposed to the interior. Some areas of the original Humble Oil building have been finished out with gypsum board, but the original structure has been well cared for by Ms. Thomas. All of the windows are original on the north elevation. A few of them have been boarded up, but I do believe Ms. Thomas has even saved most of the original glazing and protected it for over 35 years. The storefront doors on the west elevation do appear to be a newer alteration to the building. On the south elevation the double doors and a window do not appear to be original.

The RSR has left out some really relevant information regarding this building. They state that "the building was originally owned and operated by Humble Oil and refining company, and later served as a warehouse for the Davidson Sash and Door company. This building may have been a warehouse during the period of time between when Acme owned the building and the next records indicate no addresses for the buildings. They could have possibly been a storage for Davidson Sash between 1968 and In 1979 but TCAD has the property owned by a Odas Jung owner of the Calcasieu Lumber Yard. Odas sold Ms. Thomas the buildings for \$10.00 in 1982. Not just one, but all three. We keep forgetting about the little building on the South side of the tracts which Ms Thomas has not be evicted from yet. I find that TCAD is not ever very correct with their information.

This smaller building is and never has been converted into an entertainment facility. It has housed ACC art students during the East Side Studio Tour along with numerous other organizations and schools. This little historic building also became the office for the largest SXSW event ever to hit Austin. Fader Fort. They came and rented from Ms. Thomas once a year and did stage their office in the smaller building. This event brings thousands and thousands of dollars to Capital Metro and the City of Austin every year. Ms. Thomas is gone but Capital Metro signed a contract with Fader fort already for the event in March. Permits have already been filed for road closures.

414 Waller – The warehouse: This single story warehouse was the original Humble Oil Depot as was the little building. The original building remains in tact with a small office, waiting room, bathroom and closet. The office still has the original pass through window into the first bay of the warehouse. All of the original long leaf pine is preserved. The RSR indicates that the north side of the building has multiple loading docks that are currently covered with corrugated metal. In fact, the loading docks are mirrored on the north and south sides of the building and have the original sliding wood doors that were constructed in the mid 1920's. None of the doors or windows have been altered in any way, and Ms Thomas has preserved the original glazing. The early portion of the warehouse has smaller sliding doors than the addition that was added later. Again we have the exposed interior roof trusses and long leaf pine flooring. The south loading docks were to access the railroad tracts and the north loading docks access E. 5th. Some partitioned storage rooms have been added, but are Temporary and do not alter the existing structure. The corrugated metal siding and roof probably date to when the addition was added before 1962. The addition duplicates the mirror design of the original humble oil except that the loading docks are larger and the few windows that were added are slightly wider than the original windows. All of the loading dock doors in the building remain operable. This building has not been

converted into "multiple small spaces that house an organic farming market and artist's studios as indicated by the RSR.

Historic Landmark Criteria #1. Pine Street Station is a 90-year old commercial warehouse facility that has historic associations with the early Texas oil industry and railroad transportation in the first half of the 20th century. This property represents a period of significance in the economic development of the State of Texas, when the rapidly growing oil industry transformed the State's economy and the railroads were the dominant form of commercial transportation. The warehouse was permitted by the Austin City Council in October 1924. It served as the Austin depot/storage facility of the nation's largest oil producer, transporter, and refiner during an approximately 25-year period when Texas developed into the nation's largest oil-producing state. It is adjacent to, and was served by, the original rail line serving the City of Austin -- the Houston and Texas Central Railway (H&TC) line extending along Pine/5th Street.

Historic Landmark Criteria #2. Pine Street Station has a longstanding association with two businesses of historic importance to the City of Austin and the State of Texas: Humble Oil & Refining Company and the Houston and Texas Central Railway Company. In addition, it has an historic connection to the Texas State Capitol because the glasswork used in the 1990s Capitol Restoration Project was designed and produced at this facility.

[LIZ - IN THE FOLLOWING PART, I WOULD ADD SPECIFIC EXAMPLES (IF YOU FOUND ANY) OF AUSTIN-RELATED EVENTS OR CONNECTIONS.]

Humble Oil & Refining Company. The Pine Street Station warehouse had its beginnings in 1924, when Humble Oil and Refining Company applied to the Austin City Council "to erect a warehouse on the corner of 5th and Waller Streets on property of the H&TC Railway right-of-way". Humble is the company that later became Exxon and is now ExxonMobil. The minutes of the special Austin City Council meeting held September 26, 1924, state the application was referred to the Safety Committee that date on a 5-0 vote; and, the minutes for the October 2, 1924 regular meeting of the Council state that Humble's application was approved in a 5-0 vote. The city directory records indicate that Humble continued to use the warehouse from the mid-1920s until approximately 1950 (for purposes referred to variously as "main facility", "office and plant", "wholesale oils", or "bulk station"). Oil was often transported in railcars (in addition to pipelines), and the 1935 Sanborn map indicates the warehouse was used as an oil depot and storage facility.

The period from 1925 to 1950 when the warehouse was Humble's depot/storage facility in Austin was a key time in the development of the Texas oil industry. During this period, Humble Oil became the largest domestic producer of crude oil in the U.S., its subsidiary Humble Pipe Line Company became the largest transporter of crude oil in the U.S., and Humble had the largest refinery in the U.S. (See The Handbook of Texas entries for Exxon Company, U.S.A.; and Oil and Gas Industry.)

It would be difficult to overstate the importance of Humble Oil in the history of Texas in the 20th century. Texas Monthly named Humble Oil the "Company of the Century" in its December 1999 The Best of the Texas Century list, stating: "As much a defining company as a refining company, Humble Oil shaped the reality and perception of Texas oil around the globe." ExxonMobil traces its beginnings to the Humble Oil Company, which was chartered in Texas in February 1911. It reorganized in 1917 as the Humble Oil and Refining Company. In February 1919, Humble doubled the number of

authorized shares and sold 50 percent of its stock to Standard Oil Company of New Jersey. This sale initiated Humble's long-term connection with the company that eventually absorbed it as Exxon. The following summarizes Humble's historic importance to the State of Texas, and the U.S.:

- Largest producer of crude oil in the U.S. In 1917, Humble had 217 wells and a daily crude oil production of about 9,000 barrels. The company's production was expanded steadily. It made large additions to its reserves in the 1930s and increased production during World War II in order to meet war needs. Humble became the largest domestic producer of crude oil during the war and continued in that position into the 1950s. In 1949, the company had a net production of 275,900 barrels daily of crude oil and 15,900 barrels daily of natural-gas liquids. At the end of 1949 the company was operating 9,928 wells. Among the important fields in which Humble has participated have been East Texas, Conroe, Mexia, Powell, Raccoon Bend, Sugarland, Thompsons, Friendswood, Tomball, Anahuac, Tom O'Connor, Webster, Seeligson, and Hawkins, all in Texas.
- Largest transporter of crude oil in the U.S. At the end of 1949, the Humble Pipe Line Company (a subsidiary) had 3,233 miles of gathering lines and 5,776 miles of trunk lines. These facilities served all important producing areas in Texas and southeastern New Mexico, and the Humble Pipe Line Company was the largest transporter of crude oil in the U.S. In the postwar period, the company built a pipeline from Baytown to the Dallas-Fort Worth area and in June 1950 completed an eighteen-inch direct line from West Texas to the Gulf Coast.
- Largest refinery in the U.S. In 1919, construction was begun on Humble's Baytown refinery. Its capacity expanded steadily until 1940, when it was the largest installation in the U.S., with a capacity of 140,000 barrels. Other Humble refineries were located in San Antonio and Ingleside. Humble refineries during World War II produced high-octane aviation gasoline, toluene for explosives, butyl rubber, and butadiene for synthetic rubber. In the 1940s, Humble products were retailed only in Texas, where retail sales had increased from seven million gallons of refined products in 1917 to 540 million gallons in 1949.

Houston and Texas Central Railway Company. The Humble Oil warehouse is located on what was the original H&TC rail line in Austin, on property owned by the H&TC. The H&TC began rail service in Austin on December 25, 1871, with its main tracks on Pine (now Fifth) Street. This was Austin's first railroad connection. By becoming the westernmost railroad terminus in Texas and the only railroad town for scores of miles in most directions, Austin was transformed into a trading center for a vast area. Construction boomed and the population more than doubled in five years to 10,363. The many foreign-born newcomers gave Austin's citizenry a more heterogeneous character. By 1875 there were 757 inhabitants from Germany, 297 from Mexico, 215 from Ireland, and 138 from Sweden. For the first time a Mexican-American community took root in Austin. (See The Handbook of Texas entry for Austin, Texas (Travis County).)

Very few commercial rail depot buildings from the early 20th century survive in the City of Austin. The two main passenger depots which served Austin in that period stood opposite each other at Congress Avenue and Third Street, and have both have been demolished. (The Amtrak railroad station, built in 1947 for the Missouri Pacific Railroad, still exists west of Lamar Boulevard.) The Depot Hotel on East 5th Street between Red River and Neches was Austin's first railroad station, but was operational only in the 1870s. It still stands on East 5th Street and houses Carmelo's Italian Restaurant. (See Amtrak's website at <http://www.greatamericanstations.com/Stations/AUS>.)

The H&TC was sold to Charles Morgan in March 1877 and came under Southern Pacific control when that company acquired the Morgan interests in 1883. However, the H&TC continued to be operated by its own organization until 1927, when it was leased to the Texas and New Orleans (T&NO). At the time of the lease the H&TC operated 872 miles of track. It merged with the T&NO in

1934. On August 19, 1986, the line from Giddings through Austin to Llano was sold to the city of Austin. (See The Handbook of Texas entry for Houston and Texas Central Railway.)

Texas State Capitol Restoration Project. In the early 1990s, work began on the massive restoration of the Texas State Capitol. Austin artist Rejina Thomas, whose studio was at Pine Street Station from 1979-2013, was contracted to create over 500 panels of etched glass for the Capitol restoration project. This work was done at Pine Street Station.

Respectfully Submitted,

Elizabeth S. Purcell

Elizabeth S. Purcell

PURCELL DESIGNS, LLC
1611 EVA ST.
AUSTIN, TX. 78704
(512) 436-5302

October 30, 2014

Date

Map ID 5 is a circa 1950 commercial warehouse building. The single-story building is composed of five Quonset huts with joined barrel vault roofs and has steel frame walls with corrugated steel panels on a concrete foundation. The building has three large steel sliding doors and a pair of inset steel doors on the main facade, with a similar pair of inset steel doors on the east side. The building has no visible windows, but the three central vaults each have one metal slat vent near the top. A wood stairway is located on the front of the building. The building was occupied by the Steck Company in the 1950s, vacant in the 1960s, and used by the Glastron Mobile Homes Company in the 1970s. Its current use is unknown. It has minimal significance under Criterion A for its commercial associations. Its architecture is unusual for the area, but not particularly noteworthy or significant under Criterion C. It is recommended not eligible for listing in the NRHP.

Map ID 6 is a circa 1935 single-story building that once served as a residence. The building sits on a raised foundation concealed by metal siding, with board and batten siding on the walls and a side-gabled roof with exposed rafter tails covered with standing seam metal roofing. Windows are multi-light wood sash. The front entry is accessed by a wood stairway leading to a raised concrete porch. The rear entry has a small wood ramp. The building has been converted into a business with an ATM (automated teller machine) sign hanging prominently above the main entrance but its present use is unknown. Sanborn maps indicate a second residence (since demolished) was located behind the existing one, facing the alley. The building has minimal significance under Criterion A for association with important events or trends and is not architecturally significant under Criterion C. As such, it is recommended not eligible for listing in the NRHP.

Map ID 7 is a circa 1935 commercial warehouse building. The single-story building has wood-frame walls with corrugated metal siding under a gabled roof with exposed rafter tails and corrugated metal roofing. Windows are a mix of multi-light wood-sash and metal-sash; visible doors are wood. The north side of the building has multiple loading docks that are currently covered with corrugated metal. The west end of the building is a smaller, more modern section that has been converted into an entertainment facility with a small outdoor stage and seating area. The building was originally owned and operated by the Humble Oil and Refining Company, and later served as a warehouse for the Davidson Sash and Door Company and was one of several buildings on the property. The other buildings have been demolished and this lone survivor has since been converted into multiple small spaces that house an organic farming company and artists' studios. It has nominal significance under Criterion A for its commercial associations and under Criterion C as an example of commercial warehouse architecture. However, the modifications to the property and loss of associated buildings

Plaza Saltillo Rail Relocation Project

Reconnaissance Survey Report

impact integrity of design, setting, materials, workmanship, and feeling. It is recommended not eligible for listing in the NRHP.

NOTE: The building at 414 Waller Street is Map ID No. 7 above.



Figure 5: Surveyed Property Locations. (Google Earth)

Councilmen Avery, Nolen and Searight, 4; naves, Councilman Haynes.

Councilman Haynes laid before the Council the following communication as his reasons for voting against the passage of the ordinance:

" I vote no on the Meat Inspection Ordinance as the State laws and ordinances of the City already prohibit the sale of impure meat in Austin and the people are fully protected.

Under the proposed ordinance the small farmer cannot undertake to sell his surplus meat supply - sausage, etc. to the people of Austin and will be compelled to take for his surplus stock just what the dealers in the meat trust will give him, who, in turn, will then place it on sale at trust prices.

In other words, I believe this ordinance is class legislation and simply creates a meat trust in the interest of stock dealers and the butchers who belong to the combination, eliminates the farmer, and gives the people no better protection than they now have. Therefore, I cannot conscientiously vote for the ordinance.

H. L. Haynes."

Bids of the American Cast Iron Pipe Company and the United States Cast Iron Pipe & Foundry Company were opened and read and Councilman Avery moved that the bid of the United States Cast Iron Pipe & Foundry Company be accepted as the lowest and best bid. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The application of the Virginia Minstrels to show on East Avenue for one night, September 29th, was read and Councilman Haynes moved that same be granted, provided a deposit of \$50.00 was made to the Sanitary Department to cover cost of cleaning streets. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The Council then recessed.

SPECIAL MEETING OF THE CITY COUNCIL:

Austin, Texas, September 26, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The application of the Humble Oil Company to erect a warehouse on the corner of 5th and Waller Streets on property of the M&T Railway right-of-way was read and same was referred to the Safety Committee by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The claim of John A. Darter for damages caused by overflow of Lake Austin was read and referred to the City Attorney by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The monthly reports of C. N. Avery, Superintendent Water, Light and Power Department, R. E. Nitschke, City Sexton, and J. H. Maxwell, Sealer of Weights and Measures, were read and ordered filed.

Councilman Nolen introduced the following ordinance:

ATTACHMENT "B" (P.2)

GRANTING PERMISSION FOR THE ERECTION AND
DISPLAYING OF THE SHENANDOAH PLAU AND DECORATING
SYSTEM IN THE CITY OF AUSTIN, PROVIDING SPECIFI-
CATIONS FOR THE ERECTION AND DISPLAYING OF SAME
AND RETAINING CONTROL OF SAME IN THE CITY COUNCIL
OF THE CITY OF AUSTIN.

The ordinance was read the first time and Councilman Nolen moved that the rule be suspended and the ordinance placed on its second reading. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The ordinance was read the second time and Councilman Nolen moved a further suspension of the rule and the placing of the ordinance on its third reading and final passage. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The communication of E. McKinnon, Vice President of the Citizens State Bank, in regard to inclosing duplicate deposit slip, amounting to \$14,511.38 on account of \$14,000.00 Incinerator Bonds with interest at 5%, was read and referred to the City Attorney by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The application of O. O. Terrell for permission to erect an electric sign at 504 Trinity Street at Joe Lung's Cafe was read and referred to the Safety Committee by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Councilman Haynes laid before the Council the following communication:

"Austin, Texas, September 26, 1924.

To the Honorable Mayor & City Council,
City of Austin, Texas.

Gentlemen:

I regret to state that owing to the long continued illness of Mr. Henry Ziller, First Assistant Assessor and Collector, it has become necessary to grant him an indefinite leave of absence, without pay, from October 1st, with the hope that a complete rest from the arduous duties which he has so faithfully performed for many years may restore him to health and enable him to again undertake his work for the City.

In the meantime, to adjust and conduct the work of the Tax Department, I have the honor to make the following assignments or nominations:

W. D. Shelley, now 2nd Assistant, to serve as 1st Assistant Assessor and Collector.

T. L. Furnell, now 3rd Assistant, to serve as 2nd Assistant Assessor and Collector;

A. W. Townsend, now 4th Assistant, to serve as 3rd Assistant Assessor and Collector;

Frank H. Raymond, now temporary Assistant, to serve as 4th Assistant Assessor and Collector.

I respectfully ask your confirmation of the above.

Respectfully,

(Sgd) H. L. Haynes,

Superintendent Receipts, Disbursements
and Accounts."

The above nominations were confirmed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Nolen and Searight, 4; nays, none, Councilman Haynes present but not voting.

Councilman Haynes introduced the following:

"Austin, Texas, September 25, 1924.

To the Hon. Mayor and City Council,
Austin, Texas.

Gentlemen:

Appropriations for the Police Department (except for salaries and rent of pound) in the Budget of 1924 shows overdraft up to August 30th of \$2424.47. Therefore, I cannot legally approve the attached bills aggregating \$244.09 and submit same for your action:

Loss Evans -----	\$ 59.00
Dill Auto Top Co	15.00
Anton Mittenberg	5.00
L. D. McClain	31.60
E. W. Bargsley	18.31
J. E. McClain	35.05
F. C. Crittendon	21.63
A. H. Von Rosenberg	4.01
A. L. Bugg	54.49
	\$244.09

Respectfully,

H. L. Haynes, Superintendent."

Councilman Nolen moved that the above claims be approved and paid. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Nolen moved that the City Attorney be instructed to draw ordinance regulating the inter-city bus lines, describing routes in the city, providing for stations, parking of cars, and other items incident to bus line traffic. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The Council then adjourned.

James Hornsby
City Clerk

REGULAR MEETING OF THE CITY COUNCIL:

Austin, Texas, October 2, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The Minutes of the last meeting were read and upon motion of Councilman Avery were adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The Mayor laid before the Council the following ordinance:

AN ORDINANCE AUTHORIZING THE INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A SPUR TRACK OVER AND THROUGH THE ALLEY RUNNING THROUGH CITY BLOCKS NOS. 22 AND 21, AND OVER AND ACROSS GUADALUPE STREET AND LAVACA STREET IN THE CITY OF AUSTIN, FOR THE PURPOSE OF SERVING THE SOUTH ONE-HALF OF CITY BLOCKS NOS. 22, 21 AND 20, SUBJECT TO CERTAIN CONDITIONS.

The ordinance was read the first time and Councilman Avery moved that same be placed on its second reading. Motion lost by the following vote: Naves, Mayor Yett, Councilmen Haynes and Searight, 3; ayes, Councilmen Avery and Nolen, 2.

Councilman Haynes introduced the following:

"Austin, Texas, September 25, 1924.

To the Hon. Mayor and City Council,
Austin, Texas.

Gentlemen:

Appropriations for the Police Department (except for salaries and rent of pound) in the Budget of 1924 shows overdraft up to August 30th of \$2424.47. Therefore, I cannot legally approve the attached bills aggregating \$244.09 and submit same for your action:

Less Evans -----	\$ 59.00
Dill Auto Top Co	15.00
Anton Mittenberg	5.00
L. D. McClain	31.60
E. W. Bargeley	18.31
J. E. McClain	35.05
F. C. Crittendon	21.63
A. H. Von Rosenberg	4.01
A. L. Sugg	54.49
	\$244.09

Respectfully,

H. L. Haynes, Superintendent."

Councilman Nolen moved that the above claims be approved and paid. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Councilman Nolen moved that the City Attorney be instructed to draw ordinance regulating the inter-city bus lines, describing routes in the city, providing for stations, parking of cars, and other items incident to bus line traffic. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then adjourned.

Jaer Hornsby
City Clerk

REGULAR MEETING OF THE CITY COUNCIL:

Austin, Texas, October 2, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The Minutes of the last meeting were read and upon motion of Councilman Avery were adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Mayor laid before the Council the following ordinance:

AN ORDINANCE AUTHORIZING THE INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A SPUR TRACK OVER AND THROUGH THE ALLEY RUNNING THROUGH CITY BLOCKS NOS. 22 AND 21, AND OVER AND ACROSS GUADALUPE STREET AND LAVACA STREET IN THE CITY OF AUSTIN, FOR THE PURPOSE OF SERVING THE SOUTH ONE-HALF OF CITY BLOCKS NOS. 22, 21 AND 20, SUBJECT TO CERTAIN CONDITIONS.

The ordinance was read the first time and Councilman Avery moved that same be placed on its second reading. Motion lost by the following vote: Nays, Mayor Yett, Councilmen Haynes and Searight, 3; ayes, Councilmen Avery and Nolen, 2.

ATTACHMENT "C" (P. 2)

The application of the Humble Oil & Refining Company for permission to erect a warehouse at 5th and Waller Streets, together with the report of the Safety Committee upon same, was read and same was granted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The monthly reports of W. D. Walker, Dairy Inspector, A. S. Anderson, Public Weigher, Robert Rockwood, Fire Marshal, C. L. Woodward, Fire Chief, Fred Sterzing, Assessor and Collector, Mrs. R. C. Walker, Pure Food Inspector, and Milton Morris, Auditor, were read and ordered filed.

The application of O. C. Terrell to erect a sign at 505 Trinity Street, together with the Committee's report on same was granted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Nolen introduced the following resolution:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the Superintendent of Police and Public Safety be and he is hereby authorized and instructed to purchase for the use of the Police Department from P. R. James, doing business under the trade name of Austin Motorcycle Company, four Harley-Davidson Motorcycles 74, J. D. C. B. 25 Model, at \$421.15 each, aggregating the total sum of \$1684.60; and

BE IT FURTHER RESOLVED: That said Superintendent be authorized and instructed to deliver to said Austin Motorcycle Company four second-hand motorcycles now in use in said department, and to take therefor credit on the account of the City with said company the sum of \$420.00, making the net total due by the city to said company on account of said purchase the sum of \$1264.60; and

BE IT FURTHER RESOLVED: That the Mayor be and he is hereby authorized and instructed to execute in behalf of the City of Austin the promissory note of said city, payable to said P. R. James for the principal sum of \$1264.60, payable on March 1st, 1925, with interest at eight percent from maturity.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Haynes introduced the following resolution:

WHEREAS, investigation of the tax records shows that the affidavit of W. C. Johnson herewith attached is true.

For 1922 he rendered a lot in Hyde Park, and, in addition, rendered notes that he owed, amounting to \$2500.00;

For 1923 he rendered the lot and improvements that he had made on same, also notes to the amount of \$2000.00.

The rendition of the purchase notes of course was in error, same being held by other parties and should be stricken from the assessment against Mr. Johnson,

Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the Assessor and Collector be and he is hereby instructed to correct the assessment in accordance with above and take credit for the reduction.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Haynes introduced the following resolution:

WHEREAS, the Board of Equalization, per statement attached, has called attention to an erroneous assessment on improvements on Lot 12, Fairview Park.

belonging to Mrs. Lula C. Jackson in that she assessed two houses at a valuation of \$3545.00, whereas she had but one house, one of the houses included in the assessment having been sold and assessed at \$1300.00.

Payment not having yet been made on the erroneous assessment of \$3545.00, the Board recommends that a reduction of \$1300.00, the valuation of the house sold and also assessed, be made,

Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the Assessor and Collector be and he is hereby authorized to correct the assessment in accordance with the recommendation of the Board and to take credit for \$1300.00 reduction.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Councilman Nolen moved that L. J. Jambers Construction Company be allowed to close the alley in the rear of the construction work being done on West 6th Street for the hotel building. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

John Simms appeared before the Council and complained of sanitary conditions at #403-5 East 1st Street and after hearing said complaint, Councilman Nolen moved that A. Y. McWright, Sanitary Inspector, be instructed to examine the premises complained of and report back to the Council. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The bid of the Superior Incinerator Company of Dallas, Texas, was read and Councilman Haynes moved that said bid be referred to the City Attorney and the City Engineer for their report back to the City Council at their next regular meeting. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The bids of J. L. Snodgrass in the amount of \$395.00 and J. L. White in the amount of \$800.00 for trimming trees at Barton Springs were read and Councilman Haynes moved that both bids be referred to Councilman Avery for his report back to the Council. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The claim of John A. Darter for damages was read and after a verbal report by O. E. Metcalf, Engineer, Councilman Avery moved that the claim be referred to the City Attorney and City Engineer for their report back to the Council. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

AFTERNOON SESSION.

The following ordinance was introduced and Mayor Yett moved to reconsider the vote by which said ordinance was refused passage to its second reading. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

AN ORDINANCE AUTHORIZING INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A SPUR TRACK OVER AND THROUGH THE ALLEY RUNNING THROUGH CITY BLOCKS NOS. 22 AND 21, AND OVER AND ACROSS GUADALUPE STREET AND LAVACA STREET IN THE CITY OF AUSTIN, FOR THE PURPOSE OF SERVING THE SOUTH ONE-HALF OF CITY BLOCKS

Nos. 22, 21 AND 20, SUBJECT TO CERTAIN
CONDITIONS.

Mayor Yett moved that the ordinance be placed on its second reading. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The ordinance was read the second time and Mayor Yett moved a suspension of the rule and the ordinance be placed on its third reading and final passage. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The ordinance was read the third time and Mayor Yett moved that same do now finally pass. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then recessed.

SPECIAL MEETING OF THE CITY COUNCIL:

Austin, Texas, October 4, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The Mayor introduced the following resolution:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That it is hereby ordered that West 34th, or State Street, within the City of Austin, be closed to traffic proceeding eastward from the city limits to Guadalupe Street, for the period beginning October 6th and ending October 11, 1924, and that during said period traffic shall only be allowed to proceed on said street between said points when moving in a westerly direction; and

BE IT FURTHER RESOLVED:

That the Superintendent of Police and Public Safety be and he is hereby instructed to carry this order into effect.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Mayor Yett introduced the following resolution:

WHEREAS, Wednesday, October 8, 1924, has been designated by the authorities of the Texas State Exposition as "Austin Day" at the Fair to be held in Austin during said week,

Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That Wednesday, October 8, 1924, be and the same is hereby declared to be a legal holiday, and the Mayor is authorized and instructed to make proclamation to that effect.

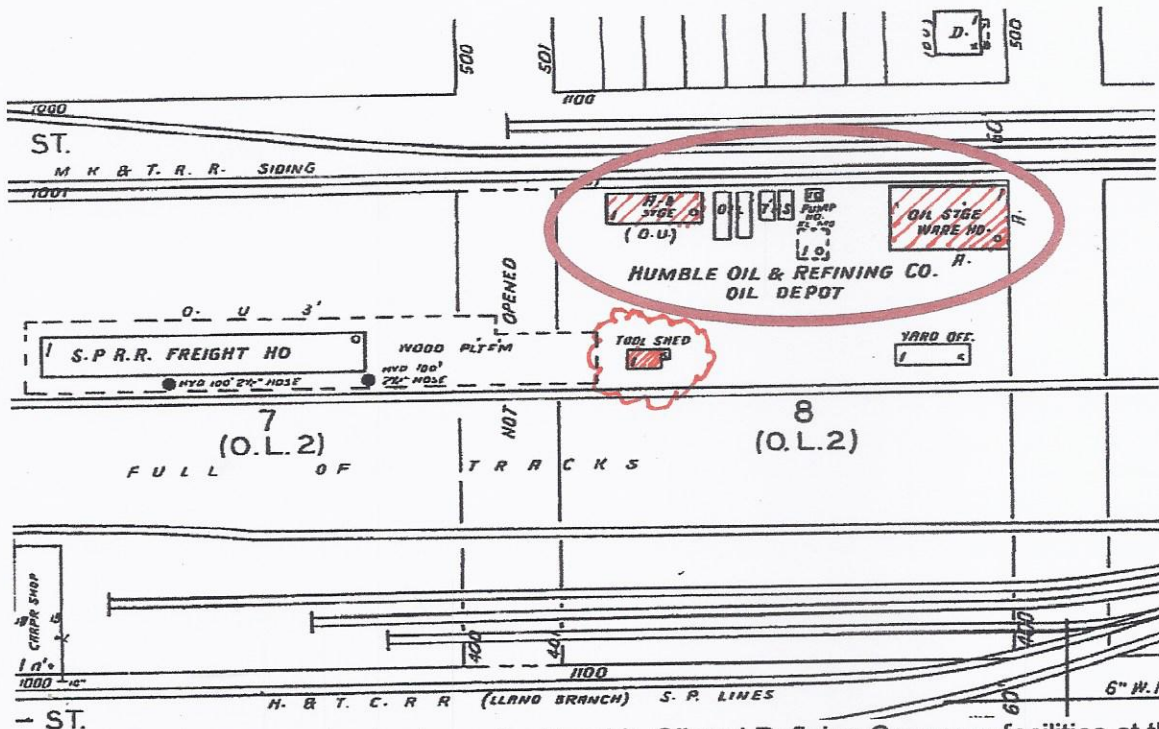
The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then adjourned.

Joe Thomas
City Clerk

ATTACHMENT "D" (P.1)

A.1 - 5

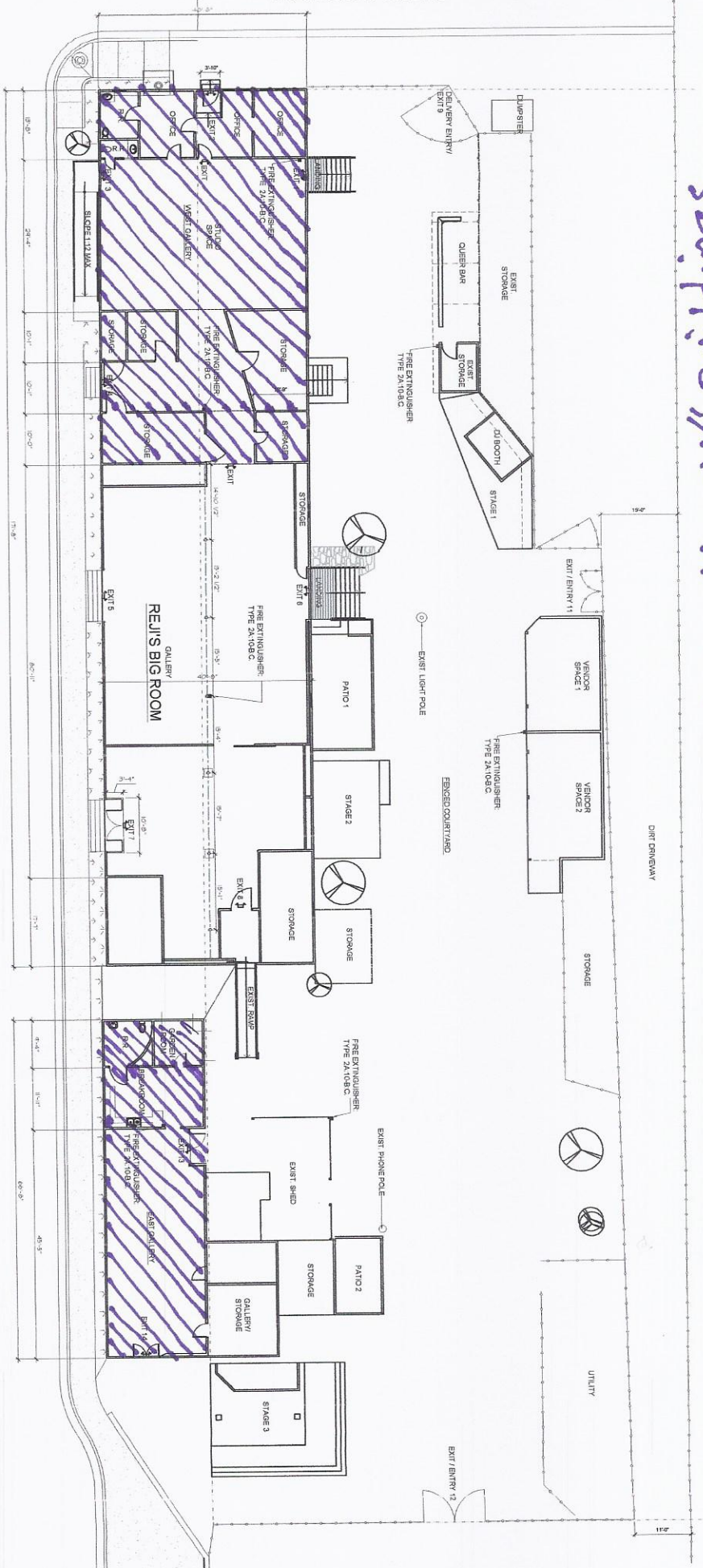


The 1935 Sanborn map clearly shows the Humble Oil and Refining Company facilities at the site of the current building, which is shown as the oil storage warehouse. The building shown here (the current building) is not the same building as depicted in the 1900 map above.

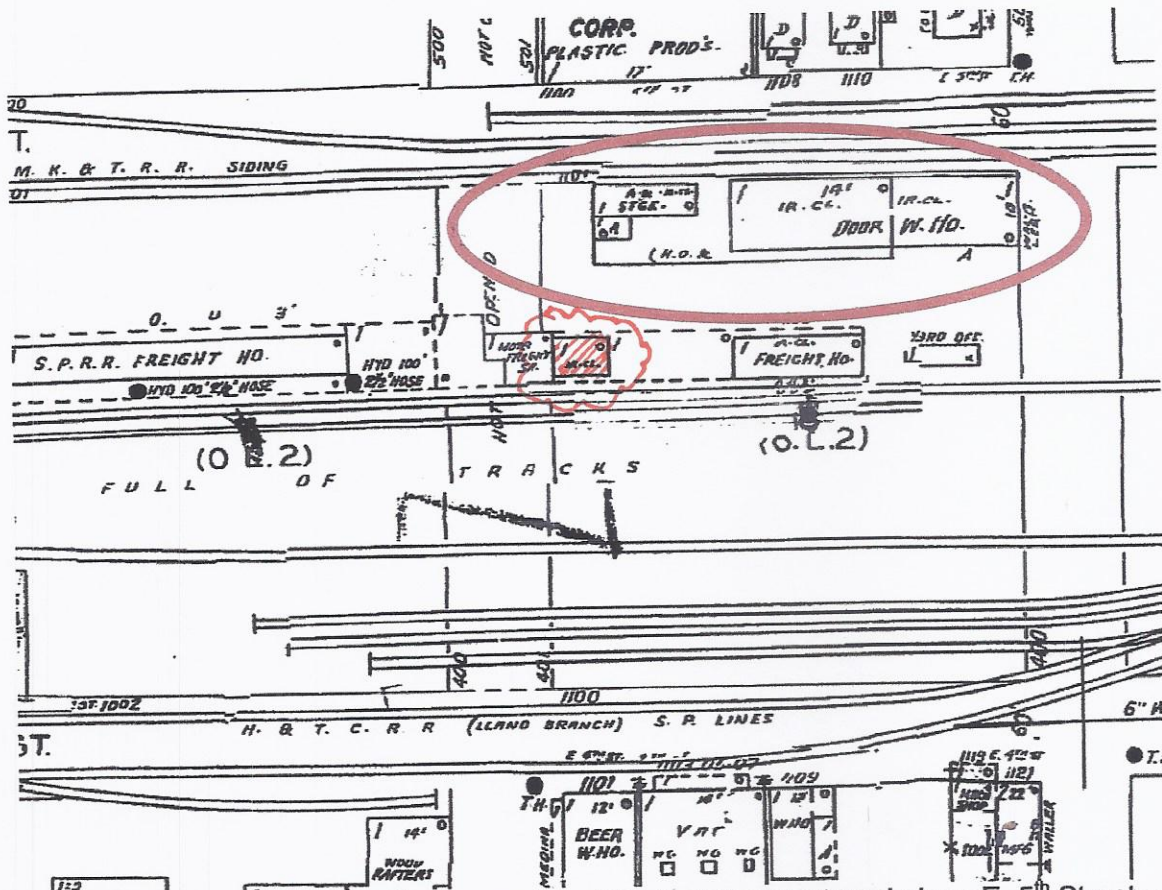
ATTACHMENT "E" (P.1)

E. 5TH STREET

WALLER STREET



THE ORIGINAL "Humble Oil" Buildings
SANBORN MAP - 1935



The 1962 Sanborn map shows the expansion of the building westward along E. 5th Street – the buildings are noted as a door warehouse – Davidson Sash and Door Company had its plant just to the west of this facility.

E. 5TH STREET



"HUMBLE OIL BUILDINGS"

//// - ORIGINAL
//// - ADDITION

SANBORN MAP 1962
ACME FAST FREIGHT, Forwarding Agents
CARL H. MOFF FREIGHT AGENT.

ATTACHMENT "H" (P.1)

I DO BELIEVE THE BATHROOM & office were added later.

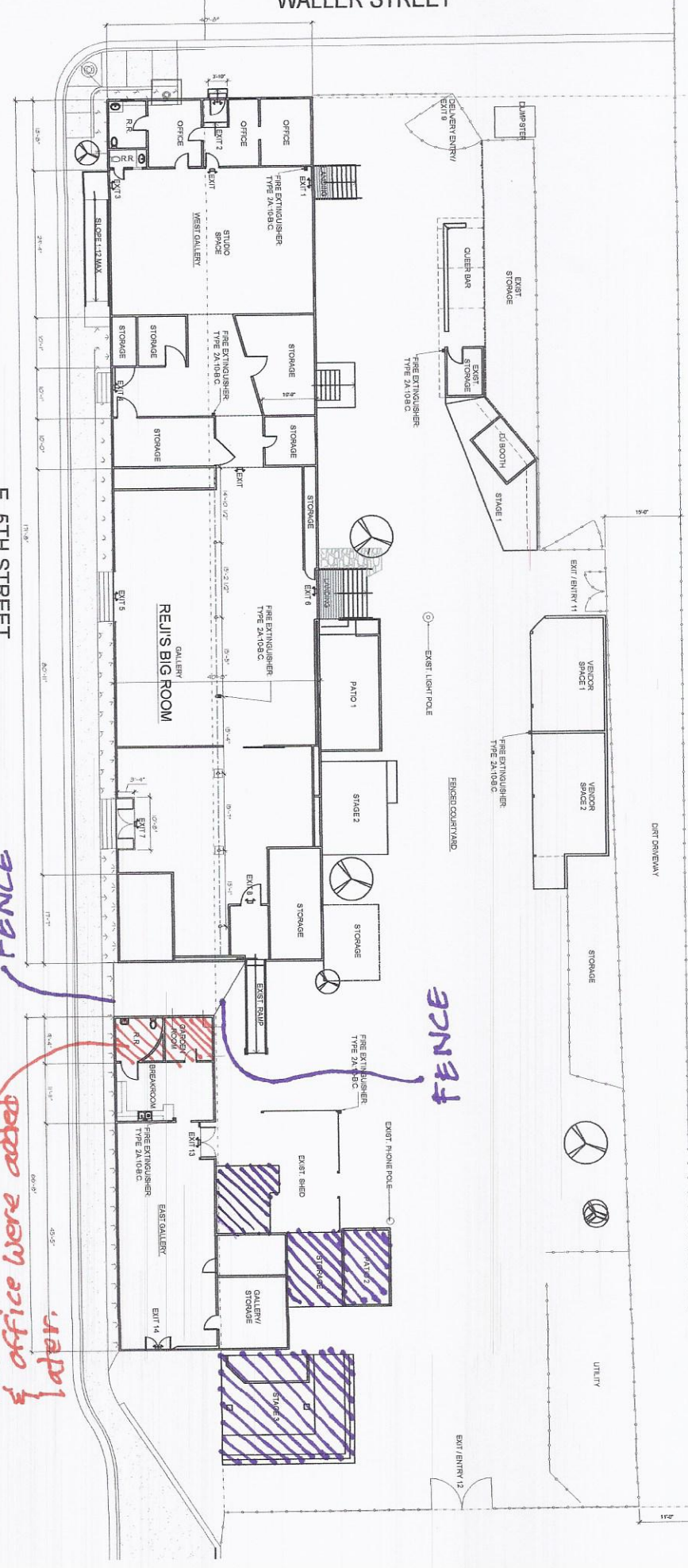
FENCE

FENCE

/// - EXTERIOR NON-ATTACHED OUT DOOR SPACES

E. 5TH STREET

WALLER STREET



**PURCELL DESIGNS, LLC
ELIZABETH STUART PURCELL**

ARCHITECTURAL INTERN, DESIGN CONSULTANT, PROJECT MANAGEMENT

1611 EVA ST.
AUSTIN, TX. 78704
(512) 436-5302

1101 E. 5TH AND 414 WALLER STREET HISTORY

**Historic Landmark Commission
C/O Austin Historic Preservation Office
Planning and Development Review Dept.
P.O. Box 1088
Austin, Texas 78767**

October 31, 2014

**THE REFUTAL OF THE RECONNAISSANCE SURVEY REPORT – THE CORRECT
ARCHITECTURAL HISTORY OF 1101 E. 5TH AND 414 WALLER ST.**

The decision made last year regarding the building at 1101 E. 5th and 414 Waller needs to be reversed based on in-correct data presented the commission by Ama Terra. The Reconnaissance Survey Report (RSR) dated June 2013 is greatly flawed. Please Reference Attachment "A" (p.1-3). MAP ID 7.

AGE OF THE BUILDINGS:

Reference Attachment "B" (p.1-3) and "C" (p.1-4) the City Council minutes from 1924 - the application and approval to build the warehouse. This depicts the age of these buildings around 1925-1927 not 1935 as indicated in the RSR provided by Capital Metro to the Historical Landmark Commission.

The 1935 Sanborn map, reference Attachment "D" clearly indicates two buildings, not one. The RSR references the westerly building as a smaller more modern section, when, in fact, it also dates between 1925 and 1935. Reference Attachment "E" (p.1) The caption under the Sanborn Map 1935 was added by the RCR and appears to be correct. The buildings are still in tact as I have indicated in Attachment "D"(p.1), which depicts the current Architectural floor plans of the buildings. At this time the buildings were the Humble Oil and Refining Co. Oil depot, Humble Oil's main Austin facility.

The Sanborn map submitted by the RSR dated 1962 has a description below it which is incorrect. In 1962 the buildings were the home of the Acme Fast Freight. Reference Attachment "F" (p.1) and Attachment "G" (p.1). It is unclear which year these additions were added to the buildings, but they remain intact to this day. There is also a little building that we have not spoken about that Reji owns that is located on the Southern side of the tracks to this day. Please reference Attachment "f" (p.1). I am not sure but is this building the building that Reji owns on the other side of the tracks?

I did find some conflict in the date that Acme Fast Freight took over the buildings. According to the City Directory Research, Acme first appears in 1952. However, I found match books for sale on E-Bay claiming to be from the 40's.

E-BAY ADD 1940s Matchbook Acme Fast Freight Trucking East 5th Street Truman Fry Austin TX.

Acme Fast Freight, Inc. 1101 East 5th St. Austin TX Truman Fry Matchcover 050413



http://www.ebay.com/itm/1940s-Matchbook-Acme-Fast-Freight-Trucking-East-5th-Street-Truman-Fry-Austin-TX-/141441930987?pt=Postcards_US&hash=item20ee9896eb

Please note the address on the match books.

HISTORIC ARCHITECTURAL ANALYSIS OF THE WESTERDLY BUILDING:

1101 E. 5th Street - The small more modern building as RSR refers to it: The building to the west, which was built at some time between 1925-1935, is not attached to the warehouse as the RSR is insinuating. It is a separate building and as can be seen on Attachment "H", is separated from the warehouse by fencing. The hatched area's indicate a stage and little exterior structures that have been added that in no way effect the original building that is shown on the 1962 Sanborn Map. This building is slab on grade, wood frame walls and exposed original roof trusses with corrugated metal siding and roof. It still has the original long leaf pine and the siding and roof probably date back to the period when the addition was added between 1935 and 1962. I believe the small bathroom and office were added in later years, but the area that is now a kitchen is also part of the original building. The roof trusses are exposed to the interior. Some areas of the original Humble Oil building have been finished out with gypsum board, but the original structure has been well cared for by Ms. Thomas. All of the windows are original on the north elevation. A few of them have been boarded up, but I do believe Ms. Thomas has even saved most of the original glazing and protected it for over 35 years. The storefront doors on the west elevation do appear to be a newer alteration to the building. On the south elevation the double doors and a window do not appear to be original.

The RSR has left out some really relevant information regarding this building. They state that "the building was originally owned and operated by Humble Oil and refining company, and later served as a warehouse for the Davidson Sash and Door company. This building may have been a warehouse during the period of time between when Acme owned the building and the next records indicate no addresses for the buildings. They could have possibly been a storage for Davidson Sash between 1968 and In 1979 but TCAD has the property owned by a Odas Jung owner of the Calcasieu Lumber Yard. Odas sold Ms. Thomas the buildings for \$10.00 in 1982. Not just one, but all three. We keep forgetting about the little building on the South side of the tracts which Ms Thomas has not be evicted from yet. I find that TCAD is not ever very correct with their information.

This smaller building is and never has been converted into an entertainment facility. It has housed ACC art students during the East Side Studio Tour along with numerous other organizations and schools. This little historic building also became the office for the largest SXSW event ever to hit Austin. Fader Fort. They came and rented from Ms. Thomas once a year and did stage their office in the smaller building. This event brings thousands and thousands of dollars to Capital Metro and the City of Austin every year. Ms. Thomas is gone but Capital Metro signed a contract with Fader fort already for the event in March. Permits have already been filed for road closures.

414 Waller – The warehouse: This single story warehouse was the original Humble Oil Depot as was the little building. The original building remains in tact with a small office, waiting room, bathroom and closet. The office still has the original pass through window into the first bay of the warehouse. All of the original long leaf pine is preserved. The RSR indicates that the north side of the building has multiple loading docks that are currently covered with corrugated metal. In fact, the loading docks are mirrored on the north and south sides of the building and have the original sliding wood doors that were constructed in the mid 1920's. None of the doors or windows have been altered in any way, and Ms Thomas has preserved the original glazing. The early portion of the warehouse has smaller sliding doors than the addition that was added later. Again we have the exposed interior roof trusses and long leaf pine flooring. The south loading docks were to access the railroad tracts and the north loading docks access E. 5th. Some partitioned storage rooms have been added, but are Temporary and do not alter the existing structure. The corrugated metal siding and roof probably date to when the addition was added before 1962. The addition duplicates the mirror design of the original humble oil except that the loading docks are larger and the few windows that were added are slightly wider than the original windows. All of the loading dock doors in the building remain operable. This building has not been

converted into "multiple small spaces that house an organic farming market and artist's studios as indicated by the RSR.

Historic Landmark Criteria #1. Pine Street Station is a 90-year old commercial warehouse facility that has historic associations with the early Texas oil industry and railroad transportation in the first half of the 20th century. This property represents a period of significance in the economic development of the State of Texas, when the rapidly growing oil industry transformed the State's economy and the railroads were the dominant form of commercial transportation. The warehouse was permitted by the Austin City Council in October 1924. It served as the Austin depot/storage facility of the nation's largest oil producer, transporter, and refiner during an approximately 25-year period when Texas developed into the nation's largest oil-producing state. It is adjacent to, and was served by, the original rail line serving the City of Austin -- the Houston and Texas Central Railway (H&TC) line extending along Pine/5th Street.

Historic Landmark Criteria #2. Pine Street Station has a longstanding association with two businesses of historic importance to the City of Austin and the State of Texas: Humble Oil & Refining Company and the Houston and Texas Central Railway Company. In addition, it has an historic connection to the Texas State Capitol because the glasswork used in the 1990s Capitol Restoration Project was designed and produced at this facility.

[LIZ - IN THE FOLLOWING PART, I WOULD ADD SPECIFIC EXAMPLES (IF YOU FOUND ANY) OF AUSTIN-RELATED EVENTS OR CONNECTIONS.]

Humble Oil & Refining Company. The Pine Street Station warehouse had its beginnings in 1924, when Humble Oil and Refining Company applied to the Austin City Council "to erect a warehouse on the corner of 5th and Waller Streets on property of the H&TC Railway right-of-way". Humble is the company that later became Exxon and is now ExxonMobil. The minutes of the special Austin City Council meeting held September 26, 1924, state the application was referred to the Safety Committee that date on a 5-0 vote; and, the minutes for the October 2, 1924 regular meeting of the Council state that Humble's application was approved in a 5-0 vote. The city directory records indicate that Humble continued to use the warehouse from the mid-1920s until approximately 1950 (for purposes referred to variously as "main facility", "office and plant", "wholesale oils", or "bulk station"). Oil was often transported in railcars (in addition to pipelines), and the 1935 Sanborn map indicates the warehouse was used as an oil depot and storage facility.

The period from 1925 to 1950 when the warehouse was Humble's depot/storage facility in Austin was a key time in the development of the Texas oil industry. During this period, Humble Oil became the largest domestic producer of crude oil in the U.S., its subsidiary Humble Pipe Line Company became the largest transporter of crude oil in the U.S., and Humble had the largest refinery in the U.S. (See The Handbook of Texas entries for Exxon Company, U.S.A.; and Oil and Gas Industry.)

It would be difficult to overstate the importance of Humble Oil in the history of Texas in the 20th century. Texas Monthly named Humble Oil the "Company of the Century" in its December 1999 The Best of the Texas Century list, stating: "As much a defining company as a refining company, Humble Oil shaped the reality and perception of Texas oil around the globe." ExxonMobil traces its beginnings to the Humble Oil Company, which was chartered in Texas in February 1911. It reorganized in 1917 as the Humble Oil and Refining Company. In February 1919, Humble doubled the number of

authorized shares and sold 50 percent of its stock to Standard Oil Company of New Jersey. This sale initiated Humble's long-term connection with the company that eventually absorbed it as Exxon. The following summarizes Humble's historic importance to the State of Texas, and the U.S.:

- Largest producer of crude oil in the U.S. In 1917, Humble had 217 wells and a daily crude oil production of about 9,000 barrels. The company's production was expanded steadily. It made large additions to its reserves in the 1930s and increased production during World War II in order to meet war needs. Humble became the largest domestic producer of crude oil during the war and continued in that position into the 1950s. In 1949, the company had a net production of 275,900 barrels daily of crude oil and 15,900 barrels daily of natural-gas liquids. At the end of 1949 the company was operating 9,928 wells. Among the important fields in which Humble has participated have been East Texas, Conroe, Mexia, Powell, Raccoon Bend, Sugarland, Thompsons, Friendswood, Tomball, Anahuac, Tom O'Connor, Webster, Seeligson, and Hawkins, all in Texas.
- Largest transporter of crude oil in the U.S. At the end of 1949, the Humble Pipe Line Company (a subsidiary) had 3,233 miles of gathering lines and 5,776 miles of trunk lines. These facilities served all important producing areas in Texas and southeastern New Mexico, and the Humble Pipe Line Company was the largest transporter of crude oil in the U.S. In the postwar period, the company built a pipeline from Baytown to the Dallas-Fort Worth area and in June 1950 completed an eighteen-inch direct line from West Texas to the Gulf Coast.
- Largest refinery in the U.S. In 1919, construction was begun on Humble's Baytown refinery. Its capacity expanded steadily until 1940, when it was the largest installation in the U.S., with a capacity of 140,000 barrels. Other Humble refineries were located in San Antonio and Ingleside. Humble refineries during World War II produced high-octane aviation gasoline, toluene for explosives, butyl rubber, and butadiene for synthetic rubber. In the 1940s, Humble products were retailed only in Texas, where retail sales had increased from seven million gallons of refined products in 1917 to 540 million gallons in 1949.

Houston and Texas Central Railway Company. The Humble Oil warehouse is located on what was the original H&TC rail line in Austin, on property owned by the H&TC. The H&TC began rail service in Austin on December 25, 1871, with its main tracks on Pine (now Fifth) Street. This was Austin's first railroad connection. By becoming the westernmost railroad terminus in Texas and the only railroad town for scores of miles in most directions, Austin was transformed into a trading center for a vast area. Construction boomed and the population more than doubled in five years to 10,363. The many foreign-born newcomers gave Austin's citizenry a more heterogeneous character. By 1875 there were 757 inhabitants from Germany, 297 from Mexico, 215 from Ireland, and 138 from Sweden. For the first time a Mexican-American community took root in Austin. (See The Handbook of Texas entry for Austin, Texas (Travis County).)

Very few commercial rail depot buildings from the early 20th century survive in the City of Austin. The two main passenger depots which served Austin in that period stood opposite each other at Congress Avenue and Third Street, and have both have been demolished. (The Amtrak railroad station, built in 1947 for the Missouri Pacific Railroad, still exists west of Lamar Boulevard.) The Depot Hotel on East 5th Street between Red River and Neches was Austin's first railroad station, but was operational only in the 1870s. It still stands on East 5th Street and houses Carmelo's Italian Restaurant. (See Amtrak's website at <http://www.greatamericanstations.com/Stations/AUS>.)

The H&TC was sold to Charles Morgan in March 1877 and came under Southern Pacific control when that company acquired the Morgan interests in 1883. However, the H&TC continued to be operated by its own organization until 1927, when it was leased to the Texas and New Orleans (T&NO). At the time of the lease the H&TC operated 872 miles of track. It merged with the T&NO in

1934. On August 19, 1986, the line from Giddings through Austin to Llano was sold to the city of Austin. (See The Handbook of Texas entry for Houston and Texas Central Railway.)

Texas State Capitol Restoration Project. In the early 1990s, work began on the massive restoration of the Texas State Capitol. Austin artist Rejina Thomas, whose studio was at Pine Street Station from 1979-2013, was contracted to create over 500 panels of etched glass for the Capitol restoration project. This work was done at Pine Street Station.

Respectfully Submitted,

Elizabeth S. Purcell

Elizabeth S. Purcell

October 30, 2014

Date

PURCELL DESIGNS, LLC
1611 EVA ST.
AUSTIN, TX. 78704
(512) 436-5302

Map ID 5 is a circa 1950 commercial warehouse building. The single-story building is composed of five Quonset huts with joined barrel vault roofs and has steel frame walls with corrugated steel panels on a concrete foundation. The building has three large steel sliding doors and a pair of inset steel doors on the main facade, with a similar pair of inset steel doors on the east side. The building has no visible windows, but the three central vaults each have one metal slat vent near the top. A wood stairway is located on the front of the building. The building was occupied by the Steck Company in the 1950s, vacant in the 1960s, and used by the Glastron Mobile Homes Company in the 1970s. Its current use is unknown. It has minimal significance under Criterion A for its commercial associations. Its architecture is unusual for the area, but not particularly noteworthy or significant under Criterion C. It is recommended not eligible for listing in the NRHP.

Map ID 6 is a circa 1935 single-story building that once served as a residence. The building sits on a raised foundation concealed by metal siding, with board and batten siding on the walls and a side-gabled roof with exposed rafter tails covered with standing seam metal roofing. Windows are multi-light wood sash. The front entry is accessed by a wood stairway leading to a raised concrete porch. The rear entry has a small wood ramp. The building has been converted into a business with an ATM (automated teller machine) sign hanging prominently above the main entrance but its present use is unknown. Sanborn maps indicate a second residence (since demolished) was located behind the existing one, facing the alley. The building has minimal significance under Criterion A for association with important events or trends and is not architecturally significant under Criterion C. As such, it is recommended not eligible for listing in the NRHP.

Map ID 7 is a circa 1935 commercial warehouse building. The single-story building has wood-frame walls with corrugated metal siding under a gabled roof with exposed rafter tails and corrugated metal roofing. Windows are a mix of multi-light wood-sash and metal-sash; visible doors are wood. The north side of the building has multiple loading docks that are currently covered with corrugated metal. The west end of the building is a smaller, more modern section that has been converted into an entertainment facility with a small outdoor stage and seating area. The building was originally owned and operated by the Humble Oil and Refining Company, and later served as a warehouse for the Davidson Sash and Door Company and was one of several buildings on the property. The other buildings have been demolished and this lone survivor has since been converted into multiple small spaces that house an organic farming company and artists' studios. It has nominal significance under Criterion A for its commercial associations and under Criterion C as an example of commercial warehouse architecture. However, the modifications to the property and loss of associated buildings

Plaza Saltillo Rail Relocation Project

Reconnaissance Survey Report

impact integrity of design, setting, materials, workmanship, and feeling. It is recommended not eligible for listing in the NRHP.

NOTE: The building at 414 Waller Street is Map ID No. 7 above.



Figure 5: Surveyed Property Locations. (Google Earth)

Councilmen Avery, Nolen and Searight, 4; naves, Councilman Haynes.

Councilman Haynes laid before the Council the following communication as his reasons for voting against the passage of the ordinance:

" I vote no on the Meat Inspection Ordinance as the State laws and ordinances of the City already prohibit the sale of impure meat in Austin and the people are fully protected.

Under the proposed ordinance the small farmer cannot undertake to sell his surplus meat supply - sausage, etc. to the people of Austin and will be compelled to take for his surplus stock just what the dealers in the meat trust will give him, who, in turn, will then place it on sale at trust prices.

In other words, I believe this ordinance is class legislation and simply creates a meat trust in the interest of stock dealers and the butchers who belong to the combination, eliminates the farmer, and gives the people no better protection than they now have. Therefore, I cannot conscientiously vote for the ordinance.

H. L. Haynes."

Bids of the American Cast Iron Pipe Company and the United States Cast Iron Pipe & Foundry Company were opened and read and Councilman Avery moved that the bid of the United States Cast Iron Pipe & Foundry Company be accepted as the lowest and best bid. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The application of the Virginia Minstrels to show on East Avenue for one night, September 29th, was read and Councilman Haynes moved that same be granted, provided a deposit of \$50.00 was made to the Sanitary Department to cover cost of cleaning streets. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The Council then recessed.

SPECIAL MEETING OF THE CITY COUNCIL:

Austin, Texas, September 26, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The application of the Humble Oil Company to erect a warehouse on the corner of 5th and Waller Streets on property of the M&T Railway right-of-way was read and same was referred to the Safety Committee by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The claim of John A. Darter for damages caused by overflow of Lake Austin was read and referred to the City Attorney by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The monthly reports of C. N. Avery, Superintendent Water, Light and Power Department, R. E. Nitschke, City Sexton, and J. H. Maxwell, Sealer of Weights and Measures, were read and ordered filed.

Councilman Nolen introduced the following ordinance:

ATTACHMENT "B" (P.2)

GRANTING PERMISSION FOR THE ERECTION AND
DISPLAYING OF THE SHENANDOAH PLAU AND DECORATING
SYSTEM IN THE CITY OF AUSTIN, PROVIDING SPECIFI-
CATIONS FOR THE ERECTION AND DISPLAYING OF SAME
AND RETAINING CONTROL OF SAME IN THE CITY COUNCIL
OF THE CITY OF AUSTIN.

The ordinance was read the first time and Councilman Nolen moved that the rule be suspended and the ordinance placed on its second reading. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The ordinance was read the second time and Councilman Nolen moved a further suspension of the rule and the placing of the ordinance on its third reading and final passage. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The communication of E. McKinnon, Vice President of the Citizens State Bank, in regard to inclosing duplicate deposit slip, amounting to \$14,511.38 on account of \$14,000.00 Incinerator Bonds with interest at 5%, was read and referred to the City Attorney by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The application of O. O. Terrell for permission to erect an electric sign at 504 Trinity Street at Joe Lung's Cafe was read and referred to the Safety Committee by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Haynes laid before the Council the following communication:

"Austin, Texas, September 26, 1924.

To the Honorable Mayor & City Council,
City of Austin, Texas.

Gentlemen:

I regret to state that owing to the long continued illness of Mr. Henry Ziller, First Assistant Assessor and Collector, it has become necessary to grant him an indefinite leave of absence, without pay, from October 1st, with the hope that a complete rest from the arduous duties which he has so faithfully performed for many years may restore him to health and enable him to again undertake his work for the City.

In the meantime, to adjust and conduct the work of the Tax Department, I have the honor to make the following assignments or nominations:

W. D. Shelley, now 2nd Assistant, to serve as 1st Assistant Assessor and Collector.

T. L. Furnell, now 3rd Assistant, to serve as 2nd Assistant Assessor and Collector;

A. W. Townsend, now 4th Assistant, to serve as 3rd Assistant Assessor and Collector;

Frank H. Raymond, now temporary Assistant, to serve as 4th Assistant Assessor and Collector.

I respectfully ask your confirmation of the above.

Respectfully,

(Sgd) H. L. Haynes,

Superintendent Receipts, Disbursements
and Accounts."

The above nominations were confirmed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Nolen and Searight, 4; naves, none, Councilman Haynes present but not voting.

Councilman Haynes introduced the following:

"Austin, Texas, September 25, 1924.

To the Hon. Mayor and City Council,
Austin, Texas.

Gentlemen:

Appropriations for the Police Department (except for salaries and rent of pound) in the Budget of 1924 shows overdraft up to August 30th of \$2424.47. Therefore, I cannot legally approve the attached bills aggregating \$244.09 and submit same for your action:

Loss Evans -----	\$ 59.00
Dill Auto Top Co	15.00
Anton Mittenberg	5.00
L. D. McClain	31.60
E. W. Bargsley	18.31
J. E. McClain	35.05
F. C. Crittendon	21.63
A. H. Von Rosenberg	4.01
A. L. Bugg	54.49
	\$244.09

Respectfully,

H. L. Haynes, Superintendent."

Councilman Nolen moved that the above claims be approved and paid. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Councilman Nolen moved that the City Attorney be instructed to draw ordinance regulating the inter-city bus lines, describing routes in the city, providing for stations, parking of cars, and other items incident to bus line traffic. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then adjourned.

James Hornsby
City Clerk

REGULAR MEETING OF THE CITY COUNCIL:

Austin, Texas, October 2, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The Minutes of the last meeting were read and upon motion of Councilman Avery were adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Mayor laid before the Council the following ordinance:

AN ORDINANCE AUTHORIZING THE INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A SPUR TRACK OVER AND THROUGH THE ALLEY RUNNING THROUGH CITY BLOCKS NOS. 22 AND 21, AND OVER AND ACROSS GUADALUPE STREET AND LAVACA STREET IN THE CITY OF AUSTIN, FOR THE PURPOSE OF SERVING THE SOUTH ONE-HALF OF CITY BLOCKS NOS. 22, 21 AND 20, SUBJECT TO CERTAIN CONDITIONS.

The ordinance was read the first time and Councilman Avery moved that same be placed on its second reading. Motion lost by the following vote: Nays, Mayor Yett, Councilmen Haynes and Searight, 3; ayes, Councilmen Avery and Nolen, 2.

Councilman Haynes introduced the following:

"Austin, Texas, September 25, 1924.

To the Hon. Mayor and City Council,
Austin, Texas.

Gentlemen:

Appropriations for the Police Department (except for salaries and rent of pound) in the Budget of 1924 shows overdraft up to August 30th of \$2424.47. Therefore, I cannot legally approve the attached bills aggregating \$244.09 and submit same for your action:

Less Evans -----	\$ 59.00
Dill Auto Top Co	15.00
Anton Mittenberg	5.00
L. D. McClain	31.60
E. W. Bargeley	18.31
J. E. McClain	35.05
F. C. Crittendon	21.63
A. H. Von Rosenberg	4.01
A. L. Sugg	54.49
	\$244.09

Respectfully,

H. L. Haynes, Superintendent."

Councilman Nolen moved that the above claims be approved and paid. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Councilman Nolen moved that the City Attorney be instructed to draw ordinance regulating the inter-city bus lines, describing routes in the city, providing for stations, parking of cars, and other items incident to bus line traffic. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then adjourned.

James Hornsby
City Clerk

REGULAR MEETING OF THE CITY COUNCIL:

Austin, Texas, October 2, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The Minutes of the last meeting were read and upon motion of Councilman Avery were adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Mayor laid before the Council the following ordinance:

AN ORDINANCE AUTHORIZING THE INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A SPUR TRACK OVER AND THROUGH THE ALLEY RUNNING THROUGH CITY BLOCKS NOS. 22 AND 21, AND OVER AND ACROSS GUADALUPE STREET AND LAVACA STREET IN THE CITY OF AUSTIN, FOR THE PURPOSE OF SERVING THE SOUTH ONE-HALF OF CITY BLOCKS NOS. 22, 21 AND 20, SUBJECT TO CERTAIN CONDITIONS.

The ordinance was read the first time and Councilman Avery moved that same be placed on its second reading. Motion lost by the following vote: Nays, Mayor Yett, Councilmen Haynes and Searight, 3; ayes, Councilmen Avery and Nolen, 2.

ATTACHMENT "C" (P. 2)

The application of the Humble Oil & Refining Company for permission to erect a warehouse at 5th and Waller Streets, together with the report of the Safety Committee upon same, was read and same was granted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The monthly reports of W. D. Walker, Dairy Inspector, A. S. Anderson, Public Weigher, Robert Rockwood, Fire Marshal, C. L. Woodward, Fire Chief, Fred Sterzing, Assessor and Collector, Mrs. R. C. Walker, Pure Food Inspector, and Milton Morris, Auditor, were read and ordered filed.

The application of O. C. Terrell to erect a sign at 505 Trinity Street, together with the Committee's report on same was granted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Nolen introduced the following resolution:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the Superintendent of Police and Public Safety be and he is hereby authorized and instructed to purchase for the use of the Police Department from P. R. James, doing business under the trade name of Austin Motorcycle Company, four Harley-Davidson Motorcycles 74, J. D. C. B. 25 Model, at \$421.15 each, aggregating the total sum of \$1684.60; and

BE IT FURTHER RESOLVED: That said Superintendent be authorized and instructed to deliver to said Austin Motorcycle Company four second-hand motorcycles now in use in said department, and to take therefor credit on the account of the City with said company the sum of \$420.00, making the net total due by the city to said company on account of said purchase the sum of \$1264.60; and

BE IT FURTHER RESOLVED: That the Mayor be and he is hereby authorized and instructed to execute in behalf of the City of Austin the promissory note of said city, payable to said P. R. James for the principal sum of \$1264.60, payable on March 1st, 1925, with interest at eight percent from maturity.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Haynes introduced the following resolution:

WHEREAS, investigation of the tax records shows that the affidavit of W. C. Johnson herewith attached is true.

For 1922 he rendered a lot in Hyde Park, and, in addition, rendered notes that he owed, amounting to \$2500.00;

For 1923 he rendered the lot and improvements that he had made on same, also notes to the amount of \$2000.00.

The rendition of the purchase notes of course was in error, same being held by other parties and should be stricken from the assessment against Mr. Johnson,

Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the Assessor and Collector be and he is hereby instructed to correct the assessment in accordance with above and take credit for the reduction.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Haynes introduced the following resolution:

WHEREAS, the Board of Equalization, per statement attached, has called attention to an erroneous assessment on improvements on Lot 12, Fairview Park.

belonging to Mrs. Lula C. Jackson in that she assessed two houses at a valuation of \$3545.00, whereas she had but one house, one of the houses included in the assessment having been sold and assessed at \$1300.00.

Payment not having yet been made on the erroneous assessment of \$3545.00, the Board recommends that a reduction of \$1300.00, the valuation of the house sold and also assessed, be made,

Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the Assessor and Collector be and he is hereby authorized to correct the assessment in accordance with the recommendation of the Board and to take credit for \$1300.00 reduction.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Councilman Nolen moved that L. J. Jambers Construction Company be allowed to close the alley in the rear of the construction work being done on West 6th Street for the hotel building. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

John Simms appeared before the Council and complained of sanitary conditions at #403-5 East 1st Street and after hearing said complaint, Councilman Nolen moved that A. Y. McWright, Sanitary Inspector, be instructed to examine the premises complained of and report back to the Council. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The bid of the Superior Incinerator Company of Dallas, Texas, was read and Councilman Haynes moved that said bid be referred to the City Attorney and the City Engineer for their report back to the City Council at their next regular meeting. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The bids of J. L. Snodgrass in the amount of \$395.00 and J. L. White in the amount of \$800.00 for trimming trees at Barton Springs were read and Councilman Haynes moved that both bids be referred to Councilman Avery for his report back to the Council. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The claim of John A. Darter for damages was read and after a verbal report by O. E. Metcalf, Engineer, Councilman Avery moved that the claim be referred to the City Attorney and City Engineer for their report back to the Council. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

AFTERNOON SESSION.

The following ordinance was introduced and Mayor Yett moved to reconsider the vote by which said ordinance was refused passage to its second reading. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

AN ORDINANCE AUTHORIZING INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A SPUR TRACK OVER AND THROUGH THE ALLEY RUNNING THROUGH CITY BLOCKS NOS. 22 AND 21, AND OVER AND ACROSS GUADALUPE STREET AND LAVACA STREET IN THE CITY OF AUSTIN, FOR THE PURPOSE OF SERVING THE SOUTH ONE-HALF OF CITY BLOCKS

Nos. 22, 21 AND 20, SUBJECT TO CERTAIN
CONDITIONS.

Mayor Yett moved that the ordinance be placed on its second reading. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The ordinance was read the second time and Mayor Yett moved a suspension of the rule and the ordinance be placed on its third reading and final passage. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The ordinance was read the third time and Mayor Yett moved that same do now finally pass. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then recessed.

SPECIAL MEETING OF THE CITY COUNCIL:

Austin, Texas, October 4, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The Mayor introduced the following resolution:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That it is hereby ordered that West 34th, or State Street, within the City of Austin, be closed to traffic proceeding eastward from the city limits to Guadalupe Street, for the period beginning October 6th and ending October 11, 1924, and that during said period traffic shall only be allowed to proceed on said street between said points when moving in a westerly direction; and

BE IT FURTHER RESOLVED:

That the Superintendent of Police and Public Safety be and he is hereby instructed to carry this order into effect.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Mayor Yett introduced the following resolution:

WHEREAS, Wednesday, October 8, 1924, has been designated by the authorities of the Texas State Exposition as "Austin Day" at the Fair to be held in Austin during said week,

Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That Wednesday, October 8, 1924, be and the same is hereby declared to be a legal holiday, and the Mayor is authorized and instructed to make proclamation to that effect.

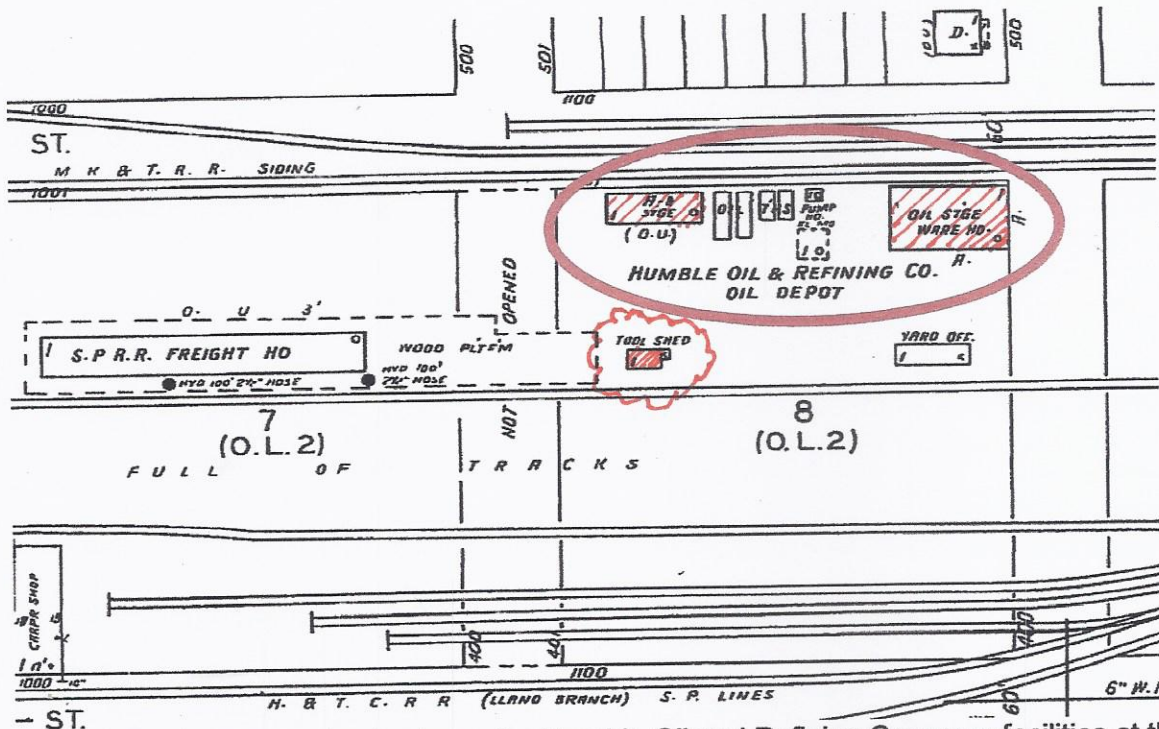
The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then adjourned.

Joe Thomas
City Clerk

ATTACHMENT "D" (P.1)

A.1 - 5

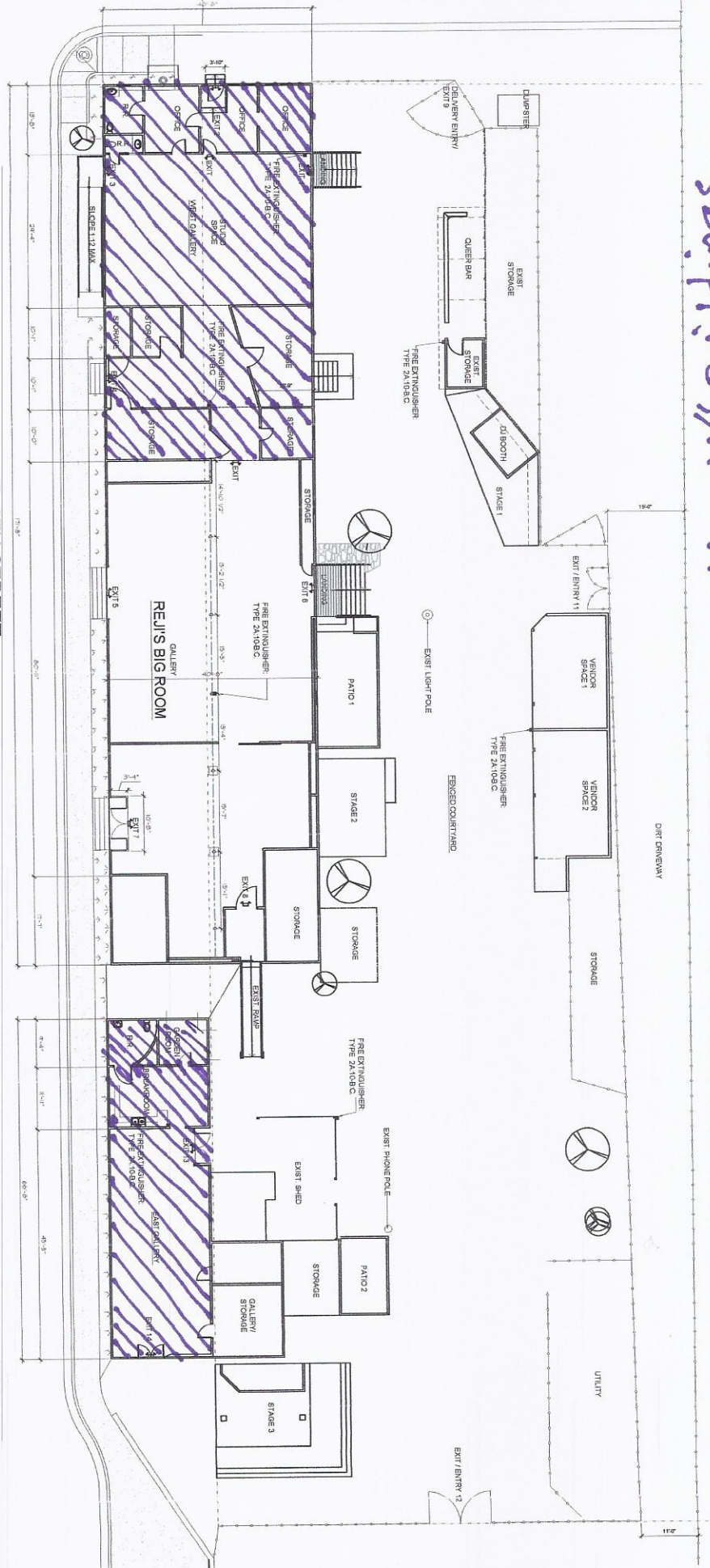


The 1935 Sanborn map clearly shows the Humble Oil and Refining Company facilities at the site of the current building, which is shown as the oil storage warehouse. The building shown here (the current building) is not the same building as depicted in the 1900 map above.

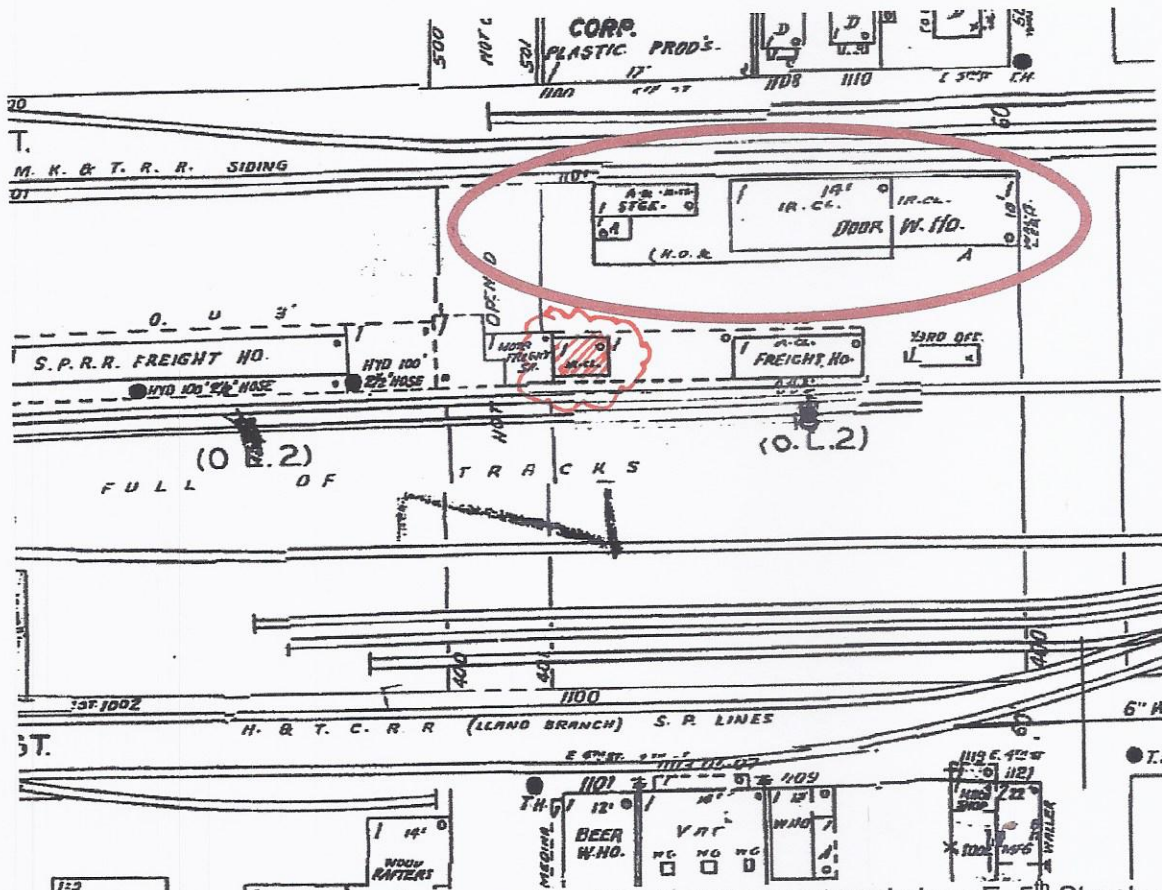
ATTACHMENT "F" (P.1)

E. 5TH STREET

WALLER STREET



THE ORIGINAL "Humble Oil" Buildings
SANBORN MAP - 1935



The 1962 Sanborn map shows the expansion of the building westward along E. 5th Street – the buildings are noted as a door warehouse – Davidson Sash and Door Company had its plant just to the west of this facility.

E. 5TH STREET



ORIGINAL "HUMBLE OIL BUILDINGS"

//// - ORIGINAL
//// - ADDITION

SANBORN MAP 1962
ACME FAST FREIGHT, Forwarding Agents
CARL W. WOLFF FREIGHT AGENT.

ATTACHMENT "H" (P.1)

I DO BELIEVE THE BATHROOM & OFFICE WERE ADDED LATER.

FENCE

FENCE

/// - EXTERIOR NON-ATTACHED OUT DOOR SPACES

E. 5TH STREET

WALLER STREET

