

**HISTORIC LANDMARK COMMISSION  
PERMITS IN NATIONAL REGISTER HISTORIC DISTRICTS  
FEBRUARY 24, 2020  
NRD-2020-0004  
92 RAINEY STREET  
RAINEY STREET NATIONAL REGISTER HISTORIC DISTRICT**

**PROPOSAL**


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Demolish a ca. 1911-12 contributing bungalow and construct a new high-rise tower in its place.

**PROJECT SPECIFICATIONS**

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- 1) Demolish existing contributing building.
  - 2) Construct new 53-floor, 606' tower, occupying two adjacent lots at 90 (now Container Bar) and 92 Rainey Street. The tower includes:
    - a) Below-ground garage
    - b) Commercial space (first and second floors plus third-floor bar area):
      - i. Materials throughout include a transparent glass curtainwall system with metal mullions; simplified pilasters of textured stone at bay divisions; recessed mural panels with overhead lighting, and textured concrete cladding. Flat metal awnings above each tenant entrance at 1 and 1.5 stories are topped with lit signage.
      - ii. At the east elevation, vertically-articulated panel systems of varying widths define tenant spaces. A metal shipping container with viewport projects from recessed bar space at the second floor, hovering above the streetscape. An angled precast concrete panel projects through both recessed bar spaces.
    - c) Hotel and residential spaces:
      - i. The tower is clad in a reflective glass curtainwall system throughout, with precast concrete accent panels on secondary facades.
      - ii. Levels 8-52 are set back from the lower section of the tower (at roughly 177').
      - iii. After level 24, which separates the hotel units from residences and short-term rental units, glass balconies project from the north and south elevations.
    - d) Roof deck

**RESEARCH**


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The house at 92 Rainey Street was built around 1911. Its first owner was farrier Alonzo B. Cook, who ran a shop on Congress Avenue. From 1914 to 1920, the house had several short-term occupants, including a painter, a grocer, and a night watchman. By 1920, it had been purchased by Emil and Edith Bohls. Emil Bohls owned a restaurant in 1920, but he soon opened an auto paint shop on 5<sup>th</sup> Street. By 1937, as Austin's automobile culture continued to grow, Bohls had expanded his repertoire to include a tourist camp and filling station on South Congress Avenue.

By 1939, the Bohls family sold the home to Charles B. and Pearl Eustace. The Eustace family had lived across the street at 95 Rainey since 1922. Charles had recently retired from the Southwestern Bell Telephone Company after a 39-year tenure. As one of the earliest telephone employees in Austin, he was an active member of the Telephone Pioneers Association.

Charles and Pearl Eustace had one son, Major Hal Leighton Eustace. Eustace served in the U.S. Air Force. Prior to joining the Air Force in 1942 at age 35, Major Eustace had worked as the managing editor of the Brownsville Herald, and frequently contributed his stories and expert opinions on military life and the aviation industry to news publications, magazines, and books. He offered background knowledge and support to aviation writers until well after his retirement from the Air Force. Upon retirement, Major Eustace returned to his childhood home, where he lived until his death in 1975.

## STANDARDS FOR REVIEW

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The Secretary of the Interior's Standards for Rehabilitation are used to evaluate new construction projects in National Register historic districts. Applicable standards include:

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. The existing contributing building will be demolished to accommodate the new high-rise tower. The proposed new building is differentiated from the remainder of the historic buildings in the district in form, height, materials, size, use, and scale. The proposed building's massing, size, and scale are not compatible with the historic structures in the district. The projecting shipping container further highlights the building's scale. Its sculptural use of materials such as stone and precast concrete are at odds with the materials and styles of Rainey Street during the historic period. The proposed new building is not compatible with the remaining historic buildings in the district in terms of materials used in its street presence.

Note: All proposed signage will be required to undergo the historic review process.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. If the proposed new construction is removed in future, the remainder of the district would be unimpaired.

## STAFF COMMENTS

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The building contributes to the Rainey Street National Register Historic District. In 2010, historic material was removed from secondary elevations, which were then entirely rebuilt (see backup). The main façade was restored, but modifications were required to accommodate its use as a bar.

### *Designation Criteria—Historic Landmark*

- 1) The building is more than 50 years old.
- 2) The building's façade remains intact, but its secondary elevations have been rebuilt and altered to accommodate its current use as a bar.
- 3) Properties must meet two historic designation criteria for landmark designation (LDC §25-2-352). The property may demonstrate significance according to City Code:
  - a) *Architecture*. The building is constructed in the Craftsman style.
  - b) *Historical association*. There do not appear to be significant historical associations; however, the Commission may consider the contributions of the Eustace family.
  - c) *Archaeology*. The house was not evaluated for its potential to yield significant data concerning the human history or prehistory of the region.
  - d) *Community value*. The house does not possess a unique location, physical characteristic, or significant feature that contributes to the character, image, or cultural identity of the city, the neighborhood, or a particular demographic group.
  - e) *Landscape feature*. The property is not a significant natural or designed landscape with artistic, aesthetic, cultural, or historical value to the city.

## COMMITTEE RECOMMENDATION

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The building's scale precludes the possibility of compatibility through design choices.

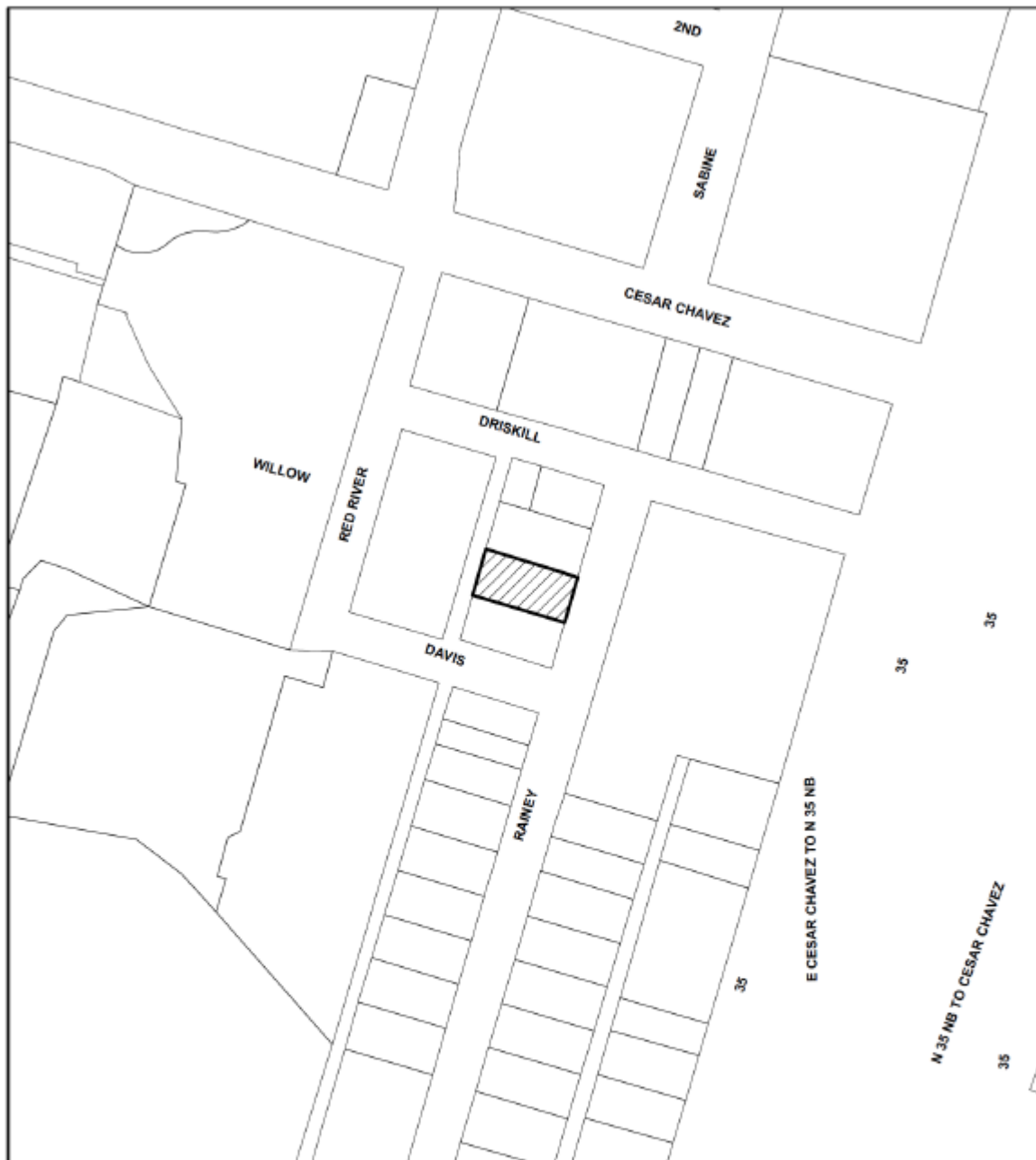
## STAFF RECOMMENDATION

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

Should the Commission choose to release the permit for demolition, staff recommends encouraging relocation; then completion of a City of Austin Documentation Package, consisting of photographs of all elevations, a dimensioned sketch plan, and a narrative history, for archiving at the Austin History Center.

Comment on and release plans.

## LOCATION MAP



1" = 167'

-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

## NOTIFICATIONS

CASE#: NRD-2020-0004  
LOCATION: 92 Rainey St.

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



## PROPERTY INFORMATION



*Source: applicant, 2020. See backup documentation.*

### *Occupancy History*

City Directory Research, Austin History Center, February 2020

1992	Matthew LaBarbera, renter Manager, Fire Island Glass Studio
1985-86	Bruce M. Glick, renter Stagehand, International Alliance of Theatrical Stage Employees, Local 205
1981	Tom and Martha Rivera, renters
1977	No return
1973	Hal L. Eustace, owner Retired
1968	Mrs. Pearl M. Eustace, owner
1965	Mrs. Pearl M. Eustace, owner (wid. Charles B.) Hal L. Eustace, renter Retired
1962	Mrs. Pearl M. Eustace, owner (wid. Charles B.) Hal L. Eustace, renter USAF
1959	Mrs. Pearl Eustace, owner
1955	Charles B. and Pearl Eustace, owners
1952	Charles B. and Pearl Eustace, owners
1949	Charles B. and Pearl Eustace, owners
1947	Charles B. and Pearl Eustace, owners Barbara Muldrow, renter (wid. Joseph)
1944-45	Benjamin F. and Stellie M. Richers, renters Carpenter

1941	Charles B. and Pearl Eustace, owners
1939	Charles B. and Pearl Eustace, owners
1937	Emil M. and Edith Bohls, owners Proprietor, filling station and tourist camp, 2109 S. Congress Ave.
1935	Emil M. and Edith Bohls, owners
1932-33	Emil M. and Edith Bohls, owners
1929	Emil M. and Edith Bohls, owners Auto painter, 205 W. 5 <sup>th</sup> St.
1927	Emil M. and Edith Bohls, owners Auto painter, 205 W. 5 <sup>th</sup> St  Gus Carlstrom, renter Printer
1924	Emil M. and Edith Bohls, owners Proprietor, Auto Paint Shop, 205 W. 5 <sup>th</sup> St
1922	Emil M. and Edith Bohls, renters <i>Note: The Eustace family occupied 95 Rainey Street from at least 1922-1932.</i>
1920	Emil M. and Edith Bohls, owners Proprietor, restaurant, 110 Congress Ave.  Andrew Meredith, renter Fireman
1918	Charles and Jennie Work, renters Watchman, E.M. Scarbrough and Sons <i>Note: The rest of the large Work family owned and occupied 91 Rainey at this time.</i>
1916	William and Delia Gerard, owners Painter Miss Myrtle Frierson, renter  Angel DelAmo, renter Grocer, 114 Congress Ave.
1914	William R. Davie, owner
1912	Alonzo B. Cook, owner Horseshoer, 608 Colorado Street
1910	Address not listed

## Biographical Information

**CHARLES B. EUSTACE**

Charles B. Eustace, 86, of 92 Rainey Street died at his home Sunday. He had been a resident of Austin 56 years and was a retired employe in 1933 of Southwestern Bell Telephone Company with 39 years service. He was a member of the Baptist Church and Association of Telephone Pioneers.

He is survived by his widow, Mrs. Pearl Eustace of Austin; a son, Major Hal Eustace of Harrisburg, Pa.; and three sisters, Mrs. Gus E. Brown and Mrs. Austin Jones, both of Luling and Mrs. Fannie McBride of Gonzales; and a brother, B. B. Eustace of Las Vegas, Nev.

Funeral services will be held at Wilke-Clay Funeral Home Tuesday at 4 p.m. with Rev. G. W. Childers officiating.

Pallbearers will be E. Musgrove, E. J. Moore, Charles Allred, Ed Sponberg, W. B. Mathews and A. D. Morgan. Burial will be in Austin Memorial Park.

**MRS. PEARL M. EUSTACE**

Mrs. Pearl M. Eustace, 85, of 92 Rainey Street died in a local hospital Wednesday. Funeral services are pending at Wilke-Clay Funeral Home. She was the widow of Charles B. Eustace, well known Austin telephone pioneer, and had been a resident of Austin since 1906.

Survivors include a son, Hal Eustace of Austin; a sister, Mrs. Tobe W. Adair, Sr., of Shreveport, a.; two brothers, Boyd Muldrow of Bruni and Arnold Muldrow of Rosebud.

**EUSTACE, Maj. Hal Leighton (USAF, ret.), 68, of 92 Rainey, died Tuesday. Services 10 a.m. Friday at Wilke-Clay Funeral Home. Survivors: aunt, Mrs. Mildred Adair of Shreveport, La.; and uncle, Arnold Muldrow of Rosebud.**

*Eustace family obituaries. The Austin Statesman: Jul 21, 1958 and Aug 6, 1969; The Austin American Statesman: Jun 19, 1975.*

**EMIL MANUEL BOHLS**

Funeral services for E. M. (Pete) Bohls, 79, of 2112 Brackenridge, were held Wednesday at Wilke-Clay Funeral Home, Rev. Gordon B. Bays, pastor of Congress Avenue Baptist Church, officiating.

Pallbearers were Don Allen, Jessie Allen, Everett Bohls, Howard Sedwick, Howard Long and Gene Long. Burial was in Allen-McNeil Cemetery.

*Obituary for Emil M. Bohls. The Austin Statesman: Apr 3, 1968.*

**ALONZO COOK BUYS OLD STAND.**

Alonzo Cook, Austin's expert horseshoer, has purchased his old stand at 610 Colorado Street, where he invites his customers and others desiring horseshoeing to call on him. New phone 989.—Adv.

*The Austin Statesman: Jul 1, 1914*



**LEAVE YOUR CAR IN  
SUN, RAIN OR SNOW**

**The Weather Cannot Hurt  
The New DUCO Finish**

Duco Finish is different from any other finish ever put on a motor car. And it stands what no finish has ever stood before.

With Duco Finish on your car, you can leave it out in all kinds of weather. Rain, mud, snow, ice, won't hurt it a bit. Let the hot sun shine on it all day, or run the engine scalding hot. Duco will remain attractive.

After weeks of hard driving, you can rub ordinary mud spots off Duco with a dry cloth, if you like, for only sharp pebbles will scratch the finish. The lustre gets higher and finer with age.

Every car owner who has seen Duco wants it. Come to our shop and see cars finished with it. Watch us make tests to prove its durability. Talk to owners who have tested every claim we make. Let us finish your car with Duco in one-third to one-half the usual time required. It will always look new as long as you own it.

**E. M. Bohls**  
**AUTO PAINT  
SHOP**  
205 WEST 5th ST.  
PHONE 9703.

*The Austin American: Feb 22, 1925*

### **Telephone Pioneers Dined In Austin**

### **Telephone Workers Back From Meet**

Austin delegates to the annual meeting of the Telephone Pioneers of America, Texas branch, have returned from Galveston after a successful meeting Saturday, according to John W. Ezelle, manager of the Southwestern Bell Telephone company office here. Those who attended the meeting from Austin were: Mrs. T. Delmare, chief operator; C. B. Eustace, plant man; Miss Lottie Franklin, chief teller, and Manager Ezelle.

PIONEER telephone people were dined Thursday at the Stephen F. Austin by John Ezelle, district manager of the Southwestern Bell Telephone company.

Those at the party were Miss Lottie Franklin, Miss Mamie Brown, Mrs. T. Delmare, W. B. Milton, Charles Eustace, Clarence Hearne, Adolph Gruber, Capt. J. F. Henderson and Mr. Ezelle.

Mrs. Delmare, now an honorary employe of the company, was one of the first telephone operators in Austin, serving the first exchange to be established here 40 years ago, when there were only 200 subscribers.

Capt. Henderson was the principal speaker.

*The Austin Statesman: Jun 2, 1925 and Jan 21, 1926*

# Texas Cold? Cheer Up At This

By JACK RUTLEDGE  
Associated Press Staff

So you think it's cold? Well, Hal Eustace of Austin and Brownsville is back home in Texas wiping perspiration from his forehead. He thinks it's warm.

Eustace, a native of Austin and later managing editor of The Brownsville Herald, has been in the US Army five years. The last two have been in Alaska. He was the southernmost citizen in this northernmost outpost.

He drove home this week from Alaska over the Alcan highway with two other Texans. They left during the record coldwave that tumbled temperatures to 83 degrees below zero at a place called Snag in the Yukon territory.

Hal said apologetically he was 90 miles away from Snag at the time. It was only 69.9 below zero where he was, at Northway.

The two other Texans who drove back with him were Tex Murrah of Camden and Byron B. Boon ("I dropped the e during the depression to save money on ink") of Linden.

He says this about the terrific cold: You don't feel it unless there is a wind blowing. He had expected a lot of moisture and dampness, but said snow is dry as a bone when it gets very cold. There is not only no moisture in the snow, but none in the air. Your scalp itches and your nose runs dry.

There is so much electricity in the air that you can shuffle your feet, point at a wall with your finger, and throw a spark a foot long. Dogs won't let you pet them during cold weather, because of the electric shock.

90 miles away from Snag at the time. If a fire breaks out, you're gone. No water to put it out. Just before he left, his unit lost a \$200,000 building and its materials.

You have about three hours of daylight. To keep warm you hang around the kitchen fire. You eat sweets and greasy foods, because your body craves them. You really don't mind the cold so much because you dress for it.

About Alaska: No one has trouble getting work, at good wages. It's so democratic up there a waitress is as good as the colonel's lady. Prices are high—40 cents for a peanut butter sandwich.

The Alcan Highway is very dangerous, but a heavy tourist flow is expected this summer. The best time of year to drive it is winter. In spring the thaws make it bad; in summer there are mosquitoes over an inch long that literally eat you up.

A major headache at his air base was a herd of 500 buffalo that had to be shooed off runways when planes landed.

The drive home was a long, dangerous, hard trip, but Hal said he knew he was back in Texas when he stopped at a service station in El Paso and the attendant, after filling the tank with gas, said:

"Mister, you want me to check them tahrs?"

*The Austin Statesman: Feb 12, 1947*



583.1-102

Jul 1947

AACS

ATC

P.R.C.

HISTORY

DECLASSIFIED

DOD 58100-1, 100-12

1 April - 30 June 1947

By: DOD

OCT 22 1959

732d Base Unit  
(102d AACS Squadron)  
McChord Field  
Tacoma, Washington

Completed: 26 July 1947

00184534

*Hal L. Eustace*  
Hal L Eustace  
1st Lt, Sig C  
Author

*Louis G. Preg*  
Louis G Preg  
Major, AC  
Commanding



INTELLIGENCE

5-  
[The purpose of the following is to report animosity toward the Army growing out of the rash of "flying saucer" reports emanating from the Pacific Northwest, and is not to be taken as lending credence to these silly-season episodes.

Interviews with persons claiming to have seen "flying discs" and with reporters handling the stories reveal an antagonistic attitude toward the Army. They were skeptical of the Army's denials of knowledge concerning "discs," and were resentful when their queries brought facetious answers.

The attitude of Mr. Kenneth Arnold of Boise, Idaho, the first person to report sighting the "discs," was typical. He asserted: "Well, if the Army doesn't know what they (the discs) are, it sure ought to be trying to find out!"

Mr. Arnold, about 32, is a veteran light plane pilot. He was dragging the area near Mt. Ranier for a missing aircraft when he sighted the "discs" silhouetted against the mountain. He watched and timed them until he thought they were over another check-point and from this estimated their speed at 1200 mph. An examination of his method of computing the speed revealed his premise to be sound, but he had no method of being certain that the objects were actually over his second check-point. They could have been on a line between him and the check-point, rather than over it. When reminded that the human eye would have considerable difficulty in following an object at 1200 mph, Mr. Arnold responded: "But these things were big -- as big as C-54s." His attitude is summed up in his statement:

"I don't believe it, but I saw it." He is so positive that he really saw the "discs" he has purchased a motion picture hand camera and takes it with him on all flights. He is very much on the defensive about the whole matter, fearing that "People will think I'm nuts," and he hails with glee corroborating reports from other persons claiming to have seen "discs." He seems to be reasonably well balanced, although excitable, and has no apparent ulterior motive in the "disc" affair other than to prove that he is not "nuts."

The writer was present in the Seattle office of the International News Service when Capt. E.J. Smith and Co-pilot Ralph Stephens, United Airlines pilots who claimed to have seen "discs," compared notes with Mr. Arnold. They agreed generally on the shape of the "discs," and disagreed as to speed and the appearance of the top side of the "discs." Mr. Arnold said the ones he saw were all the same size, whereas the United pilots said they saw a large one and "three or four" smaller ones. They called the plane's hostess into the pilot compartment, they said, and asked her, without prompting, if she could see anything up front. She saw the "discs" also, they reported.

Capt. Smith and Co-pilot Stephens apparently had no ulterior motive, although it was noted that they responded with alacrity and hair-combing when it was suggested that a news photo be made of them and Mr. Arnold viewing a picture of a "disc" taken the previous night by a Seattle Coast Guardsman. Even so, Capt. Smith does not appear to be the type of man who would lend himself to chicanery, or could easily be misled.

The picture of a "disc" mentioned above was a dark 8x10 print of the sky (no clouds showing) and in the lower left hand corner was a small streak of light about a quarter of an inch long. This, so the caption read, was the "disc." A large, economy-sized white arrow pointed out the tiny white blurr.

This was telephotoed to New York followed by an anxious teletyped query "How's pix?" "The arrow," New York laconically pecked back in disgust "was swell."

The man who took the picture was no babe-in-the-woods -- he was trying to peddle it to all the picture agencies at a nice price.

The majority of the "disc" reports in this section undoubtedly originated from attention-seekers, crack-pots, victims of torpid livers and faulty elimination, and the rocking-chair fleet of Sunday-supplement scientists.

As stated in the first paragraph, the purpose of this report is not to lend credence to "flying discs" but is to report ill-will toward and suspicion of the Army growing out of the situation.

That this animosity is not a figment of the imagination is evidenced by VFW National Commander Louis E. Starr wiring Washington for an explanation of the "flying discs," and, getting none, ominously grumbled in public print: "Too little is being told to the people of this Country." ]

[ This squadron is critically short of cryptographers, having only three of an authorized 15. 134 Military Research ]

During the past quarter, this squadron received intelligence files from Group. S-2 started its own registry system, saving time

RCS WDSHD-2

583.1-102  
July - Sept 1947

AACS - ATC

QUARTERLY HISTORY

1 July--30 September 1947

P.R.C.

732d AAF BU (102d AACS Sq)

McChord Field, Tacoma, Washington

Completed: 7 October 1947

00184535

*Hal L. Eustace*  
Hal L. Eustace  
1st Lt, Air Corps  
Author

*Louis G. Preg*  
Louis G. Preg  
Major, Air Corps  
Commanding

4-4299-40

Declassified report on flying saucer phenomenon by Lt. Hal Eustace, 1947. Source: [The Seattle Times](#); June 24, 2017



cooperation with the McChord Field PRO was established for expediting AACS releases. In line with 102d AACS Squadron's policy of full cooperation with base commanders, Lt. Eustace is aiding the Base PRO in line with the wishes of Col. Julius A. Kolb, McChord Field commander.

On 1 July Lt. Eustace was given S-2 duties vice Lt. Vancura, who was attending radioactivity detection school at San Francisco. Lt. Vancura returned 21 August and was reassigned his old duty. He departed on a 26-day leave 2 September. Capt. Radtke was named S-2 16 September.

Other changes during the quarter included: 8 Aug--Capt. Thos. D. Garner appointed squadron custodian of cryptographic documents and devices, vice 1st Lt. Garland Rayborn. 16 Aug--Capt. Samuel Plame, Jr., appointed Great Falls cryptographic security officer and custodian, vice Capt. James E. Cinnamon. 27 Aug--Capt. John F. Thompson appointed squadron custodian of cryptographic documents and devices, vice Capt. Thos. D. Garner.

(Inasmuch as "flying discs" were covered in the S-2 section of the previous 102d Squadron quarterly history, this follow-up is presented here).

Two Hamilton Field pilots were killed in a crash at Kelso, Wash., as an aftermath of the rash of "flying disc" rumors in this section.

This fatal accident grew out of the efforts of two Tacoma residents to sell a "flying saucer" story to a pseudo-scientific magazine of the "Amazing" type. Newspapers were anonymously tipped that these persons had material from a "disc."

The magazine asked Mr. Kenneth Arnold, Boise light-plane pilot who was the first to claim to have seen "saucers", to investigate these claims. Eventually, this information was supplied to A-2 at Hamilton Field, and the two pilots flew here to interview these persons.

They supplied the "material" -- from a slag pile -- and the pilots left for Hamilton Field. They crashed and died near Kelso. Wild rumors circulated that the plane was "shot down carrying 'classified material' from a flying disc." This luridly played-up crash and the equally lurid Hughes investigation shoved aside AAF publicity on the eve of Air Force Day.

in this corner.....

## THE EDITORS

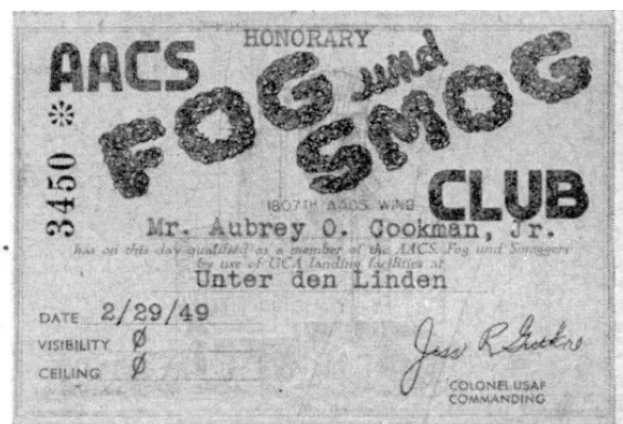


ASSOCIATE EDITOR Aubrey Cookman had no idea he was about to become a "Fogundsmogger" when we dispatched him to Germany last winter to fly the air lift into Berlin and tell its story. But he is one, and here's how, as 1st Lt. Hal L. Eustace of the 1807th AACS Wing informed him in a letter from Germany:

"Sir:

"The purpose of this epistle is to tell you flat to your secretary's face that you are a Fogundsmogger. Wait, don't swing yet—hear the rest of the story.

"Enclosed herewith is your ticket as an honorary member of a creme-de-la-creme flying clan, the Vittles Fog & Smog Club. These token mementos are being awarded to Vittles pilots who are forced to make radar blind landings in sub-minimum weather, after runs through the Rheinisch sky puree.



"Several hundred pilots have been awarded Fogundsmogger cards so far, and some of the boys have as many as four sub-minimum Ground - Controlled - Approach runs to their credit. GCA is getting a saturation test over here, and more than 25,000 GCA runs have been logged so far in Vittles. American units are snaking the air-lift planes in out of the fog at Celle, Fassberg, Tegel (Berlin), Tempelhof (Berlin), Rhein/Main and Wiesbaden. RAF units do the same at Gatow (Berlin) and Wunstorf.

"Those GIs who are handling the GCAs are something extra-special. Most of them are former officer-pilots with a lot of flying time behind them. Often the GI on the ground in GCA has more flying time than the officer-pilot he is talking down.

"After the war, ex-officers were given the opportunity of enlisting in the grade of Master Sergeant. Quite a few pilots accepted the offer. Where could their flying ability best be used on the ground? GCA, of course. They are members of Airways & Air Communications Service, which is to the Air Force approximately what CAA is to civil aviation in the States. I thought you might like a Fogundsmogger as a souvenir of the second great air lift.

"Regards,

"Hal Eustace,  
"1st Lt. USAF."

*Letter submitted by Hal L. Eustace to Popular Mechanics, June 1949*

# Austinite Helps in AF's Moon Shadow 'Survey'

**LIBREVILLE, French Equatorial Africa, Feb. 25**—Major Hal Eustace, son of Mr. and Mrs. C. B. Eustace of 92 Rainey Street, Austin, Texas, is here in connection with the US Air Force's bid for a "basement bargain" in accurate mapping by making the moon's shadow do the "surveying" across dense jungles and trackless deserts.

This is the first of the six eclipse stations which the Air Force has established along 3,200 miles of the Feb. 25 total eclipse's path across Africa and Saudi Arabia.

Using photo-electric cells to record the split second of total eclipse as the moon's shadow races across the earth's face at almost 2,000 miles an hour, it is hoped to record the distances between the six stations to within 200 feet of absolute accuracy. The time signals are be-

ing radioed to the six eclipse stations by the US Bureau of Standards in Washington, relayed via powerful Voice of America transmitters. The light and time measurements are recorded simultaneously, side-by-side on a single graph tape.

The small Air Force party along the line of the eclipse is being sponsored by the USAF Aeronautical Chart and Information Service, and its chief, Colonel Paul C. Schauer of Washington, D. C., heads the party. Chief scientific advisor is Father S. J. Heyden, SJ, director of the Georgetown Astronomical Observatory in Washington, D. C.

Maj. Eustace is normally stationed at the headquarters of US Air Forces in Europe in Wiesbaden, Germany. He was managing editor of the Brownsville Herald before entering the Air Force in 1942.

*The Austin Statesman: Feb 25, 1952*

## Austin Man Sees Red As Red Tape Slows Payment

Maj. Eustace, patiently: "Let me have a carbon, please."

Clerk, righteously: "Carbon's are not allowed. You'll have to fill it out twice. I'll show you the regulation."

Maj. Eustace: "Never mind." Laboriously fills out the two forms, hands them in.

Clerk: "But this is for \$148."

Maj. Eustace, mildly: "Is there a regulation against \$148 money orders?"

Clerk: "No, but the most I can make a single money order for is \$100, so you'll have to fill our forms for one \$100 order and for one \$48 money order, both in duplicate. Here, I'll show you the regulation."

Maj. Eustace, wearily: "Never mind." Fills out the new forms, hands them in.

Clerk: "I just checked and find that you haven't filled out a locator card here." Hands four locator cards out the window.

Maj. Eustace: "Why four?"

Clerk: "Because by regulations we have to send copies to Heidelberg, Wiesbaden and Camp Guynesmer."

Maj. Eustace, more than a little tired by now, fills out four locator cards and asks: "Now how about the money orders?"

Clerk, suspiciously: "Have you changed more than \$300 this month into dollar instruments?"

Maj. Eustace: "Yes."

Clerk, triumphantly: "Then I can't let you have these money orders without special permission of my lieutenant."

Maj. Eustace, icily: "If you'll notice, these money orders are for the collector of internal revenue. . . . they're income tax. . . . doesn't the government want the money?"

Clerk, standing his ground: "These are my instructions. I'll show you the regulation. . ."

Maj. Eustace, defeated: "Never MIND. Give me one—no, make it four—of those forms for the lieutenant to sign."

Scene shifts to the lieutenant's door. Maj. Eustace tries it. It is locked. Hanging to the doorknob is a small sign:

"On leave until May 15."

**FONTAINEBLEAU, France (SC)**  
Drama at a military postal window here:

Major Hal Eustace of 92 Rainey Street, Austin, has just received a notice that he owes \$148 more on his income tax, so he approaches the window slightly irritated.

"I'd like a money order form, please," he said.

*The Austin Statesman: Apr 20, 1953*

disability retirements. This proposal however will meet with strong objection from the several veterans organizations.

Sincere congratulations to a retired Air Force Reserve officer of Austin, Texas, Hal Eustace, for his backing of the proposal first initiated here, to save the US Soldiers

Army for career enlisted men of the Army and of the Air Force. Eustace has been able to bring this to the attention of top political leaders of both parties with assurance of their sincere effort to join in the fight.

The Defense Department has lifted its October 5 ban on a \$800 million construction

*The Austin Statesman: Feb 16, 1968*

### MISSING MEN

Never give up on missing men in Alaska. Writes military retiree Hal Eustace of Austin, Tex.: "About 1944, a U.S. bomber crashed in Alaska's outback in the dead of winter. When found, all aboard were dead, except one body, missing. A lengthy search proved fruitless. Just 81 days later, one Lt. Graves walked in from the cold. He had survived on food from cabins stocked by sourdoughs for just such emergencies. Later, Graves went back and replaced that grub in each cabin, for such was the Alaskan custom."

*The Austin Statesman: Dec 16, 1972*

# Space Writers Honor Oldfield

The Austin-San Antonio Austin American-Statesman chapter of the Aviation-Space Writers Association saluted longtime journalist Barney Oldfield Monday night at the association's first annual awards meeting.

Oldfield, who was also the guest speaker, was once Gen. Eisenhower's information officer and the first newspaper person to become a paratrooper in the Army during World War II.

Today he is the east-west trade specialist for Litton Industries, Inc. in Beverly Hills, Calif., but his career has also included work as a radio commentator, Hollywood press agent, magazine and script writer and author.

His book, "Never a Shot in Anger," was a tribute to the 1,828 war correspondents accredited by the U.S. in World War II.

In speaking to the AWA members Monday night Oldfield said aviation today is a big challenge for aviation and space writers because they can write about the future of the industry and live to see it.

Among the awards presented at the meeting were those presented to Jay Miller and Holly Hudlow, both of The

American-Statesman. Both recieved honorable mention awards from the regional chapter of AWA for articles published in the American-Statesman. Miller is author of the weekly column, The Armchair Aviator.

H. F. (Jim) Roth, director of corporate publicity for LTV Aerospace Corporation of Dallas, presented the writing awards.

Also recognized at the meeting was Austinite Hal Eustace, who was a close associate of Oldfield. The AWA presented Eustace with an award for behind-the-scenes support.

*The Austin American Statesman: Jul 9, 1974*



## Building Permits

Receipt No. \_\_\_\_\_ Application for Sewer Connection No. 5784A  
 Austin, Texas, 6-11 1920  
 To the Superintendent of Sanitary Sewer Division, City of Austin, Texas.  
 Sir:—  
 I hereby make application for sewer connection and instructions on premises owned by \_\_\_\_\_  
 at 92 Rainey Street,  
 further described as Lot 2 Block 3 Outlot \_\_\_\_\_ Division \_\_\_\_\_  
 subdivision \_\_\_\_\_ Plat 13, which is to be used as a \_\_\_\_\_  
 In this place there are to be installed \_\_\_\_\_ fixtures. Plumbing Permit No. \_\_\_\_\_  
 I agree to pay the City of Austin, the regular ordinance charge. 6-11-20  
 Depth at Prop. Line \_\_\_\_\_ Respectfully,  
 Stub Out \_\_\_\_\_  
 Connected } 41" H.C. 94" N.C. 7" R. of Sanis A.E. Hancock  
 (Location) Relaid with 2' main  
 Date \_\_\_\_\_ 5-18-23  
 By \_\_\_\_\_  
 NOTE: Connection Instruction 10' Street in Alley

Sewer tap permit, 6-11-20  
**WATER SERVICE PERMIT**  
 Austin, Texas

E No. 37186

Received of NO LOCATION Date 9-63  
 Address 92 RAINEY STREET LOT 2 BLK. 3  
 Amount LOCATE SERVICE AND RENEW IF NOT COPPER Pd 79  
 Plumber \_\_\_\_\_ Size of Tap 34

Date of Connection <u>9/13/63</u>	Size	
Size of Tap Made <u>34</u>		
Size Service Made <u>34 Cop</u>		
Size Main Tapped <u>6" C.T.</u>		
From Front Prop. Line to Curb Cock <u>7'</u>		
From South Prop. Line to Curb Cock <u>22'</u>		
Location of Meter <u>Curb</u>		
Type of Box <u>Round Lock</u>		
Depth of Main in St. <u>3.5'</u>		
Depth of Branch Line <u>3.5'</u>		
From Curb Cock to Tap on Main <u>17'</u>		
Checked by Engr. Dept. <u>10-15-63-444</u>		

No. Fittings	Size	
20' Pipe	34" L.P.	
1 Corp. Cock	34"	
Cop. to Iron ell		
Cop. to Cop. ell		
Cop. to Iron Coupling		
Cop. to Cop. Coupling		
1 Angle Stop		
Stop		
Bushing		
Nipples		
Service Clump		
Valve		
Meter Box		
Lock Lid		
Drain Tile		
Drain Tile Lid		
Stop & Drain		
Job No. <u>W323-503</u>		
Foreman <u>Phel Pearson</u>		

Water tap permit, 9-63