

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received **OCT 11 1988**  
date enteredSee instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections**1. Name**historic HISTORIC RESOURCES OF SAN ANGELO

and/or common

**2. Location**street & number Various N/A not for publicationcity, town San Angelo N/A vicinity ofstate Texas code 048 county Tom Green code 451**3. Classification**

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<u>N/A</u> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

**4. Owner of Property**name Various (on file with Texas Historical Commission)

street &amp; number

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state \_\_\_\_\_**5. Location of Legal Description**courthouse, registry of deeds, etc. Tom Green County Courthousestreet & number Courthouse Squarecity, town San Angelo state Texas**6. Representation in Existing Surveys**title San Angelo Historic Buildings has this property been determined eligible? ☐ yes ☒ no  
Surveydate 1985 ☐ federal ☒ state ☐ county ☐ localdepository for survey records Texas Historical Commissioncity, town Austin state Texas

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input checked="" type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>See district for moved</u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			<u>buildings</u>

**Describe the present and original (if known) physical appearance**

The San Angelo Multiple Resource nomination includes 58 individual structures, all of which were built before 1930 and a single, residential historic district dating from 1905 and consisting of 62 properties, 46 of which contribute to its historic character. Fort Concho, within the city limits, is a National Historic Landmark, and four properties, Hotel Cactus, J.J. Rackley Building, the 1927 San Angelo National Bank Building, and a commercial row on East Concho, have already been listed in the National Register. The nominated sites are not the only historic resources located in the city, but they represent ones that are relatively unaltered, architecturally representative or are historically important. The structures represent essentially a 20th-century city reflecting periods of economic development after 1900.

San Angelo, a city of 86,790 people in 1987, lies in a wide shallow valley created by the confluence of the Middle, North, and South Concho Rivers. Located in a geographic transitional area merging the Edwards Plateau with the Rolling Plains, the city is bisected by the main Concho River. The terrain on each side of the Concho is characterized by low riverside hills that quickly blend into a flat topography rising from the river bottom.

The city expanded along various topographical features, thus subdivision grids intersect at various angles. Some neighborhoods lie on flat plains above the river, while others are located along river bends and various streams and washes, making use of the rolling terrain for landscaping or park land purposes.

Fort Concho, on the south side of the river in a bend, occupies a flat plain well away from the banks of the river. The original town of San Angelo was established just north of the river, with much of the central business district lying in the rolling terrain near the river course. The riverside hills with their now large cultivated trees, provide a marked contrast to the surrounding area characterized by flat, mesquite-covered ranchland.

Because the shallow, rocky soil is not suitable for extensive cultivation, the principal agricultural activity is in livestock, particularly sheep, goats and cattle. Much of local crops, sorghum and cotton, is produced on irrigated land.

The city lies on the fringe of the Permian Basin oil fields and crude oil production contributes to the area's economy. Three area lakes were built in 1927, 1951, and 1963 to control flooding and supply water for the city.

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**DESCRIPTION OF THE RESOURCE AREA DURING THE PERIODS IN WHICH IT ACHIEVED  
SIGNIFICANCE**

1867-1880

In the beginning the settlement consisted of Fort Concho and a small community that supported the activity generated by the military base. Later it served as a base town for seasonal workers such as sheepshearers and cattle drovers and for ranch hands commuting to outlying ranches. This early settlement is often described as a handful of crude dwellings constructed of canvas, wood, adobe and some local stone.

The land north of the river was organized by Bart DeWitt in 1871 and later promoted by Marcus Koenigheim in 1877. Both tried to develop the property with little success until the 1880s. The only structures remaining from this early period are the buildings at Fort Concho.

1880-1900

Two developments occurred during this period that significantly impacted the settlement: the Ben Ficklin Flood of 1882 and the arrival of the railroad in 1888.

A flood destroyed the county seat, Ben Ficklin, a rival and more prosperous town located three miles to the south. As a result many Ben Ficklin residents moved to town and the next year the county seat was moved to San Angelo. The Tom Green County Courthouse, constructed in 1884-85, was located on the northwestern edge of the town. Contemporary photographs of the downtown area show numerous wood frame buildings with a few brick and stone commercial buildings. Vegetation was sparse, unlike the present appearance of large trees that contributes so much to the character of the city today. During the mid-1880s, the hub of activity was on Concho Avenue, particularly east of Chadbourne.

The Gulf, Colorado & Santa Fe Railroad arrived on the northern edge of town in 1888. Coming southwest from Ballinger, the rail line linked San Angelo with the rest of Texas. More importantly because it was the rail head for the line, it established San Angelo's role as the transportation and commercial center of the area.

As the city grew, ethnic groups began to be segregated into distinct neighborhoods, patterns of which still exist today. By the mid

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1880s, Anglos began displacing Mexican Americans as real estate activity increased east of Chadbourne on Concho, Twohig, and Beauregard streets. Mexican Americans congregated in the blocks to the west within a section bounded by Twohig on the north, Chadbourne on the east and the North Concho River. To the west was the residential area promoted by Koenigheim. This small ethnic area existed as a "village within a town" until succumbing to downtown development in the late 1920s. No structures are known to exist in original condition as representative of this period.

The northern part of the city began to develop as a result of the building of the depot for the Santa Fe Railroad located at East Fourth and Chadbourne. Jonathan Miles, one of several land speculators that came to the San Angelo market after the Ben Ficklin flood six years earlier, developed the Miles Addition north of the railroad tracks which included College Avenue north to 14th Street. Miles had difficulty developing the addition and was forced to sell at low prices. Mexican Americans who worked for the railroad, on ranches, and who moved from the downtown area found this neighborhood to be affordable. This area became known as the Santa Fe barrio.

The area between the Santa Fe barrio and downtown (between 2nd and 8th streets) developed into a neighborhood with predominantly Black residents.

In 1890, approximately 6% of the population was Black or Mulatto, significantly less than the 22% statewide average. Some Blacks, like J.W. Walker who started the first Black church, came to San Angelo as a soldier at Fort Concho. Others simply came to find new opportunity and employment. Census records list most Blacks working in various non-skilled or semi-skilled positions in the city. They were not, however, employed in the agricultural sector of the labor force.

After 22 years of protecting travellers and settlers from Indian attacks, the army abandoned Fort Concho in 1889. The property was divided into small residential and commercial lots and sold. Families quickly moved into the officers' quarters. Later warehouse buildings and a school were built within the fort's boundaries.

The settlement grew and by 1900 the total county population was 6,804.

1900-1920

In 1909, the Kansas City, Mexico & Orient Railroad was laid south of the river just north of Fort Concho. The passenger and freight

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depots were built at Avenue D and Chadbourne, on land purchased from Juan Flores. This rail line was part of a grand scheme conceived by Arthur E. Stilwell to build a rail line from Kansas City to Topolobampo, Mexico. Coming from Sweetwater to the north, the line continued west from San Angelo to Pecos County before going into receivership in 1911. In 1928, it was sold to the Santa Fe Railroad.

By 1910 San Angelo had burst out of its original boundaries (north and west of the Concho River, south of the Santa Fe Railroad and west of Main). Population in 1910 was listed as 10,321, with 7% Mexican American and 6.3% Black.

A spurt of new residential subdivision platting occurred from 1900 to 1910 by land speculators to meet the needs of an expanding population because of the growth of the cattle and sheep industries.

Growth was concentric about the city core. The Park Heights Addition was opened about 1909, a few blocks southwest of the business district along South Randolph, South Abe, South Koenigheim, Austin, David and Kenwood Drive. Angelo Heights, due west across the river from downtown, began to develop after 1905.

On the northern edge, industrial and commercial developments pushed residential development north of 5th Street as early as 1900. The Lake View subdivision on the far northern edge of the town was opened in 1908. On the east side, East Angelo was developed beginning in 1903-1904.

South of the Concho River, the Fort Concho Addition was platted in 1905 occupying a large amount of land around the old fort.

By the early 1900s, several Mexican American families already lived along Hill and Irving streets as they intersected with Avenue C, Avenue D, and Washington Drive. By 1910 this area rivaled the Santa Fe barrio in attracting new arrivals in San Angelo. In 1920 45% of the Mexican Americans lived in the Miles addition, 33% lived south of river, 16% in the downtown and the rest in scattered parts of town. Blacks were segregated in the area north of the courthouse.

The newly built residences were constructed in the architectural styles popular at the time including the vernacular, simplified Queen Anne, and simplified Prairie styles. All of these neighborhoods contain a rich variety of architectural styles. A small number of very fine Classical Revival and late Victorian residences survive in the Park Heights and Angelo Heights additions, but they are the exception in all parts of the city.

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The boom of the first decade was over. The population actually decreased from 10,321 in 1910 to 10,050 in 1920, probably attributable to a three-year drought beginning in 1916.

1920-40

The West Texas oil boom of nearby Reagan County contributed to the prosperity that transformed the downtown area in the 1920. The Kansas City, Mexico and Orient Railroad proved to be of great significance to San Angelo as it was this rail connection that serviced the Santa Rita wells from the east. The 1920s saw the population more than double, reaching 25,308 persons in 1930. By the late 1930s development had pushed the city westward as far as Childress Avenue.

The downtown witnessed a marked change during this period. Wood frame and earlier turn-of-the-century buildings were replaced with brick veneer structures. Brick and stone buildings were enlarged or remodeled, and many new multi-story structures were built. In addition to simple vernacular designs, the new buildings were built in the Revival styles of Spanish Colonial Revival, Renaissance Revival, and Classical Revival. A few buildings utilized the Moderne and Art Deco styles.

In residential development, this new growth in the 1920s and 1930s resulted in numerous Tudor Revival houses, both large and small. An entire middle-class neighborhood on the northwest side of town is filled with vernacular houses. The fashionable Santa Rita and Hyde Park subdivisions, southwest of the original town, are dotted with elaborate Tudor Revival, Spanish Renaissance Revival, Georgian Revival, and vernacular houses. The continuing expansion of the Santa Rita section of the city through the 1930s resulted in the addition of many Georgian Revival and Tudor Revival houses and even a few Moderne-style residences.

By 1920 the Mexican American neighborhood bounded by Avenue D, Randolph, Highland and Chadbourne was known as Oriente after the Orient railroad. By 1940, Mexican Americans had congregated in three areas: the traditional Santa Fe barrio from 9th to 14th streets, the Oriente barrio and farther south in the area surrounding Avenue L and Irving & Hill Streets. Examples of modest housing in the Oriente barrio are a group of shotgun houses at Avenue D and South Hill, and a well-crafted stone veneer house with garage on Orient.

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**CITY GROWTH SINCE 1940**

The population growth from 25,802 in 1940 to an estimated 86,790 in 1987 resulted in the major alteration of the commercial district, its expansion into older residential neighborhoods, much infilling in desirable neighborhoods, and new growth in the southwest part of the city.

Goodfellow Air Force Base was established as San Angelo Air Field in 1940 on the southeast edge of town as a pilot-training center. It provided an enormous economic benefit to the city. Population skyrocketed in the 1940s to 51,889 in 1950.

The 1950s marked a depressed period in the economic development of San Angelo. A seven-year long drought hampered agriculture and slowed growth in the early 1950s, followed by a hard rainfall in 1957 which caused destructive flooding. The railroads, so vital to the city in earlier years, declined due to competition from trucking on the state highway system, and the completion of pipelines to transport oil.

Since 1960, the city has experienced two distinct growth trends-- a slow and steady growth from 1960 to 1980 and a rapid increase during the 1980-84 period.

**SURVEY METHODOLOGY**

In 1984, a comprehensive survey was begun of the city's historical and architectural resources funded by the Junior League of San Angelo and the Texas Historical Commission. The Center for History of Engineering and Technology at Texas Tech University conducted the project. Research at libraries and archives preceded a block-by-block investigation of the city during which resources were identified and photodocumented. Intensive examination of Sanborn maps and city directories yielded significant information on dates of construction. The project identified 557 sites, although in some cases only representative examples were selected. Included were residential, commercial, engineering, civic and religious structures. This survey served to update and expand a previous survey conducted by Barbara Wyatt in 1978.

The Texas Tech consultants submitted a list of recommended landmarks and representative structures built prior to 1930 to be nominated to the National Register. Added to those recommended properties, the Angelo Heights Historic District, a residential neighborhood of structures which date from 1905-1930s, completes this nomination.

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As other residential areas fulfill age eligibility requirements and altered buildings are rehabilitated, other properties may be nominated at a later date.



## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify) Black history

Specific dates	1880s–1938	Builder/Architect	Various
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### Statement of Significance (in one paragraph)

The San Angelo Multiple Resource nomination consists of intact commercial, residential, religious and civic structures whose architectural styles document the city's developmental stages. The nominated architectural resources range from characteristic vernacular styles to exceptional stylistic examples of the Spanish Colonial Revival, Spanish Renaissance Revival, Classical Revival, late Victorian, Art Deco, Moderne, Tudor Revival and Mission Revival styles. Relatively few pre-1900 commercial structures remain in the central business district. More pre-World War I commercial structures exist, but they are a comparatively small sample when compared to the overwhelming number of structures built after World War I and in the boom years of the 1920s. Although a large proportion of the commercial buildings were built in vernacular styles, the larger structures in the downtown area carry distinctive architectural treatments popular at the time.

San Angelo's transformation from a handful of crude dwellings to a town and then a city began in the 1880s. County seat status, the coming of the railroad and agricultural development signaled the start of large and more lasting structures. Henceforth, the city took shape under the influence of a more typical set of forces: community demographics, prosperity and depression, and changing taste in architectural styles.

### GENERAL HISTORICAL BACKGROUND AND REPRESENTATIVE STRUCTURES

#### 1867–1900

San Angelo began its history as the offspring of a military post. In 1867–68, the army established Fort Concho (NHL 1961) at the confluence of the North, South, and Main Concho rivers as part of a line of frontier forts to protect settlement in a area frequented by Comanche and other hostile Indians. The military camp also protected westbound travelers on the Butterfield Trail to California and guarded a precious supply of water in a semi-arid environment. Abandoned in 1889, the post had been held for a significant period of time by the Tenth U.S. Cavalry, a Black unit called "buffalo soldiers" by the Indians, which patrolled the plains under the command of Colonel Benjamin Grierson.

In keeping with a pattern observed elsewhere on the frontier, Fort Concho attracted a civilian population which clustered nearby, marking the beginning of a separate community. In 1871 real estate promoter

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Bart DeWitt acquired land across the North Concho River from the fort and laid out a town generally known as Santa Angela, later changed to San Angelo by the post office.

This settlement, inhabited by Anglos, Blacks, and Mexicans, quickly earned a notorious reputation. Its squalid assortment of tents, adobes, and wooden shacks housing gambling dens, saloons, and brothels attracted a rough and rowdy crowd off the plains. The turbulent mixture of cattle drivers, buffalo hunters and off-duty troopers created a disorderly and lawless environment in the town. The condition began to change later in the 1870s as permanent settlement advanced under the watchful eyes of Fort Concho soldiers and as the area's water and land resources became better known.

Cattlemen placed a high value on grazing lands along the Concho, and beginning in the late 1870s and early 1880s, they realized that sheep could be raised alongside their beef cattle. Within a short time, the wool trade became a major asset to San Angelo, with numerous exchanges, warehouses, and supply shops located in the town.

The early business community took shape through the efforts of pioneer merchants and town boosters such as W.S. Veck, who opened the first bank in 1882, and James L. Millspaugh, who served as post sutler at Fort Concho and built the town's first water system. After acquiring a large tract of land on the western edge of present downtown, San Antonio businessman Marcus Koenigheim came to San Angelo to mark off streets and sell town lots. In the 1880s he actively promoted the sale of real estate and reputedly donated land for the building of churches in order to attract a better, more stable and law-abiding population.

These developments were bolstered in 1882 by a fateful event that removed San Angelo's only rival for population in the area. The town of Ben Ficklin, located about three miles south and selected as the county seat of Tom Green County in 1875, was washed away by floodwaters of the Middle Branch of the Concho River. Soon after, the county seat was transferred to San Angelo and most Ben Ficklin residents relocated at the same time.

County seat designation helped improve San Angelo's image and strengthened the town's claim to a permanent and prosperous future. The construction of the Tom Green County Courthouse in 1884-1885 (replaced in 1928) reflected the opening of a new era and provided an important focal point for continued development.

A crucial transportation link was acquired in 1888 when the Santa Fe Railroad reached the city from Ballinger. Until then it had been a

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remote settlement that relied on horse and ox drawn wagons to bring supplies from Abilene and San Antonio. The railroad's value to any 19th-century town cannot be overestimated. A railway sped the flow of goods and people, lowered transportation costs, opened markets for cattlemen and farmers, stimulated new construction, and connected a town with the regional and national economy. Besides promoting new economic activity, the railroad brought additional prestige and a more urban, metropolitan character to a community.

Few architectural examples from this pre-1900 period remain. Fort Concho, abandoned by the military in 1889, was divided into lots and sold as residential and commercial property. Some of the buildings were adapted and modified for use as wool warehouses and a new school was built in the parade grounds. In 1929 the city started acquiring the property for use as a city park and museum. Today, the fort remains substantially intact with at least 21 of 30 sandstone buildings still standing and reconstruction in progress on others.

One stone residence (SA 31) exists in the city built in 1884 by stone mason John Willeke. Commercial examples include the three 1-story brick and stone buildings on East Concho (NR 1982) dating from 1884-86, and the altered buildings at 114 and 116 South Chadbourne.

1900-1920

Between 1900 and 1915 San Angelo enjoyed a period of steady economic growth. The city benefited from better transportation, the development of a primary market for sheep and wool, an expanding agricultural and ranching economy, and the growth of a retail and wholesale distribution network that served a large area of western Texas. The prosperity of the times encouraged the construction of larger, more permanent buildings in residential and commercial sections of the city.

In 1909 another rail connection to San Angelo was opened by the Kansas City, Mexico and Orient Railroad, a project of Arthur Stilwell to reach the Pacific Ocean. The line extended from Sweetwater through San Angelo and westward reaching Pecos County in 1911. While the Santa Fe built an ornate passenger depot in 1908 (razed in 1947) on the north side of town at Chadbourne and Fourth streets, the Orient erected passenger (SA 19) and freight (SA 20) stations on South Chadbourne in 1909. The Orient also located offices and its roundhouse in the city, although only the late-Victorian style freight and passenger depots remain today. As the two railroads established the north and south

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boundaries of the city, Chadbourne Street emerged as the important commercial corridor linking the two rail depots to the downtown.

The economic boom of the 1900-1915 period produced an imposing array of commercial buildings. Railroad service encouraged the construction of hotels, notably the now demolished St. Angelus and the Landon. Small boarding houses such as the Old Sealy Flats (SA 39) accommodated other temporary residents. Banks were numerous with architect Oscar Ruffini's ornate First National Bank (razed), San Angelo National Bank (razed), the Western National Bank (now the altered Monarch Tile Building), and the six-story Central National Bank Building (altered).

The combined Federal Courthouse and U.S. Post Office, now the O.C. Fisher Federal Building (SA 50), was built between 1909-1911, and then expanded during the 1930s through a New Deal public works project. Its initial construction was the culmination of long efforts by local citizens to acquire a federal building in recognition of San Angelo's importance in the Concho River Valley.

Privately-owned utilities strained to keep pace with developments prior to World War I. John Y. Rust introduced telephone service to an eight-block section of San Angelo during the 1890s and continued to add new lines; in 1901 telephone connections were possible with many parts of the United States. Similarly, the water and power company, begun earlier by James L. Millspaugh, grew to meet rising demand, as did the sewer system which was expanded in 1906-07.

School construction expanded along with the rest of the city in the early years. The city erected its first school building (demolished) in 1885. The public education system included four ward schools built between 1905 and 1910, plus separate schools for Mexican and Black children on the north side of town. All of these structures have been extensively modified. The Presbyterians and Catholics also maintained private schools in the city.

The several religious denominations that entered San Angelo built and rebuilt churches as their congregations grew and prosperity permitted. The First Presbyterian Church built in 1906 is an outstanding example and one of the oldest major structures from this period. In other cases, early adobe and frame churches gave way to larger structures. For example, the First Christian Church began services in 1882, built a frame church in 1884, then a brick structure in 1912 at Harris and Oakes, which in turn was demolished and replaced in the 1960s by the present building at 29 North Oakes.

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Residential expansion was rapid during 1900-1915. Numerous subdivisions were opened in all directions from the expanding city core. Early neighborhoods developed along ethnic and economic lines.

Koenigheim's development on the near southwest side features several fine homes built from 1906-1910. Examples of Prairie, Classical Revival and other Eclectic/Revival influences are evident in nominated sites SA 25, 52, 55 and 56; and in SA 53 built a few years later. Across the Concho River to the west, Angelo Heights Subdivision began to develop about 1905. A portion of this area comprises the Angelo Heights Historic District.

In the 1880s over 25% of the county residents had Spanish surnames. Because of overall population increases, this percentage had decreased to about 7% by 1910. Mexican Americans that settled first downtown were shifted to barrios west of Chadbourne and south of Beauregard because of rising real estate values and pressure from the business community.

The Santa Fe barrio north of the Santa Fe railroad tracks in the Miles Addition was well established by the turn of the century. Several pre-1910, one-story, frame vernacular houses exist but have been altered. One example is the T-shaped house at 113 West 9th, built as a rental unit by Mrs. Kate Veck, step-daughter of Pablo Alderette and wife of businessman W.S. Veck, all early settlers of San Angelo.

By 1910, the Oriente barrio west of Fort Concho rivaled the Santa Fe in attracting new residents. A few shotgun houses and small vernacular houses from the period still exist relatively unaltered between South Hill and Randolph on West Avenue D in this neighborhood.

Between Second and Eighth streets on the near north side of downtown, a primarily Black neighborhood emerged. This area still contains a concentration of Black population although it was bisected by the east-west freeway right-of-way.

The Lake View Addition, located on a tract of land north of the Santa Fe tracks and east of the Santa Fe barrio, was developed by E.E. Bailey who promoted it by organizing a streetcar company in 1908. His San Angelo Power and Traction Company operated one line north of Chadbourne and another east to Main and Preusser streets. Although the system declined in 1912 due to mismanagement and automobile competition, Bailey's project stimulated residential construction throughout the city.

The San Angelo boom came to an end between 1916 and 1917 owing to a combination of drought, diminished agricultural markets, and the effects

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of the First World War. For the next several years, San Angelo suffered from a declining population and a sharp downturn in new commercial construction. Few notable residences were built in this period.

1920-1930

After enduring a post-war depression in 1920-1921, the national economy rebounded and began a rapid ascent stimulated by the rise of new consumer industries and particularly by the widespread adoption of the automobile. The automobile alone accounted for much new activity in road building, oil field exploration and development, and a variety of support and service industries. San Angelo shared in these new opportunities.

In 1923, the Santa Rita discovery well in nearby Reagan County produced a gusher and touched off a huge oil boom in West Texas. San Angelo experienced numerous significant effects from the petroleum prosperity, although it was never truly an "oil town" such as Midland-Odessa where the ranching businesses were overshadowed by the oil industry.

San Angelo became a center for oil field services and supply houses, headquarters for oil exploration companies, and a gathering place for petroleum geologists, engineers, and entrepreneurs. The population grew in leaps and bounds, reaching 25,000 by the early 1930s, an approximately 150% increase from 1920. The physical environment of the city changed as old buildings were removed or remodeled and new structures were completed. A great deal of San Angelo's historic architectural legacy dates from the 1920s.

Foremost among the additions to San Angelo at this time was the completion of the "second generation" of large, finely appointed hotels to accommodate the oil field clientele. The Naylor Hotel (altered) was designed by Waco architect Roy Land, and boasted roof apartments and a Ritz Theatre that presented stage shows. The St. Angelus (razed) built an annex in 1926 that nearly doubled its capacity. The four-story Roberts Hotel (the Spur Building) was built in 1927. In 1928 the Hotel Cactus (NR 1982) was built for Belvedere B. Hail. This twelve-story building was designed by Dallas architect Anton Korn and leased immediately to Conrad Hilton who was beginning to assemble his famous chain of hotels. It quickly became a city landmark and a bustling hub for oil field transactions.

The demand for office space resulted in several new buildings. Featuring moderate Renaissance Revival elements, the San Angelo National

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Bank (NR 1982) designed by Anton Korn was completed in 1927. C.C. McBurnett completed a ten-story office building in 1929. Unfortunately timed to open in the midst of the Wall Street stock market crash, McBurnett's Western Reserve Building weathered the Great Depression and remains today as the City Savings Bank Building (altered).

Dozens of companies expanded and constructed new buildings in the heady atmosphere of the 1920s oil boom. Typical examples include the Model Linen and Uniform Company, an early San Angelo firm, which moved into brick buildings previously housing Aztec Cleaners and Laundry (SA 35). H.C. Ragsdale, who began selling automobiles in 1914, constructed a three-story brick building on West Concho for his business in 1928. An automobile showroom at 342-348 South Chadbourne, attributed to Oscar Ruffini, was used by R.P. Amacker to sell Fords, and the present Western Mattress building (SA 23) served as a farm implement dealership in the 1920s. Roger's Machine Shop (SA 22), Household Furniture Company (SA 16) and the structures at 616-620 South Chadbourne (SA 18) are good examples of commercial development of the late 1920s.

An impressive group of new church buildings provided further proof of the city's flourishing economy. The demolition of the 1885 county courthouse in 1927 yielded stones for the construction of the Emmanuel Episcopal Church (SA 48) built in the English Gothic Revival style in 1929. Catholic parishioners built Iglesia Santa Maria (SA 5) in 1930 significant for its Mission Revival style of architecture and a focal point for the city's Hispanic population. Organized by former Fort Concho soldier J.W. Walker in 1883 as the city's first all Black church, the Greater St. Paul A.M.E. Church erected a new building in 1927 (SA 6). In 1928 the city's small but energetic Jewish community constructed a brick and stone synagogue for the Congregation Beth-Israel.

The new Tom Green County Courthouse, designed by Dallas architect Anton Korn, was built on the original courthouse square in 1928. It is a significant example of monumental civic architecture utilizing a Classical Revival style. Also in 1928, San Angelo added a new Municipal Building designed in an early Moderne style by the distinguished El Paso architectural firm of Trost and Trost.

Builders and developers were kept busy by a growing and more affluent population during 1920s. Residential growth was unprecedented, with much infilling within older neighborhoods, remodeling existing houses, and new areas developed. Residential subdivisions, along with the spreading commercial district, required new municipal services and the expansion of old ones. Streets and roads were built, and in the mid-1920s R.P. Amacker tried unsuccessfully to operate jitney buses in the downtown area. The city water system added new capacity and West

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Texas Utilities company (SA 10) invested more than a million dollars in a new electric generating plant for the city.

At the end of the 1920s San Angelo could look back with satisfaction on six years of unprecedented growth and prosperity.

1930-1940

The 1930s would not be as kind. Early in the decade, oil men produced themselves into a glut that drove prices to extremely low levels. Farmers and ranchers, financially troubled even in the booming 1920s, faced sharply falling prices with the onset of the Great Depression. With its main economic pillars, agriculture and oil, in a state of depression, San Angelo felt the ill effects of hard times. Economic conditions were worsened by the weather. Drought gripped the area in 1933, burning crops and parching livestock. The weather dealt a blow of a different kind in September 1936 when heavy rains caused a devastating flood that washed out hundreds of buildings and crippled the city. New Deal programs offered some relief to farmers and the unemployed, but most people endured the economic uncertainty and waited for the return of prosperity.

**ARTISANS AND ARCHITECTS**

Architect Oscar Ruffini, born in Cleveland, Ohio pursued a 73-year career in San Angelo and made a major contribution to the city's architectural heritage. Ruffini designed many commercial buildings in the city, most of which have unfortunately disappeared or undergone extensive modification. The best examples remaining are the Monarch Tile Company Building and the Peddler Building.

Some of San Angelo's most important buildings were done by out-of-town architects of statewide importance: Anton Korn of Dallas- Tom Green County Courthouse, Hotel Cactus (NR), San Angelo National Bank (NR); Trost & Trost of El Paso- City Hall; Lang & Witchell of Dallas- San Angelo Telephone Company Building; and Henry B. Thompson of Dallas - Dodson House. These architects were apparently all attracted by the 1920s boom and indicate that San Angelo was emerging as a major Texas city.

The accomplishments of important architects and business leaders in shaping the city must not overshadow the contributions of artisans and workers who executed the plans.



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German-born John Willeke was a significant stone mason in San Angelo from 1885 until his retirement in the 1920s. His early projects involved construction of the Tom Green County Courthouse in 1885 and the Junior High School on Magdalen Street which utilized stones from the flooded Ben Ficklin Courthouse. From a quarry he owned southwest of San Angelo, Willeke hauled sandstone which he used to erect many public and commercial buildings, such as St. John's Hospital and San Angelo High School. Extant examples of his work include his 1880s home on East Harris Avenue (SA 31) and the Guaranty State Bank Building (today's Monarch Tile Building).

Carpenter Sancho Mazique, former trooper with the Tenth Cavalry at Fort Concho, settled in the town and helped build many early structures. Antonio Flores often worked as a painter under the direction of Oscar Ruffini. In the first decades of the twentieth century, the construction company of August Balfanz built many of the city's residences and commercial buildings. Finally, artist Dwight Holmes made a lasting contribution to San Angelo through his architectural ornamentation. Holmes, whose work is of state and perhaps national importance, used terra cotta to ornament San Angelo buildings. Examples of his art can be seen on the Tom Green County Courthouse (SA 13) and the Cactus Hotel (NR 1984).

**COMMERCE**

San Angelo is the center of a trading area that covers 24 counties in the sparsely populated area of west Texas. This was achieved because of the economic ties made possible by the railroads and highways. The city is located between a great livestock and oil region to the west and south and a stock and farm area to the north and east.

**TRANSPORTATION**

Since the frontier military establishment of Fort Concho, San Angelo was an important transportation link for westward expansion. Situated on the Butterfield Stage Route, a popular route to the west which avoided the Staked Plains to the north and the desert to the south, the fort served as a travelers' rest station and as combat headquarters during the Indian Wars. With the introduction of the rail systems, the city was connected to the rest of the state through Ballinger by the Santa Fe and through Sweetwater by the Kansas City, Mexico, and Orient. This link stimulated commerce by bringing the flow of goods and people through the town. The State Highway Department recognized the importance of the city in the highway system and

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established a district headquarters in San Angelo as early as 1920.

The Santa Fe (formerly Kansas City, Mexico and Orient) railroad passenger depot (SA 19) and its companion freight depot (SA 20), both on South Chadbourne, remain as the principal architectural links to the importance of rail transportation in San Angelo. The original Santa Fe Railway passenger and freight depots were demolished several years ago, and that railroad consolidated its operations in the "Orient" structures. The Orient line's shop complex, near the depots and the neighborhoods which housed its work force, have also been gone for many years.

The Texas Highway Department constructed its district headquarters building on Paint Rock Road (SA 40) in 1920 as part of a statewide division of the state to implement its programs. An example of technology used by the highway department for roadwork during that period remains with the bridge at Lone Wolf Crossing (SA 4), built in 1922 for the state by a private contractor. Both these structures were completed shortly after the creation of the state agency in 1917 to accept Federal highway funds, and represent some of the earliest efforts to administrate and build the Federally assisted state road system.

#### **SOCIAL/HUMANITARIAN**

The Municipal Swimming Pool (SA 1) on East Avenue A represents a major step by the city to provide recreational facilities for its citizens. Built during the boom years of oil exploration and marketing in the region, this public facility also indicated an interest in revitalizing a deteriorating section of the city, between the south bank of the Concho River and old Fort Concho. The swimming pool has remained a common ground for diverse social groups in the city, and is prominent in city-sponsored park landscaping along the Concho River.

#### **BLACK HISTORY**

While the city of San Angelo has a rich ethnic heritage resulting from both Hispanic and Black contributions to the community, no historic architectural properties were identified in this survey and nomination effort which remain to exemplify Hispanic history. However, the Black history of the community, dating from the assignment of "Buffalo soldiers" to Fort Concho in the 1880s, is well represented by the Greater St. Paul A.M.E. (African Methodist Episcopal) Church on West 3rd Street. Organized as a congregation in 1883 by a former Fort Concho soldier, the Rev. J.W. Walker, and housed in a structure built in 1927 (SA 6), the church remains a central element in San Angelo's Black community.

## 9. Major Bibliographical References

See Continuation Sheet

## 10. Geographical Data

Acreeage of nominated property See individual site and district forms

Quadrangle name San Angelo, South

Quadrangle scale 1:24,000

UTM References San Angelo, North

See Individual Site Forms

A 

--	--	--	--	--	--	--	--	--	--

  
Zone Easting Northing

B 

--	--	--	--	--	--	--	--	--	--

  
Zone Easting Northing

C 

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D 

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E 

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F 

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G 

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H 

--	--	--	--	--	--	--	--	--	--

### Verbal boundary description and justification

See individual site forms and district nomination forms

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code
-------	------	--------	------

## 11. Form Prepared By

name/title Katherine Livingston

organization

date August 1988

street & number 2208 Tremont

telephone (817) 737-2029

city or town Fort Worth

state Texas

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national

☐ state

☒ local

See individual site forms

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

*Curtis Munnell*

title State Historic Preservation Officer

date 30 Sept. 1988

For NPS use only

I hereby certify that this property is included in the National Register

*Patrick Andrews*

date 11/25/88

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior  
National Park Service

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Multiple Resource Area  
Thematic GroupName San Angelo MRA  
State Tom Green County, TEXAS

Nomination/Type of Review

COVER Substantive Review

Date/Signature

1. Aztec Cleaners and Laundry Building

for Keeper Melvin Byers 11/25/88

Attest \_\_\_\_\_

2. Angelo Heights Historic District

for Keeper Patrick Andrews 11/25/88

Attest \_\_\_\_\_

3. Beck, Frederick, Farm

for Keeper Melvin Byers 11/25/88

Attest \_\_\_\_\_

4. Blakeney, J.B., House

for Keeper Patrick Andrews 11/25/88

Attest \_\_\_\_\_

5. Broome, C.A., House

Entered in the  
National Registerfor Keeper Melvin Byers 11/25/88

Attest \_\_\_\_\_

6. Brown, R. Wilbur, House

Substantive Reviewfor Keeper Patrick Andrews 11/25/88

Attest \_\_\_\_\_

7. Building at 113-119 East Concho

for Keeper Return Submitted - See 9/13/90

Attest \_\_\_\_\_

8. Clayton House

Substantive Reviewfor Keeper Patrick Andrews 11/25/88

Attest \_\_\_\_\_

9. Collyns House

for Keeper Melvin Byers 11/25/88

Attest \_\_\_\_\_

10. House at 203 S. David

Substantive Reviewfor Keeper Patrick Andrews 11/25/88Attest Determined Eligible

DOE/OWNER OBJECTION

10/11/88

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Thematic GroupName San Angelo MRA  
State Tom Green County, TEXAS

Nomination/Type of Review

Date/Signature

11. Develin House

Substantive Review

for Keeper

Patrick Andrus 11/25/88

Attest

12. Eckert House

Entered in the  
National Register

for Keeper

Melvina Byers 11/25/88

Attest

13. Emmanuel Episcopal Church

Substantive Review

Keeper

Patrick Andrus 11/25/88

Attest

14. First Presbyterian Church

for Keeper

Melvina Byers 11/25/88

Attest

15. Fisher, O.C., Federal Building

Substantive Review

for Keeper

Patrick Andrus 11/25/88

Attest

16. Greater St. Paul AME Church

Entered in the  
National Register

for Keeper

Melvina Byers 11/25/88

Attest

17. Hagelstein Commercial Building

Substantive Review

for Keeper

Patrick Andrus 11/25/88

Attest

18. Henderson, S.L., House

Entered in the  
National Register

for Keeper

Melvina Byers 11/25/88

Attest

19. Hall, R.A., House

Substantive Review

for Keeper

Patrick Andrus 11/25/88

Attest

20. Holcomb--Blanton Print Shop

Entered in the  
National Register

for Keeper

Melvina Byers 11/25/88

Attest

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Date/Signature

21. House at 1017 S. David

Substantive Review

for Keeper

Patrick Andrews 11/25/88

Attest \_\_\_\_\_

22. House at 123 Allen

Entered in the  
National Register

for Keeper

Melvyn Byers 11/25/88

Attest \_\_\_\_\_

23. House at 1325 S. David

Substantive Review

for Keeper

Patrick Andrews 11/25/88

Attest \_\_\_\_\_

24. House at 140 Allen

Entered in the  
National Register

for Keeper

Melvyn Byers 11/25/88

Attest \_\_\_\_\_

25. House at 1621 N. Chadbourne

Substantive Review

for Keeper

Patrick Andrews 11/25/88

Attest \_\_\_\_\_

26. House at 221 N. Magdalen

Entered in the  
National Register

for Keeper

Melvyn Byers 11/25/88

Attest \_\_\_\_\_

27. House at 405 Preusser

Substantive Review

for Keeper

Patrick Andrews 11/25/88

Attest \_\_\_\_\_

28. House at 419 West Avenue C

Entered in the  
National Register

for Keeper

Melvyn Byers 11/25/88

Attest \_\_\_\_\_

29. House at 410 Summit

Substantive Review

for Keeper

Return Authorized 9/13/90

Attest \_\_\_\_\_

30. House at 421 W. Twohig

Entered in the  
National Register

for Keeper

Melvyn Byers 11/25/88

Attest \_\_\_\_\_

10/11/88

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Name San Angelo MRA  
State Tom Green County, TEXAS

Nomination/Type of Review

Date/Signature

31. House at 427 W. Twohig **Substantive Review** for Keeper return Antoinette Gline 9/10/90  
Attest \_\_\_\_\_
32. House at 521 W. Highland Blvd. **Entered in the National Register** for Keeper Melvin Byers 11/25/88  
Attest \_\_\_\_\_
33. House at 715 Austin **Substantive Review** for Keeper Patrick Andrews 11/25/88  
Attest \_\_\_\_\_
34. House at 731 Preusser **Entered in the National Register** for Keeper Melvin Byers 11/25/88  
Attest \_\_\_\_\_
35. Household Furniture Co. **Substantive Review** for Keeper Patrick Andrews 11/25/88  
Attest \_\_\_\_\_
36. Iglesia Santa Maria **Entered in the National Register** for Keeper Melvin Byers 11/25/88  
Attest \_\_\_\_\_
37. Long Wolf Crossing Bridge **Substantive Review** for Keeper Patrick Andrews 11/25/88  
Attest \_\_\_\_\_
38. Mason--Hughes House **Entered in the National Register** for Keeper Melvin Byers 11/25/88  
Attest \_\_\_\_\_
39. Masonic Lodge 570 **Substantive Review** for Keeper Patrick Andrews 11/25/88  
Attest \_\_\_\_\_
40. McClelland, J.T. and Minnie, House **Entered in the National Register** for Keeper Melvin Byers 11/25/88  
Attest \_\_\_\_\_



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Multiple Resource Area  
Thematic GroupName San Angelo MRA  
State Tom Green County, TEXAS

Nomination/Type of Review

Date/Signature

41. Monogram Square Substantive Reviewfor Keeper Patrick Andrus 11/25/88

Attest \_\_\_\_\_

42. Montgomery Ward Building

Entered in the  
National Registerfor Keeper Melora Byers 11/25/88

Attest \_\_\_\_\_

43. Municipal Swimming Pool

for Keeper Patrick Andrus 11/25/88

Attest \_\_\_\_\_

44. Murrah House

for Keeper Melora Byers 11/25/88

Attest \_\_\_\_\_

45. Oakes Hotel Building

Substantive Reviewfor Keeper Patrick Andrus 11/25/88

Attest \_\_\_\_\_

46. Princess Ice Cream Co.

Entered in the  
National Registerfor Keeper Melora Byers 11/25/88

Attest \_\_\_\_\_

47. San Angelo City Hall

Substantive Reviewfor Keeper Patrick Andrus 11/25/88

Attest \_\_\_\_\_

48. San Angelo Telephone Company Building

for Keeper Melora Byers 11/25/88

Attest \_\_\_\_\_

49. Schneemann, William, House

Substantive Reviewfor Keeper Patrick Andrus 11/25/88

Attest \_\_\_\_\_

50. Shepperson House

Entered in the  
National Registerfor Keeper Melora Byers 11/25/88

Attest \_\_\_\_\_

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State Tom Green County, TEXAS

Nomination/Type of Review

Date/Signature

51. Texas Highway Department Building,
- 
- Warehouse and Motor Vehicle Division

Substantive Reviewfor Keeper Patrick Andrus 11/25/88

Attest \_\_\_\_\_

52. Tom Green County Courthouse

Entered in the  
National Registerfor Keeper Shelous Byers 11/25/88

Attest \_\_\_\_\_

53. Walsh, C.C., House

Substantive Reviewfor Keeper return Antewietz 9/13/90

Attest \_\_\_\_\_

54. Wardlaw, Dr. Herbert A., House

Entered in the  
National Registerfor Keeper Shelous Byers 11/25/88

Attest \_\_\_\_\_

55. West Texas Utilities Office

Substantive Reviewfor Keeper Patrick Andrus 11/25/88

Attest \_\_\_\_\_

56. Westbrook, John C., House

Substantive Reviewfor Keeper Shelous Byers 11/25/88

Attest \_\_\_\_\_

57. Willeke, John and Anton, House

Substantive Reviewfor Keeper Patrick Andrus 11/25/88

Attest \_\_\_\_\_

58. Willeke, John, Jr., House

Entered in the  
National RegisterKeeper Shelous Byers 11/25/88

Attest \_\_\_\_\_

59. Willeke, John, Sr., House

Substantive Reviewfor Keeper Patrick Andrus 11/25/88

Attest \_\_\_\_\_

60. Woodward, Dr. M.M., House

Entered in the  
National RegisterKeeper Shelous Byers 11/25/88

Attest \_\_\_\_\_

10/10/88

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Thematic Group

Name \_\_\_\_\_ San Angelo MRA  
State \_\_\_\_\_ Tom Green County, TEXAS

Nomination/Type of Review

Date/Signature  
Determined Eligible

61. Santa Fe Passenger Depot *Substantive Review* Keeper Patrick Andrus 11/25/88

DOE/CEIS OBJECTION

Attest \_\_\_\_\_  
Determined Eligible

62. Santa Fe Railway Freight Depot *Substantive Review* Keeper Patrick Andrus 11/25/88

DOE/CEIS OBJECTION

Attest \_\_\_\_\_

Santa Fe Passenger Depot Entered in the Keeper Delores Byers 11/27/89

National Register Attest New owner - objection withdrawn

Santa Fe Railway Freight Depot Entered in the Keeper Delores Byers 11/27/89

National Register Attest New owner - objection withdrawn

Keeper \_\_\_\_\_

Attest \_\_\_\_\_

Keeper \_\_\_\_\_

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Attest \_\_\_\_\_