

56-1223

NPS Form 10-900

OMB No. 1024-0018

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



1. Name of Property

Historic Name: Flatonia Commercial Historic District  
Other name/site number: NA  
Name of related multiple property listing: NA

2. Location

Street & number: Roughly bounded by North Main, Seventh, Middle, Market, Sixth, Penn, South Main, and  
Faires streets.  
City or town: Flatonia State: Texas County: Fayette  
Not for publication:  Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  
 nomination  request for determination of eligibility meets the documentation standards for registering properties in the National  
Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the  
property  meets  does not meet the National Register criteria.

I recommend that this property be considered significant at the following levels of significance:  
 national  statewide  local

Applicable National Register Criteria:  A  B  C  D

Mark Wolfe State Historic Preservation Officer Date 5/3/17  
Signature of certifying official / Title  
Texas Historical Commission  
State or Federal agency / bureau or Tribal Government

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

\_\_\_\_\_  
Signature of commenting or other official Date  
\_\_\_\_\_  
State or Federal agency / bureau or Tribal Government

4. National Park Service Certification

I hereby certify that the property is:  
 entered in the National Register  
 determined eligible for the National Register  
 determined not eligible for the National Register.  
 removed from the National Register  
 other, explain: \_\_\_\_\_

[Signature]  
Signature of the Keeper

6/19/2017  
Date of Action

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

**5. Classification**

**Ownership of Property**

<input checked="" type="checkbox"/>	Private
<input checked="" type="checkbox"/>	Public - Local
<input checked="" type="checkbox"/>	Public - State
<input checked="" type="checkbox"/>	Public - Federal

**Category of Property**

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

**Number of Resources within Property**

Contributing	Noncontributing	
57	12	buildings
0	1	sites
3	1	structures
0	0	objects
60	14	total

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

**6. Function or Use**

**Historic Functions:** (See page 8)

**Current Functions:** (See page 8)

**7. Description**

**Architectural Classification:** Other: one-part commercial block, two-part commercial block  
 Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements: Craftsman  
 Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals: Colonial Revival  
 Modern Movement: Moderne, International Style  
 No style

**Principal Exterior Materials:** Stone (Sandstone), Brick, Metal (Steel), Wood, Stucco

**Narrative Description** (see continuation sheets 9 through 47)

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

## 8. Statement of Significance

**Applicable National Register Criteria:** A, C

**Criteria Considerations:** NA

**Areas of Significance:** Commerce, Transportation, Architecture

**Period of Significance:** 1874-1970

**Significant Dates:** 1874, 1920

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

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

**Architect/Builder:**

Architects: J. Riely Gordon; Gulf Refining Co. Design

Builders: G. H. & S. A. Railroad; Allert & Redmond; Pat Redmond; William Ungerer; Allen Bros.  
(Theophilus Parvin and Theodore Lytton Allen); W. C. Turbeville & G. W. Allen Sr.; Frank J. Prihoda;  
Harry Beale; Chambers and H. Moeller; Allert & Turbeville; Anton Freytag

**Narrative Statement of Significance** (see continuation sheets 48 through 62)

## 9. Major Bibliographic References

**Bibliography** (see continuation sheet 63 through 67)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

**Primary location of additional data:**

- State historic preservation office (*Texas Historical Commission, Austin*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: E.A. Arnim Archives & Museum (Flatonia, TX), Fayette Heritage Museum & Archives (La Grange, TX); Texas State Library and Archives (Austin, TX)

**Historic Resources Survey Number** (if assigned): NA

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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## 10. Geographical Data

**Acreage of Property:** Approx. 36 acres

**Coordinates:** (See page 68)

Latitude/Longitude Coordinates

Datum if other than WGS84: NA

1. Latitude: ° Longitude: °

**Verbal Boundary Description:** (See page 68)

**Boundary Justification:** (See page 68)

## 11. Form Prepared By

Name/title: Sandra Shannon, Architectural Historian; Judy Pate, Historian

Organization: Self; E.A. Arnim Archives and Museum

Street & number: 101 E. North Main Street

City or town: Flatonia State: TX Zip code: 78941

E-mail: sandra.shannon@gmail.com; arnimmuseum@att.net

Telephone: 512-944-9144; 361-865-3455

Date: 7/6/2016

## Additional Documentation

**Maps** (see continuation sheets 68 through 70)

**Additional items** (see continuation sheets 71 through 83)

**Photographs** (see continuation sheets 83 through 102)

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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## Photograph Log

Flatonia Historic District  
Flatonia, Fayette County, Texas  
Photographer: Judy Pate  
Digital images on file with the Texas Historical Commission  
Photographed June and July 2015 except as noted

Photo 1  
102 W. North Main St  
(Property 1)  
Camera facing NW  
June 2016

Photo 2  
102 W. North Main St (annex)  
(Property 2)  
Camera facing N

Photo 3  
116 W. North Main St  
(Property 4)  
Camera facing N

Photo 4  
107 E. North Main St  
(Property 10)  
Camera facing N

Photo 5  
113 E. North Main St  
(Property 13)  
Camera facing N

Photo 6  
129 E. North Main St  
(Property 20)  
Camera facing N

Photo 7  
131 E. North Main St, A  
(Property 21)  
Camera facing NW

Photo 8  
223 E. North Main St  
(Property 28)  
Camera facing N

Photo 9  
101 W. South Main St  
(Property 33)  
Camera facing SW

Photo 10  
105 W. South Main St  
(Property 34)  
Camera facing S

Photo 11  
102 E. South Main St  
(Property 36)  
Camera facing SE  
June 2016

Photo 12  
104 E. South Main St  
(Property 37)  
Camera facing S

Photo 13  
105 E. South Main St  
(Property 38)  
Camera facing N

Photo 14  
112 E. South Main St  
(Property 40)  
Camera facing S

Photo 15  
114 E. South Main St  
(Property 41)  
Camera facing S

Photo 16  
120 E. South Main St  
(Property 44)  
Camera facing S  
June 2016

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 17  
124 E. South Main St  
(Property 46)  
Camera facing S

Photo 18  
132 E. South Main St  
(Property 50)  
Camera facing SW

Photo 19  
225 E. South Main St, A  
(Property 51)  
Camera facing NE

Photo 20  
300 Block of E. South Main St  
(Property 53)  
Camera facing S

Photo 21  
100 Block of S. Faires St, A  
(Property 54)  
Camera facing SW  
June 2016

Photo 22  
(Property 60)  
N. Penn St & 7<sup>th</sup> St  
Camera facing NW

Photo 23  
100 Block of S. Penn St, B  
(Property 63)  
Camera facing NW

Photo 24  
212 S. Penn St  
(Property 64)  
Camera facing W

Photo 25  
220 S. Penn St  
(Property 68)  
Camera facing W

Photo 26  
115 N. Market St  
(Property 75)  
Camera facing W

Photo 27  
118 N. Market St  
(Property 76)  
Camera facing NE

Photo 28  
215 S. Market St  
(Property 79)  
Camera facing NE

Photo 29  
102-116 W. North Main St  
Camera facing NW  
June 2016

Photo 30  
116-124 W. North Main  
Camera facing NE  
June 2016

Photo 31  
103-111 E. North Main  
Camera facing NE  
June 2016

Photo 32  
113-121 E. North Main  
Camera facing N  
June 2016

Photo 33  
302-312 E. North Main  
Camera facing SE  
June 2016

Photo 34  
101-109 W. South Main  
Camera facing SW  
June 2016

Photo 35  
114-124 E. South Main  
Camera facing SW  
June 2016

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 36  
102-104 E. South Main and 101-109 W. South Main  
Camera facing SW  
June 2016

Photo 37  
212-220 S. Penn St and the eastern elevation of 101 W. South Main  
Camera facing NW  
June 2016

Photo 38  
100 block of S. Faires  
Camera facing SW  
June 2016

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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**6. Function or Use**

**Historic Functions:**

Commerce/Trade: specialty store, department store, warehouse, restaurant, financial institution  
Transportation: rail-related, road-related  
Government: post office, city hall, courthouse, correctional facility, public works (water tower)  
Industry/Processing/Extraction: manufacturing facility  
Social: meeting hall  
Recreation and Culture: theater

**Current Functions:**

Commerce/Trade: specialty store, professional, business, warehouse, restaurant  
Government: city hall, fire station, post office  
Recreation and Culture: museum  
Transportation: rail-related  
Social: meeting hall  
Industry/Processing/Extraction: manufacturing facility  
Landscape: park  
Work in Progress  
Vacant /Not in Use



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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## Description

The Flatonia Historic District is a roughly 36-acre commercial and industrial district located in Flatonia, Texas, a town in southwestern Fayette County between San Antonio and Houston. Flatonia was incorporated in 1875 along the Galveston, Harrisburg and San Antonio Railroad (now Union Pacific Railroad), and the railroad tracks bisect the historic district, separating it into roughly two halves with adjacent properties being oriented toward the railway. The majority of the resources are one- and two-part commercial block buildings constructed of locally sourced stone or brick with façades representative of the time. These buildings, which were mostly erected during the late 19th century and early 20th century, illustrate Flatonia's primary periods of development and reflect the commercial architecture trends of the area. Some of the district's storefronts were modernized during the period of significance, illustrating the way in which commercial enterprises adapted to changes in consumerism over time. On the perimeter of the district are a number of late 19<sup>th</sup> century and early 20<sup>th</sup> century industrial buildings which are strictly utilitarian in design. In total, there are 74 resources (69 buildings, 1 site, and 4 structures), of which 60 are contributing and 14 are noncontributing.

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## General Overview of the Historic District

Located in south central Texas, Flatonia sits at the juncture of two vegetative regions, where a long finger of Blackland Prairie meets Post Oak Savannah. Though the district itself is relatively flat, the surrounding terrain consists of gently rolling hills drained by creeks feeding into the Navidad River, which is several miles from the town site.

The Flatonia Historic District is oriented around North and South Main Streets, which flank the Union Pacific Railroad and run east-west as part of a regular grid. The district is irregular in shape and includes all or portions of the blocks between Faires Street to the west and Middle Street to the east, and it extends one block north and south of the Main Streets to include portions of blocks on Sixth and Seventh Streets.

The primary concentration of contributing resources – the district's late 19th and early 20th century commercial block buildings – is on the north side of North Main Street, the south side of South Main Street, and the west side of S. Penn Street. These buildings are generally narrow in width and long in depth and constructed of locally quarried sandstone or brick. The stone or brick is exposed on some buildings, whereas other have been clad in stucco. As part of commercial rows, the buildings are attached with zero-setback, and most have full-width canopies projecting from their façades to shade the sidewalk. Opposite the commercial buildings on North and South Main Street on the land adjacent to the railroad (the south side of North Main and the north side of South Main) is space that has traditionally been undeveloped, though in recent years, a series of non-contributing municipal buildings were erected and park space was established. Several buildings and structures were relocated to the park spaces, including the rail tower, former jail, and gazebo (#63, #32, #47), which contribute to the district, and a train car (#62), which does not contribute.

A variety of resources are located on the district's peripheral streets. Industrial properties are located on Penn, Market, Sixth, Seventh, and Faires Streets. Purpose-built, these properties vary in design, material, scale, and setting, and their parcels, which vary in size, are generally larger than those on which the district's one- and two-part commercial buildings are located. Automobile-oriented buildings, constructed later in the period of significance, are concentrated on the eastern end of North Main Street and have setbacks and space for parking. Flatonia's old water tower is adjacent the railroad on E. South Main Street. Lastly, on S. Market Street is a brick hotel (#80) and two wood frame buildings: an annex to the hotel (#78) and a meeting hall (#79), which is sited prominently in the center of a grassy lawn. Various street treatments are found throughout the district, and vary by block and within blocks. For instance, North Main Street, as Flatonia's primary artery and an extension of US 90, is wide and has a finished asphalt surface with a shoulder, medians, lane markings, curb cuts, and sidewalks, though sidewalks and curbs become intermittent east of Market Street. South Main Street, meanwhile, has just some of these applications and a worn asphalt surface. The

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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streets that are more industrial in character, such as Seventh, are narrow and lack any features like lane markings or sidewalks.

Common sounds heard in the Flatonia Historic District include the whirl of traffic along North Main Street / I-90 and the rumble of Union Pacific trains passing by. More distinct, however, and evocative of a small, rural community, is the sound of a siren located on the old water tower (#53), which has gone off daily at noon for as long as anyone now living can remember, notifying townspeople of the lunch hour.

### **Condition and Integrity**

In general, the Flatonia Commercial Historic District retains its historic appearance from the identified period of significance of 1874 to 1970. The district's resources are generally in good condition with tidy storefronts and well maintained materials, though there are a small number of instances in which unoccupied properties appear to have suffered from neglect with broken windows, boarded entries, etc.

Contributing resources add to the historic associations and architectural qualities of the district and retain sufficient integrity to convey their significance. Without significant disturbances, the district retains a strong sense of integrity of location, setting, feeling, and association to convey its historical significance, and most resources retain sufficient integrity of design, materials, and workmanship. Many contributing resources have sustained alterations; however, they are not so significant as to diminish the resource's ability to convey its historical significance. Additionally, many alterations occurred during the period of significance, but they often convey the changing patterns of commerce and design and have achieved significance of their own. Sixty resources, or 81 percent, have historical significance and sufficient integrity to convey their significance, and contribute to the significance of the district.

Non-contributing properties were identified as such because they were extensively altered, constructed after the period of significance, or were relocated. The district's contemporary buildings are clustered along the railroad within the center of the district; however, they are small in scale, simple in design, and sit within large lots that were historically vacant. In general, they do not detract from the historical character of the district. Other non-contributing properties are interspersed throughout the district and do not interfere with the overall setting or feeling. Alterations that preclude a resource from contributing to the historic district include significant changes to character defining features and / or a combination of changes which reduce the resource's ability to convey its significance, including: resizing or enclosing windows and doors, which interrupt fenestration patterns; changes to character-defining features, including the replacement of windows, doors, or cladding or removal of decoration; and addition of architectural elements.

### **Architectural and Historical Descriptions of Resources**

The architectural and historical descriptions provided below are organized by street name and number, with the district's primary streets – North and South Main – listed first. Each description begins with a unique identification number corresponding with the inventory table, map, and photo log, the year built (where applicable), and contributing status. Some resources do not have a formal street number, and in those instances, cross streets or block numbers are provided instead. The following architectural information is provided for contributing resources: architectural style and/or type; number of stories; form; setting; materials; roof, window, and door type; and decorative elements. Historical information of relevance to the context is provided for contributing resources, as well. Basic architectural and historical information is provided for non-contributing resources and the reason for their non-contributing status is provided. Alterations, where they exist, are noted for contributing resources, as well as resources that are non-contributing because they have been altered or moved. Building permit records for Flatonia were not available, therefore, alterations noted are based on field observations and historic photographs (where possible) rather than permits. Where known, original architects and/or builders are noted.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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## Property Inventory

### 1. 102 W. North Main St | 1886 | Contributing



Photo 1

102 W. North Main is an attached, two-story, two-part commercial block brick building with Renaissance Revival influences. Located on a corner lot, it is rectangular in plan and has a flat roof. The façade is symmetrical with four bays separated by brick pilasters. On the ground floor, two slightly recessed entries are in the center bays. Each entry has double wood doors; wood panel surrounds; an arched, divided light transom with bowed muntins; and historic hardware. Each door has a single light over a panel. The entries are flanked by single, arched windows with bowed divided lights in the top sash. The windows and entries are capped with a masonry arch and keystone. On the second floor of the façade, there are four single, wood sash arched windows capped with masonry arches. The building has a pedimented metal cornice with corbelling, dentils, and ornamentation. Finials are located at the corners of the cornice and a name and date plate ("Arnim & Lane 1886") is located within the pediment. Between the first and second stories is a full-width canopy that is supported by metal posts. The eastern elevation has a secondary entrance on the first and second floors with a staircase leading to the upper level. A row of regularly spaced arched single windows are located on the upper level of the eastern elevation, and above which are recessed brick panels and a patterned brick cornice. Canopies on the eastern elevation are supported by triangular wood brackets. Alterations include: balustrade removed from canopy/porch; muntins removed and divided lights replaced with single pane in bottom sash of lower level windows; and ornament atop pediment removed (changes likely occurred during period of significance (P.O.S.)).

Known as the Arnim & Lane Building, this building was built in 1886 as a general mercantile store downstairs with an opera house upstairs. The architect was J. Riely Gordon, who later became known for his designs of Texas county courthouses, and Allert and Redmond were the builders. It served as an opera house only until 1896, but the mercantile store operated continuously under two generations of the Arnim family until 2001. Though no longer open for business, it remains full of merchandise – much of it taken into inventory in the 1940s.

### 2. 102 W. North Main St | between 1906 and 1912 | Contributing



Photo 2

The property is an attached, one-part commercial annex to the adjacent two-story building at 102 W. North Main. It is rectangular in plan with a flat roof and it is clad in brick with a simple brick cornice. There is a single storefront and the façade is symmetrical with a recessed, canted entry. Double, wood paneled doors with divided lights and historic hardware are flanked by angled plate glass windows with kick plates. Brick piers anchor the corners of the building. There is a full-width canopy supported by suspension rods, above which are divided light wood transom windows and a wood string course. Wood screen doors cover the entrance. Alterations include: non-original gutters and metal screen over transom windows.

This building was constructed sometime between 1906 and 1912 and served as an annex to the Arnim & Lane store next door from the day it was built until the store closed in 2001. It had a hand operated elevator which opened into the west side of the 2<sup>nd</sup> floor of the main building and was used to shift buggies and other large items between the floors. Eggs and grain for farm animals were bought and sold here. The building is currently used for storage.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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3. 110 W. North Main St | 1904 | Contributing



110 W. North Main is an attached, one-story, one-part commercial block building with a rectangular plan, flat roof, and single storefront. It is clad in stucco and tile and has a simple brick cornice. The building is symmetrical with a fanlight located above a recessed, barreled ceiling entry. Within the recessed entry, there is a central glass display case with chamfered corners flanked by two single wood doors with original hardware. Above the central display window and entry doors is a second fanlight transom. Additional chamfered, plate glass display windows flank the doors. The storefront is clad in tile, and the recessed entry is decorated with a tile floor and a cornice. The building has a full-width canopy supported by wood posts with decorative brackets. Sign hardware and gutters are affixed to the façade. Alterations include: non-original canopy and posts; glazing in transom windows is no longer extant; and non-original gutters added to façade. Other alterations occurred during the period of significance, including the modernization of the storefront and installation of picture windows in 1930.

G. W. Allen, Sr. had the contract for the brick work and W. C. Turbeville had it for the wood work for this 1904 building, originally the G. C. Simmons grocery and produce store. It became a clothing store in 1915, first as Lauterstein's for just a few years, followed by Fineman's and then as Moe Klein's from 1936 until 1976. Since then it has been used for clothing, antiques and gifts. Though now vacant, the interior of the store is currently being renovated and the owner plans to open it as a wine bar.

4. 116 W. North Main St | 1913 | Contributing



Photo 3

116 W. North Main St. is an attached, one-story, one-part commercial block building with a triple-width façade clad in sheet metal with a rusticated stone pattern. It has a cast iron cornice, piers dividing the storefront, and a full-width canopy supported by suspension rods. Alterations include: storefront altered in order to modify building from three storefronts to one, including: entries infilled, primary entry relocated and doors replaced, some windows infilled, some windows removed, some window bars added; and canopy altered.

Built in 1913 by the Turbeville Brothers, the three buildings originally housed a produce store, a restaurant, and Jurica's Cash Grocery. The produce store on the left became a Red & White Grocery in 1931, a Piggly Wiggly in 1936 and Bowdy Migl's Grocery in 1957. In the 1970s, Migl took over the adjacent storefronts and joined them together as Migl's Grocery Store. It is still operating as such by the Migl family today.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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5. 120 W. North Main St | 1928 | Contributing



120 W. North Main is an attached, one-story, one-part commercial block building clad in brick and tile with a rectangular plan and a flat roof with a simple brick cornice. The building has a single storefront and is symmetrical with a recessed, single-door entry flanked by angled plate glass windows. The corners of the building are anchored by brick pilasters and there is a full-width canopy supported by suspension rods. Above the canopy are transom openings, which extend across the windows and entry, and a sign is affixed to the façade above a sign band and below the cornice.

Built in 1928 by local contractor William Ungerer, this building was originally agricultural in nature; used for a short time for poultry packing. By 1931, it became used for retail purposes, starting with Vrana's Tire & Accessory Store, and later, from the late 1930s through 1970, it was the Flatonia Gas Company, which sold butane and appliances. After 1970 it housed a couple of appliance and electronics stores, but since the late 1980s it has been a beauty salon.

6. 124 W. North Main St | 1929 | Contributing



124 W. North Main is an attached, one-story, one-part commercial block building clad in brick with a rectangular plan and a flat roof with a simple brick cornice. The building has a single storefront and the façade is asymmetrical. Simple brick pilasters separate the bays. The entry is off-center and has a double door flanked by flush, plate glass windows. The western most bay contains a paneled wood single garage door with wood divided light windows and transoms. The building has a full-width canopy supported by suspension rods and metal posts. Above the canopy is a sign band and transom lights which extend across the façade. Alterations include: brick painted; non-original canopy; some transom windows altered (muntins and divided lights replaced with single light; window infilled with wood); non-original storefront windows; and non-original doors.

Though the Flatonia Lumber Company was organized and incorporated by local businessmen in 1907, this building dates to 1929 when it was constructed by local contractor William Ungerer to replace the company's earlier frame building on the site. While the company's lumber was stored in sheds across the street between Highway 90 and the railroad tracks, this building served as the business office and salesroom for construction supplies. After the Flatonia Lumber Company closed in the late 1980s, the building housed several hardware stores, and is now occupied by a bookkeeping / tax service.

7. 101 E. North Main St | 1927 | Non-Contributing



101 E. North Main is non-contributing because it has been altered. It is an attached two-story, two-part commercial block building with a rectangular plan and a flat roof. Located on a corner parcel, it has an angled, corner entrance and a shed-roofed canopy wraps around the building. The lower level is clad in stucco and the upper level is brick. Alterations include: storefront completely modified, including: primary entrance resized and door replaced, cladding altered, all lower level windows enclosed, some transom windows enclosed, secondary door enclosed, non-original secondary door, and non-original canopy and supports.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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This building was constructed by William Ungerer in 1927 for Flatonia State Bank and served them until they moved to a new facility in 1985. The second floor housed the Southwestern Bell Telephone Company from the time the building first opened until telephones were changed to a dial system and the switchboard closed in 1955. The building is currently owned and operated by the E. A. Arnim Archives and Museum of Flatonia.

8. 103 E. North Main St | 1881 | Contributing



103 E. North Main Street is an attached, two-story, two-part commercial block building with Renaissance Revival influences. Constructed of local sandstone and clad in stucco, it has a rectangular plan, flat roof, and a single storefront. The lower level has a recessed, canted entry with a single door flanked by plate glass windows. A suspension rod-supported canopy separates the entry and storefront windows from transom windows, which are divided light wood windows with an arch and stone surrounds. The building's second story windows are arched, divided light, wood windows with a stone cap. A belt course divides the two levels and pilasters separate the bays and anchor the corners of the building. Alterations include: storefront completely modified (during P.O.S.), including: window openings resized and windows replaced, entry resized/recessed, non-original door, pilasters and window surrounds removed from first level, shutters removed; canopy relocated; and roof flashing exposed on façade.

When the new town of Flatonia was established, J. M. Harrison and C. E. Lane moved from the nearby village of Oso and opened a dry goods and clothing store at this site on North Main. In 1881 the frame building was replaced by the current rock structure with Allert and Redmond as the builders. By the beginning of 1883 the store had been reorganized as Harrison and Arnim, then as J. M. Harrison and Sons in about 1886, before finally passing from the hands of the Harrison family in 1931, after which – in 1932 – the storefront was modernized. It became a variety store in 1935 and then from about 1964 into the 1980s, it was a Ben Franklin Store. Since then it has been used for antiques, real estate, and now a flower and home décor store.

9. 105 E. North Main St | 1891 | Contributing



105 E. North Main is an attached, one-story, one-part commercial block building with Renaissance Revival influences. It is constructed of stone and clad in brick and has a rectangular plan, flat roof, and a single storefront. The façade is symmetrical with three bays separated by pilasters. The center bay, which is wider than the outer bays, has a slightly recessed entry with a single metal door with sidelights. There is a narrow rectangular transom located above the door and sidelights, and an arched transom with a masonry surround above the entry. Single, arched, fixed windows with arched masonry caps flank the entrance. A recessed sign band is located below a patterned brick cornice. Alterations include: non-original entry door, sidelights, and transom; entry resized and entry arch partially removed; non-original windows; utility lines affixed to façade; and the brick has been painted.

This brick-clad stone saloon replaced an earlier wooden saloon in 1891. A fixture in Flatonia's early "wild west" culture, it was operated for several decades as the Southern

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Pride Saloon (also known as the Koch Brothers Saloon). Later, from approximately 1930 to 1964, it was used as a meat market. It still has a large walk-in cooler with graphic advertising from its meat market days, but it is now a screen printing tee-shirt shop.

10. 107 E. North Main St | 1880 | Contributing



Photo 4

107 E. North Main is an attached, two-story, two-part commercial block building constructed of irregular stone with a rectangular plan and a flat roof. An off-centered storefront is located on the first floor, adjacent to a door leading to the upper level. The storefront has a recessed entrance with a single wood door with sidelights and a transom flanked by canted, plate glass windows. Divided light transoms are located above the storefront entry and windows, and an arched, divided light transom with a stone cap is located above the secondary entrance. The upper level has a row of four single, wood sash, divided light windows capped with an arch and keystones. The building has a patterned brick cornice and a full-width canopy, which extends to the adjacent building (109 E. North Main). The canopy hangs from a stucco clad panel affixed to the façade. The building's architectural treatment is shared with 109 and 111 E. North Main. Alterations include: entry relocated and door replaced, some windows and transoms resized/replaced/infilled; cladding and balustrades removed; canopy support type changed; and panel on façade added (most changes likely during P.O.S.).

This building and its neighbor at 109 E. North Main, known together as the Wolters Building, were built in 1880. Originally leased by Bennett & Holloway for sales of groceries and medicines downstairs with a hall for dances and other entertainments upstairs, by 1881 it, along with the adjacent Wolters building space, was identified as Heard, Tuttle & Hollway, dealing in general merchandise. By the end of the 19<sup>th</sup> century, the downstairs proprietor, in addition to selling groceries and “notions,” introduced a café into the space. Felix Brunner bought the restaurant in 1926, renamed it the City Café and modernized the storefront in 1934. Servicing locals and travelers on The Old Spanish Trail / I-90, the café was a fixture in town, operating through 1975. Since then the building has housed a bar and an internet service provider; the downstairs is currently used as storage and the upstairs a law office.

11. 109 E. North Main St | 1880 | Contributing



109 E. North Main is an attached, two-story, two-part commercial block building constructed of irregular stone and clad in stucco. The plan is rectangular and the roof is flat. The building shares the architectural treatment of the adjacent buildings; however, it is narrower than 107 and 111 E. North Main. The façade is symmetrical with a single storefront and three bays. The entry is a single, metal door with a transom flanked by plate glass windows. Divided light transoms extend across the windows and entry. There are three single wood sash, divided light windows on the upper level, each with an arched cap and keystone. A sign band is located above the second story windows and below a patterned brick cornice. There is a full-width canopy, which extends to the adjacent building (107 E. North Main). Alterations include: storefront modified (during the P.O.S.), including: non-original door and transom, window openings resized and windows replaced; canopy and supports replaced; and balustrade removed.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Built in 1880 along with 107 E. North Main as the Wolters Building. By 1881 both sides were leased by Heard, Tuttle & Holloway as a general store. That same year, the *Flatonia Argus* moved to the second floor. In 1884, the first level became Pellar's Drug Store and it has remained a drug store to this day under various owners, with the storefront being modernized in 1930. The 1885 Sanborn map identifies the upstairs as a printing office. In the 20<sup>th</sup> century, the back room of the second floor was used as a lodge hall—first for the Knights of Pythias, then by the Flatonia Rotary Club from its organization in 1940 through 1971. The front part of the second floor became a doctor's office from the 1920s until about 1968. Today, the second story is used for storage.

12. 111 E. North Main St | 1879 | Contributing



111 E. North Main is an attached, two-story, two-part commercial block building with a rectangular plan and flat roof with a patterned brick cornice. The building is constructed of irregular stone, which is exposed at the lower level, and stucco covers the stone on the upper level. The façade has three bays with an off-center entry that is slightly recessed with a single door and sidelight. A divided light window sash is located above the entry. The other windows on the first level are single, divided light, double hung wood windows. On the upper level, there are three single windows, each with a pair of divided light steel casements over a divided light wood sash. Over each window is a fanlight and an arched cap. The building shares the architectural treatment of the buildings at 107 and 109 E. North Main. Alterations include: entry relocated and replaced, some windows modified, and canopy and balustrade removed (during P.O.S.); brick added to windows and entry; stucco removed from lower wall; and decorative elements modified/added.

This building was built in 1879 by Anton Freytag and was owned and operated by C. Stoffers as a harness and saddle shop, with a lodge room for the Masons and later the Knights of Pythias on the second floor. By 1909 it became the home of the newly organized State Bank, the city's second bank. In 1916 when State Bank merged with First National Bank of Flatonia (becoming Flatonia State Bank) the bank moved across town, but returned to this building in 1923, staying until 1927 when new quarters were built on the corner of N. Main and Penn (#7). During the period 1910-1927, the second floor was occupied by the Southwestern Bell Telephone Exchange. The building remained vacant and used for storage until the late 1950s when E. A. Arnim Jr. made the ground floor his law office, which it continued as until his death in 1978. During Arnim's occupancy, the upstairs housed an insurance company. Thereafter the building became a part of the E. A. Arnim Archives & Museum, an antique store, a law office again, and finally now is a photography studio.

13. 113 E. North Main St | 1880 | Contributing



Photo 5

113 E. North Main is an attached, one-story, one-part commercial block building constructed of local stone and clad in brick and stucco. The plan is rectangular and the roof is flat with a patterned brick cornice which is covered in stucco. The building's single storefront is slightly off-center and has three bays with a single door at center flanked by flush, plate glass windows over a brick kick plate. Divided light transoms extend across the entry and windows. The building has a projecting sign and a sign affixed to a full-width canopy supported by suspension rods. Alterations include:



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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storefront completely modified in 1929 (during P.O.S.), including new cladding, window/door openings modified and windows/door replaced, and canopy replaced. Recent alterations include: transom windows painted and / or infilled, and utility lines added to façade.

Constructed in 1880, this building housed one of Flatonia's many early saloons, J. Lieck's Sunny Side Saloon, and continued to be listed as a saloon on several Sanborn maps, but by 1922 it had become a meat market. In 1929 it was remodeled by local contractor William Ungerer and was occupied by the offices of Central Power and Light. It became a Western Auto store in 1946 and continues to operate as such to this day.

14. 115 E. North Main St | between 1922-1930 | Contributing



115 E. North Main is an attached, one-story, one-part commercial block building constructed of brick with a rectangular plan, flat roof, and a patterned brick cornice. The façade is symmetrical with a recessed entry opening flanked by an angled plate glass window on the left and an angled security gate on the right, behind which lies a courtyard. Divided light transoms and a sign band are located above the storefront, and there is a full-width canopy supported by wood posts and decorative brackets, which extends to the adjacent buildings (117 and 121 E. North Main). The building shares the architectural treatment of the buildings at 117 and 121 E. North Main. Alterations include: window glazing removed and replaced with security gate; storefront door replaced with a gate and primary door relocated behind the gate; non-original canopy with ornament; and brick cladding painted.

One of three identical buildings constructed between 1922 and 1930, its first known use was the Jim Starry Grocery, which operated though about 1969. In the late 1970s it housed a gift shop, but then fell vacant for several decades. The left side has been an architect's office since it was renovated in about 2004, while the right side provides a passage to a courtyard with business bungalows for lease.

15. 117 E. North Main St | between 1922 and 1930 | Contributing



117 E. North Main is an attached, one-story, one-part commercial block building constructed of brick with a rectangular plan, flat roof, and a patterned brick cornice. The façade is symmetrical with three bays and two storefronts. The entries to the storefronts, which are single wood doors with historic hardware, are recessed and located adjacent to each other in the center bay. Angled plate glass windows flank the entries and transom window openings and a sign band are located above the storefronts. The building has a full-width canopy supported by wood posts and decorative brackets, which extends to the adjacent buildings (115 and 121 E. North Main). Alterations include: transom windows painted and/or infilled; non-original canopy with ornament; and brick cladding painted.

The central of three identical buildings constructed between 1922 and 1930, this one was divided into two shops, with the space on the left occupied by Gray's Barber Shop from the time of its construction in the late 1920s for more than 50 years. The original use of the right side of the building is uncertain but may have been used for street side access to Bill Miller's Dry Cleaning service. By 1960 it was occupied by a watch repair shop and continued to operate as such into the 1980s. After the barber shop closed, the left side of

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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the building then housed a liquor store for some years, but is once again used as a barber shop. The right side housed an electronics store but is now a day beauty spa.

16. 121 E. North Main St | between 1922 and 1930 | Contributing



121 E. North Main is an attached, one-story, one-part commercial block building constructed of brick with a rectangular plan, flat roof, and a patterned brick cornice. The façade is symmetrical with one storefront and three bays. The entry, a single wood door, is recessed and located in the center bay. Angled plate glass windows flank the entry and transom window openings and a sign band are located above the storefront. The building has a full-width canopy supported by wood posts and decorative brackets, which extends to the adjacent buildings (115 and 117 E. North Main). The building shares the architecture treatment of the buildings at 115 and 117 E. North Main. Alterations include: transom windows painted and/or infilled; non-original canopy with ornament; and brick cladding painted.

One of three identical buildings constructed between 1922 and 1930, this building is believed to have been Berger's Grocery for a few years following its construction, but by 1932 it was the Style Shop, a ladies clothing store. By 1969 it had become the Smart Shop and continued to sell ladies' clothing in this location until it closed in about 2005. Since then it has housed a couple of antique shops. It is currently being rented by a building contractor.

17. 123 E. North Main St | Vacant Lot – Not counted in inventory



The frame building that once stood in this location was constructed sometime prior to 1912 and was first used as a grocery store, then a millinery store before becoming a cleaning and pressing shop in the late 1930s and continuing to operate as such until the 1980s. It then became a boot and saddle repair shop before falling vacant for some time before it was demolished in 2016. It had been the last remaining frame building on North Main Street.

18. 125 E. North Main St | Vacant Lot – Not counted in inventory



The brick building that once stood on this site was built in 1897 along with its two neighbors to the east by contractor Pat Redmond to replace buildings destroyed in an 1895 fire. It was a book and music store that was itself destroyed in a second fire in 1907. The lot has remained vacant since that time.

19. 127 E. North Main St | 1897 | Contributing



127 E. North Main is an attached, one-story, one-part commercial block building with a rectangular plan and a flat roof with a decorative parapet. The building is brick with a symmetrical façade with three bays. There is a single storefront and the central entrance, which is slightly recessed in the center bay, has an ornamented metal stoop and double wood doors with glazing, panels, historic hardware, and a divided light fanlight. On either side of the entrance are single, wood, double hung windows with divided light fanlights. The entry and window fanlights have arched surrounds. Above a string

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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course, in each of the building's three bays is a patterned brick panel separated by pilasters. The building is capped with a cornice with brick corbelling. There is a full-width wood canopy supported by metal posts, which extends to the adjacent building (129 E. North Main), with which the building shares an architectural treatment. Alterations include: canopy lowered and arched caps over entry and windows were segmented; triangular pediment removed from parapet.

This building dates from 1897 when it was built by contractor Pat Redmond – along with the identical buildings on either side – following an 1895 fire that had destroyed several frame buildings at this end of the block. The building has hosted a long list of retail tenants over the years. On the 1901 Sanborn map it is shown as a “Notions” store, on the 1906 map it is identified as a general store, and in 1913 it was opened as a dry goods and clothing store, but after it moved to another building on North Main in 1915, it became a racket store (a predecessor to the five-and-dime) in 1921. From 1930 into the 1940s, it was a grocery store. It subsequently became a hardware and plumbing store and operated as such until about 1973. Since then it has housed a carpet store, an automobile supply store, a tea room and currently a craft and antique store.

20. 129 E. North Main St | 1897 | Contributing



Photo 6

129 E. North Main is an attached, one-story, one-part commercial block building with a rectangular plan and a flat roof with a decorative parapet. The building is brick with a symmetrical façade with three bays. There is a single storefront and the entrance, which is slightly recessed in the center bay, has double wood doors with glazing, panels, historic hardware, and a divided light fanlight. On either side of the entrance are single, wood, double hung windows with divided light fanlights. The entry and window fanlights have arched surrounds. Above a string course, in each of the building's three bays is a patterned brick panel separated by pilasters. The building is capped with a cornice with brick corbelling. There is a full-width wood canopy, which extends to the adjacent building (129 E. North Main), with which the building shares an architectural treatment. A reproduction of an historic advertisement is painted on the secondary elevation. Alterations include: canopy lowered and arched caps over entry and windows were segmented; roof flashing extended over cornice.

Like the building at 127 E. North Main, this building was built in 1897 by contractor Pat Redmond. It was first occupied by a grocery store, but by 1902 it became a drugstore operating under several different owners with an assortment of doctors all having offices at various times in the store as well. In the 1940s, busses traveling I-90 started using this location as their Flatonia stop. By 1950, no longer a drugstore, it was operated as a recreation hall/bar/bus stop and continued as such until about 1977, when the bus stop was moved to a new gas station/convenience store on Interstate 10. Since then it has been a dance studio and though vacant for some time, now houses the office of a portable toilet company.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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21. 131 E. North Main St, A | 1931 | Contributing



Photo 7

131 E. North Main, A is a house-with-canopy type gas station with Craftsman elements. The rectangular building has a flat roof and the building's canopy has a very slightly pitched front gable roof, both of which have an eave and corrugated metal sheet cladding. The building is clad in brick, and pilasters anchor the corners and feature a decorative motif in a contrasting color of brick. This design repeats on the masonry piers supporting the canopy. There is a wood cornice on the building and canopy, and the ceiling of the canopy is clad in pressed metal panels and molding. The building has a single, metal door and single windows, including wood hopper windows and vinyl windows. A small rear addition connects the filling station's office area to the adjacent service garage, which was constructed at a later date. Alterations include: roof line altered from flat to slightly pitched and metal roofing material, eaves, and rafters added; non-original door; non-original secondary door; some non-original windows; addition to side; one sconce has been removed; and railing added to entry.

This building was constructed in 1931 as a Gulf Service Station by contractor William Ungerer using a plan provided by the Gulf Refining Co. It was the second stand-alone filling station constructed on the Flatonia section of the Old Spanish Trail / I-90. It became a Humble Station in 1936, and at some point a Mobil Station, during which time the canopy sported a large Pegasus, the company's flying red horse logo. Perhaps because of competition from the two new gas stations a couple blocks east, the Mobil Station closed in 1958, but was reopened in 1961 by Elton Moeller. In the late 1990s the Moeller family changed it to Moeller Tire & Lube – removed the gas pumps and Pegasus – and it continues to operate in this capacity today.

22. 131 E. North Main St, B | 1931 | Contributing



The building, which is adjacent to the filling station at the same address, and attached via an addition, is one story in height, rectangular in plan, and clad in stucco. It has a side gable roof and stepped, false front parapet walls on the north and south elevations. The façade is asymmetrical with five bays: a single door with a transom, two sets of grouped metal windows, a single bay garage door, and grouped divided light steel windows. A post extends from the roofline along the façade. Alterations include: some window openings resized and replaced; secondary garage bay enclosed on northern elevation; and the post extending from roofline is no longer used to anchor a projecting sign.

The building was built by contractor William Ungerer in 1931 for O. L. Lee's Chevrolet dealership and garage. Sometime in the 1940s, the business was taken over by Brasher Motor Company, a Chevrolet dealership with several locations in the county. It passed through several more hands until Elton Moeller, who had the Mobil station on the corner, took it over in 1971. It has continued as a part of the Moeller garage business since that time.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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23. 208 E. North Main St | 1981 | Non-Contributing



208 E. North Main is non-contributing because it was constructed outside the period of significance. It is a detached, one-story, rectangular-plan, warehouse-type building with a low-sloped gable roof, standing seam metal siding, field stone skirting, and paired entry doors.

Located on land owned by the railroad until 1969, this multi-purpose building was constructed in 1981 to serve as a Civic Center, Chamber of Commerce Office, Combined Community Action Center, and Library.

24. 213 E. North Main St | Vacant Lot – Not counted in inventory



A wood frame building originally on this site was constructed between 1906 and 1912. It housed the Mueller furniture and paint store into the 1970s but it was vacant when it burned in the 1990s, a fire that consumed the row of frame buildings from 213 through 219 E. North Main. The lot has been vacant since then.

25. 217 E. North Main St | Vacant Lot – Not counted in inventory



A wood frame building constructed before 1885 once stood here and originally housed a dry goods and grocery store. By 1896 it had become a bakery and operated as such under several owners until about 1965. By the 1970s, the building had been incorporated in a wholesale fish market but burned along with its neighbors in the 1990s. The lot has been vacant since that time.

26. 219 E. North Main St | Vacant Lot – Not counted in inventory



Site of a wood frame building constructed between 1912 and 1922, it was originally an auto repair shop. It housed City Feed & Produce from 1949 to 1958. By 1964 it had become a wholesale fish market but burned in the 1990s along with its neighbors. The lot has been vacant since that time.

27. 221 E. North Main St | before 1885 | Non-Contributing



221 E. North Main is non-contributing because it has been altered. It is an attached, two-story, wood-frame building with a shed roof, clad in corrugated metal and wood siding. It has a central, single entry door flanked by metal-frame sash windows. Alterations include: non-original cladding; non-original roofing material; non-original windows; window openings infilled; and non-original door.

Built prior to 1885, this one-story frame building was a meat market for many years, at least until 1922 when the Sanborn map indicated a second story had been added and it was used for eggs and poultry. From the 1940s until the late 1980s it was a café, servicing travelers on I-90 as well as locals. It is currently vacant.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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28. 223 E. North Main St | 1932 | Contributing



Photo 8

223 E. North Main is an attached, two-story, brick building with a rectangular plan and a flat roof. The first floor has a centered, angled entry with two single wood doors with divided lights behind wood screen doors. Flanking the doors is a single, double-hung wood window and a window opening that has been boarded. At the second level, two single, double-hung wood windows flank a smaller double-hung wood window. One sash retains its original muntins. The building has a full-width canopy supported by wood posts and is capped with a patterned brick cornice. Alterations include: window boarded; non-original screen doors; most window muntins no longer extant; some lights in the doors have been boarded; some window glazing broken; and non-original canopy.

A Mr. Moore was the contractor who built the 20 room Polasek Hotel in 1932 to serve people traveling on Highway 90. While continuing to operate as a hotel, by the 1940s a separate entrance on the left side of the building gave access to a liquor store. It is uncertain how long it continued to function as a hotel, but by 1967 the liquor store was operating as Kelley's Package Store and this continued to operate at least until 1988. Since then the building has sometimes been used as a residence, but it is currently vacant.

29. 302 E. North Main St | 1949 | Contributing



302 E. North Main is an oblong box-type gas station with Moderne elements. The building has a rectangular plan with rounded corners, a flat roof, and a projecting, metal canopy that extends to the pump island. The walls are clad in enamel panels and are unadorned, with the exception of three bands along the roofline. The sales and display area, which is located below the canopy, has a single wood door with a wood transom adjacent to a large metal and wood display window. Adjacent to the sales area is a service area with two bays. Alterations include: some windows in sales area are non-original; non-original canopy; non-original garage doors; non-original metal roof extends over canopy; and some windows boarded or resized and replaced on secondary elevations.

This filling station was built in 1949 on I-90, not long after the new federal highway opened in Flatonia. It was a company-controlled Gulf Oil station, operated under two different owners, until about 1978, when gasoline services shifted from I-90 to I-10. Since then, and to the present day, it has been used as a garage under various owners.

30. 306 E. North Main St | 1925 | Contributing



306 E. North Main is a detached, one-story rectangular building clad in stucco with a hipped roof covered in Spanish-style tiles. The façade is symmetrical with an entry stoop and a flush, single, metal door flanked by paired, double-hung wood windows. The building sits underneath a metal, front-gabled canopy structure and a wood deck extends to the side. Alterations include: non-original door, canopy structure, and wood deck; service canopy removed (during P.O.S.) when building was converted from a gas station to a restaurant.

Built as Wotipka Bros. or Tip's Texaco Station in 1925, just as the business district was expanding to the east along the recently designated highway known as the Old Spanish Trail. It was the first filling station on the Flatonia section of the Old Spanish Trail. In

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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1952 it was converted to a café known as the Cozy Café and continued to operate as such until about 1977. After that it served for some time as an insurance agency, but is once again a restaurant.

31. 312 E. North Main St | c. 1952 | Contributing



312 E. North Main is an oblong box-type gas station with Moderne elements. The building has a rectangular plan, flat roof, and a projecting canopy with rounded corners supported by two posts. The canopy is clad in metal and the building's walls are stucco and unadorned, with the exception of three bands along the roofline. The sales and display area, which is located below the canopy, has large, steel-framed windows and a single, wood door with divided lights. Adjacent to the sales area is an automobile service area with two bays with metal rollup doors. A one-story, gabled ancillary building is located at the rear of the property. Alterations include: one lite infilled on door; non-original cladding on canopy; non-original garage doors; and some window openings resized and windows replaced on secondary elevation.

This was built as Niemann's Service Station in about 1952, selling Texaco products and replacing the earlier Texaco station next door at 306 E. North Main. It continued to operate as a Texaco gas station through the 1980s under successive owners. It has been used as a garage since then, but is presently vacant.

32. 100 Block of W. South Main St | 1890 | Contributing



The building, a calaboose, is one story in height and small in size with a rectangular plan. It is clad in vertical wood board and has a side-gable roof clad in corrugated metal. The façade is symmetrical and has two holding cells side by side, with both cell doors opening to the outside. The doors, which are centered on the façade, are narrow and have small window openings with bars. Single, narrow window openings flank the doors and there are two sets of bars on each window opening: flat, interior bars and round, exterior bars. Alterations include: non-original sign and latticework; exterior bars are possibly non-original. Additionally, the building was relocated approximately two blocks west of its original location; however, as one of only a small number of remaining structures of its kind and only one of two in the county, it retains eligibility for contributing status.

The calaboose was built in 1890 as an improvement to previous jail accommodations and was located northeast of the Justice of the Peace Courthouse (#79) along the alley between South Main and Sixth Streets. In 1952, the two cell building was moved as a result of citizen complaints regarding prisoners' noise but continued to be used for overnight lockups until the early 1980s. In 1984 it was moved to its present location to be maintained as a historic building. Featuring prisoners' graffiti dating as far back as 1900, the Flatonia calaboose is just one of two known extant calaboooses in the county.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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33. 101 W. South Main St | 1907 | Contributing



Photo 9

101 W. South Main is an attached, two-story, two-part commercial block building located on a corner parcel. It is constructed of local brick, has a flat roof, rectangular plan, and a recessed, corner entrance with double wood, glazed doors with original hardware. The building's storefront has angled bay display windows, behind which are divided light double hung wood windows. Divided light wood transoms extend across the storefront. On the eastern elevation, there are two secondary doors and a series of wood frame clerestory windows with art glass. The southeast corner of the building is angled and has an additional secondary door with a wood transom. The upper level has paired and single wood sash windows with art glass, and those on the northern and eastern elevations have arched caps and keystones. Additional decorative elements include a patterned brick cornice with corbelling and a canopy, which is supported by suspension cables and a column, and which spans the length of the storefront and curves at the building's corner. The edge of the canopy is scalloped along the curve. Alterations include: security gate added to entry porch; security door added to entrances; non-original secondary door; clerestory window infilled on eastern elevation; sheet metal affixed to northeastern corner of building above canopy; and a portion of the brick is painted on the eastern elevation.

The Wheeler Building was built in 1907 by Allen Brothers Construction for W. H. & Emma Wheeler, two of Flatonia's most prominent citizens / local business owners from the city's early days. This building was first occupied as a dry goods store downstairs and the Wheeler's son, a dentist, Dr. L. A. Wheeler had an office upstairs from 1911 to 1959. It is one of just a few buildings in town to have a basement. The first floor has housed a number of different tenants, among them a grocery and hardware store (beginning 1917), a grocery and dry goods store (from 1919), and a dry goods and clothing store (from 1921). Starting in 1936, it was used for some time as a feed store under two different owners. In 1964 the upstairs was used as Flatonia's first nursing home, while the downstairs continued to house various retail establishments. In 1975 the upstairs was converted to residential, while the downstairs became an antique store. Today the building houses the offices of a beef distributor. The building became a Recorded Texas Historic Landmark in 1989 (marker #5778).

34. 105 W. South Main St | 1920 | Contributing



Photo 10

105 W. South Main is an attached, one-story, one-part commercial block building constructed of brick with a rectangular plan and a flat roof with a stepped parapet. The entry is off-center and recessed with a single, wood, paneled door with historic hardware. Adjacent to the door are grouped, fixed windows, and transom light openings extend across the windows and entry. The building has a full-width canopy supported by suspension rods. A one-story ancillary garage clad in pressed metal is located at the rear of the building and the adjacent building (101 W. South Main), with frontage along S. Penn Street. Alterations include: storefront window resized and replaced and brick pilaster added between entry and window; and transom windows boarded.

Built in 1920 as Citizen's Auto Supply, it was a showroom for Ford cars and supplies, and the first purpose-built automobile dealership in Flatonia. Though the Ford dealership



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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moved across town in 1924, the building continued to be used as a garage at least through 1949. It was then used only for storage until the 1980s when it became an antique store. Though currently vacant, the interior is being renovated and the new owners plan to open a bar.

35. 109 W. South Main St | 1897 | Contributing



109 W. South Main is an attached, two-story, two-part commercial block building with Renaissance Revival influences. It is constructed of locally manufactured brick and has a rectangular plan and a nearly-flat roof with a decorative parapet. There are multiple entries on the first floor, including: a single metal door with an arched transom; a single wood door with a divided light arched transom; double wood doors with a divided light arched transom; and a single wood door surrounded by plate glass windows and a transom. The upper story is symmetrical with a row of wood, double-hung, arched windows separated by pilasters. All of the arched transoms and windows have a brick cap, and a masonry arch pattern repeats below the cornice, which is patterned brick with corbelling. The building has a full-width canopy supported by metal posts and brackets. A canopy with an exterior staircase and balustrade was added circa 1920s. Later, but still during the period of significance, the storefronts were altered. The lower level originally had a central, single garage bay, and on either side was a storefront with double wood doors flanked by arched windows. There was also a gas pump located curbside and a rooftop windmill and cistern, which were likely removed during the period of significance, in addition to the canopy's balustrade and stairs. The only alteration that appears to have occurred outside the period of significance is the addition of the metal door in a window opening.

Dr. G. W. Allen Sr. had this building erected in 1897 to serve as the city hospital. The second floor hospital obtained its water supply from a rooftop windmill and cistern, which was removed in 1914. The hospital was in operation only until about 1905 and from about 1911 through 1923 the second floor served as Flatonia's third opera house, hosting traveling vaudeville shows, local talent dramatic performances, high school graduation ceremonies and mass meetings. The ground floor has been occupied by a number of tenants through the years, including a grocery store, a drug store, a jeweler, a millinery shop, a skating rink, an auto repair shop with a fuel pump, a print shop, and a hatchery. From the 1950s at least through the mid-1980s it housed the Flatonia Flour & Feed Store. It has also housed a custom boot shop and an antique store in more recent times. The upper floor is rented as apartment space. The building became a Recorded Texas Historic Landmark in 1983 (marker #1908).

36. 102 E. South Main St | 1915 | Contributing



Photo 11

102 E. South Main is an attached, one-story, one-part commercial block building with Neoclassical influences. Located on a corner parcel with one storefront, it is rectangular in plan and has a flat roof with a classical cornice, and it is clad in sheet metal with a rusticated stone pattern. The building has a recessed, corner entrance with double wood doors with glazing and panels, original hardware, and a transom window. A series of pilasters separate the storefront's fixed, plate glass windows, some of which have been boarded. On the western elevation, there are two secondary entrances and a row of

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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wood, clerestory windows. Alterations include: suspension canopy removed; some windows boarded; base of some pilasters removed or damaged; transom window glazing painted; and non-original secondary door and canopy on western elevation.

This building was constructed in 1915 as a hardware store for William Stein to replace an earlier frame Stein Hardware store that had occupied the same lot. It continued to operate as Stein Hardware from the day it was built through about 1974, after which time the building has been used by a flooring store, a hair salon, and a number of antique stores. It is currently vacant.

37. 104 E. South Main St | 1929 | Contributing



Photo 12

104 E. South Main is an attached, one-story, one-part commercial block building clad in brick with a rectangular plan and flat roof. The façade is symmetrical and has one storefront with a recessed entry with a single wood door with glazing, original hardware, and a transom. The entry is flanked by angled, fixed windows and divided light transoms extend across the windows and entry. The building has a full-width canopy supported by suspension rods and a simple, patterned brick cornice. There are no known alterations.

This building was constructed in 1929 by contractor William Ungerer for Joe Prihoda as a shoe repair shop. By the 1940s it had become the Jullé Beauté Salon and continued to operate as such until the late 1970s, after which time it has housed a gift shop, a childcare center and an insurance agency. It is currently the Central Texas Rail History Center.

38. 105 E. South Main St | 1970 | Contributing



Photo 13

105 E. South Main is a detached, one-story, rectangular-plan, International style building with a low-slope, metal, side-gable roof with a thick cornice and wide eaves. The roof floats over a continuous band of metal-framed ribbon windows. The building is clad in brick and has paired metal entry doors set off center. Raised brick planter beds wrap around the building on three sides and there is a canopy on the western elevation. Alterations include: roofline altered from flat to low-slope; non-original canopy on side elevation.

After a 1969 land transfer from the Southern Pacific Railroad to the City of Flatonia, this building was constructed by local contractor Frank Prihoda for the City of Flatonia under a plan to lease it to the Federal Government as a U.S. Post Office. The City of Flatonia sourced the materials for construction. It has been used continuously from the time of its construction in 1970 to this day as the Flatonia Post Office.

39. 108 E. South Main St | Vacant Lot – Not counted in inventory



The western half of this wide lot was the site of a wood-frame building used as a saloon from Flatonia's earliest days in the 1870s into the 1920s. Later a cobbler shop until 1929, the building stood vacant for several decades, after which it was demolished in the 1970s. Another frame building once stood in the eastern half of the lot which housed a variety of tenants. It is unknown when this wooden building was demolished but the entire lot has been vacant from sometime after 1971.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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40. 112 E. South Main St | 1913 | Contributing



Photo 14

112 E. South Main is an attached, one-story, one-part commercial block building with a single storefront. It is clad in brick with a rectangular plan and has a flat roof with a stepped parapet. The central entry is canted and recessed with a single, wood door with lights, panels, and a transom. Flanking the entry are metal, divided light sash windows inset into wood siding and located over stone kick plates. There is a wood canopy supported by suspension rods, above which are wood, divided light transom windows. Alterations include: window openings resized and windows replaced and set within wood siding in original openings; non-original door; non-original transom and decorative trim over door; non-original light fixture; roof flashing extended over cornice; and the brick has been painted.

Built in 1913 for W. P. Harrison as the Crystal Confectionery, this building became a barber shop and tailor shop by 1915. It continued to serve as a barber shop at least through the late 1930s, then housed several tenants including the Flatonia Post Office in the late 1960s for some years before the new one across the street was completed in 1970. Since then it has housed an expansion of the furniture store from next door, home health care, a carpet store, and a tax preparation service. It is currently vacant.

41. 114 E. South Main St | 1887 | Contributing



Photo 15

114 E. South Main is an attached, two-story, two-part commercial block building. Constructed of stone and clad in brick, it has a rectangular plan and flat roof. The façade is symmetrical with a single storefront. Pilasters anchor the corners and there is a recessed entry stoop at center with a single door with sidelights. The entry is flanked by angled, fixed windows, and divided light transoms extend across the windows and entry. The second floor has three single, arched, divided light windows with arched, masonry caps. Additional ornamentation includes a parapet, below which is a masonry arch trim, and a string course separates the two stories. The building has a full-width canopy supported by suspension rods. The following alterations were made to the storefront during the period of significance: entry reshaped and recessed, non-original door and sidelights, transom over entry removed, and windows reshaped and replaced. Additional alterations include: canopy added; roof flashing extended over the parapet; and the brick has been painted.

This building was constructed in 1887 and the first floor was used for the Fernau Furniture Store. Before a funeral home was built in Flatonia, the Fernaus had an undertaking/casket business on the second story. The Fernaus continued to operate a furniture store in this location from the time it was built until about 1972. Since that time it has housed a variety of tenants, including another furniture store, a music store, a book store, and an antique store/café. It is currently vacant.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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42. 116 E. South Main St | 1901 | Contributing



116 E. South Main is an attached, two-story, two-part commercial block building clad in brick with a rectangular plan and a flat roof. Pilasters anchor the corners of the façade. On the first floor there is a centered, single-door entrance flanked by a divided light, double hung wood window and a pair of wood, french doors with glazing and panels. Segmented arched, divided light wood transoms are located above the doors and window. The second story has arched window openings, inside which are rectangular, sash windows. The building has a series of ornamental brick work, including masonry arch trim over the first floor transoms, patterned masonry arches over the second story windows, string courses, patterned masonry panels, and a patterned masonry cornice with corbelling. An ornamental date plate sits above the cornice, and the building has a full-width canopy supported by suspension rods. Alterations include: non-original door and door surround; upper level windows reshaped and replaced; canopy added; roof flashing extended over parapet; non-original railing; brick has been painted; and non-original mural on secondary elevation.

The building was built in 1901, reportedly by a San Antonio-based architect and builder Pat Redmond, and is the second of the extant buildings in town to serve as Flatonia's post office. It continued to serve in that capacity from the time it was built until the early 1960s when the post office moved and it became a doctors' office for just a few years and then a boot and saddle repair shop from about 1965 until about 2000. It has also housed an antique/gift shop but is currently residential.

43. 118 E. South Main St | Non-Contributing



118 E. South Main is non-contributing because it is a contemporary park that does not relate to the district's historical significance.

A frame hotel that was constructed before 1877 once stood in this location. It was known as the Louisiana Hotel until becoming the Central Hotel in 1887. The hotel burned in 1915 and the lot has been vacant since that time.

44. 120 E. South Main St | 1879 | Contributing



Photo 16

120 E. South Main is an attached, two-story, two-part commercial block building clad in brick with a rectangular plan and a flat roof. The building has a projecting neon marquee, below which is a ticket booth. The primary entrance is recessed with double wood doors and there is a secondary, single door entrance on the façade. The brick on the lower level has been covered in stucco and tile. On the second floor, pilasters separate three single segmented arch window openings with arched, masonry caps. The windows have been boarded. The building has a stepped parapet and a patterned brick cornice with corbelling and recessed panels. The building shares the architecture treatment of the adjacent building at 122 E. South Main. The following alterations occurred during the period of significance when the building was modified to house a theater: marquee and ticket booth added, windows infilled, entry relocated, non-original doors, pilasters altered, and brick stuccoed and painted. Additional alterations, which likely occurred during the period of significance, include: pilaster capitals and triangular pediment removed from roofline, and roof flashing extended over cornice.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Constructed in 1879 for E. H. Fordtran by Robert Allert and William Turberville of locally manufactured bricks, this building is the oldest brick structure in town. The ground floor was originally Renfro & Routh drug store, in 1885 a mercantile store, and by 1901, a grocery store. The top floor was originally a public hall and served for a number of years as Flatonia's City Hall, but by the 1890s it was used for dancing classes, and from 1892 to 1893 by a business college. In 1913, the building became the "winter quarters" of the Happy Hour Theatre (in the summer months, before air conditioning, movies were shown outdoors at the "Airdome"—a vacant lot at 128-130 E. South Main where a projector and seating was set up to show movies during the heat of the summer season). In 1930, the name of the movie theatre was changed to the Lyric, during which time the building's signature marquee was added and the façade renovated. It continued to serve as the Lyric Theatre until it closed in 1967. Since that time it has been mostly vacant but is currently open sporadically for live theatre and the owner plans to begin showing movies again.

45. 122 E. South Main St | 1880 | Contributing



122 E. South Main is an attached, two-story, two-part commercial block building clad in brick with a rectangular plan and a flat roof. The building is symmetrical with three bays separated by pilasters and there is a single storefront. The central entrance is slightly recessed with a metal stoop and double, wood doors with divided lights and panels. Flanking the entry are fixed, single windows with paneled wood kick plates. The first floor windows and entry have arched transoms and masonry surrounds. The upper story windows are wood, divided light, double-hungs with segmental arches and arched masonry caps. The building has a stepped parapet and a patterned brick cornice with corbelling and recessed panels, and a full-width canopy supported by suspension rods. The building shares the architecture treatment of the adjacent building at 120 E. South Main. Alterations, which likely occurred during the period of significance, include: pilaster capitals and triangular pediment removed from roofline; roof flashing extended over cornice; and brick has been painted. Additionally, the transom window over the entry has been infilled and an air conditioner added.

This building was constructed in 1880 by Allert & Redmond for E. H. Fordtran. The first occupant was G. A. Steinle, who opened a dry goods and millinery store there in 1881 under the name of Steinle's Bazar. The 1891 and 1896 Sanborn maps show it as a general store. In 1901 it was a saddlery and the second floor was used for printing. By 1906 it was vacant again, but later was a jewelry store (c. 1910), and then by 1912, a dry goods and clothing store. In 1913, when the Happy Hour Theatre moved in next door, it became a grocery store and in 1931 the second floor began to be used by a company that created stage curtains. The grocery store continued to operate under different owners into the 1980s, and thereafter it was used for a number of years as a café. Currently the building houses a cabinet shop downstairs and loft apartments upstairs.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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46. 124 E. South Main St | 1880 | Contributing



Photo 17

124 E. South Main is an attached, one-story, one-part commercial block brick building with a rectangular plan and a flat roof. The building is symmetrical with three bays separated by pilasters and there is a single storefront. The central entrance is slightly recessed within an arched surround and it has double, wood doors with divided lights, panels, and original hardware, and a divided-light arched transom. Flanking the entry are single, fixed windows with divided light transoms. The building has a masonry cornice with dentils, and a full-width canopy supported by wood posts. Alterations include: window openings reshaped / resized / replaced from arched, divided light double hung windows to current configuration (alteration occurred during period of significance); triangular cap added to entry arch; and brick has been painted.

This masonry building was built at the same time as its neighbor at 122 E. South Main by Allert & Redmond. Constructed for Postmaster Adolph Wenmohs, it replaced Flatonia's first post office, which was a wood frame building. In addition to serving as the post office, the building also housed a druggist and a jeweler until it became First National Bank of Flatonia in 1890. As Flatonia's first incorporated bank, it played an important role in the town's development. When consolidated with Flatonia Bank in 1916 to become Flatonia State Bank, it continued to operate in this location until 1923. It then became H. Thulemeyer's jewelry store, at which time the storefront was updated with plate glass windows. By the late 1940s, half of the store was occupied by an optometrist who continued his practice there into the mid-1980s. When Thulemeyer's closed in about 1960, the other side continued as a gift shop until 1971. Since then it has housed a variety of tenants, including a café, and it currently operates as a restaurant.

47. 125 E. South Main St, A | c. 1911 | Contributing



125 E. South Main is a gazebo with an octagonal shape and roof. Projecting entry steps lead to a pavilion, open on all sides, and supported by wood posts. A decorative railing encloses the space. The building is clad in wood clapboard and has a wood shake roof with an eave. It was originally located one block east of its original location at the northeast corner of Market and E. South Main.

Built as a band stand, also known as the gazebo, in about 1911 and located in the city park not far from the intersection of E. South Main and Market, this was the site of many outdoor concerts and meetings of the ladies' Shakespeare Club. It was moved to the city cemetery sometime after 1952 and moved again in 1996 to its current central downtown location near the railroad tracks.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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48. 125 E. South Main St, B | 1981 | Non-Contributing



125 E. South Main is non-contributing because it was constructed outside the period of significance. It is a detached, one-story, rectangular-plan, brick building with a flat roof. It has a symmetrical façade with a centrally located entry porch supported by brick piers, and a recessed entrance with double doors. There are two garage doors on the eastern elevation. The main entrance and garage doors are sheltered by hip-roofed canopies.

Located on land owned by the railroad until 1969, this building was constructed in 1981 with Bohlman, Inc. as contractors and Edward Mattingly Associates as architects. It has been used as the Flatonia City Hall since construction to the present day.

49. 128-130 E. South Main St | between 1922 and 1930 | Contributing



128-130 E. South Main is an attached, one-story, one-part commercial building with a false front and two storefronts. The upper façade is covered with sheet metal with a rusticated stone pattern and the lower façade is covered with diagonal wood siding. It has a full-width canopy supported by wood posts. Alterations include: storefronts modified, including all windows replaced, primary doors replaced, all transom windows infilled, entries and window openings resized and / or relocated, wood paneling added.

This building was constructed sometime between 1922 and 1930 on the former site of the open “Airdome” movie theatre. The building served as the *Flatonia Argus* office until 1934. Since then it has housed a variety of tenants, including electric repair services, a beauty shop, real estate agents, insurance agents, and antique stores. It is currently occupied by a trophy and engraving store, as well as a realty office.

50. 132 E. South Main St | 1949 | Non-Contributing



Photo 18

132 E. South Main is non-contributing because of alterations. It is an attached, 1-story commercial building with a false front covering a gabled roofline. It is clad in brick and siding, has fixed windows and paired glass doors, and a full-width shed-roofed canopy supported by wood posts. It was completely modified in 2000, but with respect to the overall feel of the district. Alterations include false front added and roof modified, entry and windows relocated/resized/replaced, canopy and decorative materials added.

Built in 1949 for Dr. F. W. B. Rockett as the Flatonia Clinic Hospital, this building continued to house a doctor’s clinic under Dr. Gene Schulze from 1957 to 1969. It was vacant for several decades but was renovated and occupied by a bookkeeping firm, though it is now vacant.

51. 225 E. South Main St, A | 1879 | Non-Contributing



Photo 19

225 E. South Main is non-contributing because it has been altered and relocated. It is a detached, one-story building with a rectangular plan and a side-gable roof. It is clad in asbestos siding and has an asymmetrical façade with two single garage doors on either end and a central entrance flanked by a single window and a bay window. Though it is the oldest building in the district, it has been relocated and has been completely modified from its original appearance. Alterations include: non-original wall and roof cladding, doors, garage door openings and garage doors; windows enclosed; window openings

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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resized and windows replaced; and decorative elements removed.

Although railroad service arrived in Flatonia in April of 1874, this original passenger depot was first constructed by the G. H. & S. A. Railway in 1879 and was originally located in downtown Flatonia just south of the tracks. It served until 1926, when a new passenger depot was built near the intersection of the north/south and east/west tracks. In 1927 it was moved half a block east to its current location, and there it was used as the city's fire station and later the police station, in which capacity it continued to serve until the new police/fire station was constructed and opened in 2014. The building is now vacant.

52. 225 E. South Main St, B | 2014 | Non-Contributing



225 E. South Main is non-contributing because it was constructed outside the period of significance. It is a detached, one-story building with a rectangular plan, and a stepped parapet roof line. The office section is clad in siding with brick skirting and has a shed-roofed canopy supported by posts. The service bay section has brick walls with inset panel detailing, four service bays with rollup metal doors, and a narrow shed-roofed canopy.

This building was constructed in 2014 by Signature Builders, Contractor, and Michael Branecky, Architect, for the City of Flatonia to house the Police Station and Fire Station. It is currently being used for these purposes.

53. 300 Block of E. South Main St | c. 1926 | Contributing



Photo 20

The old Flatonia water tower is a steel plate elevated water storage tank with a conical roof and hemispherical bottom. The tower has four steel, outward sloping legs with lattice and bracing between the legs, and a standpipe extends from the bottom of the tank to the ground. A ladder extends from the base of the tower to the roof of the tank and a catwalk circles the tank. Two antennas are located on top of the tank. Written on the tank are the words "Flatonia Est. 1873." Located on the western end of the parcel is a small, one-story pump house with a low-pitched front gable roof, single door, and wood, divided light windows. Alterations include: antennas added to the water tower.

This elevated water tower and the pump house were constructed in about 1926 following passage of city water and sewage bonds. Although two additional water towers have since been erected on the outskirts of town, this tower is still on line and provides drinking water to the citizens of Flatonia to the present day. A siren, located on the property and dating to the period of significance, sounds daily at noon to signal the lunch hour.



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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54. 100 Block of S Faires St, A | c. 1942 | Contributing



Photo 21

The property is a barn building with a hipped roof and a raised center aisle. The building is clad in sheet metal with a rusticated stone pattern and the roof, which has exposed rafter tails, is clad in corrugated metal sheets. The street-facing, eastern façade is symmetrical with a gable located over a barn door. Single, double hung, divided light, wood windows flank the barn door and line the secondary elevations and divided light windows are located in the building's raised center aisle. Alterations include: some lights are no longer extant in the divided light windows.

This building was moved, or at least the materials were moved and reconstructed by the same design, from the Flatonia Fair Grounds southwest of the city in about 1942. It was used during World War II to make ammunition boxes and wooden cases for mine detectors and radio supplies. After the war and into the 1950s, owner Andrew Eidelbach began to use the building to construct pre-fabricated houses which were used by returning military personnel and their families near bases in San Antonio. When no longer used for that purpose, the building has since been used for storage and warehousing, just as it is today.

55. 100 Block of S Faires St, B | between 1901 and 1906 | Contributing



The property is a house-with-canopy type filling station. The wood frame building has a front gable roof with an eave, and the canopy is supported by wood posts and tapered wood piers with a concrete base. The walls are clad in board-and-batten siding and the roof in corrugated metal sheets. The sales and service area has a full-width porch, behind which is a single, metal door and a sliding, wood sash window. On the southern elevation is a single, aluminum window. A fuel tank is located adjacent to the building to the north. Alterations include: non-original door and window; and gas pumps no longer extant.

The building was constructed sometime between 1901 and 1906 according to Sanborn maps, although it was reported to be vacant on the 1906 map. By 1912 it is identified as an auto repair shop. It was one of Flatonia's earliest free-standing filling stations on what became the second of its major roadways for automobiles, Highway 95. It continued to function as a filling station into the 1970s, but now stands vacant.

56. 100 Block of S Faires St, C | between 1901 and 1906 | Contributing



The property is a small, detached, one-story wood frame building with a rectangular plan and a front gable roof which is clad in both wood shake and composition shingles. It has asbestos siding and an off-center, concrete entry stoop with a front gabled hood, underneath which is a single, wood paneled door. There is a single, divided light, double hung wood window adjacent to the entry. Additional window openings, which have been boarded, are located on the secondary elevations. Alterations include: windows boarded; siding is likely non-original, but dates to the period of significance.

This small building was constructed sometime between 1901 and 1906 to serve as an office to the Eidelbach Cistern Factory. It continued to serve the Eidelbach concern as an office through several generations and several permutations of their business until Eidelbach Lumber Co. closed in about 1975. Since that time the building has been vacant.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

57. 100 Block of S Faires St, D | c. 1882 | Contributing



The property is a two-story, front gable, central block building with single-story, side gable wings on either side. The central block is rectangular in plan and clad in wood board siding and corrugated metal sheets. It has a shed-roof projection at the rear. The western wing – which has a larger footprint than the other wing – is clad in corrugated metal sheets, and the eastern wing is clad in asbestos siding. The roof is clad in corrugated metal. There is a sliding barn door in the central block and the main entry – an entry stoop with a single, metal door and a shed roof canopy – is in the eastern wing. The building has single and divided light, wood, double hung windows and wood sliders, which are located in the eastern wing only. Other window openings have been covered. Alterations include: non-original door; some windows covered; and some windows replaced. The asbestos siding is non-original, but dates to the period of significance.

This building, constructed in about 1882 for Andrew Eidelbach Sr., housed one of Flatonia's first small industrial concerns. It was a cistern factory, planing mill, and grist mill for many decades until the early 1940s when it became a government defense plant, producing wooden cases for on-site packing of war materials like ammunition, mine detectors, and radio supplies. In 1957 the third generation of Eidelbachs started a lumber yard here and continued in that business until 1976. The lumber business moved to a new location, but the property was acquired by S & S Grain, a local trucking enterprise, and continues to operate as such today.

58. N. Hudson St and Seventh St, A | between 1922 and 1928 | Contributing



The property is one-story, warehouse-type building with a rectangular plan. It is clad in brick and has a flat roof and a simple brick cornice. The building is void of fenestration with the exception of an entry opening on the western elevation and two single window openings on the southern elevation, all of which are boarded. The words "Southern Produce Co" are painted below the cornice on the western elevation and a wood porch with a canopy is located on the southern elevation. The building is attached to the two-story building at the same address along its eastern edge. Alterations include: door and windows boarded.

Built between 1922 and 1928, this building was the cold storage unit for Southern Produce Co., a large processing plant for turkeys and other poultry. Southern Produce continued to operate out of this building until about 1970, after which this building has only been used for storage.

59. N. Hudson St and Seventh St, B | between 1922 and 1928 | Contributing



The property is a two-story industrial building with a rectangular plan. It has a hipped roof with eaves and exposed rafters, and an interior brick chimney. A smaller, one-story space with a shed roof projects from the building and a front-gabled projecting canopy supported by wood posts is located on the building's southern elevation. The walls and roof are clad in corrugated metal sheets and all visible window and door openings are covered. A wood porch with a canopy is located on the southern elevation. The building

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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is attached to the one-story building at the same address along its western elevation. Alterations include: all windows and doors covered.

This building was the actual processing plant for Southern Produce and was constructed sometime between 1922 and 1928. In addition to dressing and packing poultry, eggs were candled and packed for shipping. Southern Produce was in operation until about 1970 and the building has only been used for storage since then.

***N. Penn Street***

60. N. Penn St and Seventh St | pre-1885 | Contributing



Photo 22

The property is a detached, one-story, rectangular plan commercial building with a front gable roof. It has a symmetrical façade clad in pressed sheet metal with a rusticated stone pattern. Underneath a full width suspension canopy is a flush entry with double, wood-paneled doors with historic hardware. Flanking the entry are the building's only windows: single, divided light, fixed, wood windows. The southern elevation is clad in the same pressed metal as the façade, whereas the other elevations and roof are clad in corrugated metal sheets. A small portion of the building's original wood cladding is exposed above the attic vent on the façade. At the rear of the parcel is a gabled roof shed, which is completely obscured by ivy. Alterations include: sheet metal cladding is non-original, though it was added during the period of significance.

Built sometime before 1885, the Sanborn Map for that year identifies this building as part shoemaker shop, part dwelling. It later became a restaurant and then a warehouse. By 1922 it was a tin shop, possibly as an extension of the larger tin shop that was once adjacent to it. Still identified as a tin shop on the 1940 Sanborn map, it is uncertain how long it continued to be used as such. It is now vacant.

61. 118 N. Penn St | 1996 | Non-Contributing



118 N. Penn is non-contributing because it was constructed outside the period of significance. It is a one-story, rectangular plan, front-gabled, barn-type building. It has paired, sliding barn doors and metal siding and a metal roof.

This building was constructed in 1996 to replace a wood frame livery stable that collapsed during a storm. It houses the farm collection of the E. A. Arnim Archives & Museum.

62. 100 Block of S. Penn St, A | c. 1980 | Non-Contributing



The object, a caboose rail car, is non-contributing because it does not relate to the district's historical significance.

The car, which is located adjacent to the railroad tracks in Flatonia's rail park, was donated to the township by Union Pacific in 2003. Prior to this, it had no association with Flatonia.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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63. 100 Block of S. Penn St, B | 1902 | Contributing



Photo 23

Flatonia Tower No. 3 is a two-story rail tower clad in wood siding with a metal, hipped roof with wide eaves. On the first level of the primary façade, there is a single, wood paneled door with historic hardware. On the first level's secondary elevations, there are single and paired, divided-light, double-hung, wood windows. The building has an exterior metal staircase that leads to an entrance on the second story. The upper level door has divided lights over wood panels and the second story is wrapped with paired or grouped divided-light, double-hung, wood windows. Alterations include: non-original staircase; transom above second story door infilled; some windows infilled on upper level. In 1996, after the tower ceased functioning as an interlocker, it was moved from railroad property to its current location (approximately one mile east). Despite this relocation, as the only intact building in Flatonia with direct association with the railroad, and as a relatively rare example of an interlocker tower and the last one operating in the state, the tower retains eligibility for contributing status.

This building was constructed by the Galveston, Harrisburg & San Antonio Railroad in 1902 to serve as a switching tower at its intersection with the San Antonio & Aransas Pass line. Texas began its numbering system for rail switching towers in 1901 and Flatonia's was number three after that date. It remained in active service from its construction until 1996 when it was decommissioned by Southern Pacific, shortly before the company's takeover by Union Pacific, and by that time it was the last of its kind still operating in Texas. It was moved to its present location to save it from destruction. It is now owned by the E. A. Arnim Archives & Museum of Flatonia and open for viewing by rail fans through the Central Texas Rail History Center of Flatonia.

64. 212 S. Penn St | c. 1886 | Contributing



Photo 24

212 S. Penn is an attached, one-story, one-part commercial block building with a rectangular plan and a flat roof. It was constructed of stone and clad in brick. It has a central entry opening, which has been partially enclosed to accommodate a single door, and there is a fanlight transom over the entry. Single, arched window openings flank the entry and they are covered with wood shutters. Architectural elements include brick surrounds around the entry and windows, corner pilasters, and a recessed panel below a patterned brick cornice. Alterations include: entry opening modified and double door replaced with single door; and windows boarded.

This building was constructed c. 1886 and has had several different uses over the years. It was initially used for the manufacturing of buggies, wagons, and plows, and later became a harness shop and then a grocery store. By 1940 it is identified as a beer warehouse on the Sanborn map. From the mid-1960s until 1978 it was a barber shop, at which time it became a part of the offices of the *Flatonia Argus*, which was located next door at 214 S. Penn, and is still operating as such to this day.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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65. 214 S. Penn St | 1886 | Contributing



214 S. Penn is an attached, one-story, one-part commercial block building with a rectangular plan and a flat roof. It is constructed of brick and has a central entry with double wood doors with glazing, panels, and original hardware, which is capped with a divided, fanlight transom. Arched window openings flank the entry and they are covered with wood shutters. Architectural elements include brick surrounds around the entry and windows, a brick string course, brick ornamentation, corner pilasters, and a pedimented metal cornice with corbelling and a name and date plate ("C.S. 1886 E. Miller").

Alterations include: shed roof canopy removed; non-original sign board added to entry; windows boarded.

C. Stoffers, the saddle and harnessmaker who had his shop at 111 E. North Main, had this building erected in 1886. For several decades, the building was home to a variety of retail establishments, including a grocery store, a general store, and later a variety store. Starting in 1934, the *Flatonia Argus* newspaper occupied the space. The *Argus*, which was first published in Flatonia in 1878 and had moved several times in its history before 1934, made this location its permanent home and is still operating here to this day—the longest continuously published newspaper in Fayette County.

66. 216 S. Penn St | 1879 | Non-Contributing



216 S. Penn is non-contributing because it has been altered. It is an attached, one-story, one-part commercial block building with a rectangular plan, flat roof, and a basement. Constructed of stone, it is clad in stucco, faux stone, and brick veneer, and wood panels fill the window openings. It has double wood doors with lights and a shed roof canopy. It has been completely modified from its original appearance with the following alterations: entry resized, non-original doors, windows boarded, non-original cladding, cornice removed and covered in stucco, non-original canopy.

This building, part of which may be older, was extended in 1879, at which time it was described as a “new rock building.” It was first known as the Pinter & Williamson building and later the John Cline rock building. John Cline was one of the three entrepreneurs who brokered the land deal that brought the G. H. & S. A. Railroad through Flatonia. It has housed several tenants over the years including a grocery store, drug store, furniture store, and harness and saddle shop. After being vacant for some years, it became a bar sometime in the 1940s, operating as the Friendly Tavern under several different owners until it closed in about 2008. The building is currently vacant.

67. 218 S. Penn St | 1876 | Contributing



218 S. Penn is an attached, one-story, one-part commercial block building with a rectangular plan and a flat roof. It is constructed of irregular stone and has remnants of stucco cladding. It has a single storefront and the entry, which is centered and capped with a segmental arch, is flanked by rectangular window openings. The door and window openings are covered with wood shutters. The storefront's cornice has sustained damage and non-original roofing components are exposed. Alterations include: canopy removed; wood shutters covering windows and entry; and cornice damaged and non-original roofing components exposed.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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This building is the oldest rock structure in town and was built in 1876 for merchant H. W. Yeager. An ad from 1883 supports the 1876 construction date by naming it as “The Centennial Rock House.” When this and the adjacent building at 220 S. Penn was operated as H. W. Yeagers Sons, this half of the business was dedicated to the sale of stoves and tinware. Later tenants included a hardware / grocery, a wholesale grocery, and the *Flatonia Argus* office. By 1917 and at least through 1930, it was once again occupied by a wholesale grocery company, this time the Alexander Grocery Co. From about 1946 through about 1956, this building along with its neighbor at 220 S. Penn, became George Vrana’s feed store. It then continued as a feed store under various owners, including Carl Smith as a part of his Smith Farm Egg enterprise. It is now owned by Cal Maine Foods (the nationally known egg producer that acquired Smith Farms) and is used as a feed warehouse.

68. 220 S. Penn St | 1880 | Contributing



Photo 25

220 S. Penn is an attached, one-story, one-part commercial block building with a rectangular plan and flat roof. It is constructed of irregular stone and has remnants of stucco cladding. The building anchors the corner of the block and has similarities to the adjacent building (218 S. Penn), though it is more pronounced with greater height and architectural detail. It has a central, double wood door with paneling and a divided, fanlight transom. The entry, which is slightly recessed, is flanked by arched window openings which are covered with wood shutters. There are two secondary entrances on the side elevation, each with a double door opening covered by wood board, and capped with a divided, fanlight transom. All the entries and doors have arched surrounds and keystones and the building is finished with a patterned cornice. Alterations include: canopy removed; wood boards covering windows and entries; glazing removed from transom over primary entrance; and glazing removed from doors.

This building was constructed in 1880 by Allert & Redmond as an addition to the H. W. Yeager store at 218 S. Penn, with this building dedicated to selling general merchandise. By 1906 part of the wall between this building and its neighbor was removed and both buildings were used for a wholesale grocery business. Between 1910 and 1913 the building operated independently as a meat market and then a grocery business again. As of 1917 and until at least 1930, it was again joined with 218 S. Penn as a wholesale grocery under the Alexander Grocery Co. In about 1946 it became a feed store and continued as such under various owners, including Carl Smith as a part of his Smith Farm Egg enterprise. It is now owned by Cal Maine Foods (the nationally known egg producer that acquired Smith Farms) and is used as a feed warehouse.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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69. 213 S. Penn St | between 1930 and 1940 | Contributing



213 S. Penn Street is a detached, one-story, warehouse-type building with a rectangular plan and a front gable roof with a stepped, false front. Its walls are clad in corrugated metal sheets and its roof in standing seam metal panels. There is a central service bay with wood, sliding barn doors, and adjacent to the bay is an entry stoop with a single, metal door. Flanking the bay and entry are two, single windows, one of which has been resized and replaced to accommodate an air conditioning unit. The other window is a wood, double hung. Single, metal windows line the secondary elevations. Alterations include: non-original entry door; and some window openings resized and windows replaced.

This building was constructed sometime between 1930 and 1940 and was used as Freytag's welding and machine shop from the time it was built through the mid-1990s. It is now vacant.

70. S. Penn St and Sixth St | Vacant Lot – Not counted in inventory



This was the site of a stone building constructed in 1879 by S. A. Miller. Initially the Vanham Bunting mercantile store, it housed a variety of different enterprises through the years, including a horn furniture factory, the Dusek and Bittner general store, and a John Deere Dealership. Additionally, a Boy Scout meeting room was located in the basement. It was vacant for some years before a wall collapsed and the whole building was demolished in 1983. The lot has remained vacant since that time.

71. 122 E. Seventh St | 1924 | Contributing



122 E. Seventh has a rectangular plan and barrel roof. The walls and roof are clad in corrugated metal sheets, and the base of the building is clad in pressed sheet metal with a rusticated stone pattern. The façade is void of detail, with the exception of a partial width, recessed opening with a porch, behind which is a secondary door and paired, double-hung, divided lite, wood windows. The primary entrance is located on the western elevation, below a projecting, partial width porch with an awning roof. The wood door has one light and paneling and is adjacent to a pair of wood windows identical to those on the façade. Single, divided light wood clerestory windows are located on the eastern elevation. Alterations (which may have occurred during the period of significance) include: porch on primary elevation reduced in size and enclosure removed; entry steps reconfigured and replaced; light no longer extant in one window.

The building was constructed in 1924 by contractor William Ungerer for the Alexander Wholesale Grocery Company. Originally used for grocery warehousing, it began to be used by different entities as warehousing for flour and feed by 1929, including Nickel & Sons trucking and grain business, which took over the space in about 1952. In 1982 it became a retail feed store, at which time it was one of seven in Flatonia, and it is the only one that remains open and operating to this day.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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72. 117 E. Sixth St | between 1896 and 1901 | Contributing



117 E. Sixth Street is a detached, one-story, warehouse-type building with a rectangular plan and a front gable roof. The building is constructed of irregular stone, which is exposed, and has wood siding in the gable and entry. The roof is clad in standing seam metal. The façade is symmetrical with a central, recessed, arched entry with a brick surround and double, metal doors with divided lights. Flanking the entrance are single, wood sash, double hung windows with divided lights and brick surrounds. The building is set back from the street on a large lot and has a low, stone wall. Alterations include: non-original windows and doors; non-original cladding in gable and entry; and brick window and door surrounds are non-original.

According to Sanborn maps, this building dates from sometime between 1896 and 1901 and was the last of the native stone buildings to be constructed downtown. It served as the warehouse for the Fernau Furniture store (just to the north at 114 E. South Main) from the time it was built well into the 20<sup>th</sup> century. By the latter half of the century it was largely unused. In 1998 it was converted to its current use as a saddle and gift shop with living quarters in the rear.

73. 123 E. Sixth St | c. 2003 | Non-Contributing



123 E. 6<sup>th</sup> St is non-contributing because it was constructed outside the period of significance. It is a one-story residential building with a side gabled roof, a full-width shed-roofed porch supported by wood posts, and modern doors and windows.

This residence replaced an older dwelling that was moved out of the historic district.

74. 104 N. Market St | 1994 | Non-Contributing



104 N. Market is non-contributing because it was constructed outside the period of significance. It is a one-story, rectangular plan, commercial garage building with four service bays and a low-sloping side-gabled roof.

This building was constructed in 1994 as a garage for Moeller's Tire and Lube located just across the street and is currently operating in that capacity.

75. 115 N. Market St | between 1920 and 1930 | Non-Contributing



Photo 26

115 N. Market is non-contributing because it has been altered. It is a detached, one-story, rectangular plan, warehouse building with an asymmetrical, gable roof. Its walls and roof are clad in standing seam metal and it has paired entry doors, a mixture of sash windows, and a single-width garage rollup door. The garage door area has been partially infilled to reduce its size from a double door to a single door. It has been completely modified from its original appearance. Alterations include: addition to side; roofline and eave altered; entry opening resized and door replaced; garage door opening resized and garage door replaced; non-original secondary entrance; windows enclosed; windows added; and non-original cladding.

This building was constructed sometime between 1920 and 1930 as additional warehousing for Cowdin Wholesale Grocery Co., which was located directly across the



Flatonina Commercial Historic District, Flatonina, Fayette County, Texas

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street. Sometime after 1940 it became a feed store and was operated in that capacity until about 1982. It is currently the office and warehouse for an electrical contractor, with the small attached building to the left used as a day care.

76. 118 N. Market St | c. 1906 | Contributing



Photo 27

118 N. Market is a detached, one-story, warehouse-type building constructed of brick and partially clad with stucco. It has a flat roof with a simple, patterned brick cornice. The building is located on a corner parcel and the northern elevation, which is symmetrical, has a partial width, projecting wood porch with an awning roof and two double, wood paneled doors set within a segmental arch opening. Divided light wood transoms are located above the doors. Flanking the entry porch are segmental arch openings with divided light clerestory wood windows. The western elevation has a partial width, projecting porch with an awning roof; a double, wood paneled door with a segmental arch transom; and a line of segmental arch clerestory windows. Portions of the brick have been covered with stucco on this elevation. All windows and doors on the northern and western elevations have arched, masonry caps. The building's southern elevation, which fronts an alley, has been partially clad in stucco and has two enclosed doors, one enclosed window, and one intact window. One window and two doors on the south side are covered with sheet metal shutters. Alterations include: full-width porch on primary elevation replaced with a partial width porch; secondary porch is non-original and includes a non-original enclosure; some windows and secondary doors boarded; and non-original cladding in some areas.

This building was constructed by local mason Harry Beale in about 1906 for the Cowdin Wholesale Grocery Company which continued in operation into the 1940s, after which time it was taken over by Groce-Wearden wholesale grocery company. In the 1950s it was used for a few years to raise minks and to house caged laying hens. In the 1960s and 70s it was used as storage space. From 1982 through 1998 it housed City Feed & Produce Company. It is currently vacant.

77. 206 N. Market St | between 1922 and 1930 | Contributing



206 N. Market Street is a detached barn building with a gable roof and a raised center aisle with a gable roof. It is rectangular in plan and the roof and walls are clad in corrugated sheet metal. The primary (western) elevation is asymmetrical with a single, metal door; two single, service bays with sliding doors; and two single, aluminum windows. Additional service bays and aluminum windows are located on the secondary elevations. The center aisle is lined with divided light, wood sash windows, most of which have been boarded. Alterations include: non-original door and some non-original windows.

This building was constructed sometime between 1922 and 1930 as a part of the Flatonina Crate & Box Factory, which continued to operate until 1967. It was then used as warehousing until 1976, after which it became the office and warehouse space of Mica Soil Service and it continues to operate in this capacity to the present.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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78. 214 S. Market St | 1893 | Contributing



214 S. Market St is a one-story building on the same parcel as 218 S. Market St. The building is rectangular in plan and has a side gable roof with a shed canopy supported by wood posts. Portions of the building have exposed rafter tails. It is clad in asbestos siding and the roof in composition shingles. It has two single doors, both of which are covered by wood screens and accessed by entry steps. There are single and paired wood, double hung windows. Alterations include: one non-original door and non-original entry step rails.

Constructed in 1893 with “Messrs. Chambers and H. Moeller” acting as contractors, this building was a meat market into the 1920s. Its exact use thereafter is unknown, though it was still marked as a store on the 1930 and 1940 Sanborn maps. In the 1940s it was converted to a residence with a part of it serving as a beauty shop which continued to operate until about 1956. It was then used as a rental property and residence until about 2010. It is now rented as an annex of the Olle Hotel next door.

79. 215 S. Market St | 1888 | Contributing



Photo 28

215 S. Market is a detached, two-story building clad in siding with a hipped roof of metal roof shingles, an eave, frieze, and decorative brackets. The building is symmetrical and entry steps lead to the central entrance, which is a single, metal door recessed below a transom window. Flanking the entry and wrapping around the building are single, double hung, wood, divided light windows with decorative surrounds. All the building's upper story openings have been enclosed with the exception of a secondary door at the rear. Alterations (many of which may have occurred during the period of significance) include: belfry removed (after 1952); entry modified/door replaced; some window glazing painted; one sash boarded; second story window and door openings enclosed and surrounds removed; secondary entrance on side elevation removed and replaced with a window; and shutters removed.

This building was built in 1888 as a Justice of the Peace Courthouse on the ground floor and a Masonic Lodge Hall on the second floor. Possibly from the time it was completed – but definitely by 1891 – the first floor was also used as Flatonia’s City Hall. The bell which used to be in a belfry on top of the building was rung when there was a fire in town until the siren on top of the water tower began to be used for that purpose in about 1926. The ground floor continued to serve as the courthouse / city hall until new facilities were built for each in the 1980s, at which time the Masons moved their meeting hall downstairs. The building is currently owned by the Masons and has been used for their meetings from the day it was constructed until now.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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80. 218 S. Market St | 1901-1902 | Contributing



218 S. Market is a two-story, brick, Colonial Revival building with an L-plan, hipped roof, and a full-width, projecting porch. The façade is symmetrical with five bays and a centered, single wood door with a wood screen and divided light transom. Flanking the entry are single, double-hung, wood windows with shutters. The upper level has a centered balconette with a single, wood door flanked by two single, wood sash windows with shutters on either side of the central door. There is a large, two-story, rectangular-plan addition at the rear of the house, as well as a one-story infill on the southern elevation (both dating to the period of significance). Alterations include: porch modified from two-story to one-story (during the period of significance); entry sidelights infilled; non-original etching on door lite; non-original roof material.

This two-story brick structure was built in 1901-1902 as a residence for Flatonia physician G. W. Allen Jr.<sup>1</sup> When the Central Hotel on South Main burned in 1915, its former manager Carrie Snell purchased this building to operate as a hotel. With the St. Louis Hotel already gone, and now the Central, Flatonia would still have two sizeable boarding houses/hotels needed to lodge the many drummers, or traveling salesmen traveling by rail. In 1926 Otto Olle purchased the hotel and it was operated as the Olle Hotel, largely by his wife Agnes, for more than 30 years until her death in 1967. It then remained vacant until 1999 when it was reopened as a bed and breakfast. In 2004 it was opened again under the name of the Olle Hotel and continues to operate as a hotel to this day. The building became a Recorded Texas Historic Landmark in 2009 (marker #15738).

81. Union Pacific Railroad | 1874 | Contributing



The property consists of railroad tracks currently operated by the Union Pacific Railroad. The tracks are located at the center of the district with commercial and industrial development being located equally on either side. Traditionally surrounded by open space, there has been some building activity alongside the tracks in recent years after land was transferred from Southern Pacific Railroad to the city of Flatonia in 1969.

The earliest permanent structure in Flatonia was this track for the Galveston, Harrisburg & San Antonio Railroad and the first train arrived in April of 1874. Known as the Sunset Route from its earliest days, trains have continued to use these tracks to the present day. In 1934 the G. H. & S. A. was absorbed into the Texas & New Orleans line, eventually becoming a part of Southern Pacific and finally Union Pacific. Though Southern Pacific discontinued passenger service on this line in the 1950s, and no longer stops to load or unload freight at this point either, the rails are still busy with long haul Union Pacific freight trains passing through, day and night, and with Amtrak passing through several times a week.

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<sup>1</sup> The date of construction and the person for whom it was built differs from the Recorded Texas Historic Landmark application, in that newly available information points to a construction date of 1901-1902 rather than 1901 and G. W. Allen Jr. as owner, rather than G. W. Allen Sr. No title, *Flatonia Argus*, Aug. 14, 1902.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

Inventory Table								
No.	Address	Street	C/NC	Type	Description / Stylistic Influence	Year Built	Historic Name	Current Name
1	102	W North Main St	C	Building	Two-part commercial / Renaissance Revival	1886	Arnim & Lane Building	Arnim & Lane Building
2	102	W North Main St	C	Building	One-part commercial	1906 - 1912	Arnim & Lane Annex	Arnim & Lane Annex
3	110	W North Main St	C	Building	One-part commercial	1904	G. C. Simmons & Co.; Lauterstein's; Moe Klein's Store	The Aston
4	116	W North Main St	C	Building	One-part commercial	1913	G. C. Simmons & Company	Migl's Supermarket
5	120	W North Main St	C	Building	One-part commercial	1928	Vrana Tire Store; Flatonia Gas Company	Heads or Tails Beauty Salon
6	124	W North Main St	C	Building	One-part commercial	1929	Flatonia Lumber Company	Texan Bookkeeping & Tax Service
7	101	E North Main St	NC	Building	Two-part commercial	1927	Flatonia State Bank; Southwestern Bell Telephone Office & Switchboard	E.A. Arnim Archives & Museum
8	103	E North Main St	C	Building	Two-part commercial / Renaissance Revival	1881	Harrison & Lane; J. M. Harrison & Sons; Flatonia Variety Store; Ben Franklin	Floy Farm Interior
9	105	E North Main St	C	Building	One-part commercial / Renaissance Revival	1891	Southern Pride Saloon; Starry & Greive Grocery	T-Gear
10	107	E North Main St	C	Building	Two-part commercial	1880	Wolters Building; Rue Miller's Place; City Café	Mike Steinhauser Law Office
11	109	E North Main St	C	Building	Two-part commercial	1880	Brunnemann Drugs & Medicines; Daehne Drug Store	Main Street Pharmacy
12	111	E North Main St	C	Building	Two-part commercial	1879	C. Stoffers Harness & Saddlery; Flatonia Bank; Arnim Law Office	Captures . . . By Stephanie Steinhauser
13	113	E North Main St	C	Building	One-part commercial	1880	Sunny South Saloon Building; Starry & Greive Grocery; Central Power & Light	Western Auto
14	115	E North Main St	C	Building	One-part commercial	1922 - 1930	Starry Grocery Building	Michael Branecky, Architect/Courtyard
15	117	E North Main St	C	Building	One-part commercial	1922 - 1930	Gray's Barber Shop and Henry Nickel Jeweler	Dupree Barber Shop and Face First
16	121	E North Main St	C	Building	One-part commercial	1922 - 1930	Style Shop; Smart Shop	Branecky rental space
17	123	E North Main St	N/A	N/A	Vacant lot	N/A	Sweet's Pressing Shop	Vacant lot
18	125	E North Main St	N/A	N/A	Vacant lot	N/A	Foster Building	Vacant lot
19	127	E North Main St	C	Building	One-part commercial	1897	Foster Building; Racket Store; Joe Kallus Grocery	New Beginnings
20	129	E North Main St	C	Building	One-part commercial	1897	Gosch Drug Store; Mikulik Drug Store; Chas Cooper's Place & Greyhound Bus Stop	The Outhouse Company

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

No.	Address	Street	C/NC	Type	Description / Stylistic Influence	Year Built	Historic Name	Current Name
21	131	E North Main St	C	Building	House-with-canopy gas station / Craftsman	1931	Gulf Gas Station; Mobil Gas Station	Moeller's Tire & Lube
22	131	E North Main St	C	Building	One-story auto garage	1931	Lee's Chevrolet Dealership & Garage	Moeller's Tire & Lube
23	208	E North Main St	NC	Building	Civic building	1981	Flatonia Civic Center Building	Flatonia Civic Center Building
24	213	E North Main St	N/A	N/A	Vacant lot	N/A	R. F. Mueller Furniture Store	Vacant lot
25	217	E North Main St	N/A	N/A	Vacant lot	N/A	Walla Bakery	Vacant lot
26	219	E North Main St	N/A	N/A	Vacant lot	N/A	Fojtik Confectionary/Rosenauer Garage Building	Vacant lot
27	221	E North Main St	NC	Building	Two-story commercial	before 1885	Meat Market Building	
28	223	E North Main St	C	Building	Two-story commercial	1932	Polasek Hotel	White Brick Building
29	302	E North Main St	C	Building	Oblong box-type gas station / Moderne	1949	B. Pospisil's Gulf Station Building	Titan Tires & Automotive
30	306	E North Main St	C	Building	One-story commercial	1925	Tip's Texaco Station; Cozy Café	Chicken Hut
31	312	E North Main St	C	Building	Oblong box-type gas station / Moderne	c. 1952	Niemann's Texaco Station	Ramon's Auto Service
32	100 Block	W South Main St	C	Building	Jail	1890	Calaboose	Old City Jail
33	101	W South Main St	C	Building	Two-part commercial	1907	Wheeler Building	Heartbrand Beef, Inc.
34	105	W South Main St	C	Building	One-part commercial	1920	Citizen's Auto Supply	Old Citizen's Auto Supply Building
35	109	W South Main St	C	Building	Two-part commercial / Renaissance Revival	1897	Flatonia City Hospital; Opera House	Old Opera House
36	102	E South Main St	C	Building	One-part commercial / Neoclassical	1915	Wm. Stein Hardware	Stein Building
37	104	E South Main St	C	Building	One-part commercial	1929	Joe Prihoda Building; Julle's Beauty Salon	Central Texas Rail History Center
38	105	E South Main St	C	Building	Post office / International Style	1970	Flatonia Post Office	Flatonia Post Office
39	108	E South Main St	N/A	N/A	Vacant lot	N/A	John Schutz Saloon Building	Vacant lot
40	112	E South Main St	C	Building	One-part commercial	1913	South Side Barber Shop Building; Flatonia Post Office	H & R Block Building
41	114	E South Main St	C	Building	Two-part commercial	1887	Fernau Furniture Store	The Darling Emporium
42	116	E South Main St	C	Building	Two-part commercial	1901	Flatonia Post Office; Ihle & Mikeska Clinic; Cecil's Boot & Saddle Repair	Pam Tipton's Building
43	118	E South Main St	NC	Site	Park	N/A	Central Hotel Building	Pocket Park
44	120	E South Main St	C	Building	Two-part commercial	1879	Fordtran Building; Berger Grocery; Happy Hour Theatre, Lyric Theatre	James Longmire Custom Cabinetry

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

No.	Address	Street	C/NC	Type	Description / Stylistic Influence	Year Built	Historic Name	Current Name
45	122	E South Main St	C	Building	Two-part commercial	1880	Fordtran Building; Thulemeyers Jewelry; City Market Grocery	Lyric Loft Apartments
46	124	E South Main St	C	Building	One-part commercial	1880	Flatonia Post Office; First National Bank of Flatonia; Thulemeyer's Jewelry	Red Vault Bistro
47	125	E South Main St	C	Structure	Gazebo	c. 1911	Bandstand; Gazebo	Gazebo
48	125	E South Main St	NC	Building	Civic building	1981	City Hall	City Hall
49	128-130	E South Main St	C	Building	One-part commercial	1922 - 1930	Flatonia Argus; Johnson's Electric	Trophy Tech, Bubela Realty
50	132	E South Main St	NC	Building	One-story commercial	1949	Dr. Rockett's Hospital; Dr. Schulze's	Mike Schulze Building
51	225	E South Main St	NC	Building	Train depot	1879	G. H. & S. A. Passenger Depot; Fire Station	Old Police Station
52	225	E South Main St	NC	Building	Civic building	2014		Police Station/Fire & Rescue Building
53	300 Block	E South Main St	C	Structure	Water tower	c. 1926	Water Tower	Water Tower
54	100 Block	S Faires St	C	Building	Barn	c. 1942	Flatonia Fair Building	S & S Grain, Inc.
55	100 Block	S Faires St	C	Building	House-with-canopy gas station	1901 - 1906	Scates' Filling Station; Sandera's Filling Station	S & S Grain, Inc.
56	100 Block	S Faires St	C	Building	One-story commercial	1901 - 1906	Eidelbach Lumber Co. Office	S & S Grain, Inc.
57	100 Block	S Faires St	C	Building	Industrial	c. 1882	Eidelbach Cistern Factory; Eidelbach Lumber Co.	S & S Grain, Inc.
58		N Hudson St & 7th St	C	Building	Warehouse	1922 - 1928	Southern Produce Building	Southern Produce Building
59		N Hudson St & 7th St	C	Building	Industrial	1922 - 1928	Southern Produce Building	McWhirter Building
60		N Penn & 7th St	C	Building	One-story commercial	before 1885	T. S. Wesson Tin Shop Building	Wickes Tin Building
61	118	N Penn St	NC	Building	Barn	1996		E. A. Arnim Archives & Museum Barn
62	100 Block	S Penn St	NC	Structure	Rail car	c. 1980		Caboose rail car
63	100 Block	S Penn St	C	Building	Rail tower	1902	G. H. & S. A. Tower No. 3 Building	Rail Tower No. 3
64	212	S Penn St	C	Building	One-part commercial	c. 1886	J. M. McGinty Building	Flatonia Argus
65	214	S Penn St	C	Building	One-part commercial	1886	Emil Miller Building	Flatonia Argus
66	216	S Penn St	NC	Building	One-part commercial	1879	John Cline Building; Routh & Brunnemann Drug Store; Friendly Tavern	Old Friendly Tavern Building
67	218	S Penn St	C	Building	One-part commercial	c. 1876	Yeager & Sons Building, tin shop, hardware	Cal Maine Warehouse
68	220	S Penn St	C	Building	One-part commercial	1880	Yeager & Sons, general store	Cal Maine Warehouse
69	213	S Penn St	C	Building	Warehouse	1930 - 1940	Freytag Garage and Machine Shop Building	Old Freytag Welding Shop

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

No.	Address	Street	C/NC	Type	Description / Stylistic Influence	Year Built	Historic Name	Current Name
70		S Penn St & 6th St	N/A	N/A	Vacant lot	N/A	Vanham Bunting Building; Dusek & Bittner Store	Vacant lot
71	122	E 7th St	C	Building	Warehouse	1924	Alexander Grocery Company Building	Circle W Feed Store
72	117	E 7th St	C	Building	Warehouse	1896 - 1901	Fernau Furniture Warehouse Building	Hairgrove Saddlery & Gifts
73	123	E 6th St	NC	Building	Residence	c. 2003		Residence
74	104	N Market St	NC	Building	Commercial garage	1994		Moeller Tire & Lube
75	115	N Market St	NC	Building	Warehouse	1920 - 1930	Cowdin Grocery Company Warehouse Building	South Central Electric & Sarah's Daycare
76	118	N Market St	C	Building	Warehouse	c. 1906	Cowdin Wholesale Grocery Company	Flatonia Farm & Ranch Supply
77	206	N Market St	C	Building	Barn	1922 - 1930	Flatonia Crate & Box Factory	Mica Soil Service
78	214	S Market St	C	Building	Residence	1893	Ling Meat Market; Lexie's Beauty Shop	Olle Hotel Annex
79	215	S Market St	C	Building	Two-story civic, fraternal	1888	Justice of the Peace Courthouse/City Hall (downstairs) & Masonic Lodge (upstairs)	Masonic Lodge Building
80	218	S Market St	C	Building	Residence / Colonial Revival	1901 - 1902	Allen House/Olle Hotel	Olle Hotel
81	N/A	N/A	C	Structure	Railroad tracks	1874	Galveston, Harrisburg & San Antonio Railroad, Southern Pacific Railroad	Union Pacific Railroad

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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## Statement of Significance

The Flatonia Historic District is nominated to the National Register of Historic Places under Criterion A in the areas of Commerce and Transportation and Criterion C in the area of Architecture, at the local level. The district contains a high proportion of contributing resources and retains sufficient integrity to convey its significance despite some infill and alterations to individual buildings. The spread of the railroad through Texas after the Civil War was a massive economic driver that quickly changed the landscape of the state as new railroad towns emerged seemingly overnight and others, bypassed by the route, faded into obscurity. Flatonia, established in its current location in 1874 along the Galveston, Harrisburg and San Antonio Railway, was one such railroad boom town. The district's oldest buildings relate to this rail history and the resulting commercial and industrial development. Whereas many small rail towns began to decline in the 1920s with the advent of the automobile,<sup>2</sup> downtown Flatonia experienced a second wave of economic investment and development after securing a spot on an early highway, which would later become one of the country's first coast-to-coast freeways. Reinvigorated, Flatonia persevered through the Depression and war years, with commercial activities shifting with the times. Transportation, however, once again proved to be a determining factor in Flatonia's history when the Federal-Aid Highway Act brought Interstate 10 through the region, bypassing downtown and shuttering its history as a stop on a major transportation route. The Flatonia Historic District provides a narrative about the highs and lows of a railroad town, as well as the ups and downs of being located on – and later – away from major highways. As downtown Flatonia developed over an extended period due to its transportation-related and commercial history, the district's resources reflect a variety of building traditions and architectural trends common to rural Texas at the time. The district's period of significance is 1874-1970, spanning downtown Flatonia's primary periods of development and commerce. The start date reflects the year in which the railroad tracks (the oldest extant contributing resource) were completed, and the end date marks the year in which Interstate 10 bypassed Flatonia, changing the nature of both transportation and commerce. The post office was also built in 1970, and was the last building completed in the district for over a decade. The period of significance represents a discrete period with the majority of the properties being more than fifty years of age and does not have to meet Criteria Consideration G because the district exhibits a continuity of development and commercial use through 1970.<sup>3</sup>

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## Early Settlement and Establishment

For some time before European settlers arrived, autonomous bands of hunter/gatherers generally known as Tonkawas roamed the region in which Flatonia is now located.<sup>4</sup> The only traces of their culture to remain are the stone blades and points frequently found in the surrounding countryside. During Spanish colonial times, the La Bahia Road, also known as the lower road of the Camino Real, passed within two miles of present day Flatonia,<sup>5</sup> but no permanent settlements took root in the area during that period.

The first Anglos to arrive in the area in any numbers came in the 1820s as a part of Stephen F. Austin's "Old Three Hundred" land grant from the Mexican government, settling mostly along the Colorado River well to the north and east of present day Flatonia. Following the war for Texas Independence, the second Congress of Texas authorized the establishment of Fayette County in 1838. La Grange, located in the center of the county near a crossing on the Colorado, was the largest settlement and was designated the county seat.<sup>6</sup>

The southern part of the county remained far more sparsely populated than the north for several decades after statehood with only a scattering of trade centers developing in the 1850s and 1860s. Following the Civil War, German

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<sup>2</sup> John C. Hudson, "Towns of the Western Railroads," *Great Plains Quarterly* 1672 (1982): 52.

<sup>3</sup> National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, 43.

<sup>4</sup> F. Lotto, *Fayette County: Her History and Her People* (Schulenburg, TX: Sticker Steam Press, 1902), 86.

<sup>5</sup> Gary McKee, "El Camino Real de los Tejas through Fayette County" (Schulenburg, TX, 2015).

<sup>6</sup> Lotto, 96.



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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and Czech immigrants attracted by cheap and fertile land began moving into the area in great numbers.<sup>7</sup> It was in 1870 that another small trade center in the far southern part of Fayette County achieved sufficient population density to warrant the establishment of a post office.<sup>8</sup> This outpost was named Flatonia after local merchant and early postmaster, F. W. Flato, a German immigrant who had moved to the area in 1866.<sup>9</sup>

Located approximately two miles southeast of present day Flatonia, the village had two mercantile stores, a butcher, a barber and a saloon, with perhaps a couple of dozen residences scattered on either side of a dusty road.<sup>10</sup> The 1870 census numbers about 475 inhabitants for the entire Flatonia postal area, a fair sized territory covering the southern end of Fayette County bordered on the north by the census areas of Cistern, Oso, and High Hill. Aside from the inhabitants of the village itself, the remaining population in the surrounding area consisted of farmers, ranchers, field hands and share croppers, along with their wives and children.<sup>11</sup> Relatively small tracts of land were farmed for a wide variety of produce and livestock. Sale and trade was enhanced by cart and wagon trails which connected Flatonia with neighboring settlements.<sup>12</sup>

In the 1870s, railway construction, which had been disrupted by the Civil War, began pushing to the west in earnest. It was only then that land sales and population growth burgeoned in the southern part of Fayette County. The Galveston, Harrisburg and San Antonio Railway (G.H. & S.A.) began acquiring their right of way through the area to connect Harrisburg in the east with San Antonio in the west, with further plans to extend all the way to Mexico.<sup>13</sup> The route would become known as the Sunset Route.<sup>14</sup>

Depots were established at roughly 12 mile intervals between Harrisburg and San Antonio, but often bypassed the older communities nearby. Flatonia was one such community that would be narrowly missed by the rail line, but sensing an investment opportunity, its namesake F. W. Flato and two other local entrepreneurs, John Cline and John Lattimore, acquired land for a town site adjacent the rail line and set out to re-establish Flatonia in a new location.<sup>15</sup> "New" Flatonia owes its design as well as its location to the railway. With an interest in promoting and controlling business along its lines, most 19<sup>th</sup> century railroad towns were platted by the railroad companies themselves,<sup>16</sup> including the townsites established in the 1870s along the Sunset Route, which were predominantly designed by James Converse, the G.H. & S.A. Railway's chief engineer. Rail companies generally platted new towns according to one of three designs (Figure 1), including a symmetric plan,<sup>17</sup> which Converse applied to Flatonia. The town's 1873 plat (Figure 2) shows an almost perfect mirror image of a strict grid pattern on both sides of the tracks, creating two business streets facing the main artery of commerce: the railroad. A wide strip of land, owned by the railroad, flanked either side of the tracks and was intended to be used for businesses that needed direct access to the line.<sup>18</sup> The east/west streets running parallel to the tracks were given ordinal numbers from 1<sup>st</sup> through 11<sup>th</sup> Streets, except those nearest the tracks which eventually took the names of North and South Main Streets. The crossing north/south streets, unnamed on the plat, became Ledyard (later Faires), Hudson, Penn, Market and Converse (this latter was so named according to the

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<sup>7</sup> Ibid., 351.

<sup>8</sup> Unpublished listing of post offices provided by the U. S. Postal Service, undated, E. A. Arnim Archives & Museum, Flatonia, TX.

<sup>9</sup> "Obituary, Frederick William Flato," *La Grange Journal*, May 25, 1899.

<sup>10</sup> Rocky Reagan, *G. P. Reagan Country Doctor* (San Antonio, TX: The Naylor Company, 1963), 1.

<sup>11</sup> 1870 U.S. Census, Fayette County, Texas between Hallettsville Road & Buckner's Creek, Flatonia, p. 67-78, Ancestry.com.

<sup>12</sup> Lucy Sullivan, *Diary of Lucy Sullivan, 1869-1870*, (transcribed copy), E. A. Arnim Archives & Museum, Flatonia, TX.

<sup>13</sup> *Flatonia Almanac 1913*, (Flatonia, TX: Flatonia Printing Co., 1913), 9.

<sup>14</sup> The route operated under G.H. & S.A. Railroad until 1934 when the company merged with the Texas and New Orleans Railroad. Southern Pacific later acquired it, but the route changed hands again in 1996 when Union Pacific Railroad took over Southern Pacific. The company maintains the route to date.

<sup>15</sup> In some documents Cline is found spelled as Kline, and Lattimore as Lattimer. *Flatonia Almanac 1913*, 11.

<sup>16</sup> Hudson, "Towns of the Western Railroads," 43-47.

<sup>17</sup> Ibid., 47.

<sup>18</sup> Ibid.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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custom of the chief engineer to name one street in each town after himself). As it was laid out, the downtown could well have accommodated the commercial district of a good-sized city with eight full blocks of 25' x 50' lots north of the tracks and almost nine of the same size south of the tracks. Lots gradually increased in size as the grid progressed further away from the tracks until they were drawn to the size of a quarter of a block in the outer reaches of the residential district.<sup>19</sup>

The first town lots were sold in new Flatonia in February of 1874.<sup>20</sup> Many of the residents and most of the commercial concerns of "old" Flatonia, including the post office which had been established there in 1870, began a wholesale migration to be near the new depot just two miles to the northwest.<sup>21</sup> It is said that one of the first houses in town was loaded onto ox wagons and moved whole.<sup>22</sup> Other communities in the area, such as Oso, Pin Oak, Cistern and Praha, followed suit. Cistern and Praha retained at least some commercial enterprises but "old" Flatonia and Oso dwindled in fairly short order to nothing more than cemeteries to mark their prior existence.

On Saturday, April 18<sup>th</sup>, 1874, the first train arrived at what was for a brief period the terminus of the railway.<sup>23</sup> Within just a few months of the opening of the line, a special correspondent to the *Galveston Morning News* wrote this about Flatonia:

Some sixty buildings grace the town, including seven stores, five barrooms, three hotels, two drug stores, blacksmith shop, two barber shops, tin and saddlery shops, and some five lumber yards deal out plank at living figures. Five gin mills are in full blast, and, as I write, one can see that they are well patronized.<sup>24</sup>

By December of 1875 the town was incorporated, and by 1876 it had become an important shipping center along the Sunset Route.<sup>25</sup>

### **Area of Significance: Commerce**

The opening of the rail line as far as Flatonia in April of 1874 marks the beginning of Flatonia's commercial development. The G. H. & S. A. Railway had an interest in much of the land along its right of way—including a half interest in Flatonia's town sites—and actively promoted land sales and settlement along the line.<sup>26</sup> Their 1876 *Immigrants Guide to Western Texas* described Flatonia as one of the most promising of the new towns of Texas:

Up to November 15, the shipment of cotton for the season opening September 1<sup>st</sup> had been 4000 bales. There is a good church and school-house. There are fourteen business houses, including one bank, that of F. W. Flatto [sic], Jr. Good water can be had by digging forty feet. There are a number of steam saw mills and gins in the vicinity of Flatonia. Gray sandstone of good quality is found within a convenient distance of the town. Good prairie lands may be purchased in the vicinity of the town at from three to eight dollars, and timber lands at from ten to fourteen dollars. The county is fine and rolling, with post and live-oak timber.<sup>27</sup>

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<sup>19</sup> James Converse, *Plan of Flatonia on the GH & SA, R-R, Fayette County, Texas, 1873* (Luling, Texas: Office of Chief Engineer, G.H. and S. A. Ry, certified copy Feb. 1, 1875)

<sup>20</sup> W. A. Faires, Unpublished paper (Flatonia, TX, 1932), E. A. Arnim Archives & Museum, Flatonia, TX.

<sup>21</sup> Lotto, 351.

<sup>22</sup> *Flatonia Almanac 1913*, 11.

<sup>23</sup> No title, *Galveston Daily News*, April 22, 1874.

<sup>24</sup> "Texas in Slices," *Galveston Daily News*, July 2, 1874.

<sup>25</sup> Lotto, 351.

<sup>26</sup> *Flatonia Almanac 1913*, 11.

<sup>27</sup> M. Whilldin, *Galveston Harrisburg and San Antonio R.R. Immigrants Guide to Western Texas* (Galveston, TX: "News" Steam Book & Job Office, 1876), 39.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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A lithograph of Flatonia (Figure 3) from that same publication shows a row of buildings on what has been identified as South Main Street. A two story corner saloon with a hipped roof figures prominently in the scene.<sup>28</sup> W. A. Beckham, one-time mayor, Justice of the Peace, newspaper editor and merchant, described the Flatonia of these days in his memoir as “a long row of small shacks, thrown in temporarily. The sidewalks were of plank and were up and down, nothing uniform.”<sup>29</sup> None of the structures from this early period, save the railroad tracks themselves, are extant. Many of the new towns that grew up along rail lines typically developed with the commercial center of town on one side of the tracks and industry on the other.<sup>30</sup> Contrary to this pattern, Flatonia’s commercial and residential districts developed rather evenly on both sides of the tracks. Virtually all of its commercial activity was centered on the two streets that fronted on to the railroad tracks—North and South Main—and extending little more than a block away on the cross streets of Penn and Market. Industry too was distributed fairly evenly on both sides of the tracks—tending toward the south side in earlier days but later concentrating on a railroad spur line that ran right behind the commercial district down the middle of 7<sup>th</sup> Street.

For more than a decade after its establishment, Flatonia enjoyed the position of being the only rail shipping point in the middle of a large trading area. Merchants prospering from this trade gradually began to replace their hastily erected wooden structures with more permanent and imposing edifices of rock or brick. The first of these was the mercantile store erected in 1876 by H. W. Yeager on South Penn (#67). Flatonia’s first Sanborn Fire Insurance Map of 1885 shows a total of nine rock and three brick buildings—the rock was locally quarried sandstone, the brick manufactured of local clay.<sup>31</sup> Yeager himself expanded his business in 1880 by adding an adjacent rock building on the corner of Penn and 6<sup>th</sup> (#68). Neighboring him on the north was John Cline with a grocery and dry goods store built in 1879 (#66). Around the corner on South Main were the twin Fordtran buildings (#44, #45), which were erected in 1879 and 1880, and the 1880 Post Office (#46). On North Main were the Harrison & Lane dry goods & clothing store (#8, erected 1881), the two Wolters buildings (#10 and #11, both erected 1880), Stoffers Harness & Saddle Shop (#12, erected 1879), and Lieck’s Sunny Side saloon (#13, erected 1880). These buildings were built to last; the only one of this era no longer extant is the two-story rock Vanham & Bunting mercantile which once stood opposite the Yeager building.

The *Texas State Gazetteer* of 1884-85 lists a population of 1,500—a considerable increase from the 866 enumerated in the census of 1880.<sup>32</sup> This *Gazetteer*, along with an illustration from about the same time (Figure 4), depicts Flatonia as a flourishing town on the G. H. & S. A. Railway with Methodist, Baptist, and Congregational churches and four public schools (three white and one black), two steam cotton gins, a weekly newspaper, and a bank. Other enterprises listed included no less than fifteen general stores, three grocers, one meat market, one dry goods store, two lumber yards, four drug stores, one furniture store, two tin ware shops, and one jeweler. Additional goods and services were provided by three shoemakers, one tailor, two barbers, two carriage makers, one blacksmith, two saddle and harness makers, three livery stables, three lawyers, one railroad agent, one telegraph agent, two insurance agents, and three physicians. Five saloons provided the entertainment and four hotels catered to travelers.<sup>33</sup>

Three more brick buildings soon replaced earlier wooden structures in the commercial district. In 1886 Emil Miller added a grocery store (#65) and at probably about the same time J. M. McGinty built his brick faced rock building (#64)—these two buildings completing a solid row of rock and brick structures on the west side of South Penn. Decades after Powhatan E. Edmondson moved his newspaper from Schulenburg to Flatonia in 1878,<sup>34</sup> the *Flatonia*

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<sup>28</sup> Whilldin, 38-39.

<sup>29</sup> W. A. Beckham, “Life Story of a Pioneer of Texas,” *Yorktown News*, July 31, 1924 (transcribed copy, 56).

<sup>30</sup> Mead & Hunt, Inc., *Development of Texas Road Networks: A Historic Context*, prepared for Texas Department of Transportation (2011), 58.

<sup>31</sup> Sanborn Fire Insurance Map, *Flatonia 1885* (New York, NY: Sanborn Map & Publishing Co., Limited, 1885).

<sup>32</sup> “Fayette County’s Population,” *La Grange Journal*, December 24, 1891.

<sup>33</sup> *Texas State Gazetteer and Business Directory, 1884-5*, (St. Louis, MO: R. L. Polk & Co., 1884), 325.

<sup>34</sup> This contradicts a generally held belief that the *Argus* was published in Flatonia as early as 1875. “The Patrons of the *Argus*,”

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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*Argus* found a permanent home in the Emil Miller building in 1934 and later expanded into the adjacent McGinty building. For almost Flatonia's entire existence, the weekly has reported on local news, social, entertainment and sporting events, as well as providing a vehicle for promoting commercial interests through its advertising. Still in this location today, the *Argus* is recognized as the oldest continuously published newspaper in Fayette County.<sup>35</sup>

E. A. Arnim, a former clerk for Harrison and Lane on North Main partnered with Jonathan Lane to build a very substantial mercantile store on the corner of West North Main and North Penn (#1). Architect J. Riely Gordon who would later garner acclaim for his Texas county courthouses, designed the building.<sup>36</sup> The façade of the building was similar to the one owned by Arnim's old boss and mentor, J. M. Harrison, but Arnim had his building designed with four windows across rather than three.<sup>37</sup> The Arnim & Lane mercantile store operated continuously from 1886 to 2001 with just two generations of Arnims at the helm.

Another long time Flatonia institution was established in 1887 when Magnus Fernau erected a handsome two story building (#41) on South Main. In addition to selling caskets and serving as the city's undertakers before there was a funeral home, the Fernaus, father and son, sold furniture from this building to generations of Flatonia families. The closing years of the 1880s saw Flatonia passing from the realm of a somewhat lawless frontier town, where gambling dens operated freely, saloons that were said to sell "Flatonia fighting whiskey"<sup>38</sup> outnumbered churches by at least three to one, and hard-riding, hard-drinking, trigger-happy cowboys were a frequent menace on the city's streets. Flatonia had City Marshals from its earliest days, but law and order finally came to town with a vengeance with J. A. Jamison, a no nonsense Civil War veteran.<sup>39</sup> Those who didn't receive more summary justice at Jamison's hands soon found themselves facing a Justice of the Peace in a newly built courthouse (#79). In 1890, a new two cell "calaboose" (#32), affectionately known as the Hotel Jamison, replaced an older jail. Calaboose, from the Spanish word "calabozo" for dungeon, was the term applied to small one story jails in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Though once fixtures in small town Texas, few remain and Flatonia's is one of only two known extant in Fayette County.<sup>40</sup> Though it has been moved to save it from destruction, the calaboose is a well preserved symbol of its times, complete with prisoners' signatures and dates from 1900 to 1952.

As more peaceful times prevailed, more trappings of civilization were becoming evident. A new two story frame schoolhouse was built just southeast of the business district in 1884 (replaced in turn by a large and imposing brick edifice in 1912 which has since been demolished). City waterworks were suddenly under discussion and the city installed a large cistern and windmill next to the freight depot. An 1890 city ordinance banned cattle on the streets. Trees were planted. Pleas for better sidewalks appeared frequently in the press—and sometimes even heeded—all making it easier and more pleasant to shoppers and merchants alike to go about their daily business around town. The general optimism about Flatonia's prospects as a successful railroad shipping center led to a successful effort on the part of local businessmen to secure a second railroad line through the town—the San Antonio and Aransas Pass Railway. Hopes were high at the time that it would mean continued boom times for Flatonia, but some of these hopes were dashed as new trade centers grew up along this north/south line.<sup>41</sup> Following a trip to Flatonia in 1890 the editor of the *La Grange Journal* acknowledges the town's loss of considerable trade since the construction of the San Antonio and Aransas Pass railroad (S. A. & A. P.) but says, however, that it is still doing a large business. He states that its citizens are turning their attention to manufacturing and goes on to name a horn furniture factory, a broom factory, two steam gins, an ice factory, a Kaolin ware factory, and a planing mill/cistern/door and sash factory (#57).<sup>42</sup>

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*Schulenburg Argus*, March 8, 1878; "Local News," *Flatonia Argus*, March 13, 1879.

<sup>35</sup> "Fayette County's Oldest Newspaper – Established 1875" printed at the bottom of the front page on each edition.

<sup>36</sup> J. Riely Gordon, Blueprints for Arnim & Lane Store, 1886 (private collection).

<sup>37</sup> J. D. Arnim, Unpublished paper (Flatonia, TX, 1995), E. A. Arnim Archives & Museum, Flatonia, TX.

<sup>38</sup> "Flatonia Items," *Schulenburg Argus*, January 25, 1878.

<sup>39</sup> Sadie Redmond Kubena, "A Bit of Early Flatonia History and the Descendants of Some of the Early Settlers," *Flatonia Argus*, October 24, 1963.

<sup>40</sup> William J. Moore, "Tiny Texas Jails," accessed April 10, 2016, <http://www.tinytexasjails.com/?s=fayette+county>.

<sup>41</sup> *Flatonia Almanac 1913*, 13.

<sup>42</sup> "Trip to Flatonia," *La Grange Journal*, September 11, 1890.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Although a hook and ladder company had been organized—and reorganized—from at least 1878,<sup>43</sup> half a block of wood frame buildings on North Main Street east of the rock saloon (#13) were all lost in an 1895 fire. Immediately following the fire, city council denounced the construction of new frame buildings in the business district.<sup>44</sup> Despite this, a single frame building was rebuilt in this burnt out area, but this was soon followed in 1897 by the construction of three identical brick buildings at the eastern end of the block (#19 and #20 are extant but one of the three burned in a later fire of 1907).

That same year one more prominent building was constructed on South Main Street, which along with all those that preceded it, gave Flatonia a sense that lingers to this day of being anchored in its 19<sup>th</sup> century frontier town past. Using bricks he had manufactured locally, Dr. G. W. Allen Sr. had a two story hospital erected that spanned two lots on West South Main Street (#35). The building, which only served as a hospital for about eight years, had the distinction of having a windmill and cistern on its roof for its water supply.

Flatonia's population, which reached what was probably its peak of about 1,800 in 1887 (no doubt temporarily swollen by workers constructing the S. A. & A. P. Railway at that time), declined to 1,304 in 1890, then to 1,210 in 1900 and further dropped to only 886 in 1910.<sup>45</sup> Despite this rather dramatic decrease in population, the first decade of the 20<sup>th</sup> Century was not without its notes of commercial success. A handsome new brick post office was built on South Main (#42) in 1901. G. C. Simmons replaced a frame building with a one story brick building for his produce business on West North Main (#3) in 1904 and in about 1906 the Cowdin Wholesale Grocery Co. built a new brick office and warehouse on North Market (#76). A year later the two story brick Wheeler building was constructed on the corner of West South Main and South Penn Streets (#33) and leased out to house a clothing store, displaying its stylish garments in newly fashionable large glass picture windows.

To close out the decade, a new bank was chartered in 1909. The Flatonia Bank (later Flatonia State Bank) moved into the rock building on North Main (#12) that had long been occupied by a harness and saddle shop.<sup>46</sup> The Southwestern Bell Telephone switchboard, which had first been established in Flatonia in 1900 moved to quarters on the second floor over the bank in 1910.<sup>47</sup>

Despite these signs of continuing strength, there seemed to be a general perception that Flatonia's fortunes were in a slump. The year 1910 is, however, widely regarded as a watershed in the history of Flatonia's commercial endeavors. A group of energetic young businessmen resurrected a defunct commercial club under the banner of the "Flatonia Committee" and made it their business to seek new industries for the town. They were successful in many of their endeavors, including the establishment of a large creamery and several processing plants.<sup>48</sup> Though none of these enterprises or the buildings that housed them survived the changing times, they thrived in their time and helped maintain the local economy.

A trend to replace the remaining frame buildings in the commercial district with brick started in the teens and continued in the 20s. In 1913 a dilapidated hotel on North Main was replaced by a row of three tin-clad storefronts (#4). The same year a confectionary (#40), which later became a barber shop, replaced another old frame building on South Main. In about 1926, a row of three identical one story brick buildings (#14, #15, #16) replaced several of the remaining frame buildings on North Main between Penn and Market.

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<sup>43</sup> "Local News," *Flatonia Argus*, January 23, 1879.

<sup>44</sup> "Flatonia Flashes," *La Grange Journal*, December 5, 1895.

<sup>45</sup> Ed Janecka, "Footprints of Fayette: Census of Fayette County in 1887," *Fayette County Record*, March 21, 2008; "Fayette County's Population," *La Grange Journal*, December 24, 1891; "Census Report," *Flatonia Argus*, September 30, 1920.

<sup>46</sup> "Flatonia Flashes," *La Grange Journal*, May 13, 1909.

<sup>47</sup> "Flatonia Flashes," *La Grange Journal*, May 5, 1910.

<sup>48</sup> *Flatonia Almanac 1913*, 15-17.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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The Flatonia State Bank moved its operation to a new two story brick building (#7) on the corner of North Main and North Penn Streets, replacing a wood frame storehouse that had stood on that site since Flatonia's earliest days. The Southwestern Bell Telephone switchboard moved along with the bank—the switchboard and several insurance agents and cotton buyers all had offices on the second floor of that building. On West North Main, the Flatonia Lumber Company, cleared its frame structures and replaced them with a large one story brick building (#6), and G. C. Simmons did the same in constructing an adjoining building that later housed the Flatonia Gas Company (#5). With all of these new brick replacements, Flatonia had by and large achieved a cityscape that would have been immediately recognizable to citizens today were they to be transported back in time to the late 1920s.

In the years leading up to the Great Depression, Flatonia was still experiencing some modest growth in industry. While cotton and cattle remained important parts of the local economy, poultry and egg production were enjoying significant growth as well. A promotional "Facts and Figures" piece published by the Chamber of Commerce in 1926-27 proclaimed that Flatonia was shipping year round from one of the largest poultry and egg producing counties in the state. It went on to say that Flatonia was also an important turkey raising center marketing thousands every fall.<sup>49</sup> Southern Produce built a large new tin clad processing plant (#59) and brick cold storage unit (#58) on 7<sup>th</sup> Street to accommodate this growth.

Further developments along the 7<sup>th</sup> Street railroad spur included a large new Alexander Grocery Company warehouse (#71) and the expansion of the Cowdin Wholesale Grocery into a second warehouse building (#75). Finally, with what would become a mainstay of the local economy for many years to come, the Flatonia Crate and Box Factory (#77) began production and shipped its cottonwood egg crates all over the country.

The 1920s brought much needed municipal developments as well. Following a successful bond election in 1925,<sup>50</sup> the city installed the first comprehensive public utility system, complete with sewage and water pipes, a pumping station, and elevated water tower (#53). In addition to creating a safe and reliable water system, this steel plate water tower, like others of its kind, became a visual landmark and one of Flatonia's most identifiable structures.

Although the Great Depression of the 1930s brought a downturn to the Flatonia economy, it seems to have been less drastic as elsewhere in the country. Many stalwart businesses soldiered on throughout the Depression and bankruptcies appear to have been rare, if not nonexistent. With the help of promotions and free entertainment by the Chamber of Commerce, people continued to flock to downtown Flatonia and a wide variety of goods and services were still available despite the hard times. By the time World War II came along, Flatonia was poised to do its part, not only in sending its young men to fight, but in small but important industries that supported the general war effort. Southern Produce (#58, #59) hired many young war brides to crack the eggs that were scrambled, frozen and sent in five gallon containers to military bases.<sup>51</sup> The Eidelbach Cistern Factory (#54, #57), in business since the 1880s, pivoted with the times and put dozens of government employees to work manufacturing war materials such as ammunition boxes and wooden cases for mine detectors and radio supplies.<sup>52</sup>

Flatonia has its own documentary film of its experience of the early war years. The local Methodist Minister, Reverend Vernon Perry, purchased a Technicolor movie camera and his efforts captured a remarkably complete picture of small town life in 1941. In addition to showing shopkeepers and customers inside most of the businesses in town, he filmed such things as production at the cottonseed oil mill, the fuller's earth plant, the produce plant and the box factory. He showed the paving of the new US Highway 90 through town, the waterworks, cattle and horses loaded and unloaded downtown on North Main Street, firemen's races, Boy Scouts collecting metal for the war, church picnics, school

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<sup>49</sup> *Facts and Figures* (Flatonia, TX: 1926-1927), E. A. Arnim Archives & Museum, Flatonia, TX.

<sup>50</sup> "The Waterworks and Sewer Bonds Carry," *Flatonia Argus*, April 16, 1925.

<sup>51</sup> Amelia Mica, interview by Judy Pate, April 9, 2016.

<sup>52</sup> Louis B. Engelke, "Flatonia," *San Antonio Express*, February 24, 1952, 21.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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classrooms and activities at both white and black schools—and more. It shows a bustling, vibrant little town full of neat and orderly shops—inside and out.<sup>53</sup>

Aside from the construction of a small new hospital on East South Main (#50) and some extension of travel related services along Highway 90, the late 1940s and the 1950s saw few physical changes in Flatonia's townscape, but there were economic changes which would affect the future of the city. As soldiers returned from the war, many did not return to the farm—or the life of a small town like Flatonia—but sought opportunities for jobs in the cities, some taking advantage of the GI Bill for furthering their education.<sup>54</sup> Nevertheless, small industries remained and continued to provide jobs to those who wanted to stay. Within the commercial district, Southern Produce (#58, #59) and the Flatonia Crate and Box Factory (#77) were still going strong. The ever-resourceful Eidelbach plant (#54, #57) was now busy making pre-fabricated homes that were providing housing on military bases near San Antonio.<sup>55</sup> Since the 1930s the clay industry had grown to become a strong component of the local economy with plants in the surrounding area mining and refining fuller's earth and bentonite in great quantities.<sup>56</sup>

By the 1960s, however, some industries were in decline—Eidelbach's once thriving concern (#54, #57) was reduced to functioning as simply a lumber company. The Flatonia Crate and Box Factory (#77) closed in the mid-60s. The Flatonia Oil Mill finally closed its doors in about 1967 following a steady decline in area cotton farming. At the same time some new enterprises had come along: the Flatonia Livestock Commission (one of the largest sale barns for cattle in Central Texas), Smith Farms (a large egg producer), Balcones Minerals, and Prototype Machine Shop. Though they helped keep the local economy alive, these latter concerns were all outside the city center and didn't impact building construction or usage downtown.

In 1969, land adjacent to the railroad tracks was transferred from Southern Pacific (which had absorbed the G.H. & S.A. Railway) to the City of Flatonia, which resulted in the construction of several civic buildings in the ensuing years.<sup>57</sup> The first of which is the last building within the historic district to be constructed during the period of significance. Under the Post Office Department's lease construction program, the City of Flatonia constructed a new post office (#38)—the fourth building extant in the district to serve in this capacity. The city sourced all the materials and hired a local contractor to supervise the construction. It was proudly dedicated on April 19, 1970, with Congressman J. J. "Jake" Pickle in attendance.<sup>58</sup>

June of 1970 brought another momentous change as Interstate 10 opened as far as Flatonia in its push west from Houston. Unlike the G. H. & S. A. Railway and the Old Spanish Trail/Highway 90 before it, this major east/west traffic artery would not bisect the existing business district but would skirt the edge of the residential area on the north. Businesses such as filling stations, garages, cafes and a motel that had long catered to travelers on Highway 90 would all feel the pinch of a decline in through traffic. It was only a matter of time before the Interstate extended on to the west, but this event marked the beginning of a trend in Flatonia that small towns all across American would experience as interstate highways passed them by.<sup>59</sup>

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<sup>53</sup> Vernon F. Perry, *Flatonia Texas and the Surrounding Area*, video recording (Flatonia, TX: 1941).

<sup>54</sup> Robert Wuthnow, *Remaking the Heartland: Middle America since the 1950s* (Princeton, NJ: Princeton University Press, 2011), 119-121, 135-136; J. Ronald Oakley, *God's Country: America in the Fifties* (New York, NY: Dembner Books, 1986), 111-113.

<sup>55</sup> Engelke, 21.

<sup>56</sup> "Two Clay Plants to Start Production," *Flatonia Argus*, June 4, 1936.

<sup>57</sup> The land transferred to the City of Flatonia included the land on the north and south sides of the tracks from just west of Penn Street to just east of Market Street, including the land where the civic center, the new police/fire station and the rail park are now located. Plat of Flatonia Rail Corridor, Southern Pacific Railroad Real Estate Department, January 2, 1969.

<sup>58</sup> "Cong. J. J. Pickle to Dedicate Flatonia's New Post Office Sunday," *Flatonia Argus*, April 16, 1970.

<sup>59</sup> Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Baltimore, MD: The Johns Hopkins University Press, 1995), 33-36; William Kaszynski, *The American Highway: The History and Culture of Roads in the United States* (Jefferson, NC: McFarland & Company, Inc., 2000), 175.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Flatonia has resisted the tendency to move away from its historic center and businesses continue to exist in the longstanding downtown buildings. The population, which had dropped so dramatically in the early years of the 20<sup>th</sup> century, had stabilized at around 1,000 inhabitants, inching up to 1,109 in 1970. Nevertheless, the opening of Interstate 10, coupled with a slow but steady post-war decline in the way people patronize small hometown business, marked a decisive change in Flatonia's economy.

**Area of Significance: Transportation (Railroad)**

The railroad was literally and figuratively at the heart of Flatonia's development from its arrival in 1874. The passenger depot stood at the very center of the new town on the south side of the tracks and a freight depot with a long platform was opposite on the north side. With the two rows of buildings that grew up along North and South Main being set well back from the tracks, a wide open area was left in the middle. In the beginning these were filled with stacks of lumber, conveniently off-loaded as freight and ready to supply the construction needs of a growing town. Later these open spaces were frequently used by circuses and medicine shows which often arrived by rail and attracted hundreds (some said thousands) to the business district for shopping as well as the shows.<sup>60</sup>

No less than four hotels rose up with the coming of the railroad to serve the traveling public and the many "drummers," or traveling salesmen, who touted their wares up and down the line. The Wheeler Hotel was located slightly outside the boundary of the Flatonia Historic District and is now a residence. The once proud St. Louis Hotel was razed to make way for brick storefronts in 1913. The Louisiana—later called the Central—burned and the lot remains vacant to this day. Only the Leicester of these original four, converted in the 1950s to a nursing home, still stands but retains no sense of its historic character. When the Central burned in 1915, however, another building joined the ranks of Flatonia's historic hotels when the residence of Dr. G. W. Allen Jr. was converted to a hotel/rooming house. This two story brick building on South Market, originally built in 1901-1902, later took the name of the Olle Hotel (#80) and is the only one of Flatonia's early hotels to survive as a functioning hotel into the 21<sup>st</sup> century.

The railroad was the big game in town when it came to transportation, but many shops in Flatonia's early days catered to horse drawn equipages. If the rails moved the goods to and from the freight depots, older forms of transportation had to do the work of hauling there and back. Wagon makers and wagon sellers, harness and saddle makers, blacksmiths and livery stables were there to serve their needs. Two important buildings that survive from these days are the old Stoffers Harness and Saddle shop (#12) and J. M. McGinty's building (#64) in which he manufactured wagons, buggies, and plows.

It is hard to fully appreciate the impact of rapid and regular transportation and shipping that a railroad had on an area previously accessible only after days or even weeks of arduous travel and transport. But here are just a few of the many ways it could be felt in everyday life. Mail and news of the greater world arrived daily. In May of 1880 a woman noted in her diary that she "got a dimes worth of fresh fish brought up in ice from Galveston." A café advertised fresh oysters daily. Among its other more prosaic wares, a grocery store in the 1890s prominently displayed a large basket of coconuts and a giant hanging stem of bananas. Mr. Harrison bought up to the minute goods for his dry goods store (#8) at markets in St. Louis and New York. Nothing was beyond reach—local citizens could—and did—take the train to San Antonio for the day to attend a festival. An 1885 publication advertised elegant Pullman cars to all points in the United States and Canada, with direct connections to Europe through Houston, New Orleans, or New York.<sup>61</sup>

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<sup>60</sup> "Flatonia Flashes," *La Grange Journal*, October 21, 1890.

<sup>61</sup> *Texas State Gazetteer*, 325; Sullivan, 147; "The Local News," *Flatonia Argus*, October 17, 1901; J. H. Sloma Grocer, unpublished photo, c. 1890s; J. H. Harrison, Unpublished correspondence, March 6, 1886; "Looking Back (from the files of 13 April 1905)," *Flatonia Argus*, April 7, 1936; *The Industries of San Antonio* (San Antonio, TX: Land & Thompson, 1885; repr., San Antonio, TX: Norman Brock, 1977).



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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By 1887 the railway, which had transformed open grasslands into this small, but thriving community was about to transform it again when the San Antonio and Aransas Pass Railroad began surveying a north/south line through the area to connect with Waco. Deciding it would be a good thing if this route were to be secured through Flatonia, a mass meeting was held and a committee appointed to try to negotiate this outcome with the railway. They succeeded, at a cost of some \$8,000 in payments to the railroad.<sup>62</sup> By late November of that same year, the *Argus* was eagerly anticipating potential development to accrue to Flatonia from this bold move “. . . on Wednesday the iron horse of that road will enter our corporation. Then comes the tannery—next the compress, the porcelain factory etc, etc, provided our moneyed men have the enterprise that builds up towns and cities.”<sup>63</sup>

Flatonia’s investment in bringing a second rail line to town is often told as a cautionary tale of being careful of what you wish for, ascribing a general decline in Flatonia’s fortunes to the construction of the new S. A. & A. P. Railway line through town. They cite the loss of trade and population here as a result of the new towns that sprang up along the line to the north and south. Though it is true that some of its citizens did move on to seek greener pastures in the next new boom town, the rise of other trading centers in the region was inevitable wherever the line was built and the results would likely have been the same or worse had it bypassed Flatonia altogether. W. A. Beckham, who lived through it all, described the situation rather prosaically:

It had already become apparent that our expectations of a considerable city had to be modified. Other towns were building up. Railroads were projected and being built, cutting off our trade territory. A bridge had been built across the Colorado River at La Grange. Cattle shipping and the cowboys were only local institutions now. Many of the folks who were here in the boom days had departed but there were more substantial buildings taking the place of the shacks.<sup>64</sup>

In 1902 a railroad switching tower was constructed at the junction of the G. H. & S. A. line and the S. A. & A. P. line (#46).<sup>65</sup> It was the last functioning interlocking plant in Texas when modern technology finally led to it being decommissioned in 1996.<sup>66</sup> Scheduled for demolition, a successful effort was waged to save it, but it had to be moved to do so. It now stands downtown near one of the lines it once served and is a monument to rail history in Flatonia.

Freight shipped by rail long played an important role in Flatonia’s economy—in the early days it was cotton, cattle, cabbages, and corn. Later as small industries developed around milling cotton seed oil and cake, the butter produced by the Flatonia creamery, the turkeys and eggs processed by Southern Produce (#1. #2), the wood products of the Eidelbach factory (#41, #42) and the Flatonia Crate and Box Factory (#7) all relied heavily on rail shipments. Even toward the end of the period of significance, feed stores still received quantities of their inventory by rail.

Passenger service, however, which had once been the lifeblood of travel to cities near and far had been decreasing steadily. Passenger service on the S. A & A. P. line had already been reduced to a one-car “Dinky” that ran between Waco and Yoakum when the railroad tried to discontinue even that in 1947. This threat prompted a number of prominent citizens from Flatonia to attend a Railroad Commission hearing to protest the removal of the Dinky.<sup>67</sup> A

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<sup>62</sup> *Flatonia Almanac 1913*, 13.

<sup>63</sup> “Flatonia Flashes,” *La Grange Journal*, November 10, 1887.

<sup>64</sup> Beckham, 57.

<sup>65</sup> Some archival evidence shows that by the late 1890s the railway through this section was already known as Southern Pacific, while other sources still referred to its original name of the Galveston, Harrisburg & San Antonio line. Both names continued to be used at least through the 1920s. This might indicate an earlier change of ownership than commonly recognized, but at the very least the G.H. & S.A. appears to have been doing business as Southern Pacific long before the name was officially changed. No title, *Flatonia Argus*, May 1, 1902; Railroad Commission of Texas, Thirteenth Annual Report, 1904, Texas State Archives, ARC 385, 1T, 427, quoted in Robert J. Macdonald, “Farewell to SP Tower 3, End of an Era at Flatonia, Texas,” *SP Trainline*, Summer 1997.

<sup>66</sup> Bob Macdonald, “Where Dalsa meets the Sunset,” *Trains*, March 1993, 70.

<sup>67</sup> “Large Crowd from Section Appears at Rockdale Hearing before R. R. Commission July 24,” *Flatonia Argus*, July 31, 1947.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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court judgment stayed the railroad from discontinuing it at that time but it was only a temporary reprieve. In 1949 another court reversed the decision and the railroad, citing operating losses for several years, removed that remnant of passenger service on the north/south line.<sup>68</sup> Service on the east/west Sunset Limited line survived a few more years as a flag stop but by the time the last passenger train stopped in Flatonia in the 1950s<sup>69</sup> rail travel was proving to be little competition for the new king of the road, the private automobile.

**Area of Significance: Transportation (Automobile)**

Shortly after the advent of the Ford Model T in 1908 – the first car affordable to the masses – automobiles appeared beside horses and buggies in downtown Flatonia and auto-oriented businesses soon began to open their doors.<sup>70</sup> The 1912 Sanborn map of Flatonia shows the city had two early filling stations / garages: one in the heart of W. South Main with a curbside pump (#35) and one drive-in station on S. Faires (#55).<sup>71</sup>

By 1915 there were enough automobiles in the area to warrant considerable local interest in the Good Roads Movement, an effort by private organizations nationwide to improve and expand the nation's roads. As part of the movement, three routes were under consideration to connect Houston and San Antonio. The "middle route," which paralleled the Southern Pacific Line and ran through Flatonia, was the shortest and most direct. Despite competition from other towns, the Flatonia Good Roads Committee, in collaboration with parties from Houston, San Antonio, and other towns along the route, lobbied successfully for the middle route,<sup>72</sup> and in August of 1917, the State Highway Commission officially approved Highway No. 3 (SH 3) connecting Houston and San Antonio through Flatonia.<sup>73</sup> In January of 1918 Flatonia voters overwhelmingly passed a bond election in support of the highway, providing financing for the construction of the road which would run directly through downtown along North Main Street.<sup>74</sup> In May of 1920, SH 3 was completed through Flatonia, transforming Main Street to a segment of a highway, and ushering in a new auto-centric era in Flatonia's history.<sup>75</sup>

At the same time that SH 3 was being planned and constructed in Texas, other Good Roads supporters were advocating for a southerly transcontinental route that would connect San Augustine, Florida on the east coast with San Diego, California on the west. The proposed route, called the Old Spanish Trail, was named to evoke and promote the south's Spanish Colonial history and associated sites. The Old Spanish Trail Association, like others of its type, was charged with delineating the exact route and securing the funding for construction.<sup>76</sup>

In Texas, the proposed Old Spanish Trail would generally absorb SH 3, and though some debate occurred in Flatonia regarding the need versus cost of having the route through the business district, Flatonia's Good Roads supporters prevailed and improvements to SH 3 began in downtown Flatonia in 1922, transforming it into SH 3 / Old Spanish Trail.<sup>77</sup> Local contractor William Ungerer poured the concrete curbing along North Main Street and trains brought

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<sup>68</sup> "Court Favors Railroad in Train Service Fight," *Flatonia Argus*, April 21, 1949.

<sup>69</sup> Timetable No. 93, San Antonio Subdivision, February 24, 1952, E. A. Arnim Archives & Museum, Flatonia, TX; Jacqueline Robins Moncrief, interview by Judy Pate, July 5, 2016.

<sup>70</sup> Jon Todd "JT" Koenig, *Postcard History Series, Fayette County*, (Charleston, SC: Arcadia Publishing, 2011), 66; "First Automobile in Fayette County," *Flatonia Argus*, March 22, 1923.

<sup>71</sup> Sanborn Fire Insurance Map, Flatonia 1912 (New York, NY: Sanborn Map & Publishing Co., Limited, 1912).

<sup>72</sup> "Good Roads Meeting," *Flatonia Argus*, September 9, 1915; "Held Big Meeting," *Flatonia Argus*, September 23, 1915; "Sure to Get Highway," *Flatonia Argus*, October 14, 1915 and "Good Road Club Doings," *Flatonia Argus*, October 21, 1915.

<sup>73</sup> "Direct Route Designated," *Flatonia Argus*, August 16, 1917;

<sup>74</sup> "People of Fayette Say They Want the Highway," *Flatonia Argus*, January 17, 1918; "Route Decided," *Flatonia Argus*, March 11, 1920.

<sup>75</sup> "Inspect Highway," *Flatonia Argus*, May 27, 1920.

<sup>76</sup> Mead & Hunt, *Development of Texas Road Networks*, 24.

<sup>77</sup> "Highway Work Progressing," *Flatonia Argus*, March 16, 1922.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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carloads of gravel from La Grange to top the road's surface.<sup>78</sup> By September of 1922, "Flatonia on the Old Spanish Trail" was printed at the bottom of each day's program for the Flatonia Fair. Thus was Flatonia connected in stages with the coasts, eventually making the city's roadside establishments a welcomed stop for travelers.

The promise held by the construction of SH 3/Old Spanish Trail through Flatonia coincided with an increase in facilities to sell and service private automobiles. The 1920 Citizens Auto Supply building (#34) was the first built in the town specifically for automobile sales. Like other early auto showrooms, the one-story building was located in the heart of Main Street nestled between other small shops and businesses, and its large picture windows provided passersby a view of a neat showroom with Ford products.<sup>79</sup> Quickly outgrowing this space, the owners moved into a much larger building in 1924 on West North Main (no longer extant). A Chevrolet dealership and garage was built near the corner of East North Main and North Market in 1922, and later replaced by a larger structure in 1931 which continues to operate as a garage (#22). All of the showroom/garages had curbside gas pumps and even Rue Miller's café (#10) had a pump right in the middle of the North Main business district. Free standing gas stations associated with major oil refineries soon followed. Two such were the 1925 construction of Tip's Texaco (#30), which extended the business district out from the center and east along the new highway, and the 1931 Gulf Service Station on the corner of East North Main and North Market (#21).

In another name change for the same highway, SH 3/Old Spanish Trail became SH 3/U. S. 90 in about 1930 when the road became a federal highway.<sup>80</sup> Later, in 1939, when road improvements were scheduled for U.S. 90 (by this point the SH 3 portion of the name had been discontinued),<sup>81</sup> Flatonia was again faced with the possibility that a new route bypassing the existing business district might be selected. After years of material benefit from its location on the Old Spanish Trail, Flatonia's citizens and business owners keenly understood the importance of maintaining U.S. 90's existing location through downtown along North Main Street.<sup>82</sup> Once again, Flatonia's leaders, who were described as "unstinting" in their efforts to secure the right-of-way, were successful and the highway would maintain its existing location through downtown.<sup>83</sup> Following the opening of an underpass on the west side of town in 1942, the Flatonia section of U.S. 90 was considered complete.<sup>84</sup>

Keeping the flow of traffic through the business district paid off after the war as tourist dollars continued to support service enterprises in the heart of Flatonia's downtown long after businesses in other towns began to shift away from the center when the main traffic artery passed even a few blocks away. New filling stations (#29, #31) were constructed on the highway and one of the older ones was converted into a small roadside café (#30). The City Café (#10) downtown fronted on to Highway 90 and benefited as well. Several garages were on hand to assist travelers in need, and for the road weary, the Olle Hotel (#80) on South Market and the Palace Courts just outside the business district along 90 provided places to break a journey. As roads continued to improve, bus service extended public transportation to many places not previously served by rail. In the 1940s the Greyhound, the Kerrville, and the Continental bus lines all stopped at Mikulik's Drug Store (#20)<sup>85</sup> (operating as Chas. Cooper's Bus Station from 1950 through the P.O.S.).

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<sup>78</sup> "Cement Curb About Finished," *Flatonia Argus*, July 13, 1922; "Road Work Resumed," *Flatonia Argus*, October 5, 1922; "Highway Through City Will Be Completed Soon," *Flatonia Argus*, November 23, 1922; "Dirt Roads," *Flatonia Argus*, March 1, 1923.

<sup>79</sup> Liebs, *Main Street to Miracle Mile*, 75-76.

<sup>80</sup> Gregory Smith, *Old Spanish Trail, Colorado County, National Register of Historic Places Registration Form*, (Texas Historical Commission, Austin, TX, 2012) 13.

<sup>81</sup> *Ibid.*

<sup>82</sup> Minutes of the Flatonia Chamber of Commerce, April 28, 1939.

<sup>83</sup> "Resolution," Minutes of the Flatonia Chamber of Commerce, March 29, 1940.

<sup>84</sup> "Completion of Underpass Ends Local Hiway Work," *Flatonia Argus*, March 19, 1942.

<sup>85</sup> "Daily Bus Schedules," *Flatonia Argus*, October 16, 1947.

Flatonía Commercial Historic District, Flatonía, Fayette County, Texas

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Once again it proved to be a change in transportation patterns that marked the end of an era for the downtown commercial district. On June 23, 1970, a new, four-lane section of Interstate 10, a Federal-Aid Highway Act project which would connect the coasts via high speed road travel, was formally inaugurated about one mile north of Flatonía.<sup>86</sup> Though it would take a bit longer to extend to San Antonio, the coming of the interstate highway marked the end of an era for Flatonía. For the first time in its existence, Flatonía would no longer enjoy a place immediately on a preeminent east/west traffic artery.

America's new superhighways had far-reaching unintended consequences that would forever alter the landscape of the country.<sup>87</sup> In a pattern that would be repeated in small towns all along their routes, it was inevitable that much of Flatonía's growth thereafter would occur at the exits and feeder roads on both sides of the interstate, with new filling stations, motels, and fast food eating establishments. Likewise, it was inevitable that many of the filling stations, garages, cafés, and hotels located downtown along Highway 90 would eventually close. The rise of big box stores in neighboring communities coupled with a car—or two—in every garage has further sapped the vitality of Flatonía's downtown. Nevertheless, Flatonía has been tenacious in surviving ebbs and flows of changing patterns of transportation and commerce, still striving to fight the pull of the interstate and maintain its downtown identity.

### **Area of Significance: Architecture**

The Flatonía Historic District contains a collection of locally significant commercial buildings reflecting building practices and design common to rural, south-central Texas in the late-19th and early-20th centuries. A large proportion of the district's buildings are classified as one-part commercial block and two-part commercial block buildings, which are building types based on the compositional arrangement of the façade.<sup>88</sup>

One-part commercial block buildings are small to moderately-sized one-story buildings commonly used for retail purposes and services. Typically rectangular in plan, they have a narrow street frontage which is almost entirely devoted to the entry and expansive windows of a storefront or storefronts. These buildings often have transom windows to allow additional light and air circulation, a horizontal band above the storefront for signage, and a parapet obscuring a flat or slightly sloped roof. 124 and 104 E. South Main (#46 and #37) are examples of early and pre-war (respectively) one-part commercial block buildings within the Flatonía Historic District.

Two-part commercial block buildings are like one-part commercial block buildings with additional stories. The buildings have a horizontal division which creates two distinct zones: a lower zone and an upper zone. The lower zone retains the storefront organization of the one-part commercial block and is traditionally used for retail space. In contrast, the upper zone is more private in nature and used for offices, storage, meeting space, etc. Though they can have up to four floors, all of Flatonía's buildings of this type are two-stories tall.

Some of the district's buildings conform to what could be considered a sub-type of the one- and two-part commercial block building. Known as the Texas Vernacular Arched Front (or Flat Arched Front), this regional typology is associated with the earliest stone and masonry commercial buildings in the region.<sup>89</sup> The ground level of early Flat Arched Front buildings consists of a series of evenly spaced, narrow arches separated by masonry piers, which support the structure above. Spanning the entire façade, the arches, which contain double doors and windows with fanlights, provide optimal ventilation and light, and open the establishment to the sidewalk and passersby. Upper levels are lined with narrow, arched windows or rectangular windows with arched lintels, placed in relation to the storefront openings

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<sup>86</sup> "Interstate-10 Formally Opened Tuesday to Traffic Eastward," *Flatonía Argus*, June 25, 1970.

<sup>87</sup> Liebs, *Main Street to Miracle Mile*, 33-36; Kaszynski, *The American Highway*, 175.

<sup>88</sup> Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Lanham, MD: AltaMira Press, 2000), 24-75.

<sup>89</sup> Lila Knight, *Fayette County Courthouse Square Historic District*, National Register of Historic Places Registration Form (2000), 22.

Flatonía Commercial Historic District, Flatonía, Fayette County, Texas

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below. Full-width canopies project from the buildings to provide shade from the Texas sun. The Flatonía Historic District has a variety of examples of Texas Vernacular Arched Front buildings, including two of the district's oldest buildings: 218 and 220 S. Penn Street (#67 and #68).

When Flatonía's early frame buildings began to be replaced with more permanent structures, both sandstone and brick were used for the new buildings; however, most of the district's oldest extant commercial block buildings – which date to the 1870s – were built of stone. The sandstone, which was locally quarried, was a common building material in the region at the time and though often clad in stucco or brick, where exposed, it is rough and irregular, giving the buildings a rustic appearance. An example of this is the Yeager and Sons Building (#67), the oldest stone building in the district, which dates to 1876. The district's oldest extant brick buildings include the Fordtran Buildings (#44 and #45), which date to 1879 and 1880, and the former post office on South Main (#46), which was constructed in 1880. By about the mid-1880s, the use of rock was phased out and brick was used more or less exclusively to construct the district's commercial block buildings. In comparison to their frame counterparts, which have long ago succumbed to time and, sometimes, fire, the district's sturdy 19<sup>th</sup> century stone and brick buildings have endured.

One- and two-part commercial block buildings can be standalone structures or part of a commercial row or block. In some instances, a series of similar or identical buildings can be found in a row (e.g., 115, 117, and 121 E. North Main Street). These buildings may have an architectural style or stylistic elements applied to the façade; however, early commercial block buildings in rural Texas were not typically architect designed, as is the case in the Flatonía, and instead are more vernacular. Though lacking in high style design, some of the district's commercial block buildings have stylistic elements and architectural features, such as pressed metal cornices and pediments, pilasters, belt courses, recessed panels, arches, and decorative surrounds. Examples include 103 E. North Main (#8) and 109 W. South Main (#35) which have Renaissance Revival influences, and 102 E. South Main (#36), which has Neoclassical influences. Other commercial block buildings in Flatonía are decidedly pragmatic in appearance with design being limited to a simple masonry cornice or stepped parapet (e.g., 112 E. South Main and 214 S. Penn, #40 and #65 respectively).

A small number of the district's contributing buildings were architect-designed. The 1886 Arnim & Lane Building (#1) is attributed to architect J. Riely Gordon, who later became known for his Texas Courthouse designs.<sup>90</sup> The building subscribes to the Texas Flat Arched Front type, though it is more refined than its vernacular counterparts with Renaissance Revival influences. The *Flatonía Argus* reported that the 1901 post office (#42) was designed by a San Antonio-based architect, though a name was not provided.<sup>91</sup> Additionally, the Craftsman filling station at 131 E. North Main (#21) is attributed to a Gulf Refining Company design<sup>92</sup> and the 1970 International style post office (#38) is a stock design from the U.S. Post Office.<sup>93</sup>

Most buildings within the district are attributable to local builders rather than architects, with 25 of the 60 contributing resources having a known builder. The G.H. & S.A. Railroad was responsible for constructing the rail tower (#63).<sup>94</sup> Robert Allert and Pat Redmond built a number of Flatonía's early one- and two-part commercial buildings, including the Arnim & Lane Building (#1),<sup>95</sup> the post office at 124 E. South Main (#46),<sup>96</sup> the Yeager Building annex (#68),<sup>97</sup> and the Harrison Building at 103 E. North Main (#8).<sup>98</sup> The two also erected the eastern portion of the Fordtran

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<sup>90</sup> J. Riely Gordon, Blueprints for Arnim & Lane Store, 1886 (private collection).

<sup>91</sup> No title, *Flatonía Argus*, August 15, 1901.

<sup>92</sup> "Plans for Gulf Station about Ready," *Flatonía Argus*, January 29, 1931.

<sup>93</sup> Minutes of the Flatonía City Council, September 10, 1968.

<sup>94</sup> No title, *Flatonía Argus*, May 1, 1902; Railroad Commission of Texas, Thirteenth Annual Report, 1904, Texas State Archives, ARC 385, 1T, 427, quoted in Robert J. Macdonald, "Farewell to SP Tower 3, End of an Era at Flatonía, Texas," *SP Trainline*, Summer 1997.

<sup>95</sup> J. D. Arnim, Unpublished paper (Flatonía, TX, 1995), E. A. Arnim Archives & Museum, Flatonía, TX.

<sup>96</sup> "Local News," *Flatonía Argus*, December 4, 1879.

<sup>97</sup> "Local News," *Flatonía Argus*, December 18, 1879.

<sup>98</sup> "Local News," *Flatonía Argus*, June 9, 1881.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Building (#45),<sup>99</sup> one year after Allert collaborated with W. C. Turbeville on the western portion (#44).<sup>100</sup> Redmond was individually responsible for the post office at 116 E. South Main (#42) and the identical one-part commercial buildings at 127 and 129 E. North Main (#19 and #20).<sup>101</sup> Six of the district's contributing resources are attributed to William Ungerer, a prolific local builder who built the aforementioned filling station (#21) and its garage (#22),<sup>102</sup> three late-1920s one-part commercial buildings (#5, #6, and #37),<sup>103</sup> and the warehouse on E. 7<sup>th</sup> St (#71).<sup>104</sup> The Allen Brothers built one of the district's more architecturally significant buildings: the 1907 Wheeler Building (#33).<sup>105</sup> Anton Freytag built the stone Stoffers Building on E. North Main (#12),<sup>106</sup> W. C. Turbeville & G. W. Allen, Sr. built the one-part commercial building at 110 W. North Main (#3),<sup>107</sup> mason Harry Beale built the warehouse at 118 N. Market (#76),<sup>108</sup> Messrs. Chambers and H. Moeller built the frame building at 214 S. Market (#78),<sup>109</sup> and a "Mr. Moore" built the Polasek Hotel (#28).<sup>110</sup> Lastly, builder Frank J. Prihoda is responsible for the aforementioned International style post office (#38).<sup>111</sup> Many of the buildings built by builders in the late 19<sup>th</sup> and early 20<sup>th</sup> century have windows, doors, cladding, cornices, pediments, etc. – if not entire storefronts – which appear to have been sourced from architectural trade catalogs of the time.<sup>112</sup> With its location along the railroad, goods of this nature would have been readily available to Flatonia's builders.

Many of the district's buildings sustained alterations during the 1930s at a time when storefront modernization was quite common in the United States. This trend was fueled by the New Deal's Modernization Credit Plan, a Depression era program which provided commercial building owners with loans to modernize their storefronts, which by then were often seen as old-fashioned and uninviting. Intended to stimulate the building industry, promote shopping activity, and revive the local economy, the Credit Plan markedly changed the landscape of Main Street.<sup>113</sup> A number of buildings within the Flatonia Historic District were modernized as part of this trend (though it is unknown which / if any buildings were financed by the Modernization Credit Plan), the most drastic of which is 110 W. North Main Street (#3), which was remodeled in 1930 with a barreled ceiling recessed entry with expansive display cases, moldings, and tile work. Originally a general store, the modern, opulent appearance was more appropriate for its then use as a fashionable clothing store. Other examples of Depression era storefront modernizations include 109 W. South Main (#35), as well as 103, 107, 109, and 113 E. North Main (#8, 10, 11, 13) which were modernized in 1932, 1934, 1930, and 1929, respectively.<sup>114</sup> Though today these storefronts can seem incompatible with what remains of the original building design, they are significant in their ability to provide an additional layer of history about how Main Street countered the Depression.

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<sup>99</sup> "Local News," *Flatonia Argus*, October 16, 1879.

<sup>100</sup> "Local News," *Flatonia Argus*, September 4, 1879.

<sup>101</sup> "Paragraphs from the Flatonia Record," *La Grange Journal*, May 20, 1897; *Ibid.*, May 27, 1897.

<sup>102</sup> Billie Grace Ungerer Herring, Unpublished documents, undated, E. A. Arnim Archives & Museum, Flatonia, TX.

<sup>103</sup> #5: "Building News," *Flatonia Argus*, April 11, 1928; #6: "Building Activities," *Flatonia Argus*, July 18, 1929; #37: "New Brick Building for South Side," *Flatonia Argus*, November 21, 1929.

<sup>104</sup> Herring, Unpublished documents, undated, E. A. Arnim Archives & Museum, Flatonia, TX.

<sup>105</sup> *Historic Marker Application: Wheeler Building* (Texas Historical Commission, 1989), accessed June 29, 2016, <https://texashistory.unt.edu/ark:/67531/metaph477604/m1/1/>.

<sup>106</sup> "Local News," *Flatonia Argus*, July 31, 1879.

<sup>107</sup> No title, *Flatonia Argus*, April 28, 1904.

<sup>108</sup> Sandra Pavlica Mica, photograph and interview.

<sup>109</sup> "Flatonia Happenings," *La Grange Journal*, October 12, 1893.

<sup>110</sup> "Building Activities," *Flatonia Argus*, Jan. 14, 1932.

<sup>111</sup> Flatonia City Council Minutes, Feb. 27, 1969.

<sup>112</sup> For example, *Mesker Brothers Iron Works catalogue* (St. Louis, MO: 1898).

<sup>113</sup> Gabrielle Esperdy, *Modernizing Main Street: Architecture and Consumer Culture in the New Deal* (Chicago: IL University of Chicago Press, 2008), 54-55.

<sup>114</sup> #8: "New Business," *Flatonia Argus*, June 23, 1932; #10: "Improves Building," *Flatonia Argus*, June 7, 1934; #11: "Fine Front for Daehne's Drug Store," *Flatonia Argus*, February 27, 1930; #13: "Another Building Ready," *Flatonia Argus*, December 5, 1929.

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Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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**Latitude/Longitude Coordinates**

1. 29.689215° -97.106618°
2. 29.687859° -97.104789°
3. 29.687128° -97.104386°
4. 29.686763° -97.104397°
5. 29.685809° -97.106524°
6. 29.685753° -97.108936°
7. 29.686192° -97.112336°
8. 29.687028° -97.112390°
9. 29.687804° -97.111539°
10. 29.688723° -97.109628°
11. 29.689215° -97.106986°

**Verbal Boundary Description**

The Flatonia Historic District has an irregular boundary. Beginning at the intersection of N. Faires Street and US Highway 90 / W. North Main Street, the boundary proceeds:

- east to the western edge of LOT 25 & 26, FRC OF 24 BLK 22;
- north to 7<sup>th</sup> Street;
- east to N. Market Street;
- north to the northern edge of LOT 19 THRU 36 BLK 51;
- east to the eastern edge of LOT 19 THRU 36 BLK 51;
- south to the alley between 7<sup>th</sup> and US Highway 90 / E. North Main Street;
- east to the eastern edge of LOT 28 BLK 50;
- south to US Highway 90 / W. North Main Street;
- east to the eastern edge of FREYTAG ADDN. BLK III 0.3389;
- south to the railroad;
- southeast along the railroad to S. Middle Street;
- south to E. South Main Street
- west to S. Market Street;
- south to the alley between E. South Main Street and E. 6<sup>th</sup> Street;
- east to the eastern edge of LOT 17 THRU 22 BLK 49;
- south to E. 6<sup>th</sup> Street;
- west to rear of the buildings on the west side of S. Penn Street;
- north to W. South Main Street;
- west to S. Faires Street;
- south to the southern edge of FAIRES ADDN. (402) BLK FRC OF 6 1.4699;
- west to the western edge of FAIRES ADDN. (402) BLK FRC OF 6 1.4699;
- north to the northern edge of FAIRES ADDN. (402) BLK FRC OF 6 1.4699;
- east to S. Faires Street; and
- north to the intersection of N. Faires Street and US Highway 90 / W. North Main Street.

**Boundary Justification**

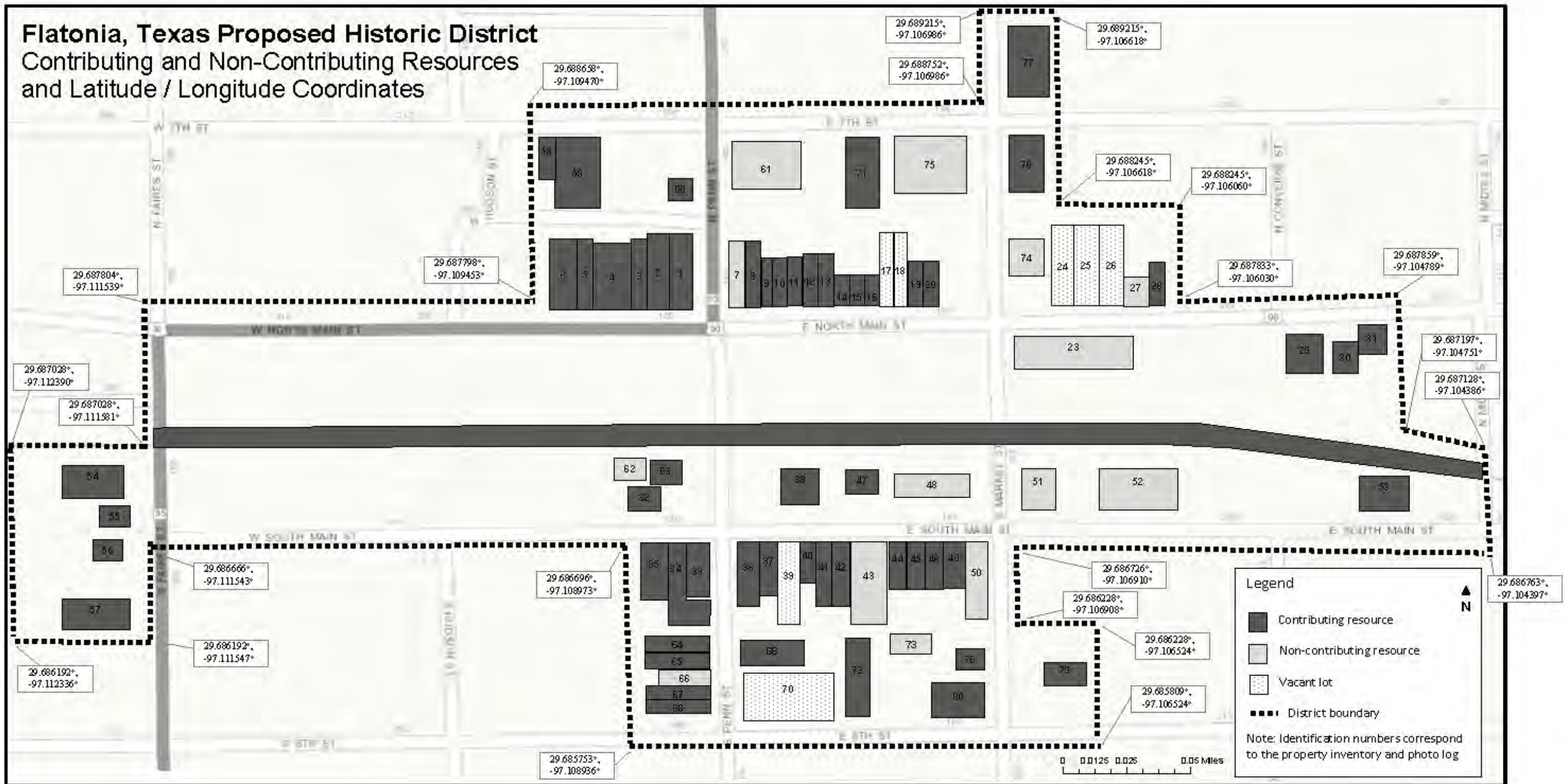
The boundaries for the historic district include blocks of resources that reflect Flatonia's commercial and industrial development prior to the arrival of Interstate 10 in 1970, which shifted future development to the highway's frontage roads. Resources adjacent to the district, but outside the boundary, are generally residential, though there are a small number of empty lots as well as commercial / industrial buildings that are unrelated to the district's historical significance or were constructed after the period of significance.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

Google Earth Map  
Accessed April 27, 2017



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

Figures

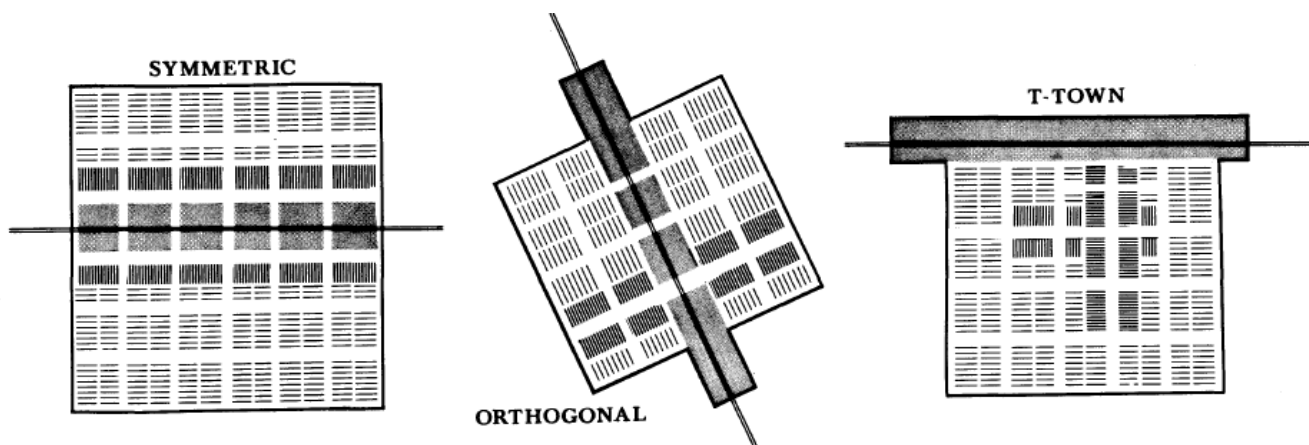


Figure 1: Illustration of the three designs that were commonly used to plat 19<sup>th</sup> century railroad towns. Flatonia was laid out according to the earliest model, the symmetric plan, in which the railroad divides downtown into two halves, with commercial buildings facing the rail from opposite Main Streets. Image reproduced from John C. Hudson, "Towns of the Western Railroads," *Great Plains Quarterly*, 1672 (1982).

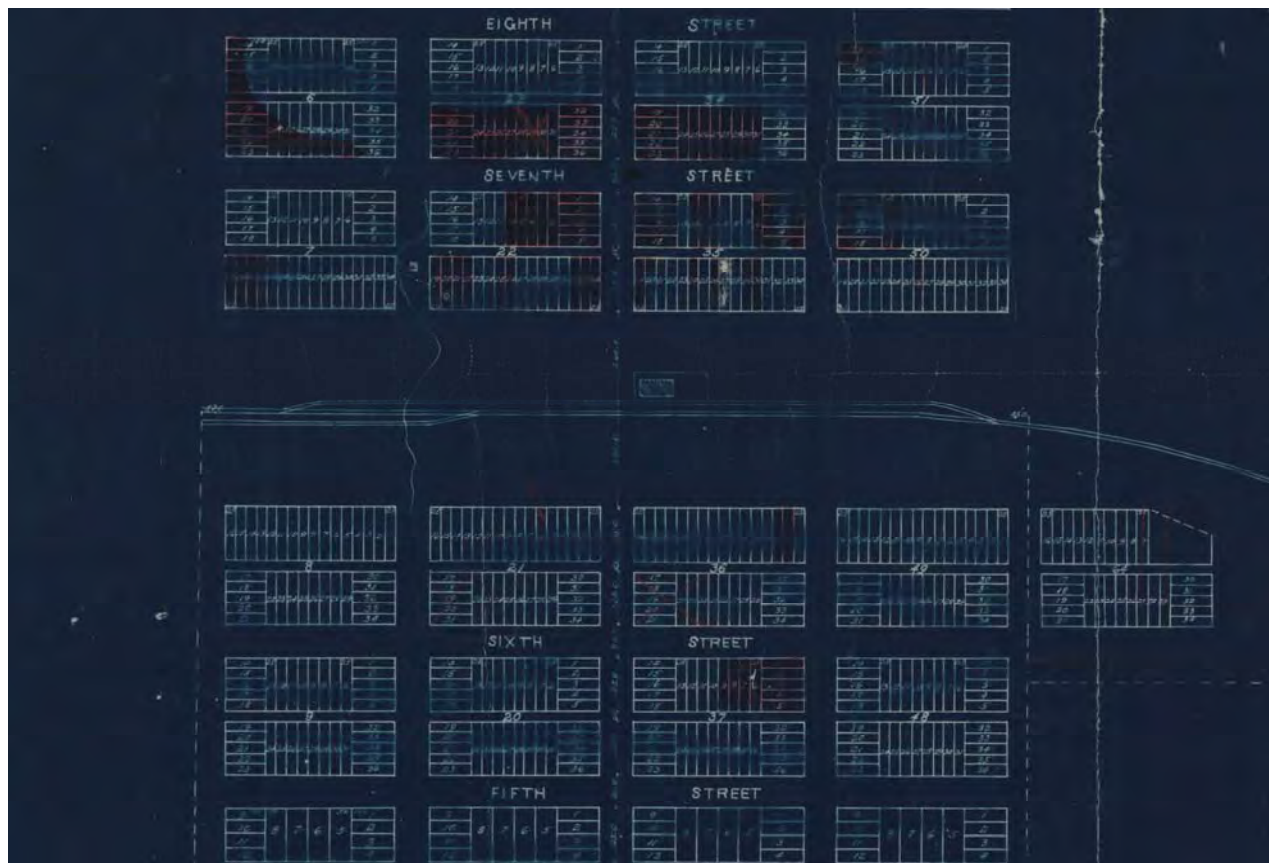


Figure 2. Detail from The Plan of Flatonia. Source: James Converse, *Plan of Flatonia on the GH & SA, R-R, Fayette County, Texas, 1873* (Luling, Texas: Office of Chief Engineer, G.H. and S. A. Ry, certified copy Feb. 1, 1875). Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

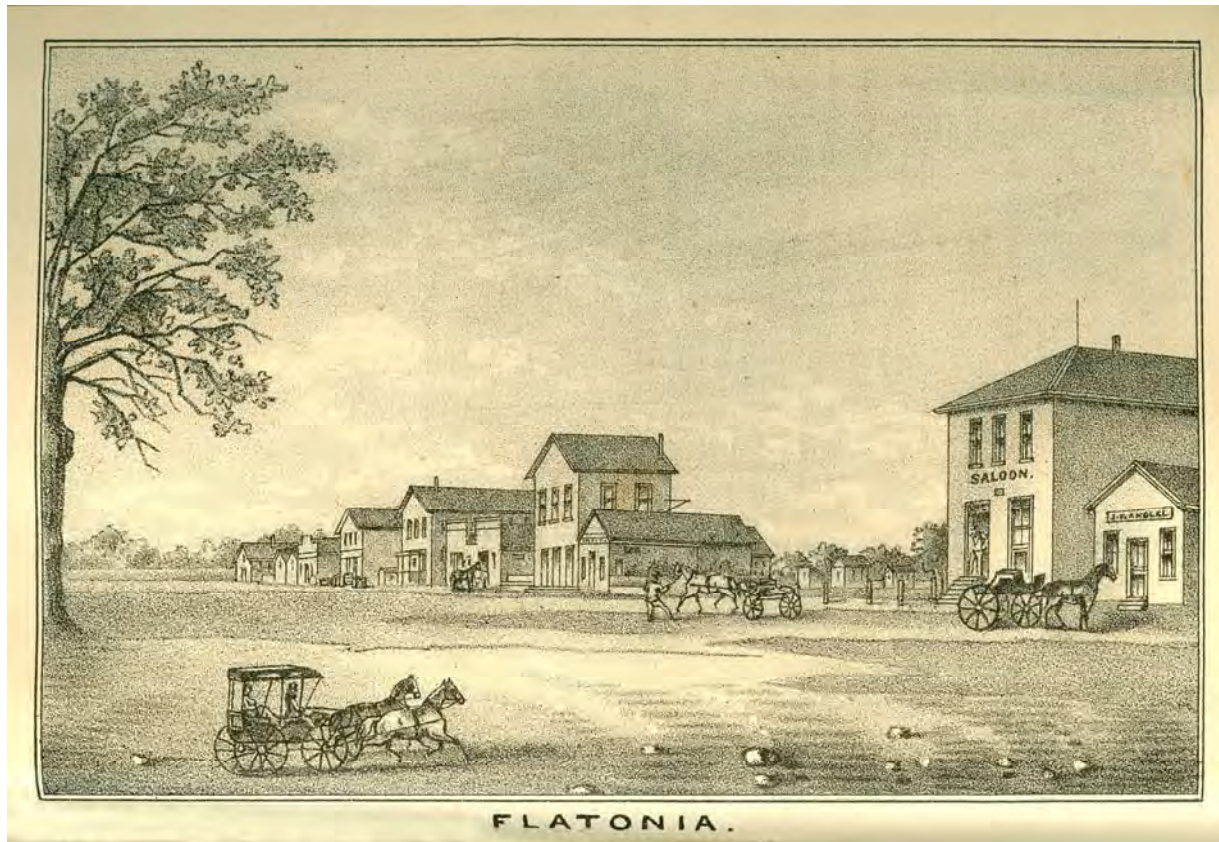


Figure 3: Lithograph of Flatonia, c. 1875, depicting South Main Street in its earliest years, soon after the arrival of the rail road and prior to the construction of more permanent buildings. Image reproduced from: M. Whilldin, *Galveston Harrisburg and San Antonio R.R. Immigrants Guide to Western Texas* (Galveston, TX: "News" Steam Book & Job Office, 1876).



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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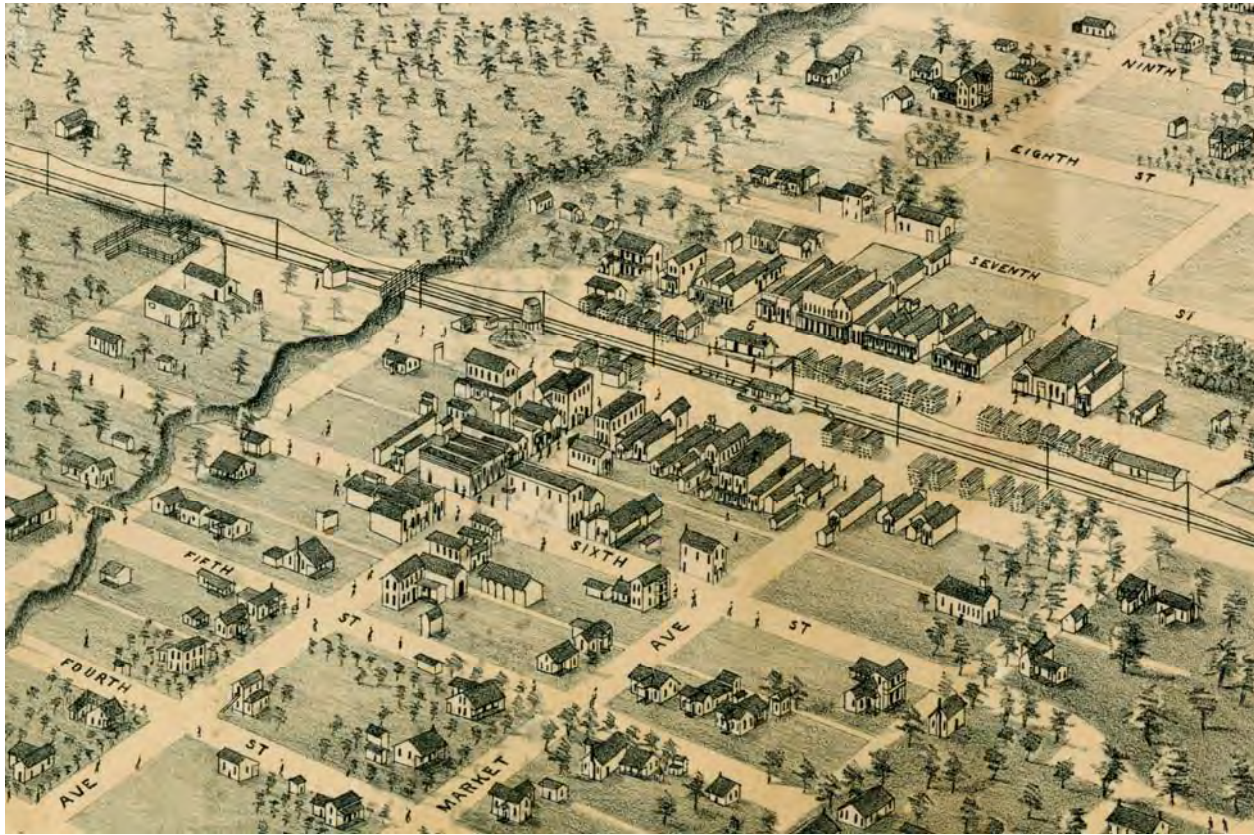


Figure 4. Bird's eye illustration of Flatonia, 1881, depicting a flourishing small town with life – and building development – centered around the railroad. Image by Augustus Koch and reproduction courtesy of E. A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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**Historic Photographs**



124 E. South Main (#46), before 1890 – one of three oldest brick buildings to be constructed in the district. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.



North Main Street in the 1890s with depots along the G. H. & S.A. Railroad. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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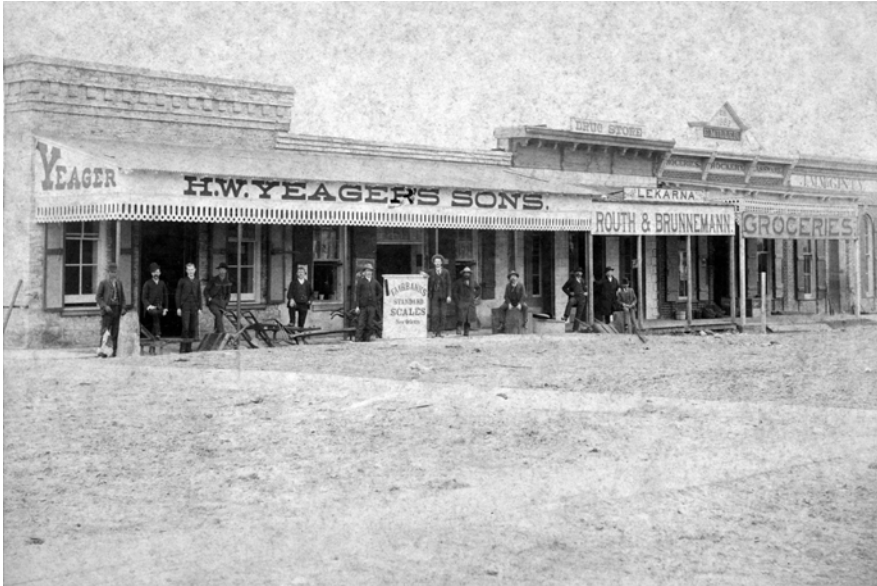
Justice of the Peace Courthouse / Masonic Lodge (215 S. Market Street, #79), c. 1890s. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.



Southern Pride Saloon at 105 E. North Main (#9), c. 1890s. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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212-220 S. Penn Street (#64-68), c. 1890s. Image courtesy of DeGolyer Library, Southern Methodist University, Lawrence T. Jones III Photography Collection.



Arnim & Lane Building (102 W. North Main, #1), c. 1890s. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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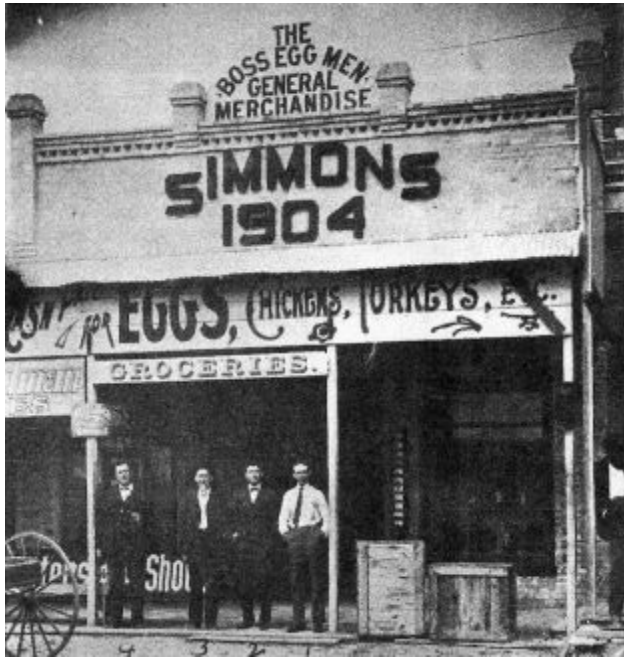
100 Block of S Faires St, D (#57), c. 1890s. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.



E. South Main Street, c. 1894. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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110 W. North Main (#3), after 1904. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.



Wheeler Building (101 W. South Main, #33) under construction in 1907. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Cowdin Wholesale Grocery Company c. 1911 (118 N. Market St, #76). Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.



101-113 E. North Main St (#7-13) before 1915. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Aerial of Flatonia c. 1919, showing the business district along North Main Street at Penn Street, and the G. H. & S. A. Railroad. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.



Aerial of Flatonia c. 1919, showing the business district along South Main Street at Penn Street, and the G.H. & S.A. Railroad. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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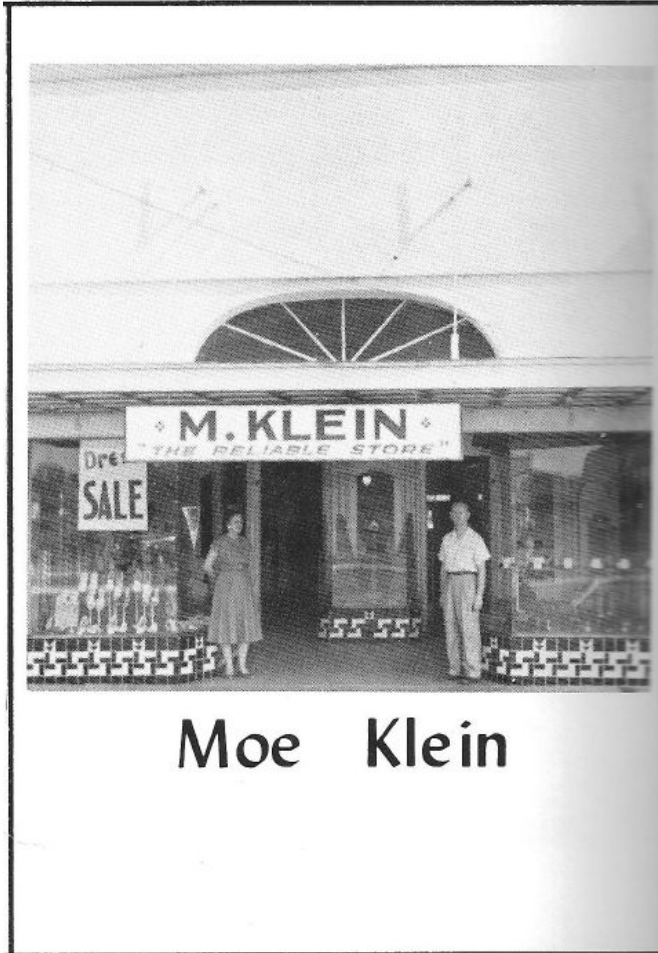
105-109 W. South Main (#34-35), c. 1920s. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.



105 W. South Main (#34), c. 1921. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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110 W. North Main (#3), c. 1960s after storefront modernization in 1930. Image courtesy of E.A. Arnim Archives & Museum, Flatonia, TX.

Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 1  
102 W. North Main St



Photo 2  
102 W. North Main St (annex)



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 3  
116 W. North Main St



Photo 4  
107 E. North Main St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 5  
113 E. North Main St



Photo 6  
129 E. North Main St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 7  
131 E. North Main St, A



Photo 8  
223 E. North Main St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 9  
101 W. South Main St



Photo 10  
105 W. South Main St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 11  
102 E. South Main St



Photo 12  
104 E. South Main St





Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 13  
105 E. South Main St



Photo 14  
112 E. South Main St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 15  
114 E. South Main St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 16  
120 E. South Main St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 17  
124 E. South Main St



Photo 18  
132 E. South Main St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 19  
225 E. South Main St, A



Photo 20  
300 Block of E. South Main St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 21  
100 Block of S. Faires St, A



Photo 22  
N. Penn St. at 7<sup>th</sup> St.



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 23  
100 Block of S. Penn St, B



Photo 24  
212 S. Penn St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 25  
220 S. Penn St



Photo 26  
115 N. Market St





Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 27  
118 N. Market St



Photo 28  
215 S. Market St



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 29  
102-116 W. North Main St



Photo 30  
116-124 W. North Main



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 31  
103-111 E. North Main



Photo 32  
113-121 E. North Main



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 33  
302-312 E. North Main



Photo 34  
101-109 W. South Main



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 35  
114-124 E. South Main



Photo 36  
102-104 E. South Main and 101-109 W. South Main



Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

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Photo 37

212-220 S. Penn St and the eastern elevation of 101 W. South Main



Photo 38

100 block of S. Faires



-fin-



ARNIM & LANE  
1886

90  
↑

SOUTH

95  
↑

TEXAS

95  
↓

TEXAS

↓







C.C. SIMMONS & CO

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CONGRATULATIONS  
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120

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3

3



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*'The End of an Era'*

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212



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Flatonia Farm & Ranch Supply

FLATONIA FARM & RANCH SUPPLY



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1886

90

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SOUTH

95

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95B

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95

↑

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CENTRAL TEXAS RAIL  
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UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Flatonia Historic District

Multiple Name:

State & County: TEXAS, Fayette

Date Received: 5/5/2017      Date of Pending List:      Date of 16th Day:      Date of 45th Day: 6/19/2017      Date of Weekly List:

Reference number: SG100001223

Nominator: State

Reason For Review:

Accept       Return       Reject      6/19/2017 Date

Abstract/Summary Comments: The Flatonia Historic District is locally significant under National Register Criteria A and C in the areas of Architecture, Commerce, and Transportation. A cohesive commercial district, the extant buildings reflect the community's status as an important late nineteenth and early twentieth century transportation, agriculture and trade center in Fayette County. The location of the rail corridor at the center of the historic town plat effectively dictated the plan of the downtown, the orientation and functional development of many of the commercial buildings, and many of the construction forms found in the district.

Recommendation/ Criteria: Accept National Register Criteria A and C.

Reviewer Paul Lusignan/Paul Loether      Discipline Historian/Keeper and Chief, NR/NHL  
Telephone \_\_\_\_\_      Date 06/19/2017

DOCUMENTATION: see attached comments : No      see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*



**TO:** Edson Beall  
 National Register of Historic Places  
 National Park Service  
 1201 Eye Street, NW (2280)  
 Washington, DC 20005

**From:** Mark Wolfe, SHPO  
 Texas Historical Commission

**RE:** Flatonia Commercial Historic District, Flatonia, Fayette County, Texas

**DATE:** May 3, 2017

The following materials are submitted:

X	Original National Register of Historic Places form on disk. The enclosed disk contains the true and correct copy of the National Register of Historic Places nomination of the Flatonia Commercial Historic District, Flatonia, Fayette County, Texas
	Resubmitted nomination.
X	Original NRHP signature page signed by the Texas SHPO.
	Multiple Property Documentation form on disk.
	Resubmitted form.
	Original MPDF signature page signed by the Texas SHPO.
X	CD with TIFF photograph files, KMZ files, and nomination PDF
	Correspondence.

**COMMENTS:**

- SHPO requests substantive review (cover letter from SHPO attached)
- The enclosed owner objections (do ) (do not ) constitute a majority of property owners
- Other:

