

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1. Name of Property

historic name Cotton Belt Freight Depot
other names/site number St. Louis Southwestern Railroad Freight Depot

2. Location

street & number 1400 North 1st Street [n/a] not for publication
city or town St. Louis [n/a] vicinity
state Missouri code MO county St. Louis [Independent City] code 510 zip code 63102

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [x] 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 [x] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [x] locally. (See continuation sheet for additional comments [])

Mark A. Miles

03/05/04

Signature of certifying official/Title Mark A. Miles / Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria.
(See continuation sheet for additional comments [])

Signature of certifying official/Title

State or Federal agency and bureau

4. National Park Service Certification

	Signature of the Keeper	Date of Action
I hereby certify that the property is:		
[] entered in the National Register See continuation sheet [] .	_____	_____
[] determined eligible for the National Register See continuation sheet [] .	_____	_____
[] determined not eligible for the National Register.	_____	_____
[] removed from the National Register	_____	_____
[] other, explain see continuation sheet [] .	_____	_____

5. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	1	0 building
<input type="checkbox"/> public-local	<input type="checkbox"/> district		
<input type="checkbox"/> public-state	<input type="checkbox"/> site	0	0 sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	0	0 structures
	<input type="checkbox"/> object	0	0 objects
		1	0 total

Name of related multiple property listing.

(n/a)

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

6. Function or Use

Historic Function

TRANSPORTATION: rail-related

Current Functions

vacant

7. Description

Architectural Classification

OTHER: railroad freight depot

see continuation sheet [].

Materials

foundation concrete
 walls concrete

 roof asphalt

 other terra cotta

see continuation sheet [].

NARRATIVE DESCRIPTION

See continuation sheet [x]

8. Statement of Significance

Applicable National Register Criteria

A Property is associated with events that have made a significant contribution to the broad patterns of our history

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

Property is:

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

TRANSPORTATION

Periods of Significance

1913-1954

Significant Dates

1913

Significant Person(s)

n/a

Cultural Affiliation

n/a

Architect/Builder

St. Louis Southwestern/Architects
Thompson & Scott/Contractors

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

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

Other State Agency

Federal Agency

Local Government

University

Other:

Name of repository: _____

USD/NPS NRHP Registration Form
Cotton Belt Freight Depot
St. Louis (Independent City), MO

10. Geographical Data

Acreege of Property less than 1 acre

UTM References

A. Zone	Easting	Northing	B. Zone	Easting	Northing
<u>15</u>	<u>745220</u>	<u>4280 490</u>			
C. Zone	Easting	Northing	D. Zone	Easting	Northing

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Carolyn Toft/Director (Sec 8) and Stacy Sone/Researcher (Sec 7)
organization Landmarks Association of St. Louis date November 8, 2003
street & number 917 Locust Street, 7th floor telephone (314) 421-6474
city or town St. Louis state MO zip code 63101

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name North Riverside Holdings, LLC
street & number 2200 Pestalozzi telephone _____
city or town St. Louis state MO zip code 63118

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section 7 Page 1

Cotton Belt Freight Depot
St. Louis [Independent City], Missouri

Summary

The Cotton Belt Freight Depot located at 1400 North 1st Street, St. Louis, Missouri, is a five-story freight depot constructed in 1911. Its most distinctive feature is its long, narrow shape. The concrete building is approximately 750' on its east and west elevations and only 30' on the north and south. The five stories include a series of loading dock doors on both sides that are sheltered by a concrete awning. Widely spaced metal-frame industrial-type windows line the upper stories. A slightly taller cornice line marks the section of the building where the company offices were located. Most of the building's detail is reserved for this section where the company's name is displayed in two levels over a bay window. Other details include terra cotta medallions on the corners bearing the name "Cotton Belt Route"; a Classical style frame around the office door; keystones that decorate the windows near the building's north end; and copper lion's heads that join the awning poles to the building. The depot is vacant and graffiti litters its walls but the building retains integrity of design, workmanship, setting, and association.

Exterior

The main facade of the Cotton Belt Freight Depot faces west (photo 1). The entire facade below grade level is lined with loading dock doors, each under multi-paned transoms. Widely spaced multi-paned industrial windows line the upper stories of the concrete building across its 750' long facade. The five-story building joins a two-story section on its north side that has three bays in each level (photo 2). Following the path of the railroad tracks, the facade of the two story section tapers on its north end to only about 20'.

All but the first three bays of loading dock doors (from the north) on the west facade are under a flat concrete awning (photo 2). These bays are positioned below the railroad's grade. The loading docks on the east side are also under an awning but here, the docks are above ground level (photo 3). A concrete surface accessed only from the north or south end extends across these docks. On both facades of the building, copper lion's heads join the awning poles to the building across the entire surface (photo 4).

A three-bay section of the building near its northern end has a slightly taller cornice and windows with keystones (photos 2, 4). This section was slightly more elaborate because it

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held the company's offices. A panel displaying "ST. LOUIS SOUTHWESTERN RY" is centered just under the cornice on the west side. Between the third and fourth floors, "FREIGHT DEPOT" is written between the windows. The center bay on the fourth floor is a bay window. The company's office entrance is located at the below-grade level between the long series of loading dock doors (photo 5). A short flight of stairs ascends to the boarded entrance. A Classical-style frame with dentils and "OFFICE" applied on the entablature surrounds the entrance. A medallion with the name "Cotton Belt Route" is centered over the door.

The depot's roof is flat. Elevator shafts are visible across the roofline. The shaft on the south side is the tallest and is decorated at its corners with terra cotta medallions displaying "Cotton Belt Route" (photo 1).

Interior

The interior is divided into five main rooms on each level. The rooms have low ceilings and are divided by metal-framed openings (photo 6). Stairs are located at the southern tip of the building and also near the northern end. The floors throughout are concrete with the exception of the first story which has a wood floor.

Integrity

The Cotton Belt Freight Depot retains significant integrity of location, design, setting, materials, workmanship, feeling, and association.

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Cotton Belt Freight Depot
St. Louis [Independent City], Missouri

Summary

The St. Louis Southwestern (best known as the Cotton Belt) Railroad Freight Depot located at 1400 North 1st Street in St. Louis is eligible for National Register listing as locally significant under Criterion A for TRANSPORTATION. Opened January 1, 1913, the depot exemplifies the history of the Cotton Belt line during a long, tumultuous era when fortunes were made (and lost) in railroads. Whole regions were economically dependent upon capturing the hinterland by rail; the Cotton Belt provided the valuable trade connection from St. Louis through Arkansas into Texas. Although St. Louisans, from pioneering entrepreneurs in 1875 to solid managers in the early 20th century, played essential roles in its development and multiple reincarnations, the St. Louis Southwestern Freight Depot is the only St. Louis building constructed by the Cotton Belt. It retains substantial integrity in spite of more than a decade being open to the elements. The period of significance runs from 1913 to 1954, the arbitrary fifty-year cutoff.

Background

The history of the St. Louis Southwestern Railroad, best known as the Cotton Belt Line, begins in the town of Tyler, Texas in 1875 when Major James P. Douglas (a young Confederate army officer) spearheaded an optimistic venture descriptively named the Tyler Tap. Envisioned as a narrow-gauge (three-foot-wide) link to either the Texas & Pacific or the International Railroad, the entrepreneurs obtained a charter, began laying track and acquired rolling stock consisting of one passenger car, sixteen freight cars and a single locomotive. Financial problems four years later brought Douglas to St. Louis to meet with a consortium of potential investors headed by Col. James W. Paramore, an officer with the Union army who had made a post-war name and fortune as the owner of the giant St. Louis Cotton Compress Company.¹ The group secured additional funds in New York with an expanded vision: St. Louis would have a direct connection through Arkansas and Texas to Mexico City via connection to the Iron Mountain at Texarkana.² Reorganized in 1879 as the Texas & St. Louis Railway, the corporation elected a board of eight directors equally divided between St. Louis and Texas. Douglas (named President)

¹ *Pictorial St. Louis*, Compton & Dry, 1875, p. 126.

² Some sources claim this not-realized 2,200 mile trip of about 72 hours was the first scheme for an international railroad system ever attempted on the North American continent.

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St. Louis [Independent City], Missouri

and Paramore (selected Financial Agent) were honored with their names stenciled upon the line's two locomotives.

The St. Louis investors had much to gain. Cotton, like railroading, was a high-stakes, competitive business experiencing a great period of expansion. Historically, the bulk of Texas cotton had been shipped first to Galveston, then on to New Orleans and up the Mississippi and Ohio Rivers to the East. Paramore's innovative cotton compress company provided the first incentive to shift the route; the second came from the Cotton Exchange. Established in 1874, the St. Louis Cotton Exchange offered premiums of \$11,000 per year through 1881 to induce planters and merchants to ship directly to St. Louis. Membership in the Exchange had grown from an initial 80 to 300 by 1879, the year that saw the Cotton Exchange Building erected at the southwest corner of Main and Walnut and the emergence of the new Texas & St. Louis Railroad.³

But just as construction on the line neared Waco, Jay Gould purchased the Iron Mountain Railroad, revoked the traffic agreement for the Texas & St. Louis' connection and applied pressure on Paramore to sell. Proving a worthy adversary for the legendary Gould, Paramore elected to build an independent line and resigned from the cotton business to do battle as president of the beleaguered railroad. Before he stepped down from the presidency during a bankruptcy in 1885, Paramore had driven a silver spike marking the spot where the lines would merge between Missouri and Texas, persuaded his friend Captain Samuel Wesley Fordyce to see the venture through Arkansas and directed Charles Ware to change the original logo from the cotton bale to a more inclusive symbol (See Figure # 2.)⁴

Fordyce, as president of the reorganized but short-lived St. Louis, Arkansas & Texas, leveraged the company into the black within a year and moved to St. Louis. By 1889, the entire line had been changed to standard gauge (four feet, eight ½ inches wide). The resulting switch to all new rolling stock, however, plunged the company into yet another bankruptcy from which the St. Louis Southwestern emerged in 1891 with the rapacious Jay Gould in charge.⁵ Gould's first interest in acquiring Missouri railroads dated back to 1867. He gained control of the North Missouri by 1879; leased the M K & T in 1880 and

³ E. D. Kargau, *Mercantile, Industrial & Professional St. Louis*, 1902, p. 128.

⁴ *Cotton Belt News*, March, 1947, p. 14.

⁵ Texas law required a separate corporation; the business office of the St. Louis Southwestern Railway Company of Texas located at Tyler, Texas.

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then took over the St. Louis, Iron Mountain and Southern in 1881. His lease of Eads Bridge and tunnel, also in 1881, solidified his regional power.

The general offices of this railroad empire were in St. Louis, but its boardrooms were in New York. Jay Gould played with railroads as other men played cards, and he had a long record of milking the assets of his acquisitions and then dropping them like dead fish—after he had quietly unloaded his stock. Not selling to Gould what he wanted was virtually impossible, and to buy a railroad from him was to buy scrap iron.⁶

In 1889, Gould helped form St. Louis' Terminal Railroad Association—initially an agreement among six roads, later a virtual monopoly—with his oldest son George (who lived in New York) as President. St. Louisan and Gould-confidant William Taussig took over the TRRA a few months later with the formidable assignment of planning and producing a new passenger station. In 1891, the TRRA staged an invited competition asking ten architectural firms to submit designs for the new Union Station at 18th and Market Streets.⁷ Jay Gould died of tuberculosis in 1892, leaving a fortune of \$77 million to his six children.⁸ His oldest son George, trustee of the estate, soon began interfering with Fordyce's authority as the decision-maker for the line. In 1898, after almost twenty years of service, Samuel Wesley Fordyce of St. Louis relinquished management of the Cotton Belt to Edwin Gould of New York, Jay's second son.

Meanwhile, the face of the local landscape was changing dramatically as the era of the steamboat continued to give way to rails. By 1899, Hyde & Conard reported: "Block after block of dwellings and other buildings have been demolished, and vast quantities of earth have been removed to satisfy the ever increasing demands of the railroads."⁹ Twenty-two railroads converged in St. Louis with nineteen miles of track laid in the new Union Station yards. Freight depots, located either in the Mill Creek Valley stretching west toward Union Station from the booming Cupples Station complex (NR 6/26/98) or

⁶ James Neal Primm, *Lion in the Valley*, p. 310.

⁷ Three of the invited firms (Eames & Young of St. Louis, Burnham & Root of Chicago and Peabody & Stearns of Boston and St. Louis) immediately notified the Terminal that they would not be submitting. Link & Cameron of St. Louis won the commission.

⁸ *Reader's Companion to American History: Jay Gould* section by John F. Stover.

⁹ Hyde & Conard, p. 1863.

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Cotton Belt Freight Depot
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north alongside the Mississippi River, handled more than nineteen million tons.¹⁰ By the time of the 1904 World's Fair, St. Louis boasted twenty "local" lines (including the Cotton Belt) and twenty more "foreign" railroads. Thirteen steamboat operators were still extant.

The Cotton Belt (formerly a tenant at Union Station) finally joined the Terminal Railroad Association in 1910, two years before Frank Hamilton Britton of St. Louis assumed the presidency from Edwin Gould. (Gould moved to the newly created position of Chairman of the Board.) Britton, the first to rise to the top from the ranks (through a maze of different lines), is credited with doubling the road's gross earnings while making major investments in the infrastructure including improving the grades on the main line and authorizing construction of the St. Louis Freight Depot.

Elaboration

In July of 1911, clearance began at the large site near the Mississippi River between Lewis, Dickson, North 1st and Florida Streets. On October 18, 1911 a permit was issued to the St. Louis Southwestern Railroad for a five-story, fireproof freight depot estimated to cost \$165,000. (St. Louis Southwestern were listed as architects and Thompson & Scott as contractors.) An expensive (\$5,500) stone retaining wall was under construction by January of 1912. On April 24, 1912 a deed between grantor Edwin and Sarah Gould (husband and wife) and the Guaranty Trust Company of New York recorded a transfer of new City Block 230 (made up of old city blocks 230, 231 and 232) for a consideration of \$2 million. Placed in service on January 1, 1913, the thirty-foot-wide freight depot stretched 751 feet along the river on a plateau just above the flood line.

In 1913, the Cotton Belt also upgraded its corporate office space from the Pierce Building (now sheathed) with a move to the new \$3.6 million Railway Exchange Building—a twenty-one story, mixed-use venture conceived of by real estate promoter Walter James Holbrook. (The other initial railroad tenants were the Missouri Pacific, the Wabash and the M K & T.) Under Frank Britton's day-to-day leadership from the 17th floor, the Cotton Belt brought in a specialist from Washington D.C. to establish one of the first railroad industrial and agricultural departments. W. R. Beattie, listed in the 1916 *Gould's*

¹⁰ Ibid.

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Directory in charge of agricultural and industrial commerce, was one of five managers directing freight operations; only two managers were specifically assigned to the passenger portion of the business. Both departments, of course, were vital to the corporation's finances.

An advertising brochure (now in the WHMC collection in Rolla, Missouri) produced "with a view of developing more thoroughly the agricultural and horticultural interests" along the route described the agricultural department including special handling for Arkansas rice.¹¹ Another promotional placed in newspapers that year offered low fares in January with free stopovers and twenty-five days to look around: "You can make a great trip at a great saving—right through the best sections of Southeast Missouri, Arkansas, Louisiana and Texas via the Cotton Belt Route."¹² Britton was also an innovator in technology. A decade earlier he had brought in Ralph Modjeski to design the Thebes Bridge, a cantilevered marvel of its time. When the short 1913 depression curtailed passenger revenues, Britton experimented with gasoline/electric trains on branch lines and local runs. His first hybrid headed down the tracks on the Shreveport branch in 1914.

After Britton's death on July 26, 1916, Edwin Gould moved to the President's desk from Chairman of the Board until James M. Herbert was elected President by the stockholders in September 1917. Three months later the United States Railroad Administration took wartime control of all the railroads, agreeing to pay annual compensation based on an average of the last three years income. Individual lines would be responsible for any new equipment purchased during the war; the new federal agency was responsible for maintenance. When the lines were returned to their owners in 1920, the government offered each company a guaranteed net operating income for six months. Any excess, however, would have to be returned to the government. Although Cotton Belt management decried the physical condition in which the line was returned, it managed to "save" almost \$2 million by not signing the agreement. More than two-thirds of that money went toward deferred maintenance.¹³ The rest was parceled out in retroactive wage increases.

¹¹ R460- St. Louis Southwestern Railway Company, Booklet, 1913, Information Sheet, from WHMC (Western History Manuscript Collection) in Rolla, Missouri.

¹² *St. Louis Star Times*, January 2, 1913.

¹³ *Railway Age*, August 27, 1921, p. 395.

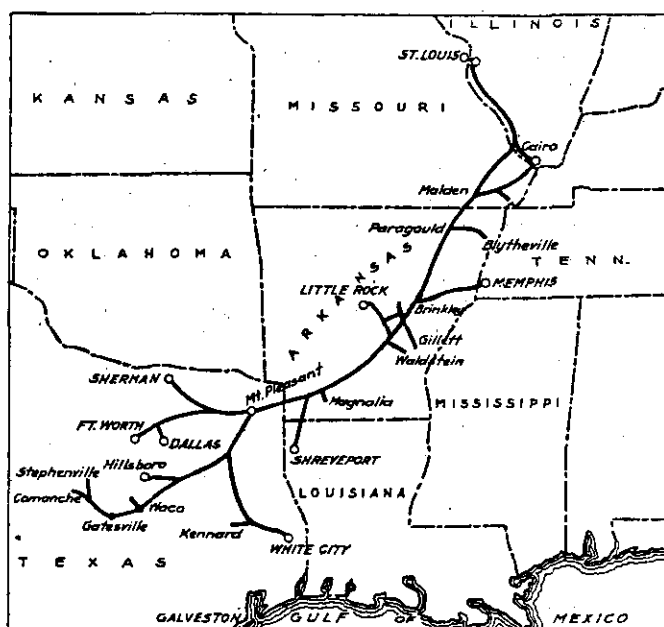
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Figure 1: The St. Louis Southwestern line. From *Railway Age* (1921).



Nonetheless, at the opening of the “roaring twenties,” the Cotton Belt enjoyed a greater volume of traffic than at any time in its history. Figure # 1 (above) maps the route as of 1921. Confident of the future, management began upgrades including the exchange of 75-pound rail with 85-pound rail on the main line. Soon, rock ballast replaced gravel/dirt roadbeds and creosote ties were installed throughout. But the railroads’ heyday as the dominant mode of passenger transportation in the United States was almost over. In 1920, automakers put almost two million new cars into showrooms across the country; in 1924, miles traveled by car eclipsed rail for the first time. Even though railroad earnings remained high during the decade, the gap between trains and cars would widen with each successive year as the automobile industry began to sharpen its advertising campaigns with jabs at the competition: “A train is a service. A motor car is a servant.”¹⁴ Indeed, rail service was not always ideal. Although the 1925 Cotton Belt slogan proclaimed “All Trains On Time All The Time,” freight runs limited to twenty-five-miles-per-hour speed limits were exasperatingly slow. The St. Louis-Texas through freight on the Cotton Belt

¹⁴ Grant, et. al., *St. Louis Union Station*, p. 31.

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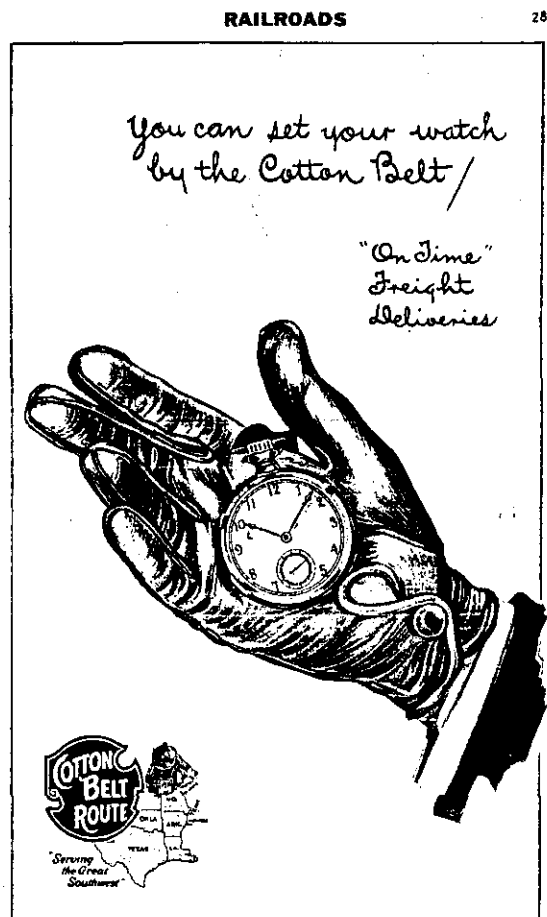
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took twenty hours to get from St. Louis to Pine Bluff (only 397 miles) and a total of fifty-seven hours to arrive in Fort Worth.

Edwin Gould sold his controlling interest in the Cotton Belt to the Rock Island in 1925, thus ending almost fifty years of family influence in and exploitation of St. Louis. In 1927, officials of the Texas & New Orleans (a subsidiary of the Southern Pacific) reached an agreement with the Cotton Belt to move some of its high-profit perishable freight east from Texas through St. Louis rather than New Orleans. A full-page ad in the 1928 City Directory promised: "You can set your watch by the Cotton Belt 'On Time' Freight Deliveries."

Figure 2: Cotton Belt advertisement from *Gould's St. Louis City Directory* (1928).



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But by July of 1930, Southern Pacific (having acquired directly or in trust almost 60% of the Cotton Belt stock) applied to the Interstate Commerce Commission for control of the 1748-mile line. Many competitors and some stockholders were opposed.¹⁵ While the ICC considered the merger, the Cotton Belt moved its general offices from floors eight through thirteen in the Buder Building (razed) to the former Planters Hotel (also razed)—a venerable institution that had been purchased and adapted for office use. Long a central pickup point for railroad passengers, the 1894 hotel building located at 4th and Pine Streets was renamed for its new railroad tenant in 1930. In 1931, the Cotton Belt brought out a fast freight, *The Blue Streak*, scheduled to travel at an average speed of thirty-five miles an hour. It also inaugurated a new passenger train, *The Lone Star*, with drawing-room sleeping cars on the St. Louis to Houston via Dallas run.

In 1932, Southern Pacific was finally granted control of the line from the Interstate Commerce Commission giving St. Louis a new, albeit circuitous, route to the Pacific coast.¹⁶ Operated as a separate subsidiary by the Southern Pacific, the Cotton Belt entered bankruptcy court again on December 12, 1935. The Trustee for the line (Berryman Henwood, who would remain in that capacity until 1947) argued that the road's revenue was best spent in upgrading the line rather than paying interest on the bonds. Some of the passenger coaches were 19th century relics; no new coaches had been purchased since 1910. The line also needed locomotives built at the company shops in Pine Bluff, Arkansas. In 1926, Federal Judge Charles B. Davis ruled that the railroad could use available cash up to \$1,828,715 to build five locomotives, purchase ten air-conditioned coaches and make other improvements designed to improve the assets.¹⁷

With about 8% of the total passenger miles, in comparison to only 4% using intercity buses, railroads continued to hold their own into the 1940s in a losing competition with the automobile. The Cotton Belt's centralized traffic control program, inaugurated in 1942, was deferred during WW II as was an eleven-year-changeover to diesel engines throughout the system. Although both freight tonnage and passenger traffic increased during the war year, airplanes and truckers began to compete for priority mail. In March 3, 1948 *The Star-Times* carried a story "Spectacular Comeback by Cotton Belt Line" with the following lead paragraph: "Behind the dividend paid last week to holders of St. Louis Southwestern (Cotton Belt) Railway Company common stock—the first in 57 years—lies

¹⁵ *Post-Dispatch* April 20, 1930 "Fight in Progress for Control of the Cotton Belt".

¹⁶ *Post-Dispatch*, "Southern Pacific Formally Takes Over Cotton Belt," April 15, 1932.

¹⁷ *Globe-Democrat*, "Cotton Belt Ordered To Pay...." November 24, 1936.

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one of the most spectacular comebacks in recent financial record. Since the formation of the company in 1891, enough revenue to justify a stock dividend never had been made."¹⁸

Local celebration of the 1948 dividends was short-lived. In a notorious bailout from St. Louis in 1954, the line left employees a note on the door saying they could move to Tyler, Texas if they had any hope of keeping a job.¹⁹ Four years later the Cotton Belt left Union Station for the East St. Louis terminal. All passenger service ceased in 1959.²⁰ The Southwestern of Texas and the parent St. Louis Southwestern officially merged in 1984, only to be bought out in 1992 by the Southern Pacific Transportation Company.

St. Louis Southwestern Railway Company sold all of City Block 230 to a private party in 1989, the year Landmarks Association of St. Louis completed the first phase of a survey (with funds matched by the Missouri Department of Natural Resources) of industrial properties located near the Mississippi River. The depot, considered a contributing building, was vacant. Ownership changed again in 1990, but no development occurred. In June of 2001, a partnership interested in adaptive reuse acquired the building for one dollar. Planning for conversion to housing is well underway.

The Cotton Belt Railroad Depot in Fordyce, Arkansas was listed on the Register in 1992 as part of the Multiple Property Submission: the Historic Railroad Depots of Arkansas. A Cotton Belt Railroad Industrial Historic District in Grapevine, Texas was listed in 1997. Listing the only St. Louis property built by the Cotton Belt line would virtually complete a state-by-state summary of the route and recognize the invaluable contributions to the railroad made by local investors and management.

¹⁸ In 1942, the Interstate Commerce Commission had valued Cotton Belt stock worthless. In July of 1947, the Commission approved a voluntary refinancing plan designed to take the line out of a twelve-year receivership.

¹⁹ *Post-Dispatch* March 25, 2003.

²⁰ Grant, et. al.. *St. Louis Union Station*, p. 51.

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St. Louis Globe-Democrat. "Cotton Belt Ordered to Pay Cash for New Equipment".
Tuesday, November 24, 1936.

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Cotton Belt Freight Depot
St. Louis [Independent City], Missouri

St. Louis Post Dispatch. "Fight in Progress for Control of the Cotton Belt". Sunday, April 20, 1930. "Southern Pacific Formally Takes Over Cotton Belt". Friday, April 15, 1932. "Cotton Belt Hearing Decision is Deferred". December 28, 1935. "Cotton Belt Reorganized Allowance Limitation Set". June, 27, 1947. March 25, 2003.

St. Louis Star Times. Advertisement on January 2, 1913. p 12. "Spectacular Comeback by Cotton Belt Line" March 30, 1948.

Stover, John. "Jay Gould" from *Reader's Companion to American History*. Houghton Mifflin Company.

website: http://college.hmco/history/readerscomp/rcah/html/ah_037600_gouldjay.htm

"Who Designed Union Station," *Landmarks Letter*, number 20 (May 1985).

Boundary Description

The nominated building is known as 1400 North 1st Street on City Block 230 in St. Louis, Missouri. The building is legally known by the Assessor's Office as parcel number 02300000200. W PT of BLK LOT 1 & PT VAC STS. Ballard Subdivision; Smith, Bates & Lisa Addition. The nominated property is indicated by a dashed line on the accompanying map entitled "Cotton Belt Freight Depot Boundary Map."

Boundary Justification

The nominated parcel includes all of the property historically associated with the Cotton Belt Freight Depot.

United States Department of the Interior
National Park Service

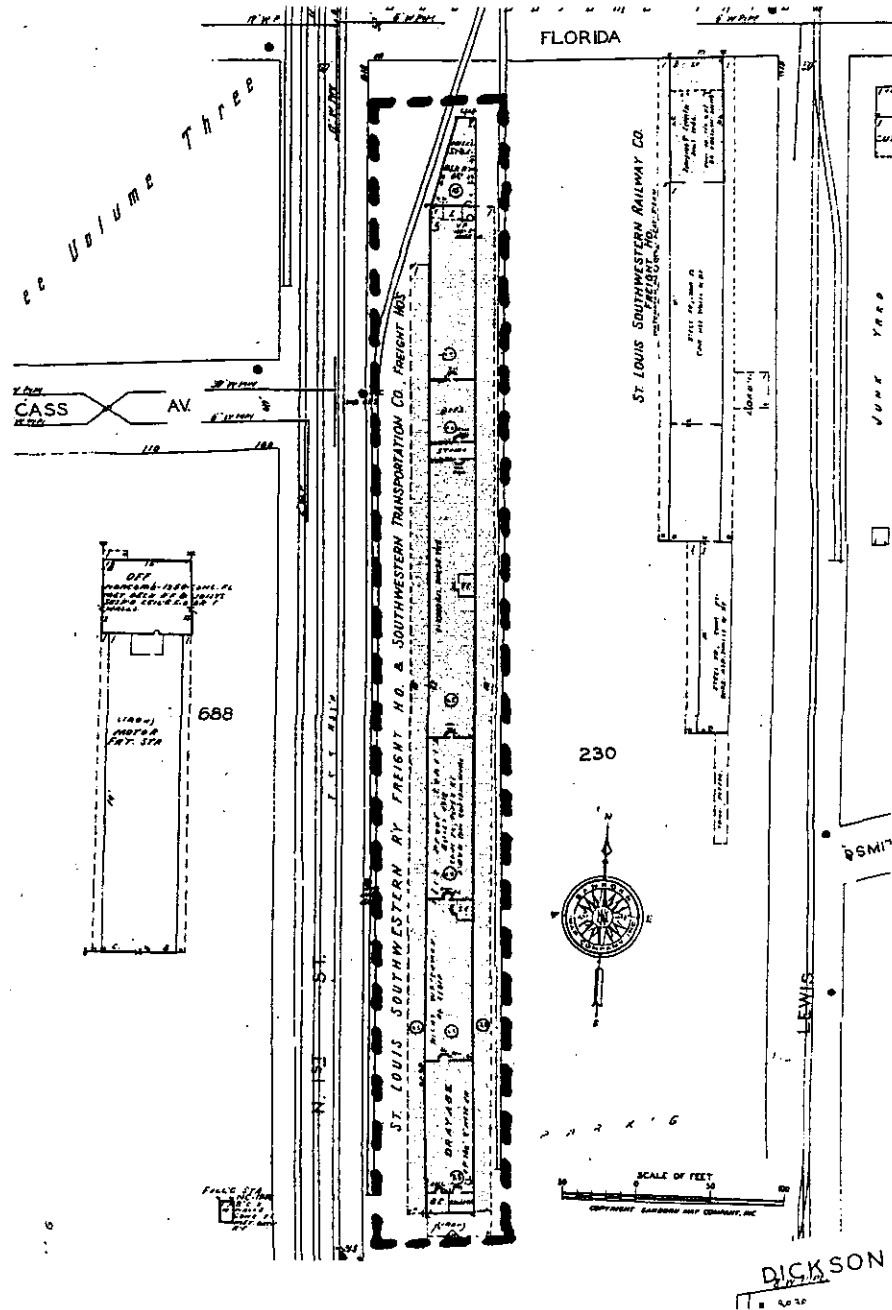
**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

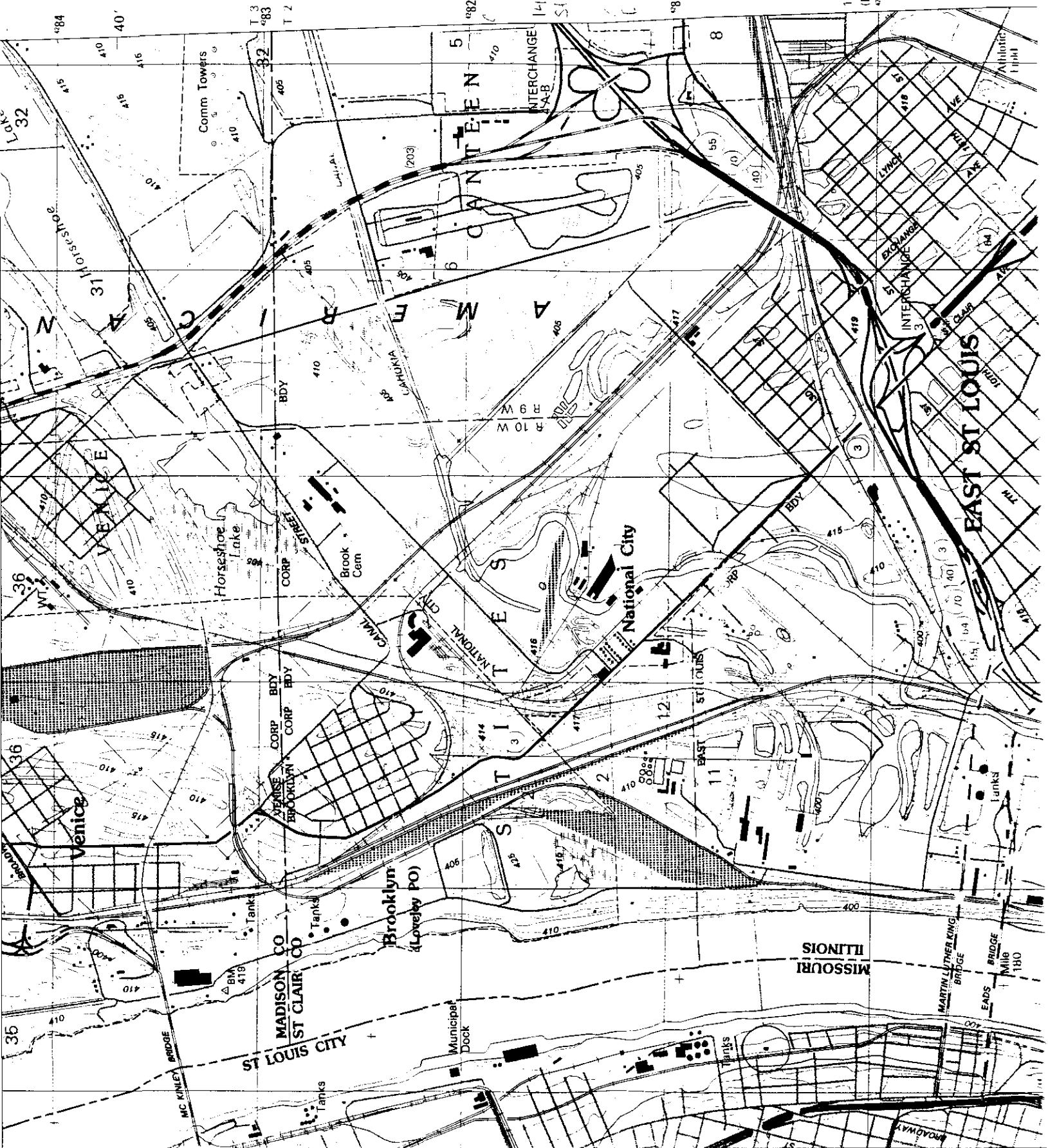
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Cotton Belt Freight Depot
St. Louis [Independent City], Missouri

Cotton Belt Freight Depot Boundary Map

Source: Sanborn Map Company, v 1E, p 5, circa 1967.





1400 N. 1st St.
St. Louis (Industrial
City), MO

1 020 000 FEET
(MO EAST)
480°-N

T 3 N
483
T 2 N

484
40'

481

32
L 2 N
31 Horseshoe

Comm Towers

5
ANTEN

INTERCHANGE
4-B

8

INTERCHANGE
3
51 EXCHANGE

EAST ST LOUIS

Horseshoe Lake

National City

36
VENICE

MADISON CO
ST CLAIR CO

Brooklyn
(Loreley PO)

MISSOURI
ILLINOIS

ST LOUIS CITY

MARTIN LUTHER KING
BRIDGE

BRIDGE
MILIO
180

Municipal
Dock

Tanks

Tanks

Tanks

BROADWAY

Cotton Belt Freight Depot.
St. Louis (ind. city), Mo

Stacy Sore

10/03

Landmarks Assoc. of St. Louis

View to NE

1 of 6



Cotton Belt Freight Depot
St. Louis (Ind. City), Mo
Stacy Sone

10/03

Landmarks Assoc. of St. Louis

view to SE

2 of 6



Cotton Belt Freight Depot
St. Louis (ind. city), Mo

Stacy Sone

10/03

Landmarks Assoc. of St. Louis

view to SW

3 of 6



Cotton Belt Freight Depot
St. Louis (ind. city), Mo

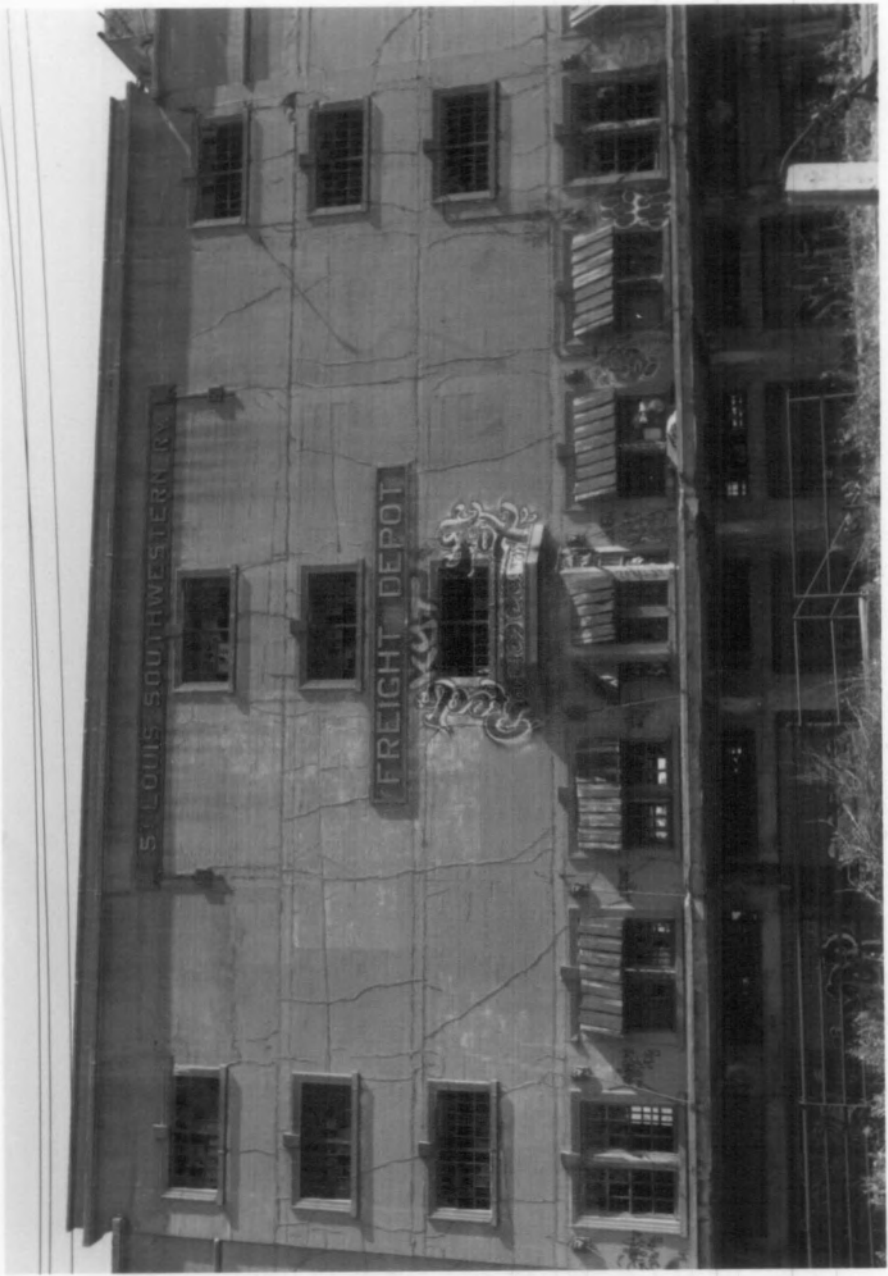
Stacy Sone

'0103

Landmarks Assoc. of St. Louis

View to E

4 of 6



Cotton Belt Freight Depot
St. Louis (ind. City), Mo

Stacy Sone

'0/03

Landmarks Assoc. of St. Louis

view to E

5 of 6



Cotton Belt Freight Depot
St. Louis (ind. city), Mo
Stacy Stone
10/03
Landmarks Base. of St. Louis
View to SE
6 of 6

