

SURVEY REPORT

MANUFACTURING & INDUSTRIAL PROPERTIES, 24TH WARD

ST. LOUIS (INDEPENDENT CITY)

APRIL 2012

**Submitted by:
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LANDMARKS

ASSOCIATION *of* SAINT LOUIS

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Summary

This document provides the results of an architectural windshield survey of the industrial and manufacturing properties, Ward 24, in the City of St. Louis (Independent City). The survey, completed in 2012, was conducted in an effort to identify and recommend properties within the study area that appear eligible for the National Register of Historic Places (NRHP) under the Multiple Property Documentation Form (MPDF) entitled, “Manufacturing and Goods Distribution Resources, St. Louis Independent City” (drafted, April 2012). This document provides an evaluation of resources within the 24th Ward that have the potential to be individually listed under the MPDF. Both the MPDF and the survey report were completed for the Skinker DeBaliviere Community Council in 2012.

The 24th Ward lies within the project study area associated with the MPDF – which (in addition to the boundaries of the 24th Ward) extends east to Kingshighway Avenue and roughly borders Interstate-44 to the south. The study area was selected to evaluate mid-century manufacturing and distribution properties associated within the central railroad/River des Peres industrial corridor. Properties within the 24th Ward that fit the context of the MPDF are situated primarily along Hampton, Southwest and Manchester Avenues. The industrial corridor follows the path of the Missouri-Pacific and Frisco Railroad tracks, as well as Interstate 44 and the River des Peres. The area was traditionally associated with brick, iron and steel industries; but in more recent decades has become primarily associated with warehousing and distribution activities.

Landmarks drove the project area within the 24th Ward and identified a large number of warehouse / industrial properties along the Manchester Avenue/Interstate 44/ River des Peres corridor. The accompanying report provides information regarding the survey methodology and properties that may be eligible for listing in the NRHP under the MPDF. Additionally, the report includes recommendations for future activities.

Methodology

The 24th Ward (Figure 1) of St. Louis (Independent City) is bounded roughly by Interstate 64 (north), Hampton Avenue (east), Arsenal Street (south) and McCausland Avenue/St. Louis City limits (west). The survey area lies within the project study area associated with the Multiple Property Documentation Form (MPDF) context entitled, “Mid-Twentieth Century Development of Industrial and Manufactured Goods Distribution Facilities in the Central Railroad and Interstate Corridor, 1940-1970” (Figure 2).

In March-April 2012, Landmarks Association of St. Louis, Inc. completed a windshield inventory of the 24th Ward study area. During the course of the inventory, Landmarks photographed 13 properties (some of which contain more than one building or resource). Six of the inventoried properties are recommended as potentially eligible for the National Register of Historic Places (NRHP) under the MPDF. The inventory did not identify a cohesive historic district within the neighborhood’s boundaries.

In addition to the visual/photographic survey, Landmarks completed preliminary research utilizing city directories, Sanborn Fire Insurance maps, the *St. Louis Daily Record*, building permits, and construction records on file at the City of St. Louis/Property Assessor’s Office. The preliminary research established an understanding of the project area and assisted in the development of the MPDF and related manufacturing context for mid-twentieth century properties. The windshield survey was completed by driving along all of the streets identified in the MPDF study area (within the 24th Ward), in an effort to identify any properties that may be eligible for the NRHP.

Research for the project was conducted at the following repositories: Landmarks Association of St. Louis Inc.; St. Louis Public Library; and the Missouri Historical Society (St. Louis). Historical information gathered during the records search was utilized to comprise the historical information within this document and to support recommendations.

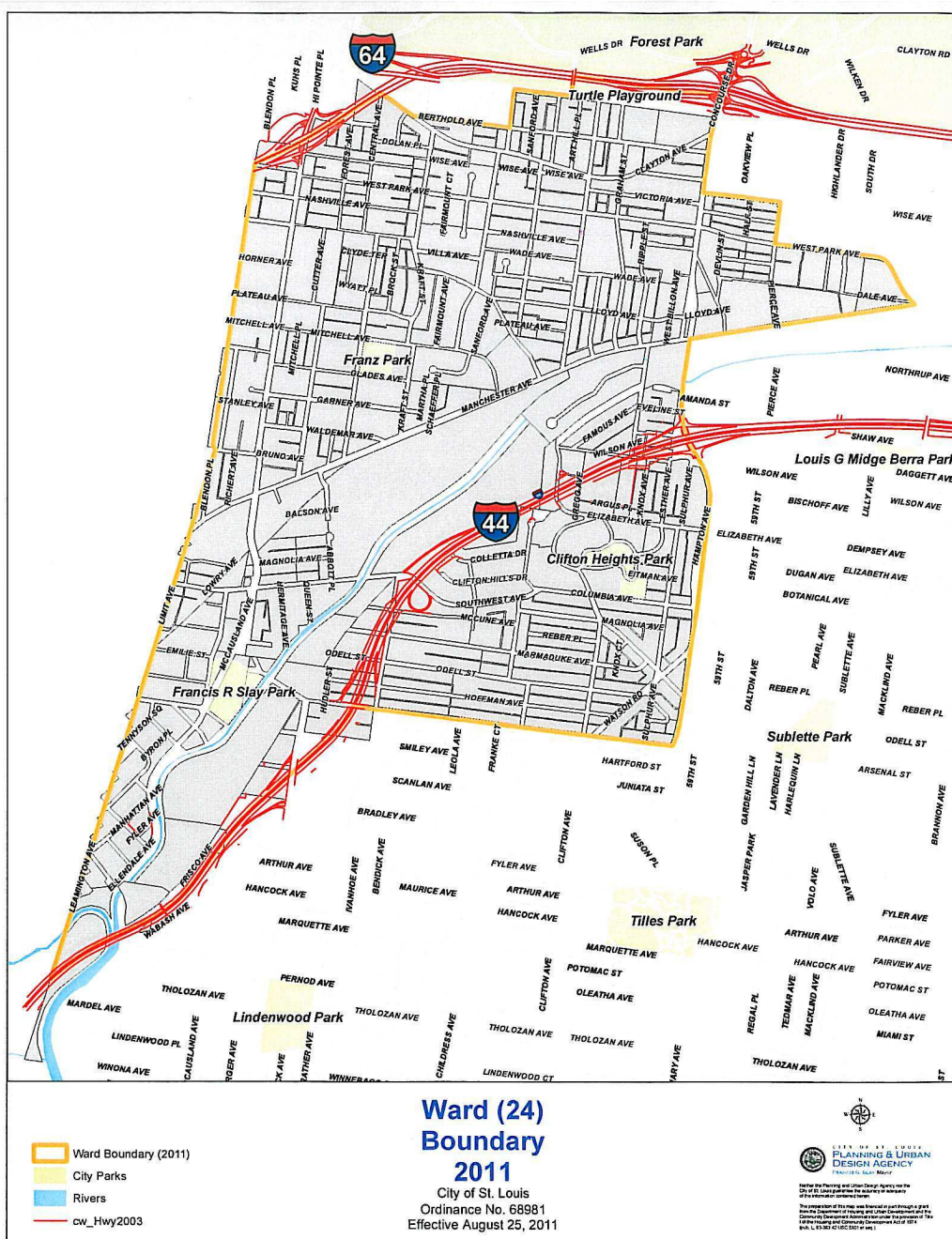


Figure 1. Map illustrating the 24th Ward Boundaries, St. Louis (Independent City).



Figure 2. Project Study area associated with the MPDF: Manufacturing and Goods Distribution Resources, St. Louis Independent City (provided by the Skinker-DeBaliviere Community Council, 2012).

Geographical Description

The survey area is located in western St. Louis City, as illustrated in Figure 1. The industrial sector associated with the 24th Ward parallels the neighborhood's early railroad corridor flanked by Manchester Avenue, which served as an early farm-to-market road. During the 1950s-60s, this corridor was further shaped by Interstate-44; and reconfiguration of the River des Peres corridor (which occurred in the 1910s) also did much to advance the industrial associations within the area. Today, the 24th Ward is bounded roughly by Interstate 64 (north), Hampton Avenue (east), Arsenal Street (south), and McCausland Avenue/city limits of St. Louis (west).

The neighborhood is largely comprised of nineteenth and early-to-late twentieth-century industrial buildings; though a large part of the ward also holds nineteenth- and twentieth-century residences (single-family and multi-family). The ward has a strong commercial presence, particularly in relation to Interstate 64 (just south of Forest Park) and along Clayton, Hampton, and Manchester Avenues. This study/survey report only addresses industrial and manufacturing properties. Further research of the ward's residential and commercial buildings is likely to yield evidence of areas that support historic districts and individually eligible properties.

The properties associated with the survey, which comprise the 24th Ward's industrial/manufacturing facilities, are generally constructed of brick and concrete; though examples of metal and frame buildings are also present. These properties generally flank roads associated with truck and automobile-related traffic, such as Manchester and Hampton Avenues; though smaller thoroughfares such as Sublette and Arsenal also support a number of industrial/manufacturing-related buildings. Most of the industrial area centers on the railroad, which extends along the south side of Manchester Avenue. This area, commonly referred to as the central railroad/River des Peres corridor, historically supported brick factories and mills where many of St. Louis' Irish and Italian immigrants worked. As a result, much of the housing stock in and around this area consisted of shotgun plan frame and brick dwellings; many of which remain standing today. Roads surrounding the industrial corridor are paved with asphalt; as are adjacent lots that surround these properties. Some of the neighborhood's roads are paved with brick, illustrating the original streets associated with the Cheltenham/Dogtown (24th Ward) neighborhood. Of note, the Italian neighborhood commonly known as "The Hill" (within the city's 10th Ward) is situated immediately south of the industrial corridor/survey area. This neighborhood is historically associated with the survey area, as many residents worked at the industrial complexes in Cheltenham (24th Ward).

Survey Results

In April 2012, Landmarks conducted a windshield survey of the 24th Ward in an effort to identify properties that may be eligible under the Multiple Property Documentation Form (MPDF), “Manufacturing and Goods Distribution Resources, St. Louis Independent City” (drafted in 2012; pending state review). The survey included driving all streets within the study area (Figure 1) and photography/identification of industrial buildings/resources within the area. Preliminary research was completed that included the perusal of Sanborn maps and a records search utilizing city directories and building permits; in an effort to identify dates of construction, original building uses, architects and/or builders, etc. Utilizing the survey data and preliminary research, Landmarks recommends six (6) properties within the 24th Ward boundaries as potentially eligible for the NRHP. Table 1 (below) provides a list of the properties identified during the survey. Not all of the identified properties are recommended as potentially eligible for the NRHP due to alterations and/or lack of historical significance. Future research or restoration of these buildings to their original appearances, may; however, lead to future designations of NRHP eligibility.

Recommendations about the identified properties are provided below. It should be noted that these recommendations are preliminary; and research/review by the city’s Cultural Resources Office (CRO) and/or Missouri State Historic Preservation Office (MO-SHPO) should be coordinated prior to proceeding with any related NRHP project under the associated MPDF.

Table 1. Surveyed Industrial Properties, 24th Ward (Cheltenham/Dogtown), April 2012

Property Name	Address	Construction Date	Potentially Eligible? (Y/N)
American Furnace Company	1300 Hampton Avenue	1950	Y
Monroe Calculator Company	1425 Hampton Avenue	1960	N
Ark Plastics, Inc.	1919 Hampton Avenue	1954	N
Colcord-Wright Machinery	6115 Eveline Avenue	1955	Y
Marlo Coil Company	6135 Manchester Avenue	1945	Y
Cope Plastics	6340 Knox Industrial Drive	1969	N
Loose Leaf Metals Corp.	6800 Arsenal Street	1947	Y
Polar Wave Ice & Fuel	6801 Hoffman Avenue	1928	N
Scullin/Defense Plant Corp.	6703 Southwest Avenue	1942-44	N
Carpenters Union/Training Hall	1401/1330 Hampton Avenue	1956	Y
Vera Lodge Hall	6319 Wilson Avenue	1890	N
Scullin Steel Administration	6691 Manchester Avenue	1943	Y
Fruin-Colnon Construction	2101 Clifton Avenue	1929	N

Property Information & Recommendations

Landmarks recommends the following six (6) properties as eligible for the National Register of Historic Places (NRHP) under the related Multiple Property Documentation Form (MPDF) – Manufacturing and Goods Distribution Resources, St. Louis Independent City:

- 1300 Hampton Avenue (American Furnace Company)
- 6115 Eveline Avenue (Colcord-Wright Machinery)
- 6135 Manchester Avenue (Marlo Coil Company)
- 6800 Arsenal Street (Loose Leaf Metals Corp/U.S. Binder)
- 1401 and 1330 Hampton Avenue (Carpenters Union Hall & Training School)
- 6691 Manchester Avenue (Scullin Steel Administration Building)

The National Register of Historic Places “is the official Federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering and culture.”¹ Properties may be eligible for the National Register if they meet at least one of the following four National Register Criteria.

- *Criterion A*- properties relate to (or played a role in) an historic event/series of events.
- *Criterion B* – properties associated with an individual who played an integral role in state, local, and/or national events.
- *Criterion C* – properties significant for architecture, workmanship, artistic contributions, engineering, and/or relationship in community planning and development.
- *Criterion D* – properties important for information they have the potential to yield; most often applies to archaeological resources.

Additionally, eligible properties must retain integrity, which pertains to seven physical aspects of the property including location, design, setting, materials, workmanship, feeling and association.²

American Furnace Company, 1300 Hampton Avenue

Located at 1300 Hampton Avenue is the former American Furnace Company building, constructed in 1950. Designed by Russell A. Conzelman, the office/warehouse was constructed by John Hill Construction Company for an estimated \$125,000.³ The building was a combination use office and warehouse for the American Furnace Company, incorporated in 1900. The firm was originally located near 21st and Pine Streets in downtown St. Louis until 1912, when a new building was erected at 2719-31 Delmar Boulevard. From its second location, the company moved to the new building on Hampton Avenue in the early 1950s. The modern facility encompassed 37,000 square feet, 23,000 of which were

¹ U.S. Department of Interior National Park Service, *National Register Bulletin 16: Guideline for Completing National Register of Historic Places Forms* (Washington, D.C., Self-published, 1991), 1.

² U.S. Department of Interior National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C., Self-published, 1991), 44-45.

³ *St. Louis Daily Record*, 12 April 1950, p. 8.

dedicated to the warehouse functions. The building was designed to accommodate freight delivery and transportation, as well as provide space for administrative support, sales offices, and a “testing laboratory and system design division” situated in the upper section of the west two-story wing facing Hampton Avenue.⁴

Architect Russell Conzelman was born in 1892 in St. Louis to Gustaf and Anne Artellr [sic] Conzelman. He began his independent architectural practice in 1920 and worked until his death in 1952. He resided in Richmond Heights (St. Louis County); was married to Frances E. Conzelman; and the couple had one son, William R. and two daughters, Betty McKelvey and Jane McGuire. Conzelman is best known for his residential work, having designed a number of homes on Flora, Longfellow, and Hawthorne Avenues in the Compton Heights neighborhood.⁵

The American Furnace Company manufactured residential furnaces and cooling systems.⁶ The company’s original officers included William D. Harrison, John H. Caux and Harry V. Boyse.⁷ In addition to the St. Louis factory, the company also had a factory complex in Red Bud, Illinois; which opened in 1941 and closed in 1991. In 1968, American Furnace merged with Singer and became known as the Singer American Furnace Company.⁸ By that time, the company manufactured residential heating and cooling equipment, with annual sales averaging more than eleven million dollars.⁹ In 1983, the company was sold to Snyder General Corporation.¹⁰ The building’s current tenant, Consumer Credit Counseling, has occupied the property since the early 1990s.

American Furnace Company at 1300 Hampton Avenue appears eligible for the NRHP under the MPDF context of “Mid-Twentieth Century Development of Industrial and Manufactured Goods Distribution Facilities in the Central Railroad and Interstate Corridor, 1940 – 1970.” The building appears to meet both Criterion A (for its industrial history relating to the former furnace company) and Criterion C (for its noteworthy architectural design).

⁴ American Furnace Company, Corporate Files Collection, Missouri Historical Society, St. Louis, MO.

⁵ Architect Files, Landmarks of St. Louis, Inc.

⁶ Ibid.

⁷ Corporate History, MHS.

⁸ Babette Morgan and Daniel R. Browning, “Plant Closing Affects 650 in Red Bud,” *St. Louis Post-Dispatch*, 25 September 1991.

⁹ “Singer Co. to Add Heating Concern,” *The New York Times*, 28 August, 1967.

¹⁰ Morgan and Browning.



Figure 3. American Furnace Company, 1300 Hampton Avenue; view is northeast.

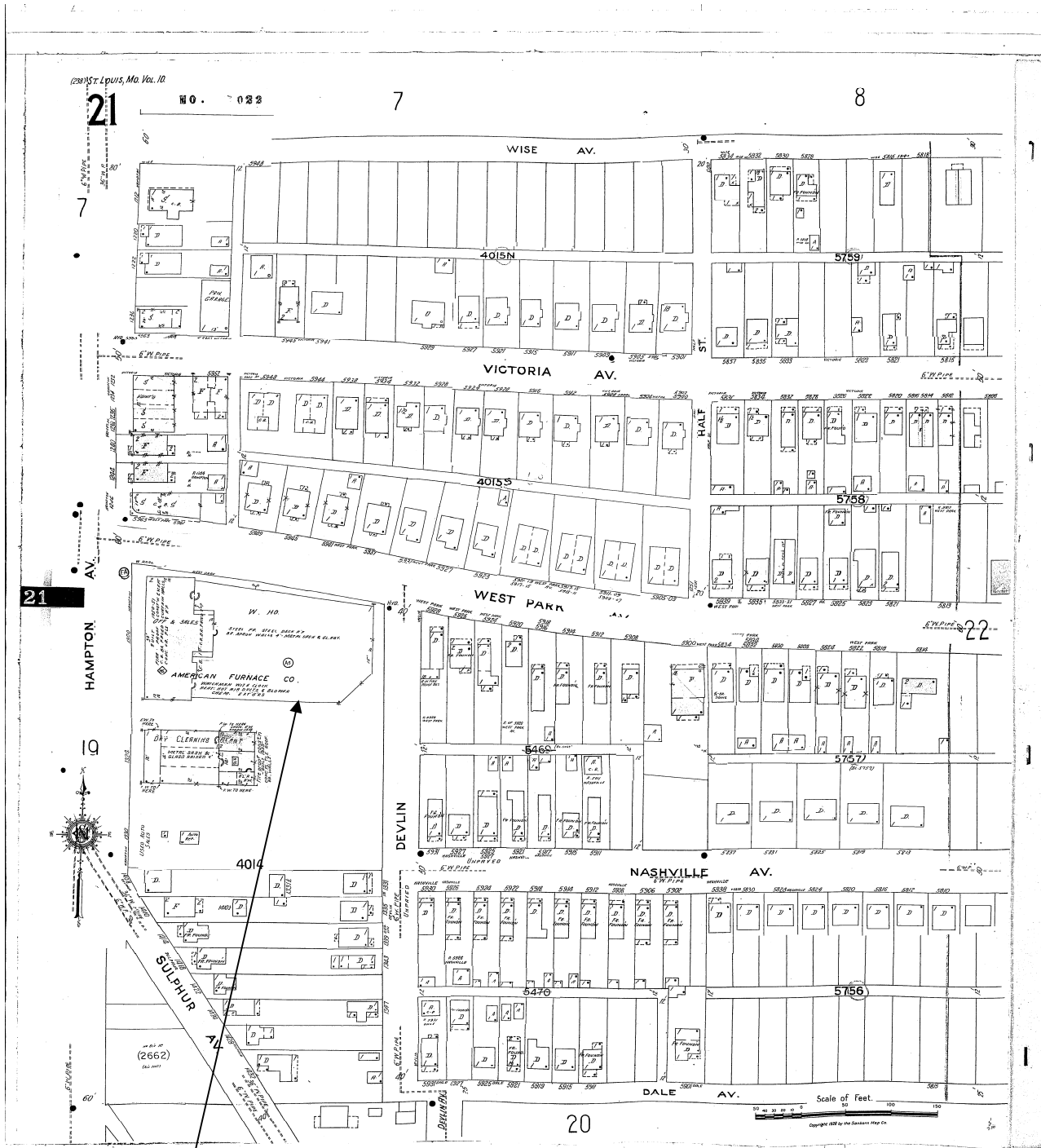


Figure 4. Sanborn Fire Insurance Map, 1951 (Vol. 10; Sheet 21), illustrates location of the American Furnace Company at 1300 Hampton Avenue.

Monroe Calculator Company, 1425 Hampton Avenue

The building at 1425 Hampton Avenue was constructed as a sales/service facility for the Monroe Calculator Company in 1960. Monroe Calculator Company was a business machine manufacturer established in 1911 by Frank Stanley Baldwin and Jay Monroe. Baldwin designed the first multiplication calculator in 1875. Three years afterward, Willgodt T. Odhner of Sweden added to Baldwin's design; and in 1892, a Germany company, Brunsviga, began manufacturing Baldwin-Odhner calculators. The company name changed in 1912 to Monroe (for Jay Monroe, who initiated the machine's mass production). Brunsviga continued to manufacture calculators in the United States for several years afterward; but changed the brand name to "Marchant."¹¹ In 1968, a corporate merger occurred that placed the company under ownership of Saphier, Lerner and Schindler, Inc., though it continued to be known by its Monroe nomenclature.¹² The Monroe Calculator sales building on Hampton Avenue was purchased in 1988 by Consumer Credit Counseling; which moved to 1300 Hampton Avenue (noted previously) in the early 1990s.¹³ The current occupant is Davita Dialysis.



Figure 5. Monroe Calculator Company Sales Office, 1425 Hampton Avenue; view is northwest.

¹¹ Edwin D. Reilly, *Milestones in Computer Science and Information Technology* (Westport, CT: Greenwood Publishing Group, 2003), p. 26.

¹² Missouri Secretary of State, Corporate Database/Search. Available at: <https://www.sos.mo.gov/BusinessEntity/soskb/CSearch.asp?dtm=62412037037037> (Access date: 24 April 2012).

¹³ "Real Estate Notes," *St. Louis Post-Dispatch*, 30 October 1988.

The former Monroe Calculator Company at 1425 Hampton Avenue does not appear to be eligible for the NRHP under the MPDF mid-century context. The building is a common property type that did not play an integral role in Monroe Calculator Company's activities.

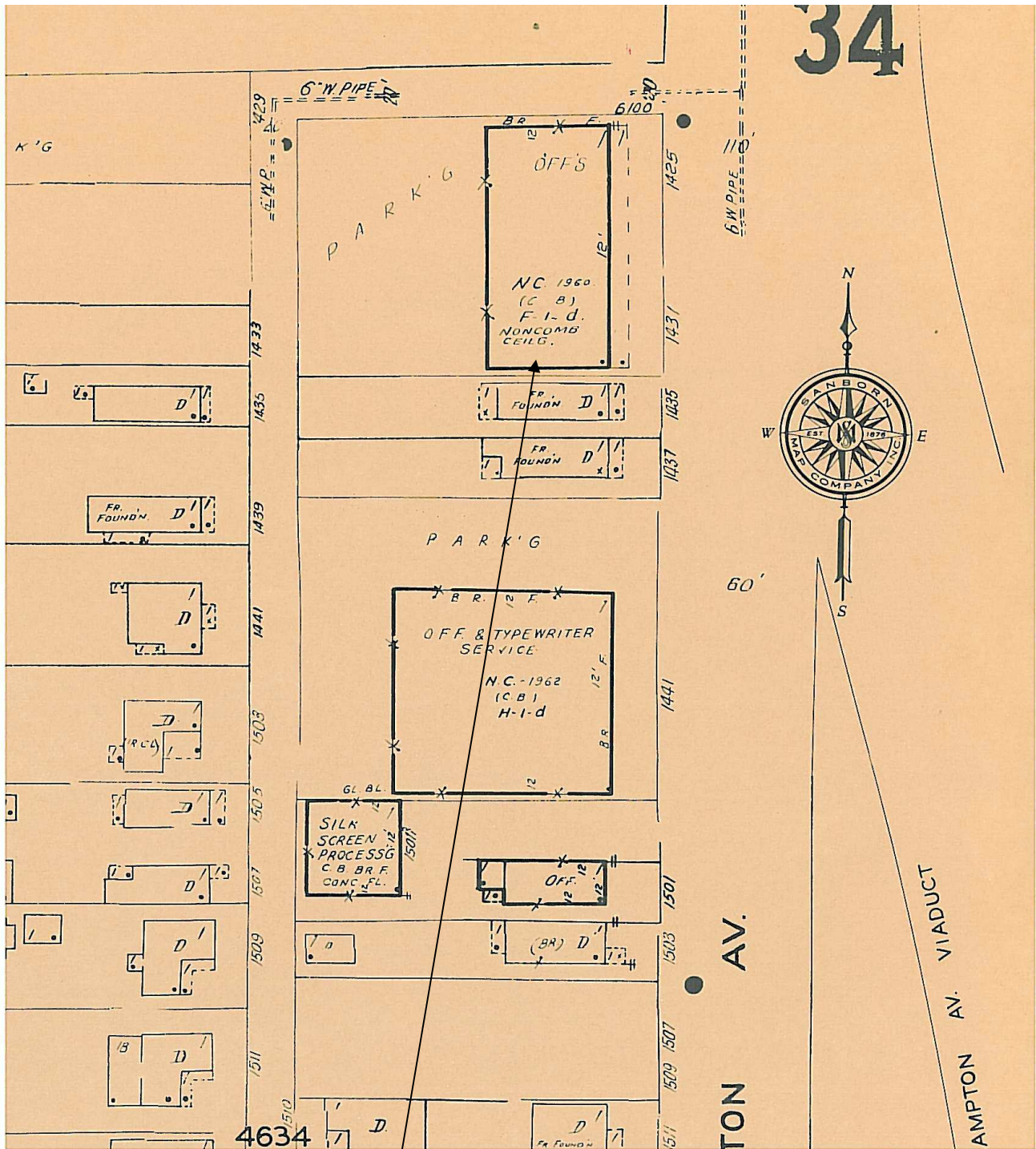


Figure 6. Sanborn Fire Insurance Map, 1964 (Volume 10; Sheet 34) illustrates location of the Monroe Calculator Sales & Service Building at 1425 Hampton Avenue.

Ark Plastics, Inc., 1919 Hampton Avenue

The building at 1919 Hampton Avenue was constructed in 1954 as a warehouse/office facility for Ark Plastics, incorporated in 1966. The business, owned by Adelaide L. Gatter, manufactured molded plastics. The company was dissolved in the early 1970s.¹⁴ During the mid-to-late 1970s, the building was occupied by O'Brien Equipment Company.¹⁵ Today, the property is owned by Art Effects Unlimited; more commonly known by its business nomenclature of *ff&f* (form function & finesse). The site originally included the extant one-story brick office wing and an attached warehouse wing (north end) that has been demolished.



Figure 7. Ark Plastics, Inc., 1919 Hampton Avenue; view is northwest.

The former Ark Plastics building at 1919 Hampton Avenue does not appear to be eligible for the NRHP. Although the building's construction date and stylistic appearance fit the general context(s) of the MPDF, removal of the original north warehouse wing compromises the property's architectural integrity, rendering it ineligible for NRHP listing.

¹⁴ Missouri Secretary of State, Corporate Database.

¹⁵ *Polk's St. Louis City Directory*, 1969-1970, Detroit: Self-published.

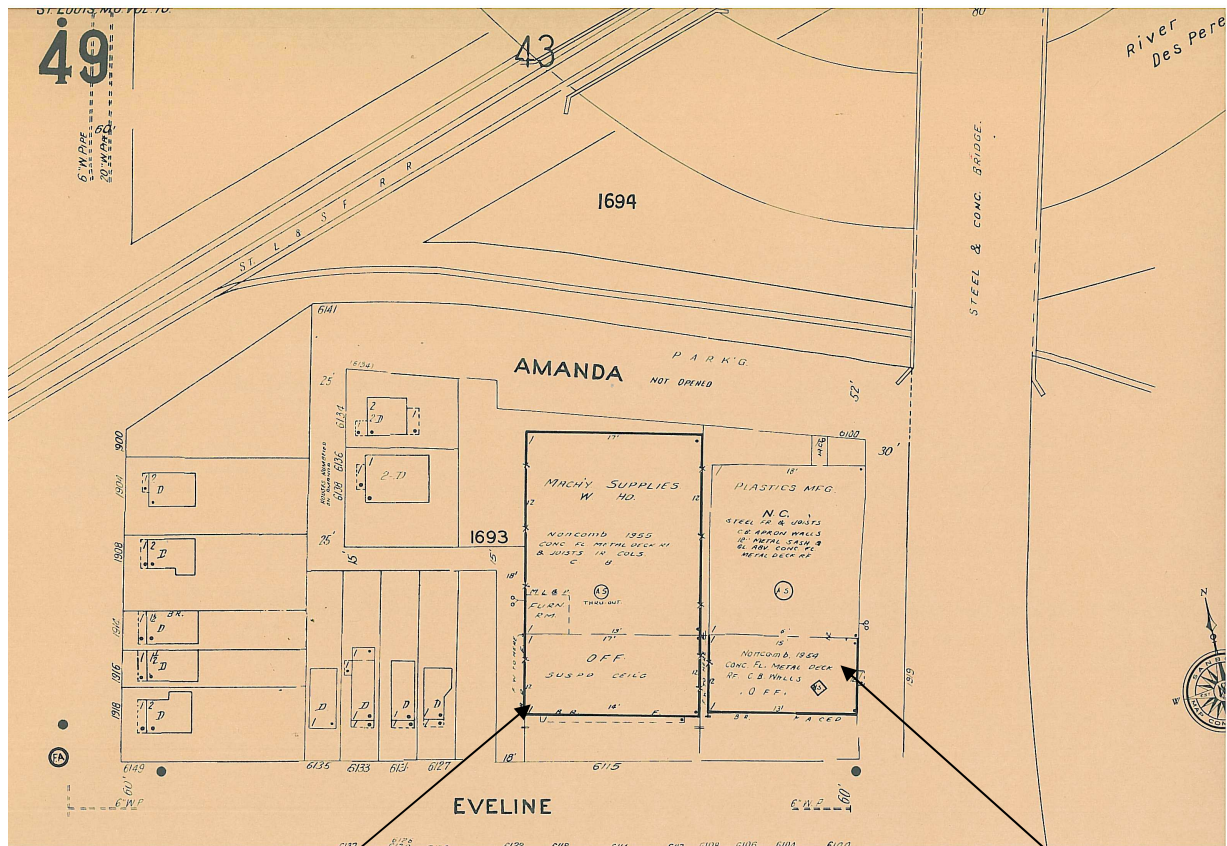


Figure 8. Sanborn Fire Insurance Map, 1964 (Volume 10; Sheet 49). Locations of Ark Plastics (1919 Hampton) and Colcord-Wright Machinery (6115 Eveline).

Colcord-Wright Machinery & Supply Company, 6115 Eveline Avenue

Located at 6115 Eveline Avenue is the former Colcord-Wright Machinery and Supply building. The property was constructed in 1955 for J.C. Lafflin as a combination office/warehouse. The building is currently occupied (and used as a branch office) by Schneider Electric Company. The Colcord-Wright Machinery & Supply Company incorporated in 1911 and continued to operate in St. Louis through 2004.¹⁶ The original establishment was associated with Walter Rea Colcord, a machinery and supply businessman born in St. Louis in 1867. Colcord began working as a “machinery merchant” in 1895.¹⁷ The business was initially known as W.R. Colcord Machinery Company. When the business incorporated (1911), the name was changed to Colcord-Wright Machinery & Supply.¹⁸

The former Colcord-Wright Machinery building at 6115 Eveline Avenue is a good example of a combination mid-century office/warehouse building. As such, the property appears potentially eligible for the NRHP under the MPDF context of mid-century industrial/manufacturing facilities. If the building’s interior space remains relatively unaltered and intact; and research provides sufficient evidence of the building’s historical associations in relation to the context of trucking/transportation, the property would be eligible under the MPDF. Further research is recommended to fully develop the role of Colcord-Wright during the mid-twentieth-century; and to evaluate the building’s design in relation to the MPDF mid-century trucking context.



Figure 9. Colcord-Wright Machinery, 6115 Eveline Avenue; view is northwest.

¹⁶ Missouri Secretary of State, Corporate Database.

¹⁷ Albert Nelson Marquis (ed.), *The Book of St. Louisans* (Chicago: A.N. Marquis & Company, 1912), p. 125.

¹⁸ Ibid & Missouri Secretary of State, Corporate Database.

Marlo Coil Company, 6135 Manchester Avenue

The Marlo Coil Company Building at 6135 Manchester Avenue was constructed in 1945, replacing an earlier structure used for the same purposes.¹⁹ The Art Moderne influenced warehouse/office was designed for Marlo Coil Company, which manufactured air conditioner coils. The company was established in 1925 and incorporated in 1946; at about the same time the modern building was constructed. The original owner was Angelo Marlo of St. Louis, and the company's original officers also included Caesar D. Marlo and Louis Pellegrini. All three men resided in the Italian neighborhood south of the survey area known as "The Hill" (Ward 10).²⁰

The property at 6135 Manchester Avenue, constructed as an air conditioner coil manufacturing facility, appears eligible under the MPDF mid-century context. The building is likely significant under Criterion A (industrial associations) and Criterion C (architecture). It is an excellent example of a streamlined industrial/warehouse facility that retains much of its original architectural fabric and integrity. Original windows and exterior details are intact (exterior), which exemplify its original design and period of significance.



Figure 10. Marlo Coil Company, 6135 Manchester Avenue; view is northwest.

¹⁹ City of St. Louis, Assessor's Office. Building Card/Permit for 6135 Manchester Avenue.

²⁰ Missouri Secretary of State, Corporate Database; *Industrial Development Research Council* ([Atlanta]: Conway Publications, 1967), Vol. 136, p. 4; *Gould's St. Louis City Directory*, 1938.

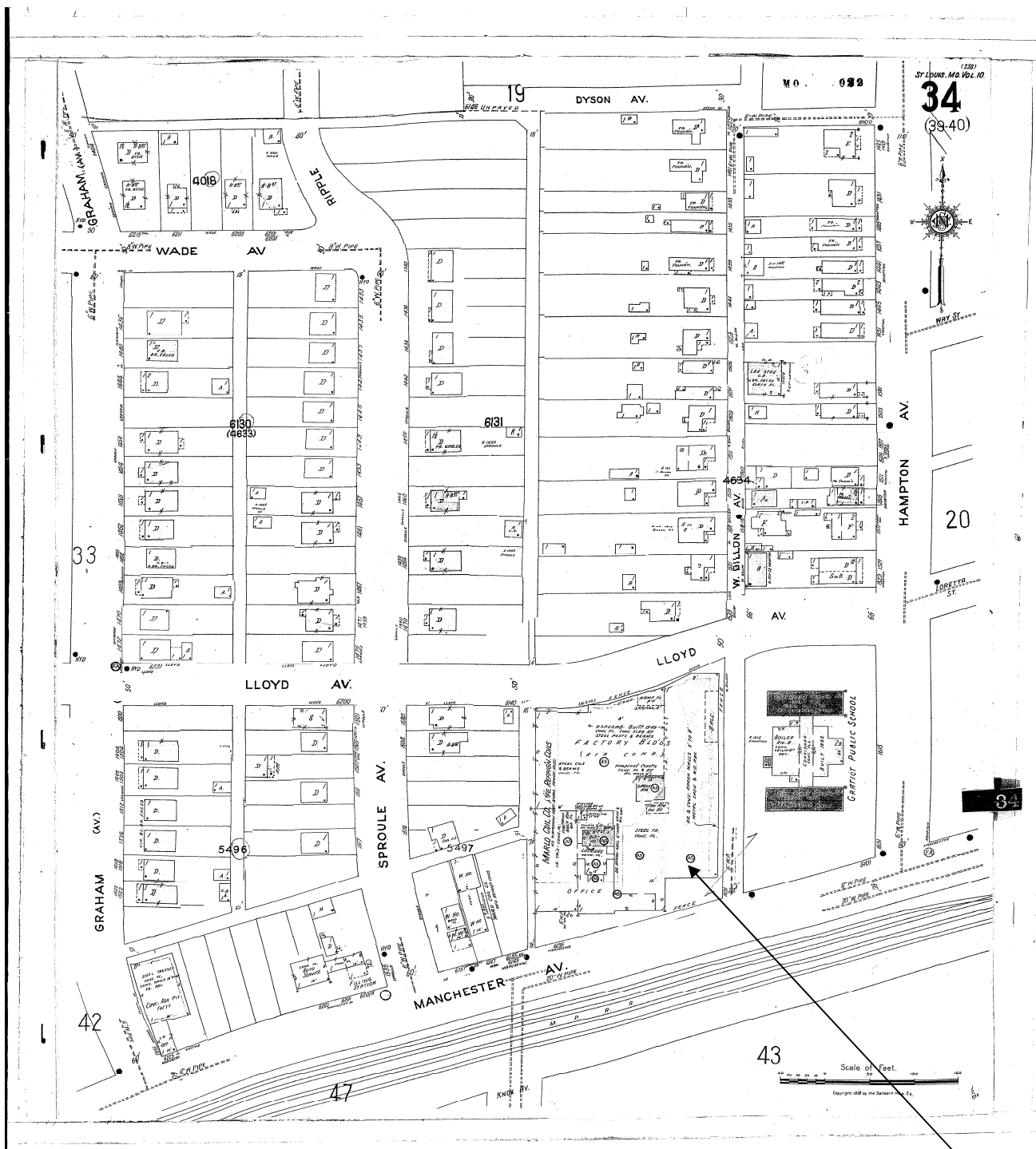


Figure 11. Sanborn Fire Insurance Map, 1951 (Volume 10; Sheet 34) illustrates the location of Marlo Coil at 6135 Manchester Avenue.

Cope Plastics, 6340 Knox Industrial Drive

The warehouse/office building at 6340 Knox Industrial Drive was constructed in 1969 as a sales office and warehouse for Cope Plastics, currently headquartered in Alton, Illinois. The company incorporated in Missouri in 1975.²¹ Cope Plastics originated in 1958 in Godfrey, Illinois; owned and operated by Dwight Cope (who began working in the St. Louis plastics industry in 1946). The company was established to “furnish . . . fabricated and semi-finished parts” to the St. Louis region. The business remains in operation today; but no longer utilizes the 1960s building on Knox Industrial Drive.²² The building is currently owned by Chemisphere Corporation.



Figure 12. Cope Plastics Sales/Warehouse Facility at 6340 Knox Industrial Drive; view is southwest.

²¹ Missouri Secretary of State, Corporate Database.

²² Cope Plastics Website, Available at: <http://www.copeplastics.com/history.html> (Access date: 25 April 2012).

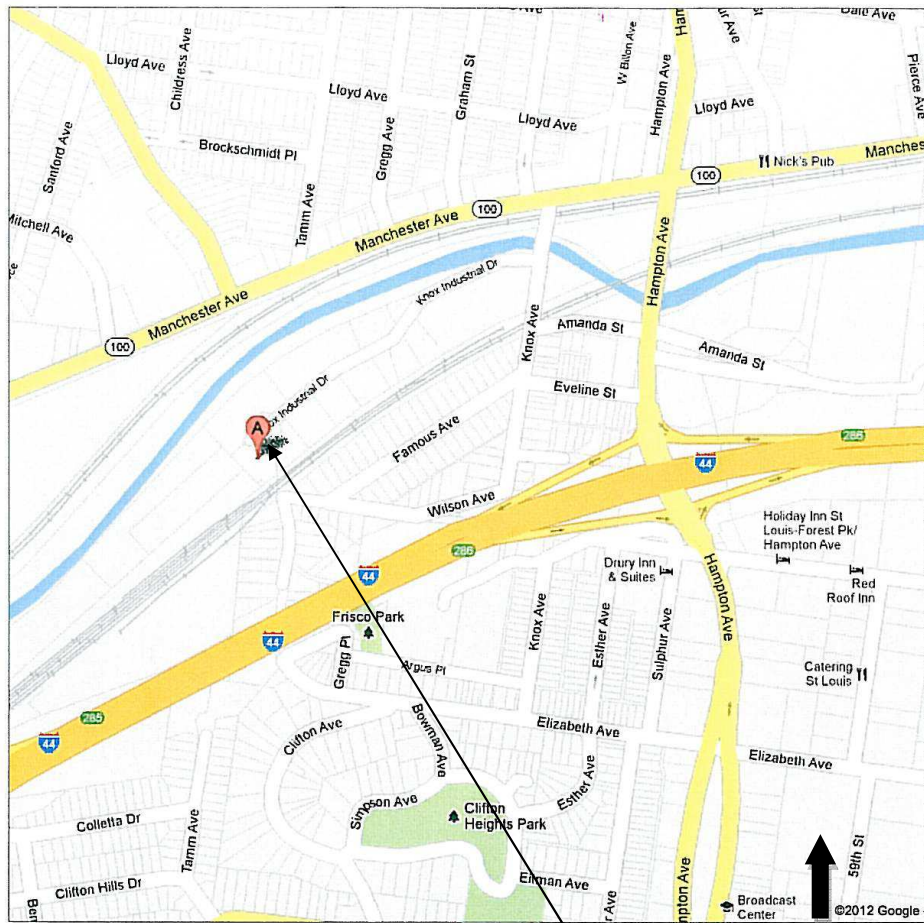


Figure 13. Map illustrating location of Cope Plastics at 6340 Knox Industrial Drive.

The Cope Plastics warehouse at 6340 Knox Industrial Drive does not appear eligible for the NRHP. Based on preliminary research, the building's function was supportive to the headquarters in Godfrey, Illinois. Additionally, the facility was constructed less than 50 years ago and does not illustrate exceptional historical or architectural significance (a requirement for listing properties to the NRHP that are less than 50 years of age).

Loose Leaf Metals Corp., 6800 Arsenal Street

The Loose Leaf Metals Corp. warehouse/sales building (commonly known as U.S. Ring and Binder) at 6800 Arsenal Street was constructed in 1947. The company manufactured three-ring binders and hardware for loose leaf notebooks. In 1989, the property was purchased by General Binding of Northbrook, Illinois; a subsidiary of U.S. Ring and Binder.²³ The building remains under the ownership of U.S. Ring and Binder, and appears to have been minimally altered since its construction in the 1940s. As such, the Loose Leaf Metals Corp. (U.S. Ring & Binder) warehouse/sales office at 6800 Arsenal Street is an excellent example of a mid-century warehouse/manufacturing facility that served the railroad/River des Peres industrial corridor. The building meets the MPDF mid-century context (trucking and transportation, post World War II) and retains a high degree of architectural integrity. The property appears eligible in relation to the MPDF's mid-century context; and its design and construction meet the standards of integrity that would render it eligible for the NRHP.



Figure 14. U.S. Ring and Binder at 6800 Arsenal Street; view is southeast from the intersection of Arsenal and Jamieson.

²³ "Illinois Firm Buys Loose Leaf Metals," *St. Louis Post-Dispatch* (10 August 1989).

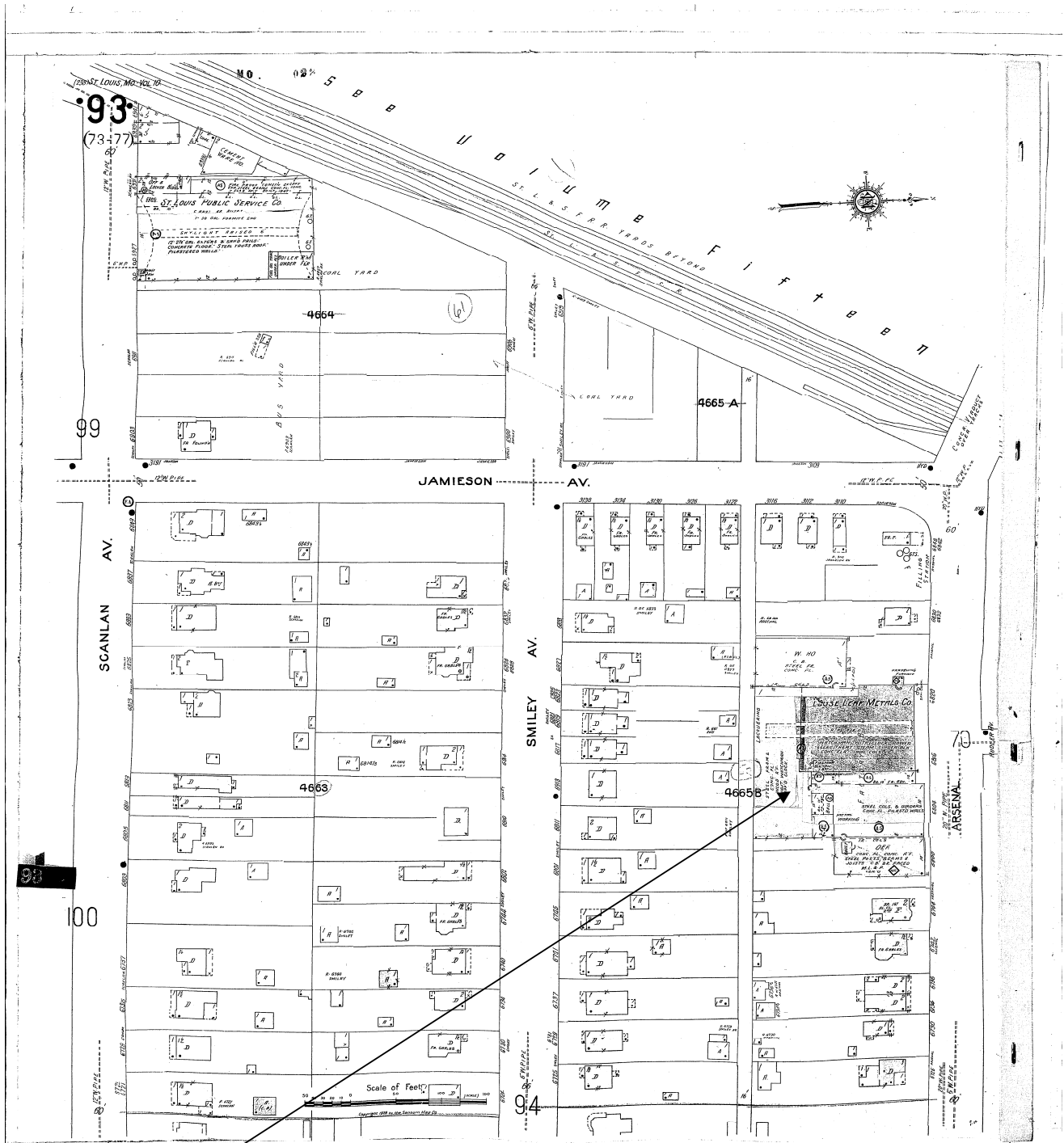


Figure 15. Sanborn Fire Insurance Map, 1951 (Volume 10; Sheet 93) illustrates location of Loose Leaf Metals Co. at 6800 Arsenal Street.

Polar Wave Ice and Fuel Warehouse, 6801 Hoffman Avenue

The two-story brick warehouse at 6801 Hoffman Avenue was constructed in 1928; probably for the Polar Wave Ice and Fuel Company. Building permits are unavailable (lost or mislabeled per microfilm records); however, city directories indicate that Polar Wave had a warehouse on Hoffman during the early 1930s. Directories also indicate that by 1932, the company had more than 20 similar facilities across the city. By the 1950s, the building was used by City Products Corporation (also known as City Ice and Fuel Company) and in the 1960s by Jack C. Varley as a chemical warehouse.²⁴ The façade wing was added in the late 1950s; and has been recently modified with brick re-facing, replacement windows and doors. The current owner is Metro Electric Company.



Figure 16. Former Polar Wave Ice and Fuel Warehouse, 6801 Hoffman Avenue; view is northeast.

The former Polar Wave Ice and Fuel Warehouse at 6801 Hoffman Avenue does not appear eligible for the NRHP. The building has been extensively altered since original construction through a façade addition and replacement of original windows/doors. The property did not play a significant role in the company's industrial activities; and was one of many such warehouses constructed in and around the city during the early 1900s.

²⁴ *Gould's St. Louis City Directories, 1932-48; Polk's St. Louis City Directories, 1969 and 1974.*

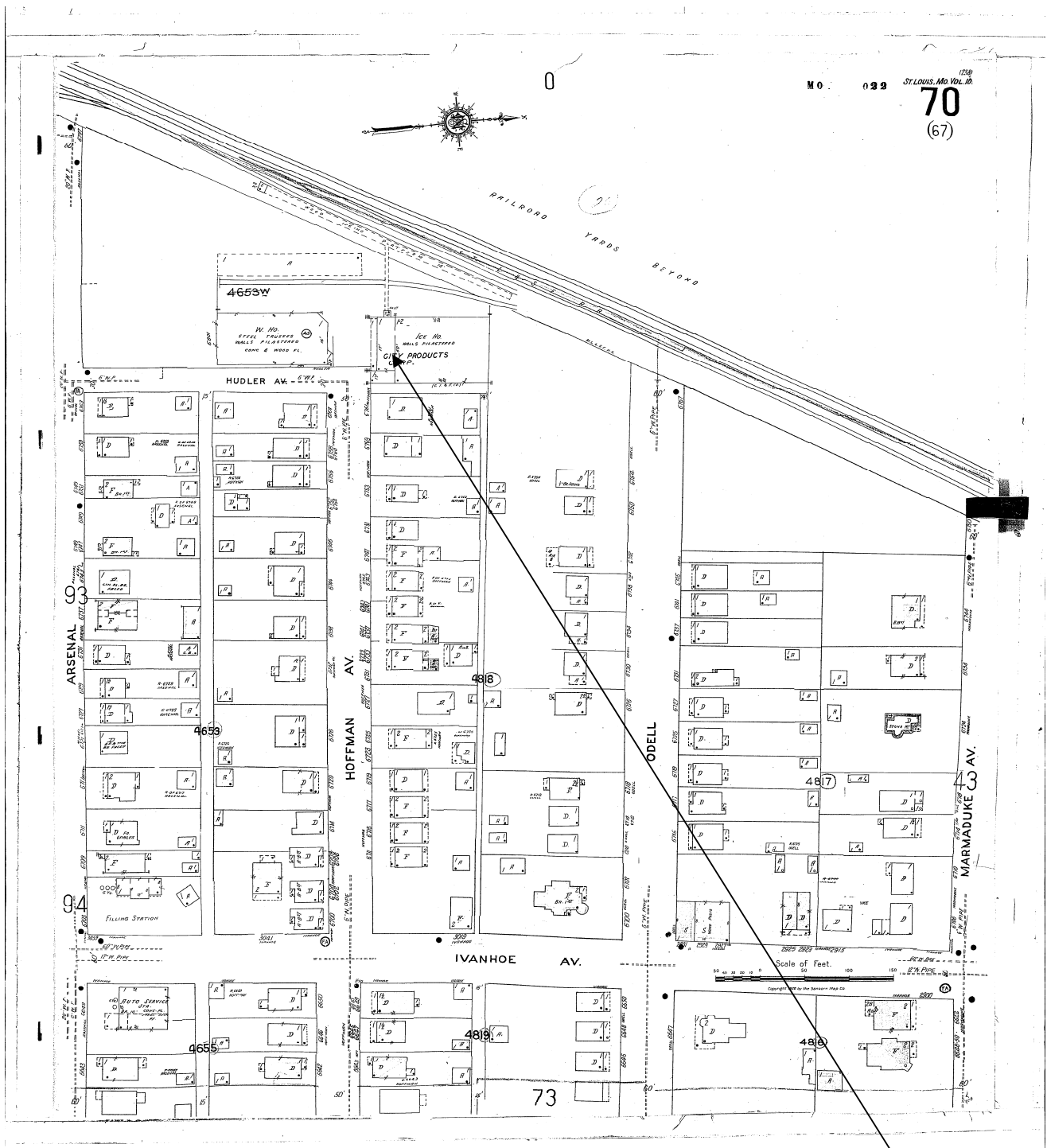


Figure 17. Sanborn Fire Insurance Map, 1951 (Volume 10; Sheet 70) illustrates location of 6801 Hoffman Avenue, which is believed to have been originally used by the Polar Wave Ice and Fuel Company.

Defense Plant Corporation / Scullin Steel, 6703 Southwest Avenue

In 1942, a series of building permits were issued to construct a large defense plant/warehouse complex along the Missouri-Pacific Railroad tracks within the River des Peres industrial corridor. As has been discussed in the related MPDF, the government constructed a number of wartime plants and warehouses to support the nation's involvement in World War II; and the Cheltenham industrial area was one that supported numerous steel manufacturing facilities during the 1940s. Much of this area was used by Scullin Steel, Fruin-Colnon Construction, and Vulcan Steel. Today, segments of the defense complex along Southwest and Manchester Avenues remain intact; including warehouses and railroad bridges. The best example of these warehouses is the brick facility currently used by BSI Contractors at 6703 Southwest Avenue. It is likely that adjacent warehouses clad in synthetic materials (east of the BSI warehouse) are similar in style and construction. These warehouses were part of the Scullin / Defense Plant Corporation complex erected to support World War II activities.

The Defense Plant Corporation was a subsidiary of the Reconstruction Finance Corporation (RFC), created to provide federal funding and loans for World War II production in 1942.²⁵ The property on Southwest was developed to support the activities under the corporation's lending program; providing space for Scullin's steel production complex. (Additional information about Scullin is provided in this report – pages 32-33 – in relation to the company's administration building at 6691 Manchester Avenue). The factory site on Southwest Avenue was initially planned to produce steel for Boeing/Wright Aeronautical Corporation, which manufactured war planes. Also involved in the project was Packard Motor Car Company, which manufactured Rolls Royce engines for the planes.²⁶ The estimated costs of initial plant construction in 1942 were over 1.8 million dollars.²⁷

It is unlikely that the remaining buildings associated with the former Defense Plant Corporation / Scullin complex are eligible for the NRHP, as they represent only a small segment of the entire industrial complex. Additional research is recommended to fully develop the related context; and to determine whether altered warehouses (currently clad with synthetic siding) retain historic materials. Building permits on file with the City of St. Louis indicate that no less than 20 buildings and structures were constructed in relation to the 1940s-era project. Today, at least four properties are extant, including three warehouses and one railroad bridge.

²⁵ United States Government Manual, 1945 – Division of Public Inquiries-Office of War Information. Available online at: <http://www.ibiblio.org/hyperwar/ATO/USGM/FLA.html> (Access date: 25 April 2012).

²⁶ "\$78,500,000 Loaned for Plane Plants," *The New York Times* (22 August 1942).

²⁷ Building Permits, Inspection Fees. Documents available at City Hall, City of St. Louis, Missouri.



Figure 18. Warehouse constructed in the early 1940s as part of the Defense Plant complex at 6703 Southwest Avenue; view is northwest.



Figure 19. Railroad bridge constructed in 1944 under the Defense Plant complex on Southwest (adjacent to Interstate 44); view is southeast.

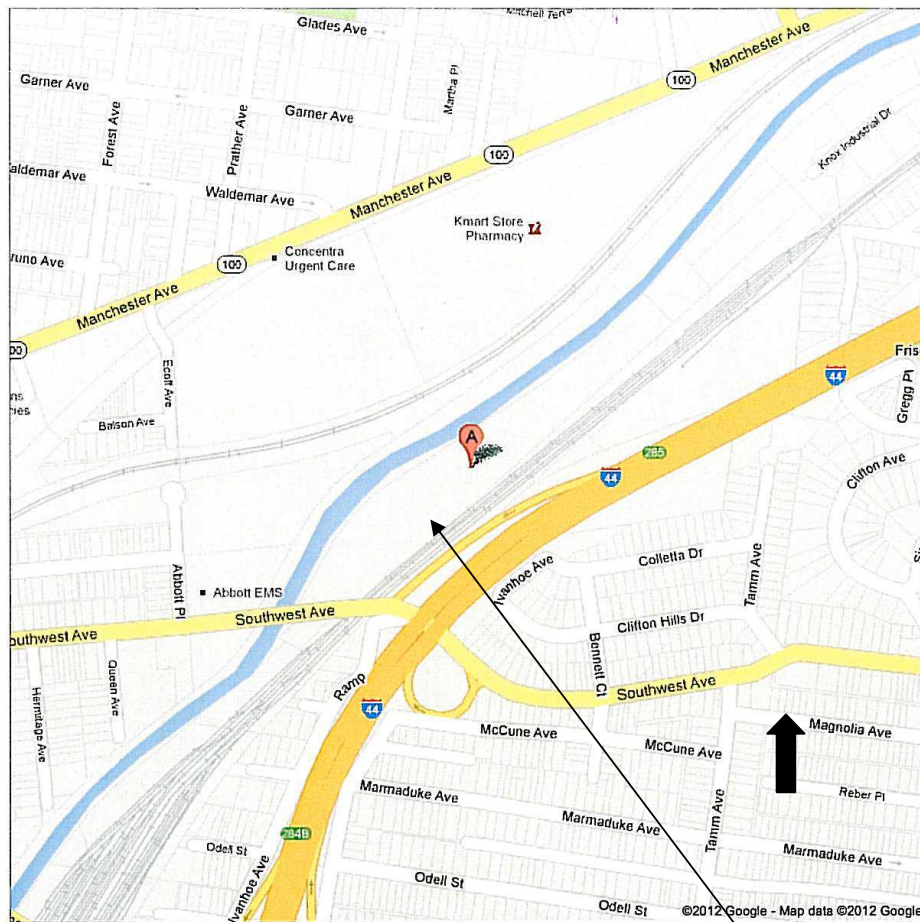


Figure 20. Map illustrating location of the former Defense Plant/Scullin warehouse site, 6703 Southwest Avenue.

Carpenters Union Hall and Training School, 1401 & 1330 Hampton Avenue

The Carpenters Union Hall at 1401 Hampton Avenue was constructed in 1956. Designed by Study, Farrar & Majers, the building's interior is also noteworthy, associated with Design Inc., a subsidiary of the Bank Building and Equipment Corporation (BBEC). Interior finishes (which remain intact today) include walnut, rosewood, cherry and mahogany – all of which were intended to display the workmanship of the union members, for whom the building was designed. The project total for initial construction was an estimated \$1,350,000. Across the street from the main hall/headquarters is a training school, also constructed in 1956 (at 1330 Hampton Avenue).²⁸ The local labor union is currently associated with the United Brotherhood of Carpenters, established in 1882 by Peter J. McGuire.²⁹ St. Louis' chapter predates the national association by at least a decade, indicated by 1875 newspaper accounts of the local organization's activities.³⁰



Figure 21. Carpenters Union Hall at 1401 Hampton Avenue; view is southwest.

²⁸ Kirk Huffaker, "Defining Downtown at Mid-Century," Website, Available online at: <http://www.midcenturybanks.recentpast.org/architecture/featured-buildings/item/54-Carpenters-district-council-of-greater-st-louis-1958> (Access date: 26 April 2012) and Building permits (active) on file with the City of St. Louis.

²⁹ Carpenters District Council of Greater St. Louis. Website, Available at: <http://www.carpdc.org/About/Default.aspx> (Access date: 26 April 2012).

³⁰ "The Co-operating Carpenters," *St. Louis Post-Dispatch*. 10 August 1875.



Figure 22. Carpenters Training School, 1330 Hampton Avenue; view is northeast.

Study, Farrar & Majers evolved from the firm of Roth & Study, established in 1911; of which Guy Study (1880 – 1959) was a partner. Study became senior partner in 1915; and over time, the partnership also included Benedict Farrar (who joined the firm in 1916) and Alf H. Majers (by the 1950s).³¹ The firm was well known regionally, designing “a number of public buildings and churches, among them Firmin Desloge Hospital, St. Paul’s Episcopal Church, the Church of Our Lady of Lourdes, St. Luke’s Catholic Church, . . . Howard’s Bend and Chain of Rocks Waterworks.”³² Design, Inc., which planned the interior of Carpenters Union Hall, was (as noted) a branch of the Bank Building and Equipment Corporation (BBEC), established by Joseph H. Gander and Louis J. Orbaka in the 1920s. Design Inc. was added to the company’s umbrella during the 1930s when banks began to close and no projects were forthcoming. The subsidiary created a new niche for the BBEC, designing “swank new cocktail lounges” and hotel interiors.³³

The Carpenters Union Hall and Training Building appear eligible for the NRHP under the MPDF mid-century context in regard to labor halls and unions. A premiere example of its type, the Carpenters Hall retains exterior and interior original finishes and materials. The building meets Criterion A (historical associations under the MPDF context) and Criterion C (architecture and workmanship). The associated Training Hall, though less elegant in composition, is an integral component of the union’s local facilities and is considered a contributing feature of the property.

³¹ Architects Files: Study & Farrar; Landmarks Association of St. Louis, Inc.

³² Missouri Historical Society, *Bulletin*, July 1959, pp. 346-47.

³³ Mary Kimbrough, “They Gained Success the Hard Way,” *St. Louis Post-Dispatch* (2 March 1942).

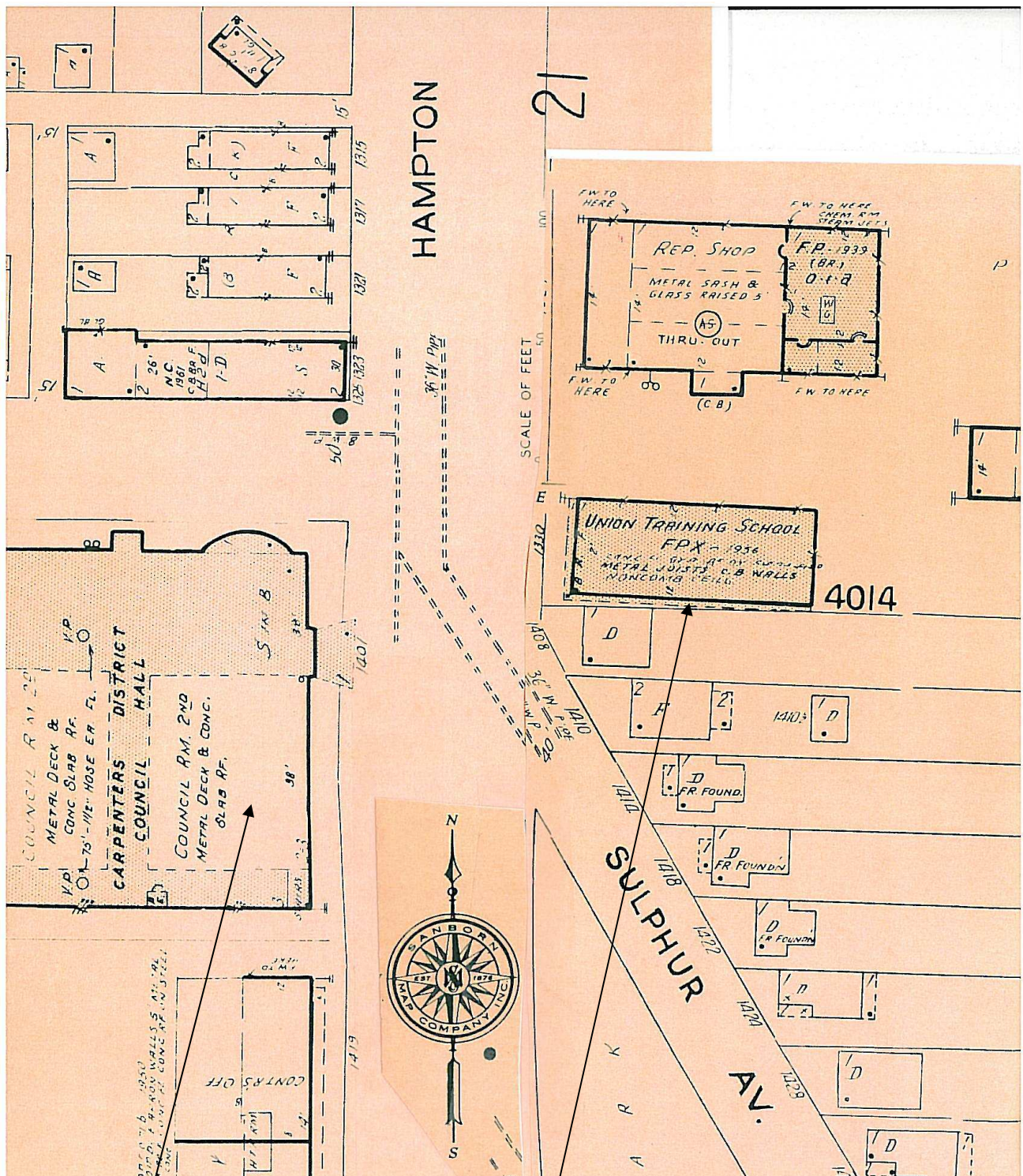


Figure 23. Sanborn Fire Insurance Maps, 1964 (Volume 10; Sheets 19 and 21) illustrating locations of Carpenters Union Hall (1401 Hampton Avenue) and Training School (1330 Hampton Avenue).

Vera Lodge Hall, 6319 Wilson Avenue

The Vera Lodge Hall at 6319 Wilson Avenue was constructed for the Ancient Order of United Workman (AOUW) in 1890. The building has also been used as an industrial property, housing both oil and clothing factories during the early-to-mid 1900s. Currently, the building is owned by a chemical company. The AOUW was organized in 1868 in Pennsylvania; founded by a Mason, John J. Upchurch. The organization had a large number of lodges in St. Louis, including the Clifton Heights lodge on Wilson Avenue.³⁴ By the 1880s, the AOUW had roughly 176,000 members and 3,200 lodges nationwide. The union was initiated to provide insurance for factory workers, who received no benefits from their employers. Members joined by paying dues of \$1.00, and benefits were passed along to beneficiaries; who were also required to pay \$1.00 each. Lodges provided a place where members could meet and socialize. In many instances, such establishments also served as political forums.³⁵



Figure 24. Vera Hall AOUW Lodge at 6319 Wilson Avenue; view is northeast.

³⁴ “Ancient Order of United Workmen (A.O.U.W.) index, St. Louis Public Library; Premier Library Sources. Available at: <http://previous.slpl.org/libsrc/frat1.htm> (Access date: 5 April 2012) and AOOW Website at: <http://www.phoenixmasonry.org/masonicmuseum/fraternalism/aouw.htm> (Access date: 5 April 2012).

³⁵ Fargo, North Dakota, AOOW exhibit at: <http://www.fargo-history.com/other2/aouw-pml.htm> (Access date: 26 April 2012).

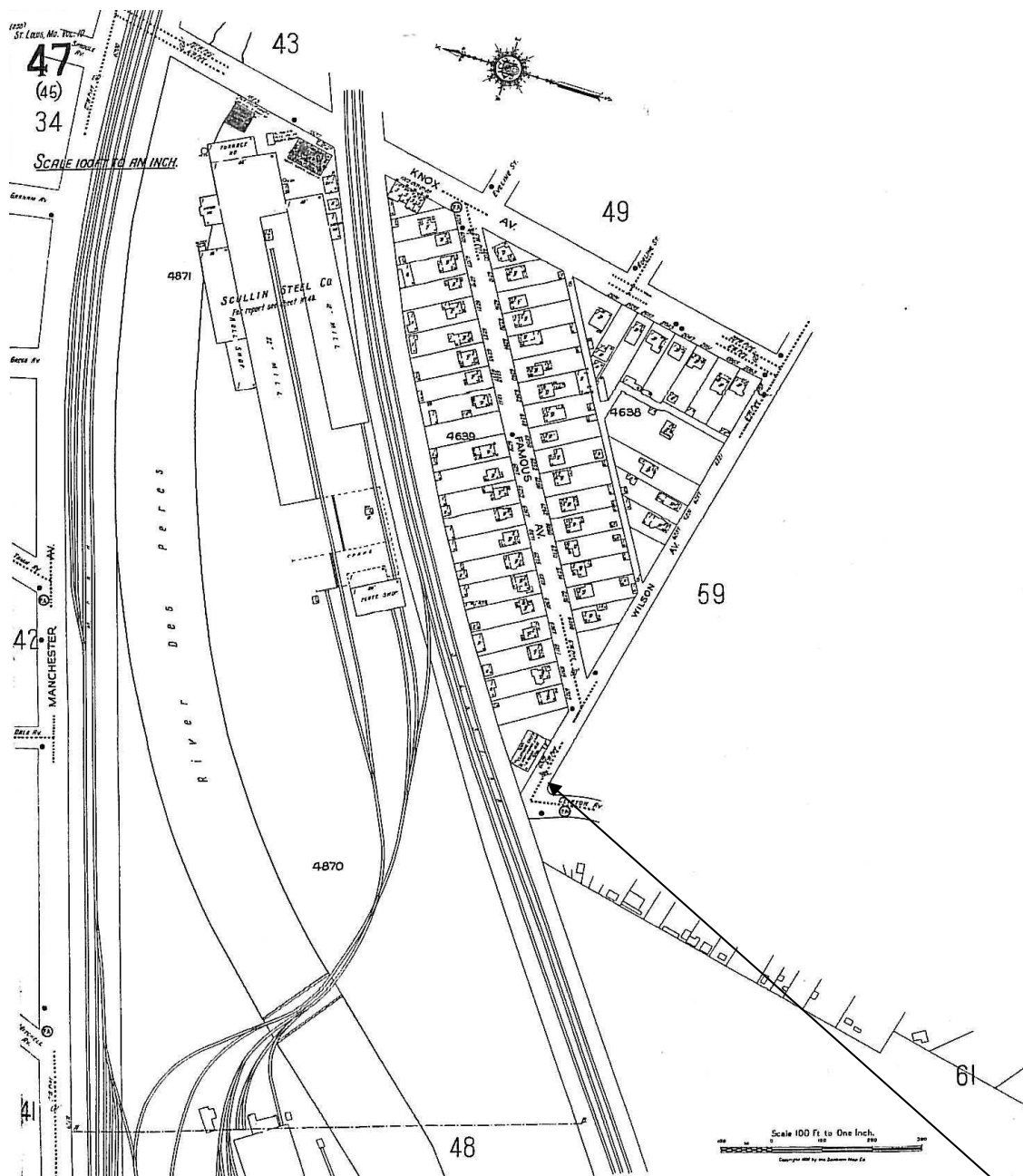


Figure 25. Sanborn Fire Insurance Map, 1926 (Volume 10; Sheet 47) showing location of Vera Lodge at 6319 Wilson Avenue.

The Vera Lodge AOUW Hall at 6319 Wilson Avenue does not appear to be eligible for the NRHP due to modifications that have compromised the building's architectural integrity, such as enclosure of original windows and doors. However, further research is recommended to further assess and document the property's role in the neighborhood and the City of St. Louis' labor movements/organizations.

Scullin Steel Administration Building, 6691 Manchester Avenue

The Scullin Steel administration building at 6691 Manchester Avenue was constructed in 1943 to serve as the company's main administrative offices. During World War II, Scullin became one of the government's largest steel contractors; and much of the industrial corridor within the survey area was dedicated to the company's production activities. Scullin's complex also included the Defense Plant Corporation warehouses and railroad bridge on Southwest Avenue (noted above). The administration building was surveyed separately due to its prominence on Manchester Avenue; and its likelihood to be individually eligible for the NRHP under the MPDF mid-century context. The building is currently owned and used by Copying Concepts/Sumner Group.



Figure 26. Scullin Steel Administration Building at 6691 Manchester Avenue; view is north.

Scullin Steel Company was established (in St. Louis) in 1898. By the 1930s, the company's complex encompassed much of the Des Peres industrial corridor that extends through the 24th Ward. Scullin employed more than 1,200 individuals in the 1930s. The steel production site stretched along approximately 12 blocks, parallel to the Missouri-Pacific Railroad/River des Peres corridor bordering Manchester Avenue. Today, very little is left of the former steel production complex; but the building's administration building still stands. This building is a noteworthy example of the company's presence and the best representation of Scullin's World War II-era activities. The firm closed in 1981; after which time most of the associated industrial buildings were demolished.³⁶

³⁶ Tim Fox, *Where We Live: A Guide To St. Louis Communities* (St. Louis: Missouri Historical Society Press, 1995), p. 119.

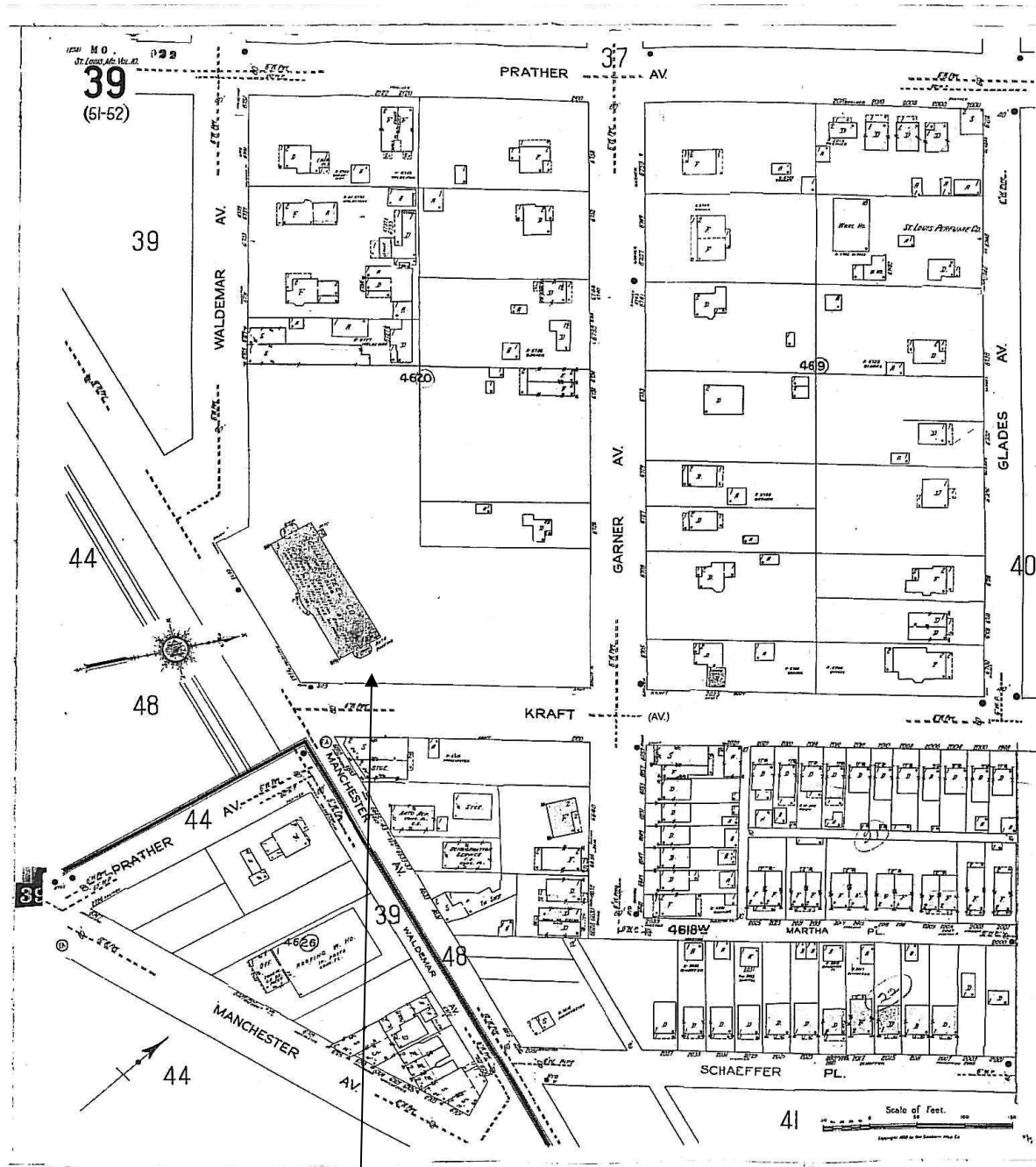


Figure 27. Sanborn Fire Insurance Map, 1964 (Volume 10; Sheet 39) illustrates the location of the Scullin Steel Administration Building at 6691 Manchester Avenue.

Fruin-Colnon Construction Company, 2101 Clifton Avenue

The Fruin-Colnon Construction complex at 2101 Clifton Avenue was constructed in 1929-37. The site encompasses two warehouses and a c. 1980 one-story office building. The buildings were originally associated with the Fruin-Colnon Construction Company. Fruin-Colnon began as a partnership between Jeremiah Fruin and his son-in-law, Redmond Stephen Colnon. Jeremiah Fruin (1831-1912) was born in Ireland. His family moved to Brooklyn in 1834 and in 1861, Fruin moved to St. Louis. He worked for the Army's quartermaster division and after the Civil War, gained employment as a road contractor. Fruin was largely involved in many of the city's railroad and waterworks contracts, including Bissell Waterworks. The company also landed a number of railroad contracts and constructed much of the Missouri-Pacific/Frisco infrastructure that dominates the city's central transportation corridor. Fruin formed a partnership with his daughter's husband, Redmond Stephen Colnon (1862-1927) in 1900. Colnon's experience was that as an engineer. He was born in New York to Irish immigrant parents; and moved to St. Louis in 1892 after gaining a position at Fruin & Bambrick. Colnon married Catherine Fruin in 1895. The original company name, Fruin & Bambrick Construction Company, was changed to Fruin-Colnon in 1908.³⁷



Figure 28. Fruin-Colnon Construction Company at 2101 Clifton Avenue; view is southwest.

³⁷ State of Missouri, Certificates of Death: Jeremiah Fruin and Stephen Colnon; A.B. Koenig, "St. Louis Items," *The Contractor* (Vol. 15: 15 March 1912), p. 51; Marquis, p. 127; and Fru-Con Construction website: <http://www.frucon.com/c20/FruCon-Construction-Corporation--Our-History--A-Legacy-of-Performance.htm> (Access date: 27 April 2012).

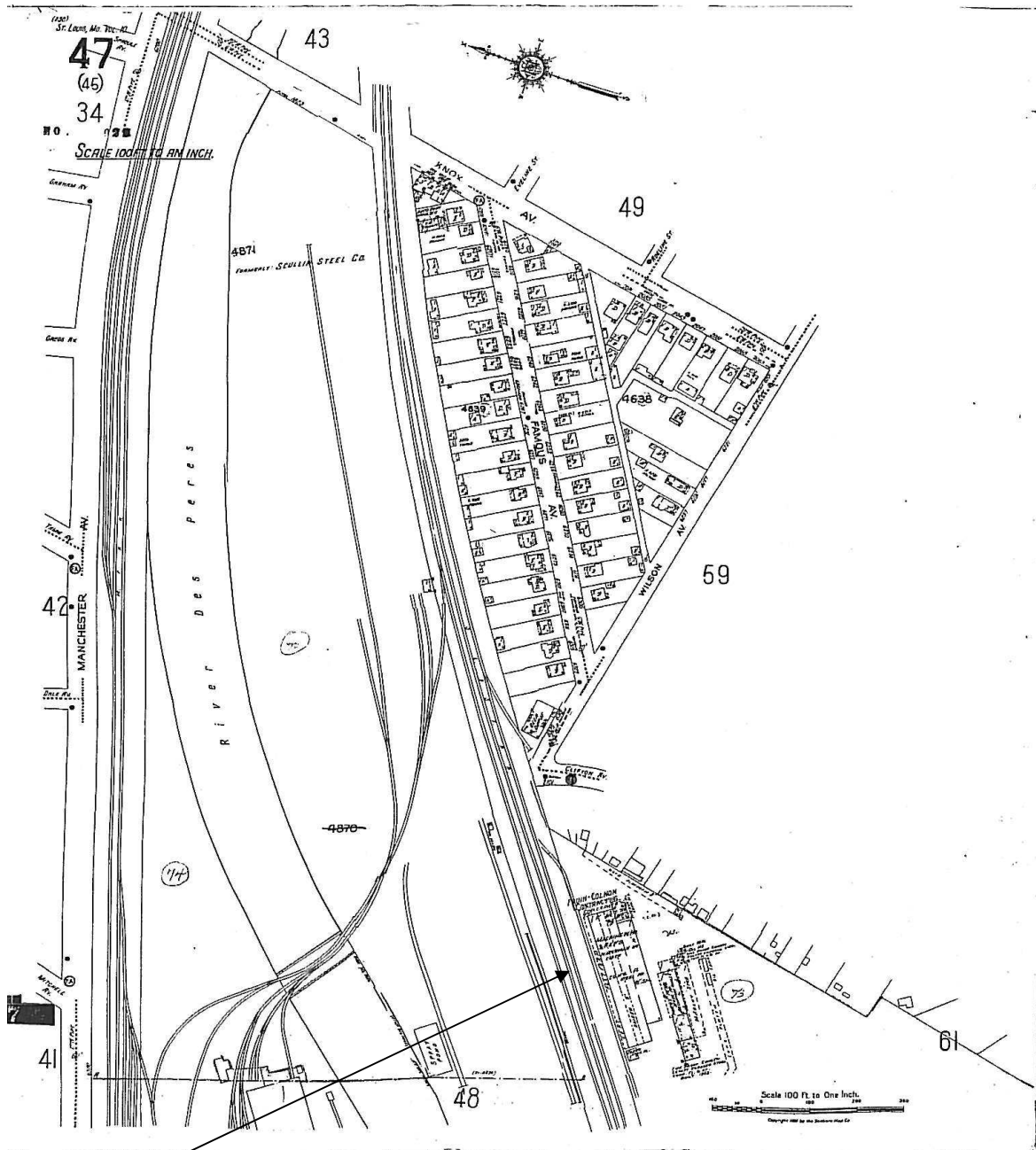


Figure 29. Sanborn Fire Insurance Map, 1951 (Volume 10; Sheet 47) illustrates location of Fruin-Colnon Construction at 2101 Clifton Avenue.

The Fruin-Colnon complex on Clifton Avenue does not appear eligible for the NRHP under the MPDF. The small complex appears to have served as a minor support facility for the contracting firm; which remains in business today as “Fru-Con,” headquartered in Ballwin, Missouri.³⁸ The property holds two warehouses and a late-twentieth century office building; none of which appear to be historically or architecturally significant. The property is currently owned by a chemical company.

³⁸ Fru-Con Construction website.

Recommendations

The windshield survey of Ward 24's industrial properties, conducted in April 2012, identified six (6) properties that appear potentially eligible for listing to the National Register of Historic Places (NHRP) under the Multiple Property Documentation Form (MPDF) entitled, "Manufacturing and Goods Distribution Resources, St. Louis Independent City." All of the six properties recommended as eligible under the MPDF fit the context (under the MPDF cover) of "Mid-Twentieth Century Development of Industrial and Manufactured Goods Distribution Facilities in the Central Railroad and Interstate Corridor, 1940 – 1970."

The NRHP recommendations are based on preliminary research and the survey; as well as the MPDF's mid-century context. These properties, though potentially eligible, should be coordinated with the Cultural Resources Office (CRO) and State Historic Preservation Office (SHPO) prior to proceeding with preparation of any National Register Nomination. It is further recommended that future contexts be developed to assess properties in the ward area that predate the mid-century manufacturing context. Development of an earlier period context may add further information that could increase the number of potentially eligible industrial properties within the study area.

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