

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1. Name of Property

historic name Missouri Pacific Building

other names/site number n/a

2. Location

street & number 210 N. 13th Street [n/a] not for publication

city or town St. Louis [Independent City] [n/a] vicinity

state Missouri code MO county St. Louis [Independent City] code 510 zip code 63103

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 [].)

17 Oct 02

Signature of certifying official/Title Claire F. Blackwell/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

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 [].

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

- private
- public-local
- public-state
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

contributing	noncontributing	
1	0	building
0	0	sites
0	0	structures
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

COMMERCE: business

Current Functions

COMMERCE: business

7. Description

Architectural Classification

Art Deco

see continuation sheet []

Materials

foundation STONE: granite
 walls TERRA COTTA

 roof Unknown

 other _____

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

ARCHITECTURE

TRANSPORTATION

Periods of Significance

1928-1952

Significant Dates

1928

Significant Person(s)

n/a

Cultural Affiliation

n/a

Architect/Builder

Mauran, Russell & Crowell

Tucker, E. M.

Humes-Deal Construction Company

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: _____

USDI/NPS NRHP Registration Form
Missouri Pacific Building
St. Louis (Independent City), MO

10. Geographical Data

Acreage of Property less than one acre

UTM References

A. Zone	Easting	Northing	B. Zone	Easting	Northing
<u>15</u>	<u>743 840</u>	<u>4279 380</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 Lynn Josse
organization Landmarks Association of St. Louis date April 22, 2002
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 The Edward L. Bakewell Rev. Trust & Anderson Bakewell Trust c/o Bakewell Realty
street & number 7800 Forsyth Blvd., Suite 800 telephone (314) 862-5555
city or town Clayton state MO zip code 63105

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

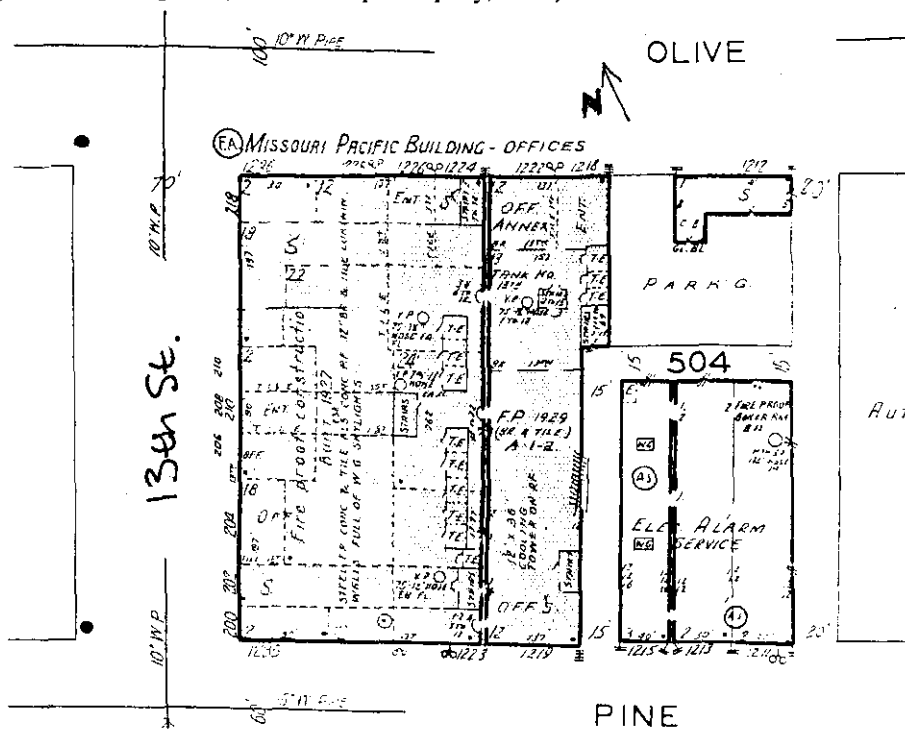
Section 7 Page 1

Missouri Pacific Building
St. Louis [Independent City], Missouri

Summary

The Missouri Pacific Building is located in downtown St. Louis, Missouri at 210 N. 13th Street. The 22-story skyscraper was constructed beginning in 1926; the finished building was occupied in 1928. Its design, by E. M Tucker with local architects Mauran, Russell & Crowell, features a roughly U-shaped plan above the second story moderated by a series of setbacks. Prominent ribs at every second bay emphasize the vertical thrust of the building. The Gothic Revival style is conveyed through the ribs, which terminate in spires above the rooflines, but detailing and the overall massing is more closely identified with the Art Deco style. The exterior surface is clad with white terra cotta which is notable for its rippled, frosting-like texture. The rear of the building, which faces east, is blond brick. The main entrance at 13th Street is within the two-story base; at the second story above the front door is a half-scale relief sculpture which features a locomotive engine, images of railroad employees, and an eagle (the symbol of the Missouri Pacific line for many years). Historic interior spaces include the lobby and some of the executive offices at the top two stories. Most of the other spaces have been modernized and do not retain integrity. The exterior retains excellent integrity with the exception of replacement windows throughout and granite infill panels at the first story storefronts. The building appears to be in good condition.

Figure 1: site diagram (Sanborn Map Company, 1968)



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Missouri Pacific Building
St. Louis [Independent City], Missouri

Site

In 1926, the year of the building's design, the site selected was part of a new Memorial Plaza, an idea forwarded by a "Plaza Commission" of prominent architects, engineers and planners after elements of the plaza's construction were funded in a 1923 bond issue. The building faces west towards a park block along the northern extension of the plaza. St. Louis' Central Public Library is on the block to the northwest; the Soldiers' Memorial is on the block to the southwest, and a park block is to the south. The building occupies the western half of a full city block; the eastern half currently consists of surface parking. There is a surface parking lot on the block to the north, across which is the National Historic Landmark Christ Church Cathedral (NHL 10/12/1994).

Exterior

The 22-story Missouri Pacific Building has a two-story base, above which the upper stories are arranged in a roughly U-shaped plan with setbacks. The three street elevations are clad in white terra cotta tile with a gently mottled surface texture (Photos 1-2). The base of the building is gray granite some six feet high. The front elevation is eleven bays wide at the two-story base section. The bays are separated by strongly projecting ribs. Each bay at the ground level has an opening which originally housed storefronts; the openings are now filled in with granite panels except the single entrance at each street elevation. At the second story, a single large window opening is at each bay. All windows are modern.

The main entrance, at the center bay of the west elevation, is distinguished from the others by carved columns in the extended granite base at the first story, leading into a recessed entrance; and at the second story, a modeled window frame which forms the base of a relief sculpture (Photo 3). The half-scale image is of two railroad men at either side of an engine, viewed head-on; the parapet wall extends up in a semicircle around the train and is capped by an eagle sculpture, the symbol of the railroad. "Missouri Pacific Building" is written in medieval-style lettering between the two stories.

At each story above the second, the bay is divided into two windows by a secondary rib or window strip which rises the full height of the building. The original section of the building has a rectangular footprint, but due to the setbacks and light well, the third through 12th stories have the plan of a pi sign, a spine along the back of the building with two forward corridors to the front. Viewed from the front, then, the outer bays (bays #1 and 11) are only two stories high at the front wall plan, but two bays back they rise to a

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Missouri Pacific Building
St. Louis [Independent City], Missouri

height of 12 stories. The rest of the building is U-shaped above the 12th floor. Above the eighteenth floor, setbacks narrow the top section, stepping it back one bay from the front elevation and one bay at either side. The characteristic ribs are unbroken all the way to the roofline, where they project, connected by stylized Art Deco-inspired ornament.

The north and south elevations are very similar; each is six bays wide in the original section of the building, with additional bays added in 1929 attached at the rear. The addition is two bays wide at the south elevation and three at the north. The added bays are twelve stories high, matching the original section before its first setback. The additional is nearly indistinguishable from the original, except that the windows at the south elevation are in sets of three at each bay rather than in pairs.

The rear elevation (east - Photo 4), unlike the others, is composed of blond brick. The lower twelve stories (the addition of 1929) have windows above the first floor, except for a projection at the northern end, which is blind. The upper stories of the original section have windows at some of the outer bays, as well as stair windows down the center of the building, offset from each other at each floor.

Interior

The interior of the Missouri Pacific Building is arranged around a main north-south corridor which is parallel to the east wall of the building and separated from it by the width of the elevator shafts. At the first floor, the entrances in the north, south and west walls are all recessed one bay. Behind each is an entry area separated from both the outside and the main lobby by sets of modern double doors. These foyers introduce the naturalistic motifs of the lobby through plaster friezes and cornices, as well as rosettes at the ceiling where a single half-globe fixture hangs (Photo 5).

The lobby is T-shaped, with a short east-west hall running into the main north-south hallway (Photo 6). The lobby is lined with light brown marble at the walls. Floors are terrazzo tile in a checkerboard pattern of solid black squares alternating with black and white (mixed). The coffered ceiling has flowered beams with pine cone motif medallions in the coffers. The motifs are picked out in subdued shades of red, green and bone, with the flat part of the ceiling painted a muted blue. Seven six-sided brass (or similar metal) fixtures hang in the north-south corridor; two more are at the east-west section.

The east-west axis is closed at the east end by a letterbox on the wall. To its left (north) are two elevator doors; five are to its right (south). A terrazzo staircase rises at the south

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side of where the two corridors meet, entered from the east (Photo 7). Halfway up, the staircase is blocked by a full-height mirror. The upper half of the staircase is inaccessible.

South of the staircase is a marble-lined reception desk/security station. The southwest corner of the first floor contains an employee cafeteria and the building management offices. The northwest corner of the first floor contains a break room or video room.

Most of the stories above the lobby have had most or all historic features concealed or removed. Piers are soffited and ceilings are obscured by dropped acoustic tile. Floors generally are organized around the main north-south elevator corridor, which runs full-length on some floors and is truncated on others. Offices are generally open-plan spaces with cubicle partitions.

Although the terrazzo staircase from the first floor can not be accessed from the second, there is a separate terrazzo staircase from the second floor to the third.

The top two stories retain some intact historic spaces. Both the 21st and 22nd floor elevator lobbies are lined with white and gray marble to a height of about five and a half feet. The flooring appears to be vinyl (Photo 8).

At the south end of the 22nd floor is an executive suite which features wood-paneled offices, apparently original. The center room at the south side of the building has plaster sunflower panels at the frieze area (separated by wood molding) and a similar running motif near the outer edge of the ceiling (Photos 9-10). Against the building's west wall, the center room has a vine and flower plaster frieze (Photo 11). There is also an executive bathroom suite featuring a marble shower. The northern half of the floor has been remodeled.

At the 21st floor, the company's former board room is at the southwest corner. The light wood modernistic walls look more like the 1950s than the 1920s, but the cove ceiling has Art Deco bronze light details which could be original. The motif is repeated on hanging fixtures in the small southeast room, which is paneled in blond wood. This room and another similar room next door were used as dining rooms; the south end of the floor was once a cafeteria (although probably not historically) with a kitchen running east-west just north of it.

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Missouri Pacific Building
St. Louis [Independent City], Missouri

Integrity

Character-defining features of the Missouri Pacific Building are generally intact. The exterior skin of the building is almost completely intact, although storefronts and windows have been replaced. The principal public space, the lobby, also retains integrity. Halls and some of the executive offices at the upper two floors also retain original finishes. Typical office floors have been remodeled and no longer retain any of their historic appearance.

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Missouri Pacific Building
St. Louis [Independent City], Missouri

Summary

The Missouri Pacific Building is locally significant under Criteria A and C in the areas of Transportation and Architecture. The oldest railroad west of the Mississippi, the Missouri Pacific (or MoPac) system covered a wide territory between Omaha, New Orleans, El Paso and Pueblo. With St. Louis as its hub, MoPac was one of the country's major rail systems when it constructed this modern headquarters in 1928. The building symbolized MoPac's status as a powerful player in the transportation world as well as in the St. Louis business community. Although the company went into bankruptcy only five years after construction of the headquarters, the railroad reorganized and eventually would resume its status as one of the major lines during the streamline era. Designed by the firm of Mauran, Russell & Crowell (St. Louis), the Missouri Pacific Building is one of only four tall buildings in the city constructed with setbacks, a skyscraper style pioneered in New York based on that city's zoning ordinance of 1916. The style was so successful that its aesthetics were imitated in cities such as St. Louis where setbacks were not mandated by law. The Missouri Pacific Building combines the ascendant trend for setbacks and verticality with a traditional U-shaped plan that allows light into every office. The period of significance begins in 1928, the year the building was finished and occupied, and runs through 1952, an arbitrary 50-year cutoff.

Criterion A: Transportation

The Pacific Railroad of Missouri (Missouri Pacific's direct ancestor) was chartered by the state legislature in 1849. Breaking ground in August, 1851, it was the first railroad west of the Mississippi. The first train was brought in by steamboat in 1852, and its maiden voyage that December took it all the way to the end of the line -- five miles away in Cheltenham (now part of the City of St. Louis).¹ Despite federal land grant assistance, cost overruns were tremendous and construction was slow. Progress was further thwarted by the outbreak of the Civil War. The first train didn't reach Kansas City until 1865.

The company went bankrupt in 1868 and again in 1876, when it was reorganized as the Missouri Pacific Railroad Company. At the end of 1879, railroad financier Jay Gould acquired the majority of shares and became president. In 1880 he began the process of establishing Missouri Pacific as the hub of a great "Southwest System" by adding to its domain the St. Louis & Lexington; Kansas City & Eastern; Lexington & Southern; St. Louis, Kansas & Arizona; Missouri River; and Leavenworth, Atchison & Northwestern lines.² By mid-decade he had more than quintupled the size of the Missouri Pacific system through acquisition and leases, eventually

¹ Norbury Wayman, *St. Louis Union Station and its Railroads* (St. Louis: Evelyn Newman Group, 1986), 55.

² John Leeds Kerr, *The Missouri Pacific: An Outline History* (New York: Railway Research Society, 1928), 18.

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monopolizing trade between St. Louis and Texas.³ Rail lines extended from St. Louis northwest to Omaha, south to New Orleans, and as far as El Paso and Pueblo to the southwest and west.⁴

Gould's death in 1892 was followed by a period of less astute management under the administration of his son George, and bankruptcy was declared in 1915. General offices were moved to St. Louis, and creditors extracted a promise from Gould not to try to regain control.⁵ In 1917 the company was again reorganized, this time absorbing the St. Louis, Iron Mountain & Southern line. Additional expansion through the 1920s included the acquisition of the Gulf Coast Lines and the Great Northern in 1925. One historian notes that "many subsidiaries were merged into the system during the early twentieth century, so the company which built a twenty-two story office building in Saint Louis in 1928 could truly be described as one of the country's major rail systems."⁶

To express its status as a "major rail system," the company needed suitable headquarters. Before construction of the nominated building, Missouri Pacific leased several floors in the Railway Exchange Building on the 600 block of Olive Street (about six blocks east). A few of the railroad's offices were also located in the Paul Brown Building two blocks away. Although MoPac was by far the largest single tenant in the office section of the Railway Exchange Building, many other lines and railroad-related companies had offices on other floors. Moving into a signature skyscraper separated the company from the competition and branded it as an important player in transportation and in the St. Louis business community. The company magazine called it "a monument to Progress."

That phrase might well have been chisled [sic] into the wall above the entrance to our magnificent, new general office building in St. Louis, for it truly is typical of and part of the progress which, in the last few years, has made the Missouri Pacific Lines the talk of the territory which we serve.⁷

According to Norbury Wayman, "the new building became a progressive symbol and an important factor in the railroad's public image."⁸

The Depression hit the railroads hard. In 1933 the Missouri Pacific was "the first major American carrier to file for legal protection, and then scores of firms joined it in bankruptcy."⁹

³ H. Craig Miner. *The Rebirth of the Missouri Pacific, 1956 - 1983* (College Station, Texas: Texas A & M University Press. 1983). xiii.

⁴ Stover. 106.

⁵ Kerr.

⁶ Miner. viii.

⁷ "Our Dream is Realized." *Missouri Pacific Lines Magazine*, v. 5 no. 11 May, 1928. p.5.

⁸ Wayman. 56.

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Missouri Pacific Building
St. Louis [Independent City], Missouri

By 1939, nearly a third of the miles of track in the country were in receivership. Missouri Pacific remained in operation under receivership until 1956, when it reorganized yet again. By 1980, when merger with Union Pacific was approved by stockholders, the company was "a well-managed railroad" with up-to-date equipment and state-of-the-art operations.¹⁰ The merger was completed in 1982, and the signature Missouri Pacific Building remains in use. How long the railroad will continue to use the building is unclear, but it appears that most corporate jobs will be moved to Union Pacific headquarters in Omaha by 2005.

Figure 2: Missouri Pacific Railroad system c. 1950
Source: *Route of the Eagles: Missouri Pacific in the Streamlined Era*



⁹ *Rails Across America: A History of Railroads in North America*. William Withuhn, consultant editor. (New York: Smithsonian, 1993), 130.

¹⁰ John F. Stover. *The Routledge Historical Atlas of the American Railroads* (New York: Routledge, 1999), 106.

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Missouri Pacific Building
St. Louis [Independent City], Missouri

Criterion C: Architecture

The Missouri Pacific Building is significant in the area of Architecture as a well-designed example of the use of setbacks in skyscraper design during the 1920 and 1930s. It is one of only four tall office buildings in St. Louis to use setbacks as a defining feature. (The others are Southwestern Bell's 1925 headquarters, the 1929 Continental Building, and the "Mart" building by Preston J. Bradshaw.) Nationally, the setback style was sparked by New York's zoning ordinance of 1916, which based the allowable mass of an office tower on the width of adjacent streets and the size of the building's footprint. Above the building's base, a certain percentage of the footprint could be a tower with no height restriction, but the rest of the structure had to fall within a roughly triangular "envelope." In New York, the "usual formula" under the zoning ordinance became a "zigguratlike base and a lofty tower."¹¹

By the time of the Tribune Tower international competition of 1922, Chicago had passed its own ordinance regulating building mass. Howell & Hood's winning Gothic tower solved the problem with an elegant but essentially backwards-looking spire, but it is the second-place entry of Eliel Saarinen which had the greater influence on the development of the American skyscraper for the next two decades. Koeper writes that Saarinen's design "...was not overtly based on any recognizable historical style. What made it immediately appealing were its fluent vertical lines, its rhythmic setbacks faintly suggestive of a medieval tower, and the softening effect of its ornament and sculpture."¹² Instead of disguising the design's setbacks, they were accentuated to create a distinctive profile. From the late 1920s through the Depression, this strategy would dominate New York and Chicago design, from Chicago's Board of Trade to New York's Chrysler Building and Rockefeller Center.

The new style engendered by the zoning laws took on a life of its own, and soon it was copied in cities that didn't have similar restrictions. In St. Louis, the first building to embrace the new trend was Southwestern Bell's 1925 headquarters on Pine Street downtown. The tall building was clad in limestone and used specific Gothic details. (Gothic and Art Deco, sometimes freely mixed, were the two most common decorative styles applied to buildings using the setback form.)

The architect for Southwestern Bell, Mauran, Russell & Crowell, was also selected to design the exterior of the Missouri Pacific Building. (Architect E. M. Tucker, not known in St. Louis, is listed along with the local architects.) The firm was founded at the end of the 19th century as Mauran, Russell & Garden. Edward Garden withdrew in 1909 and William Crowell was admitted as a partner soon afterwards. In these two incarnations, the firm was probably the most

¹¹ Frederick Koeper, *American Architecture, Volume 2: 1860-1976* (Cambridge, Massachusetts: The MIT Press, 1983). 331.

¹² Koeper, 320.

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Missouri Pacific Building
St. Louis [Independent City], Missouri

influential in St. Louis during the first half of the 20th century. Both John Lawrence Mauran and Ernest J. Russell served as presidents of the local chapter of the American Institute of Architects, and the two are among only four St. Louisans to serve as president of the national organization. Their design credentials are equally impressive: among the firm's many local buildings are the St. Louis Trust and Carleton Buildings downtown (both razed), Second Baptist Church, Church of the Messiah, the Federal Reserve Bank, Federal Courthouse, and many private homes.

When John Lawrence Mauran died in 1933, his obituary stated that "the firm in which he was senior member were pioneers in a new American type of architecture which combined beauty and practicability in a set-back construction."¹³ William Crowell's 1967 obituary credited him with the initial design of most of his firm's major work of the 1920s and 1930s, including the Southwestern Bell and Missouri Pacific Buildings.¹⁴

Missouri Pacific's form mixes the U-shaped plan of early skyscrapers with upper-story setbacks which are clearly a matter of style rather than practicality. While the original purpose of setback architecture was to allow light to reach a crowded streetscape, Missouri Pacific's fairly sheer side walls clearly express that shading of the sidewalks is not a concern. Setbacks are expressed primarily by trimming off the sides and ends of the U-shaped plan at upper stories.

The exterior is a faintly Gothic concoction of vertical ribs defining paired window bays, terminating in short projections not unlike the top of a flying buttress or medieval rib. A similar device is used in Saarinen's Tribune Tower design and many subsequent setback towers. The mottled surface of the terra cotta cladding softens the overall effect.

It is interesting to note that the building was designed to have an additional eight stories added as the company needed more space. Before the new building was complete, renderings always included this prominent top section (never built), which resulted in a far more dramatic silhouette. The drama of the proposed building was amplified in sketches by St. Louis native Hugh Ferriss, a nationally influential artist whose renderings of the Memorial Plaza helped sell that project to the public.

¹³ "J. L. Mauran Dies," *St. Louis Globe-Democrat*, September 23, 1933.

¹⁴ "William Crowell, Architect, Dies," *St. Louis Post-Dispatch*, January 16, 1967.

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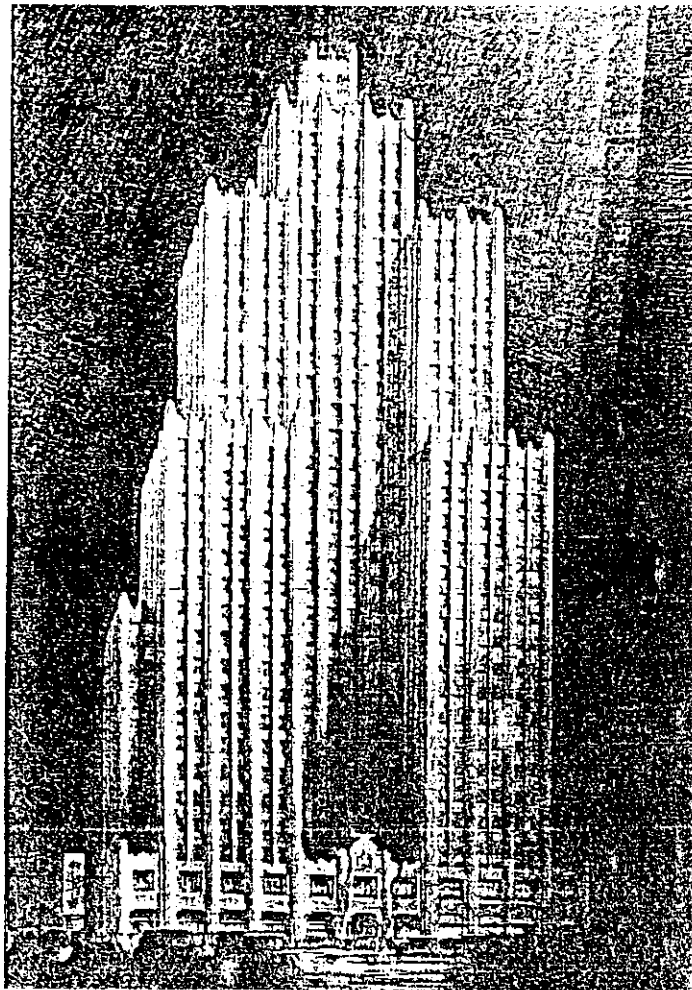
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Missouri Pacific Building
St. Louis [Independent City], Missouri

As built, the Missouri Pacific Building is a compromise between traditional form and modern style. It is Adler & Sullivan's Union Trust Building¹⁵ recast with ribs and setbacks. Of the four skyscrapers in St. Louis which reflect the national trend sparked by New York zoning, the Missouri Pacific best represents the collision of old and new ideas merged into a single package.

Figure 3: Hugh Ferriss rendering of the Missouri Pacific Building showing additional floors (never built)
Source: *The American Architect*, June 5, 1927



¹⁵ NR 6/17/1982 – Constructed in 1892, this is the city's oldest surviving office building with a front-facing light well, exposing its upper stories' U-shaped plan to the street.

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Missouri Pacific Building
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- "Our Dream is Realized." *Missouri Pacific Lines Magazine*. v. 5 no. 11 (May, 1928).
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Missouri Pacific Building
St. Louis [Independent City], Missouri

Verbal Boundary Description

The nominated property is in the City of St. Louis on the western half of City Block 504 and is legally known as parcel #05040000500 (bounded by Olive Street on the south, Locust Street on the north, Thirteenth Street on the west).

Boundary Justification

The boundaries reflect all of the property historically associated with the nominated building.

MISSOURI
PACIFIC
BUILDING
ST LOUIS
(INDEPENDENT
CITY), MO
ZONE 15

720 000 FEET
(IL WEST)
EASTING
743 840
NORTHING
4279 380

38°37'30"
90°15'



2 280 000 FEET (IL WEST)

12°30"

'44

Produced by the United States Geological Survey

Topography compiled 1952. Planimetry derived from imagery taken 1993. Photo of the city of St. Louis, Missouri, compiled 1998



SCALE

Missouri Pacific Building

St Louis [Independent City], MO

11/2001

Lynn Josse

Landmarks Assoc. of St. Louis

Facing S~~W~~E

#1 of 11



Missouri Pacific Building
St. Louis [Independent City], MO

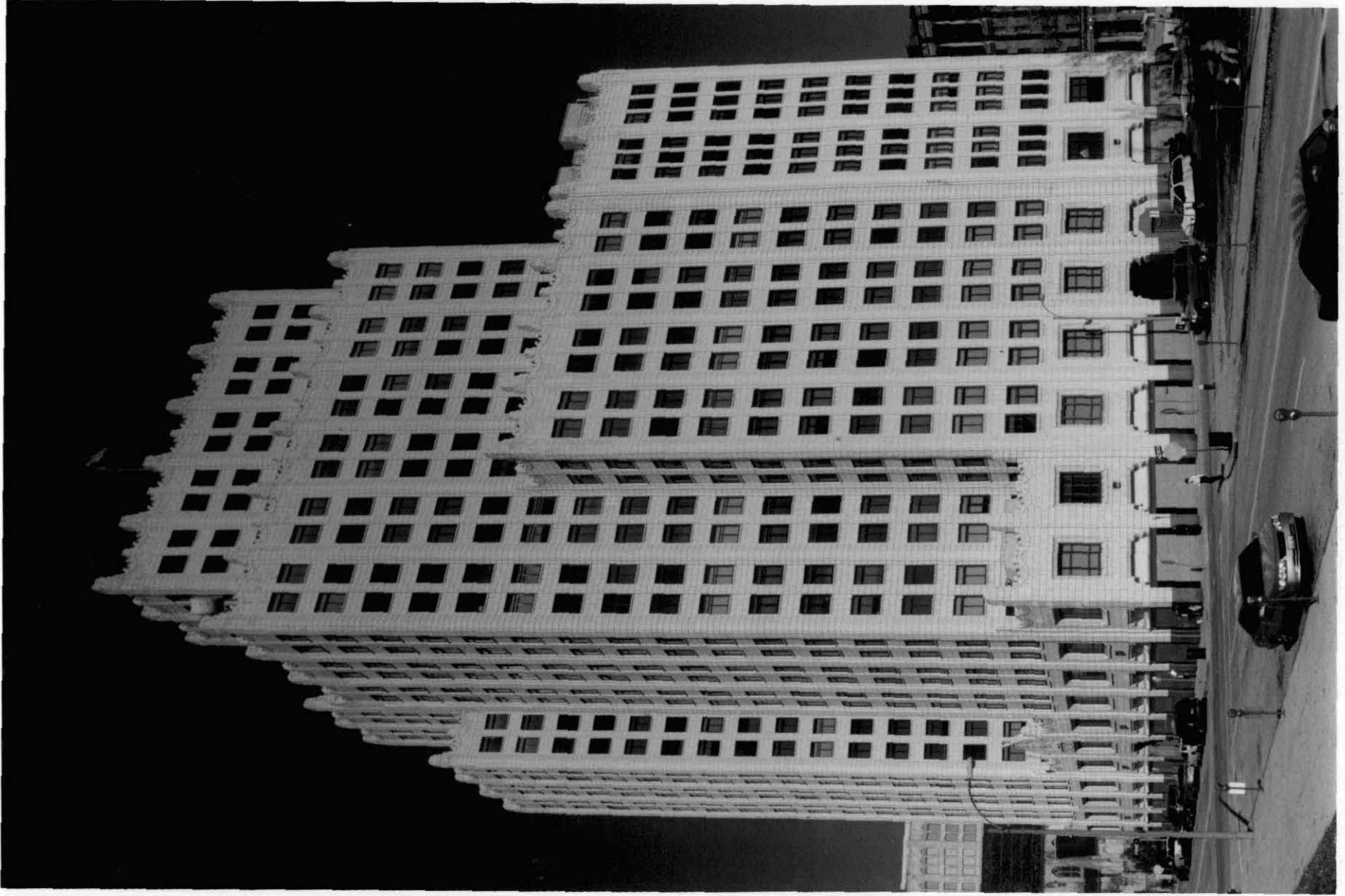
11/2001

Lynn Josse

Landmarks Assoc. of St. Louis

Facing NE

#2



Missouri Pacific Building
St. Louis [Independent City], MO

11/2001

Lynn Josse

Landmarks Assoc. of St. Louis

Facing SE
#3



Missouri Pacific Building
St. Louis [Independent City], MO

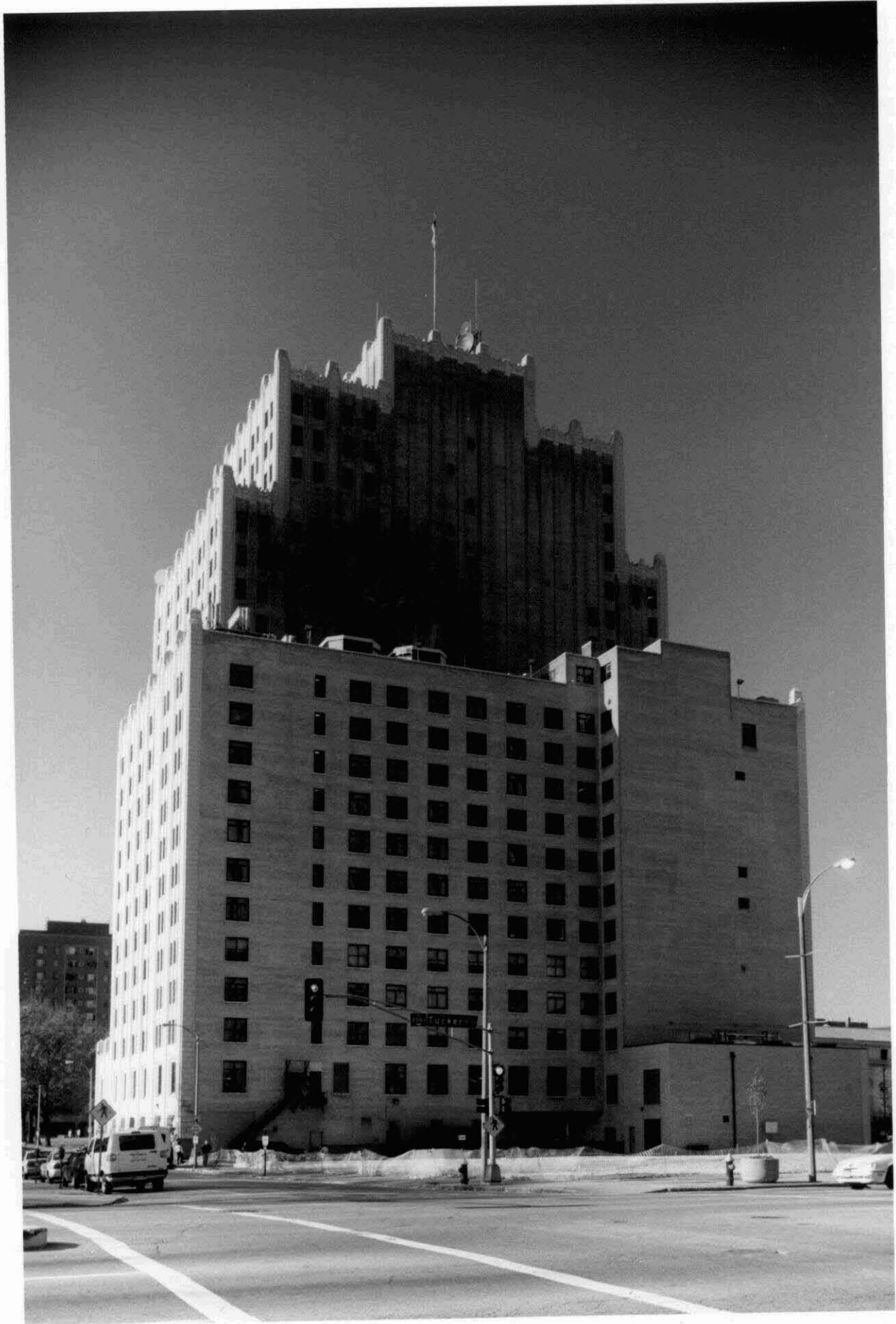
11/2001

Lynn Josse

Landmarks Assoc. of St. Louis

Facing NW

#4



Missouri Pacific Building

St. Louis [Independent City], MO

Landmarks Association of St. Louis

Lynn Joss

3/2002

West Foyer, camera facing NW

Photo 5



Missouri Pacific Building
St. Louis [Independent City], MO

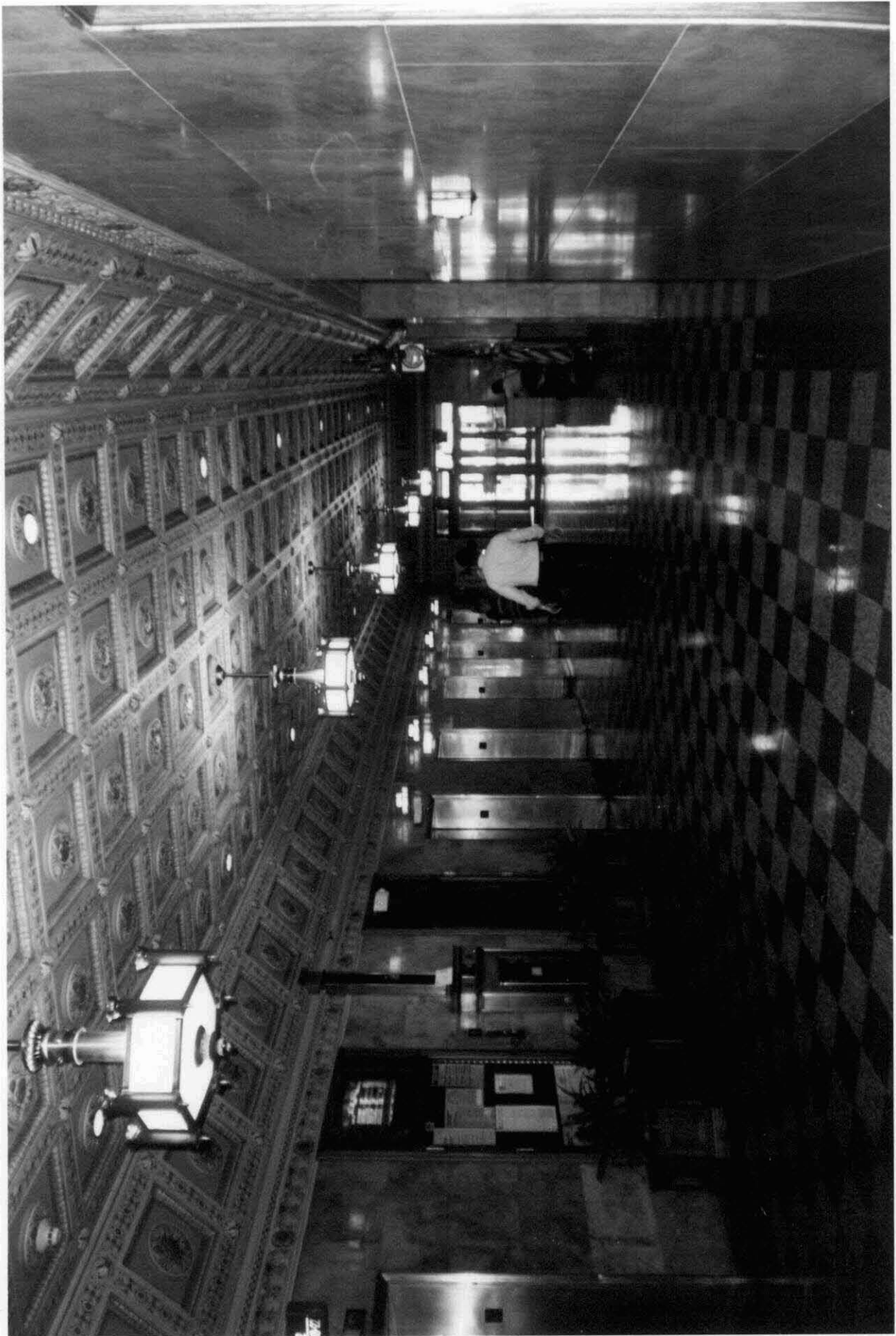
Lynn Jesse

3/2002

Landmarks Assoc. of St. Louis

Lobby - camera facing N

Photo # 6



Missouri Pacific Building
St. Louis [Independent City], MO

Lynn Josse
3/2002

Landmarks Assoc. of St. Louis

Lebleby - Camera facing W

Photo #7



Missouri Pacific Building
St. Louis [Independent City], MO

Lynn Josse
3/2002

Landmarks Assoc. of St. Louis

21st floor elevator lobby, camera facing N

Photo 8



Missouri Pacific Building
St. Louis [Independent City], MO

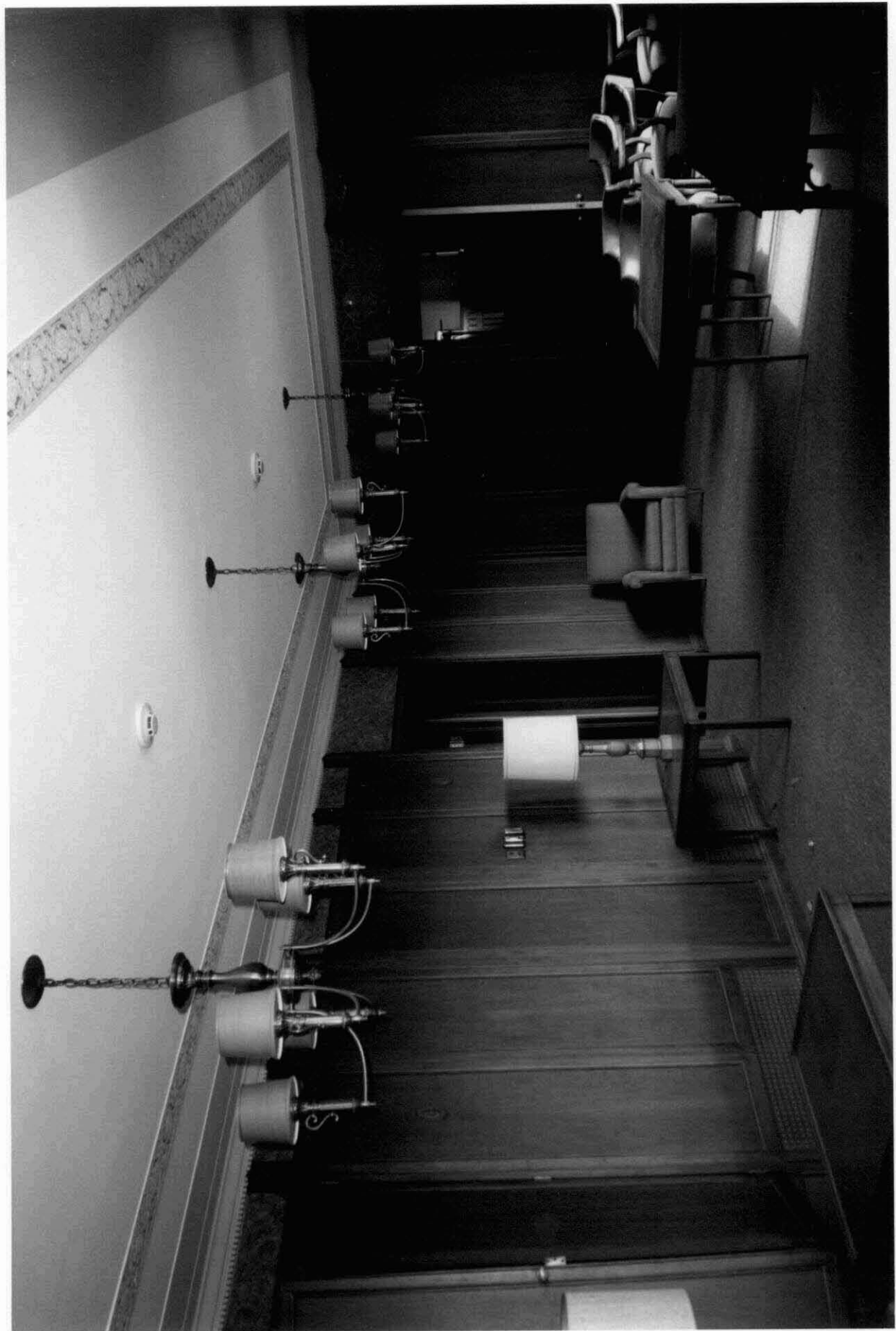
Lynn Josse

3/2002

Landmarks Assoc. of St. Louis

22nd floor, south office, camera facing NE

Photo 9



Missouri Pacific Building
St. Louis [Independent City], MO

Lynn Josse

3/2002

Landmarks Assoc. of St. Louis

2nd floor, south office detail

Photo 10



Missouri Pacific Building
St. Louis [Independent City], Mo

Lynn Josse

3/2002

Landmarks Assoc. of St. Louis

22nd floor, west office, camera facing N

Photo 11

