

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

historic name North Broadway Wholesale and Warehouse District

other name/site number N/A

street & town 1400-1600 and 1609-1629 North Broadway N/A not for publication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

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Mark A. Miles April 28, 2010
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 Date

State or Federal agency and bureau

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:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public-local
- public-State
- public-Federal

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

Contributing	Noncontributing	
9	1	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
9	1	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Function
(Enter categories from instructions)

- Commerce: warehouse, commercial storage
- Commerce: specialty store
- Industry: industrial storage
- Industry: manufacturing facility
- Agriculture: processing- meatpacking plant
- Agriculture: processing- brewery
- Transportation: rail related- depot, streetcar line
- Domestic: hotel

Current Function
(Enter categories from instructions)

- Vacant
- Commerce: restaurant
- Commerce: warehouse- commercial storage
- Industry: industrial storage
- Commerce: specialty store
- Commerce: business

7. Description

Architectural Classification
(Enter categories from instructions)

- Late Victorian: Romanesque Revival
- Late 19th & 20th Century Revivals: Mission Revival
- Late 19th and 20th Century Revivals: Tudor Revival
- Modern Movement

Materials
(Enter categories from instructions)

- foundation** Stone
- Concrete
- walls** Brick
- roof** Asphalt
- other**

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 7

North Broadway Wholesale and Warehouse District
Name of Property

St. Louis (Independent City) , MO
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- 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

(Mark "x" in all the boxes that apply.)

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.

Narrative Statement of Significance

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

9. Major Bibliographical 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 # _____

Areas of Significance

(enter categories from instructions)

Commerce

Period of Significance

1890-1956

Significant Dates

N/A

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Baker, A. M. (Architect)

See continuation sheet(s) for Section No. 8

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: _____

See continuation sheet(s) for Section No. 9

North Broadway Wholesale & Warehouse District
Name of Property

St. Louis (Independent City), MO
County and State

10. Geographical Data

Acreage of Property Approx 7.3 acres

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 1/5 7/4/4/9/3/6 4/2/8/0/6/6/7
Zone Easting Northing

2 / //// ////
Zone Easting Northing

3 / //// ////
Zone Easting Northing

4 / //// ////
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

See Attached

Property Tax No.

Boundary Justification

(Explain why the boundaries were selected.)

See Attached

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Julie Ann LaMouria

organization Lafser & Associates date 15 October 2009

street & number 1215 Fern Ridge Parkway STE 110 telephone 573-339-4625

city or town St. Louis state MO zip code 63141

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

name/title Multiple, See Attached

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1 **North Broadway Wholesale and Warehouse District
St. Louis (Independent City), MO**

Summary

The North Broadway Wholesale and Warehouse District, located in St. Louis (Independent City) Missouri, is a collection of ten industrial and commercial buildings situated between Dickson Avenue and Mound Street on the east side of North Broadway, and also includes 1609-1629 North Broadway on the west side of the street (See Figure 1- Boundary Map). The district is located just north of downtown St. Louis, and approximately four blocks west of the Mississippi River. The development of the district is related to the construction of railroad depots in the area in the last decades of the nineteenth century, with contributing resources constructed between c. 1875 and 1912. The buildings can be categorized as one-story and two-story brick commercial storefronts, and two-story and three-story brick warehouses. For the most part, the buildings have first level commercial spaces and revival style detailing on the upper levels. Most of the structures feature automotive entrances on the main elevation for easy loading, unloading, and distribution of products. One structure in the district is considered non-contributing due to recent façade changes and modern, large additions. Though storefront and other façade updates have occurred, the overall density of the district continues to convey a good sense of the streetscape, reflecting the historic commercial and industrial setting, design, materials and character from the period of significance 1890-1956.

Elaboration

The nominated district is located north of the downtown commercial area, and only a few blocks west of the Mississippi River. A few National Register listed buildings are located near the nominated property, including the Cotton Belt Freight Depot (NR listed 04/21/04), the North Riverfront Industrial District (NR listed 05/01/03), and the Federal Cold Storage Building (NR listed 01/12/10). The nominated district is bounded by residential neighborhoods and Interstate 70 on the west. As a whole the district features sidewalks and a wide 4 lane avenue, North Broadway, with similar setbacks.

The following descriptions are based upon research from fire insurance maps, building permits and city directories. The individual site descriptions include the following information:

- 1) Street number
- 2) Primary occupant
- 3) Date of construction
- 4) Status as a contributing or non-contributing resource
- 5) Corresponding photographs

This is followed by the narrative description, which may include history of tenants or their historic businesses and alterations or integrity issues.

1400-06 N. Broadway- Hotel Noble

Construction Date: Portion of c.1875, altered 1928, c. 1930, c.1950

Contributing

Photo # 1

Architectural Description: A one-story brick commercial building with a stone foundation and three storefronts. The façade is composed of a decorative brick knee wall, glass doors, three light large display windows and transom windows, as well as the original cast iron supports. The storefronts are covered by

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St. Louis (Independent City), MO**

cloth awnings. A shingled awning slopes toward the street from the roofline.

The Whipple Insurance Map of St. Louis from 1876 shows the building to be a three-story hotel incorporating the addresses 1400-1404 North Broadway. There was also a three-story building located at 1406 North Broadway. The first level featured storefront entrances. Between 1924 and 1928, the building underwent \$12,000 of alterations, resulting in the demolition of the upper two stories.¹ A sloped shingle awning hides any evidence of additional stories on this building, but was added prior to 1956. The 1932 Sanborn map shows that the storefront at 1400 was altered to include a corner entrance. At that time, 1400 was used as a paint shop, 1402-1404 were converted to a tin warehouse and storefront, and 1406 was used as an office.

Despite a large number of alterations to the building, and the demolition of the upper two stories, the structure retains the original two storefronts on the north, and a historic storefront on the south. Although portions of the original 1875 building is retained, the building no longer reflects a nineteenth century building. However, the shingled awning was applied prior to 1956², the cut off date for the period of significance, and is considered a historic architectural element. Because the alterations occurred before the end of the period of significance and are considered historic, the property contributes to the district. The significant date for the building would be c. 1950 (in the case of 1400-06), the date of the last major alteration.

1408 N. Broadway- Missouri Steel & Wire Company Warehouse

Construction Date: Portions of c. 1875, c. 1925

Contributing

Photo # 2

Architectural Description: A one-story brick structure with a flat roof and stone foundation. The building features a single, overhead sliding, metal garage door. The structure shares a wall with the building at 1400-1406 N. Broadway, but is visually separated by a metal beam. A shingled awning also connects the building to the structure at 1400-1406 N. Broadway. At the rear of the property is a ca. 1925 two-story concrete addition with a metal roof. Industrial windows fill the second level, and an overhead garage door is located behind a double door wood fence.

The 1875 Whipple Insurance Map shows a three-story building at 1408 N. Broadway, with a dwelling space above the first level, and doors connecting to the rear structure of 1400-1406 N. Broadway. The building was altered between 1924 and 1928, resulting in the demolition of the upper two levels. Between 1909 and 1932 the addresses on the block changed, causing 1408 N. Broadway to become 1406 ½. Eliminating confusion, the owners at the time, Missouri Steel and Wire Company, constructed a two-story warehouse at the rear of the property that expanded to the new 1408 N. Broadway site, continuing to utilize this address. In addition, the company constructed a one-story wire warehouse (demolished) at the front of the property at the new 1408 N. Broadway.

1410-1440 N. Broadway, St. Louis Fruit And Produce Buildings

Construction Date: 1890

Contributing

Photo #3

Architectural Description: The building at 1410-1440 is one structure constructed between 1888 and 1892, at the same time the Louisville and Nashville Railroads constructed a freight depot directly behind the property. The building was originally designed with a loading platform that accessed the railroad

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St. Louis (Independent City), MO**

tracks, and was covered by a glass and iron awning.³ This platform was retained through the 1950s, after which the depot was demolished, and the tracks and platform removed. At that time, truck dock doors were added to the first level of the building at its rear. At its construction, the three-story brick building had a stone foundation and parapet roofline, featuring a terra cotta belt course above the first level and radiating round arches above each third floor window, reminiscent of Romanesque Revival designs (See Figure 4). It housed eighteen individual stores, connected on the first level by an iron and glass awning (removed in 1946). A 1912 fire significantly damaged the building, but the façade remained similar to its original design. Since the period of significance, the three northern bays (addresses 1442, 1444, and 1446 N. Broadway) have been demolished and are now used as an open patio and parking lot. To simplify the description, each visually separate section has been described individually.

1410-1414 N. Broadway- Wholesale Produce

Construction Date: 1890, altered 1912, 1955

Photo # 4

Architectural Description: This portion of the building includes three storefronts with metal bulkheads. A 1912 fire significantly damaged the building but its unique façade remained relatively intact. The two northern storefronts feature full length display windows with eight light transom windows, all of which have been boarded from the inside. The southern storefront features a wood door entrance and an overhead sliding garage door. Each storefront is covered by a cloth awning and separated by brick pilasters with stone bases. Terra cotta sills underscore three openings on each of the second and third levels. The openings are filled by two, fifteen-light fixed windows separated by a column of ten glass block windows. Corbelled, round brick arches project to create a cornice line. The southern storefront was altered in 1955, and the windows were replaced in 1956.

The commercial space at 1410 N. Broadway was used as a produce store during the first decades of the 20th century, and the Lammert Furniture Company occupied the warehouse space at 1412 and 1414 (as well as 1416-1430) during the same period. In the 1930s, this portion of the building was owned by the Bolz Donaldson Company. Bolz Donaldson utilized the space at 1410 for wholesale wire and nail sales, storing the roofing and wire supplies at 1412 and the nails at 1414 N. Broadway. By 1950, 1414 was utilized as a wholesale grocery warehouse.

1416-1430 N Broadway- Lammert Furniture Company

Construction Date: 1890, altered 1971

Photo #5

Architectural Description: This portion of the building features sixteen bays on the second and third level, each separated by a brick pilaster and ornamented with radiating round arches above the third level openings. A corbelled brick cornice is found at the terra cotta coped parapet roofline. Large metal rings are found over every other pilaster, just below the parapet. The third floor openings feature paired, fixed light, square wood windows embellished with eight light round arched transoms and terra cotta sills. The second level openings are occupied by paired, one-over-one wood sash windows (with the exception of the southern four bays, which contain one-over-four wood windows). The first level is divided into eight storefronts by wide brick pilasters with stone bases and terra cotta bands located just below each storefronts metal bulkhead.

The storefront at 1416 features a wood door with twelve pane sidelights, two full pane display

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St. Louis (Independent City), MO**

windows, and a transom that has been boarded over. The storefront at 1418 is also three bays wide, featuring a wood and glass door in the southern bay and two boarded over full length display windows. Twelve pane wood transom windows have been painted over in each bay. 1416 and 1418 are covered by a corrugated metal awning with aluminum supports. A boarded over door and two nine-pane metal windows create the storefront of 1420, brick infill occupies the remaining space. The storefronts at 1422 and 1424 are mirror images, featuring painted wood paneling, an overhead sliding metal garage door, and a boarded over entrance. The storefront at 1426 features removable brick infill, two small sash windows and a metal and glass door. Iron bars have been applied to the windows, and a sliding metal gate covers the door. A six panel modern wood door and overhead metal sliding garage door create the storefront at 1428. The transoms of this storefront have been boarded over. The storefront at 1430 features a historic wood door with a twelve pane wood transom window. The original display windows have been replaced by an overhead sliding garage door and the storefront is covered by a cloth awning.

The 1909 Sanborn map indicates that 1412-1430 N. Broadway were used as a warehouse for the Lammert Furniture Company. By 1932, each address was occupied by a different company. 1416 & 1418 were used by the Lucido Brothers Wholesale Grocery Company. The commercial spaces at 1420, 1422, 1424, and 1430 were used as individual shops, and 1426-1428 were used for wholesale feed. The building continued to offer commercial and warehouse space into the 1950s.

1432-1438 N Broadway- Zernheld Flour Company

Construction Date: 1890, altered 1912, 1947, 1963

Photo #6

Architectural Description: This portion of the building features four bays, a corbelled brick parapet with round arch ornamentation, and terra cotta belt course that creates the sill for the second level windows. 1432 includes overhead sliding metal and glass garage doors on the second and third levels. The storefront is covered by a cloth awning and includes a boarded over door with a twelve-pane wood transom, and a modern, metal overhead sliding garage door. The storefront at 1434 features a historic, wide wood door with a twelve-pane wood transom. The original display windows have been replaced with a modern, sliding metal garage door. The openings of the second and third level are open, completely lacking windows. The portions of the building with the addresses 1436 and 1438 are mirror images. The storefronts have been boarded over though the iron supports are still evident. The second level openings are large open spaces completely lacking windows. Broken, nine-pane, metal hopper windows fill the third level, surrounded by 1963 brick infill and some metal vents in at 1438. This portion of the building experienced fires in both 1947 and 1963 that required a significant amount of repair. At this time, 1432-1438 do not have a roof.

The commercial space at 1432 was occupied as an individual store from the time of construction, acting as a flour warehouse for the Larabee Flour Mills Company in the 1930s. In the 1940s, this portion of the building was utilized as a warehouse by the Armstrong Cork Company. 1434-1438 was occupied by the Zernheld Flour Company, which acted as a spaghetti and noodle factory from the 1890s through the 1920s. By the 1930s, the building was used as a warehouse by the L. Cohen Grocery Store Company, and continued in this capacity for other grocery companies through the 1950s.

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St. Louis (Independent City), MO**

1440 N Broadway- Schraff Flour Warehouse

Construction Date: 1890, altered 1912, 1952

Photo #7

Architectural Description: The first level store front includes three large display windows with boarded over transom windows and a recessed glass entrance door. Smooth stone corner panels ornament the outer brick pillars where the exposed metal bulkhead rests. A limestone course creates the sill of the second level windows, which consists of paired three-pane metal windows separated by a brick pillar. The fenestration of the third level features boarded-in rounded windows with paired hopper windows in each opening. Radiating round arches ornament the upper openings, resting on brick pilasters. A terra cotta coping adorns the top of the parapet wall.

This portion of the building was used as a flour warehouse by M. Schraff at the turn of the century. A 1912 fire closed the spaghetti and noodle factory at 1434-1438 North Broadway, eliminating the need for Schraff to supply the factory with flour. The building was used as a wholesale store through the 1920s, occupied by the electrical supply company I A Barnett & Company in the 1930s and 1940s. The storefront was changed in 1952.

1500-06 N Broadway- Independent Brewing Company

Construction Date: 1910, altered 1916, 1948, 1973

Contributing

Photo #8

Architectural Description: A two-story brick commercial building with a stone foundation and a flat roof with muted Mission revival style detailing. The lower storefront features a brick knee wall and stone pillars with a stamped triangular design above the transom. The central, recessed door remains, though it has been boarded over. The display windows and a band of single pane transom windows are covered by corrugated metal paneling. Concrete paneling fills the remainder of the original openings. The upper level retains the original unique terra cotta embellishment, including segmental arch cornices with dentils and brackets between brick pillars and shield shaped molds at the corners of the stone window sills. The fenestration of the upper level includes three-over-one sash windows found in triplicate, with soldier brick lintels and circular and diamond brick ornamentations above. A one-story brick wall with terra cotta coping attaches this building to the northern neighbor. The current, open air loading dock on the north end of the building was present but not considered a complete structure on the 1951 Sanborn map. In 1973, Central Waste Company bought the building at 1508-18 N Broadway, and altered its southern wall to access the altered north loading dock at 1500-06 North Broadway.

This building was constructed by the Independent Brewing Company in 1910. In 1916, the company made a small alteration to the sales room. In the 1930s, the building was used by Herman Weiss for his poultry company, and eventually it was sold to a household appliance supply company, Sinclair Industries, Inc. In 1948, B. Holtzman made some repairs to the building, and in 1973 the Central Waste Company shortened the wall and the loading dock space on the northern portion of the building.

1508-18 N Broadway- Gast Brewing Company

Construction Date: 1905, altered 1920, 1940, 1973,

Contributing

Photo #9

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St. Louis (Independent City), MO**

Architectural Description: A two-and-a-half story brown brick commercial building with a stone foundation and flat roof with a parapet wall and muted Tudor Revival style detailing. The eight ranked building features paired two-over two wood sash windows with transoms with stone sills and soldier brick surrounds, ornamented with stone rectangular detailing around the brick. Entrances have been boarded over in the fourth, fifth, and sixth bays. The wood and glass double doors of the main entrance are located in the second bay, with a limestone surround including quoining and a wide keystone featuring a stamped "T-shaped" emblem. The windows on either side of the entrance are one-over-one fixed wood windows found in triplicate. The windows that fill the gabled parapet over the southern three bays features paired two-over two wood sash windows with transoms with stone sills and soldier brick surrounds, ornamented with stone rectangular detailing around the brick. A metal cornice is found just below the parapet wall over the remaining bays. The brick between the first and second levels has been painted into a sign for the building's longest tenant, the Central Waste Material Company. A one-story garage opening with no doors or roof is attached to the southern portion of the façade, featuring a keystone with an identical "T-shaped" emblem.

The Gast Brewing Company constructed this building in 1905, and it was passed to the Independent Brewing company when that entity absorbed Gast in 1907. Independent Brewing utilized the building through the 1920s, when it was sold to a transit company called Broadway Express, Inc. which installed an underground storage tank. In 1940, a fire required owner J. Wolford to make \$2000 in repairs. The current, open air loading dock on the south end of the building was present but not considered a complete structure on the 1951 Sanborn map. In 1973, Central Waste Company bought the building, and altered the southern wall to access an altered loading dock from the building at 1500 N. Broadway.

1520-1534 N Broadway- Sam Zimmerman Machine Tool Company

Construction Date: Portion of 1912 building, altered 1946, 1954, 1972, c.1980

Contributing

Photo # 10

Architectural Description: A one-story, tan brick commercial building with a concrete foundation and a flat roof. The building is visually divided between the commercial space and the garage space. A metal and glass door with dark brick surround is found just south of centered on the commercial portion. A glass display window to the south of the entrance and a wider display window is located north of the door. The northern display window has been filled with wood paneling, with two small rectangular openings near the top of the window. The garage portion of the building includes two garage openings that have been paneled over, and includes three rectangular openings each. A glass and metal door is found south of the garage doors, surrounded by buff brick detailing.

The commercial, northern portion of the building was constructed by John Rengel in 1912 (address 1526-1528), for use as a shop. Between 1925 and 1926, the three stores at 1520-1524 N. Broadway were demolished. Sam Zimmerman altered the front of this building (the northern portion of the current structure) in 1946 for his machine tool company. In 1954, the company constructed an addition on the south side of the building which expanded it to the corner, occupying addresses 1520-1528 North Broadway. The Municipal Tool Company altered the interior of the building in 1972. The removable façade panels were applied c. 1980 for security reasons. Despite the addition of the wood panels, the display window sizes have been preserved, the soldier brick sills are intact, and it is likely that the historic display windows are present behind the wood paneling.

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1536-44 N Broadway- Mississippi Valley Trust Service Station

Construction Date: 1933, altered 1938, 1955, 1998, 1999

Non-contributing

Photo # 11

Architectural Description: A two-story, vinyl sided commercial building with a front gable roof. The core of the building features a modern wood door in the northern bay, and a metal overhead garage door in the southern bay. The upper level includes three one-over-one sash metal windows with screens. A two-story garage with a metal overhead door is attached to the north elevation of the core, and a two-story metal garage with an overhead door is recessed at the southern elevation of the building.

A one-story brick service station was constructed on this site in 1933, by the Mississippi Valley Trust with an addition constructed four years later by the Anchor Tire Store. The building operated as a service station through the end of the 1950s, with repairs to the office portion in 1955. A \$50,000 metal storage building was constructed at the rear of the property in 1998, and a \$20,000 two story metal building was constructed to adjoin the original portion of the service station to the new structure in 1999. The overwhelming size of the new structures, the application of new material to the original structure, and the demolition of the 1938 portion of the building cause this building to be considered non-contributing to the district.

1600 N Broadway- Missouri, Kansas, & Texas Railroad Depot

Construction Date: 1910, altered 1913, 1918, 1964, 1965

Contributing

Photo # 12 & 13

Architectural Description: This is a red brick industrial building with a stone foundation, flat roof, multiple terra cotta courses, a stamped brick cornice, and metal hopper windows featuring simple revival style detailing. The main entrance is located at the corner of N. Broadway and Mullanphy Street, featuring a marble panel surrounded metal door with terra cotta pilasters and a name plate featuring the words "office entrance." A brick course creates the sill for the first level windows, which have been bricked-in and include bands of glass block. Above the first level windows are hopper windows with stone sills and soldier brick lintels. Patterned brick and tan stone create a cornice above the second level widows. The five bays of the southwest corner have a third story. These bays are ornamented by rectangular stone panels above and below hopper windows with stone sills and soldier brick lintels. The stone panels create a frieze over the two-story portion of the building. Three garage entrances are located on the North Broadway façade, two have been filled with brick and the third features a metal overhead door.

The building was constructed by the Missouri, Kansas & Texas railroad in 1910 for \$100,000. New platforms were erected in 1913 and 1918, and several interior modifications were made between 1922 and 1953. Deteriorated metal windows were removed in 1964 and 1965, and replaced with removal brick infill and glass block. Two of the openings have been blocked by removable brick infill, and a third was enclosed with a sliding, overhead garage door. Despite these changes, the building continues to exhibit its original purpose as a freight depot.

1609- 21 N Broadway- Weber & Damme Wagon Company

Construction Date: c. 1895

Contributing

Photo #14

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St. Louis (Independent City), MO**

Architectural Description: A two-story painted brick commercial building with a stone foundation and a flat roof. The façade is visually divided into two sections, with the southern portion featuring four twelve-over-twelve pane sash windows with eight pane transom windows and soldier brick lintels on the second level and first level fenestration comprised of a boarded over window and a wood door with rounded glass block sidelights and a transom window. The northern portion of the building includes twelve nine-over-nine sash windows on the second level and eight window openings with glass block in-fill on the first level, separated by entrances in the first and sixth bays that are also wood doors with rounded glass block sidelights and transom windows boarded from the inside.

The building first appears on the 1897 Whipple Map, occupied by a wagon shop, a paint shop, and a warehouse. It was used at the turn of the century by the Weber & Damme Wagon Company. The company retained the building through the 1910s, occupying 1619-1621 N. Broadway with an office and painting shop in 1909. Building permits for this building are not available between 1892 and 1964. During the 1930s the building was occupied by the Master Tool & Machine Company (1609-11), the O'Breien Machinery Company (1615-1617), and the Hayes Adhesives Company (1619-1621). The Sanborn Map from 1909 shows all of the buildings with one applied brick façade, but the shared façade is not shown on the 1951 Sanborn map. The spacing and materials of the doors, windows and trims, implies that the façade was most likely changed between 1920 and 1940. In the 1950s, portions of the building were converted for wholesale liquor storage and sales, and wholesale neon supplies.

1623-29 N Broadway- Waldeck Brothers Drug Store

Construction Date: 1892

Contributing

Photo # 15

Architectural Description: A two-story painted brick commercial building with a stone foundation and a stepped parapet roofline. All the openings have been boarded from the outside and painted over. The second level consists of eight window openings with stone sills and segmental arch brick lintels. The lower level consists of four square window openings with stone sills on the northern half, three tall boarded openings on the southern portion, and two entrances in the middle. The southern entrance has a transom window boarded from the inside and a segmental arch lintel over a transom window boarded from the outside.

This building was constructed in 1892 with two commercial spaces on the first level and apartments on the upper levels. By 1905, the Waldeck Brothers operated their drug store out of the northern commercial space. The upper apartment was rented to a medical student in the following years. By the 1930s, the storefronts were used by the Broadway Buggy & Auto Tire Company, the Gillerman Iron & Metal Company, and the Peerless Oil Company. The building has undergone few changes since the period of significance.

Integrity

The North Broadway Wholesale and Warehouse District is a concentrated grouping of buildings constructed between 1890 and 1912, and the only non-contributing building in the district was constructed in 1933. The historic primary function of the buildings as wholesale supply and warehouse storage is evident, and in some ways reinforced by the alteration of the storefronts for main elevation truck entrances. Though the windows have been replaced on many of the buildings, the original openings are evident and those that retain their original or historic windows are in good condition. The buildings share revival style ornamentation that is intact and in good condition, as well as the same relative setback

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from the street. For the most part, the contributing buildings retain their size and shape from the period of significance, though the northern portions of 1408 and 1410-1446 N. Broadway have been demolished. While the loss of these portions is regrettable, the overall impact on the district is minimal. Other industrial and commercial buildings on the west side of North Broadway and on the surrounding streets reinforce the district's feeling. These buildings were not included in the district boundaries, however, because many of the buildings have received overwhelming façade changes or were separated from the district by large empty lots. The district continues to resemble a unified industrial and commercial neighborhood, retaining the workmanship, design, and association from its period of significance.

¹ Building Permit specifies the demolition of the upper stories.

² A 1956 photo of the street car shows the shingled awning present and intact.

³ See 1909 Sanborn Map.

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Summary

The North Broadway Wholesale and Warehouse District located in St. Louis (Independent City), Missouri, is locally significant under National Register Criterion A in the area of Commerce. As St. Louis embraced the railroad in the second half of the nineteenth century, the geography of the city yielded to the associated industrial developments that infiltrated residential areas and local commercial districts. North Broadway became a transitional corridor that connected the factories, depots, and warehouses near the riverfront on the east to the well established neighborhoods to the north and west. The close proximity of three railroad depots necessitated storage space for unloaded cargo, prompting the construction of large warehouses along North Broadway. However, to maintain business with the local community, cross-city streetcar commuters, nearby factories, and each other, the commercial entities within the nominated district supplied produce, industrial building supplies, home furnishings, and other products for wholesale prices. Capitalizing on the many transportation modes available in the immediate area, businesses distributed their products to customers throughout the city. The revival style designs found on the majority of the buildings within the district emphasizes the relationship between the businesses that occupied them, and the continuity of the street. The North Broadway Wholesale and Warehouse District is a good representative example of how neighborhoods adapted to the construction of railroads and associated industries near the riverfront between 1890 and 1956 the construction of the oldest, intact contributing building to the year the Broadway Streetcar line ceased operating, which marked a shift in character and decline in the area.

Background

St. Louis's shift to rail dependency during the second half of the nineteenth century impacted the geography of the entire city as tracks were laid, depots constructed, and new distribution routes were designed. Originally dependent on water traffic, the city's growth radiated from the riverfront. At the turn of the nineteenth century, most businesses were situated within five or six blocks of the Mississippi River and residential neighborhoods grew in a semi-circle around them.¹ Railroad traffic was initially designed to engage the already industrial areas and river business, with tracks laid north to south along the riverfront, and depots established north and south of the traditional industrial sector.²

In the second half of the 19th century, the nominated area was part of a residential community. While the 1400- 1600 blocks of North Broadway were primarily commercial or split commercial and residential in the 1860s, the surrounding blocks were filled with single and multi-family homes, and the Edward Bates School was located one block west of the district at the corner of Bates Avenue (now Dickson Avenue) and Collins Street. According to the 1880 census, 24,502 people occupied this Fourth Ward of the city.³ A few blocks south, a city market (also known as a farmers market) that offered fresh meat and wholesale produce was located at the corner of N. Broadway and Biddle Avenue. The businesses on North Broadway catered to the local community, primarily consisting of small stores and a few wagon repair shops.⁴

The population of the Fourth Ward dropped by nearly fifty percent between 1880 and 1890, topping out at 12,792 residents. This could be due to redistricting, or could reflect the northward expansion of the downtown, which resulted in the demolition of residential buildings for commercial spaces. The ward was further impacted by an 1896 tornado, which eliminated much of the southern half of the nominated area.⁵ Instead of rebuilding near the busy downtown, many people moved north or west away from the crowded city streets. The shift in residential concentration caused the city market to move north and closer to the riverfront. Relying on North Broadway as the main thoroughfare connecting the northern neighborhoods

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to the central business district, the city widened the avenue and cabled it with electrified streetcars in 1890 (See Figure 1).⁶ These changes dramatically impacted the redevelopment of the corridor between Dickson Avenue and Mullanphy Avenue, as the small shops, pharmacies, hotel, and other businesses that relied on local consumers saw their primary clientele move out of the immediate vicinity.

New construction on the east side of North Broadway progressed north from the warehouse at Dickson Avenue to Mullanphy Avenue between 1890 and 1912, replacing aging workshops and apartment buildings with factories and small stores. Construction on the west side of the street occurred between 1890 and 1895, rounded out by an 1895 wagon shop at 1623 North Broadway. In 1910, the Missouri, Kansas, and Texas Railroad Company built a depot on North Broadway at Mullanphy Avenue.⁷ Despite the industrial and commercial development, the residential neighborhood began to thrive, with 22,887 people living in this ward according to the 1910 census. This surge in population accompanied an overall increase in the city's population during this period.⁸

The construction of a service station at the southeast corner of Mullanphy Avenue and North Broadway in 1933 emphasized the district's transition from rail and streetcar dependency to automobile reliance. When the streetcar stopped running in 1956 and North Broadway was redesigned for connection with Interstate 70, the district began to decline and the buildings fell into disrepair. Security reasons forced many of the shop owners to alter their storefronts at that time.⁹

Elaboration

The buildings in the district were designed with specific commercial and warehouse functions, motivated by the transportation venues available for receiving and dispersing new products. For this reason, most of the buildings have open floor plans with storefronts along North Broadway and large dock doors at the rear of the structures. The early dependence on rail traffic resulted in a primarily wholesale market and mass storage with a few producers occupying some of the larger buildings. With residential neighborhoods only a few blocks west, the commercial entities catered to both the large industries along the riverfront and the local consumer. Like much of the area along Broadway, the district's railroad, streetcar, and eventually automobile distribution access allowed the businesses to reach people across the city, and the wholesale market offered a unique advantage that also drew people to the corridor. The district's main areas of business included the railroad, warehouses, and wholesale markets. A few of the businesses were connected to each other through inter-dependent relationships, and the district as a whole was connected to the city by several modes of transportation.

Railroad Influence

There were two railroad owned buildings within the district, both offering large scale storage and direct access to freight cars: the Missouri, Kansas, and Texas Railroad Terminal at 1600 North Broadway, and the Louisville and Nashville Railroad warehouse at 1410-1440 North Broadway. The Missouri, Kansas and Texas Railroad opened its terminal in the district in 1910. The building offered internal switches and loading docks with two levels of storage space for unloaded freight. The railroad was first formed in 1865 under the name Union Pacific Railway Company, Southern Branch, with aims to establish a road from Junction City, Kansas, to New Orleans, Louisiana. By 1870, the railroad was sold to investors that had a narrower goal for the company, which focused on traffic between Kansas and Texas, eliminating lines to Louisiana, Oklahoma, and other states. Thus, the name was changed to the Missouri, Kansas and Texas Railroad.¹⁰

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Through a series of mergers and acquisitions, the company had tracks from Missouri to Texas by the end of 1872. Utilizing tracks from the Missouri Pacific Railroad, the company routed through St. Louis in 1874, and was leased to Jay Gould through the Missouri Pacific Railroad Company from 1880 to 1888. An 1895 route created a main line between St. Louis and Kansas City, which was planned to connect the two cities for major shipment. This line proved to be too slow to compete with the original Missouri Pacific route that had already been in use.¹¹ That same year the company reported \$3,000,000 of freight transport earnings. The 1910 St. Louis freight depot became the company's most expensive operation, but could handle double the freight of the company's second largest station in Dallas, which unloaded 82,308 tons in 1916. In that same year, the St. Louis station unloaded 132,850 tons of freight at a cost of 36.4 cents per ton.¹²

The St. Louis station was designed as a 403 foot by 242 foot brick and concrete warehouse. The structure was considered unique and costly because the track level was approximately 30 feet below the floor of the inbound house. Originally designed for outbound traffic too, the structure was equipped with Telfer Electrical System overhead carriers. Their expense caused the company to cease use of the carriers in 1912, and place the outgoing freight operation in an addition on the northeast end of the property. After the addition was constructed, the inbound freight was lifted to the Broadway floor level by electric elevators. It was then divided on island platforms and distributed alphabetically throughout the building.¹³

The company was reorganized in 1923, but continued to operated in the St. Louis plant until the 1980s. Freight remained the primary income sector for the company, reporting \$8,085,000 in freight earning in 1931, nearly eight times as much as the passenger earnings. The company's revenue reached an all time high during World War II, but financial struggles plagued the railroad industry and specifically the MK-T though the 1950s. To cut costs, the company reorganized in 1954 and 1956, resulting in the elimination of a St. Louis superintendent and consolidation into two divisions headed in Parsons, Kansas and Waco Texas.¹⁴

While it was an important part of the area, the Missouri, Kansas & Texas Railway was not the only railroad depot in the area. The Chicago, Burlington and Quincy Railroad had a freight depot two blocks east of the district just south of Mullanphy Avenue. The Cotton Belt Depot (NR listed 04/21/04) was located two blocks southeast of the district, on First Street. In addition, the Louisville and Nashville Railroad company constructed its depot on Collins Street between Dickson and Cass Avenues in 1890.¹⁵ The depots were important to the local economy because they offered quick exchange of new good either into the city or out to other cities across the country. In addition, the railroad depots required that large areas of land be cleared for tracks, and would directly impact the neighborhood by removing all the buildings on whole city blocks. The railroad depots also required a number of employees for loading and unloading freight, and further employed engineers and switch workers for additional transportation support. Many of these workers lived in the neighborhoods near the riverfront industrial and commercial district (See Figure 3). In total, the St. Louis railroad industry handled more than ninety million tons of freight by 1890, with twenty two different railroads running through the city.¹⁶ St. Louis's role as a railroad hub directly influenced major population growth and other important events for the city, including selection to host the 1904 World's Fair.

Warehouses

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When the Louisville and Nashville Railroad Company constructed its depot, it also built a warehouse on the west side of the tracks at 1410- 1440 North Broadway. The railroad rented or sold portions of the warehouse to individual companies, most likely marketing the building's rear loading dock, which offered direct access to the railroad freight cars.¹⁷ The large brick building featured large open floor plans on the upper levels, with commercial storefronts that faced the streetcar traffic on North Broadway. Each individual unit had an elevator at the rear that transported the newly unloaded freight from the rear docks to the upper stories. One of the building's primary tenants was the Lammert Furniture Company, which used nearly half of the building as a warehouse for newly delivered furniture. In addition, portions of the building acted as a roof and wire supply warehouse, flour warehouse, and cork warehouse.¹⁸

The Louisville and Nashville warehouse layout was common among the buildings in the district. The buildings at 1400, 1408, 1508, and 1609 North Broadway all featured a similar large open floor plan that offered storage space for a number of different businesses. The central unit in the building at 1400 North Broadway operated as a tin warehouse, and its neighbor to the north at 1408 North Broadway acted as a warehouse for the Missouri Steel and Wire Company during much of the building's history. The ornate building at 1508 North Broadway incorporated a cold storage warehouse at the rear to keep the Gast Brewery beer at the desired low temperatures until it was shipped. Like most of these buildings (with the exception of the Gast Brewery), 1609 North Broadway offered general warehouse space. A number of varied businesses were able to occupy these warehouse spaces due to the basic layout.¹⁹

Wholesale

A majority of the warehouse buildings within the district were occupied by wholesale businesses. The influence of the "city market" atmosphere may have set a precedent for a future wholesale identity for the North Broadway corridor, coupled with its close proximity and direct connection to the freight depots. Wholesale businesses within the district catered to the industrial neighborhood. A wholesale wire and nail company occupied the unit at 1410 North Broadway, most likely connected to, rather than competing with, the Missouri Steel and Wire Company next door. In addition, a wholesale machine and tool company operated out of the building at 1520 North Broadway, though the primary use was as a machine shop.²⁰

The wholesale grocery business also found a market in the southern portion of the district, occupying many of the sections in the Louisville and Nashville warehouse as indicated on the Sanborn Maps, including addresses 1410-1432 N. Broadway.²¹ These produce and grocery shops offered the neighboring community and cross-city travelers commodities and perishable items at a low cost, as the city directories note. With access to the freshly arriving foods from the railroad, and the small size of the stores, it is likely the shop owners catered to the residential community located across North Broadway, and the cross city commuters who could see store windows directly from the streetcar. It is also likely that many grocery stores across the city purchased large quantities of these products directly from the warehouse and sold them for profit in another location.

Wholesale liquor and beer was another industry that made its home along North Broadway. The building at 1609 North Broadway offered warehouse space as well as a commercial retail area for wholesale liquor sales. The International Brewing Company (operating the Gast Brewery after a merger in 1907) sold wholesale beer from its storefront at 1500 North Broadway, before prohibition closed the plant.²²

Factories

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Prohibition in the early years of the twentieth century caused many local breweries to shut down. Though the International Brewing Company (the name officially changed to IBC) survived by producing root beer and curing meat, the company sold the 1508 North Broadway factory to a poultry company not long after the beer ban was passed. The poultry factory needed the cold storage space within the building to control the temperature of the perishable products, and would have utilized the large open spaces for non-edible items, packing, and distribution.²³

Food production was also undertaken in the Louisville and Nashville warehouse by the Zernheld Flour Factory. Utilizing flour stored by M. Schraff in an adjoining unit, the factory at 1432 North Broadway was able to produce its spaghetti and other noodles for low cost. Unfortunately, a 1912 fire put both the factory and adjoining warehouse unit out of commission for mass storage and production.²⁴

A third production industry within the district was located at 1623 North Broadway. Offering housing to medical students in the upstairs flat, the Waldeck Brothers Drug Store produced a number of drugs and pharmacy items for sale directly to the local general public.²⁵

Transportation

Dependence on rail delivery introduced many different businesses to the neighborhood. Cross-city traffic on the streetcar offered the corridor a unique and advantageous location with a broad clientele. Though these were the primary means of transportation at the turn of the century, the district businesses had to accommodate the shift to automobile distribution and traffic, requiring physical changes to many of the buildings for continued use. The building at 1609 North Broadway was originally designed as a wagon production and paint shop. This activity was eventually transferred to the store next door at 1623 North Broadway, and by the 1930s the company was selling automotive tires as well as buggies and wagons. The automotive industry continued to impact the district as a service station was constructed at 1536 North Broadway. By the 1960s, the Louisville and Nashville depot was shut down, and the rear loading dock was remodeled for truck distribution. Finally, in 1956, the elimination of the streetcar route through the corridor, and the alteration of North Broadway for a connection to Interstate 70, dramatically changed the area. Industrial operations relocated to western St. Louis and caused many of the buildings in the surrounding area to sit vacant. Left without a railroad supplier and a lack of customers, the North Broadway corridor fell into disrepair. As the buildings were sold the neighborhood changed, crime increased, and building owners went to drastic measures to secure their storefronts. A wave of redevelopment is now underway in the area.²⁶

Buildings

The function of the buildings within the nominated district was similar, and the style and design of the building facades reinforced the corridor's continuity. Primarily constructed at the turn of the twentieth century, most of the buildings in the nominated district share muted revival style designs. Each building features its own unique embellishments, primarily concentrated at the rooflines and around windows, but nearly all include flat roofs with terra cotta coping. Round or segmental arches ornament some of the windows and parapets, and gray terra cotta is featured on nearly all the buildings.

The North Broadway Wholesale and Warehouse District's railroad access, factories, warehouses, and

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wholesale markets made it a transitional anchor between the industrial riverfront to the east, the residential neighborhoods to the north and west, and the commercial downtown to the south. Prior to its redevelopment at the turn of the twentieth century, the area was associated with neighborhood commerce, and the wholesale nature of the city market to the south, as well as the direct access to recently delivered railroad products, encouraged the expansion of wholesale business even after the city market was moved. Aided by railroad traffic and warehouses, North Broadway became a wholesale district with direct access to new products and ample space to store it. The wholesale district was also advantageous to producers, which established their factories near the low cost raw material markets and shipping venues. Catering to businesses and individuals in the immediate neighborhood, as well as some cross-city streetcar commuters (through the local druggists and wholesale produce stores), the district offered a variety of services and products that connected the industrial area to the residential community. The transitional nature of Broadway in the early twentieth century was seen both north and south of the central business district. The North Broadway Wholesale and Warehouse District is a good representation of the city's physical and economic adaptation to the establishment of the railroad and its associated industries along the riverfront.

End Notes

- ¹ Sally F. Schwenk, *South St. Louis Historic Working- and Middle-Class Streetcar Suburbs National Register of Historic Places Multiple Property Documentation Form*, (Washington D.C.: U.S. Department of the Interior, National Park Service, 11 May 2005).
- ² *Sanborn Fire Insurance Maps, Missouri*. Teaneck, N.J. : Chadwyck-Healy, 1983.
- ³ United States: National Archives and Records Administration, *1880 Federal Population Census : Catalog of National Archives*, (Washington, DC : National Archives Trust Fund Board, 2002).
- ⁴ *Whipple Fire insurance Maps: St. Louis, Missouri*. On file with Washington University Library Digital Gateway. Available online at: <http://digital.wustl.edu/d/dir/>
- ⁵ Lynn Josse, *North Riverfront Industrial Historic District Nomination to the National Register of Historic Places* (Washington, D.C.: National Park Service, 2003).
- ⁶ Ibid.
- ⁷ *Sanborn Fire Insurance Maps, Missouri* and City of St. Louis Building Permits. On file with the St. Louis Assessor's Office, St. Louis City Hall: 1200 Market Street St. Louis, MO 63103.
- ⁸ United States: National Archives and Records Administration, *1910 Federal Population Census : Catalog of National Archives*, (Washington, DC : National Archives Trust Fund Board, 2002). The repopulating of this portion of the city most likely occurred because the city was receiving an increased number of people, and the close proximity of the downtown commercial center made the neighborhood an advantageous location.
- ⁹ Norbury L Wayman, "Near North Side," in *History of St. Louis Neighborhoods* St. Louis: St. Louis Community Development Agency, 1978.
- ¹⁰ Mike Landis, *The "M" in the MKT: Katy's Missouri Heritage 1870-1988 and Beyond*, (Accessed 15 October 2009. Available online at: <http://www.missouri-central.railfan.net/history1.html>).
- ¹¹ Ibid.
- ¹² John William Kendrick, *A Report Upon the Missouri Kansas & Texas Railway System*, (Chicago, 1917. On file with the Library of Princeton University), 69-71.

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¹³ Ibid. Because the bulding is owned by a private entity, examination of the original and historic equipment was unattainable.

¹⁴ *Missouri, Kansas, and Texas Railway Company 1886* (Accessed 15 October, 2009. Available online at: www.scripophily.net/miskanandtex4.html).

¹⁵ *Sanborn Fire Insurance Maps, Missouri*

¹⁶ William Hyde and Howard L. Conard, eds. *Encyclopedia of the History of St. Louis*. (St. Louis: The Southern History Co., 1899) 1865.

¹⁷ *Sanborn Fire Insurance Maps, Missouri* and City of St. Louis Building Permits.

¹⁸ Ibid.

¹⁹ *Sanborn Fire Insurance Maps, Missouri*, Gould's St. Louis (Missouri) City Directory, (St. Louis, Mo.: Polk-Gould Directory Co., 1925-1950).
and City of St. Louis Building Permits.

²⁰ Ibid.

²¹ Ibid.

²² Ibid.

²³ Ibid.

²⁴ Ibid.

²⁵ Ibid.

²⁶ Ibid.

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- Young, Andrew D. *Streets and Streetcars of St. Louis: A Sentimental Journey*. St. Louis: Archway Publishing, 2002.

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Verbal Boundary Description:

The North Broadway Wholesale and Warehouse District encompasses all of the buildings on the east side of North Broadway between Dickson and Mound Streets (addresses 1400-1600 North Broadway) and all of the buildings on the west side of North Broadway between Mullanphy and Howard Street (addresses 1609-1629 North Broadway) as seen on Figure 2: Boundary Map.

Boundary Justification:

The selected boundaries were selected to encompass the largest concentration of contributing resources related to the North Broadway corridor. Three large vacant lots are found immediately south of the nominated district, separating the nominated property from additional historic resources. Noncontributing buildings constructed or drastically altered since the period of significance are found to the east of the district. Empty lots and noncontributing resources occupy the blocks to the north of the nominated property. Many of the structures on the west side of North Broadway between Dickson and Mullanphy Streets were constructed during the period of significance. Several of these buildings have undergone drastic façade alterations that cause them to be classified as noncontributing resources. In addition, a few buildings on the west side of the street are in good condition and would be considered contributing resources, but they are overwhelmed and dispersed between the altered structures, and therefore do not represent a strong concentrated grouping.

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Index to Figures:

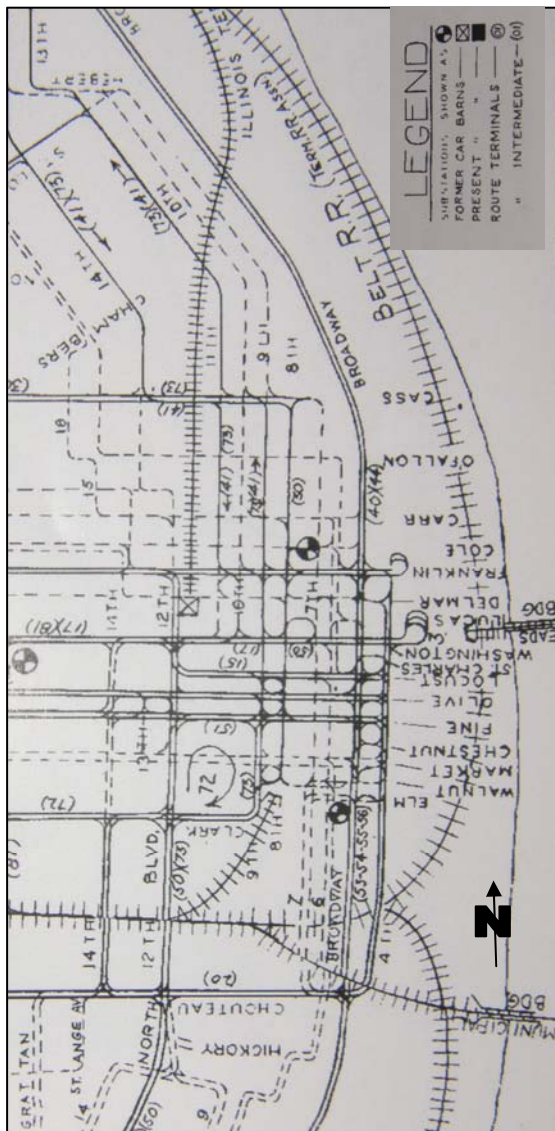
- Figure 1: Streetcar Routes
- Figure 2: Boundary Map
- Figure 3: 1951 Sanborn Map: Neighborhood Map
- Figure 4: St. Louis Fruit and Produce Rendering

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Figure 1: Street Car Routes from Young, Andrew D. *Streets and Streetcars of St. Louis: A Sentimental Journey*. St. Louis: Archway Publishing, 2002.

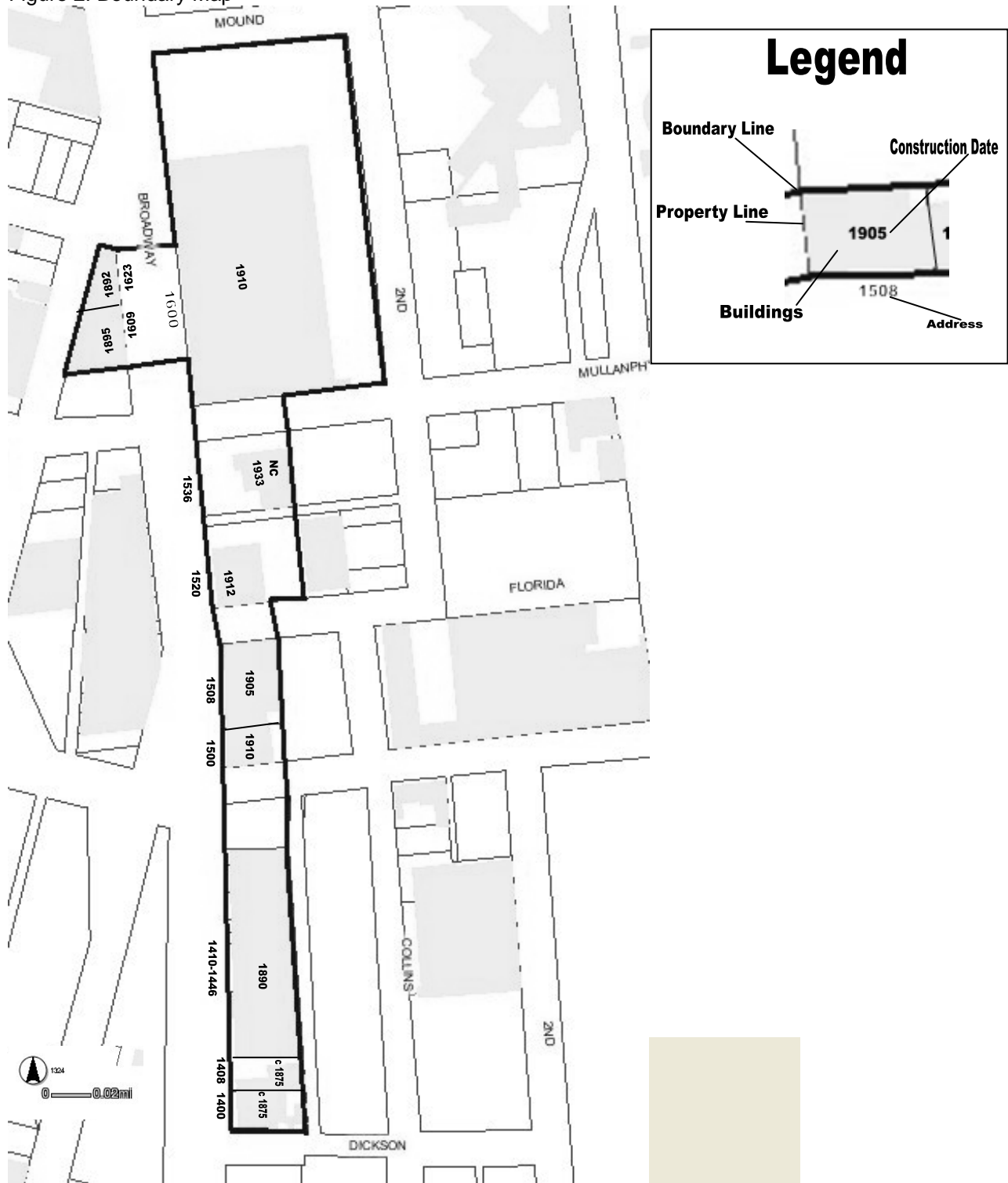


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Figure 2: Boundary Map



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Figure 3: 1951 Sanborn Map: Neighborhood Map

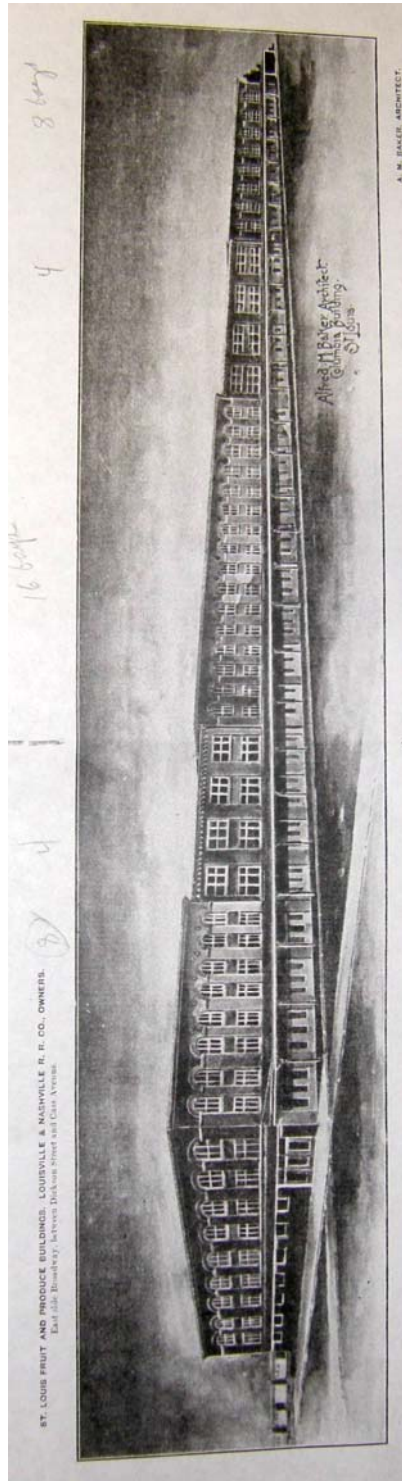


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Figure 4: St. Louis Fruit and Produce Buildings. On file with the Missouri Historical Society.



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The following information is true for photos

North Broadway Wholesale and Warehouse District
St. Louis (Independent City) MO
September 2009

Digital Photographs on file with Lafser & Associates

20 N Main STE 101
Cape Girardeau, MO 63701

Photo Log

Photo 1	1400 N Broadway
Photo 2	Ariel view of 1408 N Broadway from Bing Maps @ www.bing.com (Accessed 4/10/10)
Photo 3	1410-1446 N Broadway
Photo 4	1410-1414 N Broadway
Photo 5	1416-1430 N Broadway
Photo 6	1432-1438 N Broadway
Photo 7	1410-1446 N Broadway
Photo 8	1500 N Broadway
Photo 9	1508 N Broadway
Photo 10	1520 N Broadway
Photo 11	1536 N Broadway
Photo 12	1600 N Broadway
Photo 13	1600 N Broadway
Photo 14	1609-21 N Broadway
Photo 15	1623 N Broadway

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Property Owners

1400-06 N Broadway- Contributing

Drury Displays Inc.
8351 Drury Industrial Parkway
St. Louis, MO 63114

1408-14 N Broadway- Contributing

Shady Jack's On Broadway LLC
1436-38 N Broadway
St. Louis, MO 63102

1416 N Broadway- Contributing

Barbara and Richard Bianco, Nancy Benkof,
and Deborah Trevisano
1416 N Broadway
St. Louis, MO 63102

1418 N Broadway- Contributing

Martin Katz
1418 N Broadway
St. Louis, MO 63102

1420-28 N Broadway- Contributing

John & Antoinette Fitzpatrick
3658 Boston's Farm Drive
Bridgeton, MO 63044

1430 N Broadway- Contributing

John Larson
1428-30 N Broadway
St. Louis, MO 63102

1432-34 N Broadway- Contributing

Shady Jack's On Broadway LLC
1436-38 N Broadway
St. Louis, MO 63102

1436-38 N Broadway- Contributing

Shady Jack's On Broadway LLC
1436-38 N Broadway
St. Louis, MO 63102

1440 N Broadway-Contributing

Richard C Renshaw
633 Lakeview Road
Lake St. Louis, MO 63367

1442- 46 N Broadway- Contributing

Richard C Renshaw
633 Lakeview Road
Lake St. Louis, MO 63367

1500-06 N Broadway- Contributing

Central Waster Material Company
1500 N Broadway
St. Louis, MO 63102

1508-18 N Broadway- Contributing

Central Waste Material Company
1510 N Broadway
St. Louis, MO 63102

1520-1534 N Broadway- Contributing

1520 North Broadway LLC
1520 N Broadway
St. Louis, MO 63102

1536-44 N Broadway- Noncontributing

Kingston I LLC
1544 N Broadway
St. Louis, MO 63102

1600 N Broadway- Contributing

2201 Partnership LLC
1600 N Broadway
St. Louis, MO 63102

1609- 21 N Broadway- Contributing

Hi-Performance Coatings Consultants
#1 Decker Ct
St. Louis, MO 63129

1623-29 N Broadway- Contributing

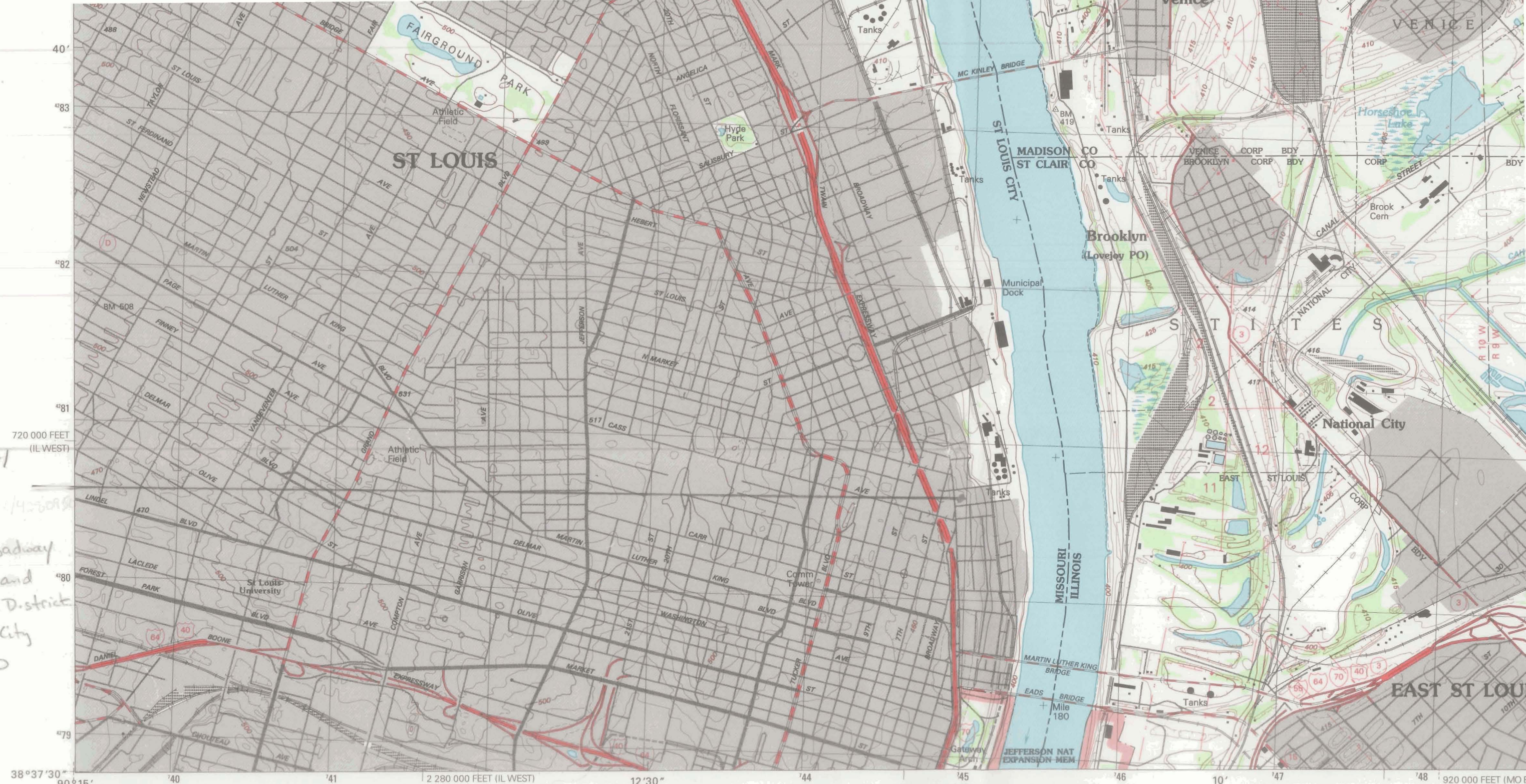
Clayton Investment Corporation
625 N Euclid Ave STE 601
St. Louis, MO 63110

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Additional Information Page 16 **North Broadway Wholesale and Warehouse District
St. Louis (Independent City), MO**

15/42806671
 744936
 15/4441-1428089
 North Broadway
 Wholesale and
 Warehouse District
 St. Louis City
 MO



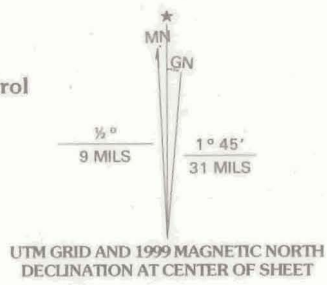
Produced by the United States Geological Survey

Topography compiled 1952. Planimetry derived from imagery taken 1993 and other sources. Photoinspected using imagery dated 1998; no major culture or drainage changes observed. PLSS and survey control current as of 1954. Boundaries, other than corporate, verified 1999

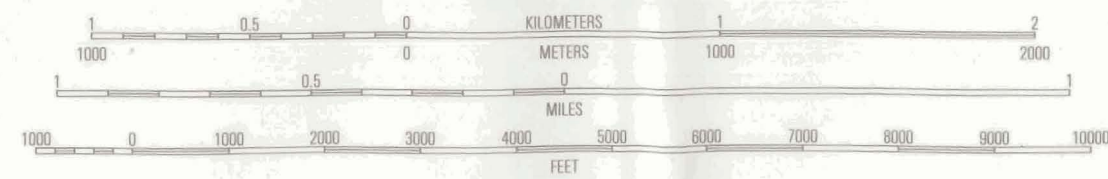
North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 15
 10 000-foot ticks: Illinois (west zone) and Missouri (east zone)
 Coordinate Systems of 1983

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

Contours that conflict with revised planimetry are dashed
 There may be private inholdings within the boundaries of the National or State reservations shown on this map



UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



CONTOUR INTERVAL 10 FEET

SUPPLEMENTARY CONTOUR INTERVAL 5 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929
 TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
 AND ILLINOIS GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820
 AND DIVISION OF GEOLOGY AND LAND SURVEY.

MISSOURI DEPARTMENT OF NATURAL RESOURCES, ROLLA, MISSOURI 65401
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

1	2	3	1 Florissant
			2 Columbia Bottom
			3 Wood River
4		5	4 Clayton
			5 Monks Mound
			6 Webster Groves
6	7	8	7 Cahokia
			8 French Village

ADJOINING 7.5 QUADRANGLE NAMES

Primary high
 hard surface
 Secondary hi
 hard surface



WRONG WAY

DO NOT ENTER

1410

WE DRIVE WAY
24/7
PARKING ANY TIME

Q39XBF

3JX7R

16R1GC

11111



N Broadway

N Broadway

Dickson St

FREE 100 IN



Lit

SHADY

JACK'S

Biker's Paradise

BEER LIGHT

BEER LIGHT

Great Western Boy Co

343-028
Effective March 30, 2009
We Regret
Due to Lack of Funding
Service to this
BUS STOP
is suspended



1416 NORTH BROADWAY
Great Western Bag Co.
Nursery Supply Specialists
1-800-331-2445

GREAT WESTERN
A WORLD OF KNOWLEDGE
1416

1414

1412

1410

WRONG WAY
DO NOT ENTER



FITZPATRICK inc.
WHOLESALE

BUS

FRIES

UPSTAIRS SHOPS · PARTY ROOMS

DO NOT ENTER

KEEP RIGHT

Great Western Bag Co.
Nursery Supply Specialists
1-800-331-2445

Handwritten street markings on the sidewalk: "NORTH BROADWAY" and "KEEP RIGHT" with an arrow pointing right.



it

SHADY

JACK'S



Biker's Paradise

BUD LIGHT BEER

BUD LIGHT BEER

BUSCH

LUNCH

BUSCH

CHICKEN • STEAK • FISH • BURGERS • FRIES

UPSTAIRS SHOPS • PARTY ROOMS

SHADY JACK'S SALOON & DELI

MILLIE BUNNY

OPEN 10AM 7:00PM

1432



Lit

SHADY

Biker's Pa

BUD LIGHT

SHADE

BUD LIGHT



1906

1909



CENTRAL WASTE MATERIAL CO.

BROADWAY

1510

1520 north Broadway
Zylo
SCULPTURE STUDIO





11544



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NO PARKING
IN FRONT
OF THIS
BUSINESS





