

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 any 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.

1. Name of Property

historic name Springfield Warehouse and Industrial Historic District

other names/site number N/A

2. Location

street & number Along sections of E. Water, W. Mill, and W. Phelps Street and Boonville Avenue not for publication N/A

city or town Springfield vicinity _____

state Missouri code MO county Greene code 077 zip code 65801

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

Claire F. Blackwell 12 May 1999
Signature of certifying official Date

Claire F. Blackwell/Deputy SHPO
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 commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this 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 Keeper Date of Action

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5. Classification

Ownership of Property (Check as many boxes as apply) Category of Property (Check only one box)

| | |
|---|--|
| <input checked="" type="checkbox"/> private | <input type="checkbox"/> building(s) |
| <input type="checkbox"/> public-local | <input checked="" type="checkbox"/> district |
| <input type="checkbox"/> public-State | <input type="checkbox"/> site |
| <input type="checkbox"/> public-Federal | <input type="checkbox"/> structure |
| | <input type="checkbox"/> object |

Number of Resources within Property

(Do not include previously listed resources in the count).

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| <u>16</u> | <u>1</u> | buildings |
| <u>0</u> | <u>0</u> | sites |
| <u>1</u> | <u>0</u> | structures |
| <u>0</u> | <u>0</u> | objects |
| <u>17</u> | <u>1</u> | Total |

Number of contributing resources previously listed in the National Register 0

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

N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

| | |
|---------------------------------------|-------------------------------|
| <u>INDUSTRY/PROCESSING/EXTRACTION</u> | <u>Manufacturing Facility</u> |
| <u>INDUSTRY/PROCESSING/EXTRACTION</u> | <u>Industrial Storage</u> |
| <u>COMMERCE/TRADE</u> | <u>Specialty Store</u> |
| <u>COMMERCE/TRADE</u> | <u>Warehouse</u> |
| <u>TRANSPORTATION</u> | <u>Rail-Related</u> |

Current Functions (Enter categories from instructions)

| | |
|---------------------------------------|-------------------------------|
| <u>INDUSTRY/PROCESSING/EXTRACTION</u> | <u>Manufacturing Facility</u> |
| <u>INDUSTRY/PROCESSING/EXTRACTION</u> | <u>Industrial Storage</u> |
| <u>COMMERCE/TRADE</u> | <u>Specialty Store</u> |
| <u>COMMERCE/TRADE</u> | <u>Warehouse</u> |
| <u>LANDSCAPE</u> | <u>Parking Lot</u> |
| <u>TRANSPORTATION</u> | <u>Rail-Related</u> |

7. Description

Architectural Classification (Enter categories from instructions)

LATE VICTORIAN/Italianate
LATE VICTORIA/Romanesque Revival
MODERN MOVEMENT/Art Deco

Materials (Enter categories from instructions)

| | |
|------------|------------------------|
| foundation | <u>STONE</u> |
| roof | <u>ASPHALT</u> |
| walls | <u>BRICK</u> |
| other | <u>CONCRETE</u> |
| | <u>METAL/Cast Iron</u> |

Narrative Description

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

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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.

Areas of Significance

(Enter categories from instructions).

ARCHITECTURE
INDUSTRY

Period of Significance

1891 - 1948

Significant Dates

1891
1929
1948

Criteria Considerations

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

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a 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.

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

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

9. Major Bibliographical References

(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: Springfield Planning Department

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10. Geographical Data

Acreage of Property Approx 6.8 acres

UTM References

(Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing

1 _____ 3 _____

2 _____ 4 _____

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 Philip Thomason

organization Thomason and Associates date November 18, 1998

street & number P.O. Box 121225 telephone (615) 385-4960

city or town Nashville state TN zip code 37212

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 the SHPO or FPO.)

name See Continuation Sheet

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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Springfield Warehouse and Industrial District
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DESCRIPTION

The Springfield Warehouse and Industrial District is located just to the north of the Public Square in the downtown section of Springfield, Missouri (1990 pop. 140,494). This area of the city developed in the 19th century in the valley of Jordan Creek, and along the tracks of the Frisco and Missouri Pacific Railroads. By the 1880s, this area contained many of Springfield's leading industries and warehouse companies as the city became a regional manufacturing and shipping center. Within the district are seventeen buildings, the majority of which were built from 1891 to 1940. These buildings were largely built in utilitarian forms although some display the influence of the Italianate and Art Deco styles (Photos No. 1-5). The buildings are all of brick, stone, or concrete construction. Also within the district is a row of one-story commercial buildings along Boonville Avenue between this industrial area (Photo No. 6). The district is the largest concentration of contiguous pre-1948 industrial and warehouse buildings identified in Springfield retaining integrity. With one exception, all of the buildings are considered contributing to the district.

Springfield's early 19th century growth and development was centered along the Public Square and neighboring streets. The Public Square contained the courthouse and the majority of the community's brick and frame commercial buildings. Residential areas extended to the west, south, and east of the Public Square. To the north of the square, the shallow valley of Jordan Creek became the location for several of the city's early industries such as tanneries, wagon makers, and blacksmith shops. By the 1880s, the completion of railroad lines through this valley spurred the construction of new masonry industrial buildings. These buildings were largely built in utilitarian forms with Italianate detailing of the period. To the north and south of this valley were residential and commercial areas of Springfield and North Springfield, with Boonville Avenue serving as a main thoroughfare.

Businesses which constructed buildings in this area at the turn of the century included wholesale hardware and produce companies, creameries, flour mills, and meat packing plants. The completion of railroad lines along Mill, Water and Phelps Streets stimulated construction in these blocks to the east and west of Boonville Avenue. The oldest building in the district is the Headley Grocery Company Building constructed in 1891 at 331 E. Water Street (Photo No. 7). This three-story brick building was designed in the Italianate style with segmental arched windows and a corbelled brick cornice at the roofline. The storefront was built with cast iron pilasters manufactured by a local foundry.

The completion of additional spur lines of the Frisco and Missouri Pacific Railroad led to extensive new construction in this area after 1895. Buildings such as 401-411 W. Mill Street, 411-417 W. Mill Street, and 212 W. Phelps Street were built between 1900 and 1910, and were occupied by wholesale produce companies. These large brick buildings were also designed with elements of the Italianate style in their segmental arched windows and decorative brickwork. The two-story building at 212 Phelps Street is representative of this construction and retains corner chamfered entrances, segmental arched windows with brick hood molding, and corbelled brick panels below the roofline (Photo No. 8).

Two of the largest businesses in the district constructed their buildings in the early 1900s. At the southeast corner of Main Avenue and Phelps Street, the Armour Company built a cold storage complex for the refrigeration of meat and dairy products. The main building of this complex has been razed but a cold storage warehouse and boiler house remain extant. The boiler house was designed with Italianate detailing including arched windows, and a corbelled brick cornice (Photo No. 9). The three-story cold storage building is essentially a rectangular brick and concrete structure which lacks fenestration above its ground floor. This building is distinguished by brick pilasters on its main facade (Photo No. 10). The other major complex built on Mill Street housed the Springfield Ice and Refrigerator Company. The original building of this company was completed at 305 W. Mill Street in 1914. This two-story brick building was designed with the influence of the Romanesque Revival style including entrances with stone quoins, and a blind arched arcade below the roofline. Built as a cold storage facility, fenestration is limited to two entrances and two small arched windows on the upper facade (Photo No. 11). This company expanded its operations in the

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1920s when it built an adjacent four-story building on Mill Street. This building was also designed with limited fenestration and was enlarged further in the 1940s (Photo No. 12).

In the 1910s and 1920s, two prominent Springfield companies built their large complexes on E. Water Street. In 1914, the Harry Cooper Supply Company constructed a three-story brick building at 223 E. Water Street. This building was designed with brick pilasters on the main facade, rectangular wood windows, and a concrete cornice at the roofline (Photo No. 13). The company also constructed an adjacent one-story building with loading dock bays on the main facade. The McGregor Hardware Company replaced its earlier building on E. Water Street with a five-story brick and concrete building in 1930. Designed in the Art Deco style, this building has brick pilasters with stepped concrete pylons on its main facade (Photo No. 14). The building retains its original windows and much of its storefront elements. In 1937, the company built a connecting nine-story storage warehouse of brick and reinforced concrete.

In addition to these industrial and warehouse buildings, the district also contains four commercial buildings constructed on Boonville Avenue in the early 1900s. Boonville Avenue was a major north/south street in Springfield, and commercial businesses rather than industries dominated the blocks north of the Public Square. The four buildings along these blocks are one-story brick structures with storefronts typical of the period. The building at 415-419 Boonville Avenue is representative of this block, and its storefronts have original single-light glass and wood doors, frame bulkheads, and transoms. In the upper facade the brick has been covered with stamped metal panels, and at the roofline is a sheet metal cornice (Photo No. 15).

Since the 1940s, there has been little new construction in the district. The one non-contributing structure is the one-story brick building at 401-413 Boonville Avenue completed in 1956. The other buildings on Boonville Avenue have had some storefront alterations but retain their overall design and detailing. The industrial and warehouse buildings continue to be utilized for storage and small manufacturing facilities. Alterations to these buildings have been largely confined to the concealment of original windows beneath added wood panels. Most interiors retain original wood or concrete floors and open floor space. Adaptive reuse of several buildings is presently under consideration as part of overall downtown revitalization efforts. In addition to the buildings, the district also contains sections of remaining railroad grades and tracks as part of the spur lines servicing the area. These railroad grades and tracks are collectively included as a contributing structure to the district.

INDIVIDUAL PROPERTY DESCRIPTIONS

Contributing buildings are identified with the designation "C" while non-contributing buildings are identified as "NC."

1. **351 Boonville Avenue** - This one-story brick commercial building was constructed ca. 1920. The building has a chamfered corner entrance with an original single-light glass and wood door. Over the door is a rectangular transom. Display windows are ca. 1990 aluminum and glass design resting on brick and stucco sills. Above the storefront the transom has been covered with stucco. The upper facade has a concrete belt course and stretcher bond brick. At the roofline is concrete coping. (C)
2. **401-413 Boonville Avenue** - A three-story hotel at this location was replaced in 1956 with the existing one-story brick commercial building. This building is composed of six separate storefronts divided by brick and aluminum piers. Each storefront has concrete bulkheads, aluminum and glass display windows, and single-light aluminum and glass doors. Above the display windows are aluminum and glass transoms. Across the width of the building is an aluminum canopy. (NC)

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3. **415-419 Boonville Avenue** - Built ca. 1905, this one-story brick commercial building has three separate storefronts. The storefronts have original single-light glass and wood doors, and original display windows resting on wood bulkheads. Above the storefronts are original transoms with a number of transom panels covered with paint or wood panels. The upper facade is of stamped metal with the metal pattern of rock faced stone. At the roofline is a sheet metal cornice. (C)
4. **421-427 Boonville Avenue** - Built ca. 1925, this one-story brick commercial building has three separate storefronts. The 421 storefront has an original single-light glass and wood door. Above the door is a rectangular transom covered with wood panels. The storefront has original display windows resting on frame bulkhead panels, and above the display windows is a multi-light transom. The 425 storefront was enclosed with brick ca. 1970 and has a solid wood door. The 427 storefront has an original single-light glass and wood door, display windows, and frame bulkheads. Above the display windows are multi-light transoms. The upper facade has a soldier course lintel above the storefront. The central bay of the upper facade has recessed concrete panels and decorative brick. At the roofline is a stepped parapet with concrete coping. (C)
5. **429 Boonville Avenue** - This one-story brick commercial building was constructed ca. 1910. The building has an original recessed entrance with single-light glass and wood double doors. Above the doors is a rectangular transom. The storefront has ca. 1970 aluminum and glass display windows which rest on ca. 1970 concrete bulkheads. Dividing the two sections of the storefront is a brick pier with a decorative cast iron panel. Above the display windows are original six-light transoms with opaque glass. The transom in the north section of the storefront has been covered with wood panels. Above both transoms is a cast iron lintel. The upper facade displays corbelled brick. At the roofline is a stepped parapet and corner piers. On the Phelps Street facade are small segmental arched windows enclosed with wood panels. (C)
6. **215-221 W. Mill Street** - This two-story brick building was constructed ca. 1915 to serve as a cheese processing and storage facility. The building has a flat roof, poured concrete foundation, and an exterior of six-course common bond brick. The main (south) facade's first story is partially recessed for a loading dock bay. Across the width of the facade are square concrete piers. The loading dock platform is of concrete. Leading to the platform are segmental arch entrances with ca. 1980 metal and wood doors. Window openings have original concrete lintels and sills but are enclosed with metal panels. At the roofline is a stepped parapet with terra cotta tile coping. (C)
7. **305 W. Mill Street (Springfield Ice and Refrigerator Company)** - This Romanesque Revival influenced building was constructed in 1914 to serve as a cold storage warehouse for the Springfield Ice and Refrigerator Company. The structure is a two-story brick building with a flat roof, stone foundation, and exterior of stretcher bond brick. The main (south) facade has two entrances set within segmental arches. Both arches have three-courses of header bond brick and stone quoins. On the second story are two narrow arched windows. The window openings have brick hood molding and stone sills. Both windows and doors have been enclosed with stucco. In the half-story are a series of small attic windows with segmental arches and stone sills. These windows have been enclosed with stucco. The half story bays are divided by brick piers and at the corners and roofline is corbelled brick. Between 305 and 215-221 W. Mill Street on the east facade is a ca. 1950 connecting brick addition. On the west facade is a three-story brick elevator shaft with original segmental arched windows with four-over-four wood sash. On the first floor is a ca. 1960 shed roof canopy supported by steel columns. (C)

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-
8. **305 W. Mill Street (Rear Building, Armour Creamery Boiler House)** - The building at this location was constructed ca. 1900 to serve as a boiler house for the Armour Creamery. A large complex containing this creamery was built at the turn of the century but only the boiler house and cold storage warehouse survive. The building was erected facing a spur of the Frisco Railroad. This two-story brick building has a flat roof, stone foundation, and exterior of six-course common bond brick. On the main (south) facade are segmental arched window openings. These window openings have three courses of header bond brick and concrete sills. Within the window openings are six-light transoms, wood panels, and six-light fixed lower sash windows. The upper facade has window openings with stone sills, and three-course segmental arches. Window openings have been covered with transite panels. At the roofline is a corbelled brick cornice and inscribed just below the roof are the letters "Boiler House." On the east facade is an entrance with an original vertical board hinged door. Above the door is a twelve-light transom set within a segmental arch. On the west facade is a one-story brick wing. Doors on the north facade are missing. (C)
9. **315-325 W. Mill Street (Springfield Ice and Refrigerator Company)** - The large four-story brick building at this location was constructed in three stages: the original four-story section was completed in 1927 to serve as a cold storage building; the west four-story section was completed in 1941 to house elevators and additional storage space, and; the one-story brick wing on the east facade was completed in 1948 to contain the offices of the Springfield Ice and Refrigerating Company. The building is of reinforced concrete and brick construction, and fenestration is limited due to its function as an enclosed cold storage facility. The building has a poured concrete foundation, flat roof, and exterior of irregular course common bond brick. At the southwest and northeast corners of the building are four-story elevator shafts. These elevator shafts have entrances on the first floor with ca. 1970 metal and frame doors. Windows in the elevator shafts have original twelve-light and sixteen-light steel and glass windows with central awning panels. Across the south and east facades is a metal awning resting on steel columns. Also on these facades is a concrete loading dock platform. The original section of the building is divided by brick pilasters and there is no fenestration. At the roofline is a soldier course belt course and concrete coping. On the east facade is a one-story wing added in 1948, with original single-light glass and wood doors and two-over-two horizontal sash steel windows. The west section built in 1941, has brick pilasters and no fenestration. (C)
10. **401-405 W. Mill Street (Andrew Rebori Company)** - Built ca. 1900, this one-story brick building was constructed to house the Andrew Rebori Wholesale Fruit and Produce Company. The building has a stone foundation, flat roof, and exterior of seven-course common bond brick. On the main (south) facade is a large garage bay with original paneled wood overhead track doors. In the center of the building is a loading dock bay with an original wood paneled door. An adjacent loading dock bay has a ca. 1960 wood overhead track door. Window openings have original segmental arches and steel sills. At the roofline is a corbelled brick cornice. On the east facade are two loading dock bays with original sliding track wood doors. A pedestrian entrance on this facade has ca. 1960 solid wood doors. Window openings throughout the building are enclosed with concrete block. On the east facade is an original brick sidewalk and at the rear of the building is an adjacent railroad track. (C)
11. **411-417 W. Mill Street** - This two-story brick building was constructed ca. 1910 and originally housed a hardware warehouse. The building has a concrete and stone foundation, flat roof, and exterior of stretcher bond brick. On the main (south) facade are two garage bays with ca. 1980 overhead track metal doors. Window openings have concrete sills and the windows have been replaced with one-over-one vinyl sash. At the roofline is a corbelled brick cornice. On the west facade is a ca. 1940 brick wing. This wing has a concrete loading dock on the south facade covered by a shed roof

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canopy supported by steel posts. This wing has an entrance with ca. 1990 aluminum and glass door. Windows are multi-light steel design. The west bays have two garage bays with overhead track ca. 1980 metal doors. (C)

12. **212 Phelps Street (Crighton Provision Company)** - This two-story brick building was constructed with Italianate detailing ca. 1900, and originally contained two sections. The eastern section originally housed the Schneider-Evertz Stove Company, and the western section was utilized by the Crighton Provision Company. The building has a stone foundation, flat roof and exterior of stretcher bond brick. The main (north) facade has primary entrances at both the northeast and northwest corners of the building. These entrances are chamfered and have original cast iron support columns which are presently encased in wood panels. The entrances have ca. 1980 wood paneled doors, paneled wood bulkheads, and added sidelights. The main facade has a skirt wall of rock faced limestone. Windows are set within segmental arches and on the first floor the original windows have been replaced with ca. 1980 glass and wood fixed windows. Transoms have been enclosed with wood panels. Windows on the second story have segmental brick arches and concrete sills. Windows on this floor are original two-over-two rectangular wood sash. At the roofline is a corbelled brick cornice and a stepped parapet with tile coping. On the main facade, a garage bay was added ca. 1980 which has a metal overhead track door. On the west facade are entrances with original sliding track wood doors. Adjacent to the building on the east facade is an original brick driveway. (C)
13. **326 Phelps Street (Armour Creamery Cold Storage Warehouse)** - A large complex of buildings constructed by the Armour Creamery originally stood at the southeast corner of S. Campbell Avenue and W. Phelps Street. Of this complex, only this cold storage warehouse and nearby boiler house remain extant. This three-story brick, rectangular plan building was built ca. 1910, and has a cast concrete foundation, flat roof, and exterior of stretcher bond brick. On the north and west facades are concrete loading platforms supported by concrete piers. The building has an entrance on the north facade with an original wood sliding track door. Over this entrance is an original metal and wood canopy. On the east facade is an entrance set within a segmental arch. This entrance has a sliding track wood door. The upper facade has no fenestration but is subdivided by brick pilasters. (C)
14. **201-211 E. Water Street** - The one-story brick building at this location was completed in two stages; the east section facing E. Water Street was built in 1940, while the west section on Boonville Avenue was completed in 1948. The main facade facing Boonville Avenue has a chamfered corner entrance with aluminum and glass doors and sidelights. Display windows are aluminum and glass design with concrete sills. At the roofline is concrete coping. The garage bays on the Water Street facade have ca. 1970 overhead garage doors. Original window bays on this facade are multi-light steel and glass design with concrete sills. Above the windows are rows of corbelled brick. An entrance bay on this facade has been enclosed with concrete block. (C)
15. **223 E. Water Street (Harry Cooper Supply Company)** - This three-story brick building was constructed in 1914 to house the Harry Cooper Plumbing Supply Company. The building has a recessed one-story loading dock wing on the east facade. The main section has a central entrance on the main facade with a ca. 1970 aluminum and glass door. Flanking the entrance are original display windows resting on concrete sills and brick bulkheads. Above the display windows is an original seven-light wood transom. The other two storefront bays retain original display windows, brick bulkheads and seven-light transoms. The main facade has three bays separated by brick pilasters. Windows on the upper two floors of the main facade are original two-over-two wood design with the top panel hinged and the bottom panel fixed. These windows have shared concrete sills and soldier course lintels. The brick piers at the third floor level have inset concrete panels. At the roofline is a concrete cornice with modillion blocks. On the east facade windows are similar

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design but set within segmental arches. The loading dock bay is of concrete and has an added metal awning and concrete block wall above the loading bay and on the east wall. The lower facade of the loading dock bay is of original brick. (C)

16. **309-315 E. Water Street (McGregor Hardware Company)** - The McGregor Hardware Company was one of the largest hardware warehouse companies in Springfield during the 20th century. The original five-story brick building at this location was designed in the Art Deco style and completed in 1930. The adjacent nine-story warehouse was erected in 1937. The original five-story building is of brick and concrete construction with the main facade of yellow textured brick. The main entrance is located in the east bay and has original double doors of single-light glass and wood design and multi-light transoms and sidelights. Over the entrance is an original wood canopy. The main facade is divided into six bays with each bay separated by a brick pilaster. The storefront and upper facade bays have original 27-light and 36-light steel hinged windows. Over the windows are concrete lintels and the windows rest on concrete sills. Above the lintels are rows of soldier course brick. At the roofline are stepped concrete pylons at the top of each brick pilaster. Between the pylons are rows of corbelled brick. On the east and west facades of the building there is no fenestration.

On the east facade of the original building is an attached brick and concrete nine-story wing added in 1937. This wing is recessed from the sidewalk and has a concrete loading dock and platform. Doors leading from the wing have ca. 1970 overhead track metal doors. Across the width of the loading dock bay is an original steel awning. Dividing each floor and the window bays on this wing are poured concrete piers and belt courses. Windows on the upper facade are original six-light steel hinged design with concrete sills. At the roofline is concrete coping. (C)

17. **331 E. Water Street (Headley Grocery Company)** - This three-story brick, rectangular plan building was constructed in 1891 to house the Headley Grocery Company, and was soon after acquired by the G.D. Milligan Company. The building has a stone foundation, flat roof, and exterior of stretcher bond brick. On the main (south) facade is the primary storefront. The original doors have been removed and replaced with plywood panels and a ca. 1998 steel and glass door. The storefront retains original display windows, brick bulkheads, cast iron pilasters, and cast iron sills. The cast iron was manufactured by the Springfield Car and Foundry Company. The display windows are original one-over-one wood sash, and across the storefront are added metal awnings. On the upper two floors of the main facade are segmental arched windows. The window openings have been covered with wood panels but the window openings have brick arches and stone sills. The central bay of the third story has Romanesque arched windows. Dividing the bays on the main facade are brick pilasters and between the two floors is a soldier course belt course. Above the third floor windows is a soldier course belt course and a brick and stone corbelled cornice. At the roofline is a stepped parapet with stone coping. On the east facade are sequential arched entrances and windows with brick hood molding. All door and window openings have been enclosed with wood panels. At the roofline is a corbelled brick cornice. On the west facade there is a ca. 1930 concrete loading dock bay. There is no fenestration on the upper floors. (C)

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STATEMENT OF SIGNIFICANCE - SUMMARY

The Springfield Warehouse and Industrial District is significant under National Register Criteria A and C for its role in the growth and development of the city's commercial and manufacturing history, and for its cohesive collection of early 20th century industrial buildings. The district contains a number of the city's most prominent industries of the period, and are representative of Springfield's importance as a regional rail and shipping center. Within the district are seventeen buildings, all but one of which were built between 1891 and 1948. These utilitarian buildings were constructed with elements of the Italianate, Romanesque Revival, and Art Deco styles. This section of Springfield was the center of the city's manufacturing well into the mid-20th century, and the district contains the largest grouping of pre-1948 industrial and warehouse buildings retaining integrity which are extant in downtown Springfield. The district contains sixteen contributing buildings and one non-contributing building. Also within the district are sections of early 20th century railroad grades and tracks which are collectively included as a contributing structure to the district.

The Springfield Warehouse and Industrial Historic District is significant under National Register Criterion A for its importance in local commerce. The district contains a variety of industrial and warehouse buildings which housed some of the city's most prominent businesses of the early 20th century. These businesses included the G.D. Milligan Company, the Springfield Ice and Refrigerator Company, the McGregor Hardware Company, and the Harry Cooper Supply Company. These companies are featured in many historical accounts of the city and occupied large buildings or complexes adjacent to the railroad lines in this area. The companies are representative of Springfield's importance as a regional shipping center for agricultural products and goods such as hardware supplies. The buildings continue to remain occupied for industrial or warehouse purposes.

The Springfield Warehouse and Industrial Historic District is also significant under National Register Criterion C for its architectural significance. The district is the largest grouping of intact pre-1948 warehouse and industrial buildings remaining in the city. Built in largely utilitarian forms, several of the buildings were designed with detailing and decoration of the Italianate, Romanesque Revival, and Art Deco styles. Most buildings retain their original form and plan, and alterations have been largely confined to window replacement or concealment. The buildings are located within an industrial and manufacturing section of the city, and its setting along with numerous adjacent railroad tracks and grades contribute to the district's sense of time and place. Collectively, these buildings are representative of the city's industrial and warehouse architecture of the early 20th century, and it is the only such area identified in downtown Springfield retaining a high degree of integrity.

HISTORICAL BACKGROUND AND SIGNIFICANCE

Located in southwest Missouri, Springfield is one of the most prominent cities in the state and the surrounding Ozark region. Springfield's rich history as a leading manufacturing and industrial center is anchored in its early establishment as a processing, supply, shipping, and distribution point for the region's agricultural products and natural resources. The railroad and its impact were the most significant factors in the city's ability to achieve and maintain this substantial position. From its arrival in 1870, the railroad shaped Springfield's economy and character. Combined with Springfield's advantageous location, fertile surrounding land, and industrious population, this new mode of transportation spurred the growth of numerous enterprises and transformed the small town into a leading industrial city.

Springfield began as a pioneer settlement in the early 1830s as families from Kentucky, North Carolina, and Tennessee pushed the frontier westward. In what had recently been Kickapoo, Delaware, and Osage Indian territory, early settlers cleared the land, built homes, sowed crops in the area's fertile soil, and soon established a small but thriving community. Greene County was formed in 1833, and a public square was surveyed and platted in 1836 on land donated by one of its first settlers, John Polk

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Campbell from Tennessee. Two years later the town of Springfield was officially incorporated and contained some three hundred residents.¹ The main arteries in town were Boonville and South Avenues, which led north and south from the public square, and College and St. Louis Streets, which traversed east and west.

Springfield grew steadily throughout the 1840s and 1850s. Farming supported most of the population with ample supplies of produce, grains, poultry and livestock. The first bank, a branch of the Missouri State Bank, opened in 1845 and provided capital for budding businesses. Early industries included the carding of wool for homespun cloth and the tanning of hides for leather. A horse powered carding machine was in operation during these years, and on the west side of Boonville Avenue was a tanning yard, which spawned other endeavors such as the making of boots, shoes, saddles, and other leather goods.² Most of these early industries located in the area just to the north of the Public Square in the valley of Jordan Creek. The creek was an intermittent water source but prone to flooding which discouraged extensive residential development. In the mid-1850s, John Caynor opened the O.K. Flouring Mill on W. Mill Street in this area, and Hancock Hardin and Company began a tobacco factory on Main Street. In 1858 the town's first foundry opened east of the Public Square on Jefferson Avenue.³

By the eve of the Civil War, Springfield had developed into a prosperous small town. The Public Square housed a bustling commercial district that did over \$300,000 in trade in 1858. Merchants included numerous tailors, milliners, shoe shops, and jewelers. Wagon, harness and saddlery shops outfitted equestrian needs, and an assortment of painters, carpenters, and masons met the housing demands of a growing population.⁴ The Civil War temporarily halted this prosperity as Springfield was under military occupation during most of the conflict. After the war, however, the town drew many newcomers and Springfield quickly resumed its healthy economic activity. Rapid growth occurred and industry flourished in the form of cotton, woolen, and planing mills, foundries, and meat and grain enterprises.⁵ This growing trend toward industry was soon dramatically increased by the arrival of the railroad.

Many of the newcomers were drawn to Springfield by the anticipation of the arrival of a transcontinental railroad line through the city. As early as 1850, plans were made to construct the southwest branch of the St. Louis and San Francisco Railroad through the Springfield area. The land grant for the line was approved in 1852, and in expectation of the potential economic opportunity it would bring, land values rose, the population increased, retail businesses expanded, and manufacturing enterprises were established.⁶

¹The History Museum for Springfield-Greene County. Crossroads at the Spring: A Pictorial History of Springfield, Missouri. Shanna Boyle and Julie March, eds. (Virginia Beach: The Donning Company Publishers, 1997), 9-12.

²Ibid., 666-667.

³Ibid.

⁴John Phelps. History of Greene County, Missouri. (St. Louis: St. Louis Western Historical Society, 1883), 738.

⁵Fairbanks and Tuck, 669.

⁶Jill Johnson. Commercial Street Historic District National Register Nomination, 1993, section 8, page 2.

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Due to a variety of financial difficulties and the Civil War, the railroad did not become a reality in Springfield until 1870, and it did not arrive without controversy. In an effort to cut costs, the South Pacific Railroad Company decided to take the most direct route through Greene County. This meant that the line would be located more than a mile north of Springfield's center. Wanting the line closer to their established business district, residents appealed the decision. The company would only agree on the condition that the town pay the additional costs. Springfield citizens refused. Meanwhile, prominent Springfield residents Dr. Edwin T. Robberson, S. H. Boyd, and Charles Edward Harwood, who together owned five hundred acres on the proposed railroad site, formed the Ozark Land Company and enticed the railroad to maintain the original site. They offered the railroad company an attractive proposition that included a 200 foot right-of-way, a forty acre tract for railroad shops, and a pledge to plat a town near the depot. The men also agreed to transfer half ownership of this new town to the railroad company. Unable to refuse such a bargain, the South Pacific Railroad Company built its line north of Springfield; as a result, the new town of North Springfield was established.⁷

Construction of North Springfield began immediately after the town was platted in 1869, and its wide streets and large public squares rapidly filled with a variety of enterprises. Numerous businesses sprouted up along Commercial Street, the main thoroughfare on which the depot was located. The first building on the street was the Ozark Land Company's real estate office, and soon rows of commercial buildings lined both sides of the street between Washington and Lyon Streets. By the time trains made their first stop in April of 1870, the town had close to 400 residents and thirty businesses. Businesses included buggy and wagon works, machinery shops, and agricultural implements. The most desired business locations were near the passenger depot at Benton Street and near the freight depot at Boonville Avenue.⁸

North Springfield's quick success caused much concern among Springfield residents, and a strong rivalry between the two communities soon developed. Springfield citizens embarked on a concentrated effort of public improvements and commercial development. In 1872, Springfield residents approved \$22,000 in bonds to assist manufacturing enterprises.⁹ But the railroad benefited both towns, and eventually time proved that neither would eradicate the other. They ultimately resolved their differences and consolidated into one city in 1887.

The much anticipated railroad did have a tremendous impact on Springfield's industrial development. The tracks expanded Springfield's established agricultural-based economy by making locally grown and produced goods available to new and broader markets. The Frisco line, as it became known, connected local manufacturers and tradesmen with major regional cities, and exported agricultural products and natural resources. The railroad also chose to locate the repair and maintenance shops for its entire line in North Springfield. The largest of its kind west of the Mississippi, it became one of the city's largest employers. Construction on Commercial Street continued as businesses developed. Near the freight depot north of Commercial Street, liverys, feed stores, and wagon yards were prevalent.¹⁰ Commercial Street remained an important business center in Springfield into the 20th century, and the Commercial Street Historic District was listed on the National Register in 1983.

⁷Ibid., 3-4; Phelps, 778-780.

⁸Johnson, 3-4; Dick Grosenbaugh, Million Hours of Memories, (Springfield, MO: Springfield Sesquicentennial Committee, 1979) not paginated.

⁹Fairbanks and Tuck, 669-670.

¹⁰Johnson, 8.

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Farmers developed their land in the region with the knowledge that their products could reach wider markets. Agricultural production rose dramatically as orchards abounded and cattle were raised in large numbers.¹¹ In 1880, Springfield's export of livestock was valued at \$303,550 and included over 3,000 head of cattle, 17,030 hogs, 5,100 sheep, and 532 mules and horses. Area farmers also shipped out hides, poultry, dairy products, wheat, oats, and numerous vegetables.¹² In addition locally produced tobacco, wool, and cotton were both exported and used in local manufacturing plants.

Cotton and woolen mills along with flour and other grain operations opened to be near both raw materials and available shipping. The Springfield Cotton Mills, established in 1872, utilized 3,000 spindles in 1881 and converted 1000 bales of cotton into fabric annually. The Queen City Mills, which began operation in 1879, produced 150 barrels of flour a day and shipped to markets in the South and East. The smaller operation of the Eagle Mills produced flour primarily for the local market.¹³

A significant agricultural processing center, Springfield became an even more important distribution and shipping center. Wholesale trade increased with businesses serving a marketplace that covered much of southwest Missouri and northern Arkansas. One local historian of the period claimed that areas within a fifty mile radius of Springfield were dependent upon the city for supplies. This distance was increased to 150 miles to the south because residents of northern Arkansas were blocked from what would be closer markets by the Boston Mountains. With such a broad reach, Springfield largely controlled the jobbing trade of the region.¹⁴

The city's position strengthened further with the construction of the Kansas City, Fort Scott, and Memphis Railway in 1881. This new addition, which eventually merged with the Frisco, opened direct communication and trade with major national markets such as Chicago and Memphis, which was a major shipping point in the Southeast for a variety of products including grains, textiles, produce, and tobacco. The new railway also meant that Springfield no longer had to depend on one city or one railroad for exports, supplies, and transportation. The coming of this line also forced the St. Louis and San Francisco Railway Company (which had by this time taken over the Atlantic and Pacific Railroad Company) to reduce its excessive shipping rates. The new advantageous rates then greatly increased Springfield's jobbing business throughout the 1880s and 1890s. Wholesale trade increased, timber and mineral resources developed and agricultural activities diversified. By 1891, Springfield's jobbing houses exceeded \$6,000,000 in annual trade that covered twelve states and it had become the principle shipping point for the Ozark region.¹⁵

By the 1890s, industrial and warehouse development in Springfield shifted away from Commercial Street following the completion of a branch of the Frisco Railroad, and the Kansas City, Fort Scott and Memphis Railroad through the Jordan Creek Valley. These railroad lines were completed along what is now Mill and Phelps Streets, and several spur lines along adjacent

¹¹Grosenbaugh. Morey W. McDaniel, "A Comparison of Springfield and Joplin, Missouri." (B. A. thesis, Wesleyan University, 1961), 14-15.

¹²The History Museum for Springfield-Greene County, 27.

¹³Phelps, 670.

¹⁴McDaniel, 15.

¹⁵Ibid., 15-16; Historical and Descriptive Review of Missouri. (Kansas City: John Lethem, 1891), 64-65.

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streets were also completed. This area had traditionally been a center for industry and manufacturing, and these railroads spurred new construction. In 1891, the Headley Grocery Company built a large three-story brick building on E. Water Street, and this company became known as a regional shipper of tobacco and cigars.¹⁶ The building was later the home to the G.D. Milligan Company which was also a prominent Springfield wholesale grocery company of the early 20th century. In 1915, owner G.D. Milligan was described as the "pioneer jobber in his line."¹⁷ Additional brick warehouse buildings were constructed in the early 1900s at 401-407 W. Mill Street and 411-417 W. Mill Street. Both buildings were designed with rail access at the front and rear, and contained wholesale grocery businesses. The building at 410-407 W. Mill Street housed the Andrew Rebori Wholesale Fruit and Produce Company which was also a well known regional produce business.¹⁸

The railroads also encouraged the rise and success of many manufacturing companies in Springfield. One of the city's leading businesses, the Springfield Wagon Company, became famous nationwide for its quality products. Founded in 1870, the company remained in business for seventy years. In 1881, its one hundred employees produced two thousand wagons per year.¹⁹ The company built a large complex near National Avenue which contained several multi-story brick buildings. Also in the late 19th century, Springfield had two iron foundries, a carriage factory, and several tobacco and cigar factories.²⁰ After the turn of the century, the Anchor Broom Manufacturing Company employed 100 people and produced 3,000 brooms daily. The Herman-Sanford Saddlery Company, located at Jefferson and St. Louis Streets, manufactured products not only for the region, but also for the U. S. Army during World War I.²¹

In 1911 Springfield's population had reached 45,000 and the city contained 200 jobbing concerns. A Jobbers' and Manufacturers' Association was organized in 1910 to "promote cooperation in upbuilding of the city's commercial and industrial interests."²² In 1909, the Frisco line opened new large machine shops and again employed hundreds of Springfield residents. A new water plant built in 1912 made indoor plumbing more widely available, and electricity was increasingly used. Springfield's economy became more diversified in the early 20th century when "lead mining, brewing, carriage building, printing, lumber processing, and iron working took their places in the manufacturing sector."²³

¹⁶ Historical and Descriptive Review of Missouri, Volume I. (Kansas City: John Lethem, 1891), 90.

¹⁷ Jonathan Fairbanks and Clyde Edwin Tuck. Past and Present of Greene County, Missouri, Vol. I. (Indianapolis: A.W. Bowen & Company, 1915), 664.

¹⁸ Merchants and Manufacturers Record of Springfield, Missouri. (Springfield, Missouri: A. Owen Jennings, 1906), n.p.

¹⁹ Crossroads at the Spring, 30.

²⁰ Grosenbaugh.

²¹ Ibid.

²² Fairbanks and Tuck, 671-673.

²³ Crossroads at the Spring, 30.

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The lumber industry, and meat and dairy production were other important Springfield enterprises supported by the expanding market offered by the railroad. Established around 1881, the yard of S. A. Brown & Co., Lumber located at 516 Boonville Avenue, had an "\$8,000 stock of lumber, sash, doors, blinds, posts, cement, hair, etc."²⁴ William. M. Crighton, Dealer in Full Cream Cheese and Creamery Butter, was situated at 220 South Campbell Street. Crighton was a Scottish immigrant who had a large cheese factory in Willard, Missouri and operated a large wholesale business at his Springfield location. After the railroad was completed north of the Public Square, Crighton moved his business to a two-story brick building at 212 Phelps Street.

The growth of Springfield's meat and dairy industry led to the construction of two large cold storage complexes at the turn of the century. The Armour Company built a creamery at the southeast corner of Phelps Street and Campbell Avenue by 1900, and constructed a creamery and cold storage warehouse. Two spur lines led to this complex and the three-story creamery building processed cheese and other dairy products. A two-story brick boiler house was also constructed around 1900 to house coal fired furnaces to heat and cool the plant. Just south of this complex was the Springfield Ice and Refrigerator Company which constructed a series of buildings in the early 1900s. This company was operated by B.E. Meyer and he had the two-story brick building at 305 W. Mill Street constructed in 1914.²⁵ The company became one of the major cold storage plants in the city and built a new four-story building in 1927. This building was also enlarged in the 1940s into its present appearance.

The completion of the Missouri Pacific Railroad through the city on Water Street in 1907 also spurred additional growth and development. Several 19th century industrial buildings were razed to make way for new buildings such as the Harry Cooper Supply Company at 223 E. Water Street. This building was completed in 1914 and housed 30,000 square feet of floor space for plumbing supplies. The company was one of the major plumbing supply houses in southwest Missouri and remained at this location until 1950 when it built a larger warehouse on N. Sherman Street.²⁶ The McGregor Hardware Company also constructed a large complex on Water Street in the early 20th century. Founded in 1866 by John McGregor, this business was one of the oldest in Springfield.²⁷ The company continued to enlarge its operation and built a five-story brick and concrete building at 309-315 E. Water Street in 1930. The success of this company resulted in an additional nine-story reinforced concrete warehouse in 1937. This company shipped hardware supplies throughout the region by both truck and rail.

The buildings constructed by these companies reflect industrial and warehouse designs common to the period. The influence of the Italianate and Romanesque Revival styles of the turn of the century are evident in the buildings at 212 Phelps Street, 305 W. Mill Street, and 331 E. Water Street. These large masonry buildings were designed with large open floor space for display and storage, and embellished on the exterior with segmental arched windows and decorative brick corbelling. The form of several of the buildings reflect their function such as the cold storage facilities at 326 Phelps Street and 325 W. Mill Street, which lack extensive fenestration to aid in their interior climate control. The McGregor Hardware Company Building at 309-315 E. Water Street is reflective of the widespread use of large expanses of windows and reinforced concrete which was common in pre-World

²⁴Historical and Descriptive Review of Missouri, 81.

²⁵ Fairbanks and Tuck, Vol. II, 1373.

²⁶ Harris and Phyllis Dark, Springfield of the Ozarks, An Illustrated History, (Woodland Hills, California: Windsor Publications, 1981), 186.

²⁷ Fairbanks and Tuck, Vol. I, 669.

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War II industrial buildings across the country.²⁸ Altogether, the buildings within the district represent a cross section of typical Midwest industrial and warehouse designs from the 1890s to the 1940s.

The only other significant concentration of warehouse buildings in the city is located along Commercial Street in the area which originally developed as North Springfield. In the late 19th century, Commercial Street was home to a variety of warehouses, retail stores, saloons, and hotels.

As the 20th century progressed and the country became more urban, the rural population began to dwindle. The Great Depression forced many farmers into the city, and Springfield's economic base shifted from one based on the processing and distribution of agricultural products to manufacturing. In the 1950s, Springfield's concerted effort to attract industry resulted in the establishment of several manufacturing plants. These included: the Lily Tulip Cup Corporation, the Dayton Rubber Company, the Royal Typewriter Company, the Minnesota Mining and Manufacturing Company, and the Zenith Radio Corporation.²⁹ Most of these firms established themselves on the edges of the city limits to be accessible by both rail and highway. In the mid-1970s there were more than 200 manufacturing firms in the city with many located in industrial parks adjacent to Interstate 44.

The importance of the industrial and warehouse area in the Jordan Creek valley declined after World War II as rail transportation lessened and the trucking industry increased. Older businesses closed such as the Armour Company's creamery while others moved to more accessible locations. Many of the area's turn of the century industrial and warehouse buildings were razed and replaced in the 1950s and 1960s with new brick and concrete buildings housing small manufacturing companies. Due to these events, the Springfield Warehouse and Industrial Historic District is the only concentration of pre-1948 buildings in the Jordan Creek Valley which retain their early 20th century character. Most buildings continue to be occupied by cold storage companies, paper companies, and other warehouse uses. The buildings within this area are also being examined for their adaptive reuse as part of overall downtown revitalization efforts.

²⁸ Carole Rifkind, A Field Guide to American Architecture, (New York: New American Library, 1980), 293.

²⁹Ibid., 32-33.

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UTM REFERENCES

Springfield, Missouri USGS Map/Zone 15

- A. 473840/4118230
- B. 473915/4118230
- C. 473915/4118280
- D. 474080/4118280
- E. 474080/4118180
- F. 474300/4118180
- G. 474300/4118100
- H. 474100/4118100
- I. 474050/4118120
- J. 474050/4118160
- K. 473840/4118160

VERBAL BOUNDARY DESCRIPTION

The boundary of the Springfield Warehouse and Industrial District includes the following: on Greene County Tax Map 88-13-07-24-2, Block 208, parcels 1, 2, 19, and 20; on Greene County Tax Map 88-13-07-14-4, Block 406, parcels 9 and sections 29, 30, and 31 of parcel 10; and on Greene County Tax Map 88-13-07-13-3, Block 310, parcels 2, 6, 8, 9, 10, and 11.

BOUNDARY JUSTIFICATION

The boundary of the Springfield Warehouse and industrial District includes the largest collection of contiguous pre-1948 buildings retaining integrity in the industrial area north of the Public Square. The boundary is drawn on the west to exclude altered pre-1948 buildings and industrial buildings and structures constructed in recent decades. The northern boundary is drawn to exclude buildings largely constructed after 1950. The eastern boundary is drawn to omit heavily altered milling and agricultural complexes of the mid-20th century, as well as altered commercial buildings and vacant lots on the east side of Boonville Avenue. To the south of the district boundary are large vacant lots which are planned to be the location for a city park in the future.

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Springfield Warehouse and Industrial Historic District

Springfield, Greene County, Missouri

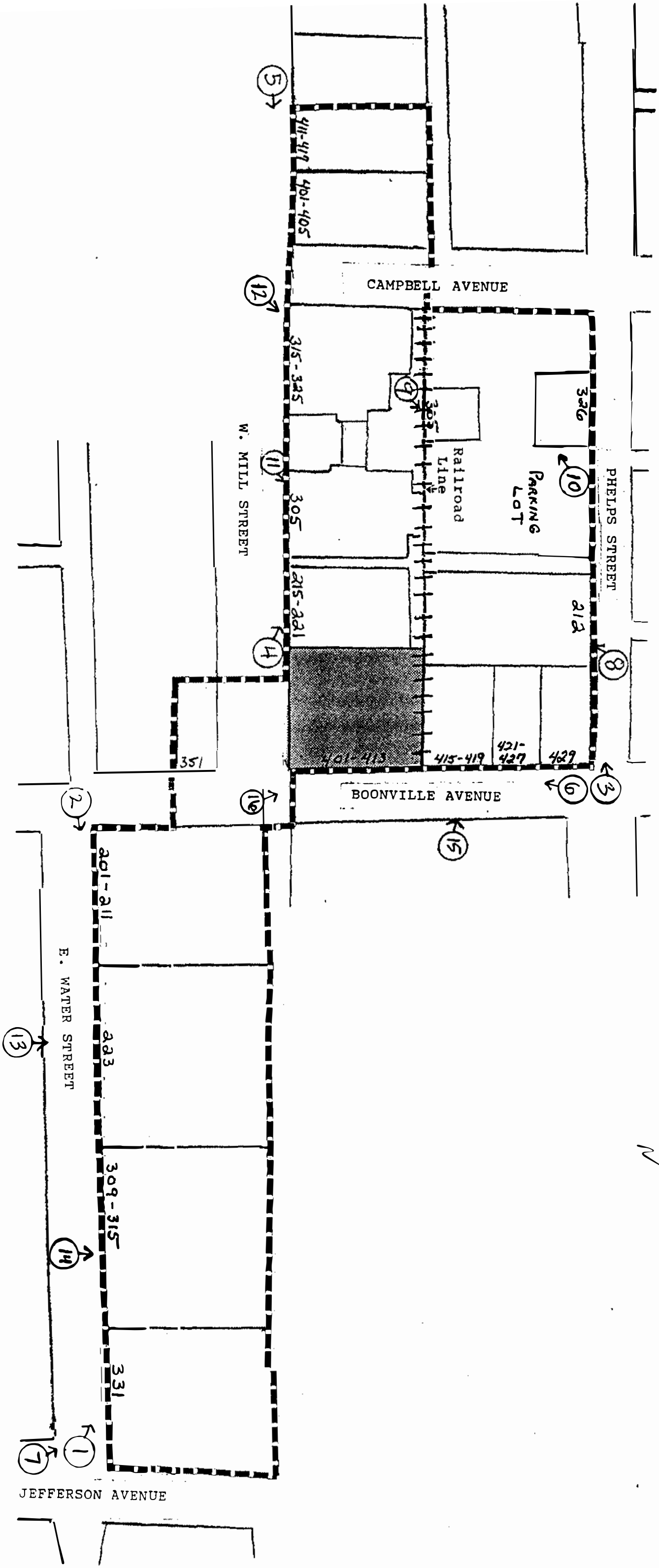
Photo by: Thomason and Associates

Date: August, 1998

Location of Negatives: Historic Preservation Program, Department of Natural Resources

(The above information applies to all photographs)

- Photograph No. 1: Streetscape, 300 block of E. Water Street, view to the northwest.
- Photograph No. 2: Streetscape, 200 block of E. Water Street, view to the northeast.
- Photograph No. 3: Streetscape, 200 block of Phelps Street, view to the southwest.
- Photograph No. 4: Streetscape, 300 block of W. Mill Street, view to the northwest.
- Photograph No. 5: Streetscape, 400 and 300 blocks of W. Mill Street, view to the northeast.
- Photograph No. 6: Streetscape, 400 block of Boonville Avenue, view to the southwest.
- Photograph No. 7: 331 E. Water Street, view towards the northwest.
- Photograph No. 8: 212 Phelps Street, view towards the southwest.
- Photograph No. 9: 305 W. Mill Street (Boiler House), view towards the north.
- Photograph No. 10: 326 Phelps Street, view towards the southwest
- Photograph No. 11: 305 W. Mill Street, view towards the northeast.
- Photograph No. 12: 315-325 W. Mill Street, view towards the northeast.
- Photograph No. 13: 223 E. Water Street, view towards the north.
- Photograph No. 14: 309-315 E. Water Street, view towards the northwest.
- Photograph No. 15: 415-419 N. Boonville Avenue, view towards the northwest.
- Photograph No. 16: Streetscape, 400 block of Boonville Avenue, view towards the northwest.



Springfield Warehouse and Industrial District
 Springfield, Greene County, Missouri
 Scale: 1" = 100'
 N
 Photo Key: ○

■ : Noncontributing































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