

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.

1. Name of Property

historic name Federal Cold Storage Company Building

other name/site number Rock Island -Frisco Terminal Railway, Gateway Refrigeration

2. Location

street & town 1800-28 North Broadway N/A not for publication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

3. State/Federal Agency Certification

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

November 24, 2009
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

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

☐ 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:) _____

Federal Cold Storage Company
Name of Property

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

5. Classification

Ownership of Property

(check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(check only one box)

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

Number of Resources within Property

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

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Function

(Enter categories from instructions)

Commerce: warehouse, commercial storage

Current Function

(Enter categories from instructions)

Vacant

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and early 20th Century American Movements

Materials

(Enter categories from instructions)

foundation	Concrete
walls	Concrete
	Brick
roof	Concrete
	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

Federal Cold Storage Company
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.)

Areas of Significance

(enter categories from instructions)

Industry

Architecture

Period of Significance

1922-1959

Significant Dates

N/A

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Joy, S. Scott (architect)

Sproul, E. W., Company (builder/contractor)

Stiegemeyer, O. W. (architect)

Rosenmeyer, M. P., Inc. (builder)

Murch-Jarvis Construction Company (builder)

☒ See continuation sheet(s) for Section No. 8

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 # _____

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

Federal Cold Storage Company
Name of Property

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

10. Geographical Data

Acreage of Property 4.12 acres

UTM References

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

1 1/5 7/4/4/9/0/9 4/2/8/1/0/2/4
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 & Matt Bivens
organization Lafser & Associates date 16 September 2009
street & number 20 North Main Suite 102 telephone 573-339-4625
city or town Cape Girardeau state MO zip code 63701

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 David Machecha c/o Stephen Symsack Coldwell Banker Commercial
street & number 8820 Ladue Road telephone
city or town St. Louis state MO zip code 63124

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.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

Summary

The Federal Cold Storage Building, located at 1800-1828 North Broadway in St. Louis (Independent City), MO, is a 1922 multi-colored brick industrial building with modest Art Deco terra cotta detailing. The structure consists of a four-story warehouse that sits at the corner of North Broadway and Brooklyn Street, with a two-story tank storage room, two-story engine room, and three-story ice storage room attached on the north. The warehouse is windowless, with the exception of three boarded over openings on the first level. The detailing on this portion of the building consists of brick pilasters topped by cruciform terra cotta caps and terra cotta capped shaped parapets at the building's corners. The two-story portion features metal hopper windows with terra cotta sills on the North Broadway façade, portions of which are boarded over. The rear façade faces an open parking lot and features truck bay doors and a loading dock. The interior retains the original open floor plan with mushroom shaped supports in the warehouse and ice storage room. The original warehouse freight elevators are intact and in working condition. The engine rooms retain historic mechanical systems. The intact concrete and brick walls as well as the original wood and concrete floors are in good condition throughout the majority of the building. With the exception of the office spaces remodeled since the period of significance (1922-1959), the facility looks much as it did at construction. The building is in good condition, though it has suffered some insensitive brick repair and the loss of some of the original brick pilasters on the rear addition. Reversible masonry infill of windows on the northern façade and the installation of new mechanical housing on the northern façade are the primary changes to the exterior. The Federal Cold Storage Company Building continues to express its association with the industrial cold storage function for which it was constructed.

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Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

Elaboration

Site

The Federal Cold Storage building sits on the southwest corner of St. Louis City Block 250 south, occupying a site of approximately 4.127 acres; the property is bounded by North Broadway Avenue to the west, an office building to the north, North 2nd Street and a former railroad bed (visible, though paved over at some time) to the east, and Brooklyn Street to the south. The Mississippi River is approximately two blocks to the east of the property.

The building consists of four interconnected structures, all of which were constructed in 1922. These include a warehouse, tank storage room, engine room, and ice storage room (See Figure 1). Each building portion was used for a specific purpose, and thus constructed as its own structure to best accommodate its purpose. Descriptions of each section are as follows:

Warehouse

The brick, four-story warehouse is located at the southwest corner (Portion A in Figure 1). This portion of the building was used for commercial storage, and features reinforced concrete with twelve inch brick curtain walls with a painted concrete foundation. The west (primary) elevation is divided into ten bays by brick pilasters with cruciform terra cotta capping. The fenestration on the west façade is restricted to the first level, consisting of a single boarded-over opening in each of the southern three bays. The central four bays of the first level are occupied by a recessed loading dock (See Photo 1). The dock access is divided by a round steel column, and the dock itself is accessed by a set of metal stairs. The tops of four mushroom shape columns are exposed through the wall, separating a recessed metal door in the central bay from a corrugated metal panel obscuring an entrance in the northern bay (See Photo 2). The windows of the northern bays have been in-filled with brick and painted. In the northern bay of the first level is a metal door with a terra cotta label mold, which is only operable from the interior. Terra cotta coping lines the flat roof, with additional detail added on the shaped parapets at the corner (See Photo 3).

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Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

The south elevation faces Brooklyn Street. This elevation is divided into eight bays, separated by brick pilasters with cruciform terra cotta caps. The terra cotta coping and corner shaped parapets continue from the main façade to this elevation. Remnants of painted signage in the first three bays of the fourth-floor advertises "Gateway Refrigeration" (See Photo 1). A concrete ramp in the second, third, and fourth bays accesses a door opening with brick in-fill in the first level of the second bay (See Photo 1). The raised basement level can be seen on the south elevation, with a brick filled doorway in the seventh bay. Deteriorating material on the raised basement in the eighth bay reveals an in-filled brick wall behind the concrete casting that originally provided access to a stairwell (Photo 4).

The ten bays of the east elevation are separated by concrete structural supports that appear to have featured brick pilasters with terra cotta caps as found on the west and south elevations. Metal drain spouts are situated between the third and fourth bays, and the seventh and eighth bays. The decorative terra cotta coping found on the Broadway and Brooklyn elevations is not included on the west elevation, but instead a simple red terra cotta coping enhances the flat roof. Eight overhead rolling garage doors are found in the central eight bays, covered by a metal awning. The garage doors of the outer bays have been boarded over (See Photo 5).

The north elevation of the warehouse connects to the "tank storage" area of the building. The exposed portions of the warehouse are black brick walls, including the four stories of the first bay, the third and fourth stories of the remaining bays (See Photo 5). The decorative terra cotta coping is used on the corner shaped parapet, but does not continue along the rest of the roofline.

The interior of the warehouse is comprised primarily of open storage rooms with floating wood floors over concrete, supported by mushroom shaped concrete columns. The walls are made of concrete, insulated with cork (See Photo 6). The original four-shaft freight elevator is intact at the center of the building, and remains in working order. An office in the northwest corner of the building has been remodeled to include tile floors and wood paneling. A concrete stairwell in the same corner of the building is lined with glazed brick, with doors opening to both the warehouse and the tank storage room (Photo 7). Unfortunately, the building was not properly defrosted, causing portions of the

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Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

walls and ceilings to pull away from the insulation. Overall, the warehouse is in good to excellent condition, and fully expresses its function as a cold storage facility.

Tank Storage Room

Connected to the north wall of the warehouse is the two-story tank storage portion of the building (Portion B of Figure 1), which stored ice on the first level and the water tanks on the second level (See Figure 2). The two-bay north elevation features a recessed loading dock on the first level and four multi-light metal hopper windows with terra cotta sills on the second level, each separated by a brick pilaster. The loading dock is separated by a concrete catwalk that terminates in a steel column. Three concrete, mushroom shaped support columns protrude from the recessed wall, creating four painted bays. The northern bay features a projected four pane metal window. A narrow, metal, rectangular door is located approximately one foot off the ground and its size suggests it was not used as a portal for human access. In the third bay, a swinging metal door is fixed shut. The fourth bay includes a boarded window in the northern half and a recessed metal door in the southern half of the bay. (See Photo 8)

The southern elevation connects to the warehouse, and is completely obstructed from view.

The east elevation consists of two bays separated by a brick pilaster. The upper level includes four metal, multi-light hopper windows. The lower level includes rolling overhead garage doors and a concrete loading dock covered by a metal awning (See Photo 5). A parapet wall appears to have been included on this two-story section to make the roofline level with the three-story ice storage room on the north.

The north elevation is attached to the engine room and ice storage room, and view of this elevation is completely obstructed.

The interior of the building features storage space and some small offices on the first level (added after the period of significance, see photo 9) and an open floor plan with a concrete floor and concrete walls on the second level, which have been covered in foam

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Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

insulating board. The steel support structure is evident in this portion of the building, extending down from the ceiling. It is connected to the warehouse through two doors on the first level and catwalk openings on the second level. It connects to the engine room through a raised metal cargo door in the northern wall. (See Photo 11) The first level was used for ice storage, and is open to the loading dock doors.

Engine Room

The mechanical functions of the building were relegated to a two-story portion on the northwestern corner of the building that is nearly triangular (Portion D in Figure 1). The western elevation is two bays wide, featuring boarded over, multi-light hopper windows with terra cotta sills in the first and second level of the southern bay. The northern bay includes a metal security gate that partially obstructs a sliding overhead glass and metal garage door. Multi-light fixed metal windows with metal grid work for security are found as sidelights with terra cotta sills (See Photo 11).

The southern elevation connects to the tank storage room, and is completely obstructed.

The eastern elevation is connected to the ice storage room, and is completely obstructed.

The northern elevation of the building is divided into five bays by simple brick pilasters. The eastern bay has a half parapet wall that connects to the northern wall of the ice storage room. The narrow openings of the first and second level have been boarded over. The wide window openings on the first and second level of the second bay have terra cotta sills and are boarded over. The third bay features metal hopper windows in the second level with a terra cotta sill. The first level contains a boarded opening with a wood door and recessed garage opening. The window openings of the first and second level on the fourth bay have been boarded over. Paired metal sash windows with wood plywood surrounds are featured in the openings of the western bay. Some insensitive brick repair has occurred at the roofline of this bay, wrapping around to the western

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Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

elevation. Pipes for the exterior mechanical systems run through the first floor opening in the third bay and the second floor openings in the first and third bays (See Photo 11).

The interior includes many original and historic mechanical systems. The rooms are primarily open, with concrete floors and glazed brick walls (See Photo 12). The roof is accessed by a wood stairwell on the second level of this portion of the building, and a half size wood door opens onto a catwalk in the ice storage room. This portion of the building has experienced the most interior damage due to broken windows that have exposed the original structural elements to the environment, causing water damage to some of the walls and mechanical systems.

Ice Storage Room

The ice storage room is located on the northeast corner of the building (Portion C in Figure 1). Producing and storing the ice for the complex and shipment, this portion of the building was constructed similar to the warehouse in that it has reinforced concrete with twelve inch brick curtain walls and few openings. The eastern elevation is completely obstructed by the engine room.

The southern elevation is completely obstructed by the tank storage room.

The western elevation includes eight bays separated by brick pilasters, with square vents located in the third story of the third and sixth bays. The flat roof is coped with simple terra cotta tiles. The first level is comprised of four rolling, overhead garage doors in the first four bays, with a single metal door in the fifth bay. A concrete loading dock runs along this elevation, with a metal awning and bracketed supports (See Photo 5).

The northern elevation is a three story blank wall with three iron hooks on the second level (See photo 13). A corner portion of the building attaches to the northern elevation of the engine room. This portion of the ice storage room is also a three story black brick wall, with a metal generator obstructing the first two levels. Faded paint on the third level advertises for "Gateway Refrigeration." (See Photo 11)

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Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

The interior of this portion of the building has an open floor plan with three story ceilings, concrete floors, and brick walls. The dock doors open into a separate room, which is accessed by a large metal cargo door.

Integrity

While the building still personifies a 1922 cold storage structure (See Figure 3), the facility has undergone a few changes during the period of significance to maintain business for nearly a century. The changes have mostly been limited to the exterior, with a few exceptions including a 1943 interior partition in the cold storage building,ⁱ 1958 repairs to a three-story, brick, cold storage warehouse (most likely the ice storage room), and the construction of two small offices on the first level of the tank room after the period of significance. The rear of the building received most of the alterations, including a 1944 loading dock and canopy on the warehouse portion of the building, and an extension of the dock in 1959.ⁱⁱ

These changes occurred primarily on the rear of the building, impacting only the east façade and making it more accessible to refrigerated truck distribution than rail car transportation. The interior alterations to the building have been minimal, separating one portion in the warehouse (as noted above) as well as the application of wood paneling to the office walls since the period of significance. The building continues to retain the workmanship, materials, association, feeling, design, location, and industrial setting of a 1922 cold storage facility and reflects the unique construction of the city's largest cold storage building.

ⁱ The partition wall was designed by local St. Louis County, Ladue-based architect O. W. Stiegemeyer and builder J. E. Williams Construction Company (of St. Louis City). The design plans suggest that the portion to receive the alteration was the "poultry refrigerating and packing room." Building permits on file with the St. Louis City Assessor's Office.

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Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

ⁱⁱ The Rock Island and Frisco Terminal Railway Company made \$5,000 worth of alterations and repairs to the loading dock in 1945, and Federal Cold Storage repaired it again in 1958. The following year the company hired local builder, the Murch-Jarvis Construction Company to extend the loading dock on the warehouse. Building permits on file with the St. Louis City Assessor's office.

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Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

Summary

The Federal Cold Storage Company Building, located at 1800 N. Broadway, is locally significant under National Register Criterion A: Industry for its association with the development of the cold storage industry in St. Louis. It is also significant under National Register Criterion C: Architecture as an excellent representative example of S. Scott Joy's industrial and cold storage designs. Constructed in 1922, the Federal Cold Storage Company building was the largest cold storage facility west of the Mississippi River at the time, offering 3,000,000 cubic feet of warehouse space. Its unique design incorporated direct access to a temperature controlled internal loading dock that permitted Terminal Railroad cars to be iced quickly and perishable goods to be loaded and unloaded without spoiling. The building's internal railcar switch helped the Terminal Railroad compete with other local rail companies that had utilized direct access to cold storage facilities for decades. S. Scott Joy's design for the Federal Cold Storage building features minimal ornamentation with a nearly windowless multi-level warehouse and ice storage and production house, as well as cork insulation, and a completely concrete structural system to maintain low temperatures. With few subsequent changes, this superior plan allowed the Federal Cold Storage Company to become the largest cold storage entity in St. Louis. Federal Cold Storage sold the building to Gateway Refrigeration between 1959 and 1961, and the structure continued to function as a cold storage facility until 2009. It is St. Louis's only remaining cold storage facility from the early twentieth century with direct railroad access, and the oldest facility used exclusively for cold storage. The building continues to represent Joy's design for cold storage buildings in the early twentieth century, and retains its association with the cold storage industry from 1922- c.1959, when the Federal Cold Storage Company left the building.

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Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

Background:

When the Federal Cold Storage Building was constructed on North Broadway in 1922, it was built in a section of St. Louis that had experienced a dramatic shift from a residential community in the mid 1800s to an industrial and commercial center at the turn-of-the-century. This change was caused in large part by the establishment of railroad depots along the Mississippi riverfront.¹ One of the primary depots was located on the west side of Collins Street between Dickson and Cass Avenues. It was owned by the Terminal Railroad Association, which distributed most of St. Louis's \$200 million heavy wholesale dry-goods products at the turn-of-the-century.² The unloading of goods from the Rock Island- Terminal Railroad depot and the other railroad depots caused investors to build warehouses nearby to store products for later distribution. It also encouraged businessmen to establish shops a few blocks west of the depot along the North Broadway, cross-city streetcar line.³ In this location, shop keepers could offer customers from all over the city the freshest and newest items that had just arrived in St. Louis. In addition to the arriving shipments, the area was near the "produce district," where the majority of St. Louis's industrial production occurred.⁴

The need for a controlled environment to unload and load perishable items to and from railcars prompted the construction of cold storage facilities near the railroad depots. A 1910 advertisement for the Armstrong Cork Company boasted the construction of a seven-story cold storage facility for the St. Louis Refrigerating and Cold Storage Company on the 1300 block of Lewis Street, located two blocks east and one block south of the Terminal Railroad's depot. Though its location was advantageous for use by clients of the Terminal Railroad, the building's east façade was designed to access tracks from the Chicago, Burlington, and Quincy Railroad depot, located three blocks north at Mullanphy Avenue and Second Street. The railroad's tracks continued south along the east façade of the American Sugar Refining Company building at 1215- 1263 Lewis Street, which was sold to the Mississippi Valley Cold Storage Company in 1912, and subsequently bought by the Booth Cold Storage Company in 1915.⁵ The ability of the Chicago, Burlington, and Quincy Railroads to offer storage near the "produce district" directly from the railcar to the cold storage facility gave it somewhat of an

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advantage over the Terminal Railway Company, which required customers to transfer shipments to carts or trucks for distribution in the local cold storage facilities.⁶

Elaboration

The Terminal Railroad Company took actions in the early 1900s that impacted the construction of the Federal Cold Storage Company building, though the rail company did not have direct access to a cold storage building near its depot until 1922. Between 1903 and 1906, the Terminal Railway Company hired the Missouri Wrecking Company and the J. Schaefer Wrecking Company to clear all of the structures on City Block 250 South, which was six blocks north of the company's depot.⁷ After the residential buildings were removed, Terminal Railroad extended the tracks that ran through the sour kraut factory on City Block 250 North toward the depot, terminating on City Block 250 South.⁸

The railroad tracks on City Block 250 South were not utilized for fifteen years, sitting on an open lot until the 1920s. On December 29, 1921, The Rock Island and Frisco Terminal Railway Company granted City Block 250 South to Philip de C. Ball in a per annum lease of \$7,500 starting on January 1, 1922 and terminating on December 31, 1970.⁹ Ball's newly incorporated "Federal Cold Storage Company" jointly applied for a building permit with the Rock Island-Frisco Terminal Railway on June 23, 1922 for the construction of a \$27,000 concrete foundation that could support a five-story cold storage plant. Federal Cold Storage then independently applied for a building permit to construct a \$250,000 five-story concrete cold storage plant on June 28, 1922.¹⁰

E. W. Sproul and Company monitored the construction of the facility, which was designed by S. Scott Joy. The building included a warehouse, an ice production and storage facility, a tank room, and an engine room that monitored the power, temperature, and refrigeration of the structure. The temperature of the warehouse was critical, as it offered 3,000,000 cubic feet of cold storage space for perishable goods such as eggs, poultry, fruits, and vegetables. Also important was the temperature of the ice production and storage facility, which could hold 15,000 tons of ice.¹¹ To keep the building between 35 degrees Fahrenheit above zero and 20 degrees below zero, the

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Federal Cold Storage Company Building
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warehouse and ice production and storage spaces were designed with very few windows, 1,700,000 feet of pure corkboard heat insulation, and a completely concrete structural system (including the roof). The primary mechanism for maintaining cool temperatures was the pumping of cold brine (salt water) through metal pipes on the ceilings. It is likely that the condensation and warmed water from the pipes was collected in tanks, which were stored in a large open room with windows and fans.¹²

The Federal Cold Storage Company building was specially designed to work with the Terminal Railroad. The rear of the building opened to the company's tracks, allowing railcars internal access to the loading docks in a controlled environment. The interior "switch" incorporated overhead "newly devised" loading chains and platforms for ice handling.¹³ The building produced the ice that was used to refrigerate the railcars for delivery of perishable items, and the overhead loading chains made the icing processes faster.¹⁴

The Federal Cold Storage Company building also included loading and unloading platforms for cart and truck deliveries. This allowed the Federal Cold Storage building to serve the local community by accepting perishable items from within the city for transport across the country, as well as storing the items received by rail for distribution to city residents. The North Broadway façade features two recessed docks with multiple entrances to the warehouse and ice storage rooms, allowing trucks and carts to be iced while loading shipments. As distribution shifted away from rail dependence and toward refrigerated truck delivery, the building was renovated to accommodate the new shipping vehicles. The railroad tracks were eventually paved over, though deterioration of the pavement has exposed portions of these tracks. Federal Cold Storage continued its operations with the Rock Island and Frisco Terminal Railway Company through the 1950s, sharing financial responsibility for the maintenance and construction of the rear loading docks.

When it was completed in 1922, the Federal Cold Storage Company building was touted as the "largest building of its kind west of the Mississippi."¹⁵ Ball showed his pride in his newest accomplishment when he boasted to reporters that Federal Cold Storage was the "largest in St. Louis and will be equal if not better than any plant in the West."¹⁶

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Federal Cold Storage Company Building
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Ball's enthusiasm was shared by the press, with *Greater St. Louis* magazine prominently explaining that the building would "greatly promote the prestige of St. Louis for the storing, in transit, of perishables."¹⁷

The Federal Cold Storage building was the largest single building cold storage plant in Missouri when it was completed.¹⁸ At the time Federal Cold Storage was constructed, there were six other cold storage facilities in St. Louis: Anchor Cold Storage Company (510-28 N. 2nd); the Booth Cold Storage Company (1220-30 N. Main), the Chouteau Avenue Crystal Ice and Cold Storage Company (2000-2100 Chouteau); the Mound City Ice and Cold Storage Company (SW corner of 9th & Branch), Producers Cold Storage Company (441 N. 6th); and finally the St. Louis Refrigeration and Cold Storage Company (1301 Lewis).¹⁹ The companies were categorized in the city directory as "cold storage" facilities with no purpose or clientele specified, implying that these industrial cold storage buildings were available to the public.

While the Chouteau Avenue Crystal Ice and Cold Storage Company was one of the oldest of the cold storage facilities in the city, the company was housed in the St. Louis Brewing Association's Centennial Malt House (2017-19 Chouteau Avenue- National Register Listed 15 November 2005) far south and west of the riverfront. Anchor Cold Storage (non-extant) and Producer's Cold Storage (non-extant) were located downtown, near Washington Avenue, which connected to the Eads Bridge. Rail traffic crossed the Eads Bridge and traveled through a tunnel under Washington Avenue and out to the Mill Creek Valley, but without connections to the neighboring streets. These companies would have relied on truck or cart transportation to and from the facility instead of sharing the direct access with the railroad.

The Booth Cold Storage Company, Mound City Cold Storage Company, and St. Louis Refrigerating and Cold Storage Companies had direct access to the railroads, making them the largest competition for the Federal Cold Storage Company. The Booth Cold Storage company was established in 1915, and moved into the Mississippi Valley Cold Storage Building on North Main Street (non-extant) just one block south of the St. Louis Refrigerating and Cold Storage Company facility. The Chicago, Burlington, and Quincy Railroad tracks lined the building's eastern elevation, allowing it to load and unload onto

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the neighboring cars. The company continued through the 1950s, doubling its stock from \$250,000 in the 1930s to \$500,000 in 1938. Booth Cold Storage was a part of the Booth Fisheries Company, a Delaware company that specialized in salmon canning. The company was bought out in 1962, and its building was demolished in 2001.²⁰

Mound City Cold Storage (mostly non-extant) was located north of the railroad depots by nearly twenty blocks. Incorporated in 1898, the company constructed a four building design that included a North Broadway building for eggs, an ice plant, a storage building, and a general storage building called the Ninth Street Building that was designed to allow rail cars to pass through for loading and unloading. The Broadway and Ninth Street buildings were located across the street from each other, with overhead tunnels that passed contents back and forth. The building was constructed of double layer brick walls with plaster insulating between layers, and a stone foundation. The largest of these structures was three stories tall, much smaller and with much different construction than the Federal Cold Storage facility (See Figure 5).²¹ With the exception of the altered southern portion of the Broadway building, this plant has been demolished and is currently used as open parking for a trucking company.

Incorporated in 1899, the St. Louis Refrigeration and Cold Storage Company boasted \$1,000,000 in capital stock during the 1920s, double that of Federal Cold Storage and making it the company's largest competition.²² St. Louis Refrigeration and Cold Storage Company constructed their facility in 1910 (non-extant). Utilizing nonpareil corkboard insulation, the structure was designed with reinforced concrete supports and brick curtain walls. The seven-story building had a footprint of 123 feet by 100 feet²³ and was located one block from the riverfront with a terminal railroad depot one block to the north, and tracks for the Chicago, Burlington, and Quincy railroad passing along its eastern elevation. The St. Louis Refrigerating and Cold Storage Company's stock remained the same until the early 1950s, when the company either merged or closed. The building, similar to Federal Cold Storage in size, insulation, and design (See Figure 4) was demolished between December 2008 and July 2009.

The design of the Federal Cold Storage Company's facility and its incorporation of Terminal Railroad tracks was a key element in the company's success, but Federal

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Cold Storage's accomplishments can also be placed on the shoulders of its owner, Philip de C. Ball. Ball found his way into the industry by way of ice production. Beginning in 1883, Philip worked in a joint proprietorship with Charles J. Ball²⁴ running the Ice and Cold Machinery Company located at 912 North Main Street (non-extant). In 1895, the local publication *St. Louis Up-To-Date* described the local firm as attaining "such perfection in ice-making and refrigerating machinery as to make it certain that within a short time people in large cities will be independent of natural ice."²⁵ The company manufactured "Ball's" giant compression & absorption ice-making and refrigerating machines, which were considered "simple in construction, scientific and effective in practical working, the most economical and durable now in use, and wholly devoid of the objectionable features which characterize so many kindred devices of this kind."²⁶ The machines were incorporated in pork packing establishments, cold storage warehouses, and ice factories, and when a five-hundred ton machine was installed at the Swift and Company for Kansas City, it was noted as being the, "largest built by any company in the world."²⁷

As a member of the American Society of Mechanical Engineers as well as the Refrigerating Engineers, Ball made a fortune in ice plants and refrigeration while acting as proprietor and president of the St. Louis Browns, Milwaukee Brewers, and Texas League baseball teams, president of the Monocoupe Corporation that manufactured airplanes at the Lambert- St. Louis Airport, and the director of the Consolidated Oil Company, the Mississippi Valley Trust Company, and the City Ice & Fuel Company.²⁸

Ball's diversified resume helped bring the Federal Cold Storage Company through the Great Depression without going into receivership or dropping in its capital stock, and then doubled the company's worth to \$1,000,000 by 1938.²⁹ Within the next decade the Federal Cold Storage company passed the St. Louis Refrigerating and Cold Storage Company as the largest cold storage entity in the city, with a capital stock of \$1,075,000. By that time, the St. Louis cold storage business was limited to just four companies, Booth Cold Storage (incorporated in 1915) and Tyler Warehouse and Cold Storage (opened in the mid 1930s) offering the other competition.³⁰

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Federal Cold Storage remained in business through the 1950s, altering its building for easier truck delivery by adding a loading dock in 1944 and extending the dock in 1959.³¹ Federal Cold Storage remained the largest cold storage company in St. Louis during the 1950s, but between 1959 and 1961 the company closed and the building was sold to Gateway Refrigeration.³² The building continued to be used for cold storage until 2009, when it was vacated.

The Federal Cold Storage Company building's expert plan, structure, and insulation helped the company remain in business for nearly forty years with few and minimal changes to the building. Though unique in size, the building reflected the insulating and construction trends for cold storage buildings in St. Louis during the first part of the twentieth century, designed with similar materials and a similar floor plan as that of the St. Louis Refrigerating and Cold Storage Company. Also similar was the Kansas City Cold Storage Building in Kansas City, MO (National Register Listed 1 June 2005). Constructed the same year as Federal Cold Storage, the facility's design called for cork insulation with a reinforced concrete structure, brick curtain walls, and a vertical separation of floors. The similarity in design can be traced to the architect, S. Scott Joy, who also designed the Federal Cold Storage building.

S. Scott Joy earned a reputation for industrial design in Chicago during the first decades of the twentieth century. His designs were primarily for concrete cast structures with brick curtain walls minimally ornamented in terra cotta. When the *Architectural Record* featured the article "Modern Industrial Plants" in its January–June 1919 issue, the author selected seven of Joy's industrial facilities as representative ideal plans and designs.³³ All of the published plans included open floor space with stairwells in the corners. Most of these designs featured rail access, many of which utilized internal switches.

One of Joy's more prominent facilities was the design of the Chicago Interior Permanent Storage Warehouses and Cold Storage Plant in Chicago's Central Manufacturing District. The facility included two six-story warehouses that together offered 1,260,000 square feet of storage space. In addition the facility held a number of one-story temporary storage buildings, a power house, a rear warehouse and separate cold

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storage building, and finally a third six-story cold storage building (See Figure 6).³⁴ The six-story warehouse buildings (See Figure 7) were constructed between March and August of 1918. The façades featured shaped parapet corners and cruciform terracotta caps on brick pilasters. In addition, the main elevation offered four two-story openings that allowed rail cars to enter the first level of the buildings. The cold storage plants connected to the facility also share the concrete cast and blank curtain wall design with shaped parapets and terra cotta and brick pilaster ornamentation, though they were not physically described in the article.

Another of Joy's noted industrial structures was the freight station and loft erected for Montgomery Ward & Company in Chicago. This structure featured four independent warehouses connected on the first level by a ten-track rail switch, and on the remaining levels by central bridges. Again utilizing the terra cotta detail, Joy designed the buildings to be seven bays wide separated by cruciform capped brick pilasters, with shaped parapets on the corners (See Figure 8).

The *Architectural Record* highlighted Joy's design for the White City Cold Storage Company in Chicago, which was erected shortly before the Federal Cold Storage Company building.³⁵ This facility is nearly identical to the warehouse portion of the Federal Cold Storage building (See Figure 9). Ornamented with terra cotta coped corner shaped parapets, brick pilasters with terra cotta cruciform caps, and a nearly windowless façade, the White City building's form and shape is mimicked in the Federal Cold Storage facility. The structure also featured an interior railroad switch on the first level and insulated walls with two rooms of open storage space on each level (See Figure 10). The building's design would surely be recognized today for its structural design as it was in the January to June 1919 issue of *Architectural Record*,³⁶ but it has unfortunately been demolished. Despite the loss of this noteworthy structure, the primary design elements are reflected on the Federal Cold Storage building and it retains most of Joy's original structural and ornamental intentions.

Joy's industrial structures offered little in high style elements, ornamented primarily with shaped parapets at corners, terra cotta cruciform caps on brick pilasters, and (following

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the popular trends at the time) wide bands of metal hopper windows. Several of his projects included a tower that was nearly double the stories of the actual plant.³⁷

The Federal Cold Storage Company building continues to represent Joy's industrial work during the first decades of the twentieth century. The minimal ornamentation has been retained on the primary facades, and the majority of the original windows are intact. The plan has been altered only slightly, and the structure continues to reflect Joy's multi-story, nearly windowless, concrete cast design for cold storage buildings.

The Federal Cold Storage Company building is a good example of Joy's work, expressing his architectural design and construction techniques for cold storage buildings and reflecting the ornamentation and form he employed on several of his structures. The building's initial success was closely tied to its physical and contractual connection with the Terminal Railroad, and this association is still evident through the exposed railroad tracks on the lot. The building's superb design and capacity facilitated its position as one of the largest cold storage companies in St. Louis from the mid 1930s until it closed (between 1959 and 1961), and the largest cold storage company after 1947. The Federal Cold Storage Company's facility continues to demonstrate the plan and form that made it the largest single building cold storage structure in St. Louis in 1922, and the minimal changes represent the company's continued success as it drifted away from railroad dependence to refrigerated truck distribution. The Federal Cold Storage Company building outlasted its major competitors, it is St. Louis's only remaining cold storage facility from the early twentieth century related to railroad access, and it is the oldest facility used exclusively for cold storage. The building has been in constant use in its original capacity to the present (2009), but the nearly windowless structure continues to convey the building's association with the cold storage industry from 1922 to 1959, the period of significance.

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End Notes

¹ According to the 1909 Sanborn Maps, there were three depots west of North Broadway in the five block span between Dickson and Mound Avenues: the *Chicago Burlington and Quincy Railroad*, the *Missouri, Kansas, and Texas Railway*, and the *Louisville & Nashville Railways*. The Louisville and Nashville Railways were incorporated into the Terminal Railroad Association in 1889. There were several additional depots for the Rock Island- Frisco Terminal Railroad just north of Franklin Avenue between Third and Second Streets.

² James Neal Primm, *Lion of the Valley*. (St. Louis: Historical Society Press, 1998), 295-335.

³ Sanborn Maps

⁴ Ibid.

⁵ Industrial North St. Louis nomination. Booth used the Main Street address of the same building for advertising.

⁶ According to the 1909 Sanborn map, the Terminal Railroad did not have direct rail access to a cold storage facility within 8 blocks north or south of its depot.

⁷ Building Permits

⁸ St. Louis, Missouri. City of St. Louis. Division of Building and Inspection. Records Retention. Building Permits for City Blocks 250 north and south.

⁹ St. Louis, Missouri. City of St. Louis. Division of Building and Inspection. Deed Records for City Blocks 250 north and south.

¹⁰ City of St. Louis Building Permits.

¹¹ *St. Louis Globe-Democrat*. March 4, 1923. Real Estate section page 1.

¹² Other cold storage plants were designed with such spaces for storing brine and evaporated water to be reused for cooling. A few references noted that some facilities stored non-edible items in their tank rooms, but this was mostly in association with meat packing plants. In addition, meat packing plants included tank rooms specially designed to eliminate the odor and refuse created by the meat packing process. The tank room at the Federal Cold Storage Company building lacks the architectural elements included in meat packing plants (ie: liquid catches in a sloped floor and wall materials conducive to easy sanitation), and therefore it is more likely that the room was used for water collection and storage than any other process.

¹³ *St. Louis Globe-Democrat*. Real Estate and Want Ads.

¹⁴ *St. Louis Globe-Democrat*. Real Estate and Want Ads. The internal rail car icing equipment was replaced by a sixteen door loading dock in 1944, when refrigerated trucks became the ideal distribution method.

¹⁵ *St. Louis Globe-Democrat*. March 4, 1923. Real Estate section page 1.

¹⁶ Ibid.

¹⁷ *Greater St. Louis*. St. Louis: St. Louis Chamber of Commerce. Volume 4, number 3, pages 10 & 23, 1922.

¹⁸ The Kansas City Cold Storage Company (NR listed 6-1-09) also held this title, but did not surpass the size of the Federal Cold Storage Company building until 1928 when an addition gave the overall structure a total of 5,000,000 cubic feet of storage space.

¹⁹ *Gould's St. Louis (Missouri) City Directory*. (St. Louis, Gould Directories Company 1922-1959).

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²⁰Booth Fisheries Company (Acquired by Sara Lee Corporation) - Fishermen Vignette 1912. Viewed 25 August 2009. Available online at <http://www.scripophily.net/bootfiscom.html>

; the only available photos found were from after the building's fire in 2001.

²¹*Ice & Refrigeration Illustrated* (New York: HS Rich & Company Publishers Volume 17, July- Dec 1899), pages 303-316

²²As an entity of the St. Louis Brewery Association the Chateau Avenue Crystal Ice and Cold Storage Company was not incorporated with its own capital stock, offering no evidence to its competition for the individual market. Matt Bivens, *Centennial Malt House (Nomination to the National Register of Historic Places)*. (Washington, D. C.: National Park Service, 15 November 2005).

²³*Refrigerating World*. Chicago: Ice Trade Journal Co. June 1910, page 22. Armstrong Cork Company advertisement.

²⁴The familial relationship between the Charles and Philip Ball could not be identified through census records..

²⁵*St. Louis Up-To-Date: The Great Industrial Hive of the Mississippi Valley; a Glance at Her History, A Review of Her Commerce,, and a Description of Her Leading Business Enterprises With Illustrations of Her Public and Commercial Buildings and Places of Interest*. St. Louis: Consolidated Illustrating Company, 1895, page 93

²⁶*Ibid.*

²⁷*Ibid.*

²⁸*St. Louis Post-Dispatch*. October 23, 1933. Obituary featured on page 1.

²⁹*Gould's*, 1938; It is likely that the company grew due to government contracts (as many of the St. Louis Cold Storage companies did), especially during World War II, though no evidence can be found to support Federal Cold Storage's government contracts.

³⁰*Goulds*

³¹City of St. Louis Building Permits.

³²Missouri Secretary of State. *Business Entity Search*. Viewed 25 August 2009. Available online at <https://www.sos.mo.gov/BusinessEntity/soskb/csearch.asp>.

The building is best known for an ammonia leak that contaminated food for the public schools in the late 1980s.

³³*Architectural Record*. New York: The Architectural Record Company. Volume XLV, January-June, 1919. pages 29 thru 43 illustrate building's designed by Joy in Chicago.

³⁴*Ibid.*

³⁵*Ibid.*

³⁶*Ibid.*

³⁷*Ibid.*

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Boundary Description

The nominated property is known as 1800-28 North Broadway in St. Louis [Independent City], Missouri. The property is legally known by the St. Louis City Assessor as parcel number 025013010. The property contains approximately 4.127 acres and is a tract of land in portions of St. Louis City Blocks 250 north and south of the LaBeaume Addition bounded south by Brooklyn. The nominated property is indicated by a dashed line on the accompanying map entitled "Federal Cold Storage Company Buildings Boundary Map."

Boundary Justification

The nominated property includes all of the property historically associated with the Federal Cold Storage Company Buildings.

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Photo Log:

The following is true for all photos-

Federal Cold Storage

St. Louis (Independent City) MO

Digital Photos on file with

Lafser & Associates

20 North Main Suite 101

Cape Girardeau, MO 63701

Photo 1- South and West Elevations of Warehouse

Photo 2- West Elevation of Warehouse

Photo 3- Shaped Parapet Detail of Southwest Corner

Photo 4- South Elevation of Warehouse

Photo 5- East Elevation of Building

Photo 6- Example of Warehouse Store Room

Photo 7- Warehouse Stairwell

Photo 8- West Elevation: Engine room, Tank Room, Warehouse

Photo 9- Tank Room Office

Photo 10- Example of Tank Room Storage Space

Photo 11- West Elevation of Ice Storage and Engine Room

Photo 12- Engine Room

Photo 13- Ice Storage North Elevation

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- Figure 3- Federal Cold Storage Photograph, 1922
- Figure 4- Mound City Ice and Cold Storage
- Figure 5- St. Louis Refrigerating and Cold Storage
- Figure 6- Chicago Interior Permanent Storage Warehouses and Cold Storage Plant
- Figure 7- Chicago Interior Permanent Storage Cold Storage Buildings
- Figure 8- Montgomery Ward & Company- Chicago
- Figure 9- White City Cold Storage Company
- Figure 10- White City Cold Storage Company Floor Plan
- Figure 11- Federal Cold Storage Company Buildings Boundary Map

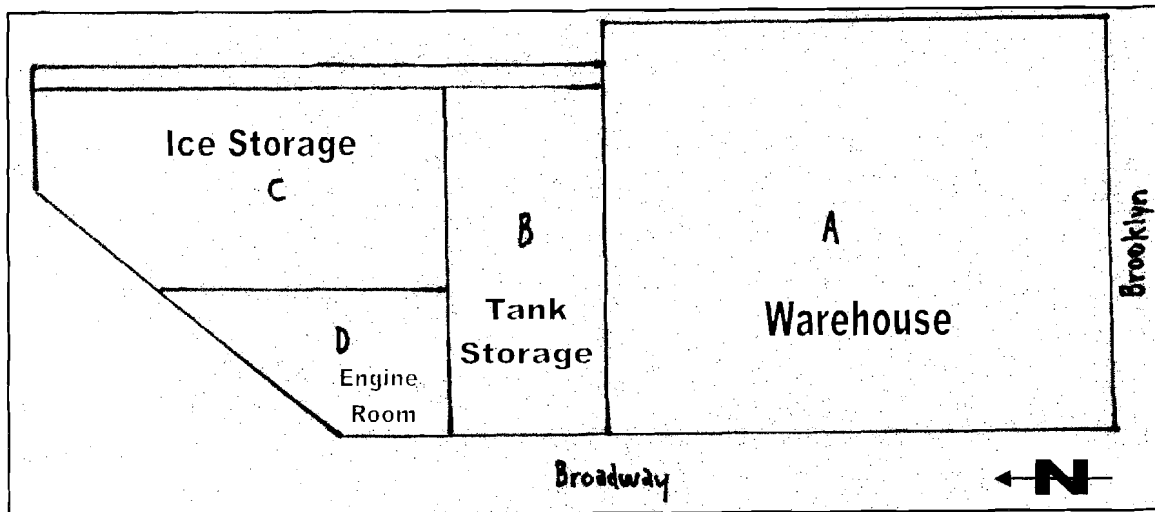
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Figure 1 – General Building Plan

Drawn by Matt Bivens based on a Real Estate Data Card, circa 1971 (City of St. Louis City Hall, Records Retention Section). Compare with Figure 2- Sanborn Fire Insurance Map information relative to building heights, material details, and interior access points.

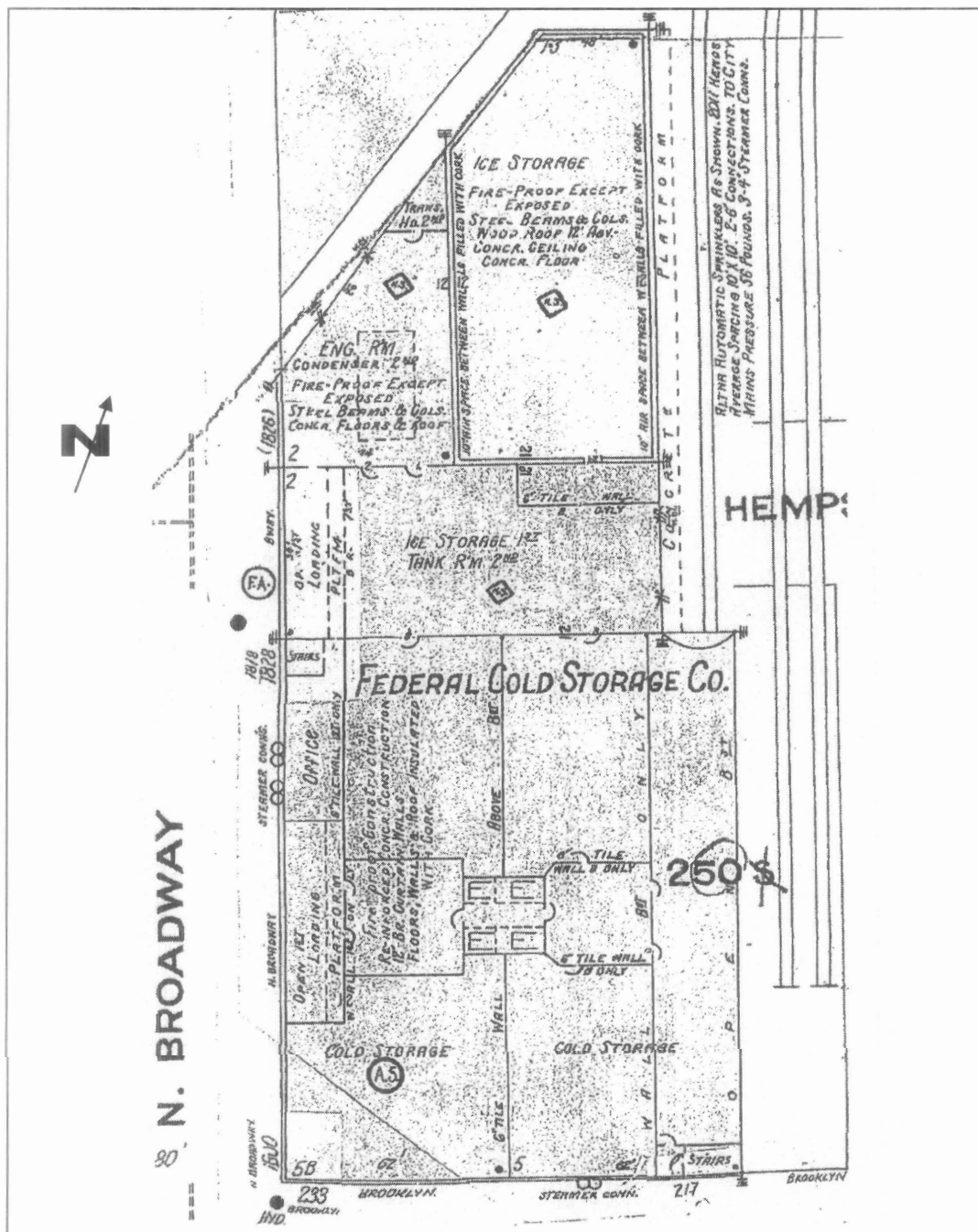


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Figure 2- Sanborn Fire Insurance Map
Volume 3, Plate 21, 1951



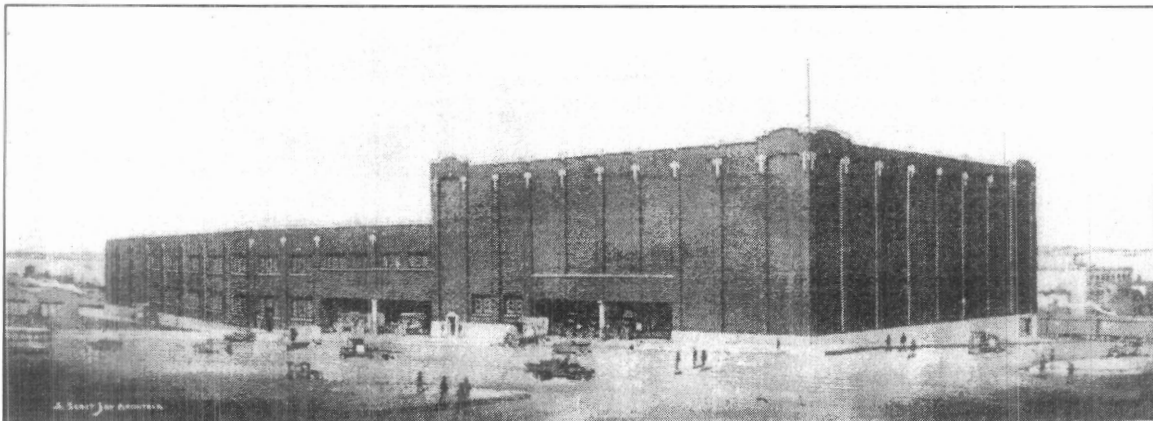
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Figure 3- Federal Cold Storage Photograph- 1922

Greater St. Louis. St. Louis: St. Louis Chamber of Commerce. Volume 4, no. 3, p. 10, 1922.



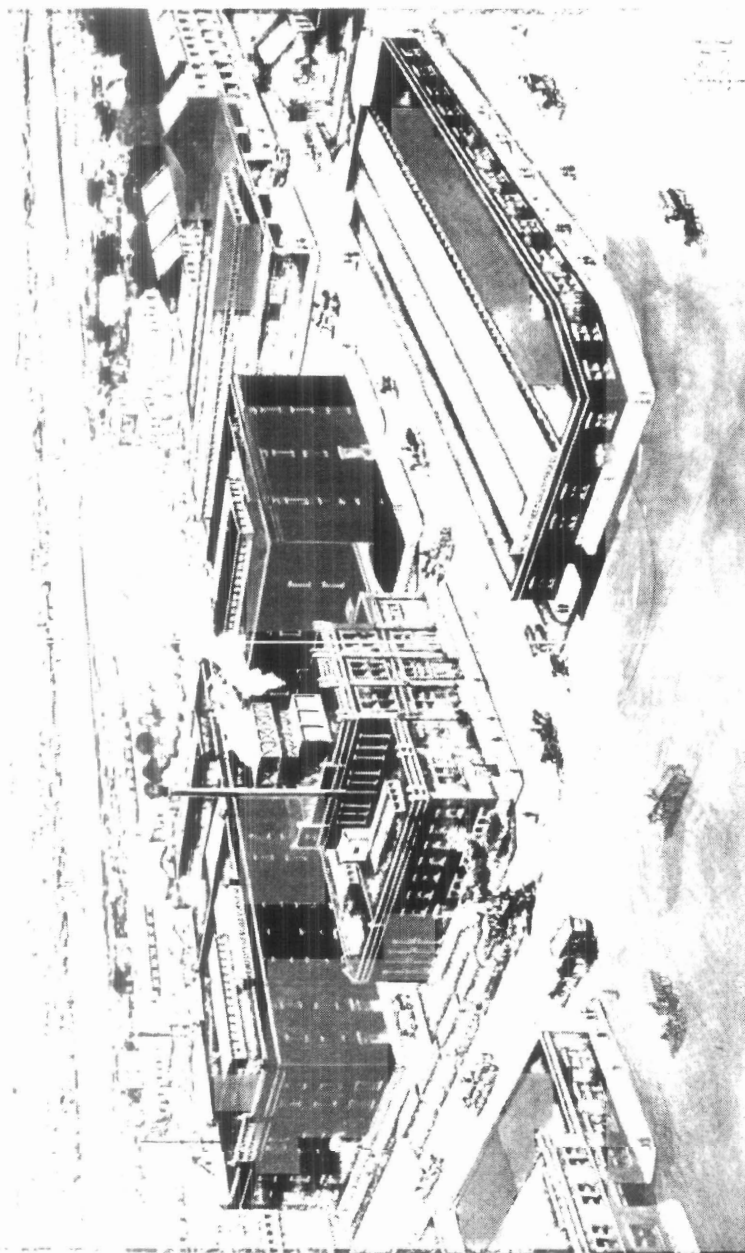
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Figure 4- Mound City Ice and Cold Storage

Ice & Refrigeration Illustrated (New York: HS Rich & Company Publishers Volume 17, July- Dec 1899),
page 302.



PERMITS OF THE MOUND CITY ICE AND COLD STORAGE CO., ST. LOUIS, MO.

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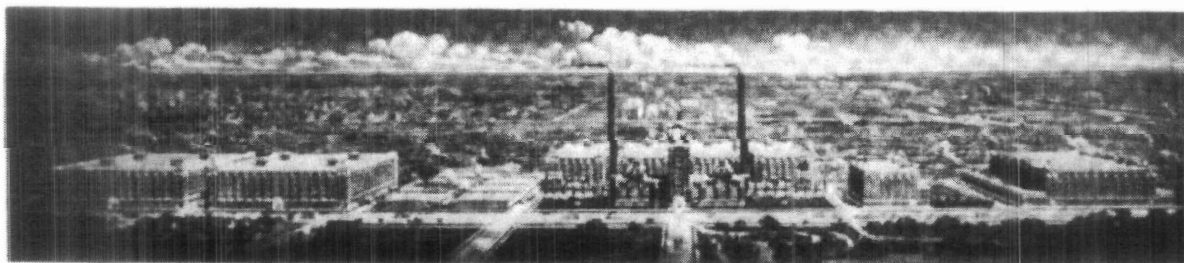
Figure 5- St. Louis Refrigerating and Cold Storage

Refrigerating World. Chicago: Ice Trade Journal Co. June 1910, page 22. Armstrong Cork Company advertisement.



Figure 6- Chicago Interior Permanent Storage Warehouses and Cold Storage Plant

Architectural Record. New York: The Architectural Record Company. Volume XLV, January-June, 1919. Page 29.



CHICAGO INTERIOR PERMANENT STORAGE WAREHOUSES AND COLD STORAGE PLANT.

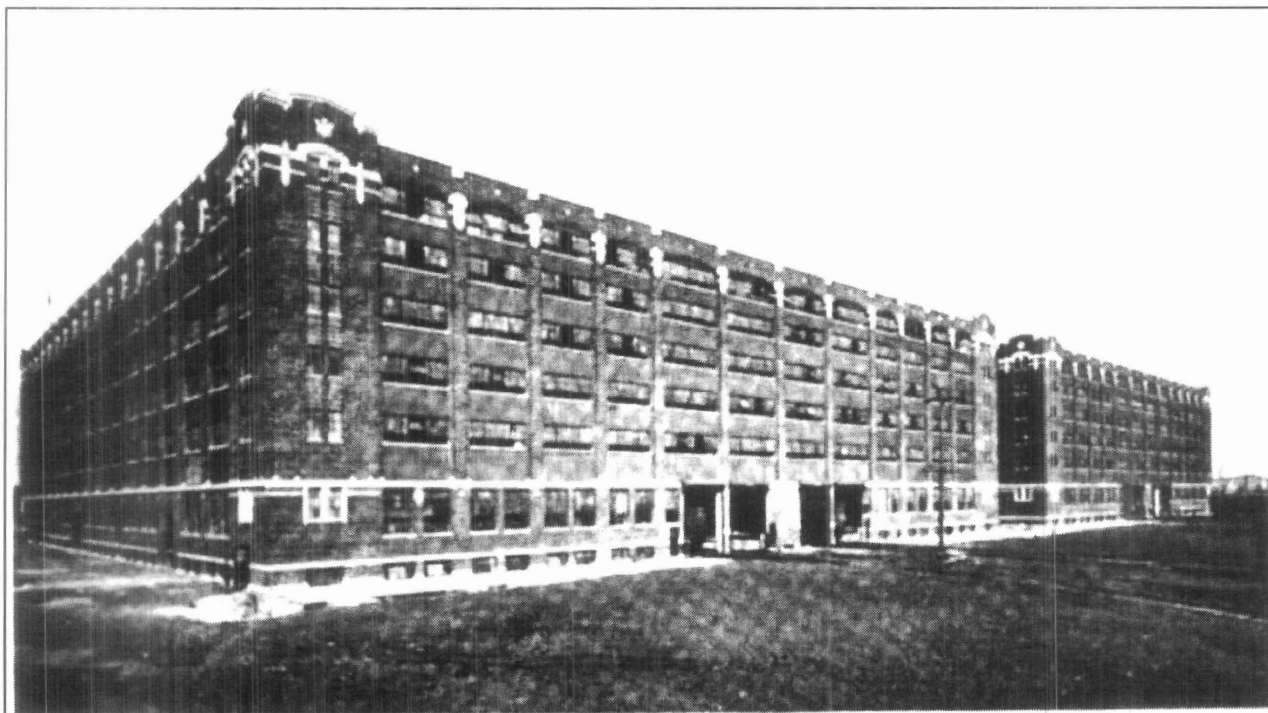
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Figure 7- Chicago Interior Permanent Storage Cold Storage Buildings

Architectural Record. New York: The Architectural Record Company. Volume XLV, January-June, 1919.
page 29.



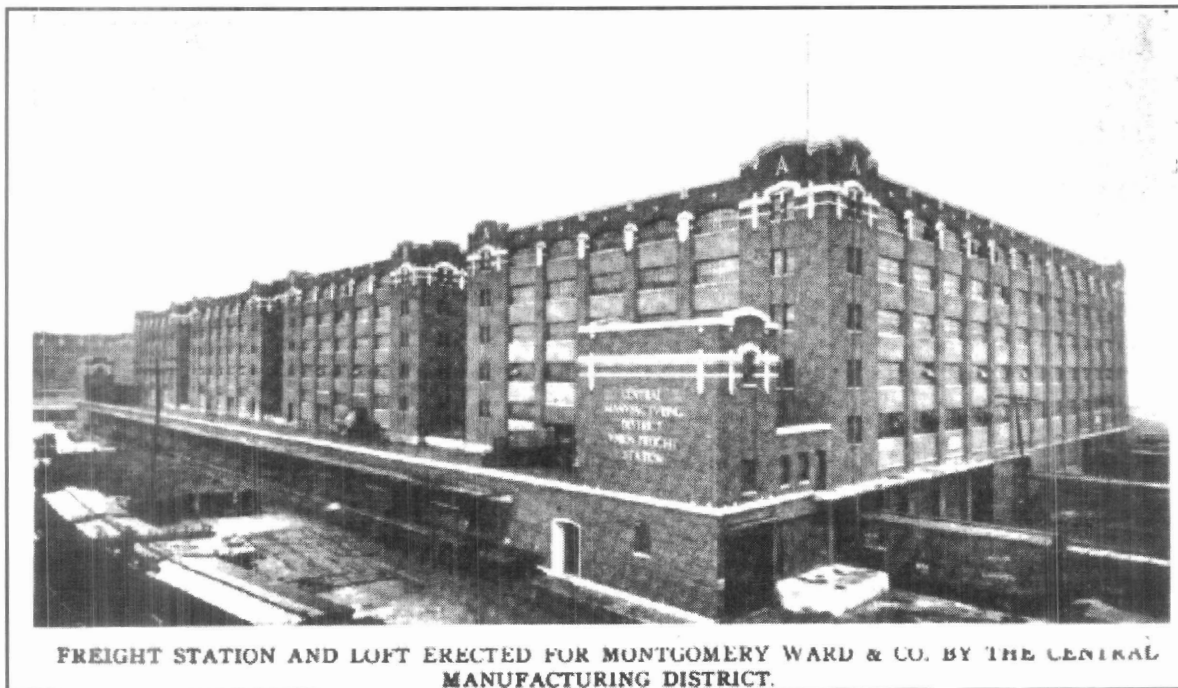
United States Department of the Interior
National Park Service

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CONTINUATION SHEET**

Section Additional Information Page 34 Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

Figure 8- Montgomery Ward & Company

Architectural Record. New York: The Architectural Record Company. Volume XLV, January-June, 1919.
Page 30.



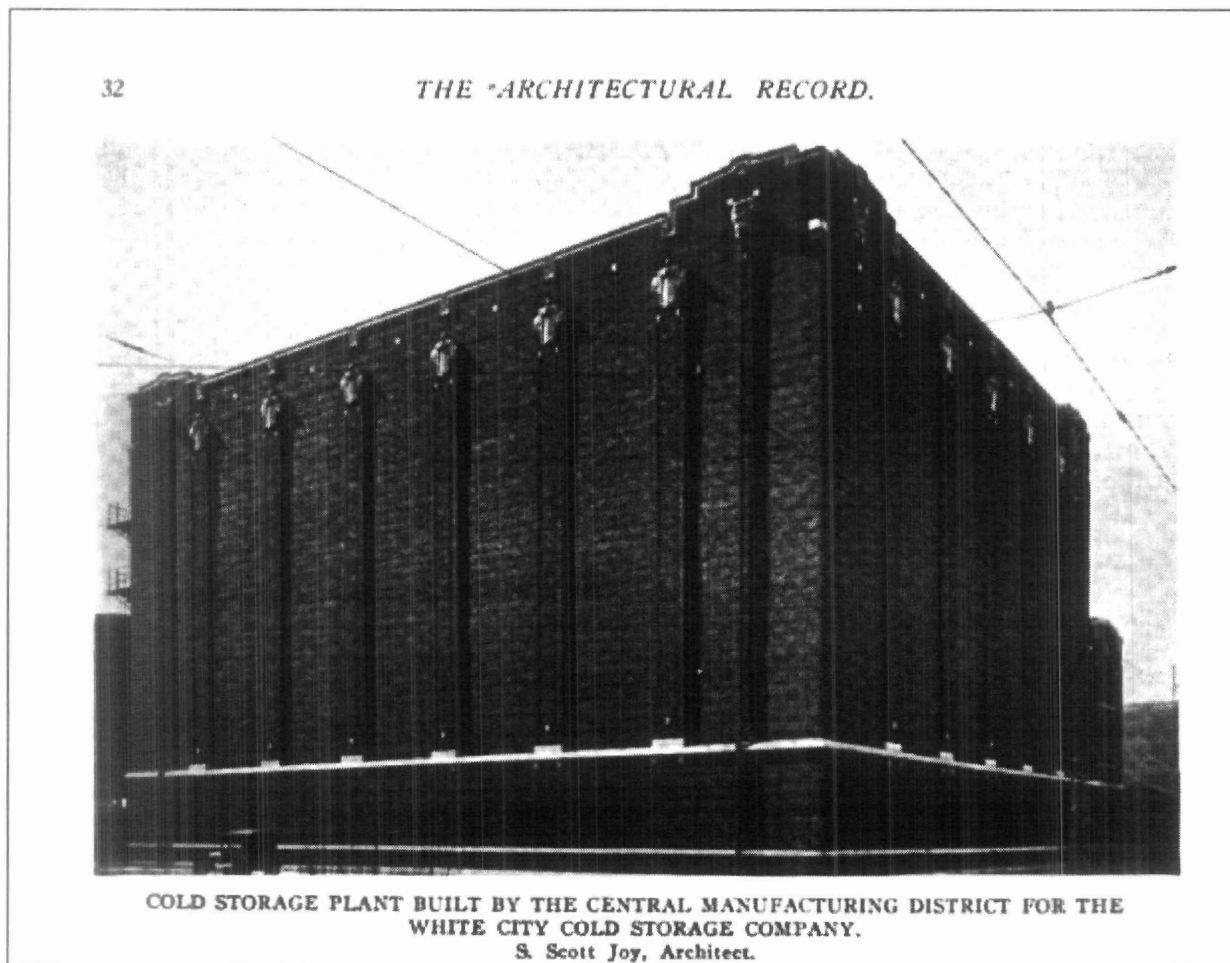
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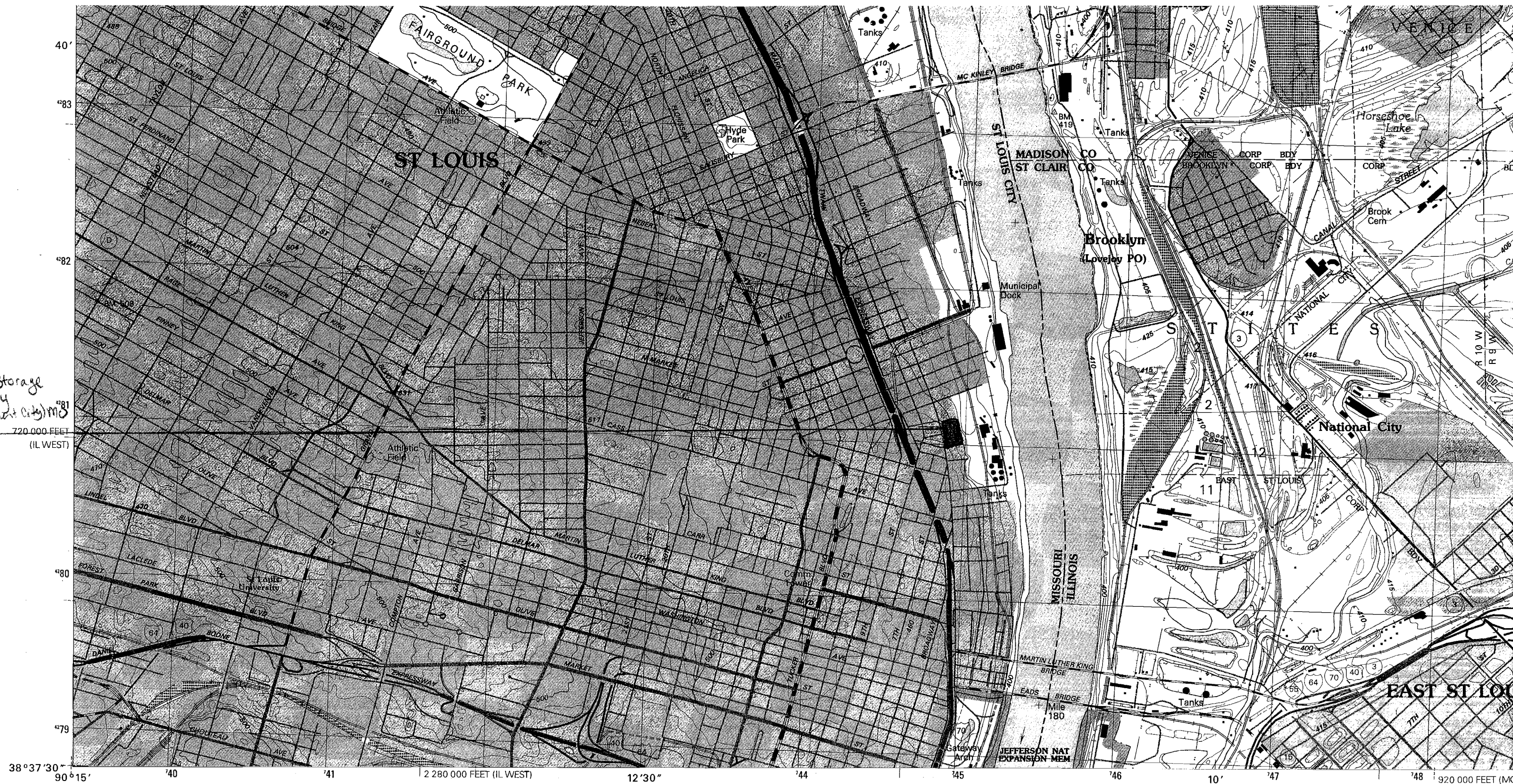
Section Additional Information Page 35 Federal Cold Storage Company Building
St. Louis [Independent City], Missouri

Figure 9- White City Cold Storage Company

Architectural Record. New York: The Architectural Record Company. Volume XLV, January-June, 1919.
pages 32.



Federal Cold Storage
Company
St. Louis (Independent City) MO
15
744909
4281024



Produced by the United States Geological Survey

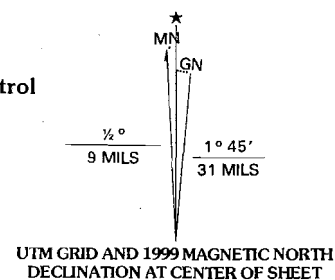
Topography compiled 1952. Planimetry derived from imagery taken 1993 and other sources. Photoinspected using imagery dated 1998; no major culture or drainage changes observed. PLSS and survey control current as of 1954. Boundaries, other than corporate, verified 1999

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

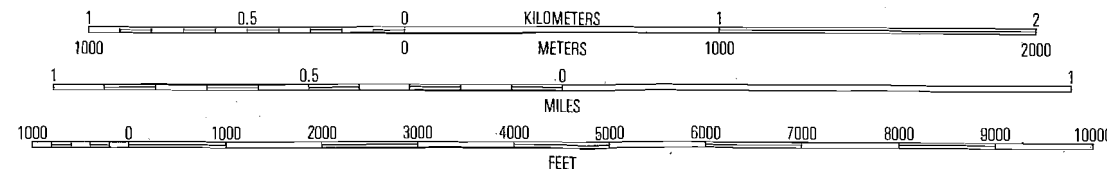
North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

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



SCALE 1:24 000

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

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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 low
hard surface



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