

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 Sligo Iron Store Co. Buildings

other names/site number Maquire Moving & Storage Co.

2. Location

street & number 1301 North Sixth Street not for publication N/A
city or town St. Louis vicinity N/A
state Missouri code MO county St. Louis [Independent City] code 510 zip code 63197

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide X locally.
(___ See continuation sheet for additional comments.)

Signature of certifying official

Date

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:

Signature of 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): _____

Sligo Iron Store Co.
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
<u>4</u>	<u>1</u> buildings
<u>0</u>	<u> </u> sites
<u>0</u>	<u> </u> structures
<u>0</u>	<u> </u> objects
<u>4</u>	<u>1</u> 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 Functions

(Enter categories from instructions)

COMMERCE/TRADE/warehouse

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE/warehouse

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS

Materials

(Enter categories from instructions)

foundation STONE

walls BRICK

roof SYNTHETIC

other

Narrative Description

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

Sligo Iron Store Co.
Name of Property

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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.)

- ☐ **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.

Areas of Significance

(Enter categories from instructions)

COMMERCE

Period of Significance

1903-1960

Significant Dates

1903

1906

1911

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Lowery, Thomas

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

See continuation Sheet.

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 repositories: 1) City of St. Louis City Hall

2) City of St. Louis Central Library

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County and State

10. Geographical Data

Acreage of Property 2.3

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>15</u> Zone	<u>0744797</u> Easting	<u>4280310</u> Northing	2	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
3	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing	4	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Nicholas Paul Kraus
organization Heritage Consulting Group. date February 24, 2010
street & number 15 West Highland Avenue telephone 215-248-1260
city or town Philadelphia state PA zip code 19118

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 Bottle District Historic, LLC
street & number 415 N. 10th Street, Suite 203 telephone 314-436-8161
city or town St. Louis [Independent City] state MO zip code 63101

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 the 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 Project (1024-0018), Washington, DC 20503.

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Sligo Iron Store Co.
St. Louis [Independent City], MO

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1

Summary:

The Sligo Iron Store Co. complex is located just north of downtown St. Louis, Missouri on a triangular shaped parcel of land bordered on the south by O'Fallon Street, on the west by N. 7th Street, and on the north and east by Interstate 70 (formerly N. 6th Street). Constructed primarily between 1902 to c. 1940, the Sligo Iron Store Co. complex is comprised of five buildings, four of which are contributing. The contributing buildings include all buildings historically associated with Sligo: five-story Main Office and Warehouse (1906), two-story Garage (1903 with 1923 alterations) and its one-story addition (c. 1940), two-story Machine Shop (1902 with c. 1917 alterations), and the five-story 7th Street Warehouse (1911). While constructed over a 40-year period, the contributing buildings share a common vocabulary of building materials and represent the prototypical construction techniques common in the early 20th century. In 1959, a 2-story functionally unrelated Sporting Goods Factory was constructed to the north and that building was subsequently incorporated into the Sligo parcel. The Sporting Goods Factory is non-contributing due to its date and its construction for a functionally unrelated use.

Setting:

The Sligo Iron Store Co. complex is located just north of downtown St. Louis in the Columbus Square mixed-use area known more recently as the "Bottle District." The origins of the designation "Bottle District" are ambiguous; commonly thought to evoke the city's brewing tradition, or the thousands of bottles archaeologists have unearthed beneath the surface, or perhaps a reference to the large Vess soda bottle sign that stands along I-70 on a separate parcel immediately southeast of the Main Office and Warehouse Building. The neighborhood contains strong physical boundaries established by the presence of the city's domed NFL football stadium which is four blocks south of the Sligo site and highway I-70 which runs immediately east of the Sligo complex. The three blocks that stand between the Sligo site and the football stadium have been cleared. The land to the west and north of the Sligo site is largely residential, containing predominantly multi-family residential buildings.

Site:

The Sligo Iron Store Co. occupies a triangular shaped parcel of land that narrows to a sharp point at the northernmost corner. The buildings are largely clustered near the southwest quadrant of the site. The Machine Shop occupies the corner of O'Fallon Street and N. 7th Street. Abutting the Machine Shop to the north is the 7th Street Warehouse. A vacant paved lot divides the 7th Street Warehouse from the Sporting Goods Factory to the north. A narrow open passage divides the east elevations of the Machine Shop and the 7th Street Warehouse from the Main Office and Warehouse and the Garage with its 1-story addition. Open paved parking areas are located to the east and north of the Main Office and Warehouse and Garage and north of the Sporting Goods Factory. Two large pylon

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signs are located in the parking lot just north of the Garage and its 1-story Addition. Chain link and aluminum picket fencing line the site's perimeter along 7th Street continuing to I-70. Concrete highway dividers line the north and east site perimeter.

Main Office and Warehouse:

Exterior: Constructed in 1906, the Main Office and Warehouse was built to house office and storage space. The 5-story, flat roofed building is constructed of two shades of brick which distinguish the primary and secondary elevations. The two primary elevations (south and east) are clad in orange/red brick embellished with corbelling, while the secondary (west) elevation is finished with a utilitarian dark red brick absent of any ornamentation. The north elevation, the upper three stories of which are visible above the adjacent two-story Garage, is also constructed of the dark red brick.

The east elevation (photo 2) is ten bays in width with inset bays defined by brick piers that terminate at a corbelled brick parapet with simple terra cotta coping. A bracketed shed-roof metal awning was erected in 1947 and shelters six continuous bays beginning one bay north of the southernmost bay. A concrete platform spans the east elevation approximately 12"-18" above grade to facilitate the unloading of trucks beneath the awning. Primary entrance to the building is provided through the second bay from the north end. A modern aluminum double-leaf door with sidelights and fanlight transom lead to the main lobby. The bays immediately north and south of the main entrance bay each contain a bank of three modern aluminum 1/1 windows above fixed glass spandrels. Continuing south along the first story, the fourth, sixth, eighth and tenth bays from the north end contain multi-light industrial steel sash. The fifth bay from the north end contains a centered roll-down wood door topped by a multi-light glass transom. The seventh bay from the north end contains a roll-down wood door with multi-light steel windows above and adjacent to the roll-down door. The ninth bay from the north end contains a double-leaf flush steel door with narrow transom beside a single-leaf flush steel door with sidelights and narrow transom. Multi-light industrial steel windows span the opening above the doors. Fenestration on floors 2-5 is provided by 12/12 wood sash grouped in three with flat wooden mullions. The 12/12 wood sash represent a combination of hung and pivot operations. The windows contain rough-faced stone sills with cast iron lintels. A row of brick corbelling ornaments the window bays at the 5th story.

The south elevation (photo 1) is eight bays in width with the bays defined by brick piers that terminate at a corbelled brick parapet with simple terra cotta coping. On the south elevation, the base of the building is faced with stone which survives in generally poor condition with spalling and previous cementitious patches. In areas, the stone is detached or has been removed. One entrance exists on the south elevation and is located in the second bay from the east end. A single-leaf flush steel door with boarded sidelights and transoms provides access to the interior. The remainder of the first story contains paired 12-light steel windows that are raised a considerable

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distance from the finished floor level. Floors 2-5 are fenestrated by paired 8/8 wood windows with flat wood mullions and 4-light wood transoms that are boarded over on the exterior and throughout much of the interior. The windows contain rough-faced stone sills with cast iron lintels. A row of brick corbelling ornaments the window bays at the 5th story.

Similar to the primary elevations, the secondary west elevation is ten bays in width with the bays defined by brick piers that terminate at a simple terra cotta coping. This elevation, however, is devoid of any corbelling or any other form of ornamentation. At the first floor, the first and second bays from the south end contain stacked and paired 4-light steel pivot windows with wire glass. The third bay from the south end contains a double-leaf flush steel door with 4-lights per leaf topped by stacked and paired 2-light transoms with wire glass. The fourth bay from the south end contains a paneled wood overhead door with paired 4-light wire glass transoms. The sixth bay from the south end contains a former door opening that has been infilled with concrete block. The remaining openings at the first floor contain corrugated metal infill at the locations of former windows. The upper floors are fenestrated by stacked and paired 4-light steel pivot windows with wire glass. Fire escapes have been added to this elevation and, in random locations, certain windows have been replaced with single-leaf one-light flush steel doors.

Structure: The Main Office and Warehouse is constructed of brick bearing wall construction with wood columns and exposed wood joist ceilings with steel ceiling beams. The interior is divided east-west into four sections by three brick fire walls with iron-clad sliding fire doors.

Interior: Primary entrance into the interior is provided on the east elevation, through the modern aluminum doors at the second bay from the north end. That entrance leads to a lobby area that is entirely of modern fixtures and finishes and is likely not an historic lobby location. Lobby finishes include: vinyl tile floor, gypsum board walls and suspended acoustic tile ceiling. The remainder of the first floor contains a combination of finished and unfinished spaces. The finished spaces are primarily located in the northern half of the building and contain modern finishes including: carpeted floor, gypsum board partitioning, and exposed steel beam ceilings that have been painted. In areas, corrugated metal has been applied to the ceilings. The unfinished spaces (photo 10) are primarily located in the southern half of the building and contain concrete floors, painted wood columns, painted and unpainted brick perimeter and fire walls and painted exposed joist ceilings. The unfinished spaces are currently being used as storage space and contain modern metal shelving units.

Access from floor to floor is provided by four stairs and two freight elevators. Each section of the building contains a wood stair. In the northernmost section, the stair is located in the northeast corner. In the section to the immediate south, the stair is located in the southwest corner. In the next section to the south, the stair is located in the southeast corner (photo 13). In the southernmost section, the stair is located in the northeast corner. Each of the stairs contains wood treads and

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risers and simple wood handrails. Each of the four stairs is anchored to a brick fire or perimeter wall with the opposing wall of frame construction and often finished with bead board. The freight elevators are located in the second section from the south, with one elevator located on the west end and the other located on the east end of the north brick fire wall.

At the second floor, the southernmost section was seemingly used as offices, though the finishes are modest in character (photo 12). In this space, the floors are covered in linoleum and the brick walls have a plaster finish. Beneath the window sill height, the walls contain a wood panel section below the windows with bead board located on the piers between the windows. A paneled wood and glazed stair enclosure is located at the stair in the northeast corner of the office area. Conditions in the office space vary, but in general, the wood features survive in fair to poor condition due to lack of maintenance. The wood panels beneath the windows are cracked and broken; the wood bead board is broken and missing in areas.

Directly above this space, at the third floor, the windows contain a similar panel detail is present beneath the windows. Radiators are located in front of each panel and the heat has caused considerable damage to the wood. The majority of the panels are damaged and cracked. The remainder of this space is void of any finishes that would suggest an office use.

The remainder of the second floor (photo 11) and the third through fifth floors (photos 14-16) are comprised of unfinished space that is predominantly open in plan with no partitioning beyond the brick fire walls. Finishes include: wood floors, wood columns, brick walls and exposed joist ceilings. The brick perimeter and fire walls and the wooded structural elements contain both painted and unpainted conditions.

Conditions in the building vary considerably. Water damage is evident in areas by staining on the ceiling beams. The wood floors have suffered from water damage and lack of maintenance and are water stained, splintered, patched, and buckled in areas.

Garage and 1-Story Addition:

Exterior: Constructed in 1903 as a stable, the 2-story building was converted for garage use in 1923. Between 1932 and 1950, a one-story flat roofed addition was added to the north.

The Garage and 1-story addition are constructed of two shades of brick distinguishing the primary and secondary elevations. The two primary elevations (east and north) are clad in orange/red brick, while the secondary west elevation is finished with a utilitarian dark red brick absent of any ornamentation. The Main Office and Warehouse directly abuts the Garage to the south.

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The east elevation of the Garage (photo 2) is five bays in width with inset bays defined by brick piers that terminate at a corbelled brick parapet with simple terra cotta coping. A narrow rough faced stone base spans the east elevation. Primary entrance to the Garage is provided through the center bay which contains a modern aluminum double-leaf door with sidelights and fanlight transom. The modern entrance is slightly recessed within a brick segmental arched opening. The bays immediately north and south of the main entrance bay at the first story each contain paired modern aluminum 1/1 windows above fixed glass spandrels. Fenestration at the 2nd story is provided by paired 1/1 modern aluminum sash with the center bay containing a group of three 1/1 modern aluminum sash. The windows contain rough-faced stone sills with cast iron lintels. A row of brick corbelling ornaments the window bays at the 2nd story. Immediately north of the 2-story garage is a one-story addition. The east elevation of the addition is clad in a similar orange/red brick that is laid with soldier course patterns and projecting panels which embellish the otherwise unornamented and unfenestrated elevation.

A portion of the north elevation of the Garage is visible above the 1-story addition and is clad in the utilitarian dark red brick that is unfenestrated and unornamented. The north elevation of the 1-story addition is seven bays in width with the bays defined by projecting brick piers (photo 3). The brick that is visible on the north elevation is actually interior brick from a former 4-story building that abutted the 1-story building and was demolished during the 1950s in preparation for construction of Interstate 70. Joist pockets remain visible from the former second floor structure of the now demolished building. The surviving brick is in poor condition and has been painted over the years. A simple terra cotta coping caps the parapet. The four westernmost bays each contain modern roll-down aluminum doors. The concrete paving slopes down to facilitate truck unloading at these bays. The fourth bay from the west end also contains a single-leaf flush steel pedestrian door that is accessed by a short set of concrete steps with metal pipe rail.

The west elevation of the 1-story addition is constructed of dark red brick. A former large opening at the first story has been infilled with concrete block. A simple box cornice tops this elevation. The west elevation of the adjacent 2-story Garage is constructed of the utilitarian dark red brick. Two former pedestrian door openings and one loading opening on this elevation have been infilled with concrete block. Similarly, all window openings on this elevation have also been infilled with concrete block. A simple terra cotta coping caps the parapet.

Structure: The Garage is constructed of brick bearing wall construction with exposed wood joist ceilings and ceiling beams. The 1-story addition is constructed of brick bearing wall construction with exposed wood joist ceiling.

Interior: The east section of the Garage has been subdivided into 2-stories. The first floor contains a modern entrance lobby flanked by offices. The entrance lobby and offices contain modern finishes including: ceramic tile and carpeted floors, gypsum board walls and suspended acoustic

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ceilings. The second floor, which is accessed by a narrow carpeted stair with gypsum board walls, contains a short corridor accessing offices. The corridor and offices are finished in modern materials including: carpeted floors, gypsum board and exposed brick walls and suspended ceilings.

To the west, the Garage remains a 2-story clear span space with a carpeted floor, unpainted brick and gypsum board walls and exposed joist ceiling with a small clerestory (photo 17). An entrance on the north wall leads directly into the 1-story addition.

The 1-story addition is partitioned and finished in the eastern half with an open unfinished space to the west. The partitioned area contains a kitchen and restrooms, all finished with modern materials. The open unfinished space to the west contains a concrete floor, unpainted brick walls and exposed wood joist ceiling.

The Garage survives in generally good condition with limited areas of previous water infiltration evident by staining on the ceiling beams. By contrast, the 1-story addition shows evidence of structural cracks in the northwest corner that need further evaluation. Additionally, the north wall, which is constructed with a back-up or construction brick, shows evidence of spalling and erosion and is inadequate for use as a finish brick.

7th Street Warehouse:

Exterior: Constructed in 1911, the 7th Street Warehouse was constructed as warehouse space for Sligo's iron and milling supplies. The 5-story, flat roofed building is constructed of dark red brick above a narrow rough faced stone base and is utilitarian in character.

The primary, west elevation, fronts N. 7th Street and is six bays in width with inset bays defined by brick piers that terminate at a corbelled brick parapet with simple terra cotta coping (photo 6). Consistent with a utilitarian warehouse, there is no main entrance or public use door. Rather, the first floor bays were seemingly used for loading and for worker access. The first bay from the south end contains a tripartite aluminum framed door/window system that incorporates a single-leaf flush steel door. The remainder of the opening is covered over with metal sheeting. A vent is installed through the center transom area. The bay to the immediate north contains two large sliding paneled wood and glazed doors. A single-leaf swinging pedestrian door is incorporated into the southern section of the sliding door. A three-light transom window has been boarded over. The third bay from the south end contains a tripartite steel unit with a paneled base below six lights. A tripartite transom spans the opening and has been boarded over. A paneled wood loading door is located in the adjacent bay to the north. This door appears to be a replacement as the opening has been partially bricked in at the top. The northernmost bay contains a narrow metal roll down door beside a window opening that is infilled with glass block and a large vent. Fenestration on floors 2-5 is

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provided by modern 1/1 aluminum windows with fixed 1-light transoms that are banked in groups of three with aluminum mullions. The sills are rough faced stone and the lintels are cast iron.

The south elevation, which is unfenestrated, is visible above the abutting 2-story Machine Shop and is topped by a simple terra cotta coping (photos 8-9).

A modern concrete and aluminum clad one-story shed roof addition spans the eastern half of the north elevation (photo 5). Three loading bays with overhead metal doors and a single-leaf flush steel pedestrian door provide access to the interior. At the second floor, three former openings have been infilled. The remainder of the elevation is unfenestrated.

The rear (east) elevation is utilitarian in character and was used for loading (photo 4). At the first floor, bays 1, 2, 4 and 6 from the north end contain window openings that have been infilled with glass block. Bays 3 and 5 from the north each contain a wood roll-down door. Fenestration on the upper floors is provided by paired 36-light industrial steel sash with 12-light pivot sections. Metal fire escapes are located on the north and south ends of this elevation. At these locations, the 12-light operating sections of the windows are hinged rather than pivoted, to allow access onto the fire escapes.

Structure: The 7th Street Warehouse is constructed of brick bearing wall construction with wood columns and exposed wood joist ceilings with steel ceiling beams. The interior is divided east-west into two sections by a brick fire wall with iron-clad sliding fire doors.

Interior: The first floor is largely open in plan with a raised section along the east wall (photo 18). Entrance to the building is currently through the modern 1-story addition on the north elevation, though this location does not appear to be an historic entrance. This entrance leads directly onto the raised area. A short set of wooden steps leads from the raised area to the remainder of the first floor. Finishes throughout the first floor include: concrete floor, wood columns, unpainted and painted brick walls, and exposed wood joist and steel beam ceiling.

Access from floor to floor is provided by two stairs and two freight elevators. Each section of the building contains a wood stair that is roughly centered along the north wall. Each of the stairs contains wood treads and risers and simple wood handrails (photo 20). The stairs are anchored to the brick fire or perimeter walls with the opposing walls of frame construction and often finished with bead board. Each of the two sections of the building contains a freight elevator along the fire wall. In the north section, the elevator is located in the southeast corner. In the south section, the freight elevator is located in the northwest corner.

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Floors two through five are also open in plan. Finishes are largely consistent with the first floor and include: wood floors, wood columns, unpainted and painted brick walls, and exposed wood joist and steel beam ceilings (photos 19, 21-23).

Conditions in the building vary. Water damage is evident in areas by staining on the ceiling beams. The wood floors have suffered from water damage and lack of maintenance and are water stained, splintered, patched, and buckled in areas. Structural cracks are evident on the west end of the north and south perimeter walls.

Machine Shop:

Exterior: Constructed in 1902 by the Fred J. Swaine Manufacturing Co., a company separate and unrelated to Sligo, the Machine Shop was incorporated into the Sligo operations at some point after the 7th Street Warehouse was constructed by Sligo in 1911. The 2-story, flat roofed Machine Shop building is constructed of red brick that has been painted white with a rough-faced stone base. The two primary elevations (west and south) contain a narrow terra cotta cornice at the parapet whereas the secondary east elevation is capped by a simple terra cotta tile coping. The adjacent 7th Street Warehouse directly abuts the Machine Shop to the north.

The west (7th Street) elevation is eight bays in width divided into three sections by four piers that project from the wall plane (photos 7-8). Primary entrance to the building is through the third bay from the south end which contains a single-leaf flush steel door. Above the door's lintel, the brick is unpainted replacement brick that suggests the presence of a former transom. A glass block window is located directly above the former transom. A paneled wood overhead door is located in the fifth bay from the south end. The remaining bays at the first story contain window openings that previously contained paired sash that were replaced at some point with corrugated fiberglass. At the second story, the four southernmost bays contain window openings that have been partially infilled with brick and glass block. The fifth, seventh and eighth bays from the south end contain window openings that previously contained paired sash that were replaced at some point with corrugated fiberglass. The sixth bay from the south end contains a narrower window opening that formerly contained a single sash that was at some point replaced with corrugated fiberglass.

The south (O'Fallon Street) elevation is ten bays in width with inset bays defined by brick piers that feature corbelling above the 2nd floor windows (photos 8-9). There are no entrances on this elevation. Rather, the south elevation contains regular fenestration provided by window openings that previously contained paired sash that were replaced at some point with corrugated fiberglass panels, some of which contain vents. The two westernmost bays at the 2nd floor have been partially infilled with brick and glass block.

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The secondary east elevation is eight bays in width. At the first story, the two southernmost bays contain window openings that previously contained paired sash that were replaced with corrugated fiberglass. The third, fourth and eighth bays contain window openings infilled with concrete block. The sixth bay contains a paneled wood overhead door. The seventh bay contains a single-leaf flush steel pedestrian door. At the second story, the first, second and fourth through eighth bays contain window openings that previously contained paired sash that were replaced with corrugated fiberglass. The third bay from the south end contains a window opening that has been infilled with concrete block.

Structure: The Machine Shop is constructed of brick bearing wall construction. The interior contains a north section and a south section. In the north section, the floor structure at the second floor and all columns were removed c. 1950 and a crane was installed beneath an existing large skylight. Evidence of the former joist pockets from the floor structure at the second floor remain on the north wall. The south section maintains its two floors, though evidence of a former roof structure at the first floor suggests that the south section was originally only one story in height. In the south section, the structure is exposed including the wood columns and wood joist ceilings.

Interior: The north section is open in plan with a concrete floor, painted and unpainted brick walls on the north wall and drywall at the second story of the south wall, and an exposed wood joist ceiling with skylight (photo 24). A modern metal stair located along the west wall provides access to the second floor of the south section of the building. The south section contains two floor levels. The first floor is open in plan with a concrete floor, exposed wood columns and exposed joist ceiling. The walls are painted and unpainted brick. At the second floor, a modern office area is located at the west end and the east end is open in plan. The modern office area contains a linoleum tile floor, wood wall paneling and a suspended ceiling. The open area to the east contains a wood floor, exposed wood columns and exposed wood ceiling deck. The west and north walls are drywall and the south and east walls are unpainted brick.

Conditions in the Machine Shop vary from fair to poor. Water damage is evident at the second floor of the south section where the wood floors survive in very poor condition. In this same area, the columns appear to be twisted and the ceiling beams deflected, suggesting the potential for structural issues.

Sporting Goods Factory (non-contributing):

Exterior: Constructed in 1959, the two-story, flat-roofed modern commercial building contains a primary elevation along N. 7th Street with the three remaining elevations secondary in their design. The primary (N. 7th Street/west) elevation (Photo 9A) is constructed of buff colored brick with a simple metal coping cap at the parapet. The building's main entrance is offset from the center and is recessed into the volume of the building containing a single-leaf flush steel door with a small

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wire glass light. A steel gate is mounted within the masonry opening and secures the entrance area. Fenestration on the west elevation is provided by modern 1/1 aluminum replacement windows with exterior aluminum storm units. Vertical white aluminum panels span between the head of the first floor opening and the sill of the second floor opening.

The north elevation is constructed of buff colored brick and contains a large brick and aluminum faced one-story addition along its east half. The addition continues beyond the footprint of the original section to the east and north. At the first story of the addition, two former window openings have been infilled with concrete block. To the east, is a metal loading door sheltered by a tall aluminum canopy that projects north from this elevation. At the second story, fenestration is provided by 1/1 aluminum windows with aluminum storm units. Vertical aluminum panels between the windows span from the window sill height rising above the parapet.

The east elevation is comprised of the one-story addition at the first floor and the original section at the second floor. The first story is painted brick and contains two single-leaf flush steel doors with lights. The second story is buff colored brick fenestrated by 1/1 aluminum windows with storm units.

The south elevation contains the original 2-story section with the 1-story addition to the east. The south elevation is unfenestrated painted brick.

Structure: The Sporting Goods Factory is constructed of steel columns and beams with a brick exterior. The steel columns and beams are fully enclosed.

Interior: In the interior, the first floor contains a modest entrance area and offices in the northwest corner, a large open area, and utilitarian rooms along the east wall. The main entrance on the west elevation leads to a short set of stairs that access a corridor leading to the offices and lobby. Finishes in the entrance area, corridor, lobby and offices include: vinyl tile floors, gypsum board walls and gypsum board and suspended ceilings with the lobby ceiling containing corrugated plastic panels. A stair to the second floor is located off the lobby and contains carpeted treads and risers. One elevator serves the building and contains flush steel doors. South of the main entrance is a stair tower. The stairs are metal with vinyl treads. The stair tower contains gypsum board walls and ceilings with a simple metal handrail. The large open area that comprises the majority of the first floor and the utilitarian rooms along the east wall are finished with concrete floor, gypsum board walls, gypsum board enclosed columns, and acoustic tile ceiling. The second floor was not accessible, but is believed to contain finishes similar to the first floor.

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Integrity:

The four buildings associated with the Sligo Iron Store Co. (Main Office and Warehouse, Garage with 1-story Addition, 7th Street Warehouse and Machine Shop), maintain their historic association and retain integrity and are contributing buildings. The limited alterations have not significantly changed the buildings or removed character defining materials, and the buildings continue to convey the prototypical design of an early 20th century commercial complex. The Sporting Goods Factory was constructed for an historically unrelated use and is therefore a non-contributing building.

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Summary:

The Sligo Iron Store Co. (Sligo) complex, located at 1301 N. 6th Street in St. Louis, Missouri is individually eligible for listing in the National Register of Historic Places under Criterion A for COMMERCE. The five-building complex (four contributing and one non-contributing) is significant as the early-to-mid 20th century warehouse and main office of the locally prominent Sligo Iron Store Co. Established in St. Louis in 1834, Sligo is thought to have been the first metal supply company located west of the Mississippi River.¹ While at the North 6th Street location, the company grew from a local retailer to a national supplier of iron goods and tools during the heyday of catalog stores in the early decades of the 20th century. The modern complex provided Sligo the warehouse space to stock over 40,000 items ranging from iron and steel plates to tires, paint brushes and auto parts.² Sligo operated a modern office on the second floor of the Main Office and Warehouse Building (constructed in 1906) which utilized innovative inventory control and tracking systems to efficiently manage the company's extensive product line. Along with a fleet of horses and trucks which was maintained in the Garage Building (constructed in 1903), Sligo's ability to stock its entire inventory on site allowed it to ship orders quickly and to meet the supply needs of companies undertaking a diverse range of industries. Its ability to supply products for multiple industries enabled Sligo to withstand the Great Depression and the changing industrial climate over many years. The five buildings, constructed over a 40-year period beginning in 1902, continue to reflect their historic associations. The same architect, Thomas Lowery, designed the 1903 stable, 1906 main office and warehouse and 1911 warehouse. The level of significance is local, and the period extends from 1903 when Sligo began transferring its operations to the North Sixth Street site from an earlier location, to 1960, the year when events begun historically continue to have importance and no more specific date can be defined. Sligo maintained operations here well beyond the arbitrary cutoff date, until 1981.

History of the Complex:

The Sligo Iron Store Co. complex is located within the Columbus Square neighborhood in near-north St. Louis. The neighborhood, historically known as the "Kerry Patch," and more recently known as the Bottle District, was originally settled in the early 19th century by German Catholic immigrants. Between 1840 and 1860, the neighborhood exploded as a residential slum colonized by Irish immigrants escaping the Irish Potato Famine. In order to accommodate the large immigrant population, the neighborhood became densely populated with tenement buildings and two and three-story row houses. The area was known as a rough and tough neighborhood full of gangs,

¹ Commercial and Architectural St. Louis. St. Louis, MO: Dumont Jones & Co., 1891: 139.

² Sligo Iron Store Company. *McCammon Investment Co. Invoice*. Sligo Iron Store Company, 1910.

Note: The 1910 Sligo Iron Store Company letterhead indicated that the company, located at Sixth & O'Fallon Streets, supplied the following categories of products: *Iron and Steel, Carriage and Wagon Woodwork, Carriage and Heavy Hardware, Carriage and automobile trimmings, Wagonmakers' and blacksmiths' tools, Horseshoers' supplies of all kinds, Coach colors, Varnishes and brushes, Scrapers and wheelbarrows, Rubber Tire, Belting, Hose and saw mill supplies, Blacksmiths' coal, Sligo and Ajax roofing.*

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crime and squalor. Around the turn of the 20th century, Columbus Square began to transition from a residential slum to a commercial and industrial district. With its close proximity to the waterfront and railroad lines and stock of slum tenements ripe for demolition, the neighborhood was strategically located for commercial redevelopment. In the first two decades of the 20th century, much of Columbus Square was razed and replaced with modern brick warehouses and industrial buildings.³

Prior to the relocation of the Sligo Iron Store Co. to 1301 N. 6th Street at the turn of the 20th century, the block bound by O'Fallon Street to the south, Cass Street to the north, 6th Street to the east, and 7th Street to the west, was fully built-out with low-rise brick and timber buildings. The buildings were generally less than three stories in height but were diverse in plan and usage. While much of the Columbus Square neighborhood to the west was still heavily residential, the subject property appears to have had much commercial usage, though most likely significant residential accommodations remained on the upper floors of the buildings. It appears that a significant portion of the block was utilized for stables and wagon repair facilities along with row houses utilized for retail on the first floor.⁴ At the north end of the property, located at 1401 North 6th Street, there was a 4-story brick factory building which was constructed in 1898 (not extant), and was a harbinger to the transition to industry which was soon to occur in Columbus Square.⁵

After nearly 70 years on North 2nd Street, Sligo began to transition its operations to the 1300 block of North 6th Street in 1903. At first, Sligo utilized the existing brick stables and four-story warehouse (1401 N. 6th Street, not extant) to accommodate their office and warehousing operations. While these buildings initially met its spatial demands, ironically, the company found itself in need of a stable to tend to its fleet of delivery wagons and horses. In 1903, Sligo constructed the two-story stable building (Garage, extant) to accommodate its delivery fleet and a stableman was employed full-time to ensure the health of the horses.⁶ The stable was constructed south of the four-story warehouse, but the two buildings were separated by a vacant lot and were not interconnected.

Between 1903 and 1906, Sligo remained headquartered at 945 North 2nd Street while cobbling together parcels on the 1300 block of North 6th and 7th Streets. By 1906, Sligo had purchased a two-story dwelling and garage at 1308 North 7th Street as well as 1301-1403 North 6th Street. With these purchases, Sligo now had the land required to transition its entire operation to the subject site.

³ "Columbus Square / Saint Louis." City of St. Louis Community Information Network - Official Web Site of the City of St. Louis, Missouri. 20 July 2009 <<http://stlouis.missouri.org/columbussquare/history.html>>.

⁴ St. Louis Building Permits. B-9251 (5/29/1894), D-7863 (2-26-1903), Unnumbered permits 1-2-1894, 3-30-1898, 7-27-1897.

⁵ St. Louis Building Permit. Unnumbered. Aug. Holthaus: 3-24-1898.

⁶ St. Louis Building Permit #d7619: 1-19-1903.

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In order to accommodate its substantial warehousing and office needs, Sligo constructed the Main Office and Warehouse (extant) in 1906.⁷

Located at the corner of O'Fallon and North 6th Street (now I-70), the Main Office and Warehouse was constructed for use as Sligo's main office and warehouse and represented the burgeoning economy of St. Louis as illustrated by the 1904 World's Fair. The building was constructed adjacent to the stable (Garage) and was fully accessible for truck loading on both 6th Street and the rear alley. The Main Office and Warehouse was constructed utilizing wood timber and steel construction, and was divided into four sections by 12" brick firewalls. Generally, the first floor of the building was utilized for shipping and receiving while the upper floors were utilized for warehousing Sligo's ample inventory of metal and industrial supplies. Within the southernmost section of the building, the second floor was utilized as the company office.⁸ The building featured multiple electric elevators and was equipped with automatic sprinklers but generally featured an open plan which allowed for flexibility in the storage of products.

The Sligo complex generally remained unchanged from 1906-1911 and included: the Main Office and Warehouse, stable (Garage), dwelling and garage at 1308 North 7th Street (not extant), and the 4-story warehouse at 1401 North 6th Street (not extant). In 1911 it was determined that additional warehouse space was required and plans were submitted for the demolition of the structure at 1308 North 7th Street and the construction of a four-story brick warehouse.⁹ The new 7th Street Warehouse (extant) was constructed directly to the north of and at some point thereafter interconnected with the Fred J. Swaine Manufacturing Company building (Machine Shop), a two-story brick machine shop located at the corner of North 7th and O'Fallon Streets. The new 7th Street Warehouse was constructed of brick with timber and steel framing and was divided into a "north" and "south" building with a center firewall. The building was completed with a fifth-story addition which was approved by the City of St. Louis in September 1911.¹⁰

The Sligo complex underwent relatively few changes beyond basic maintenance over the first decades of its existence. While technology changed and the products offered by Sligo adapted with the times, their means of operation and warehousing remained relatively unchanged and thus the buildings needed little adaptation. The only significant change that occurred prior to the 1920s was the adoption of the truck as Sligo's primary means of transportation. With this change, the stable (Garage) was converted into a garage for the storage and maintenance of the truck fleet and a brick floor was installed.¹¹

⁷ St. Louis Building Permit #e7779: 5-25-1906.

⁸ "Sanborn Fire Insurance Map." Map. Sanborn Fire Insurance Map, 1908. The Sanborn Library. Environmental Data Resources Inc. 2008.

⁹ Building Permits #g7546, g7547: 3-13-1911.

¹⁰ Building Permit #g9756: 9-7-1911.

¹¹ "Sesquicentennial: Commemorating Sligo's 150th Anniversary in St. Louis." St. Louis Purchaser May 1984: 5S.

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Between 1932 and 1950, a one-story brick addition (extant) was constructed on the vacant lot located between the Garage and 4-story warehouse (not extant). The simple brick addition connected the two buildings and was utilitarian in design. In 1947, a metal awning was added over the loading dock on the east elevation of the Main Office and Warehouse building.

Although there were relatively few changes, the Sligo complex evolved to meet the needs of the company. During the late 1930s, it was determined that the 7th Street Warehouse was no longer needed by Sligo and it was sold to the Cupples Manufacturing Corporation.¹² The remainder of the complex still owned by Sligo, fronting North 6th Street, remained relatively unchanged until c.1955 when the northern half of the block was raised for the construction of U.S. Route 70. Included in the demolition was Sligo's 4-story warehouse (1401 N.6th Street) which was located adjacent to the north elevation of the one-story Garage addition. Following the demolition of the 4-story warehouse, the north elevation of the one-story Garage addition was converted into a loading dock.

The Sporting Good Factory (non-contributing) located north of the 7th Street Warehouse, which had been built by an unrelated company in 1959, was later acquired and utilized by Sligo for additional office space.

The Main Office and Warehouse and Garage building remained the main office and warehouse for Sligo until the company's relocation to a modern off-site facility in 1981. Since Sligo's departure, the buildings have each had one primary use. For over 30 years the 7th Street Warehouse and Machine Shop were utilized by the Community Tire Company for tire retreading while the Main Office and Warehouse and Garage were utilized by McGuire Moving and Storage Company as a storage facility. The buildings within the Sligo Iron Store Co. complex have not been significantly altered and generally retain their appearance and feeling from the Sligo era.

Sligo Iron Store Co. Buildings:

Main Office and Warehouse: During the period of significance, the Main Office and Warehouse, constructed in 1906, housed Sligo's headquarters, warehousing space and the shipping and receiving department. The first floor was utilized for shipping and receiving as well as warehousing. The south end of the second floor was utilized as the company's main office. The remainder of the second floor and the upper floors was utilized for warehousing. Since Sligo's relocation in 1981, the building has been utilized for storage by the McGuire Moving and Storage Company.

¹² Building Permit #r4630: Undated.

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Garage: The Garage, constructed in 1903, was the first building constructed on site by the Sligo Iron Store Co. and was originally utilized as a stable for the company's fleet of horses and wagons. When Sligo transitioned to trucks c. 1920, the floor in the Garage was paved and the building was retrofit to store and repair the fleet. Between 1932 and 1950, a second floor balcony was added to the east end of the Garage and it became utilized as additional warehouse space. In order to provide access from the 4-story warehouse at 1401 N. 6th Street (not extant), the one-story garage addition was constructed and utilized for additional warehouse space. Following the demolition of the 4-story warehouse, the Garage addition was converted for use as a loading dock. Since Sligo's relocation in 1981, the garage has been utilized as the showroom and offices for the McGuire Moving and Storage Company.

7th Street Warehouse: The 7th Street Warehouse was constructed by the Sligo Iron Store Co. in 1911. From 1911 until the late 1930s, the 7th Street Warehouse was utilized for warehousing operations by Sligo. By the end of the 1930s, Sligo determined that it no longer needed the 7th Street Warehouse and it was sold to the Cupples Manufacturing Company which utilized the warehouse for product storage. The warehouse was purchased by the Community Tire Company c. 1955 for use as a tire retreading facility. Community Tire Company utilized the building for tire retreading until 2005 and it is currently vacant.

Machine Shop: The Machine Shop was constructed by the Fred J. Swaine Manufacturing Company in 1902. The building originally had a two-story office area along the west elevation with the east half of the building comprised of a one-story machine shop and blacksmith. C. 1920 the building was altered with the addition of a second floor along the south elevation and the installation of a wire glass skylight at the center of the north, two-story clerestory. During this period, the Machine Shop was connected to the 7th Street Warehouse at the first floor. In the 1960s the Machine Shop was purchased by the Samuel Bingham & Sons Company for use in the manufacturing and distribution of printing rollers. In c. 1978 the Machine Shop was purchased by the Community Tire Company for use in the tire retreading process in conjunction with the operation at the adjacent 7th Street Warehouse facility. The Machine Shop has been vacant since 2005.

Sporting Goods Factory (non-contributing): The Sporting Goods Factory was constructed in 1959. The building was later acquired and utilized by the Sligo Iron Store Co. for additional office space. The building is currently vacant.

Criterion A: Significance in Commerce:

The Sligo Iron Store Company (Sligo) complex is eligible for listing on the National Register of Historic places under Criterion A for significance in commerce as the early-to-mid 20th century

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main office and warehouse for the locally prominent Sligo Iron Store Company. Founded in 1834 as the Sligo Iron & Nail Store, Sligo was the first metal supply company located west of the Mississippi River and was established by the steel and iron manufacturing firm of Lyon, Shorb & Company.¹³ The Sligo Iron Store maintained a large stock of steel and iron merchandise, including wagon components and horseshoes which were utilized in the country's westward migration. Sligo was originally located on Front Street and then later moved to a larger store and warehouse on North Second Street within Laclede's Landing. At the turn of the 20th century, Sligo transitioned from a retail operation to a catalog based store which distributed to customers throughout the region and later throughout the country. Sligo's growing inventory and catalog business outgrew the landlocked and congested 2nd Street location and it became necessary to relocate to a facility with more efficient transportation infrastructure and increased warehousing space.

Between 1903 and 1911, Sligo constructed the subject buildings and relocated to the 1301 North 6th Street site. The new location provided ease of access for horse drawn wagons and later, trucks, which were the lifeblood of the Sligo distribution network. At this location, Sligo refined its ordering and inventory system to better distribute its large catalog of merchandise, which was continuously updated and revised to supply the materials demanded by its customers. It was at this location, following the Great Depression, that Sligo transitioned from a general merchandise supplier to an industrial supplier in order to meet the needs of the rebounding war-fed economy. Until its departure from the site in 1981, Sligo continuously updated the warehouse and office with the latest technology, from telephones and inventory cards to computer databases, to more efficiently stock and supply customers with products from their catalog of nearly 40,000 items.

Early History of Iron Manufacturing and Distribution:

Dictated by the historic settlement patterns of the Republic and the location of the natural resources required to produce iron, the Commonwealth of Pennsylvania was historically the cradle of the American iron and steel industry. Pennsylvania was ideally situated with abundant access to the large markets of the eastern seaboard, and ample supplies of the iron ore, coal and limestone necessary to produce iron. The first forge operations were established in 1716 in southeastern Pennsylvania and provided iron for local markets. On the eve of the American Revolution, "Pennsylvania had a greater number of iron works than any other colony."¹⁴

Around the turn of the 19th century, Pennsylvania's iron manufacturing began its rapid expansion into the western portion of the state, with Pittsburgh as the epicenter. The city of Pittsburgh was ideally situated at the intersection of the Ohio, Monongahela and Allegheny Rivers, which provided

¹³ St. Louis Star, comp. The City of St. Louis and its Resources. St. Louis, MO: Continental Printing Co., 1893: Unknown.

¹⁴ Bomberger, Bruce, William Sisson, and Diane Reed. Iron and Steel Resources of Pennsylvania, 1716-1945. Pennsylvania Historic and Museum Commission, May 1991: E9.

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efficient transportation for both raw materials and finished goods. Additionally, the city's proximity to iron and coal deposits made it an ideal location for iron production. By 1830, Pittsburgh was capitalizing on America's westward expansion, and providing iron to a market in excess of 3 million people who lived west of the Appalachian Mountains.¹⁵ Access from the Ohio River to the Mississippi River provided the Pittsburgh iron mills access to markets from Louisiana to Minnesota. Both finished iron goods and raw iron could be shipped to ports along the Mississippi and its tributaries.

Between 1830 and 1866, Pennsylvania iron works produced over half of the nation's pig iron. During this period, the industry underwent great expansion in Pittsburgh, capitalizing on enlarging markets both along the rivers and along the east coast via the newly constructed Pennsylvania Railroad. Technological improvements in the iron production process combined with heavy demand for iron goods, agricultural tools, construction supplies and railroad rails led to the expansion of the iron industry, both in quantities produced and number of producers. During this period, iron mills grew in size and complexity, owing to improved blast furnaces and the transition from charcoal heating to coal. New iron mills not only produced raw iron, but included rolling mills and other finishing processes, with over 20 rolling mills in Pittsburgh alone prior to the Civil War.¹⁶ During this period, independent producers became unable to meet increasing capitalization costs for new equipment, and large corporations were formed to provide the needed capital and management required for profitability. By 1867, the Pennsylvania steel industry had fully transitioned from small scale independent producers to large-scale conglomerates and capitalists who were responsible for the growth of modern America at the turn of the 20th century.¹⁷

Sligo Iron Works:

The Sligo Iron Works can be traced to 1813 when John Lyon, William Patton and Jacob Haldeman purchased the Pennsylvania Furnace in central Pennsylvania.¹⁸ Eventually, John Lyon became the sole proprietor of the Pennsylvania Furnace, and increased his iron concerns through purchases and partnerships. In 1825, the Sligo Iron Works, located in Pittsburgh along the south bank of the Monongahela River, was constructed by John Lyon and Robert T. Stewart and operated under the firm name of Stewart & Lyon. Three years later, the firm was sold to Anthony Shorb and James and Joseph Barnett and operated as Barnetts & Shorb. In 1830, John Lyon regained control as partial owner of the Sligo Iron Works through the purchase of the Barnetts' company shares, and

¹⁵ Bomberger, Bruce, William Sisson, and Diane Reed. Iron and Steel Resources of Pennsylvania, 1715-1945. Pennsylvania Historic and Museum Commission, May 1991: E15, footnote 1.

¹⁶ Bomberger, Bruce, William Sisson, and Diane Reed. Iron and Steel Resources of Pennsylvania, 1715-1945. Pennsylvania Historic and Museum Commission, May 1991: E35.

¹⁷ Bomberger, Bruce, William Sisson, and Diane Reed. Iron and Steel Resources of Pennsylvania, 1715-1945. Pennsylvania Historic and Museum Commission, May 1991: E41

¹⁸ Historical Register: Notes and Queries, Historical and Genealogical, Relating to Interior Pennsylvania, for the Year 1884. Vol. II. Harrisburg, PA: Lane S. Hart, 1884: 25.

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thus the company became known as Lyon, Shorb and Company, the name under which the firm would become prominently known as the supplier of "Sligo" steel.¹⁹

The Sligo Iron Works began as a small, traditional charcoal iron furnace which produced bar, boiler, nail and sheet iron. One of Pennsylvania's first iron rolling mills, it employed 30 men in 1826 and steadily grew over the half-century to become one of the largest rolling mills in the country.²⁰ Although the firm was headquartered in Pittsburgh, it also had iron works in Huntingdon, Centre, Blair and Clarion counties in Pennsylvania.²¹ Sligo Iron Works evolved with the trends of the iron industry and quickly expanded its operation based on the increased demand for iron products and its strategic location buttressed by the Monongahela River and the rail line of the Pittsburgh, Cincinnati and St. Louis Railroad (nee Pittsburgh and Lake Erie Railroad).

Although one of hundreds of iron manufacturers, Lyon, Shorb & Co. was nationally recognized for its renowned "Sligo" iron. Reportedly the "best iron-plate in the world," Sligo iron plate was chiefly utilized for boilers and machinery and commanded top dollar in the market.²² Sligo's iron plate was said to be "admirably adapted to the purpose of resisting the destructive effects of the direct action of the fire, which it does far better than ordinary metal."²³ While other iron manufactures were switching to coal fired furnaces, Sligo continued to utilize the traditional charcoal and cold blasting method of smelting which was thought to have a beneficial influence on the iron. Once smelted, the iron underwent a process known as "finery" in which the iron was placed in small hearths, covered with charcoal and melted. The iron remained in the blast furnace for several hours until the product was pure and void of impurities. This process created iron blooms of a very high quality, but nearly one-third of all iron introduced into the furnace was lost as waste byproduct. Once the blooms were cooled, they were sent from the company's multiple furnaces to the finishing works in Pittsburgh where they were formed into plates. Again, Sligo utilized the traditional method of creating plate through the use of hammering with rolling only occurring at the final stage. The hammering process was said to increase the hardness and density of the iron, but was also the most costly method of manufacturing.²⁴

Although other iron manufactures utilized low-cost labor and modern methods of production, the iron produced was generally acceptable at best. By the mid 19th century, America's industrial revolution was in full swing, and the demand for industrial boilers and machinery was in high demand. The producers of these products required high quality plate iron, particularly "Sligo" iron, which although costly, was certain to be a quality product. The success of Sligo Iron Works was

¹⁹ Thurston, George H. Allegheny County's Hundred Years. Pittsburgh, PA: A.A. Anderson & Son, 1888: 143.

²⁰ Cargo's Photographic Rooms. M. Cunningham. c. 1860-1867. The Lyon Shorb & Company Collection, Historical Society of Western Pennsylvania, Pittsburgh, PA.

²¹ Egle, M.D., M.A., William H. Pennsylvania Genealogies; Scotch-Irish and German. Harrisburg, PA: Lane S. Hart, 1886: 344.

²² "Our Iron and Steel Works." The New York Times [New York, NY] 20 Oct. 1870.

²³ Ibid.

²⁴ Ibid.

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based on the rising demand for its high quality sheet iron, and this success is reflected in the growth of the Pittsburgh works. During the 1860s, a massive Rolling Mill of 200'x 104' and an adjacent Sheet Mill was constructed to produce large scale iron plates.²⁵ By 1879 the firm employed over 400 workers at its eight acre Pittsburgh works.²⁶

In 1872, the Sligo Iron Works was sold to the iron manufacturing concern of Phillips, Nimick & Co. The new operator continued to operate the Sligo works on the South Side of Pittsburgh and marketed all its products utilizing the Sligo name including: "Sligo Boiler Plate Iron, Sligo Stay Bolt Iron, and Sligo Bar, Ban, Sheet and Angle Iron."²⁷ By 1893 the Sligo Iron Works employed 800 men and had over 20 iron furnaces in operation at its Pittsburgh mill. The Sligo Iron Works mill remained in use until 1903 when its factory site was condemned and the property transferred to the Pittsburgh & Lake Erie Railroad for the construction of freight facilities.²⁸

Sligo Iron Store Company:

In order to increase its market throughout the Midwest, Lyon, Shorb and Co. established branch offices at port cities including Cincinnati and St. Louis.²⁹ With an increasing amount of Americans moving westward, the City of St. Louis became the unofficial gateway to the west. Combined with its strategic location on the western banks of the Mississippi River, St. Louis became the staging point for pioneers preparing to tackle Manifest Destiny. In addition, St. Louis was growing into a major Mississippi River port complete with burgeoning industries, but this growth was slowed as the supply of metal materials could not keep up with demand. The economy in St. Louis had three unique components; industry, transportation and agriculture, none of which could grow without a supply of iron goods.

After establishing an office in St. Louis, Lyon, Shorb and Co. determined that it could best exploit the market by establishing a supply depot and selling its iron products directly to the consumers. In 1834, Lyon, Shorb and Company established the Sligo and Tyrone Iron Store at 55 North Front Street; the first metal supply store to be located west of the Mississippi River. Within its first decade of existence, the store's name was changed to the "Sligo Iron and Nail Store." Initially, the

²⁵ Bishop, J. L. A History of American Manufacturers from 1608-1860. Vol. II. Philadelphia, PA: Edward Young & Co., 1864: 581.

²⁶ Rogers, Rebecca M., and David Thum. Monongahela Incline Plane HAER No. PA-226. 1993. Historic American Engineering Record. <http://memory.loc.gov/pnp/habshaer/pa/pa2600/pa2667/data/pa2667.pdf>: 15.

²⁷ Pittsburgh Chamber of Commerce. Pittsburgh and Western Pennsylvania: Their Industries and Commerce, Resources and Prospects. Pittsburgh, PA: Jos. Eichbaum & Co., 1885: 118.

²⁸ Rogers, Rebecca M., and David Thum. Monongahela Incline Plane HAER No. PA-226. 1993. Historic American Engineering Record. <http://memory.loc.gov/pnp/habshaer/pa/pa2600/pa2667/data/pa2667.pdf>: 19.

²⁹ American Society of Civil Engineers, comp. "William M. Lyon, F. AM. SOC. C. E." Proceedings of the American Society of Civil Engineers XVI (1890): 112.

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Sligo Iron Store Co.
St. Louis [Independent City], MO

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store was stocked with products produced at the Sligo Iron Works in Pittsburgh including: plate iron, wagon components, horseshoes, nails and plows.³⁰

In 1843, Lyon, Shorb and Co. transferred manager Alfred Vinton from Pittsburgh to St. Louis to operate the store which had moved to a new showroom and warehouse located within LaCledé's Landing at 268 North 2nd Street (not extant). Vinton was replaced by George D. Hall in 1854 who had previously worked for the firm as a clerk in the Pittsburgh office. Hall was said to have "managed (the store) with great energy and success," during which time he purchased an interest in the store and became a partial owner.³¹ During this period, the concern was renamed the "Sligo Iron Store Company" and the store gradually began to stock a variety of merchandise beyond the "Sligo" iron products manufactured by the parent company Lyon, Shorb and Co.

Concurrent with Sligo Iron Store's growth in sales and stock was the sale of the parent firm, Lyon, Shorb and Co. In 1872, the Sligo Iron Works of Pittsburgh was purchased by Phillips, Nimick and Co. and although the firm continued to produce "Sligo" iron products, it divested itself from the retail business. In c. 1876, George D. Hall purchased the store and thus it was incorporated as an independent corporation (Sligo Iron Store Company) under Missouri law.³² No longer confined under the corporate umbrella of the Sligo Iron Works, the store greatly expanded its offerings in the last decades of the 19th century, so much so, that by 1893 the firm was the "largest (store) in the United States in the heavy hardware line."³³

Relocation to Sixth and O'Fallon Street:

At the turn of the 20th century, Sligo employed nearly 100 men in its large, increasingly crowded warehouse and headquarters on North 2nd Street.³⁴ After twenty years of independent ownership, Sligo had expanded significantly enough that the business was divided into eight distinct branches including: "iron and steel; horseshoers' tools and supplies; blacksmiths' and machinists' tools and supplies; woodworkers' tools and supplies, including carriage and wagon material; bodies and gears; springs and axles; wagon, carriage and coach hardware; carriage mountings and trimmings; paints and varnishes."³⁵ Under the direction of company president C.R. Blake, the firm grew into one of the largest supply stores in the country, capitalizing on improved communications and railroad transportation which allowed the store to distribute product to customers "as far east as Pittsburgh, and from the Gulf to Oregon in the far Northwest."³⁶ In order to serve distant markets,

³⁰ "Sesquicentennial: Commemorating Sligo's 150th Anniversary in St. Louis." St. Louis Purchaser May 1984: 4S.

³¹ Egle, M.D., M.A., William H. Pennsylvania Genealogies; Scotch-Irish and German. Harrisburg, PA: Lane S. Hart, 1886. 381.

³² St. Louis Star, comp. The City of St. Louis and its Resources. St. Louis, MO: Continental Printing Co., 1893: Unknown.

³³ Ibid.

³⁴ Mercantile Advancement Co., comp. St. Louis. (The Queen City of the West). St. Louis, MO: Mercantile Advancement Co., 1899: Unknown.

³⁵ St. Louis Star, comp. The City of St. Louis and its Resources. St. Louis, MO: Continental Printing Co., 1893: Unknown.

³⁶ Ibid.

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Sligo published an extensive catalogue and employed a large contingent of traveling representatives. The company's growth and prosperity was generally attributed to President Blake and Treasurer Theodore Conant whose "progressive policy has pushed its (Sligo's) fortunes far beyond the most sanguine expectations of its founders."³⁷

With regards to the increase in business and the large amount of goods which the firm needed to warehouse, it was determined that that 2nd Street location could no longer meet the spatial needs of the company. Landlocked within LaCledé's Landing, expansion at the current location was not an option and relocation became necessary to allow for continued growth. In 1903, Sligo initiated its move to the subject site with the purchase of the existing buildings on the site including a four-story brick warehouse and multiple low-rise brick row buildings and stables. The company also constructed the extant Garage building as a stable for its horses and delivery wagons. In 1905, Theodore Conant was named president, and the company continued its relocation. Between 1906 and 1911, Sligo constructed two large, 5-story warehouses on site and officially relocated its headquarters to the site in 1906. With the move, Sligo completed its transition from a storefront operation to a catalog retailer. The new Warehouse and Main Office building, located at the northwest corner of North 6th and O'Fallon Streets did not have a showroom, but was utilized only for shipping and receiving, warehousing and office functions.

The modern Sligo complex provided the company ample room for storage and expansion of its product lines. From this site, Sligo utilized a fleet of horse drawn wagons for local deliveries and utilized the nearby railroads for long-distance deliveries. After World War I, the company retired its horse and wagon fleet in favor of modern motor trucks which were more efficient and could delivery larger and heavier goods to a greater geographic range.

Under the leadership of President Theodore Conant, Sligo continuously expanded its product line and refined its business operation. In the late 1910s, looking to capitalize on America's growing automobile industry, Sligo entered the automobile parts business and offered items such as: batteries, tires, bumpers, spark plugs and radios in its catalog.³⁸ The firm also instituted an inventory control system that was utilized to track sales and adjust prices depending on product demand. The inventory control system was operated in the second floor office space of the Main Warehouse and Office building, and included a small army of clerks who utilized a card file to manage stock. The card file included a card for each product sold by Sligo, which at its peak, numbered over 40,000.³⁹ During the first decades of the 20th century, the Sligo Iron Store was the largest industrial supply house in St. Louis. At this time, most supply needs were handled by smaller firms and hardware stores located within the neighborhoods. Sligo was the precursor to

³⁷ Commercial and Architectural St. Louis. St. Louis, MO: Dumont Jones & Co., 1891: 139-140.

³⁸ "Sesquicentennial: Commemorating Sligo's 150th Anniversary in St. Louis." St. Louis Purchaser May 1984: 8S.

³⁹ "Sesquicentennial: Commemorating Sligo's 150th Anniversary in St. Louis." St. Louis Purchaser May 1984: 10S.

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modern industrial suppliers as its sales were driven by distribution of its product catalog. Unlike smaller suppliers of the day, and modern suppliers which utilize efficient transportation to order products for “on demand” arrival, Sligo utilized its large volume of warehousing space to maintain an inventory of its entire catalog. During this period, no other industrial supplier could offer such a diverse range of products with the certainty that the product would be available when ordered.

Although Sligo had continuously enlarged its catalog since its founding in 1834, the Great Depression of the 1930s severely affected the firm and forced it to alter its business strategy. In order to remain solvent and capitalize on markets emerging from the New Deal legislation, Sligo transitioned from a general supply house to an industrial supply store. The redesigned Sligo catalog still included tools and implements utilized in agriculture and construction, but large machines and industrial supplies were introduced and marketed to mines, utilities and other large industrial concerns.⁴⁰ Sligo maintained its business by stocking only quality, brand name American goods, a practice that dated back to its origins when only the highest quality “Sligo” steel was sold. It was at this time that the company sold its 7th Street Warehouse.

During this period, competitors in the Industrial Supply industry entered the St. Louis market and provided direct competition with Sligo. In 1927, the Hanneke Hardware & Industrial Supply Co. was established in St. Louis and sold its products through both retail outlets and catalog orders. In 1930, Tiemann-Kaimann Industrial Hardware was established in North St. Louis as a neighborhood hardware store which later developed into an industrial supply house during the 1950s. During this period, national suppliers such as Grainger entered the St. Louis market and setup branch offices to service local companies. Although these companies eventually grew to offer wider product lines than Sligo, none had the massive infrastructure and onsite warehousing space provided at Sixth and O’Fallon Streets.

The company remained in the Conant family until 1969, as successive generations of the family maintained all positions of leadership with the company. In 1969, the firm was sold and became the Sligo Division of the Mid-Continent Supply Company and then became Sligo Inc. in 1977. During this period of transition, Sligo remained at the subject site at 6th and O’Fallon Streets and continued to offer an expansive range of goods through its catalog which was often referred to as “the user’s bible.”⁴¹ Through improved communications and computerized stock tracking, which replaced the innovative inventory control system of the 1920s, Sligo remained a leader in the industrial supplier market. In 1981, after 78 years, Sligo Inc. relocated from its historic 20th century home at 6th and O’Fallon Streets to a modern computerized office in St. Louis with warehousing distributed amongst three facilities in St. Louis, Springfield and Decatur. Sligo continued to operate as an

⁴⁰ “Sesquicentennial: Commemorating Sligo’s 150th Anniversary in St. Louis.” St. Louis Purchaser May 1984: 8S.

⁴¹ “Sesquicentennial: Commemorating Sligo’s 150th Anniversary in St. Louis.” St. Louis Purchaser May 1984: 26S.

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industrial supplier until 1997, when it transitioned to a wholesale steel supplier.⁴² Today, the legacy of the Sligo Iron Store lives on as the Sligo Division of Omega Steel, based in nearby Madison, Illinois.⁴³

Following Sligo's sale of the 7th Street Warehouse during the 1930s the building was utilized by the Cupples Manufacturing Company for product storage. The warehouse was later purchased by the Community Tire Company c. 1955 for use as a tire retreading facility. Community Tire Company utilized the building for tire retreading until 2005 and it is currently vacant. The Main Office and Warehouse was utilized by Sligo until 1981 when the company relocated to a new facility. Since 1981, the building has been utilized by the Maguire Moving and Storage Company for the storage of furniture and records.

Conclusion:

The Sligo Iron Store Co. complex is eligible for listing in the National Register of Historic Places under Criterion A for commerce as the early-to-mid 20th century home of the warehousing and main office operations of the locally prominent Sligo Iron Store Company.

⁴² Stamborski, Al. "Sligo Inc. Sells Division and Building to 2 Buyers." St. Louis Post-Dispatch 12 June 1997, Five ed., Business sec.: 1C.

⁴³ Sligo Steel Company. 15 July 2009 <<http://www.sligosteel.com/sligohome.htm>>.

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"Sanborn Fire Insurance Map." Map. Sanborn Fire Insurance Map, 1908, 1909, 1932, 1950, 1989. The Sanborn Library. Environmental Data Resources Inc. 2008.

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Stamborski, Al. "Sligo Inc. Sells Division and Building to 2 Buyers." St. Louis Post-Dispatch 12 June 1997, Five ed., Business sec.: 1C.

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Verbal Boundary Description

The boundary for the nominated property includes the following City of St. Louis land parcels: 05810000200 (1301-1333 N. 6th Street), 05810000300 (1300-1306 N. 6th Street), 05830400500 (1337 N. 6th Street), 05830400400 (1339 N. 6th Street), 05810000100 (1308-1316 N. 7th Street), 05830400100 (1400 N. 7th Street), 05830400150 (1410 N. 7th Street).

Boundary Justification

The boundary includes all buildings and land associated with the Sligo Iron Store Co. operations at this location.

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Photograph List:

Sligo Iron Store Co.
City of St. Louis, MO
Nick Kraus
June 2009
Heritage Consulting Group

Photo #	View
1	Main Office and Warehouse, South Elevation, Looking North
2	Main Office and Warehouse, East Elevation, Looking West
3	Main Office and Warehouse, North Elevation, Looking South
4	Alley Between West Elevation of Main Office and Warehouse and East elevation of 7 th Street Warehouse, Looking South
5	7 th Street Warehouse, Northwest Corner, Looking Southeast
6	7 th Street Warehouse, West Elevation, Looking East
7	Machine Shop, West Elevation, Looking East
8	Machine Shop, Southwest Corner, Looking Northeast
9	Machine Shop, South Elevation, Looking North
9A	Sporting Goods Factory, West Elevation, Looking East
10	Main Office and Warehouse, 1 st Floor, Looking Southeast
11	Main Office and Warehouse, 2 nd Floor, Looking West
12	Main Office and Warehouse, 2 nd Floor, Office Looking East
13	Main Office and Warehouse, 3 rd Floor, Stair Looking West
14	Main Office and Warehouse, 3 rd Floor, Looking West
15	Main Office and Warehouse, 4 th Floor, Looking West
16	Main Office and Warehouse, 5 th Floor, Looking West
17	Garage, 1 st Floor, Looking South
18	7 th Street Warehouse, 1 st Floor, Looking East
19	7 th Street Warehouse, 2 nd Floor, Looking East
20	7 th Street Warehouse, 2 nd Floor, Stair Looking East
21	7 th Street Warehouse, 3 rd Floor, Looking East
22	7 th Street Warehouse, 4 th Floor, Looking East
23	7 th Street Warehouse, 5 th Floor, Looking East
24	Machine Shop, 1 st Floor, Looking West

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Sligo Iron Store Co.
St. Louis [Independent City], MO

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Section number Figure 1 Page 29

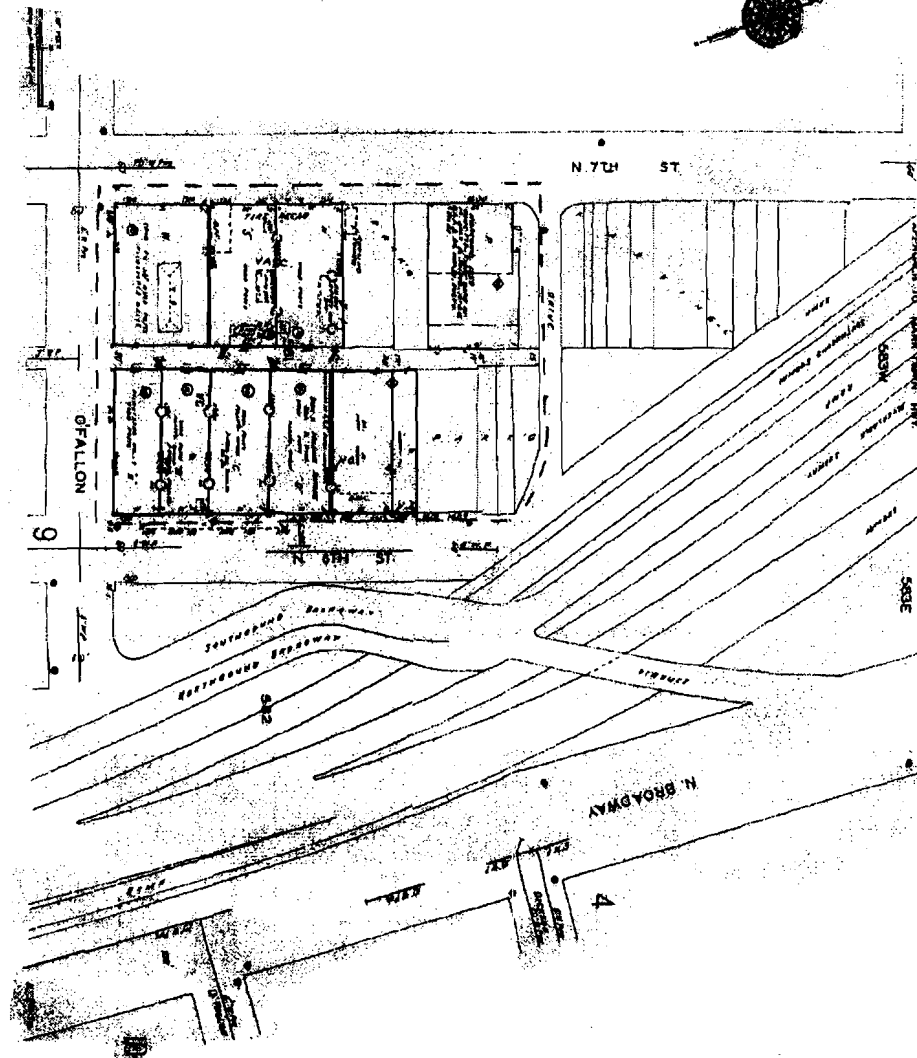
Site Plan:

Sligo Iron Store Co.
1301 N. 6th Street
St. Louis [Independent City], MO
Site Plan
National Register Boundary [- - -]

Certification # CE42-470E

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St. Louis [Independent City], MO

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Section number Figure 2 Page 30

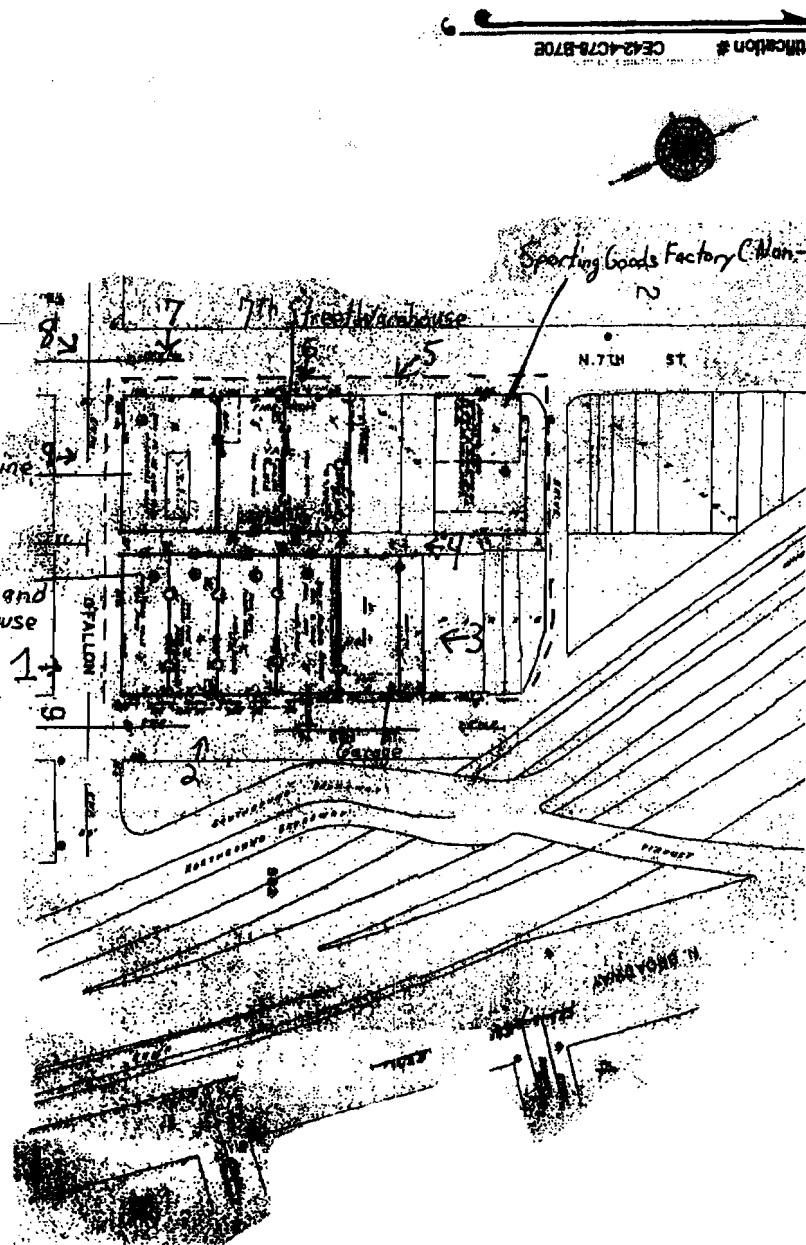
Exterior Photo Key Plan:

Sligo Iron Store Co.
1301 N. 6th Street
St. Louis [Independent City], MO
Exterior Photo Key Plan

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Machine Shop
Main Office and Warehouse



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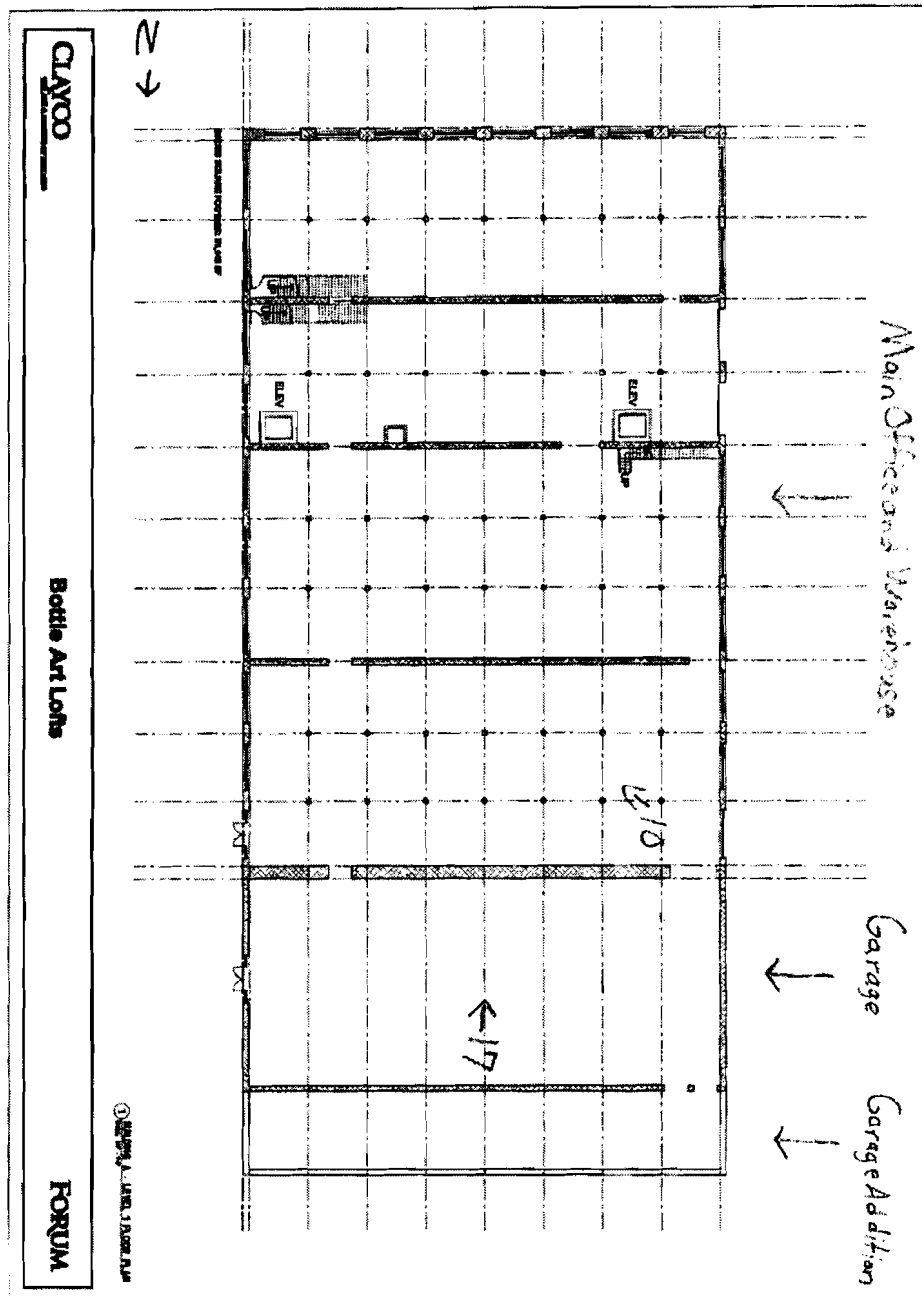
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Section number Figure 3 Page 31

Main Office and Warehouse/Garage
Photo Key Plan
1st Floor



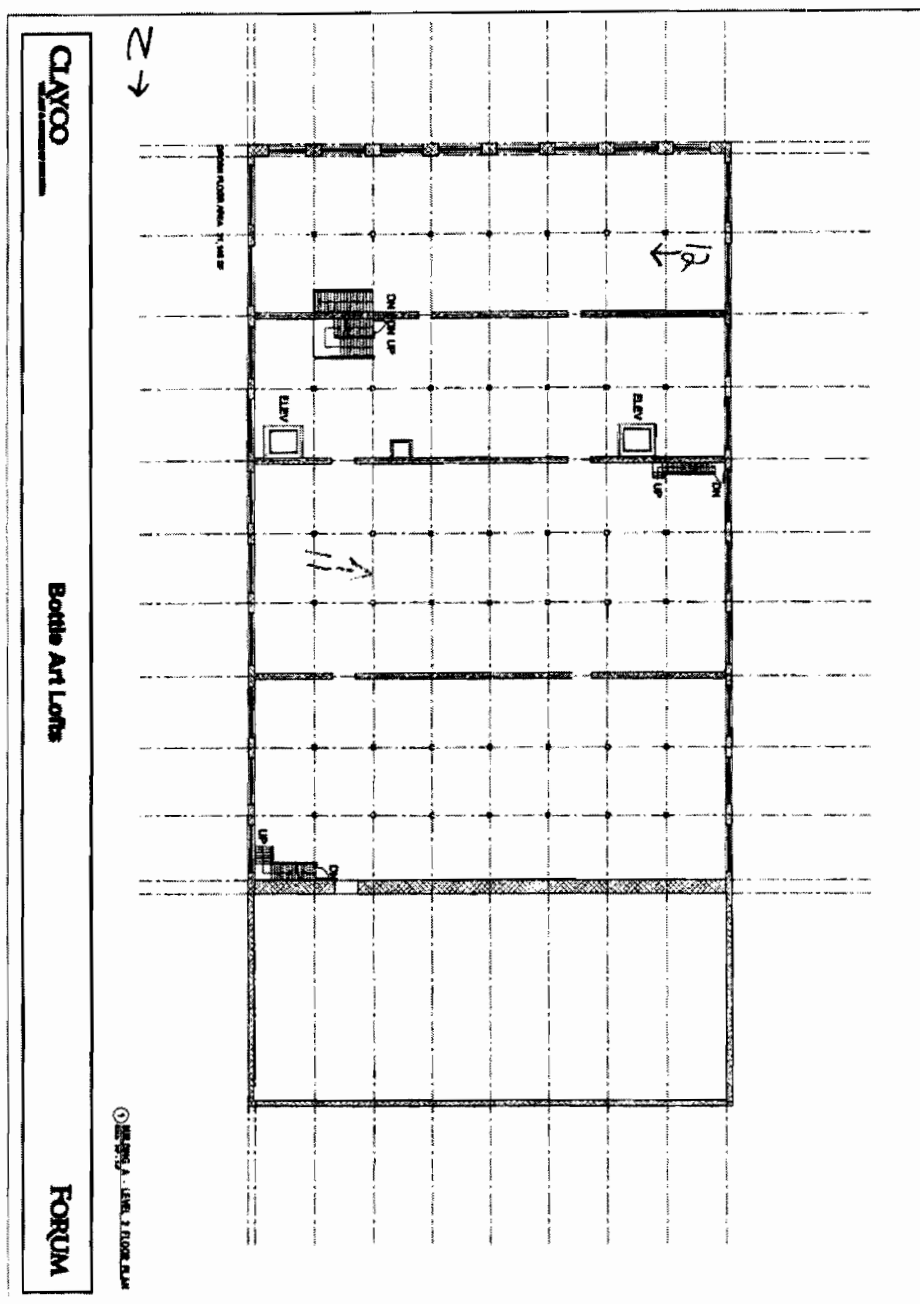
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Section number Figure 4 Page 32

Main Office and Warehouse
Photo Key Plan
2nd Floor



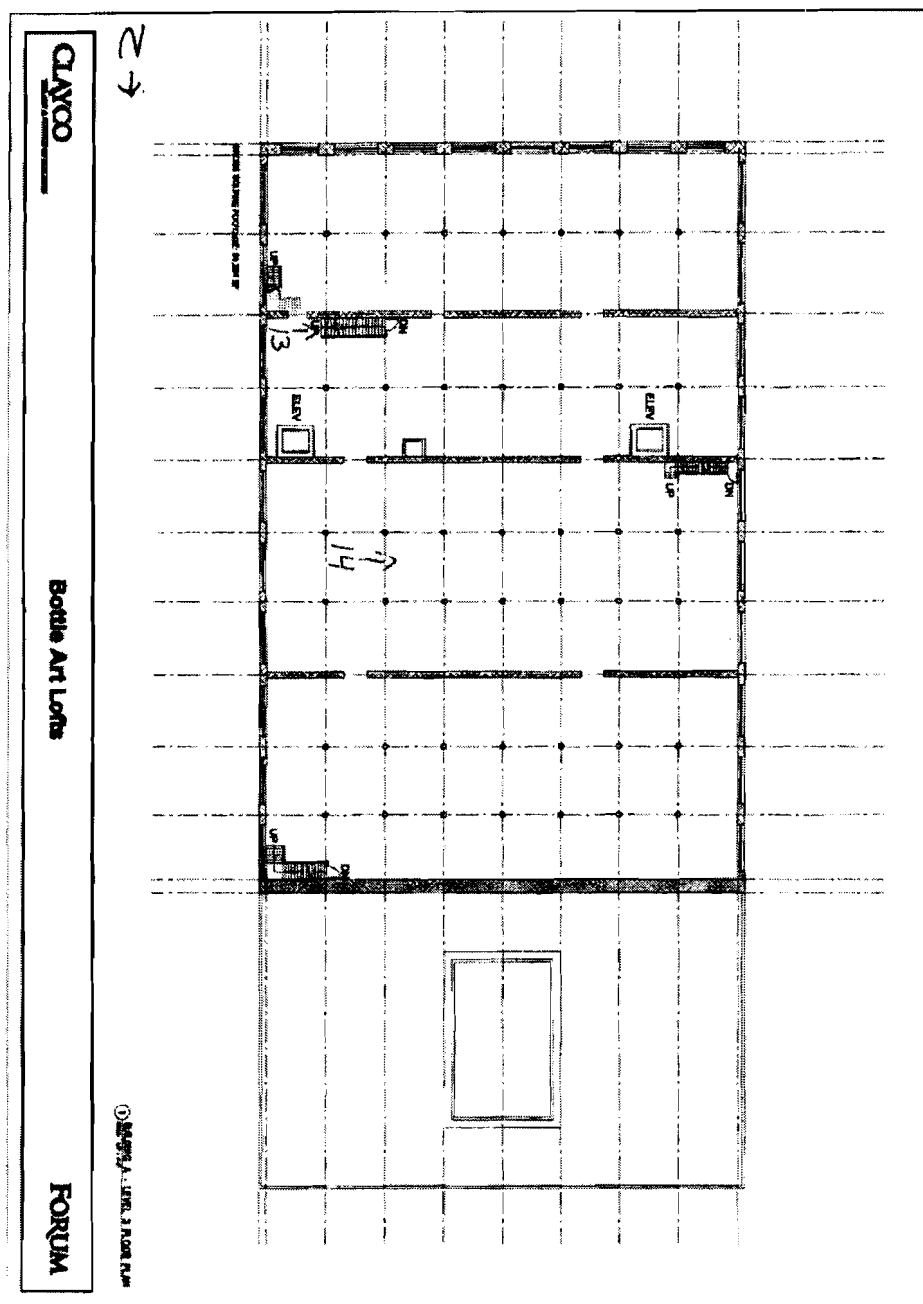
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St. Louis [Independent City], MO

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Section number Figure 5 Page 33

**Main Office and Warehouse
Photo Key Plan
3rd Floor**



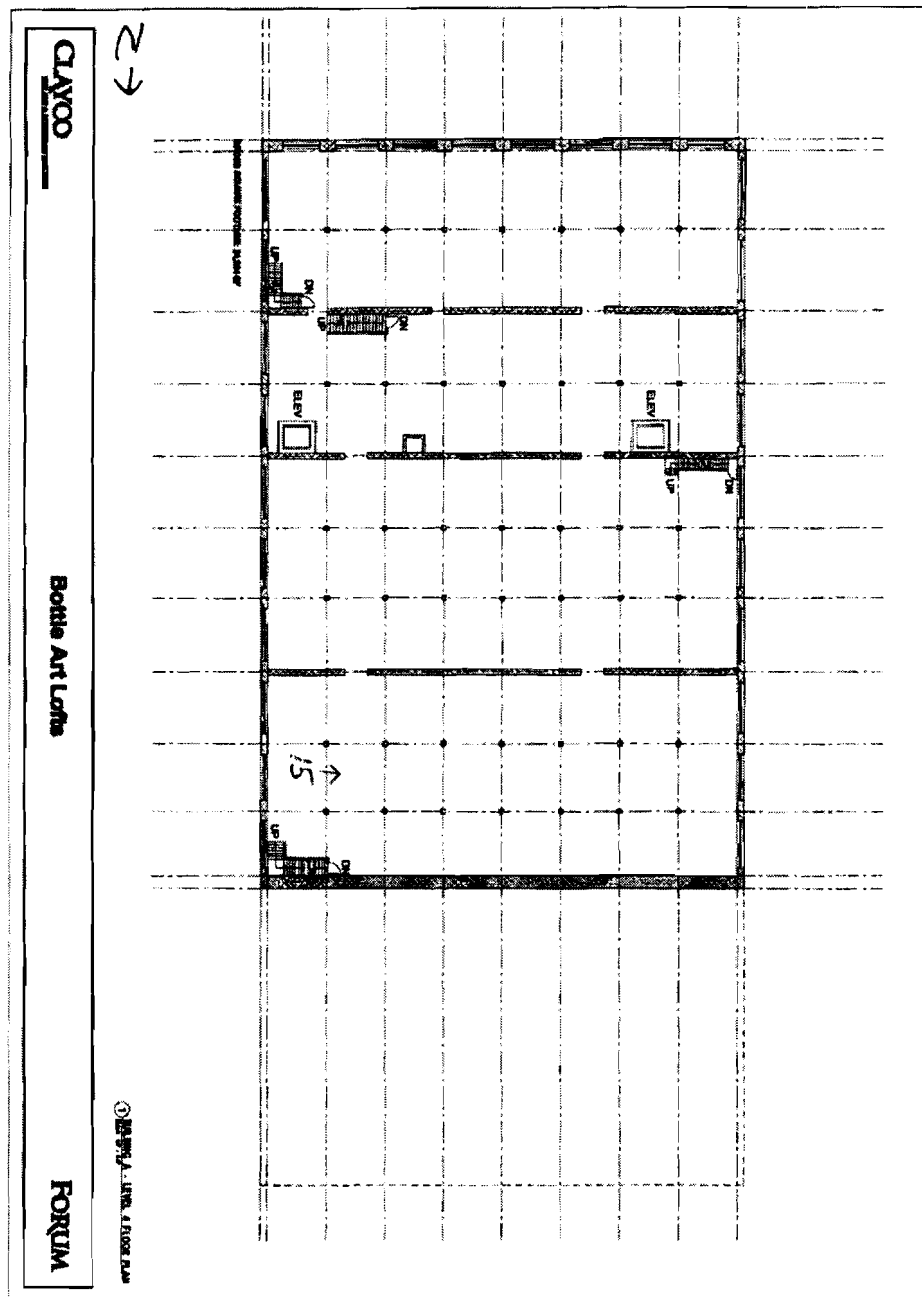
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Main Office and Warehouse
Photo Key Plan
4th Floor



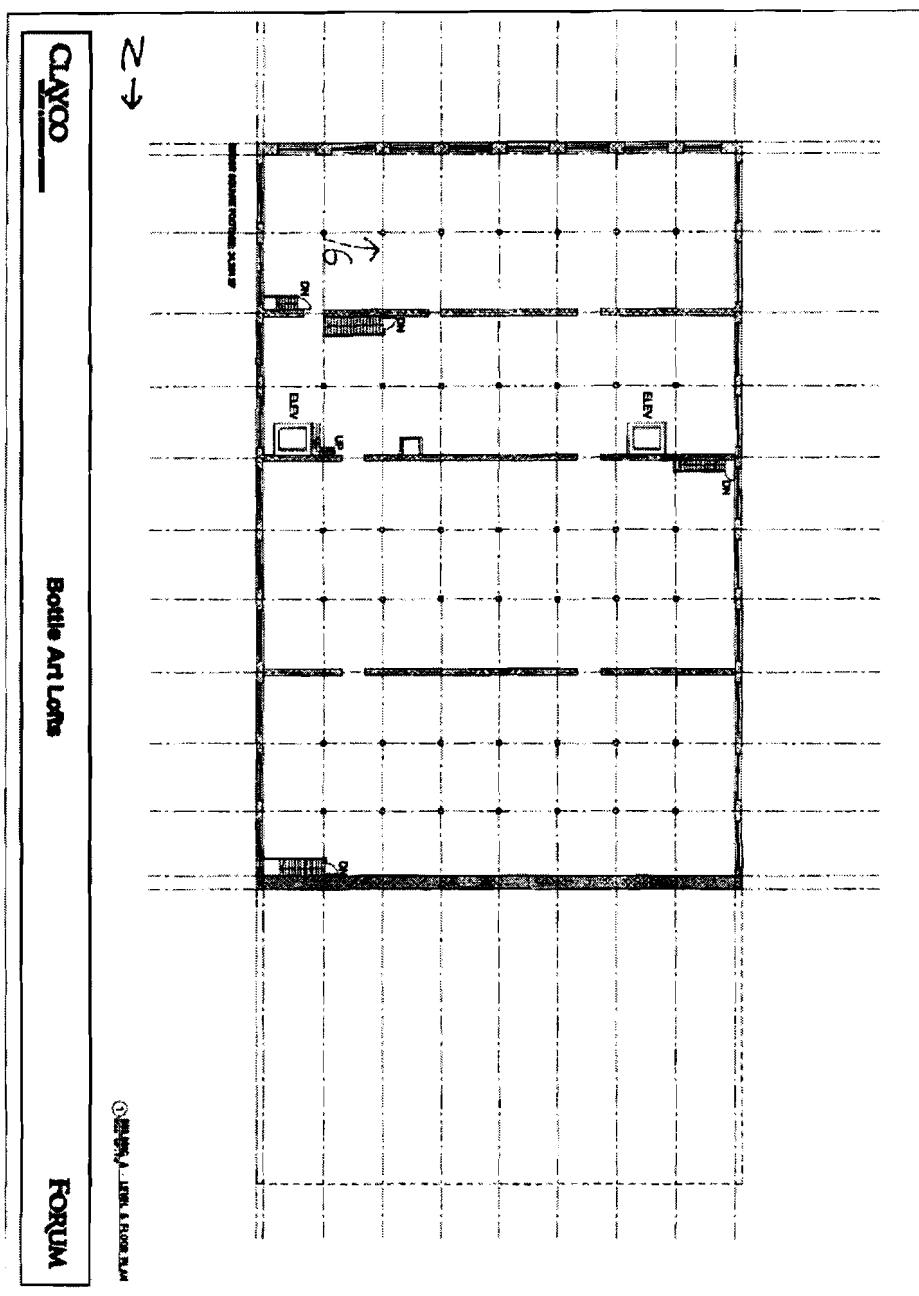
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Section number Figure 7 Page 35

Main Office and Warehouse
Photo Key Plan
5th Floor



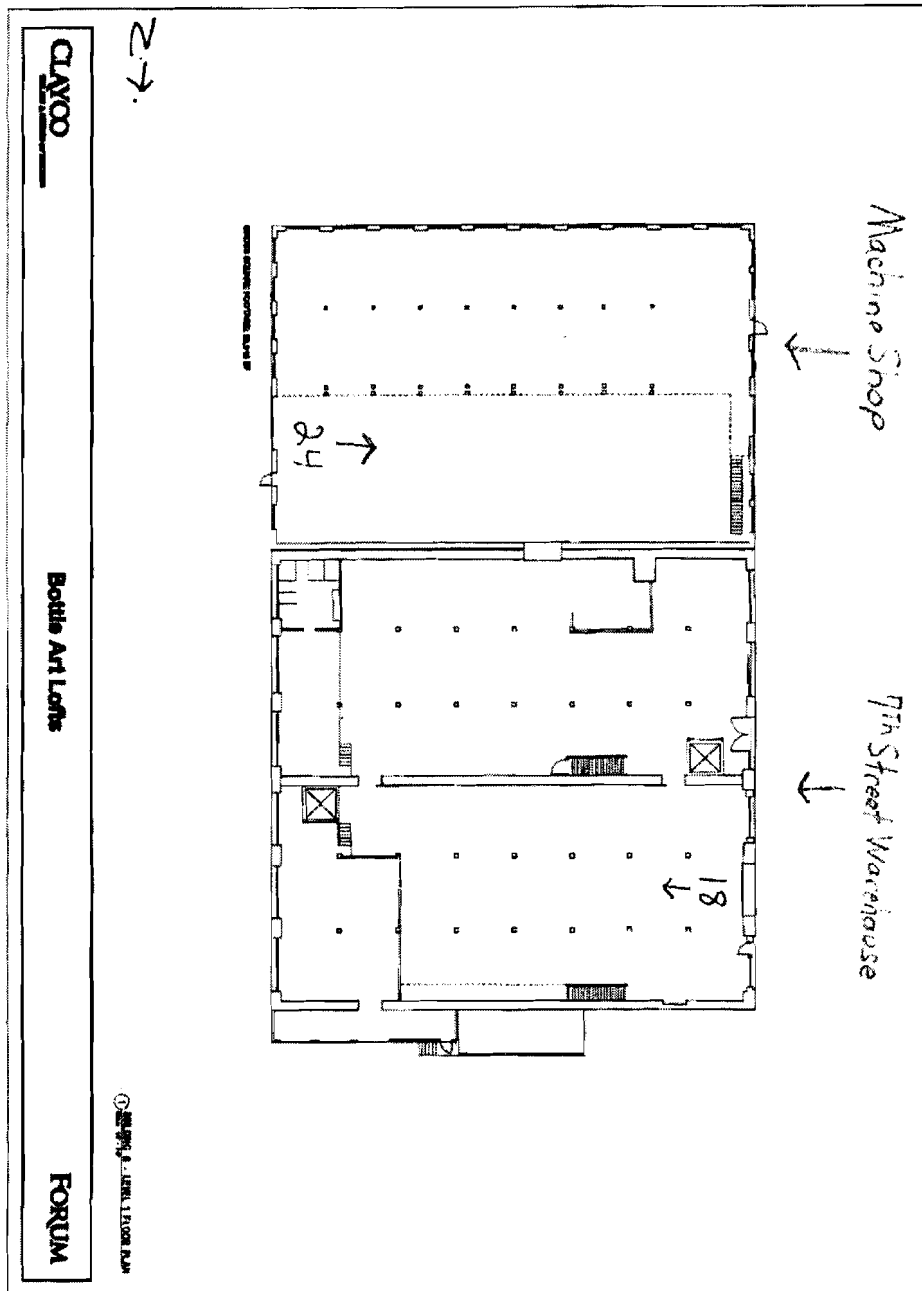
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Section number Figure 8 Page 36

Machine Shop/7th Street Warehouse
Photo Key Plan
1st Floor



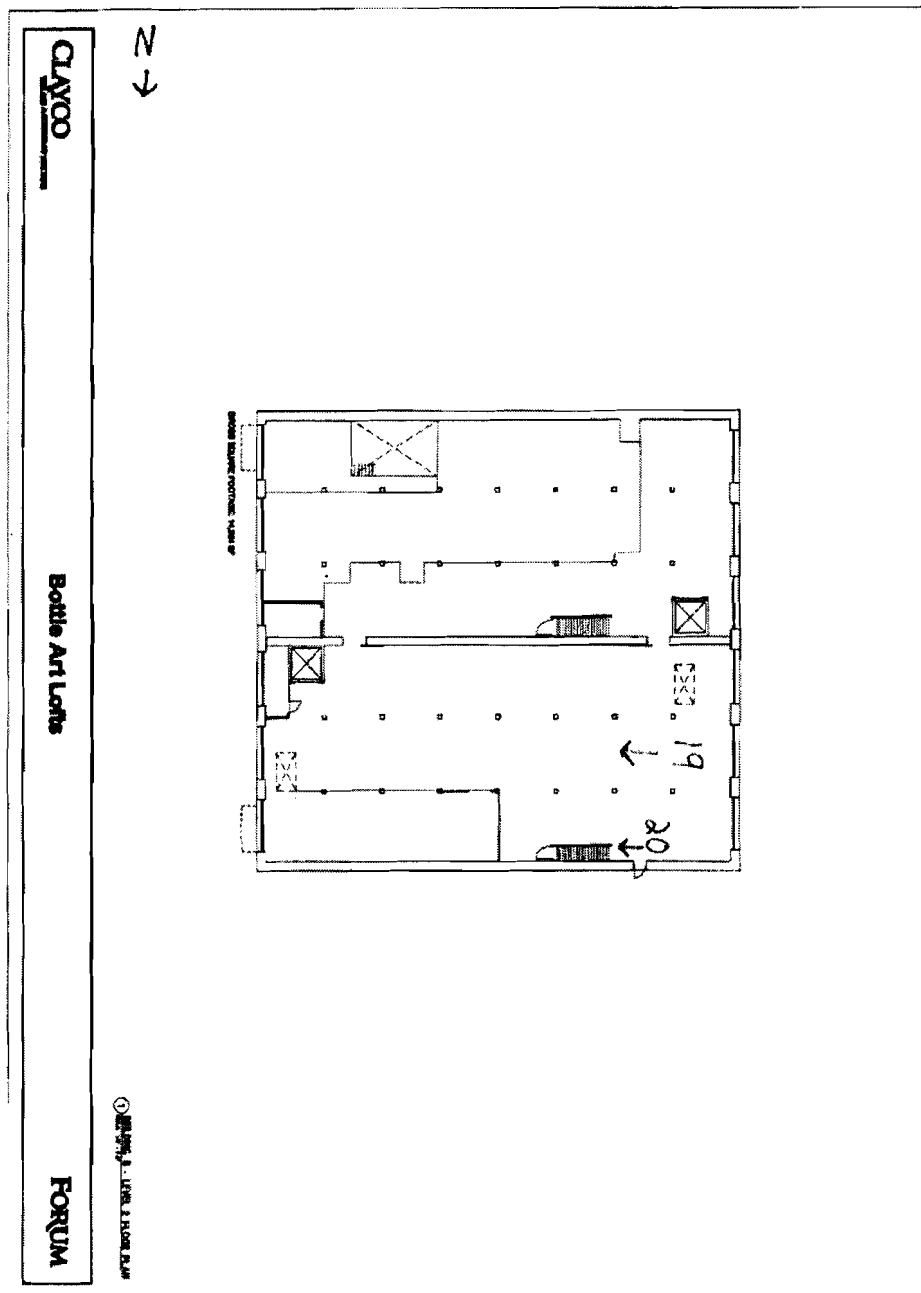
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Section number Figure 9 Page 37

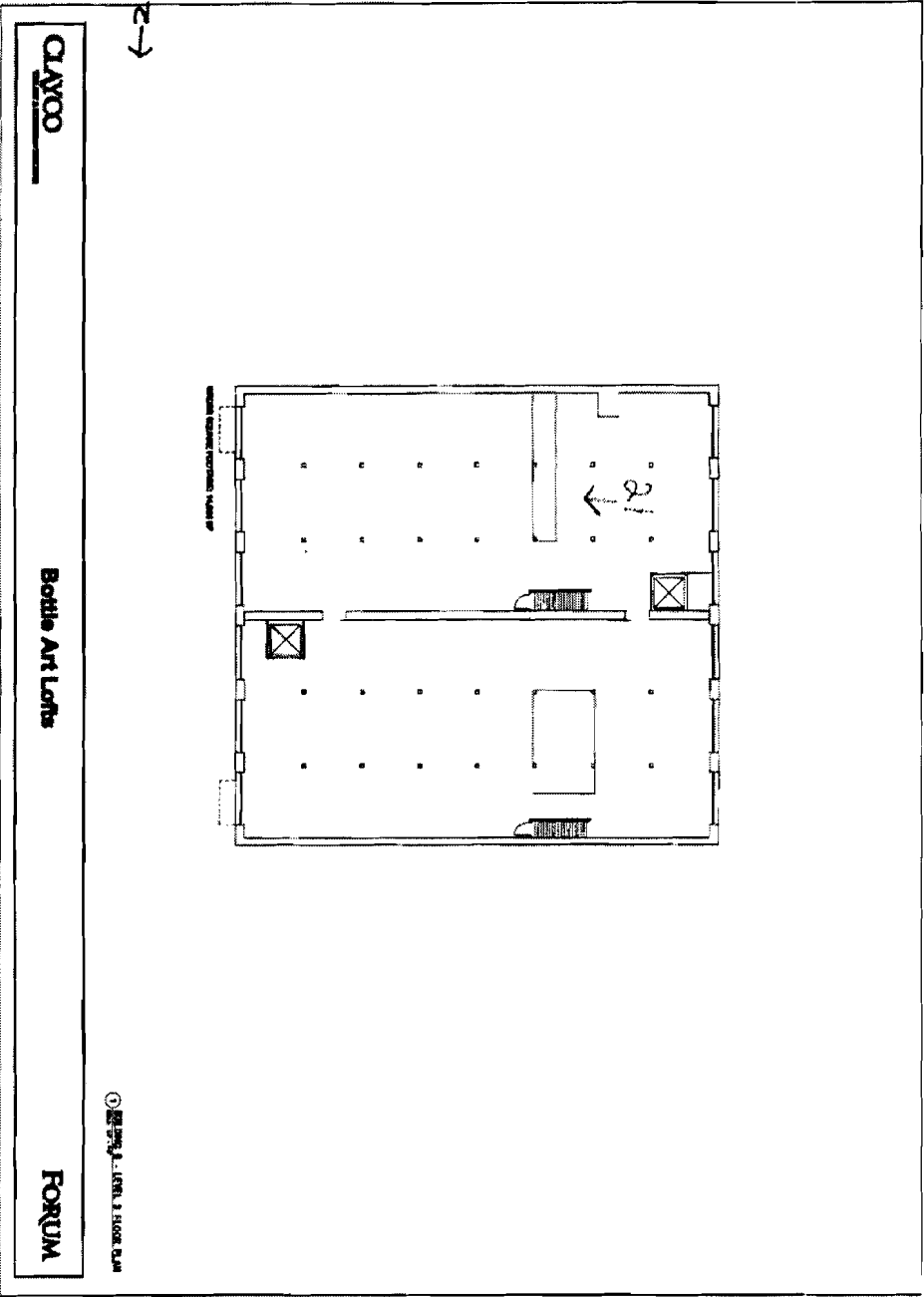
7th Street Warehouse
Photo Key Plan
2nd Floor



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Section number Figure 10 Page 38

7th Street Warehouse
Photo Key Plan
3rd Floor



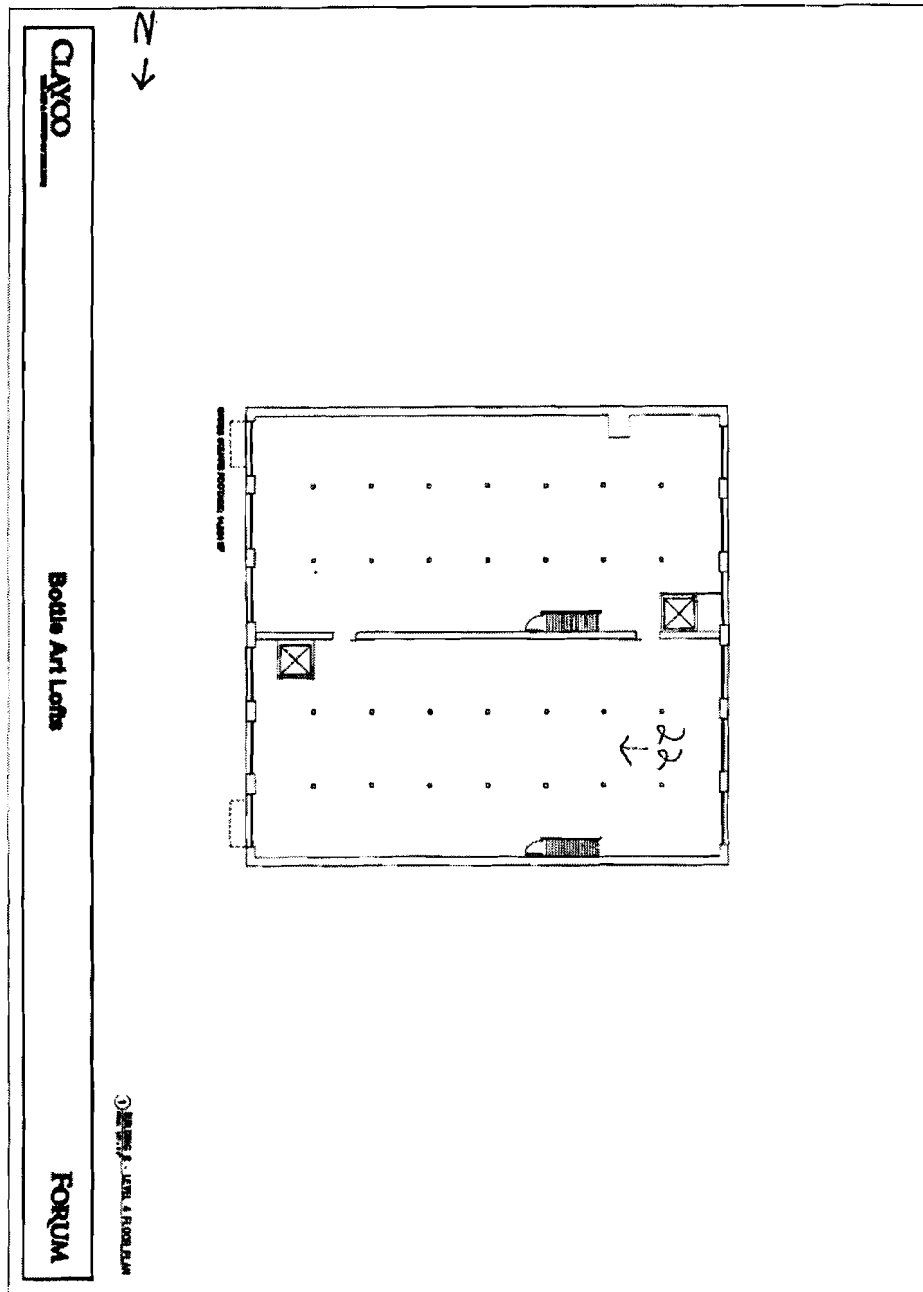
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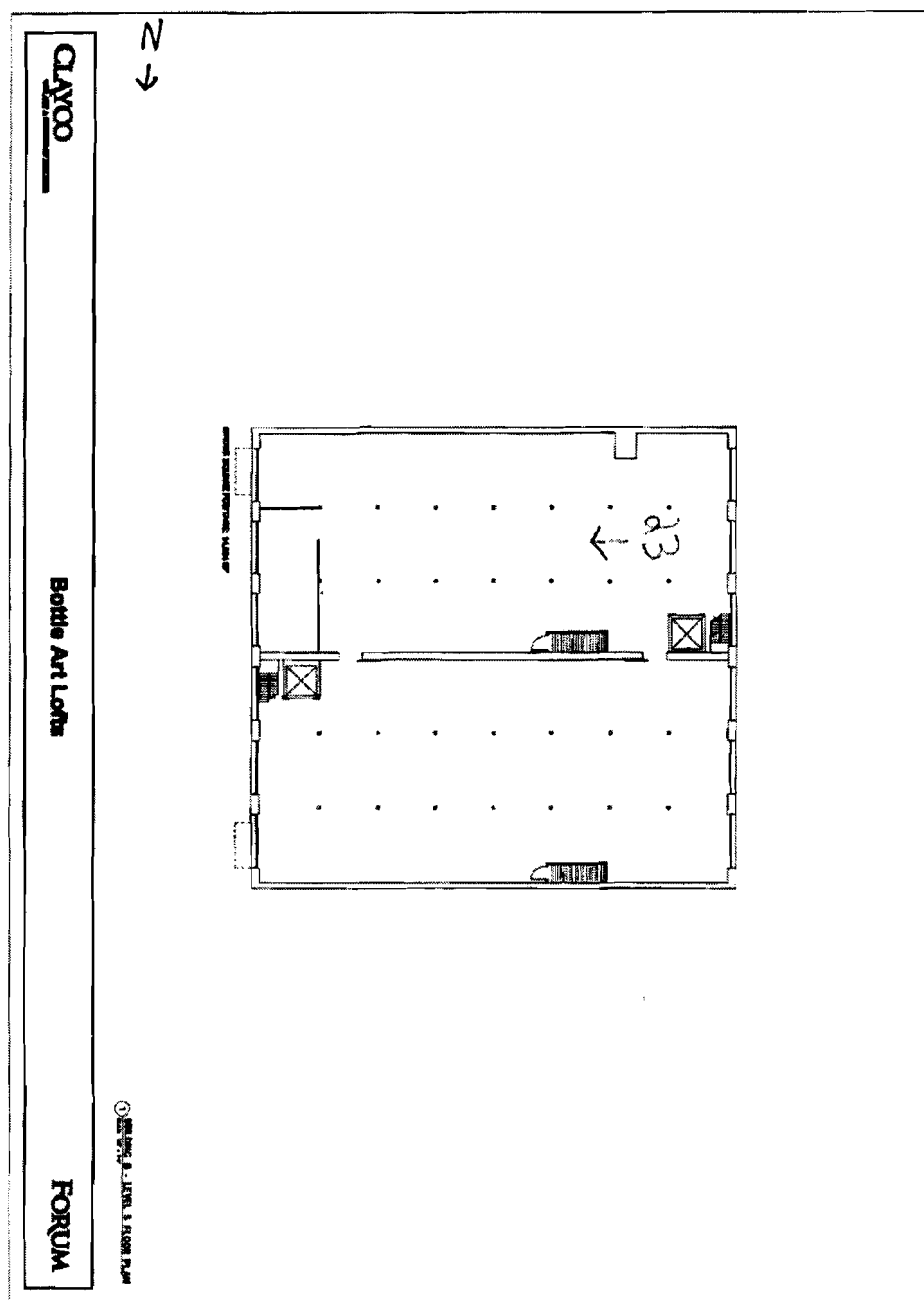
Section number Figure 11 Page 39

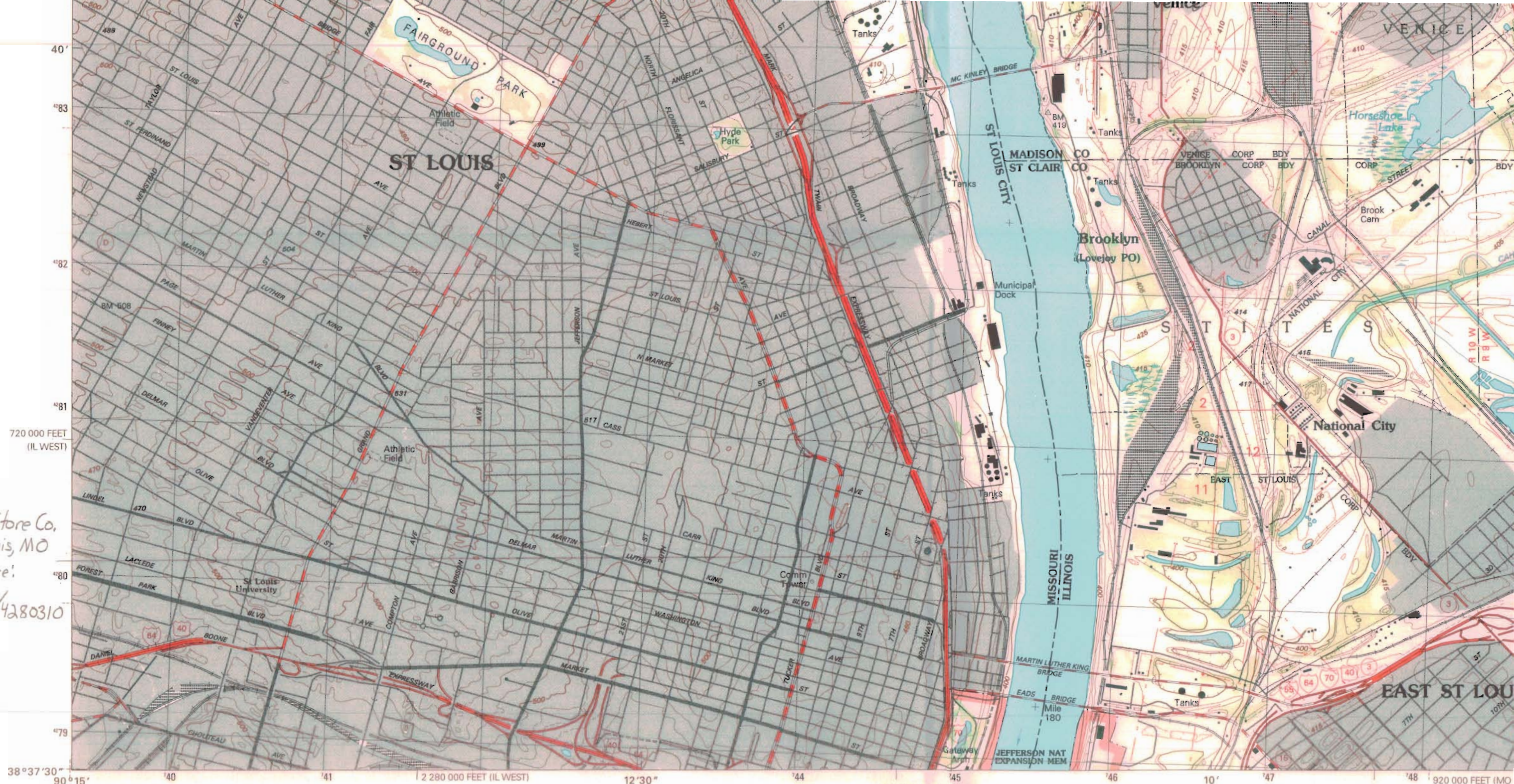
7th Street Warehouse
Photo Key Plan
4th Floor



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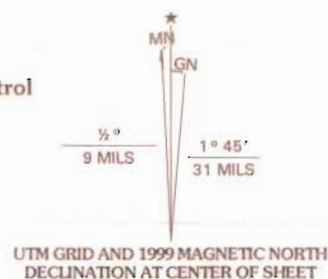
Topography compiled 1952. Planimetry derived from imagery taken 1993 and other sources. Photoinspected using imagery dated 1998; no major culture or drainage changes observed. PLSS and survey control current as of 1954. Boundaries, other than corporate, verified 1999

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

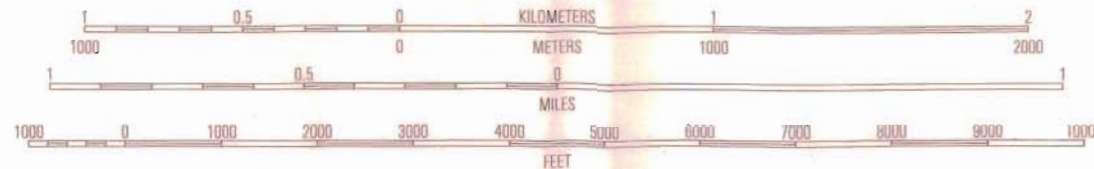
There may be private inholdings within the boundaries of the National or State reservations shown on this map



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

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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 surface
Secondary high surface



FOR LEASE 863-2004

McGill's
Furniture Rental,
Moving & Storage
1230 N. 10th Street

STOP



McGuire
Furniture Rental,
Moving & Storage
3330 N. 6th Street

PHONE

McGuire
MOVING & STORAGE
241-0600

AMERISTAR CASINO RESORT SPA
\$400,000
Golden Touch Giveaway

FOR LEASE
863-2004

MCGUIRE

MOVING & STORAGE FURNITURE RENTAL
CONVENTIONAL APARTMENT
FURNITURE DISPLAYS

241-0600

621-0011

FOR LEASE
863-2004





DRIVERS
NO 13' 6" VEHICLES
AT DOOR #1







O'FALLON ST

7TH ST











Riverside Packaging
Meguire Moving & S
KATHY
24 X 12 X 10 TOP
55466
300

STORAGE FILES

























EXIT

