

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 American Brake Company Building

other names/site number N/A

2. Location

street & number 1920 North Broadway [N/A] not for publication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 63147

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 Feb 3, 2007
Signature of certifying official/Title Mark A. Miles/ Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register.
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Date of Action

American Brake Company Building
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	
2	1	buildings
0	0	sites
0	0	structures
0	0	objects
2	1	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)
INDUSTRY: manufacturing facility

Current Functions
(Enter categories from instructions)
INDUSTRY: manufacturing facility
COMMERCIAL: professional
DOMESTIC: multiple dwelling

7. Description

Architectural Classification
(Enter categories from instructions)
Late 19th and Early 20th Century Revivals:
Romanesque Revival

Materials
(Enter categories from instructions)
foundation Stone
walls Brick
roof Asphalt
other

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

American Brake Company Building
Name of Property

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

8. Statement of Significance

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

INDUSTRY

Period of Significance

1901-1941

Significant Dates

1901

1910

1919

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Weber & Groves

Westinghouse, Church, Kerr & Company

Eames & Young

Murch Brothers General Contracting

Primary location of additional data:

- State Historic Preservation Office
- Other State agency

- Federal agency
- Local government
- University
- Other

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

American Brake Company Building
St. Louis (Independent City), MO

Summary:

The American Brake Company Building, 1920 N. Broadway, St. Louis, Missouri, is a three-story red brick industrial building constructed in three phases between 1901-1919. The building sits on the northwest corner of North Broadway and Tyler Street facing Broadway to the west with the Mississippi River two blocks to the east and Interstate 70 two blocks to the west. It is composed of two contributing buildings and one non-contributing building. The American Brake Company Building is a good representative example of Romanesque Revival architecture in this predominantly industrial area of Old North St. Louis. Measuring approximately 55' x 125', the original brick building (designed by Weber and Groves) has a stone foundation with partial basement. The north elevation proudly displays intricately carved signage with "1901 American Brake Company 1901" in the frieze. A brick and concrete addition was constructed on the south elevation of the building in 1910 and a rear addition was constructed in 1919 (designed by Eames & Young) adding an additional 24,000 square feet to the industrial facility. The additions maintain a level roofline, rectangular floor plan with less ornate architecture characterized by symmetrically spaced metal industrial windows in each bay, concrete rectangular sills and lintels, and a terra cotta coping. Except for some brick and glass block infill, the boarding up of a few window openings and interior updates, the American Brake Company Building retains the ability to convey a strong industrial presence in the North Broadway industrial area, is in excellent condition, and maintains integrity of workmanship, setting, association, materials, and design.

Elaboration:

Original 1901 Building:

Façade:

The original Romanesque Revival style office and warehouse of the American Brake Company Building was constructed in 1901 from designs by Weber and Grove. The symmetrical red brick building has a stone foundation, vermiculated brick exterior walls on the first floor and smooth red brick exterior walls on the second and third floors (Photo 1). The floors are defined by a white terra cotta belt course with decorative banded trim (Photo 2). A triangular projecting parapet centered on the façade is embellished with a terracotta roundel containing the letters "ABC" and terra cotta coping. The primary entrance is centered on the west façade of the original building and contains a two-story terra cotta door surround flanked by brick pilasters, decorative terra cotta capitals and a semi-circular terra cotta pediment with exaggerated joint lines and brick and terra cotta detailing (Photo 1). The original entry door has been changed to a metal door with glass block sidelights and transom. (Photo 3) The window fenestration on the façade contains a pair of one-over-one wood windows at ground

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

American Brake Company Building
St. Louis (Independent City), MO

level on either side of the entrance. The second floor has a set of recessed arch wood one-over-one windows within a terra cotta and brick hood molding. Decorative wood columns define the window fenestration and a terra cotta roundel is centered in the molding. This window fenestration continues to the first bay of the north elevation. The third floor has a set of triple camber one-over-one wood windows with decorative brick hood moldings in the first and third bay of the façade. The center bay has the same window fenestration as the second floor façade. An ornate bracketed terra cotta frieze with dentil molding is located directly below the roofline on the façade and continues around to the north elevation (Photo 4 & 5).

North Elevation:

The symmetrical north elevation mimics the design elements found on the façade. Recessed sash wood windows are nestled in the vermiculated first floor, with a terracotta belt course on the first floor and below the second and third floor windows. The first bay on either end of the second floor consists of double camber windows with terracotta roundels. The three central bays on both the second and third floor are banded sash wood windows with transoms, those on the third floor having blind arches (Photo 5). These are directly below a terracotta name plate reading "1901 American Brake Company 1901" (Photo 6). The first bay on either end of the third floor consists of triple camber windows beneath a bracketed terracotta broken cornice. The roofline is level with a stepped parapet, capped with a terra cotta coping on the north elevation. A heavy bracketed terra cotta frieze is located directly below the roofline on the north elevation (Photos 5 & 6).

1910 Addition:

The 1910 addition was added to the south and east portions of the original building, wrapping around the elevations in an L shape (Figure 1). It compliments the design elements of the original building, maintaining the floor height and using concrete sills and lintels to reflect the terracotta ornament on the office building. Constructed of red brick in a more industrial style, the west elevation consists of four square bays, with four window openings on each floor, with concrete sills and lintels. These bays have been bricked-in to protect against vandalism. Brick pilasters rise from the ground to the brick cornice just below the roofline, and a wall with recessed brick bays continues to the end of the property (Photo 1).

South Elevation

The south wall of the 1910 addition is three-stories consisting of eight bays almost entirely filled with industrial metal windows, concrete lintels and sills divided by brick pilasters. The bays of the first level have been bricked in, with a rectangular single pane window near the top of each opening. The first bay of the second and third floor

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

**American Brake Company Building
St. Louis (Independent City), MO**

consists of one rectangular fifteen-over-twelve metal industrial window and the remaining bays contain a combination of three banded metal sixteen-pane casement windows with three eight-pane metal industrial windows. Cloth awnings have been installed over the second floor windows of bays two, three, and four (Photo 7).

North Elevation

The north elevation is three-stories tall and two bays wide, located directly east of the original building. The bays of the first level are bricked and boarded. The second and third consist of four, four-over-four metal casement windows (replaced in 1919) with concrete sills and lintels divided by brick pilasters. The roofline is level with a terracotta coping (Photo 5).

1919 Addition:

The 1919 rectangular factory was constructed on the east end of the 1910 addition, sharing a common wall and continuing to the edge of the property line. Though less ornate than the rest of the building, this portion maintains many of the design elements found on the 1910 addition, including concrete sills and lintels, brick pilasters, and terracotta coping.

South Elevation

The south elevation consists of a four-story building with brick exterior walls three bays wide, and a three-story portion five bays wide. The second through sixth bays have an open concrete loading dock covered by a metal awning. A dock door and a pair of metal entry doors are located in the second and third bay and provide access into the manufacturing area. The remainder of the bays on all floors contain three banded industrial six-over-six windows, though the first bay on either end contains two four-over-four industrial windows, some of which have been bricked in filled. An elevator housing structure is located on the roof (Photos 8 & 9).

East Elevation

The east elevation is similar to the south with seven bays and the same window fenestration. The center bay has been entirely bricked in as have portions of the third and fifth bays. The roofline is stepped and the northeast corner has an additional two stories at the roofline containing the elevator housing (Photo 10 & 11).

North Elevation

The north elevation is identical to the south, with exceptions including the additional two stories on the northeast corner that contain the elevator housing. An overhead door is located on the northeast corner (Photo 11 & 12).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 4

American Brake Company Building
St. Louis (Independent City), MO

Interior:

The interior of the original building contains the original metal stairs with spiral wrought iron and wood railings that lead up to the second floor (Photo 13), which still maintains an open floor plan with the original concrete columns (Photo 14). The second floor contains an original concrete vault with large metal bookcases and hardwood floors. The third floor and ground floor have had partitions installed and are currently being used as commercial space (Photo 15). The additions continue to function in an industrial use and have changed very little since construction. The floor plans remain open with mushroom concrete support columns, full height ceilings, and wood flooring. The original Otis Elevator lifts are maintained and in use on the south side of the building (Photos 16, 17, 18, and 19).

Outbuildings:

West Outbuilding-

There are two small outbuildings in the south parking lot of the site. The west outbuilding is of rectangular red brick construction located just south of main building. Constructed as a one room warehouse, the building has a stone foundation, garage door and three boarded bays on the south elevation. Two bays have also been bricked on the east elevation. The roofline is irregular. There are ventilation and window openings on the eastern walls. (Photo 8)(C)

East Outbuilding-

The east outbuilding is of rectangular red brick construction and is located south of the main building. Constructed as a one room warehouse, the building has a stone foundation, single boarded door on the south elevation, and slanted roof. This building is non-contributing to the nomination due to modifications made in the 1970s which included changing the roofline and covering the west elevation in aluminum siding (Photo 9). (NC)

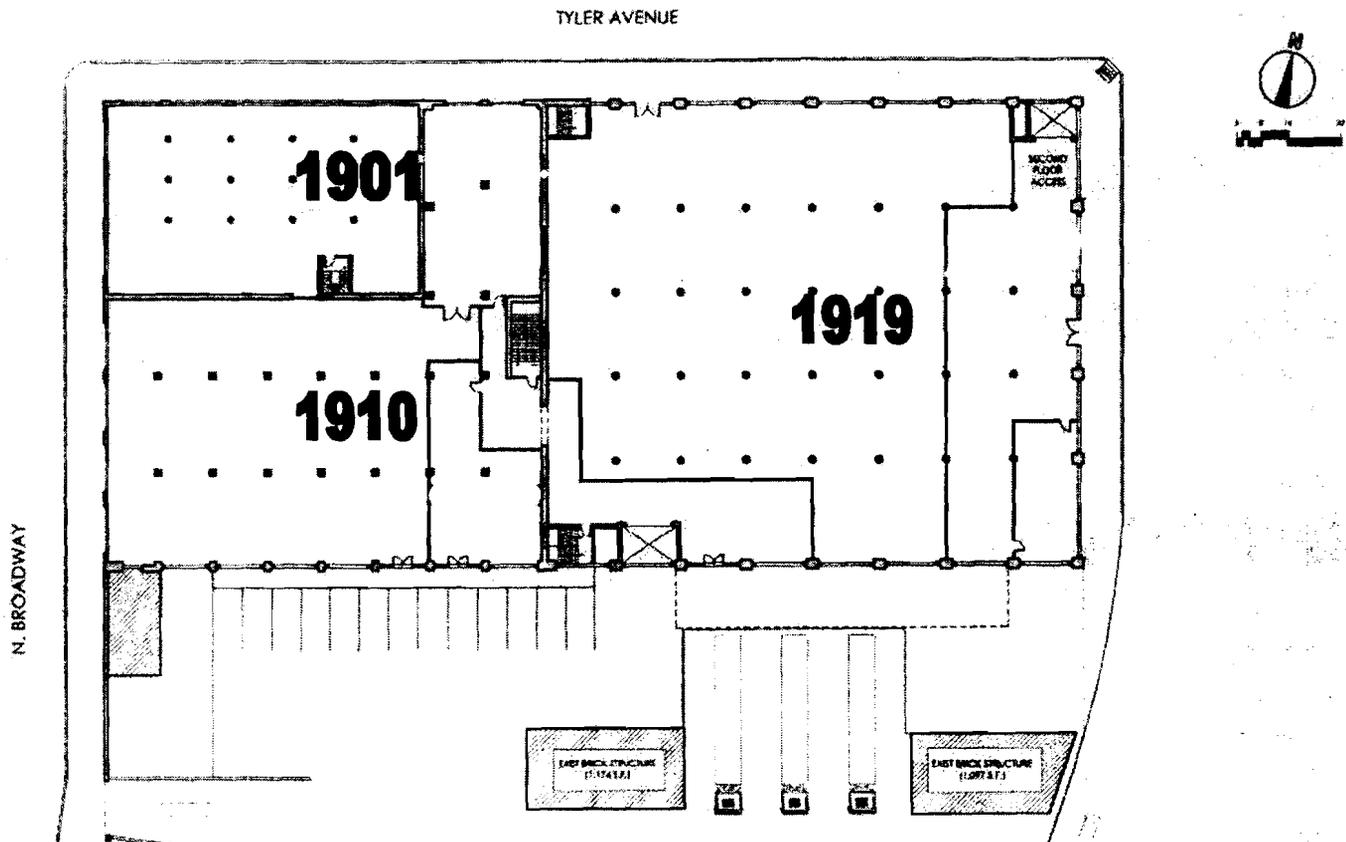
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 5

American Brake Company Building
St. Louis (Independent City), MO

Figure 1- Site Plan
Drawn by: TRI Architects
St. Louis, MO



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

American Brake Company Building
St. Louis (Independent City), MO

Summary:

The American Brake Company Building, constructed in 1901, is locally significant under National Register CRITERION A in the category of INDUSTRY. The American Brake Company was a prominent contributor to the industrial and economic development of Old North St. Louis and was significant for its association and technological contributions to the local railroad industry in the late nineteenth and early twentieth century. Founded and incorporated in St. Louis in 1880, the American Brake Company (ABC) was one of the earliest companies in St. Louis to manufacture a new design of automatic freight train brakes and tender power brakes that were more efficient in both design and cost. They provided their product to over 107 nationally located railroad lines and 10 major locomotive builders primarily on the east coast and employed over 1500 persons by 1904. At the National Railroad Exposition of 1883 in Chicago, the local company caught the eye of industry tycoon, George Westinghouse. By 1890, Westinghouse had incorporated the growing company into his lucrative empire. Locally renowned architects, August Weber and Albert B. Groves, were commissioned to construct the new office building in 1901. The company rapidly expanded its operations adding an addition to the east in 1910, constructed by Westinghouse, Church, Kerr, & Company, and another addition in 1919 constructed by Eames and Young. The 1901-1941 period of significance represents the building's industrial significance from its construction until the date that the American Brake Company sold the facility.

Elaboration:

Industrial Significance-

The American Brake Company building is located in Old North St. Louis, just north of the Central Business District. The area is predominately industrial, as it has been since the mid-nineteenth century. In the 1840s, manufacturing plants began invading the residential neighborhoods of the Near North Side, along the Mississippi River. Over the next thirty years, the riverfront and the blocks of Broadway as far north as Brooklyn Street were engulfed by new industries such as sugar refineries, grain elevators, lumber and boat yards, and other industrial corporations. Railroad development flourished in St. Louis by the 1870s, and three rail lines ran through the industrial segment to other parts of the city.¹

As early as 1835, Missourians were pushing for rail expansion across the state. The St. Louis county court appropriated \$2,000 for the survey of two lines heading west out of the city. National interests saw a brighter future for St. Louis rail growth, and began pushing for a line that would run from the Mississippi River to the Pacific Ocean. Though other cities were considered, the Pacific Railroad settled its most eastern

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 7

American Brake Company Building
St. Louis (Independent City), MO

terminal in St. Louis, breaking ground on July 4, 1851. With the completion of the Eads Bridge, and its formal opening on July 4, 1874, passage across the Mississippi River through St. Louis created transit from the Atlantic to the Pacific.² The city prospered as transportation brought people and industry to the nation's fourth largest city. Almost 11,000 St. Louisians were employed by transportation related venues in 1880, with 3,211 employed by the railroad.³ St. Louis became the second largest rail hub in the nation, following close behind Chicago, and the locomotive traffic enticed businesses to establish themselves in the city.⁴ Recognizing the opportunity for locomotive part production in a transportation nucleus, S. W. McMunn, D.S. Randolph, D.H. Chapman, Albert Blair, Charles N. Shamaw, N.W. Kitchell, and G. H. Chapman incorporated the American Brake Company on August 10, 1880.⁵ The company produced automatic brakes for freight cars and power brakes for engines and tenders.⁶

Within three years the company established a 2 story brick machine shop on the west side of North 2nd Street on city block 322, a city block that they would occupy until 1941.⁷ Using the new factory for immediate production, the company showcased an "automatic brake" at the National Railroad Exposition in 1883, where multiple companies demonstrated the different products they sold. American Brake Company made such an impact that writer D.H. O'Neale devoted a full page of his exposition coverage in *Science* to explaining the "automatic brake" that ABC produced. The brake was typical in its requirement for engineers to pull a hand lever which tightened the brake shoes around the wheels of a freight car. However, the American Brake Company created a more affordable version of the brake, which did not require a consistent brake line to be attached to each car in the train. By having discontinuous brake lines one could ensure that brake failure on one car would not result in failure of the whole train. O'Neale noted that the affordable price had made such a brake popular on many railroads, including the St. Louis and San Francisco lines.⁸

Also present at the Exposition was the east coast entrepreneur, George Westinghouse. After patenting the air brake in 1868, Westinghouse had opened the Westinghouse Air Brake Company in Pennsylvania in 1869. The company featured its automatic brake at the National Railroad Exposition as well, though Westinghouse received less attention for his standard braking system than did the American Brake Company.⁹ Acting as the shrewd business man that he was, Westinghouse acquired the American Brake Company by 1890¹⁰ though the company retained its name and original St. Louis location.¹¹

The American Brake Company also caught the attention of other inventors, especially those looking to sell their creations. In 1883, Australian born Granville T. Woods, "the most prolific Negro inventor of the late nineteenth and early twentieth centuries," wrote to ABC in reference to his electro-magnetic brake. Living in Ohio, Woods had spent

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 8

American Brake Company Building
St. Louis (Independent City), MO

much time working on the railroads through Missouri and Illinois, and recognized the need for safe travel. Though others had refused his previous inventions because of his race, the American Brake Company in St. Louis explained that it would be happy to investigate any inventions for which he had received patents.¹² Working independently, Woods eventually invented the automatic air brake, and assigned the patent to the Westinghouse Air Brake Company in 1902.

The production of automatic and power brakes was perfected by 1885, as far as the officers of ABC could determine. At this point the American Brake Company released a catalogue of their products, which included automatic freight car brakes, driver and tender brakes, and different variations with additional features. The company boasted that its products were made with the fewest number of parts possible. They also prided themselves on interchangeable parts, which made maintenance easier and less expensive. To be as competitive as possible in the market, the company offered its products as cheaply as was feasible, selling a complete set of automatic freight car brakes for \$15, and paying for transportation to ports and loading fees from St. Louis. ABC brakes found their way to over 2000 cars by 1885, and the company expanded to include production in New York.¹³ The St. Louis plant also grew, adding a warehouse, two blacksmith shops, and two sheds to the grounds by 1890.¹⁴ The company demolished these earlier structures in 1901 and commissioned architects August Weber and Albert B. Groves, to design a building to house the maturing company.



ALBERT B. GROVES
Weber & Groves
Architects

From "St. Louisans as
We See 'Em" © 1904

Mr. Alfred Grable started his architectural firm in St. Louis in 1849, after moving from Louisville, Kentucky. In 1881 August Weber joined him, and together they produced many homes in the Central West End. In 1895, Albert B. Groves joined the firm, and brought with him the skills he learned from Cornell University and his travels through Europe¹⁵. Within three years Weber and Groves bought out their associate, and continued producing exceptional work until Weber's death in 1905¹⁶.

Many buildings designed by the firm are listed on the National Register of Historic Places, including Brown Shoe Company Homes-Take Factory (NR listed 10/20/80), Emerson Electric Company Building (NR listed 11/6/86), and the General American Life Insurance Buildings (NR listed 10/22/02)¹⁷. The two architects worked with Murch Brothers General Contractors to create a three story Romanesque Revival office and warehouse at 1932 North Broadway. Situated on the northeast corner of City Block 322, the \$42,000 terracotta and red brick building towered over the commercial and residential structures fronting toward Broadway (See Figures 2 & 3).¹⁸

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 9

American Brake Company Building
St. Louis (Independent City), MO

Not long after the company settled into their new building, ABC began preparing for the 1904 World's Fair. George Westinghouse presented films called "Westinghouse Works" which displayed the superiority of his companies' products and the innovative working conditions used in Westinghouse factories.¹⁹ Promoting the company in both film exhibits and employee attendance, 1,500 ABC workers were present for the Transportation Day Parade held in Forest Park.²⁰ Anticipating the attention the Worlds Fair had caused would promote St. Louis to an even greater production level, Westinghouse expanded operations and offices for the Westinghouse Air Brake Company and the Westinghouse Traction Brake Company to the ABC St. Louis plant²¹.

By this time North Broadway was recognized as an industrial center, with businesses such as the Hall & Brown Wood working Machine Company and Mid-West Manufacturing Company established across the street from ABC.²² Hall & Brown's building was also constructed in the Romanesque Revival style, sharing the arched bays and an elaborate cornice as found on the ABC building.²³ Other businesses had moved even further north, but most were commercial in nature.

To make room for his expanding empire Westinghouse formed Westinghouse, Church, Kerr, and Company in 1891, an architectural and construction firm that produced railroad and factory buildings associated with the Westinghouse Companies in New York City.²⁴ In 1910, the company was permitted to construct a three story addition within the American Brake Company property for \$100,000 on the east and south side of the office building already in use.²⁵ Due to the panic of 1907, Westinghouse lost control of his companies by 1911. However, many of his companies continued to flourish under other leadership. The ABC was one such company and production had expanded enough that in 1919 another addition was constructed to the east of the 1910 addition.

William Eames and Thomas C. Young were selected to design the new part of the factory. Eames had studied in Europe, became Deputy Commissioner of Public Buildings for St. Louis in 1882, started his private practice with Young in 1885. He became president of the St. Louis chapter of the American Institute of Architects in 1904.²⁶ Young studied at Washington University and then traveled in Europe, before coming back to the United States and working for Van Brunt & Howe & E.M. Wheelwright in Boston until 1885. Working on an office building in St. Louis under Eames direction, the two decided to form a partnership.²⁷ Employing the relatively stark functionalism of modern architecture, decorative elements found on the original building²⁸ were excluded on the new addition.

Despite the Westinghouse's financial troubles in the early the early 1900s, ABC many

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 10

American Brake Company Building
St. Louis (Independent City), MO

of its sister companies continued to operate in St. Louis. ABC shared production space with several of these companies in the plant on North Broadway for decades to come. The American Brake Company continued production for the locomotive business, but also began production of automatic brakes for automobiles. It maintained production at the plant, but moved its offices to 1221 Locust in the 1920s. The Westinghouse Air Brake Company, and Bendix Westinghouse Automotive Air Brake Company (a company formed by the merger of the Bendix Corporation and Westinghouse Automotive Air Brake Company in 1930) continued to thrive at the factory in St. Louis, also producing parts and brakes for automobiles.²⁹

The increase in automobile production and decreasing train travel and transport had a significant impact on the American Brake Company.³⁰ Though ABC produced automobile brakes, competition in the automobile brake market in St. Louis was much greater than that for producing locomotive parts.³¹ In 1941, the company stopped production in the building it had owned for 40 years, and the building was sold to the General Iron and Steel Company.³² The development of the interstate highway system resulted in less reliance on rail traffic,³³ and in 1956 the American Brake Company was dissolved.³⁴

The Koken Company bought the facility in 1944, adjusted the factory to an adaptive reuse for the manufacturing and supply of its barber supply products. Koken maintained the building, renting space to other manufacturing companies through the 1970s. Today, the building retains its historic character and continues to function as a manufacturing plant. The building retains excellent integrity of location, setting, workmanship, materials, design, association, and feeling.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 11

American Brake Company Building
St. Louis (Independent City), MO

Figure 2 "American BRAKE Company." St. Louis Today. On file in the Missouri Historical Society Library.



AMERICAN BRAKE COMPANY

View of the American Brake Company building and shops. The general offices and shops are at 1032 North Broadway.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 12

American Brake Company Building
St. Louis (Independent City), MO

***Figure 3. "Office Building American Brake Co."
Photograph on file at the St. Louis Public Library.***



American Brake Company Offices, 1932 N. Broadway

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 13

American Brake Company Building
St. Louis (Independent City), MO

Notes:

- 1 There were three lines that served the industrial areas: the Burlington Northern, the Norfolk and Western and the Terminal Railroad Association. Norbury L. Wayman. *History of St. Louis Neighborhoods*.
<http://stlouis.missouri.org/neighborhoods/history/index.htm> (Accessed September 29, 2006).
- 2 James Neal Primm. Lion of the Valley: St. Louis Missouri 1764-1980. (St. Louis. Missouri Historical Society Press, 1998) 200-290.
- 3 U.S. Census Bureau, May 4, 2006. *1880 Census of Population and Housing*
<http://www.census.gov/prod/www/abs/decennial/1880.htm> (Accessed September 24, 2006).
- 4 U.S. Census Bureau, 1880.
- 5 Jonnes P. Wilton. Articles of Association of The American Brake Company. (St. Louis: Missouri Secretary of State, August 9, 1880). The American Brake Company in St. Louis was a completely separate entity from the American Brake Shoe and Foundry Company, which established its offices in Delaware, New York, and Kansas City, MO. The American Brake Shoe and Foundry Company was established in 1916 and was not associated with those who founded The American Brake Company.
- 6 The American Brake Company. *The American Brake Company (Product Catalogue)* St. Louis and New York. 1885.
- 7 St. Louis City Assessor's Office. *Building Permits for City Block 322*.
- 8 D.H. O'Neale Neale. "The National Railway Exposition-V." *Science* Volume 2, No. 34. September 28, 1883.
- 9 O'Neale Neale.
- 10 *George Westinghouse Museum*. 2005. <http://www.georgewestinghouse.com/index.html> (Accessed September 29, 2006).
- 11 Sanborn Company. *St. Louis Map, Vol. 3, 1909*. St. Louis, Sanborn Library, LLC. 2001.
- 12 Rayvon Fouche. Black Inventors In The Age of Segregation. Johns Hopkins University Press. Baltimore, MD, 2003.
- 13 The American Brake Company. The American Brake Company (Product Catalogue) St. Louis and New York, 1885.
- 14 St. Louis City
- 15 *St. Louis Up To Date*. Issued by the Consolidated Illustrating Co., 1895.
- 16 Carolyn Hewes Toft. *St. Louis Architects I*. September/ October 1987.
<http://stlouis.missouri.org/landmarks/architectus12.html> (Accessed 12 July, 2006).
- 17 National Park Service. NRIS Search by location. 9 January 2007. <http://www.nr.nps.gov/> (Accessed 25 January 2007).
- 18 Photograph from Public Library "Office Building American Brake Co." Source of Price St. Louis City Assessor's Office.
- 19 Library of Congress. *Westinghouse Works, 1904*. 14 April 1999. <http://rs6.loc.gov/papr/west/westcond.html> (Accessed July 30, 2006). The Westinghouse Works citation does not explicitly state that the American Brake Company was featured in the films. However, it can be determined that as an associated company it would have shared the processes and policies Westinghouse dictated to his other companies.
- 20 St. Louis Public Library. *Celebrating the Louisiana Purchase (1904 World's Fair)- Celebrating Transportation*. 2004.
<http://exhibits.sipl.org/lpe/data/lpe240025591.asp?thread=> (Accessed September 29, 2006).
- 21 Gould's St. Louis (Missouri) City Directory. St. Louis, Gould Directories Co., 1905.
- 22 Gould's St. Louis (Missouri) City Directory. St. Louis, Gould Directories Co., 1935.
- 23 City of St. Louis. Building Types: The World's Fair and The Automobile (Part III). June 14, 1996.
<http://stlouis.missouri.org/government/heritage/buildtyp/p3-2.htm#indman> (Accessed September 29, 2006).
- 24 Wilton.
- 25 St. Louis City.
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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 14

American Brake Company Building
St. Louis (Independent City), MO

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28 Ernest Burden. *Illustrated Dictionary of Architecture*. (New York: McGraw Hill, 2002.)

29 City Directories.

30 American Brake catalogue

³¹ The American Brake Company is the only brake advertiser in Gould's City directories in 1900. By 1913 a second company, The American Brake Shoe and Foundry Company (a completely different entity whose main office was based in Pennsylvania) had moved to St. Louis, and advertised in the City Directory. Little locomotive part competition existed in the city based on City Directories, but there were many automobile part advertisers as early as 1905.

³² St. Louis city

33 *History of St. Louis. St. Louis City Community Information Network*. Viewed 30 July 2006.

34 Wilton

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 15

American Brake Company
St. Louis (Independent City), MO

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 16

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St. Louis (Independent City), MO

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 17

American Brake Company Building
St. Louis [Independent City], MO

Verbal Boundary Description:

The American Brake Company Building is located at 1920 North Broadway on the northwest corner of City Block 322 as follows:
at the intersection of Tyler Street and North Broadway proceed west on Tyler Street approximately 100 feet to the gravel alley; proceed south approximately 100 feet to fence line; travel west to North Broadway, proceed north to the intersection of North Broadway and Tyler Street, the point of origin.

Boundary Justification:

The selected boundaries are those historically associated with the American Brake Company and including the building itself, two outbuildings, and the lot which encloses them.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 18

American Brake Company Building
St. Louis [Independent City], MO

Photograph Log:

The following information applies to all photographs:

The American Brake Company Building
St. Louis Independent City, MO
Photographer: Julie Wooldridge
Date: 30 May 2006
Negative Location: Lafser & Associates
2285 County Road 316
Jackson, MO 63755

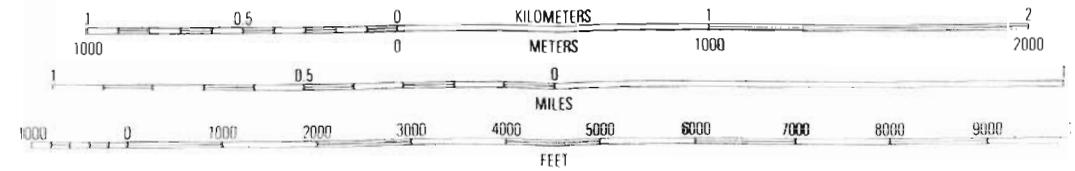
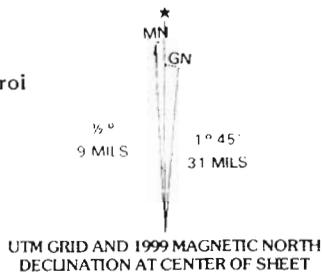
Photo 1	North and West Elevations from Broadway
Photo 2	Corner of North and West Elevations
Photo 3	Façade: West Elevation main entrance
Photo 4	Façade: West Elevation
Photo 5	North Elevation from Broadway
Photo 6	North elevation from Tyler
Photo 7	South Elevation from Broadway
Photo 8	South Elevation from lot including west outbuilding
Photo 9	South Elevation from lot including out buildings
Photo 10	East Elevation from Tyler
Photo 11	North Elevation from Tyler
Photo 12	Interior: front entrance stairwell looking down from 2 nd floor
Photo 13	Interior: 2 nd floor original building
Photo 14	Interior: 2 nd floor original building
Photo 15	Interior: Example of metal stairs
Photo 16	Interior: 2 nd floor warehouse looking west
Photo 17	Interior: 3 rd floor looking to elevator
Photo 18	Interior: example of sliding metal doors

American
Brace
Company
Building
St. Louis (Independence +
City) MO
21E
E 744815
N 4281266



720 000 FEET (IL WEST) 38°37'30" 90°15' 40' 41' 42' 280 000 FEET (IL WEST) 12'30" 44' 45' 46' SCALE 1:24 000

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



CONTOUR INTERVAL 10 FEET
 SUPPLEMENTARY CONTOUR INTERVAL 5 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929
 TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
 THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
 AND ILLINOIS GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820
 AND DIVISION OF GEOLOGY AND LAND SURVEY.
 MISSOURI DEPARTMENT OF NATURAL RESOURCES, ROLLA, MISSOURI 65401
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST





THE AMERICAN BRAKE COMPANY BLDG

General Electric
ELECTRICAL
SUPPLY CO.

E



77
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78

79

712 73

74









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EXIT**

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EXIT





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1901 AMERICAN BRAKE COMPANY 1901





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GENERAL
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TRADING CO.
↑

G.W.
WAREHOUSE
COMPANY
924 S. 2ND ST.

1932



1932

TYLER ST. BROADWAY

GENERAL WASTE
TRADING Co.
1920 N. BROADWAY



GENERAL
WASTE
TRADING Co.



GW
WAREHOUSE
COMPANY
1920 N. BROADWAY



33

