NPS Form 10-900-b
(March 1992)

United States Department of the Interior
National Park Service

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OMB No. 1024-0018

Cover

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

_X__ New Submission ____ Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of Springfield, Missouri

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

19th and Early 20th Century Commercial Buildings, ca. 1850 - 1948

C. Form Prepared by

name/title __Philip Thomason/Principal

organization ___Thomason and Associates_____ date_November 18, 1998

street & number __P.O. Box 121225_____ telephone _(615) 385-4960

city or town __Nashville_____ state_TN____ zip code_37212

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (___ See continuation sheet for additional comments.)

Claire F. Blackwell 12 May 1999
Signature and title of certifying official Date
Claire F. Blackwell/Deputy SHPO
Missouri Department of Natural Resources
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson H. Beall 6·25·99
Signature of the Keeper Date
for

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The multiple property group submittal for the historic and architectural resources of Springfield, Tennessee includes the context of 19th and Early 20th Century Commercial Buildings, ca. 1850 - 1948. This nomination discusses buildings and structures and no archaeological resources are included within this multiple property group.

19TH AND EARLY 20TH CENTURY COMMERCIAL BUILDINGS, ca. 1870 - 1948

Springfield is located in the southwest section of Missouri and is the seat of Greene County. Springfield is the third largest city in the state and in 1990, had a population of just over 140,000 residents. In the late 19th century Springfield developed as the major rail, manufacturing and industrial center of southwest Missouri and has remained the prominent city in the region into the 20th century. Springfield has an extensive commercial heritage which is reflected in its built environment.

Springfield began as a pioneer settlement on the edge of the western frontier in the early 19th century. Its initial commercial development consisted of businesses such as blacksmiths, millers, carpenters and other enterprises necessary to support a pioneer town's existence and growth. As the town matured, agriculture along with a few individual entrepreneurs began to shape the local trade. But over time transportation by far had the largest impact on Springfield's urban, commercial, and industrial development. From a stage line, to the railroad, and eventually US Route 66, various avenues of transportation transformed what originally had been a crossroads of Native American trails into a regional trading and distribution center.

Kickapoo, Delaware, and Osage tribes, occupied what is now southwest Missouri before white settlement began there in the early 19th century. As explorers pushed the boundary of the frontier westward, demand for the land increased, and the government removed the Native Americans soon after Missouri became a state in 1821. Adventuresome pioneers heeded the call of those who touted the land as beautiful and fertile, and they set out from Kentucky, Tennessee, and North Carolina in search of a fresh start.[1]

Among those seeking a new life was John Polk Campbell from Maury County, Tennessee. Having traveled through southwest Missouri in the mid-1820s, Campbell returned in 1830 with his family and slaves to settle there permanently. Arriving about the same time were William Fulbright, A. J. Burnett,

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[1] Shanna Boyle and Julie March, eds. Crossroads at the Spring: A Pictorial History of Springfield, Missouri. (Virginia Beach: The Donning Company Publishers, 1997), p. 9-11.

Joseph Rountree and their families.[2] They built homes, cleared the land, sowed crops and soon established a small but thriving community, which included some basic commercial enterprises.

Junis Campbell, John's brother, started the community's first store in 1831. Blacksmith shops, cabinet makers, millers, and additional dry goods merchants soon followed his lead. Residents also added a schoolhouse and a church, revealing their intentions of establishing a permanent home for themselves and future generations. By 1833, nearly one hundred families lived in the area, a sufficient enough number to warrant the establishment of an independent county. Citizens chose the name Greene County, after Revolutionary War hero Nathaniel Greene, and selected John Campbell as county clerk and his brother Junis as the county treasurer.[3]

John Campbell continued to be a key figure as he donated fifty acres around the public square to establish the town as the county seat. In 1836, the townsite was surveyed and platted, and lots were sold. Campbell's design for Springfield was based upon his home town of Columbia, Tennessee and had a central public square with the streets radiating from the square in the four cardinal directions.[4] Two years later the town of Springfield was officially incorporated and contained some three hundred residents.[5] The main arteries in town were Boonville and South Avenues, which led north and south from the public square, and College and St. Louis Streets, which traversed east and west. Olive, Walnut, and Mulberry Streets were major surrounding avenues.[6]

In the following two decades, Springfield grew steadily. The first bank, a branch of the Missouri State Bank, opened in 1845 and provided capital for new businesses. Early industries included the carding of wool for homespun cloth and the tanning of hides for leather. A horse powered carding machine was in operation east of the Boonville Avenue Bridge and a tanning yard existed on the west side of Boonville

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[2] Ibid., p. 11.

[3] Ibid.

[4] Bartholomew and Associates, "Springfield, Missouri, Preliminary Report on a System of Major Streets," p. 5.

[5] Crossroads at the Spring, p. 12.

[6] Jonathan Fairbanks and Clyde Edwin Tuck, Past and Present of Greene County, Missouri. (Indianapolis: A. W. Bowen & Company, 1915), p. 667.

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Avenue, which spawned other endeavors like the making of boots, shoes, saddles and other leather goods.[7] Area farms provided an ample supply of produce, grains, poultry and livestock. Dry goods stores, such as the Johnson and Wilson Company, offered a variety of merchandise including hardware, groceries, books, stationery, and footwear, and for payment they accepted beeswax, tallow, hemp, and furs as well as cash.[8]

By the late 1850s a variety of shops lined the streets leading to the public square, making it the primary business district. In 1858, sixteen of Springfield's commercial establishments sold over $300,000 in merchandise.[9] Among the many businesses were several wagon, harness and saddle shops, and a livery stable along with numerous tailors, milliners, shoe shops, and jewelers. The town was also home to two tin shops, three meat markets, two printing offices, and three confectionery stores. Those traveling through the area had a choice of three hotels and could visit Springfield's one saloon. Those deciding to stay had twenty carpenters, two brick masons, three painters, and four land agents available to help them get settled and construct buildings. Residents also had access to ten lawyers, five doctors, four clergymen, and one dentist.[10]

The town's early blacksmith shops included Cary Jamison's on West Walnut Street, and John Lair's on St. Louis Street, both of which were established ca. 1855. Around this same time Allen Mitchell and John Caynor opened the O.K. Flouring Mill on West Mill Street, and Hancock Hardin and Company began a tobacco factory on Main Street. In 1858, W. H. Worrell opened a confectionery store on the corner of College Street and the square, various planning mills were established, and the town's first foundry was opened.[11]

In 1858, the Butterfield Stage made its first run through Springfield on its route to California. This provided the already booming town with greater exposure and important connections to other regions. To advance and keep up its image as a progressive community, the town expended public funds for the

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[7] Ibid., p. 666-667.

[8] Crossroads at the Spring, p. 12-13.

[9] John Phelps, History of Greene County, Missouri. (St. Louis: St. Louis Western Historical Society, 1883), p. 738.

[10] Ibid.

[11] Fairbanks and Tuck, p. 667-668.

first time and spent $417.39 in 1859 for street and sidewalk improvements. In 1860, Springfield furthered its connection to the rest of the world with the arrival of the telegraph.[12]

Springfield's prosperity was interrupted by the coming of the Civil War. Throughout most of the conflict the town was under military occupation and both county and city government were suspended. In 1861 the original courthouse burned, but it was rebuilt in the northwest corner of the square, where it remained until 1914.[13] After the war, however, Springfield quickly resumed its healthy commercial activity. Rapid growth occurred and industry flourished in the form of cotton, woolen, and planning mills, foundries, and meat and grain enterprises.[14] The influx of new residents after the Civil War resulted in the enlargement of the city limits in 1869. This annexation included the area now bounded by National and Fort Avenues, and Grand and Division Streets.[15]

In the midst of this burgeoning post-war development, the Atlantic and Pacific railroad made arrangements to construct its line through the Springfield area. A controversy soon erupted, however, when it was discovered that the railroad intended to locate the line more than a mile north of the town center. Residents appealed to the company, who would only agree to move the line closer if the town would share the cost. But the town was not willing to make this agreement. Meanwhile, Dr. Edwin T. Robberson, who owned five hundred acres on the proposed railroad site, joined with other prominent Springfield residents S. H. Boyd and attorney Charles Edward Harwood to form the Ozark Land Company and enticed the railroad to maintain the original site. As a result, the new town of North Springfield was established.[16]

North Springfield grew rapidly. Numerous businesses sprouted up along Commercial Street, the main thoroughfare on which the depot was located. Trains made their first stop in April of 1870, and two months later the railroad-owned and operated Ozark House, the region's largest and most elegant hotel, opened its doors on the corner of Commercial Street and Benton Avenue. The railroad also chose to

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[12] Phelps, p. 738.

[13] Crossroads at the Spring, p. 18.

[14] Fairbanks and Tuck, p. 669.

[15] Bartholomew and Associates, p. 5.

[16] Phelps, p. 778-780.

locate the repair and maintenance shops for its entire line in North Springfield. The largest of its kind west of the Mississippi, it became one of the city's largest employers.[17]

North Springfield's rapid success caused much concern among Springfield residents, and a strong rivalry between the two communities soon developed. Springfield made a concentrated effort toward commercial development and public improvements to promote civic pride. Several prominent citizens joined forces and built the Metropolitan Hotel on College Street near the square. Opening in 1871, it was equal in elegance to the Ozark House and provided it with competition.[18] To encourage more development, Springfield citizens approved $22,000 in bonds in 1872 to assist manufacturing enterprises.[19]

Although it initially brought controversy, the railroad ultimately brought growth and prosperity to both towns. The Frisco line, as it became known, not only brought many newcomers to the area, but also provided businesses with necessary goods, connected local manufacturers and tradesmen with regional and national markets, and exported agricultural products and natural resources. In 1878, over half of North Springfield's population was employed by the railroad and many others were involved in the shops, restaurants, hotels, and other businesses, which the railroad made possible. Business in Springfield benefited as well. In 1878, one hundred and fifty businesses had stocks totaling a million dollars. Trade in cotton, wool, hides and furs was extensive and the produce and grain industries were gaining momentum. The Springfield Cotton Mills, established in 1872, utilized 3,000 spindles in 1881. The Queen City Mills, which began operation in 1879, produced 150 barrels of flour a day and shipped to markets in the South and East. The smaller operation of the Eagle Mills produced flour primarily for the local market. Mining interests increased with the discovery of lead and zinc in surrounding areas. Coal fields supplied the railroad with fuel, and the manufacturing of white lime from limestone became an important industry. The town also boasted two iron foundries, a carriage factory, grain elevators, and several tobacco and cigar factories.[20]

The area between the two towns remained largely commercially undeveloped. Drury College had the most impact on the area. Founded in 1873 by the Congregationalist Church, the college spawned around its

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[17] Dick Grosenbaugh, Million Hours of Memories. (Springfield, MO: Springfield Sesquicentennial Committee, 1979) not paginated.

[18] Phelps, p. 779-780.

[19] Fairbanks and Tuck, p. 669-670.

[20] Ibid., p. 669-671.

borders a residential neighborhood that grew as the college grew. Street cars arrived in 1881 to transport people back and forth between the two commercial districts. Mule drawn at first, Springfield street cars were electric by 1886. At this same time the gas street lamps, which had first lit the public square in the mid-1870s, were replaced by electric lighting.[21]

The 1880s continued to be booming years for both towns. In 1881, construction of the Kansas City, Fort Scott, and Memphis railway from Kansas City to Springfield was completed. This new addition, which eventually merged with the Frisco, opened direct communication and trade with Chicago and other northern cities and with Memphis, which was a major shipping point in the Southeast for a variety of products including grains, textiles, produce and tobacco.[22] Due to its central geographic location, healthy industries, and railroad connections, Springfield grew into a major trading and distribution center and was soon known as the "Queen City of the Ozarks."

Springfield's diversity increased as many German Swedish, and Jewish immigrants as well as many African-Americans and Northern entrepreneurs came to the town seeking, as the first settlers did, to make a fresh start. They added to and shared in the town's prosperity by opening a variety of successful businesses. In 1868, Victor Sommers, one of the area's first Jewish residents, opened a dry goods store on Boonville Avenue. Other Jewish families soon followed and by 1890, Springfield's business district contained over a dozen Jewish-owned establishments.[23]

German immigrants also found success in the dry goods business and in addition they owned many furniture stores and area farms. Many, like Sebastian Dingledein, operated breweries and local taverns. At its peak in 1882, Dingledein's Springfield Brewing Company on Fort Avenue and College Street produced 2,100 barrels of beer a day. Springfield's German population also established *Der Deutsch-Amerikanische Bund* (German-American League), which met at the Germania Hall at 1144 Boonville Street (razed in the 1980s).[24]

One of Springfield's most successful German residents was Charles Heer. After establishing successful businesses in Iowa and St. Louis, Heer came to Springfield in 1868 and opened a dry goods store. Heer's

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[21] Crossroads at the Spring, p. 38.

[22] Fairbanks and Tuck, p. 671.

[23] Crossroads at the Spring, p. 29.

[24] Ibid., p. 28 & 116.

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Department Store, in business from 1869-1995 and family owned until the 1940s, became a landmark business on the public square. A huge fire destroyed the Heer's building along with several other businesses on the northwest corner of the square on June 9, 1913. Charles Heer rebuilt his business in 1914 on the former site of the county courthouse on the corner of the public square and College Street. Seven stories high, it was Springfield's largest department store and a notable structure in the business district.[25]

The town's African-American population was also active in business and included blacksmiths, dentists, morticians, and lawyers. Hardwick Brothers, the largest grocery in the city, was owned and operated by African-Americans. One of its competitors, the Springfield Grocer Company, founded in 1865, has remained the oldest surviving Springfield business and has become a major commercial food distributor in the region.[26]

One of the town's leading businesses, the Springfield Wagon Company, became famous nationwide for its quality products. Founded in 1870, the company remained in business for seventy years. In 1881, its one hundred employees produced two thousand wagons per year.[27] Agriculture remained a lucrative industry. Leading products included fruits from local orchards, tobacco, cotton, livestock, poultry, and dairy products. Farmers exported these goods to surrounding regions and sold them locally at the city market lot on the corner of Campbell Avenue and McDaniel Street.[28]

Gradually citizens of both towns came to recognize that they shared mutual interests. "After it had been demonstrated that 'old town' could not be 'busted' and that 'new town' could not be kept from growing, the hatchets were, by tacit agreement, buried," and in 1887 Springfield and North Springfield consolidated into one city.[29] Other events in this same year include the construction of the Baker Block, Springfield's first large office building, and the establishment of the YMCA. The Baker Block, located on the northwest corner of the square along Olive Street, also housed the city's first elevator (razed in 1950). The YMCA began on the corner of College and Campbell Streets, but later erected a building at

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[25] Ibid., p. 29, 111, 116.

[26] Ibid., p. 30.

[27] Ibid.

[28] Grosenbaugh.

[29] Phelps, p. 780.

the corner of St. Louis and Jefferson Streets. When this building burned, the YMCA rebuilt on South Jefferson and Pershing Streets.[30]

From 1880 to 1890, the population of Springfield increased from 6,522 to 21,850. Part of this dramatic increase can be attributed to the merging of both Springfields in 1887, but the majority of this increase was due to intense settlement in the community. As a unified city, Springfield continued to flourish into the twentieth century. After the turn of the century, the area of the Public Square continued as the primary business area, and government buildings shifted from the square to the Central Street area.[31] One of the major projects of the 1890s was the construction of the Federal Building on N. Boonville Avenue. Completed in 1894, this Richardsonian Romanesque style building served as the United States Customhouse and Post Office (NR, 1979). Nearby, a new Carnegie Library for the city was completed in 1903 on Central Street. Another public building, the Greene County Jail, was built just west of the downtown area on W. McDaniel Street in 1891. This jail, known as the Old Calaboose, was used until 1957 and currently houses a museum (NR, 1980).

Residential areas expanded to the east, west, and south of the downtown commercial area aided by the city's trolley line. Mule-drawn street cars were first utilized in 1881 and in 1885, electric trolleys were introduced.[32] The primary trolley lines extended from the Public Square in each direction and enabled businessmen and residents to travel in ten minutes as far as they could walk in 30 minutes. This led to extensive new residential development as new subdivisions were platted at the turn of the century. Many of the city's most prominent businessmen constructed dwellings along E. Walnut Street, and this row of Queen Anne, Italianate, and Colonial Revival style homes was listed on the National Register as the Walnut Street Historic District in 1985.

With residential construction moving away from the downtown area, new commercial buildings replaced many of the city's older dwellings in the immediate environs of the Public Square. The expansion of the downtown commercial area can be traced using the city's Sanborn Fire Insurance maps of the turn of the century. In 1884, the Public Square was lined with brick buildings and other commercial structures extended one block from the square in each direction. On the fringes of the commercial area were small industries such as carriage factories and blacksmith shops. Residential use predominated beyond these blocks except to the north where industrial and warehouse buildings clustered at the foot of the hill north

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[30] Grosenbaugh.

[31] Crossroads at the Spring, p. 26.

[32] Ibid., p. 38.

of the Public Square. During the 1890s, this relationship between a compact downtown and neighboring residential areas remained intact. New commercial buildings were built at corner locations but most of the blocks of E. and W. Walnut Street for example, remained in residential use.

Until the early 1900s, the Public Square contained many of the city's most notable commercial buildings. At the northwest corner of the square was the five-story Baker Building which was built in 1887 with the city's first elevator.[33] Another five-story building stood at the corner of Boonville Avenue and the remainder of the square contained solid rows of two- to three-story brick buildings. Businesses on the square included clothing stores, banks, department stores, saloons, and drugstores. The Public Square was also a focal point of the streetcar line and a circular track in the middle of the square was a common area for loading and unloading passengers. In addition to the commercial buildings, the Public Square was also the location of the three-story Greene County Courthouse which was built in 1861 and stood at this location until it was destroyed by fire in 1913. The need for a larger courthouse led county officials to leave the Public Square and a new Neo-classical style courthouse was built on Central Street in 1914.

Between 1902 and 1910 dozens of new brick commercial buildings were constructed around the Public Square and up to two blocks from the square in each direction.[34] While some of these buildings replaced earlier buildings on these lots, most of this development was the expansion of businesses into residential areas. In the 300 block of E. Walnut, the nine dwellings on this block in 1902 were replaced by multi-story brick commercial buildings. These included the Masonic Temple erected in 1906, the Landers Theater built in 1909, and the Airdome Theater completed ca. 1905 (now razed). Dwellings in the 200 and 300 blocks of S. Campbell Avenue were also replaced in these years by one- and two-story brick commercial buildings.

Other notable buildings of the construction boom of the early 1900s included the Colonial Hotel on Jefferson Street, the Hotel Sansone and the Woodruff Building on St. Louis Street, and the Heer's Department Store on the Public Square. The six-story Colonial Hotel was completed in 1906 and became known as the city's finest hotel building of the period. It was designed in the Colonial Revival style with a one-story Doric portico on the main facade, and enjoyed immense success well into the mid-20th century. The Colonial Hotel was razed in recent years. The Hotel Sansone was built in 1911 and this four-story business built a reputation as a small expensive hotel just east of the Public Square. This building still stands and retains much of its original design. The ten-story Woodruff Building was called Springfield's "skyscraper" when it was completed in 1911. Built by local developer John T. Woodruff,

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[33] Ibid., p. 15.

[34] Sanborn Fire Insurance Maps, "Springfield, Missouri," 1902, 1910.

this building was the downtown area's largest office building in the early 20th century. This building remains extant but has been extensively remodeled. In 1914, Charles Heer built his seven-story department store on the Public Square. This business was one of the city's largest stores and it operated at this location until 1995.

The businesses of North Springfield remained centered along a six block section of Commercial Street, directly south of the Frisco Railroad right-of-way. Most buildings along these blocks were built in the 1880s and in the early 1900s. These buildings were occupied by a variety of businesses such as grocery stores, dry goods stores, and saloons. Several hotels such as the multi-story Ozark Hotel provided overnight lodging for the railroad's travelers. The district thrived during the early 20th century with many neighboring residents working at the nearby Frisco Railroad maintenance shops. The significance of Commercial Street was recognized in 1983 when it was listed as a historic district on the National Register.

The expansion of North Springfield and the downtown commercial area reflected the city's rising population and prominence. Between 1900 and 1910, Springfield's population increased from 23,267 to 35,201 residents, which represented a 48% increase.[35] In 1907, the Missouri Pacific Railroad completed its line to the city adding yet another rail connection with other cities and markets. By 1911, the city contained 600 retail stores, 200 jobbing concerns, and fifteen banks. A Jobbers' and Manufacturers' Association was organized in 1910 to "promote cooperation in upbuilding of the city's commercial and industrial interests."[36] A new water plant built in 1912 made indoor plumbing more widely available, and electricity was increasingly used.

The importance of the railroad to Springfield's economy was immense during the early 20th century. With the completion of the Missouri Pacific Railroad to the city in 1907, Springfield had direct rail connections with the major cities of the region such as Kansas City, Memphis, and St. Louis. Many new factories and industrial buildings were constructed along these railroad lines during the 1910s and 1920s, especially in the Jordan Creek valley just north of the Public Square. The maintenance shops of the Frisco Railroad required some 2,000 workers in the 1910s and 1920s and was the city's largest employer.[37] Dozens of trains served the city each day, and stimulated business development throughout the early decades of the century.

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[35] Bartholomew and Associates, p. 7.

[36] Fairbanks and Tuck, p. 671-673.

[37] Grosenbaugh.

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Businesses in the downtown area at the turn of the century included clothing stores, hardware stores, department stores, theaters, banks, restaurants, saloons, and hotels. In 1905, the downtown area contained the Citizens Bank, the Farmer and Merchants Bank, the National Exchange Bank, and the Union National Bank. Prominent downtown businesses included: the Keet & Roundtree Dry Goods Company which occupied a four-story brick building at 321 South Avenue; the McGregor and Noe Hardware Company at 301 E. St. Louis Street; the Upham, Gordon & Company, Wholesale Shoes at 418 South Avenue, and; the Springfield Hat Company at 322 South Avenue. Most attorneys had offices adjacent to the courthouse in the Baker Block on the Public Square.

As the town grew, entertainment became a growing industry. Stage, vaudeville and eventually movie theaters appeared throughout the downtown area. One of the early and most significant ones was the Baldwin Theater, which opened on St. Louis Street in 1891. In addition to a 1500-seat auditorium, the large building also contained fifty-one offices and two stores. This theater was Springfield's finest until it burned in 1909. In 1905, The Star on Boonville Avenue was one of the first movie theaters, and the Landers Theater opened on E. Walnut Street in 1909 with the capacity for both films and live performances. Construction of the Shrine Mosque was completed in 1923 at the corner of St. Louis and Kimbrough Streets (NR, 1982). At the time it was the "largest auditorium west of the Mississippi River."[38] The Gillioz Theater on E. St. Louis Street was completed in 1926 and was the city's first "atmospheric" theater with an ornate interior and special effects (NR, 1991). The Electric Theater on the Public Square was built around 1935 and has been remodeled into a church.

The railroads continued to play a major role in the city's economy by employing hundreds of workers and by providing farmers and businesses with a connection to important markets. In Springfield, the Frisco built the largest maintenance shops west of the Mississippi River and at its peak employed some 2,000 workers. This network of shops and maintenance buildings was constructed in 1909 and remained in operation until 1996. In addition to the shops, the Frisco built a new Spanish Colonial style railroad depot on Mill Street in 1926 (razed in 1976).

Construction and development of the downtown commercial area continued until the end of the 1920s. Trolley lines remained a primary mode of transportation and provided residents with ready access to downtown businesses. During this decade, many of the remaining residences in the blocks surrounding the Public Square were purchased and demolished for commercial buildings. Along with the Gillioz Theater, other notable buildings constructed during this decade included the E.M. Wilhoit Building on S. Jefferson Avenue, and the Medical Arts Building on South Avenue. The E.M. Wilhoit Building was completed in 1926 and was designed with retail shops and offices on the first floor and offices on the

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[38] Ibid., p. 94, 99.

second floor. This immense building covered a half block and was home to many insurance companies and other professional offices in the mid-20th century. The Medical Arts Building, constructed in 1929, is the last pre-1950 high rise building erected in the downtown area. Designed with Art Deco influences, this eight-story building housed many of the city's physicians and dentists during the mid-20th century. In addition to these two buildings, the ca. 1906 Springfield Life Building was remodeled into the Savoy Hotel in 1928, and was one of the city's leading hotels when it opened. The interior lobby was designed in the Spanish Colonial style and the building was renamed the Hotel Seville Hotel in 1933.

The decade of the 1920s also witnessed changes in commerce due to the widespread use and ownership of automobiles. The first privately owned automobile arrived in Springfield in 1905 and by 1923 the city contained 148 miles of streets, sixty of which were paved. Congestion in the downtown area led to the widening of South Alley into McDaniel Street around 1925. South Alley was located one block south of the Public Square and the widening of the street resulted in the razing of several buildings. New buildings were constructed soon after along McDaniel Street in 1926 such as at 300-308 W. McDaniel Street and 302-304 S. Campbell Avenue. Traffic Alley south of Walnut Street was also widened in 1926 to create Pershing Street. New parking garages were also built in the downtown area to accommodate the increasing automobile traffic.

The rise in automobile ownership allowed large new areas of the city to be developed since commuters no longer needed to live within walking distance of the streetcar line. From 1920 to 1928, the population rose by 53% to 60,768 residents. As the population increased, large tracts of land were platted and subdivided for residential lots, especially towards the south and east. Development of these areas was facilitated by the large increase in automobile ownership. In 1918, some 2,100 residents of the city owned automobiles and over the next ten years this number rose to just under 10,000.[39] The automobile allowed residents to live several miles from downtown yet reach it within a ten to fifteen minute drive. By 1926, the city limits were increased in all directions and following this expansion the city contained some 13.6 square miles.[40] The rapid changes which occurred during this decade led city planners to commission major studies in 1929 to recommend street improvements and zoning.

As the city's residential areas expanded, corner neighborhood commercial buildings and commercial districts were built. These frame and brick commercial buildings were occupied by businesses which served the immediate needs of the neighborhood such as grocery stores, barbers, beauty shops, drugstores, and small retail stores. These were businesses which could be readily accessible by area

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[39] Bartholomew and Associates, p. 20.

[40] Ibid, p. 6.

residents and lessened the need to go downtown or to the businesses on Commercial Street. The majority of these buildings were one-story in height and built with traditional storefronts including bulkheads, large display windows, and transoms. Neighborhood commercial shopping areas were also built along major arteries and were the precursors of the automobile oriented developments which occurred in the decades following World War II. Representative examples of these neighborhood commercial areas can be found in the 700-900 blocks of Boonville Avenue, the 500 and 600 blocks of W. College Street, and at the intersection of S. Pickwick Avenue and E. Cherry Street.

With the rise in automobile ownership came an increase in businesses catering to this growing market. These businesses included gas stations, repair shops, sales dealerships, and parts and tire suppliers. in addition to these types of businesses, tourist courts and restaurants arose along the main traffic arteries of the city and especially along Route 66. Route 66 was completed in 1926, and like the railroad it combined with Springfield's central geographic location to make it a major transportation hub.[41] Route 66 entered Springfield at its northeast city limits and ran west along Kearny Street. Travelers on Route 66 could turn south following Glenstone Avenue or south on National Avenue. These routes then extended to St. Louis Street where Route 66 turned west and extended to the Public Square. Route 66 then followed College Street west until it left the city limits.

The increase in tourists and travelers through the city in the 1920s affected construction in the downtown area. The building of the Springfield Business College on W. Walnut Street was remodeled ca. 1920 into the Marquette Hotel to take advantage of increased visitation to the city. In 1928, the four-story Savoy Hotel (now Hotel Seville) was established in the Springfield Life Building on W. Walnut Street, and garages at the rear provided accessible parking for those passing through on nearby Route 66. Older hotels in the downtown area such as the Colonial and the Sansone also profited as Route 66 became a major national thoroughfare in the late 1920s. On the fringes of the downtown area, new gas stations, automobile dealerships, and repair shops were also widely built in these years.

More profound and lasting commercial development took place on the highways leading into Springfield during the 1920s. This decade witnessed the formation of new businesses along the roadside to provide services for automobile travelers and tourists. These new businesses included tourist camps and courts, stores, gas stations, and restaurants. Springfield became a crossroads for US Highways 60, 65, and 66. Several paved state routes also were built to connect with the city in the 1920s. Springfield became a hub for automobile traffic, particularly for the heavily traveled Route 66. Developing along these "approach

[41]Grosenbaugh.

strips" were linear urban commercial portals with new types of architectural designs and building types.[42]

In the 1920s and 1930s, new automobile building types included gas stations, repair and sales shops, and tourist courts and camps. In Springfield, examples of these types of buildings were constructed along the major arteries of the city with many concentrated along Route 66. Gas station designs included simple rectangular forms with open drive-thru bays on the primary facade. A representative example of this type of gas station still stands at 601 S. Main Street. Other designs were built as small houses reflecting the popular residential building forms of the period.[43] The Spanish Colonial and English Cottage styles of the early 20th century were utilized for several gas stations in the city. The use of porcelain tiles to create "streamlined' designs gained popularity into the 1940s and 1950s.

Automobile repair shops, garages, and dealerships were also built along these streets and on the edges of the downtown commercial area. These buildings were generally built with both pedestrian entrances and automobile garage bays on the main facade. Art Deco, Moderne, and Spanish Colonial styles were popular for these types of buildings. Garage bays were designed with glass and wood hinged doors or with "roll-up" designs which retracted below the ceiling. A representative example of this type of building is the Mo-Ark Coach Lines Building on S. Kimbrough Street. This building was designed with an exterior of terra cotta tiles and large arched openings.

Tourist camps or courts were widely built on Route 66 along Kearny Street, Glenstone Avenue, and W. College Street. The earliest examples of these tourist courts from the 1920s no longer survive but historic photographs show them as simple frame cottages consisting of a bedroom and bath. These types of camps or courts usually had anywhere from six to twenty units facing a central court or parking area. Associated buildings included an office and sometimes a restaurant or service station. By the 1930s, more permanent buildings of brick and stucco were built reflecting popular house forms of the period. Several of these courts survive and feature English Cottage and Spanish Colonial designs. Representative examples include the Trail's End Motel on Kearny Street built in 1938, and the Rock Fountain Tourist Court on W. College built in 1947.

The dominance of the automobile led to more and more mainstream businesses such as department stores, grocery stores, and building supply stores to move suburban shopping centers. Local and nationwide

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[42] Chester H. Liebs, From Main Street to Miracle Mile. (Boston: Little, Brown and Company, 1985), p. 27.

[43] John Margolies, Pump and Circumstance, Glory Days of the Gas Station. New York: Little, Brown and Company, 1993), p. 55.

trends in vehicular use led to the demise of the city's trolley system and the ultimate decline of railroad passenger service. Widespread ownership of automobiles and the introduction of local bus lines led to the end of Springfield's trolley line in 1937.[44] Train use for passenger travel remained important through World War II but declined significantly in the post-war years. The last passenger train came through Springfield in 1967.

In the years following World War II, Springfield's downtown commercial area experienced a gradual decline as businesses moved outward to the suburbs. Glenstone Avenue became one of the densest commercial strips in the city during the 1950s and 1960s. Kearny Street and Sunshine Street also developed as major commercial areas in these decades. In the 1960s, Interstate 44 was completed through the northern city limits of Springfield spurring the construction of North Town Mall. Battlefield Mall off Glenstone Avenue was also developed in these years, and became a major shopping center on the south side of the city.

The cumulative effect of these suburban developments was a loss of business in the downtown area and an increase in vacancies. To combat this decline in business, various efforts were undertaken to "revitalize" the downtown area. One of these efforts was to increase the number of parking spaces by demolishing older buildings for garages and surface lots. Casualties of these years included the 1871 Metropolitan Hotel on W. St. Louis Street which was razed for a parking lot in 1952, and the Springfield Convention Hall on S. Campbell Avenue which was also razed for a parking lot in 1958.

Another plan was to turn the Public Square into a "mall" type atmosphere by adding metal canopies and modernizing historic facades. This mall was first planned in 1970 and it was completed and dedicated in 1975. This work included the creation of a landscaped public park in the center of the square, and the addition of continuous metal canopies above the first floors of buildings. These efforts did not have the intended results, and vacant buildings were common in the downtown area throughout the 1970s and 1980s.

Today, the downtown area of Springfield consists of "clusters" of intact pre-1950 buildings separated by parking lots and buildings which have been extensively altered. The overall appearance of the downtown area has been transformed by the removal of historic buildings, and their replacement with surface parking lots. While new building construction has been limited, a number of pre-1950 buildings have been altered through the application of stucco or metal surfaces on their primary facades.

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[44] Crossroads at the Spring, p. 42.

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Investment in the downtown commercial area has risen in the past decade through an emphasis on historic preservation. The rehabilitation of the Landers Theater was a major event and the neighboring Masonic Temple was also remodeled in the 1980s. Rehabilitation of several notable buildings is presently underway such as the Gillioz Theater, the Seville Hotel, and the Marquette Hotel. New restaurants, nightclubs, and antique shops have also contributed to economic development in the downtown area. The reuse of upper floor space for residential use is also underway. There is also renewed interest in automobile oriented businesses of the mid-20th century, particularly those along Route 66. Several guidebooks and histories pertaining to Route 66 have been published in recent years to identify and recognize these resources along this route and within Springfield.

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PROPERTY TYPES

The property types for Springfield's commercial buildings are divided into three categories: Downtown Commercial Buildings, ca. 1870 - 1948; Neighborhood Commercial Buildings, ca. 1890 - 1948, and; Automobile Related Commercial Buildings, ca. 1920 - 1948. These property types relate to the growth and development of commercial areas in the city and how their construction was affected by expansion of the streetcar and automobile suburbs.

DOWNTOWN COMMERCIAL BUILDINGS, ca. 1870 - 1948

Downtown commercial buildings are those which were built in Springfield and North Springfield during the late 19th and early 20th centuries. These are buildings which were constructed as part of commercial centers which served residents relying on walking and horse drawn transportation. In Springfield, these are the city's oldest commercial buildings and are centered on and around the Public Square. In North Springfield, these are buildings which were built along Commercial Street directly south of the Frisco Railroad right-of-way and depot. These buildings are primarily of masonry construction and were built with storefronts with large expanses of glass for display of goods.

Description:

Downtown commercial buildings in Springfield are typically one- to four-story brick buildings constructed from ca. 1870 to ca. 1930. Most buildings in the downtown area are one-part and two-part commercial blocks which reflect common building forms and designs prevalent from the late 19th century to the 1920s.[45] One-part commercial blocks usually have large plate glass storefronts detailed with ornamental framing while two-part commercial blocks have separate storefronts and upper facades. Many of the buildings have brick piers or cast iron pilasters at the storefronts. The use of Carrara glass panels for storefront remodeling in the 1930s and 1940s was also prevalent in the downtown and Commercial Street area. Many masonry upper facades are embellished with brick corbelling at the rooflines, and arched or rectangular one-over-one sash windows. A few buildings have upper facade decoration including terra cotta panels, cast iron hood molding, and sheet metal cornices.

Architectural styles which are prevalent in the city's downtown commercial areas include Italianate, Colonial Revival, and Art Deco. Although not generally referred to as a "style," many of the buildings could also be described as "Brick Front." Commercial Italianate buildings are those which were built

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[45]Richard Longstreth, The Buildings of Main Street: A Guide to American Commercial Architecture (Washington, D.C.: The Preservation Press, 1987), p. 24.

between ca. 1870 and ca. 1910 and feature arched windows in the upper facade and brick or sheet metal cornices at the roofline. These buildings were often decorated with inset brick or terra cotta panels. Examples of this style include buildings at 210 and 308 S. Campbell Avenue, and 317 and 404-406 South Avenue. The influence of the Colonial Revival style is also evident on a number of buildings and these designs include quoins, jack arching over windows with keystones, and classical pilasters. The two-story building at 300-304 S. Campbell Avenue is representative of this style and features a broken pediment over the main entrance and a dentilled cornice over the storefront. The Bell Hotel at 307 S. Jefferson Avenue has an exterior with Doric pilasters and a cornice with triglyphs and metopes at the roofline. Use of the Art Deco style was limited in the downtown area with the Medical Arts Building at 430 South Avenue the most representative example of this style. This high rise building features vertical fluted banding at the roofline, and floral and geometric decorative panels at the entrances.

The vernacular form of Brick Front refers to buildings from ca. 1910 to ca. 1930 which were built with traditional storefronts and have upper facades displaying rectangular windows, corbelled brick cornices, and decorative brick panels.[46] This building form has also been referred to as "Tapestry Brick." Many of the buildings in the downtown area fall into this terminology such as 416 South Avenue and 315 E. Walnut Street. Decoration on many of the buildings includes transoms of tinted leaded glass known as Luxfer glass, and terra cotta panels. The majority of the buildings along Commercial Street can also be classified as Brick Front designs.

Significance:

Commercial buildings in Springfield may be significant primarily under National Register Criteria A and/or C for their role in the commercial history of the city and for their architectural design. During the late 19th century, Springfield emerged as the regional trade and commerce center in southwest Missouri. Designated as the county seat of Greene County, a brick courthouse was constructed in the middle of the Public Square and by the 1850s numerous commercial buildings lined the perimeter of the square. After the Civil War, the square remained the site of the county courthouse for several decades and numerous lawyers and professional offices located in the vicinity. The Public Square also became the main commercial center for Springfield and dozens of one- to five-story brick buildings were built around the square and on adjacent streets from 1870 to 1900. These buildings housed traditional businesses of the period such as general mercantile stores, banks, drugstores, hardware stores, and saloons. Buildings were also constructed to house uses in the arts and recreation such as fraternal halls, and theaters.

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[46] Herbert Gottfried and Jan Jennings, American Vernacular Design, 1870-1940. (New York: Van Nostrand Reinhold Company, 1985), p. 240.

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Downtown Springfield was also home to the leading hotels of the period such as the Southern and Metropolitan Hotels.

The construction of the Atlantic and Pacific Railroad north of the downtown area in 1868 led to the development of North Springfield and a row of commercial buildings on Commercial Street. This downtown area along Commercial Street was home to numerous brick buildings by the 1880s. These buildings housed large warehouses for the shipping of produce and goods, traditional mercantile stores for North Springfield residents, and numerous hotels to serve rail passengers. Despite two commercial centers within two miles of each other, both downtown Springfield and the area along Commercial Street thrived at the turn of the century. As railroad lines were built just north of the Public Square, downtown Springfield became the dominant commercial area in the early 20th century with expansion occurring into another ten blocks surrounding the Public Square.

Downtown commercial properties provide important information on the growth and development of Springfield and the lifestyles of its inhabitants. Both the downtown area and Commercial Street retain dozens of buildings which housed the most notable businesses of late 19th and 20th centuries. These are businesses which had a direct impact on the economic viability of the community and provided the goods and services required for everyday life. The downtown commercial areas were also the center for arts and recreation such as theaters, arcades, and other amusements. Restaurants, lodge halls, and saloons contributed to the social life of the community, and hotels were centers of both overnight accommodations and social events.

Downtown commercial areas were also the location for many of Springfield's largest and most ornate buildings. The appearance of buildings was tied to business identity and success, and the businesses of the period competed to construct attractive and imposing structures. Owners employed architects to design buildings reflective of architectural styles of the period and these buildings continue to reflect notable artistry and detailing.

Registration Requirements:

Downtown Commercial Buildings in Springfield are significant primarily because of their architectural design and/or their association with the commercial growth and development of the community. In order to be historically significant under National Register Criterion A, a building must be the site of a business of particular importance to the community, exemplify a particular building type or use, or be associated with an important event or occurrence. Both the Landers Theater (NR 1977) and the Gillioz Theater (NR, 1991) were previously listed under this criteria. These two theaters are located within two blocks of the Public Square and were the most prominent theaters in the city in the early 20th century.

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To be architecturally significant under National Register Criterion C, a building must be a notable example of a particular style or possess unusual design elements and detailing. The building must also possess integrity of setting and location, design, workmanship, and materials. To be individually eligible under this criteria, a building must retain the majority of its original storefront design, original upper facade decoration, and notable interior details. In addition to Criterion A, both the Landers and Gillioz Theaters were listed on the National Register under this Criterion C for retaining the majority of their exterior and interior design and detailing.

Commercial buildings may also meet registration requirements if they form a cohesive grouping to meet historic district criteria. To be eligible as an historic district under Criterion A, a grouping of buildings will be within the downtown commercial areas of Springfield and North Springfield, and reflect traditional businesses, and the growth and development of the community in the 19th and early 20th centuries. To be eligible, these buildings must be contiguous at their original locations, and a significant concentration and majority must retain integrity of design, workmanship, materials, feeling and association. Buildings which retain integrity are those which have most of their original upper facade and storefront detailing and materials, and collectively retain the feeling and association of the pre-1948 era. One-story commercial buildings retaining integrity will possess most of their original storefront elements such as bulkheads, display windows, and transoms. Multi-story commercial buildings retaining integrity will possess original upper facade detailing which will be readily visible and not concealed or obscured. If upper facade detailing is intact, multi-story buildings may retain integrity if they have either pre-1948 storefront materials, or replacement traditional storefronts using transoms, display windows and bulkheads.

To be eligible as an historic district under Criterion C, a grouping of buildings will be within the downtown commercial areas of Springfield and North Springfield, and the majority must retain integrity of location, design, workmanship, materials, feeling and association. Buildings which retain integrity are those which retain most of their original upper facade detailing and materials, and collectively possess the feeling and association of the pre-1948 era. One-story commercial buildings retaining integrity will possess most of their original storefront elements such as bulkheads, display windows, and transoms. Multi-story commercial buildings retaining integrity will possess original upper facade detailing which will be readily visible and not concealed or obscured. If upper facade detailing is intact, multi-story buildings may retain integrity if they have either pre-1948 storefront materials, or replacement traditional storefronts using transoms, display windows and bulkheads.

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Under this criteria, the Commercial Street Historic District was listed on the National Register in May of 1983. This district is significant in the growth and development of North Springfield and retains much of its early 20th century architectural character. In addition to this district, several other concentrations of properties in the downtown area of Springfield appear to meet National Register criteria.

NEIGHBORHOOD COMMERCIAL BUILDINGS, CA. 1890 - 1948

Description:

Neighborhood commercial buildings are those which were constructed in residential areas of Springfield during the late 19th and early 20th centuries. These buildings were constructed primarily along the major streets in the community adjacent to trolley lines and at prominent corners. The designs for these buildings were similar to those constructed in the downtown commercial areas. Most are one-part and two-part commercial blocks which reflect common building forms and designs prevalent in these years. One-part commercial blocks usually have storefronts with transoms, large display windows, and frame or brick bulkheads. Above the storefronts are generally decorative brick panels or on frame buildings, a wood or sheet metal cornice. Two-part commercial blocks have separate storefronts and upper facades. Many masonry upper facades are embellished with brick corbelling at the rooflines, and arched or rectangular one-over-one sash windows. The interiors of these buildings often consist of open floor space for display of goods, and decorative detailing confined to tongue-in-groove walls and ceilings or pressed metal ceilings.

The majority of surveyed examples of this commercial building type are one-story in height and of brick construction. These buildings can be generally described as "Brick Front" forms with traditional storefronts and decorative upper facade detailing. In many cases the storefronts of these buildings have been altered and no longer retain integrity. This is especially common where these buildings have been converted into residential use.

Significance:

Neighborhood commercial buildings in Springfield may be significant primarily under National Register Criteria A and/or C for their role in the commercial growth and development of the city and for their architectural design. Buildings may also be significant under Criterion B if they are related to an individual of particular importance in Springfield's business community. These buildings were constructed after the 1880s as electric trolley lines allowed residents to move further away from the downtown business centers. As residents built homes in outlying areas, businesses constructed small stores or a row of stores to supply the immediate needs of an area or neighborhood. Services such as groceries, hardware stores, shoe repair shops, barbers, beauticians, and saloons were the most common businesses occupying

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neighborhood commercial buildings. These buildings were constructed to be within a few minutes walking distance from hundreds of residents in an area or neighborhood.

By the early 1900s, there were dozens of these buildings scattered throughout Springfield. Many of these were built along major streets and at prominent corners. The increase in automobile usage extended the city's limits even further and neighborhood shopping centers and stores continued to be built in newly developed subdivisions of the 1920s and 1930s. In the post-World War II years, many of these neighborhood stores and shopping centers fell into disuse as Springfield's shopping areas became concentrated along strips readily accessible by automobile but rarely by pedestrians. As these nodes of commercial activity moved out along Glenstone Avenue, Kearny Street, and other major thoroughfares, these earlier neighborhood buildings were often adapted to other uses such as residences, churches, and offices. Neighborhood commercial buildings which remain represent the transition in commerce from downtown centers to automobile oriented shopping areas.

Registration Requirements:

Neighborhood commercial buildings in Springfield are significant primarily because of their architectural design and/or their association with the commercial growth and development of the streetcar and automobile suburbs from ca. 1890 to ca. 1948. In order to be historically significant under National Register Criterion A or B, a building must be the site of a business of particular importance to the community, must be associated with an individual of particular importance, or be associated with an important event or occurrence. None of the surveyed properties were identified as meeting this criteria.

To be architecturally significant under National Register Criterion C, a building must be a notable example of a particular style or possess unusual design elements and detailing. The building must also possess integrity of setting and location, design, workmanship, and materials. To be individually eligible under this criteria, a building must retain the majority of its original storefront design, original upper facade decoration, and interior details.

Neighborhood commercial buildings may also meet registration requirements if they form a cohesive grouping to meet historic district criteria. To be eligible as an historic district under Criterion A and/or C, a grouping of buildings will be located along outlying streets away from the downtown area and in areas which developed along streetcar lines or pre-1948 automobile suburbs. To be eligible, these buildings must be contiguous at their original locations and a significant concentration and majority must retain integrity of design, workmanship, materials, feeling and association. Buildings which retain integrity are those which have most of their original storefronts, upper facade detailing and materials, and collectively retain the feeling and association of the pre-1948 era. Since the majority of these buildings are one-story in height, retention of original storefront elements is an important component of integrity.

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AUTOMOBILE RELATED BUILDINGS, CA. 1920-1948

Description:

Automobile related buildings are those which were constructed along Springfield's streets and highways in the early 20th century, and which were directly related to automobile operation. These are properties which provided goods and services to travelers and residents during the early years of automobile ownership and usage. As such, these are buildings and structures which were erected on or close to the city's major thoroughfares and depended upon vehicular, rather than pedestrian, shoppers for their existence.

During these early decades of the automobile, buildings and structures designed to accommodate this new mode of transportation were built in both the downtown and outlying areas. By the 1920s, a number of gas stations were located within a few blocks of the Public Square and along Commercial Street. In addition to gas stations, other automobile oriented buildings of the period include dealerships, repair shops, garages, and transfer stations. Those which remain from the early 20th century are generally one-story brick buildings located on the edges of the downtown area. In some instances, 19th century livery stables were converted into automobile garages such as the buildings at 311-313 Patton Avenue. The majority of these buildings were constructed in utilitarian forms with minimal decorative detailing. Alterations to these buildings have been common such as the addition of modern garage doors and enclosures of original storefronts.

Outside of the downtown area, a number of building designs and types evolved in the 1910s and 1920s as businesses aimed their sales and accessibility towards vehicular usage. One of the most popular building designs for this new roadside architecture were domestic forms. Domestic forms were buildings designed with the appearance of residences. This was especially common for tourist courts and cabins which emphasized a "homelike" atmosphere. "By resembling interwar suburban houses, such as picturesque half-timbered 'English cottages' with overshot eaves, the design of wayside commercial structures often traded on familiar domestic imagery."[47] Designs of the period reflected popular residential styles such as Tudor Revival, Bungalow, Colonial Revival, and Spanish Colonial. These types of small house designs were also used extensively for gas stations. For example, the Pure and Phillips oil companies introduced the use of Tudor Revival and Colonial Revival designs for their gas stations in the 1920s.[48] Other gas station designs introduced the use of canopies on the main facade for "drive-thru"

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[47] Liebs, Main Street to Miracle Mile, p. 47.

[48] Margolies, Pump and Circumstance, Glory Days of the Gas Station, p. 55.

bays to provide protection against the elements. Other forms of roadside architecture included buildings designed with historical references such as log cabins or Spanish missions. These types of designs were employed for restaurants, roadside stands, and gas stations. The use of Art Moderne, or "streamline" designs were also widely utilized. The aerodynamic designs of the 1930s and 1940s emphasized sleek, curved shapes which were well suited to roadside architecture.[49] Roadside architecture of the period also included oversized sculpture and objects advertising businesses such as large bottles, animals, or human figures.

Following World War II, roadside architecture expanded rapidly into a variety of building forms as the "strip" shopping centers began to rival downtown areas for commercial prominence. Building designs included those which were built with large expanses of glass such as automobile showrooms and restaurants. Other buildings were designed with exaggerated materials such as large concrete pylons or high-pitched roofs.[50] Oversized signage also became common as the concentration of businesses competed with each other for driver's attention. In Springfield, Kearny Street, Glenstone Avenue, and Sunshine Street all came to exemplify the automobile's dominance in post-war business and shopping trends. The majority of these properties are less than fifty years of age and have not yet been inventoried in the city. Future surveys are expected to provide additional information on the evolution of Springfield's roadside architecture and its significance in the mid-20th century.

Significance:

Automobile related buildings in Springfield may be significant primarily under National Register Criteria A and/or C for their role in the commercial growth and development of the city and for their architectural design. Buildings may also be significant under Criterion B if they are related to an individual of particular importance in Springfield's business community. Automobile related buildings from the early 20th century reflect changes in transportation, social history, and architecture which helped to shape the appearance of 20th century America. The dramatic rise in automobile ownership between 1920 and 1940 resulted in the decline of the downtown commercial area, and the rise in suburban automobile related businesses.

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[49] Liebs, Main Street to Miracle Mile, p. 57.

[50] Ibid, p. 61.

The 1920s was the first "suburban" decade of the United States with suburban areas growing at a faster rate than central cities.[51] The expansion of roadside commerce during this decade reflected this move to suburbia, and provided shopping opportunities outside of the downtown area. The flourishing of roadside businesses continued despite America's economic struggle during the Depression and its involvement in World War II. From 1920 until 1945, "roadside strips were well on the way to becoming the undisputed marketplace of the motor age."[52] In Springfield, automobile related buildings may be significant as illustrating the rise of suburban shopping areas, or be related to an important automobile oriented business.

Automobile related buildings may also be significant for their architectural design. A variety of building designs were used in the early years of roadside architecture such as business logos, domestic designs, historical imagery, and architectural styles of the period such as Art Deco and Art Moderne. Such buildings may be significant as notable examples of a particular building form or style. These properties may also be notable for illustrating the evolution of designs oriented towards automobile transported customers.

In the consideration of significance, part of the history of roadside architecture of the 20th century is its impermanence. Early roadside buildings of the pre-World War II era were often razed to make way for post-war businesses or new buildings reflecting changing ideals of fashion and modernity. Significance may be related to the survival of a particular building type or design which has otherwise been lost. Automobile related buildings which remain from the pre-1945 era can provide important information on the change from an urban to suburban commercial landscape and how this landscape was expressed.

Registration Requirements:

Automobile related buildings in Springfield are significant primarily because of their architectural design and/or their association with the growth and development of the automobile commercial areas from ca. 1920 to ca. 1948. In order to be historically significant under National Register Criteria A and/or B, a building must be the site of a business of particular importance to the community, must be associated with an individual of particular importance, or be associated with an important event or occurrence.

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[51] David L. Ames, "Context and Guidelines for Evaluating America's Historic Suburbs for the National Register of Historic Places," (Draft) National Park Service, 1998, p. 9.

[52] Liebs, Main Street to Miracle Mile, p. 27.

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To be architecturally significant under National Register Criterion C, a building must be a notable example of a particular style or possess unusual design elements and detailing. The building must also possess integrity of setting and location, design, workmanship, and materials. To be individually eligible under this criteria, a building must retain the majority of its original storefront design, original upper facade decoration if applicable, and interior details. A collection of functionally related buildings such as similar plan motel units may also be eligible if it meets the above integrity criteria.

Automobile related buildings may also meet registration requirements if they form a cohesive grouping to meet historic district criteria. To be eligible as an historic district under Criterion A and/or C, a grouping of buildings will be located along outlying streets away from the downtown area and in areas which developed as pre-1948 automobile suburbs. To be eligible, these buildings must be contiguous at their original locations and a significant concentration and majority must retain integrity of design, workmanship, materials, feeling and association. Buildings which retain integrity are those which have most of their original facades and materials, and collectively retain the feeling and association of the pre-1948 era.

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GEOGRAPHICAL DATA

This multiple property documentation form was prepared to include historic properties within the 1998 boundaries of the City of Springfield, Missouri.

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SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

This multiple property documentation form was prepared at the request of the Springfield Urban Districts Alliance, an agency which is promoting downtown revitalization in the community. In 1998, the Alliance contracted with Thomason and Associates of Nashville, Tennessee (Contractor) to prepare a nomination for commercial properties within the city limits. Although the focus of this effort was on the downtown area, this study also included a review of pre-1945 commercial properties elsewhere in the city limits. Throughout this project the Contractor was assisted by Mary Lily Smith and the Springfield Planning Department.

Initial efforts included the surveying of all commercial properties within a sixteen block area of downtown Springfield. The boundary of this survey was approximately McDaniel Street and Park Central West on the north, Benton Avenue on the east, Elm Street on the south, and Market Avenue on the west. The Contractor photographed all properties within this area and prepared architectural descriptions. Following this on-site field survey, the Contractor completed extensive research on the commercial history of Springfield at the Springfield Public Library.

The only area of the downtown area not extensively surveyed was the Public Square and the adjacent blocks of Park Central West, Park Central East, Boonville Avenue, and South Avenue. The Public Square was the subject of extensive public investment in the 1970s including the application of metal canopies and metal fronts on several of the buildings. Due to these intrusive elements, the Public Square does not appear to presently meet National Register criteria and it was omitted from this study.

On May 18th, the Contractor met in Springfield with Lee Gilleard and Alan Tatman of the Historic Preservation Program of the Missouri Department of Natural Resources. The purpose of this meeting was to review the project area and identify potentially National Register eligible buildings and districts. As a result of this meeting, potentially eligible districts were identified along E. Walnut Street and South Avenue, and along S. Campbell Avenue. It was recommended that a multiple property documentation form be prepared on the commercial history and architecture of Springfield along with accompanying historic district nominations.

In order to prepare the multiple property documentation form, other commercial properties were examined outside of the downtown area. These included other commercial buildings in the immediate downtown area, neighborhood commercial buildings, and automobile related buildings which pre-dated 1948. The Contractor reviewed materials from previous architectural surveys and also consulted with the staff of the Springfield Planning Department. The Contractor then performed field inspection of neighborhoods, streets, and highways which had the greatest potential for containing commercial resources.

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In addition to the two historic district nominations which accompany this submittal, the Contractor also identified a number of individual properties which appeared to meet National Register criteria. Preparation of nominations for these properties were not within the scope of work requested by the Urban Districts Alliance, and future nominations for these properties will depend upon the interest and support of property owners and/or the Springfield Planning Department.

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NPS Form 10-900-b
(June 1991)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

Cover AD

APR - 6
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Documentation Form (National Register Bulletin 16B.)* Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a).

____New Submission _X_ Amended Submission

A. Name of Multiple Property Listing

Historic And Architectural Resources of Springfield, MO

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

19th and Early 20th Century Hotels, ca. 1870-1950.

C. Form Prepared by

name/title Debbie Sheals [for The City of Springfield, MO; (417) 864-1094]

organization Private Consultant date December, 1999

street & number 406 W. Broadway telephone 573-874-3779

city or town Columbia state Missouri zip code 65203

D. Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this documentation form meets the standards and sets forth the requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. ( ) See continuation sheet for additional comments.)

Claire F. Blackwell 30 March 2000

Signature of certifying official/Title Claire F. Blackwell/Deputy SHPO Date

Missouri Department of Natural Resources

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson H. Beall 5-5-00

Signature of the Keeper Date of Action

for

INTRODUCTION

This is an amendment of the 1999 Multiple Property Submission titled "Historic and Architectural Resources of Springfield, Missouri." That cover document was accompanied by district nominations for the "South Avenue Commercial Historic District" and the "Springfield Warehouse and Commercial Historic District," both of which were listed in the National Register on June 25, 1999. Additional properties with potential eligibility were identified during that project, including at least two early twentieth century hotels which fell outside recommended district boundaries. They are: the Hotel Sansone, built in 1911 at 312 Park Central East, and the Marquette Hotel, at 400 E. Walnut St. The Walnut Street building was built in 1907 to house the Springfield Business College, and became the Marquette Hotel ca. 1918. This amendment has been prepared to broaden the context for hotels which was included in the original multiple property submission, and to lay the foundation for individual nominations of intact early hotels in the commercial centers of town. Individual nominations for the Sansone and Marquette Hotels accompany this document. ⌂

19th and Early 20th Century Hotels, 1870-1950.

The hotel industry as we know it today is a relatively modern development. Prior to the early 1800s, commercial lodging in America and Europe consisted mostly of inns which offered rooms and sometimes communal meals, all of which were of varying quality. The level of housekeeping services also varied, and in many cases, travelers were required to supply their own servants. It was not until around 1800 that the concept of combining overnight lodging with full housekeeping and dining services began to develop. The idea caught on quickly. One history of the industry noted that "it took 12,000 years for innkeepers to progress to the point of having 30 rooms under one roof. And in the next 100 years this jumped to 3,000 rooms." [1]

It has been noted in several historical account that the modern hotel industry is an American invention. One of the more expansive histories of the industry, Palaces of the People, names Boston as the home of the first modern hotel:

> The first hotel that was ever invented, the *Tremont*, opened in Boston, Massachusetts, on 16th October, 1829..... It was an American claim that there is as big a difference between the old inn and the modern hotel as between a broom and a vacuum cleaner; that the modern luxury hotel is as much an invention as the sewing machine and that it was an American invention, the first trans-Atlantic development that owed nothing to Europe.[2]

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[1] Henry End, Interiors Book of Hotels & Motor Hotels, (New York: Whitney Library of Design, 1963) p. 3.

[2] Arthur White, Palaces of the People: A Social History of Commercial Hospitality, (New York: Taplinger Publishing Company, 1968) p. 129.

The Tremont pioneered a number of features associated with modern hotels. It was the first to offer washing facilities, including what was at that time a rare commodity, soap, in every room. It was also the first establishment to hire a French chef and the first to use a system whereby a guest could push a button to request in-room service. The Tremont was instantly a hit, and soon imitated throughout America and Europe. Hotels became a standard feature in communities across the country, and were often regarded as objects of civic pride, with communities competing to have the biggest and best hotel of the day.

Inn or hotel, the locations of commercial lodging facilities have always been tied to transportation routes. The first known inns or taverns operated along trade routes thousands of years ago, and later, were located near stage lines in American and Europe. One description of the English inn system claimed that "the stagecoach and the inn developed together for the 200 years before the railroad appeared."[3] The spread of railroad service had a profound effect upon the growth of the hotel business in America, especially in frontier situations. As one history put it, as "the railroads spread westward across the continent, new cities grew at junction points. With new cities came new chambers of commerce that realized the need for a grand hotel to demonstrate enterprise and faith in the future."[4] As the preference for rail travel gave way to the freedom of the automobile, roads rather than rail lines became the deciding factors of where and when the next hotel, and later, motel, would be built, a practice that continues in many communities even today.

Springfield followed national trends, in that growth of the hotel industry paralleled that of rail service and highway development throughout its early history. Although simple inns for travelers were in operation in the Springfield area from the earliest days of settlement, hotels in the modern sense of the word did not become common until the railroad came through in 1870. The resulting link with regional and national markets naturally brought more travelers to the area, and increased the need for overnight lodging. In fact, one of the first full service hotels to be built in North Springfield was owned and operated by the railroad company. The Ozark House, which opened in North Springfield in June of 1870, was at that time one of the region's largest and most elegant hotels.[5]

The early competition between what were originally the separate towns of North Springfield and Springfield is reflected in the history of hotel development; the next new hotel was built in the older town. The Metropolitan Hotel was built on College Avenue near the public square soon after the Ozark House opened. That hotel, which was described as a "commodious four story brick structure," lasted much longer than the three story frame Ozarks House, which burned just a few years later.[6] The

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[3] End, p. 2.

[4] End, p. 5.

[5] John Phelps, History of Greene County, Missouri, (St. Louis: St. Louis Western Historical Society, 1883) p. 780.

[6] Phelps, p. 780.

Metropolitan remained in operation for decades; it was still operating as a hotel in the mid-1920s, and probably continued in that capacity until it was demolished in 1952.

The hotel business grew along with the city. Property values rose sharply with the connection of rail service to Kansas City in 1881, and with the consolidation of the two towns in 1887. The county history of 1883 claimed that local real estate had increased "in value in one year from 50 to 200 per cent.[7] Early city directories show that the hotel business kept pace with that growth through the end of the century. There were 12 hotels in the city in 1886, and 20 in 1901.[8] Hotel growth appears to have leveled off at that point, and the number of hotels in operation actually dropped slightly in the early years of the new century.

Another boom around 1910 spurred a good deal of new construction, including the erection of two of the most prominent early twentieth century hotels in Springfield. A promotional pamphlet put out by the Chamber of Commerce in 1911 estimated that $4,000,000 worth of construction had recently occurred; new buildings listed in that account included the 1907 Colonial Hotel, at a quarter of a million dollars, and the 1911 Hotel Sansone, a smaller hotel which cost $100,000.[9] The Colonial was described as "one of the finest in the state," and the Sansone as "one of the most complete anywhere."[10]

Both the Sansone and the Colonial were built for John T. Woodruff, a local businessman and developer who devoted much of his life to the successful promotion and development of Springfield.[11] Both buildings were also advertised as being "fireproof" buildings. The practice of constructing buildings to be fire resistant was really in its infancy in America when Woodruff began erecting commercial buildings in Springfield. The need for such measures were just beginning to receive national attention, due in part to the earthquake and resulting fires which did such heavy damage to San Franciso in 1906.[12] Woodruff was obviously a proponent of fireproof construction; the Colonial Hotel

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[7] Phelps, p. 795.

[8] A. O. Jennings, Greene County Gazetteer and Business Directory, (Springfield(?): A. O. Jennings, ca. 1886, and Hoyle Directory Company, City Directory for Springfield, 1901, (Kansas City, MO: Hoyle Directory Co., 1901).

[9] Construction dates for those two hotels are from John Thomas Woodruff, Reminiscences of an Ozarkian and Early Tourism Developments, (Springfield, MO: Southwest Missouri State University, Office of Leisure Research, 1944. Edited version, 1994, Steve Illum, ed.) pp. 141-142.

[10] C. E. Collins, "Springfield Has It," promotional pamphlet, Springfield, 1911.

[11] Woodruff's contribution to Springfield development have been widely recognized; his autobiography, Reminiscences of an Ozarkian, describes many of his accomplishmnets.

[12] See Joseph Kendall Freitag, Fire Prevention and Fire Protection: A Handbook of Theory and Practice, (New York: John Wiley & Sons, Inc. and London: Chapman & Hall, Limited, second edition, 1921) for a more complete contemporary discussion of fire prevention in architecture.

was the first fireproof hotel erected in the Ozarks, and the Woodruff building, a ten story office building which he developed in 1910, utilized reinforced concrete construction, which is fire resistant. The use of such technology can also be credited to architect Frank W. Hunt, who designed both the Woodruff building and the Sansone. Fireproof construction in hotels continued to be a selling point well into the 20th century; a 1935 publication put out by the Greene County Planning board mentioned that "Springfield has four fireproof hotels," and many early hotel ads mentioned fireproof status.[13]

The need for hotel rooms in Springfield continued to grow after the turn of the century. A 1919 publication put out by the Springfield Chamber of Commerce noted that the city had "many commodious hotels with all the latest conveniences and sanitary arrangements, but there is need for more hotel accommodations." It was about that time that one of the largest surviving historic hotels in the commercial area came into existence. The Springfield Business College, at Walnut and Jefferson Streets, became the Marquette Hotel around 1918. That conversion was relatively simple, as the ca. 1906 College had been built as a boarding school, and already had 54 student rooms. Several years later, the Springfield Life Building, an office building just down the street from the Marquette, was also converted to hotel use. It became the Savoy Hotel in 1928, and the Hotel Seville in 1933. It operated as the Seville into modern times.

Other business people recognized the opportunity, and by the mid-1930s, the number of hotels in town had nearly doubled over the 1901 figure. The 1933 Springfield directory included listings for 37 different hotels, and a 1935 publication estimated that there was a total of 1,500 hotels rooms available in Springfield. A comparison of those numbers with federal census figures for the mid-Thirties shows that the city at that time could boast of about 9% of all of the hotels in the state, and roughly 4½% of all available rooms. [14]

Part of the increased demand at that time can be attributed to the rising popularity of automobile travel, and the associated creation of a state highway system. By the mid-1920s, the city had access to state highways in all directions. Many of those later became federal highways, including US Routes 60 and 65, as well as the immensely popular Route 66. By 1941 Springfield was described as "the hub of a great network of roads, the layout being the envy of many communities, some larger than Springfield."[15] The availability of good roads spurred growth in the tourism industry, and many people stopped in Springfield en route to surrounding recreational areas. Pleasure travelers were playing a growing role

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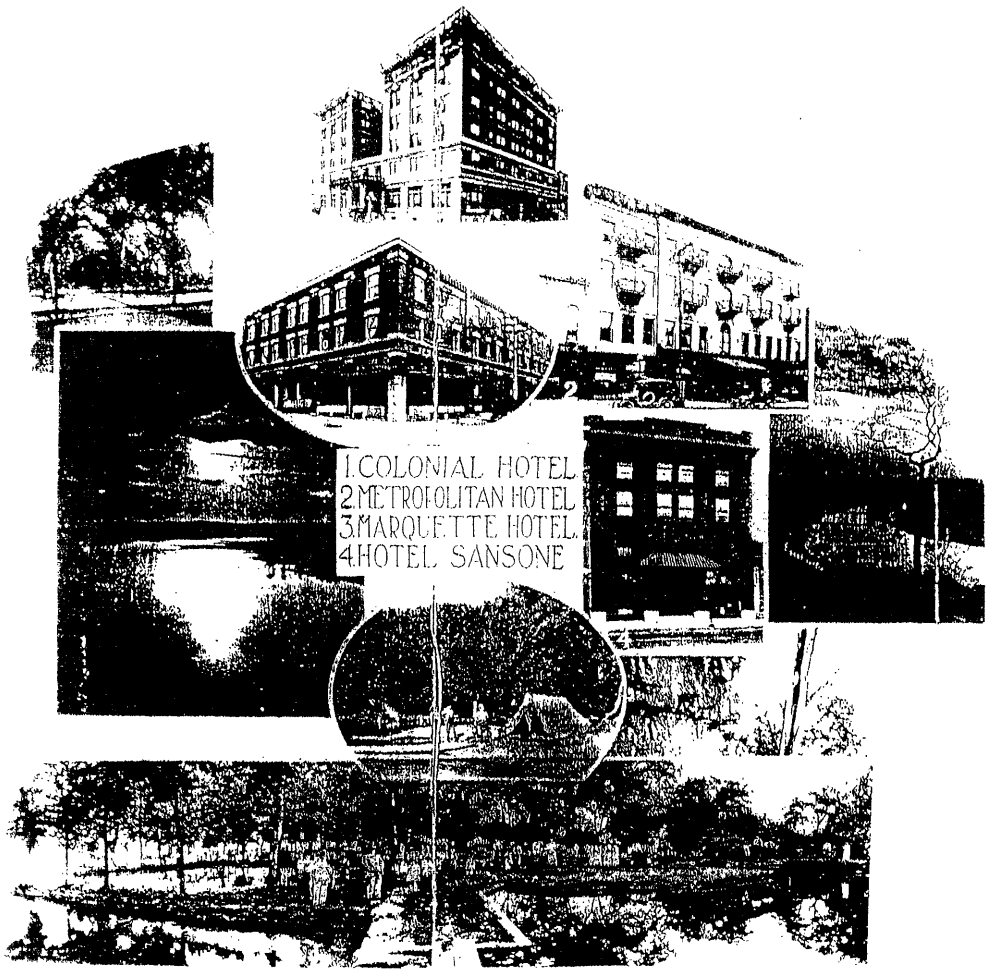
[13] Greene County Planning Board. A Survey of the Resources of Greene County and a Plan for Their Further Development. Springfield: Greene County Planning Board, 1935, and various city directories.

[14] United States Bureau of the Census, Census of Business 1935: Hotels. Washington, D. C.: U. S. Department of Commerce, 1937, p. 39.

[15] Woodruff, p. 111.

in the hotel business.[16] The connection between tourism and the hotel industry was recognized by civic leaders at an early date; a 1919 publication of the Springfield Chamber of Commerce included descriptions and photos of local scenic attractions along with photos of four of the more prominent hotels in the downtown area. (See Figure One.)

Figure One. From The Springfieldian, Vol. 1, No. 2, October, 1919.



[16] The growing popularity of the automobile also gave rise to tourist camps and motels on the outskirts of town, as discussed in the original cover document, "Historic and Architectural Resources of Springfield."

It should be noted that hotels in the area were not used exclusively by out of town residents. Although most modern hotels tend to cater only to short term, or "transient" guests, it was common practice early on for a significant number of the rooms to be rented on a semi-permanent basis, and many people lived full-time in hotels, especially in downtown areas. A federal census of hotels conducted in 1935, for example, found that more than one third of the hotel rooms in the country at that time were rented out for periods exceeding one month. The percentage was even higher in Missouri, where roughly 41% of the rooms were occupied on a permanent basis.[17] That practice apparently continued past mid-century in Springfield; a 1960s newspaper article about the closing of the Hotel Sansone (then the Sterling) noted that 15 of the 45 hotel rooms in use at that time were for permanent residents.[18]

As with many businesses, it was not uncommon for hotel management personnel to move from one establishment to another. Many of the people who owned and managed the hotels of Springfield were associated with more than one hotel in town over the years. J. A. Taylor, for example, was manager of the Ben Franklin Hotel, at 308 N. Olive in 1927, after which he moved to the Hotel State, which he operated for most of the 1930s. Sicilian immigrant Charles Sansone and his wife were the original proprietors of the 1911 Hotel Sansone, and later spent twenty years in charge of the Colonial Hotel. There was also at least one case of different establishments teaming up for marketing and management efforts. An advertisement in a city directory of 1926 included a joint ad for the Sansone and the Ozarks Hotel, a nearby hotel which had borrowed the name of the city's original lodging place. That ad claimed that both establishments were "fireproof" and "modern", with "smiling service."[19]

Many of the historic hotels of Springfield are no longer in existence. The Metropolitan, for example, was lost in 1952, victim of a desire for more downtown parking. The Colonial, which was one of the largest hotels in town for decades, was demolished in recent years. They are not all gone, however. The Seville, the Sansone, and Marquette Hotels, among others, are all standing and largely intact. The Seville building, which is located within the South Avenue Commercial Historic District, is currently undergoing a complete rehabilitation which will return it to hotel use. The Marquette, which functioned as a hotel into the 1980s, is currently vacant and awaiting adaptive reuse. The Sansone building, which was a hotel until 1962, is also being rehabilitated, and will be converted to apartments. Both the Sansone and the Marquette are being nominated for inclusion in the National Register in association with this document. The historic urban hotels of Springfield provide important links with the rich commercial history of the city, and stand as significant reminders of the early vitality of the city's historic commercial areas. ⌂

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[17] Census of Business: Hotels, pp. 38-39.

[18] "Harassed Hotel Dies," Springfield Leader and Press, May 2, 1962.

[19] R. L. Polk and Co., Polk's Springfield Directory 1926, (Kansas City: R. L. Polk and Co., 1926) p. 45.

Property Type: Downtown Hotels, ca. 1870-1950.
Downtown hotels are late 19th and early 20th century buildings in Springfield, which served as middle- to upper-class hotels from 1870 to 1950 and beyond. The buildings were built to serve as either offices or hotels; those built for other uses were remodeled at an early date to serve the regional hotel market, which was strong for much of that period. The first hotel in Springfield, the Ozark House, was built in 1870; 1950 serves as the standard 50 year cut-off date.

Description

Downtown hotels in Springfield are typically two to five stories tall, of masonry construction, with facades that utilize the two-part commercial block building form, which was nearly ubiquitous in the commercial areas of Springfield. Two-part commercial blocks are characterized by a horizontal division of both use and appearance. The single story lower zones of such buildings were designed to be used as public or commercial spaces, while the upper floors were used for more private functions. Downtown Springfield hotels of the period are typical of most American hotels which utilized the form, in that the ground floors contained such things as registration areas, elevator lobbies, and public dining rooms, while the upper floors were used almost exclusively for guest rooms. Some ground floor spaces were also utilized for separate commercial functions.

Ground floors generally have open storefronts with plate glass windows, bulkheads, and transoms. The main entrances to the lobbies are on the first floors, and are sometimes recessed or covered by a semi-permanent awning. The upper floors are less open, with regularly spaced windows set into masonry walls. Double-hung windows are most common, and are often quite large to maximize ventilation. Further light and ventilation is supplied via central light courts, which open the interior of the upper floors to fresh air and natural light. Brick is the most common wall cladding, ranging in color from dull red to the nearly black brick used on the 1911 Hotel Sansone. Structurally, many of the buildings utilize what was at the time the latest in fireproof construction, in which little wood was used in a load-bearing capacity, and structural members were sheathed in concrete for extra protection.

Stylistic influences are similar to those of the other commercial buildings in the community; prominent styles include restrained examples of Italianate, Beaux Arts, and Colonial Revival styles. All of those styles utilize classically derived detailing. It was common practice to ornament the primary elevations more highly than those less visible, and rear and side walls which faced service alleys were often unstyled. As with commercial buildings in the area, the Italianate style was the earliest; it was most commonly used between ca. 1870 and 1910. Italianate features include arched windows on the upper floors and bracketed cornices at the roofline. Colonial Revival and Beaux Arts buildings feature classical details such as quoins, jack arches with keystones, and classical pilasters. The pilasters, which are often of brick with terra cotta or stone capitals, are frequently used to delineate the multiple bays of larger buildings. Corbeled brick cornices were popular for buildings constructed after the turn of the century, as was glazed terra cotta ornamentation of various forms.

There is also at least one hotel, the Sansone, which uses Craftsman styling. That somewhat small hotel has a tall, narrow, four-story facade which is topped by a shaped parapet and wide bracketed hood with original green tile roofing, and exposed rafter ends. The large windows of the facade have Craftsman style three-over-one windows. The Sansone represents a particularly early example of both Craftsman styling and fireproof construction. Several of the hotels in the commercial area are essentially vernacular buildings with very simple styling. Like many of the surrounding commercial buildings, they can be categorized as Brick Front buildings, as identified by Herbert Gottfried and Jan Jennings, and discussed in the original cover document.[20] The Marquette Hotel, which has red brick walls, simple classical pilasters, and a corbeled brick cornice, provides a good example of a basic Brick Front building.

Significance

Downtown hotels in Springfield may be significant under National Register Criteria A and C, in the areas of COMMERCE and ARCHITECTURE. They will be eligible in the area of Commerce for their role in community development and the growth of the lodging industry. The history of the hotel industry in Springfield is closely linked with economic growth and the development of transportation systems, beginning in 1870 with the introduction of rail service, and later, with the growth of automobile travel. Hotels were a presence in the commercial part of the city from 1870 well into the 1900s. The period of significance thus runs from 1870 to 1950, the arbitrary fifty year cut-off point. Surviving hotels are also significant in the area of Architecture, as major buildings in the commercial part of town. It was important for even modest hotels to project an image of prosperity, and many of the hotels in the area were built with the latest technology and stylistic accouterments. They continue to reflect their historic functions yet today, and stand as representative examples of commercial architecture in general and urban hotels of Springfield in particular.

The first full service hotel in Springfield opened just two months after the first railroad came through town, and the subsequent growth of the hotel industry paralleled economic development in the commercial areas of Springfield throughout the late 19th and early 20th centuries. Nearly all of the hotels in operation during that period were located in commercial areas, and were similar in appearance to the surrounding office and retail buildings. The downtown hotels also continued to do well after automobile use supplanted the railroad in the area of passenger travel. By the 1930s, hotel patrons had access to more than 35 different hotels, ranging in size from 231 rooms to 50 or less.[21] Many of the hotels which were built before 1950 remained in service for decades, and the surviving buildings continue to reflect their original function.

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[20] See Herbert Gottfried and Jan Jennings, American Vernacular Design, 1870-1940. (New York: Van Nostrand Reinhold Co., 1985) p. 240, and pp. F.1- F.2.

[21] Springfield Chamber of Commerce. "Springfield, Missouri." Promotional pamphlet in the collections of the State Historical Society of Missouri, 1935.

The hotels of downtown Springfield generally take the form of the two-part commercial block, which architectural historian Richard Longstreth describes as "the most common type of composition used for small and moderate sized commercial buildings throughout the country." [22] Two-part commercial blocks were extremely popular in America from 1850 into the first decades of the 1900s, and by the turn of the century, Main Streets throughout the country were lined with them. One scholar noted that the "buildings on Main Street reflect a standardization that became a fact of life in the American small town in the latter half of the nineteenth century."[23] The two part commercial block is said to have its origins in the buildings of Ancient Rome, where it was common for urban building to have a shop on the ground floor and living quarters above. That shop-house form was used in Europe for centuries, and moved to America as the Colonies developed major trading centers. The form eventually developed into a primarily public or business type of building, as buildings grew larger and single residences above the store areas became less common.

Although the form of the two-part commercial block generally varies only in size, there is much diversity of architectural styling. In Springfield, urban hotels ranged from fairly straightforward interpretations of popular styles to what are essentially vernacular buildings. Stylistic embellishments based on classical architecture are by far the most common, although it should be noted that extravagant ornamentation of any kind was more the exception than the norm, especially on exterior surfaces.

Many of the buildings show the influence of what is described by Alan Gowans as "Academic Architecture," which was widely utilized in America, and Springfield, between ca. 1890 and 1930. Academic architecture includes such varied substyles as Beaux-Arts, Colonial Revival, and Craftsman, as well as several not used for Springfield hotels. As Gowans put it, Academic architecture "does not itself refer to a style; it is a way of handling other, earlier styles, refining and correcting them...according to attitudes learned 'academically.' "[24] Gowans identifies four basic characteristics of the genre; a willingness to use applied ornamentation, generous scale, direct or formal application of earlier styles, and what he calls "a vague, generalized sort of associationism."[25] In Springfield and elsewhere, these varied from earlier, Victorian, styles in the formal, often restrained, manner in which ornamentation was handled, as well as in the tendency to use a generous scale for everything from door and window size to such things as exterior pilasters, which often spanned several stories on the buildings of Springfield. They varied from later, "Modern" styles in that applied ornamentation was still an integral part of the architectural design, both inside and out.

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[22] Richard Longstreth, The Buildings of Main Street, (Washington, D.C.: National Trust for Historic Preservation, 1987) p. 24.

[23] Richard V. Francaviglia, Main Street Revisited, (Iowa City: University of Iowa Press, 1996) p. 35.

[24] Alan Gowans, Styles and Types of North American Architecture, (New York: HarperCollins, 1992) p. 216.

[25] Ibid.

Regardless of individual stylistic embellishments, the downtown hotels of Springfield share a simple formality and an overall emphasis on presenting a dignified public impression. Hotel designers were undoubtedly aware of the role hotels played in the public image of the city, and of how important it was that the hotel project an air of genteel comfort. The surviving hotels continue to reflect such values, and they are today among the most impressive historic buildings in the downtown area.

Registration Requirements

Like other buildings in the commercial areas of Springfield, historic hotels are significant for their association with the economic growth of the city, including that of the lodging industry, and for their architectural design. Hotels have operated in Springfield from 1870 to the present; eligible buildings will have functioned as hotels at some point between 1870 and 1950, the standard 50 year cut-off date for periods of significance. To be considered eligible for registration under Criterion A, in the area of COMMERCE, a building must have served as a hotel for a meaningful portion of its early history, and continue to reflect its use as such. That use would be evident in the existence of early public spaces such as shops, entrance lobbies and other open areas on the ground floors, as well as basic corridor and circulation spaces on the upper levels. Because early hotel rooms were commonly quite modest by today's standards, alterations to actual room layouts are to be expected, and will not preclude designation. Exterior appearances should be relatively unchanged, especially on upper facades and other important elevations.

To be eligible under Criterion C, in the area of ARCHITECTURE, a building should be a notable example of a particular style and/or reflect common local building and design principals from the period of significance. An eligible building will exhibit a relatively high level of integrity of exterior surfaces and finishes, and retain at least moderate detailing of the most public interior spaces. Fenestration patterns and architectural detailing of the most public elevations should remain intact, especially on the upper facades. Ground floor alterations, which are quite common, will be acceptable as long as the original fenestration patterns of the storefront display windows and entrances are apparent, and modern changes are reversible. Newer storefront elements should maintain the historic opening in the masonry unit as closely as possible, and consist mostly of transparent glazing. ⌂

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NPS Form 10-900-b
(June 1991)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Documentation Form (National Register Bulletin 16B.)* Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a).

___New Submission _X_ Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of Springfield, MO

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Industrial Development in Springfield, 1838-1945

C. Form Prepared by

name/title Debbie Sheals

organization Independent Contractor date November, 2004

street & number 29 S. Ninth Street, Suite 204 telephone 573-874-3779

city or town Columbia state Missouri zip code 65203

D. Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this documentation form meets the standards and sets forth the requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. ([ ] See continuation sheet for additional comments.)

Mark A. Miles 04/05/05

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

Missouri Department of Natural Resources

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper Date of Action

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Springfield saw steady but slow growth, aided by small but essential manufacturing concerns.

Most early manufacturing was done by individual craftsmen such as gun-makers, tailors and wagon makers. Facilities for the processing of raw materials were also in operation. The town could boast of at least one flour mill and a saw mill in the 1850s, and pioneer Charles Ingram opened a foundry there in 1858.[2] Other early facilities included a horse-powered carding machine to process wool for homespun clothing, and a tan yard, which supplied leather for harness and saddle makers.

General stores and grocers in the region also created a market for wholesale concerns at an early date. Fairbanks and Tuck wrote that "G. D. Milligan who started in the grocery business on the east side of the square was a pioneer jobber in his line. This was the beginning of the wholesale trade of Springfield, which has had much to do with making this city a manufacturing center."[3] Construction projects in the growing city, especially in the years immediately following the Civil War, meant there were numerous customers for building products as well. Rock quarries, brick yards, and lime kilns teamed with saw mills to provide building materials for new construction.

Most of those early industries operated on or near the public square. Many of the smaller concerns had buildings directly on the square or on major roads nearby, while those handling heavier work tended to be grouped along the banks of the Jordan Creek north of the square. Fairbanks and Tuck noted that even though there "was as yet no opening for anything like a factory in a community of a few hundred people....the hum of industry was heard on every hand in small shops located on Boonville and South Streets, St. Louis and College, Walnut and Olive."[4] Mill Street, just two blocks north of the square, may have taken its name from the O. K. Flouring Mill, which was established there in the late 1850s, and early accounts show that several of the larger manufacturers of the time were in that area as well.

Industrial opportunities expanded greatly with the advent of rail service to the newly created town of North Springfield in 1870. Manufacturers and processors could now ship their goods to broader markets, and the processing of raw materials from the surrounding countryside took a lead role in area commerce. One recent history noted

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Bowen and Company, 1915) p. 667.
2 Fairbanks and Tuck, p. 664.
3 Ibid.
4 Fairbanks and Tuck, p. 667.

that "the production of all kinds of agricultural products increased and became more profitable with the coming of the railroad."[5] Manufacturing and jobbing businesses in the city grew in number and individual scope, and the city became a major shipping point for manufactured products as well as livestock and raw agricultural goods.

A bond issue passed by Springfield voters in 1872 raised $22,000 for the enticement of new manufacturing businesses, and industrial growth continued into the last quarter of the 19th century. Fairbanks and Tuck noted that "it was at this time that several manufacturing enterprises which have figured prominently in the history of the city were established."[6] The authors included in the list of prominent manufacturers cotton mills, woolen mills and the Springfield Wagon Works, the latter of which was in operation in the city for 70 years.

Additional rail service via the Kansas City, Ft. Scott and Memphis Railway came along in 1881. That rail line ran right along Mill Street, which made the area north of the square even more attractive for industrial development. A Springfield directory published that year described numerous industrial and manufacturing concerns in the community, and noted that the "jobbing trade" of the city that year was worth well over two million dollars. [7]

Even as Springfield and North Springfield competed and squabbled, they slowly grew together, physically and symbolically. A mule-driven car line between the two centers was established in 1881, and by 1884, they were sharing a public water system as well. The towns' similarities began to outweigh their differences, and their union in 1887 was relatively seamless.

The land between the two commercial centers was a natural site for new development, and the area north of the square continued its early industrial function. Fairbanks and Tuck noted that the area between the towns "has been filling up steadily ever since 1886...Much of this vacant space has since been utilized for factories, pubic buildings and various other institutions, while various metropolitan improvements have come in regular order...Industries have multiplied here, becoming too numerous for individual mention...."[8]

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5 Dick Grosenbaugh, ed. A Million Hours of Memories, (Springfield: Springfield Sesquicentennial Committee, 1979) no page nos.

6 Fairbanks and Tuck, p. 669.

7 1882 City Directory, cited in Fairbanks and Tuck, p. 671.

8 Fairbanks and Tuck, p. 672.

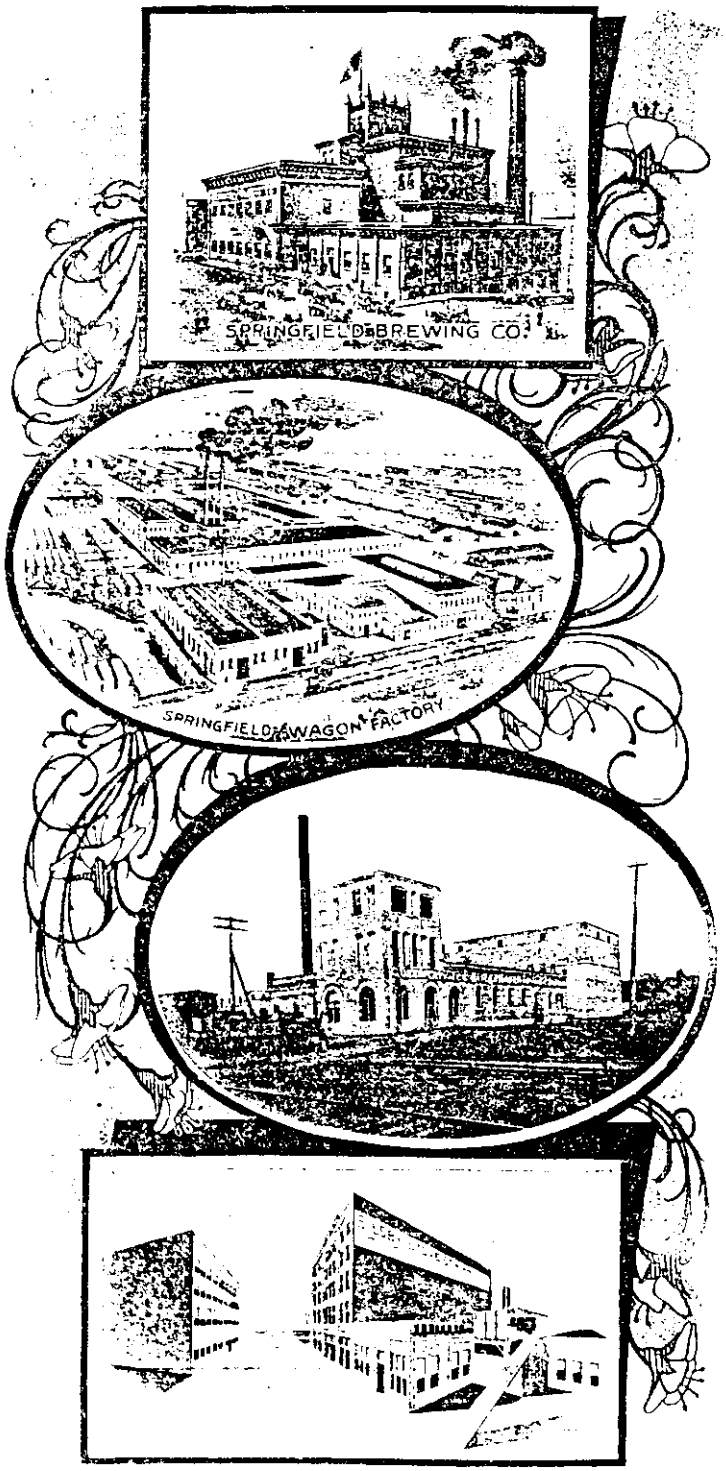

Figure One. Early factories featured in Merchants and Manufacturers Record of Springfield, Missouri. (Springfield: A. Owen Jennings, 1906.)

The 20th century brought continued growth to manufacturing and industrial concerns in the city. Springfield's population increased from 21,850 in 1890 to 23,267 in 1900, and by 1904 had topped 33,000.[9] A profile of the city which appeared in a 1904 book about the state of Missouri clamed that the city's "prosperity rests largely upon the manufacturing and wholesale business."[10] That statement was followed by long lists of the city's leading wholesale and manufacturing firms, including values of their products with a "grand total" of $2,049,300.

Wholesale companies of note from that list included several produce and grocery dealers, a piano wholesaler, two paper companies, and a poultry business. The largest wholesaler was the McGregor-Noe Hardware Company, with $300,000 worth of goods. The "leading manufactories" included three flour mills and a lumber mill, two wagon makers and a cooperage, two ice houses, two breweries, (the Springfield Brewery and Anheuser-Busch) two stove companies, two saddle makers, as well as the oddly-named "Springfield Crystalized Egg Company." The largest manufacturer on the list was the United Iron Works foundry, worth $650,000. Sanborn maps from the late 1800s and early 1900s also record the existence of numerous factories and warehouses, and a 1906 publication claimed that the city had 125 factories and 160 "wholesale and jobbing firms."[11]

At least two groupings of industrial properties built during this time have already been listed in the National Register. The Woods-Evertz Stove Company Historic District, at the northwest corner of Phelps and Jefferson Streets, contains industrial buildings used by that company which date from 1904-1910 and which remained in use into the 1960s. It was listed as a district in 2003. The Springfield Warehouse and Industrial Historic District, listed in 1999 is also representative of industrial development around the turn of the 20th century. The 17 contributing buildings in that district were built between 1891 and 1940, and were used for commercial and industrial purposes well into modern times. The D. M. Oberman Manufacturing Company Building, which was built at 600 North Boonville in 1917, was also recently listed in the Register for its ties to Springfield's industrial history. (Listed 4/18/2002)

As strong as the City's industrial climate looked at the turn of the century, better

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9 Walter Williams, The State of Missouri: An Autobiography, (Columbia, MO: E. W. Stephens, 1904) p. 297.
10 Williams, p. 300.
11 Jennings, Owen. Merchants and Manufacturers Record of Springfield, Missouri, (Springfield: A. Owen Jennings, 1906.)

times were ahead. The new century brought a spate of new developments, and an even stronger industrial base. A comparison of Census of Manufacturers which appeared in the "Missouri Red Book" in 1910 showed a dramatic increase in both number of manufactures and amount of capital invested between 1904 and 1909. There was a 32% increase in numbers, and an even more impressive 41% jump in investments. The Red Book proclaimed that "It is a difficult task to properly show the strides Springfield has made as a manufacturing center, year by year, in the last six years; more so than probably any other city or town in the state."[12]

Just after that report was published, the Springfield Jobbers and Manufacturer's Association was formed to "promote co-operation in the upbuilding of the City's commercial and industrial interests."[13] That organization, which included at least forty of the community's leading manufactures and banking companies, worked as a group to gain concessions from the railroads on freight rates, which had apparently been higher than manufacturers and commercial enterprises felt was fair.

The group was also interested in finding ways to improve other methods of transportation, the most important of which was the developing public road system in the state. Fairbanks and Tuck explained the situation well:

> The advantage which accrues to manufacturing institutions of Springfield in several important lines by reason of abundance and consequent cheapness of raw material in this vicinity has been offset to a considerable extent by the difficulties of transportation in the more remote sections of the Ozarks region ...The evolution of the motor-truck and widespread interest in road improvement are expected to greatly increase facilities of communication in this vicinity. [14]

That prediction proved to be quite accurate. A statewide surge in the road building and improvement in the 1920s dramatically changed the transportation industry, nationally and locally. Businesses no longer had to rely on railroads for all of their shipping needs, and formerly remote parts of the countryside were now accessible via truck and car travel. Community leaders in Springfield worked hard to ensure that the town was part of state and federal highways, and by the mid-1920s the

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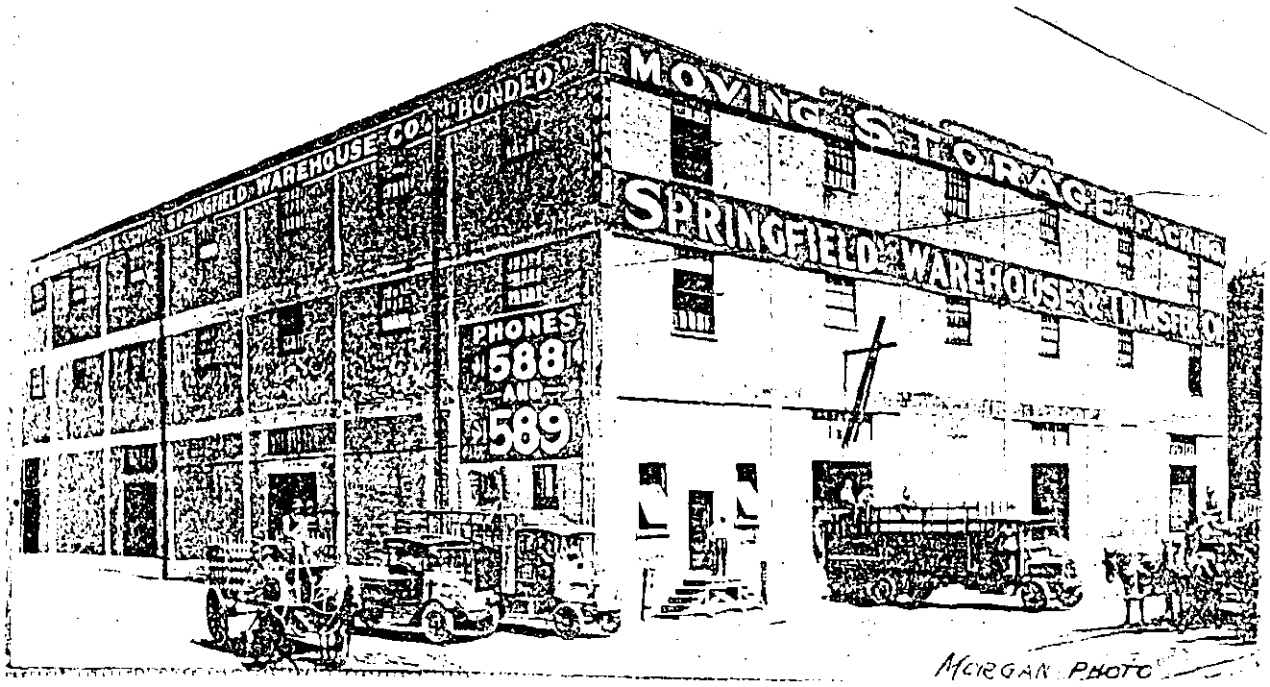
12 J. C. A. Hiller, Commissioner of Labor, Thirty-Second Annual Report of the Bureau of Labor Statistics of the State of Missouri: "1910 Red Book". (Jefferson City: Hugh Stephens Printing Company, 1911) p. 615.
13 Fairbanks and Tuck, p. 673.
14 Fairbanks and Tuck, p. 674.

city found itself at the crossroads of major new highways, including the now-famous Route 66, which ran right through the town via the public square.

Figure Two. A photo taken in the late 1910s, showing both wagon and truck transfers. (From Springfield Greets You. Springfield: Springfield Chamber of Commerce, ca. 1920.)



The highways changed the way existing companies had to operate, and spurred new types of business and industry, such as trucking firms, and oil and gas distribution facilities. One company which was founded around that time, the Finkbiner Moving and Transfer Company, built a large new warehouse northeast of the square around 1925. The location of the Finkbiner Warehouse reflects the new options in shipping; the back edge of its corner lot is bounded by railroad right-of-way, and the front wall of the building, which contains drive-in truck bays, is just a block from historic Route 66, now College Avenue. That building is being individually nominated to the National Register in association with this cover document amendment.

The industrial part of Springfield's business world appears to have remained relatively strong through the tight times of the Great Depression. The 1933 Sanborn map of the city shows numerous manufacturing concerns, ranging from flour mills to a

steel manufacturer. A promotional publication printed in 1942 also reflects a strong industrial and wholesale base. The Growth of a City: Springfield boasted of some 200 manufacturing plants and another 168 wholesale and distribution businesses.[15] Goods being made in Springfield at that time ranged from vinegar to caskets.

As was the case nationally, the post World War II period was good for industry in Springfield. One recent history of the community noted that "Like the period after the Civil War in the 1870s, economic and population growth again experienced a spurt after World War II."[16] That period of prosperity spurred yet another spate of commercial and industrial development, to the point that the Springfield Chamber of Commerce called the 1950s and 60s "the decades of the shovel" after all of the shovels they supplied for ground-breaking ceremonies.[17] By 1979, one source estimated that there were about 200 industrial firms in Springfield and that just over 18% of the workforce for the city was involved with manufacturing.[18] The post-war development also saw a shift from the emphasis on the processing and distribution of agricultural products, toward heavier manufacturing.

The end of the period of significance for this context has been set at 1945, to exclude the post-war development which led to "the decades of the shovel." That mid-century industrial growth is more logically considered a part of the current business life of the community, and the end of World War II provides a coherent breaking point. The continued strength of industrial outlooks in Springfield stands as a testament to the importance of those early manufactures, wholesalers and other working businesses. ★

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15 Springfield Chamber of Commerce. Growth of a City: Springfield, (Springfield: Springfield Chamber of Commerce, ca. 1942) pp. 43 and 61.

16, Shanna Boyle and Julie March, eds. Crossroads at the Spring, (Virginia Beach, VA: Donning Co. Publishers, 1997) p. 32.

17 Grosenbaugh, no page numbers.

18 Grosenbaugh, no page numbers.

Property Type: Warehouse/Industrial: ca. 1838-1945.

Description

The Warehouse/Industrial property type describes the historic working buildings of the business community. The property type includes factories, warehouses, and other utilitarian buildings used for commercial or industrial uses prior to 1945. Early businesses associated with this property type include processing operations, such as tanning yards or flour mills, manufacturers, such as wagon makers or clothing makers, transfer and storage companies, and wholesale and jobbing firms. The buildings themselves could have housed any activity associated with the above business types, including, factories, mills, offices, warehouses. In general, these were functional buildings; buildings constructed or used for more public uses, such as retail, banking and lodging, would fall under previously defined property types.

Examples of the Warehouse/Industrial property type are most commonly found in the early commercial and industrial centers of the community. In the older part of town, the open land near the banks of Jordan Creek, just north of the public square, became a favored site for factories, mills, warehouses and other industrial operations. In North Springfield, early development occurred along Commercial Street and the freight depot at Boonville Avenue. Most of the historic utilitarian commercial buildings in the city today are located in those areas.

Surviving resources are scattered; the previously listed Springfield Warehouse and Industrial Historic District, (NR 6/25/99) contains one of the only significant groupings of this property type left in the city today. Individual sites and small groups of note remain, however. They include the Oberman Manufacturing Building, at 600 N. Boonville, (NR 10/23/03) and the Woods-Evertz Stove Company, at Jefferson and Phelps (NR 10/23/03). The Finkbiner Transfer and Storage Company Building, at 509-513 Olive, provides a significant early 20th century example; it is being nominated with this amendment.

The utilitarian commercial buildings of Springfield share an emphasis on practicality and ease of maintenance. These were working buildings, and public appearance was often a secondary consideration for their builders. Architectural styling, when present, is restrained. As historian Alan Gowans aptly noted: "The art of architecture begins with a construction technology, and goes on from there. In utilitarian building, by contrast, the technology of structure and materials is all there

is."[19]

Most examples of this property type in Springfield are of brick construction, with little to no architectural embellishment. They tend to be large buildings, and are frequently multi-storied. It is not unusual to find a small complex of buildings with diverse forms which are, or were, functionally related. The forms of the buildings vary according to their early function, but they tend to be simple, fairly massive structures.

Masonry construction was favored for its strength, fire resistance, and low maintenance. In the 19th century, brick was the material of choice for exterior walls, and most foundations were of stone. Interior spaces were generally kept open through the use of wood post and beam systems, and interior finishes were minimal. The early years of the 20th century brought a greater variety of practical building materials. Poured concrete was used first for such things as foundations and retaining walls, and by the 1910s, for structural uses as well, often in combination with brick. Hollow concrete and terra cotta blocks were also used for walls and infill. [20]

Patterns of fenestration usually reflect the original function of the building, which has a good deal of variation within this property type. Early factories frequently have rows of evenly spaced windows to maximize daylight for the interior spaces, while warehouses and other storage facilities tend toward more solid exterior wall planes. Window sash in the 19th century were almost always of wood, and steel sash came into widespread use in the early decades of the 20th century. Glass blocks were also used, as original construction or as early infill material. Ground floor openings often include loading docks and drive doors, as well as typical commercial storefronts for office and display areas.

Stylistic influences, when present, are similar to those of the other commercial buildings in the community, albeit with much simpler applications. Examples from the 19th century tend to exhibit vestigial Victorian styling, such as arched window tops and elaborate corbelled brick cornices. Exterior wall surfaces were sometimes enlivened by ornamental window hoods and varied textures of brick and stonework.

Early 20th century examples tend to have simpler fenestration and more rectilinear compositions. Window tops are almost always straight, and exterior walls are flat or nearly so. The increased use of concrete in a structural capacity can sometimes be seen if the form of exterior walls which consist of brick-filled concrete

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19 Alan Gowans, The Styles and Types of North American Architecture, (New York: Harper Collins, 1992) p. 5.
20 Carole Rifkind, A Field Guide to American Architecture, (New York and Ontario: Plume Publishing, 1980) pp. 271-272, and 293-294. Springfield's utilitarian buildings follow the national trends described in this work.

grids, used in a vaguely ornamental manner. Corbelled cornices remained in use into the 20th century, often serving as the only ornament on the building.

As the 20th century progressed, scattered Art Deco and International Style influences could be seen in industrial areas. Steel structural systems made it possible to have wider expanses of glass, and poured concrete could be used for economical ornament. The 1930 McGregor Hardware Company building, in the Springfield Warehouse and Industrial Historic District, for example, uses ornamental poured concrete pylons for Art Deco style ornament. The influence of the International Style can be seen in flat roof lines and wall surfaces, and in walls filled with large grids of steel framed windows. As was the case in earlier decades, architectural styling in the 20th century took a back seat to practicality; the function of the building almost always had more of an impact upon its appearance than did the latest architectural trends.

Significance

Manufacturing, processing and other industrial activities have played a major role in Springfield's economy as long as the town has been in existence. The importance of their role in the community was noted in a 1915 description of industries in operation at that time: "Their plants occupy some of the largest and most substantial buildings in the city, and they give employment to several thousand skilled workmen and a host of other workers."[21] The factories, warehouse and other buildings that housed those functions are important links to Springfield's commercial and industrial history. Examples of the Industrial/Warehouse Property type may be significant under National Register Criteria A and C, in the areas of COMMERCE, INDUSTRY, ARCHITECTURE, and ENGINEERING. They will be eligible in the areas of Commerce or Industry for their role in the commercial and industrial history of the community. Buildings with a higher level of architectural styling or technical sophistication may also be eligible in the areas of Architecture or Engineering.

The first manufacturing activities in Springfield were located in or near the public square, which served as the primary business center from the 1830s until 1870, when rail service was introduced just north of the town limits. The advent of rail service created a second commercial center in North Springfield, and spurred significant commercial and industrial growth in both business centers. The union of the two towns in the late 1880s strengthened the industrial outlook for the community, as the two areas combined resources. The addition of new railroad lines in the last

21 Fairbanks and Tuck, p. 672.

quarter of the 19th century added competition for rail service and kept freight rates low. A solid industrial base was credited with keeping the local economy strong through the national economic slow-downs at the end of the 19th century, and manufacturing saw impressive rates of growth in the early years of the 20th century.[22]

The processing of goods from the surrounding countryside dominated manufacturing and distributing in Springfield throughout the period of significance. As a local history noted in 1979, "commerce and industry in Springfield have been related from the very first to the agricultural nature of the area."[23] Milling was particularly important; large grist and saw mills were in existence before the Civil War, and by 1942, there were 18 different mills in operation in the community.[24] Other early processing concerns included a vinegar factory, wool and cotton mills, tobacco factories, and a "Crystallized Egg" manufacturer.[25] Wholesalers were also active, and the city developed in to a major distribution point for a wide range of products, many of which were agricultural.

In the 19th century, manufacturers and wholesalers relied heavily on railroad service. The railroad made it possible for manufacturers and processing companies to import otherwise hard to find raw materials, and provided transportation and a ready market for finished goods. Wholesalers could collect goods from the nearby countryside, then repackage and ship all over the country. By the late 1800s, there were multiple spur lines through the city's industrial areas, and many of the larger operations had trackside service.

The early 20th century brought a new mode of transportation. With the introduction of automobile travel and the "good roads" movement, manufacturers and wholesalers began to rely upon truck transport as well as rail service. Commercial truck service made it easier to get raw materials from remote parts of the surrounding countryside, and offered manufacturers a more flexible shipping medium for their finished products. Transfer and storage companies became more numerous as well; a 1911 Springfield City Directory listed just two transfer companies; by 1928, that number had grown to over a dozen. By the time the famous interstate Route 66 was completed through town in the mid 1920s, Springfield had become a state and federal highway hub, and local industry could choose from rail or highway service.

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22 Fairbanks and Tuck, p. 672, and Hiller, p. 615.

23 Grosenbaugh, no page numbers.

24 Fairbanks and Tuck, p. 666, and Boyle and March, p. 27.

25 A review of "Specials" lists in Sanborn maps dated 1884-1933 provided a quick overview of some of the plants in operation when those maps were made.

As long as there has been commercial and industrial activity in Springfield, there have been hard-working, practical buildings. Surviving warehouses, factories and other industrial buildings reflect their owners' need for solid, functional buildings, and, thanks to the original emphasis on practicality and low maintenance, many look today much as they did in the early 1900s. Those intact survivors are significant examples of utilitarian commercial architecture in Springfield.

Registration Requirements

Individual Buildings

Representative examples of the above property type will be eligible for inclusion in the National Register under Criterion A in the area of Commerce or Industry, if they are the site of a business of particular importance to the community, exemplify a particular building type or use, or are associated with an important event or occurrence. Their period of significance will correspond to the time in which they had the historic commercial or industrial function. Eligible buildings will be reasonably intact, and readily recognizable to their period of significance. The D. M. Oberman Manufacturing Company Building, at 600 N. Boonville Ave, was previously listed under this criterion. (NR 4/18/02) The Finkbiner Building, at 509-513 W. Olive, which is being nominated with this cover document, also falls into this category.

Properties which are individually eligible under Criterion A will retain their basic original form, with no major alterations to principal exterior dimensions or rooflines. Original or early materials should predominate, especially on wall surfaces. Any early ornamental features, such as corbelled cornices or other architectural embellishments, should also be largely intact. Window openings, especially on the facade, should also be intact. Replacement windows may be acceptable, if they are close to the originals in individual dimensions and sash configurations.

Although the buildings must be reasonably intact to qualify for listing, alterations and minor changes are practically inevitable, and it is important to gauge the overall effect of any changes when evaluating eligibility. Rear additions and alterations to secondary elevations are acceptable, as long as they are not overly noticeable from the street. Other additions and alterations which are more than fifty years old may have acquired historic value of their own and should be carefully evaluated.

Changes to ground floor openings, such as office storefronts, loading docks, and vehicular openings, are especially common, and representative of the utilitarian

function of this property type. Original materials within such openings are therefore not requisite for listing under Criterion A, as long as the original patterns of fenestration are evident. By the same token, surviving original storefronts, garage doors, and other distinctive architectural features represent especially significant historic resources, and their existence can outweigh other integrity issues, as long as the building continues to clearly evoke its period of significance.

Buildings may also be individually eligible under Criterion C, in the area of Architecture or Engineering, if they exhibit exceptional levels of architectural styling and/or exceptional or innovative engineering. To be eligible under Criterion C, a building of this property type must possess a fairly high level of architectural detailing relative to its utilitarian function, and/or exhibit unusually sophisticated building or manufacturing technology for its time and place. The building must also possess integrity of setting, location, design, workmanship, and materials. An eligible building under these criteria will meet all integrity requirements listed above, and retain sufficient historic fabric to reflect a level of architectural or engineering sophistication notable for its historic time and function.

Districts

Intact historic warehouses and factories may also be eligible if they are part of a cohesive grouping of resources which meets historic district criteria. They may contribute to a larger district which includes other property types covered in the Multiple Property Submission Cover Document, or be part of an exclusively utilitarian grouping. The buildings of the Springfield Warehouse and Industrial Historic District, (NR 6/25/99) near the public square, for example, housed a mixture of retail, warehouse, and industrial uses during its period of significance. A more homogeneous utilitarian grouping can be found in the Woods-Evertz Stove Company Historic District on North Jefferson Street. (NR 10/23/03).

Districts will be eligible under Criterion A if they contain a reasonably intact collection of historic resources which together covey a sense of their time and place. An historic district gains much of its significance for the way the resources relate to each other. The individual buildings found there need not be outstanding examples of specific property types, but as a group, they should offer a significant concentration of historic resources.

For an area to be eligible as a district under Criterion A, the majority of the buildings there must have had a commercial or industrial function during the period of significance, and as a group they should reflect one or more of the periods of

development discussed in this cover document. The majority of the resources within the district must retain integrity of design, workmanship, materials, setting and location, feeling and association. Buildings with replacement fenestration materials may retain integrity, if the original openings are little-changed. Replacement fenestration, where extant, should be similar to the original.

The period of significance for an historic district listed under Commerce or Industry will reflect the period of time when the activities which made the district significant occurred. Generally the period will end no later than the arbitrary 50-year cutoff point.

For an area to be eligible as an historic district under Criterion C, in the area of Architecture or Engineering, it must contain good representational examples of styles and types of architecture discussed in this cover document, and/or buildings which reflect advanced engineering principles for their time. All of the above registration requirements for listing under Criterion A must be met, and individual integrity of design, materials and workmanship should be notably high. Visible upper elevations should be largely intact, and at least some original ground floor fenestration material should be extant within the district.

The period of significance for an historic district listed only under Architecture will correspond to the construction dates of the contributing buildings found there. For example, a district in which the oldest contributing resource dates to ca. 1880, and the newest to ca. 1930, would have a period of significance of ca. 1880-ca. 1930.

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NPS Form 10-900-b
(June 1991)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Documentation Form (National Register Bulletin 16B.)* Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a).

____New Submission _x_ Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of Springfield, Missouri

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Ozark Rock Masonry in Springfield, ca. 1910-1955

C. Form Prepared by

name/title Debbie Sheals (for The City of Springfield)
organization Independent Contractor date April, 2005
street & number 29 South Ninth Street Suite 204 telephone 573-874-3779
city or town Columbia state Missouri zip code 65201

D. Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this documentation form meets the standards and sets forth the requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. ([ ] See continuation sheet for additional comments.)

Mark A. Miles 10/04/05

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

Missouri Department of Natural Resources
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper Date of Action

NPS Form 10-900-b
(June 1991)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

Historic and Architectural Resources of Springfield, Missouri (Amendment)

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INTRODUCTION

This is an amendment to the 1999 Multiple Property Submission titled "Historic and Architectural Resources of Springfield, Missouri." That cover document was accompanied by district nominations for the "South Avenue Commercial Historic District" and the "Springfield Warehouse and Commercial Historic District," both of which were listed in the National Register on June 25, 1999. Three subsequent amendments included contexts and property types for hotels, apartment buildings, and industrial development. Twelve additional nominations have been approved under the MPS cover document. Those nominations include districts as well as individual buildings.

This fourth amendment adds the "Ozark Rock Masonry" property type, as well as related description, significance and registration requirements. Additional context relating to the development and history of Ozark rock masonry in Springfield has also been added to Section E. This amendment differs from earlier works in that it focuses on construction methods and materials, rather than building types or patterns of use. The resources discussed here are all examples of vernacular construction and all are made of local rock. An architectural and historical survey of Ozark rock masonry in Springfield which was conducted in late 2004/early 2005 identified over 360 examples of Ozark Rock, and involved close study of nearly 120 of those properties. This amendment has been based upon that survey project.[1]

Ozark Rock Masonry in Springfield, ca. 1910-1955

Ozark rock masonry is arguably the most distinctive genre of 20th century vernacular architecture found in Missouri. In its use of local materials and simple forms, Ozark rock architecture compares to log construction of frontier times; the simple rock houses that dot the neighborhoods and countryside of the Ozarks can be seen as the "log cabins" of the 20th century.

The use of the term *rock*, as opposed to *stone*, in reference to this property type, is deliberate—Ozark rock masonry is characterized by the use of fieldstone, or rocks, rather than quarried and refined blocks of stone. The term *stone* is more often used in connection with rock that has been processed in some way or another, and often refers to rock that is the product of a quarry. *Dimension stone*, for example, is quarried stone that has been cut to specific dimensions.[2]

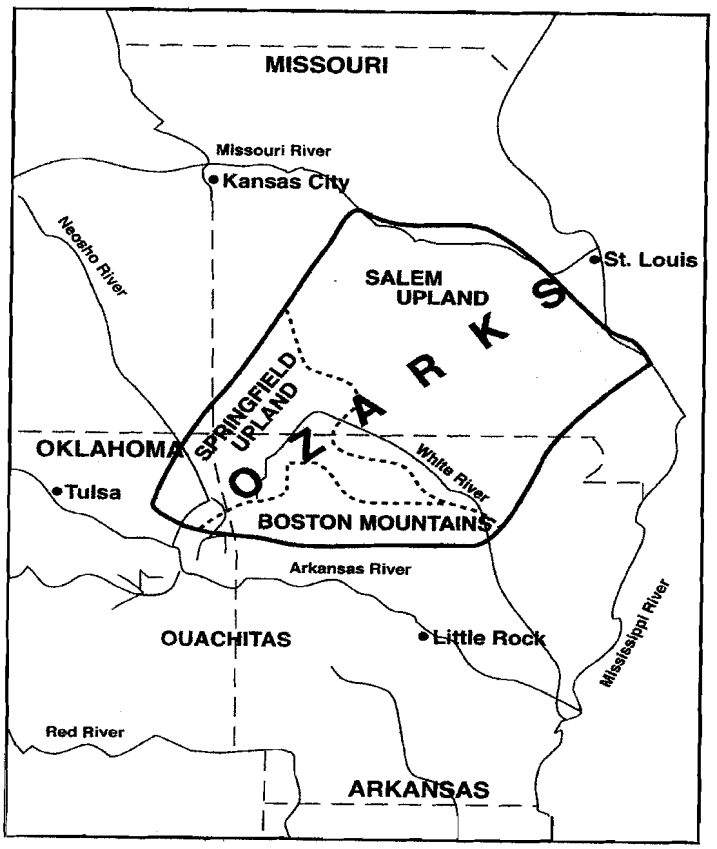
In many cases, the rocks used for these buildings and structures came right out of the ground of the building site, or from a streambed or hillside nearby. And, just as the rocks generally received no formal treatment or finish, neither did the design of the buildings and structures. Ozark rock architecture is almost exclusively the work of untrained designers, and in some cases, even untrained masons. This combination of local materials and local handcraft has

1 See Section H of this amendment for further discussion of the survey project.
2 E. M Winkler, Stone in Architecture: Properties, Durability, (Berlin, Heidelberg, New York, London, Paris, Tokyo, Hong Kong, Barcelona, Budapest: Springer-Verlag, 1994) p. 301.

created a rich stockpile of buildings and structures that are unique to Springfield and the Ozarks.

As the largest metropolitan area and long-reigning "Queen City of the Ozarks," Springfield hosts a significant concentration of Ozark rock masonry.[3] The recent survey of Ozark rock masonry in Springfield documented hundreds of examples of this distinctive historic resource, and comparison of the Springfield survey data with that collected in other studies indicates that the Ozark rock masonry of Springfield is in many ways representative of Ozark rock masonry in general.[4]

Figure One. Map of the Ozarks.
From Ozark Vernacular Houses. (Fayetteville: The University of Arkansas Press, 1994) p. 8.



3 The moniker "Queen City of the Ozarks" crops up in reference to Springfield in numerous historical sources, including Crossroads at the Spring, (Shanna Boyle and Julie March, eds., Virginia Beach, VA: Donning Co. Publishers, 1997) p. 25. The authors noted that Springfield had the title by the 1880s.

4 See, for example, Linda Becker and Cydney Millstein, "Ozark Native Rock Masonry Survey," 1992, and Bonnie Stepenoff, "Ozark Rock Masonry Architecture Survey: Phase Two," 1993. (Both typescripts are on file with the State Historic Preservation Office, Jefferson City, MO.)

The name *Ozarks* is based upon an abbreviation of the French words *aux-Arcs*, meaning "to Arkansas."[5] Although geographers differ on exact boundaries, most agree that the Ozarks region of the United States covers parts of four states: Missouri, Arkansas, Oklahoma and Kansas.[6] (See Figure One.) Unifying physiographic features include hilly topography, older surface rocks than surrounding areas and the presence of chert, an abundance of karst features (springs, caves, sinkholes) produced by groundwater action on bedrock, numerous streams, and relatively poor, rocky soils. Those rocky soils have been the bane of Ozarks farmers for generations. A 1914 soil survey of the Ozarks cited "the presence of steep slopes, the susceptibility to erosion, and the frequent outcropping of surface rocks as detriments to large-scale agriculture."[7]

It is, in fact, difficult to find a description of the Ozarks that does not include the word *rock*; rocks are a character-defining feature of the Ozarks. Rocks in the Ozarks are plentiful, and usually found close to the surface. As one Ozark resident wrote "The Ozarks, as everyone probably knows, are really full of rocks. They are not only the bones underneath, but an excess of them often lies on top."[8] A look at the underlying geology of the region helps explain how that "excess" came to populate the Ozark soil.

The bedrock beneath much of the Ozarks, and almost all of Greene County, consists of sedimentary rocks—sandstone, limestone, and dolomite.[9] In Greene County, limestone and dolomite are the most common, and in many places they occur in relatively pure deposits that have yielded large amounts of high-quality dimension stone over the years. Burlington limestone, which is the most common, has been quarried in many parts of Missouri, including Greene County. One of the more prominent early limestone quarries in Green County is the Phenix [sic] Quarry, which opened in the late 19th century, and supplied sawn and sometimes polished limestone for large construction projects in many parts of the United States.[10]

Although the sawn blocks and slabs of stone produced by quarries were common components of formal, high style architecture, they are not usually found in Ozark rock masonry. Ozark rock masonry tends instead to utilize rocks that were found much closer to the surface, either loose in the soil, or as part of an exposed outcropping. Those rocks are often weathered, and typically have irregular shapes and rough surfaces.

Even the dirt in most parts of the Ozarks comes from rocks. Soil surveys of Greene County and other parts of the Ozarks note that most of the soils in the region developed from

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5 Milton Rafferty, Historical Atlas of Missouri, (Norman: University of Oklahoma Press, 1981) p. 10.
6 Jean Sizemore, Ozark Vernacular Houses, (Fayetteville: The University of Arkansas Press, 1994) p. 8
7 Cited in Sizemore, p. 8.
8 David M. May, "Blessings in Disguise: Ozarks Rocks." *The Ozarks Mountaineer*, 33 (June, 1985) p. 61.
9 A notable exception within the Missouri Ozarks is the St. Francois Mountains area, which features much older metamorphic bedrock.
10 Jonathan Fairbanks and Clyde Edwin Tuck, Past and Present of Greene County, Missouri, (Indianapolis: A. W. Bowen and Company, 1915) p. 91, and Laura Wilson, "Phenix: A Town That is No More," (Typescript on file with the Springfield Public Library, July 30, 1979.)

decomposed sedimentary rocks such as limestone and dolomites. A map of surface materials in Missouri shows that almost all of the Missouri Ozarks are covered with residuum from cherty limestone, dolomite and sandstone.[11] Chert is a very hard rock which is commonly found in nodules and thin layers between the beds of limestone and dolomite.[12] Chert is much more resistant to weathering than the other stones, and tends to remain intact after the softer rocks break down. As one description of Ozark geology explained, "in areas where the limestone and dolomite have been dissolved and removed by weathering, the residual chert remains scattered over the surface."[13] That residual chert is the loose rock that has irritated Ozarks farmers for generations. One source observed that "it may well be true that the Missouri portion of the Ozarks contains more chert than any other comparable area in the United States."[14]

In a typical "if you can't beat 'em, join 'em" attitude, Ozark residents have for years put the same rocks that made life difficult for would-be Ozark farmers to use as a building material. In the 19th century, it was common for farmers to create fences from the hard chert and other surface rocks that clogged their fields. One description of Ozark Rocks noted "In the early days when building materials and money were in short supply, the resourceful Ozarkians turned to the readily available native rocks. Utilizing the rocks in the construction of fences served two functions. First, it rid the soil of the cumbersome rocks that made plowing a most difficult chore. Second, it set boundaries, and fenced in the livestock."[15]

Local rock was also used for Ozark buildings during the 19th century, although it was generally restricted to such things as foundations and chimneys, which were usually built of quarried stone that was at least roughly shaped into blocks. Fieldstone was rarely used for buildings, as the physical nature of those rocks made them hard to use. The most plentiful fieldstone in the region, chert, were also the hardest to utilize for traditional coursed masonry construction, which depends upon load-bearing qualities of the stone used. The rough cherty rocks found loose in the Ozark soil were too tough to dress into even the roughest of blocks, and generally too round to use for coursed rubble construction.

It was not until the early years of the 20th century that fieldstone came into its own as a vernacular building material in the Ozarks. That change can be attributed at least in part to the increased availability of portland cement, a hard, fast-curing cement that became a common ingredient in structural concrete and masonry mortar around the turn of the 20th century.

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11 A. G. Unklesbay and Jerry D. Vineyard, Missouri Geology, (Columbia, MO: University of Missouri Press, 1992)p. 22.
12 William D. Thornbury, Regional Geomorphology of the United States, (New York, London, Sydney: John Wiley and Sons, Inc., 1965) pp. 268-269.
13 Unklesbay and Vineyard, p. 29.
14.Thornbury, p. 263.
15 May, p. 61.

Portland cement, which was patented in Great Britain in 1824, was first manufactured in the United States in 1872, and it quickly became a major ingredient in masonry mortar.[16] Prior to the development of portland cement, masons used lime-based mortars, which cure more slowly and yield a softer end product. Portland mortars are up to twice as hard as lime-based mortars, and portland cement soon became a common ingredient in masonry mortars and structural concrete mixes. Sales of portland cement in the United States skyrocketed between 1890 and 1920, and by the early 1930s, pre-mixed, bagged masonry mortar was widely available.[17] The pre-mixed mortar, which featured a combination of portland and ground limestone, was inexpensive and easy to use, features which made it an invaluable component of vernacular masonry construction.

The use of concrete in a structural capacity increased greatly once portland cement came into widespread use. It became common practice to use poured concrete foundations for all types of architecture, and it was even possible to simply pour concrete walls, which would cure to become load-bearing components. That change in building technology, which made it easy for local builders to use native rock in an ornamental manner, without worrying about the structural qualities of a wall of round rocks or thin slabs of sandstone, can be seen as a major turning point in the development of Ozark rock masonry. Once builders were free of structural worries, rock became a relatively user-friendly surface treatment which was much more accessible to the layman builder.

Field study of Ozark rock masonry in Springfield shows that poured concrete was an essential component in the construction of Ozark rock resources there, especially in those built before 1940. At least 100 of the 119 properties which form the study group for the recent survey utilize poured concrete in one form or another. The use of poured concrete in the group ranges from the simple application of pre-formed elements such as window sills and wall caps, to more extensive structural use, in which poured concrete walls are faced with native rock. (See Figure Two.)

The Springfield survey also showed that the Ozark rock resources in the city utilize two main types of native rock; fieldstone and split slab. As the names imply, fieldstone construction uses rocks more or less as they came out of the ground, while split slab construction features relatively large slabs of sandstone that were split along bedding planes to form smooth, even sheets of stone. In general, fieldstone buildings are older than split slab buildings; fieldstone became popular as a wall facing in the first decade of the 20th century, while split slabs were not widely used until the 1930s.[18]

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16 John P. Speweik, The History of Masonry Mortar in America: 1720-1995, (Arlington, VA: National Lime Association, 1995.)

17 Speweik, p. 6, and Robert C., Mack, and John P. Speweick, "Preservation Brief #2: Repointing Mortar Joints in Historic Masonry Buildings." (National Park Service, Washington , D. C., 1998) p. 2.

18 See Section F of this amendment for a more complete discussion of the different types of Ozark rock masonry in

One of the earliest and most distinctive variations of Ozark fieldstone masonry, which was most often referred to as cobblestone construction at the time, utilizes cherty, spherical, fist- to head-sized rocks as facing on the outer surface of walls.[19] The oldest examples of Ozark rock masonry in Springfield feature this type of fieldstone construction, which was mot often referred to as "rubble" during the recent survey. (See Section F of this amendment for more discussion of construction types.) Dates for those properties range from ca. 1914 to around 1940. Rubble walls are characterized by highly textured surfaces and relatively small rocks. Joints are usually recessed. And, while it is not always possible to determine the structural system of a building via casual observation, the walls of most rubble buildings appear to have a poured concrete structural system.

Figure Two. Drawings of typical "cobblestone" walls. From Wooley, J. C. Farm Buildings. Columbia, Missouri: Co-Operative Store, 1936.

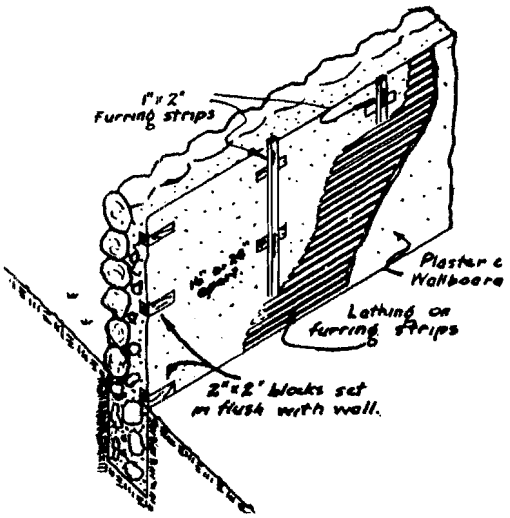

Fig. 78. Blocks for Fastening Furring Strips.

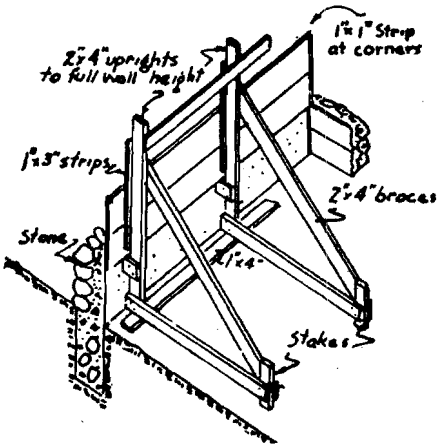

Fig. 77. Forms for Cobblestone Work.

Although Ozark rock masonry construction is firmly rooted in vernacular building traditions, it was also influenced by formal movements in architecture. Fieldstone construction in particular was often associated with the Craftsman movement in architecture, and some of the oldest houses in the study group reflect this architectural influence. The rustic quality and obvious connection to nature offered by native stone made it a natural choice for Craftsman builders. As

Springfield.
19 Although many local sources of the day used the term "cobblestone" to describe this type of construction, the modern, and more widely accepted, definition of "cobblestone" refers to much smoother, water-rounded stones.

one of the leaders of that movement, Gustav Stickley, explained, the ideals of the Craftsman movement were: "simplicity, durability, fitness for the life that was to be lived in the house, and harmony with its natural surroundings."[20] Stickley's book, *Craftsman Homes*, featured numerous plans and descriptions of modest houses. Stickley and other proponents of the Craftsman movement provided a good bridge between high style and vernacular architecture. His goal of supplying builders of even modest houses with well thought-out plans helped bring good design to everyday architecture, and the influence of the Craftsman movement in Springfield is quite evident in the properties of the survey group. Many of the oldest Ozark rock houses in Springfield are modest bungalows that appear to have been built from ready-made plans such as those published by Stickley; almost half of the study group, forty-six properties, were categorized as bungalows, the most common form of modest Craftsman house.

There are also Missouri precedents for the use of fieldstone for professionally designed buildings. At least one Missouri architect, Louis Miller, is known to have used fieldstone construction very early in the century.[21] Louis Miller, an Ozark native from the Arcadia valley, was a prolific architect and builder who worked throughout southern Missouri from the 1870s in to the 1920s.[22] Accounts of Miller's work show that he was experimenting with fieldstone construction as early as 1903. A rhyme that was published with a photo of a Miller-designed bungalow built in St. Louis in 1903 indicates that the rocks on his building were surface-applied, like plums on a pudding:

> From the stone of Sheperd Mountain
> Cobblestones that down it thunder
> Louis Miller hopes to build him
> Something that shall make men wonder
> Like a pudding with the plumbs stuck
> Everyone upon the skin side
> So the cobblestones will cover
> All of Miller's dwellings outside.[23]

Miller designed several buildings and structures of native stone, throughout the first decades of the new century, and his work surely had a hand in popularizing the use of fieldstone for modest residential construction. One description of Miller's work noted that a bungalow resort

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20 Gustav Stickley, Craftsman Homes. (New York: Craftsman Publishing Company, 1909, Reprint by Dover Publications, 1979.) p. 9.
21 Stickley, pp. 102-108, and Lynn Morrow, "Louis Miller: Master Craftsman and Folk Artisan of Southeast Missouri." *Gateway Heritage*, summer 1983, pp. 26-37.
22 Lawrence O. Christensen., et al., Dictionary of Missouri Biography,(Columbia and London: University of Missouri Press, 1999) pp. 547-548.
23 *St. Louis Post-Dispatch*, May 28, 1903, cited in Morrow, p. 37.

he designed in 1913 featured "little three-room bungalows" built of "porphyry cobblestone of an iron color, with brick corners and a concrete belt course at the floor line," and also noted that he liked to use rock urns to ornament the porches of his dwellings.[24] The Springfield study group includes one rock urn, and several of the houses there have concrete string courses and/or brick edging. Miller's choice of fieldstone construction for even modest construction projects helped set the stage for the popularization of native rock construction in the Missouri Ozarks. It was, after all, a natural fit; the rustic charm of native rock combined nicely with the fact that rock was readily available, and in most cases, free for the picking and easy to work with.

By the time of the Great Depression, fieldstone construction had become firmly rooted in the Ozark vernacular building tradition, and one could find native rock on everything from urban park buildings to rural milk-houses. Ozark rock construction was well-established in Springfield by then as well: just over a third of the buildings in the core Springfield survey group appear to have been built before 1930. Ozark rock resources in Springfield can be divided into five basic categories: Residential, Civic/Public, Structures, Commercial, and Religious.

Residential resources are by far the most common, and most of those are relatively small houses. Of the 119 properties in the survey group, 100 are residential, and all except three of those are single family houses.[25] The older houses in the group often exhibit some Craftsman styling, and many appear to have been built from the type of general plans published by Gustav Stickley and others. Many house lots also have other rock structures or buildings, such as retaining walls and garages. The Mercer House, which was built at 1449 E. Blaine Street in 1919, provides a good example of an early fieldstone bungalow with a matching boundary wall along the front of the lot. (See Figure Three.)

Ozark rock was also popular for civic and public building projects, most notably in Springfield city parks. Seven different park properties, each containing multiple resources, are included in the survey group; construction dates range from the 1910s into the late 1930s. The rustic nature and inherent durability of native rock construction made it a popular choice for park construction. The largest building in the study group is located in a Springfield city park. Fassnight Park, on South Campbell Avenue, contains a large fieldstone bathhouse that was built in 1927 and remains in use today. The parks in the survey group also feature numerous rock structures, such as retaining walls, bridges and barbeque grills. Other structures identified during the survey include a number of rock boundary walls and gateposts in residential neighborhoods. The largest set of gateposts in the survey area is located at Grand and Kickapoo Streets; they are topped with dressed stone accents and contain smooth stone name plates for "Sanford Place." Other structures of note include boundary fences and gateposts that run along several adjacent properties.

24 Morrow, p. 35.
25 All 244 of the properties in the survey area that were identified but not recorded in detail were also residential.

Figure Three. Merl and Inez Mercer House, Springfield, ca. 1919.

Rock was also used for commercial and religious architecture in Springfield, although less often than for residential work. Rock commercial properties in Springfield include relatively modest one- and two-story tall retail buildings. The two-story commercial buildings all contain residential or office space on the second floors. Ozark rock was also popular for roadside architecture, and several properties along the historic paths of Route 66 in the city contain Ozark rock buildings. Rock was especially popular for tourist courts and hotels along the highway. The Rock Fountain Court Historic District, on College Avenue, which was listed in the National Register 4/2/03, for example, contains nine separate rock tourist cabins, each of which feature a slightly different type of rock masonry.

There are also a few highly intact rock churches in the city. The survey group includes four relatively large churches of rock, with construction dates that range from 1932 into the 1950s. One study of Ozark rock in another part of the Ozarks noted that rock was favored for church construction because it was generally inexpensive and could in many cases be built by members of the congregation. A rock church built in Mountain Grove in the 1950s, for example, was faced with rock that church members took turns prying out of the ground with crowbars.[26] Local farmers were happy to get the stones off their land, and the church was provided with a durable, low-cost construction material.

That ready availability of rock as a building material played a major role in its continued popularity. One article published in *Missouri Magazine* in 1934 noted that "no other building material can be secured simply for the taking, picking it up and hauling it in from the field or the woods."[27] The builders of many of the Ozark rock buildings in Springfield apparently did just that. Many of the fieldstone houses in the survey group appear to be constructed of rocks taken directly from their site, and at least one is known to have been built from rocks cleared out of a nearby field. The Wills Grocery Store, which was built at what is now 840 S. Kentwood, for example, is said to have been constructed of rock taken from the fields of the nearby Calhoun farm.[28] Again, the farmer was surely glad to have help clearing his field, and Mr. Mills was surely happy to get free building material.

Another feature of Ozark rock construction that ensured it became part of the local building tradition was that it was easy to learn how to do it. As one article noted in 1932, "laying of the rock is not a highly skilled operation and can be done by anyone with very little experience."[29] Several houses in the survey group were built by novices for their own use, and at least two are still occupied by the original families. Mr. Clyde Skidmore built a sandstone slab house for himself and his bride on High Street in 1941, and Mrs. Skidmore still lives there today. Skidmore,

26 Stepenoff, p. 19.
27 C. R. Meeker, "Cobblestone Cottages in Missouri," *Missouri Magazine*, December 1934, p. 13.
28 That highly intact building has been the home of Missouri Rug Cleaning since 1941. A long-time employee of the store passed along the story of the builders harvesting rocks from the nearby farm.
29 Grinstead, L.R. "Glorifying the Lowly Cobblestone." *Missouri*, January, 1932, p. 22.

an upholsterer by trade, had never built a house or done any masonry before starting the project, and he never built another after that. It may be that his experience with upholstery helped as he pieced together random slabs of sandstone for the walls of his home; the rock work on the house is of a high quality, with tidy beaded joints and smooth, cleanly split slabs. Skidmore split the slabs, which came from a creek bed near Fair Grove, as he went along.[30]

Mr. George Quinn, who built his house on Willards Road in 1949, learned how to do the masonry from a local minister, James Melton. The thick pieces of sandstone fieldstone he used came from a creek bed close to his property, and Quinn did nearly all of the work on the house himself.[31] The Quinn house features 8-inch thick masonry walls, backed by oak sheathing and studs. Quinn laid up the walls by setting the rock out from the frame inner walls, and filling the cavity with concrete as he worked. He used the handle of a trowel as a measuring stick to keep the masonry walls an even thickness, and installed metal ties to reinforce the structure as he went along. He added several new rooms to the house in 1965, and also constructed a matching rock garage behind the house, using the same type of rock throughout.

It was also possible to learn the basics of working with rock from written sources or even workshops. The University of Missouri Extension Service held workshops during the 1920s and 1930s to promote what they called cobblestone construction and to show interested parties how to construct fieldstone buildings. From a 1932 article in *Missouri Magazine*: "Next to the low cost of such homes, perhaps the most attractive feature is the ease of construction, says R. W. Oberlin of the Missouri Agricultural Extension service, who has been instrumental in introducing the cobblestone type of construction on Missouri farms."[32] That same article mentioned several workshops, and described the construction methods taught at those events.

Instructions for building in the medium were also published in several sources. A long article in *Missouri Magazine* in 1934 laid out detailed instructions on how to create a rock building, including everything from the size of the footings to the proportions of sand and cement that should go into the mortar mix.[33] The same article noted that the magazine would supply an illustrated booklet on the construction process to interested parties upon request. There is also a book on varied building methods that was published in 1936 which included similar instructions, including drawings of wall construction and formulas for estimating the materials that would be needed for a project.[34] (See Figure Two.)

Construction professionals also took advantage of the growing popularity of rock construction. As noted in *Missouri Magazine* in the 1930s, "in practically every community experts

30 Mrs. Skidmore, interview with Debbie Sheals, September, 2004.
31 Mr. Quinn, interview with Debbie Sheals, September, 2004.
32 Grinstead, p. 32.
33 Meeker, P. 13.
34 Wooley, pp. 103-106.

in rock work have been developed who are capable of doing excellent work."[35] In several communities, including Springfield, there were local builders and masons who specialized in rock construction. Although it is often difficult to definitively link masons with specific projects, especially those of the modest scale that typifies Ozark Rock, a few masons were identified in association with Ozark rock in Springfield.

The career of one prolific Springfield "rock man," John Solomon Owen, was documented in *Springfield* magazine in the late 1990s. A three-part series written by his granddaughter, Marilyn K. Smith, identifies several buildings on which Owen and his sons did the masonry work.[36] Smith started researching John Owen's work after learning from her mother (Owen's daughter) that he had done the distinctive rock work for the Ben Diemer house on the north edge of Springfield, at 3528 N. National Ave. That house features a combination of darker reddish fieldstone and pale limestone, with the limestone used to accent the edges of windows and other openings. The limestone is also used for ornamental arches and sunbursts within the body of the walls. Smith also identified Owen as the probable mason of several other houses in Springfield, as well as the large L. J. Kent Boiler and Sheet Metal Co. Building (now Tindle Feed and Supply) at 700 East Central Street.

She was not, however, able to establish definitively that he was the mason on most of the buildings she mentioned, and based some of her attributions largely on similarity in technique. The masonry on several of the buildings Smith attributed to Owen features starburst shapes and the same distinctive combination of rough dark fieldstone with pale limestone accents found on the Diemer House. That same combination is also found on a number of other houses recorded during the survey project, with some variation in application details. There is a church just a few blocks from the Kent building, at 934 E. Webster, which has rock work that is very similar to that found on the Kent building. The ornamental details found in the rock of the church and the boiler works are nearly identical, and surely the work of the same mason. What is not clear is if that mason was Owen or not. The style of rockwork on those two buildings differs somewhat from that of the Deimer house, leaving some question as to their connection with Owen.

The differences could represent different stages in the development of Owen's personal style, or simply be the work of a different mason or masons. A number of houses in the Springfield study group that were constructed in the 1920s and 30s feature a combination of dark fieldstone and pale limestone that is similar to that attributed to Owen, with the major difference being that the limestone is sawn and has a very smooth face, which provides for even more contrast with the rough dark fieldstone walls. The limestone pieces used on those houses often have one or more straight edges, and they appear to be quarry scraps, broken from larger slabs of stone. It is likely they originated at the Phoenix quarry, a quarry northwest of Springfield that

35 Meeker, p. 13.
36 Marilyn K. Smith, "Legacy of a Rock Man: John Solomon Owen, Parts I-III." *Springfield!*, October-November, 1999.

supplied polished slabs of sawn limestone for high-style building projects all over the country.[37]

The largest and most elaborate example of that particular masonry style can be found on a house at 2715 W. High Street. (Figure Four.) That large rock bungalow has the date "1921" carved into a limestone keystone located in the wall above the front steps. Rough-edged slabs of sawn limestone accent porch posts, and door and window edges, and rectangular slabs of sawn limestone form lintels over many of the windows and doors. There are at least five other houses in the survey group that utilize that same masonry technique in one form or another, all of which appear to have been built in the 1920s or 30s.

Figure Four. 2715 W. High Street.

37 Laura Wilson, (no page numbers).

One of the houses which features the sawn limestone and fieldstone combination is located at 1355 S. Clay, on a lot facing Phelps Grove Park, which also contains many good examples of Ozark rock construction. Rock structures in the park include bridges, rock walls along a stream bed and around a memorial garden, and several barbecue grills. The park also contains a large, nicely crafted rock shelter house. Phelps Grove Park is one of several publicly owned properties that benefited from federal New Deal programs during the Great Depression.

WPA (Works Progress Administration) and NYA (National Youth Association) workers did rock work in several Springfield city parks during the 1930s. One of the rock walls lining a stream at Phelps Gove Park bears the letters "WPA", stamped into the concrete edging, and another section of the same wall has "Apr 25, 1936" scratched by hand into the mortar. In other parks, stone tablets on buildings and even barbecue grills bear the letters "NYA".

Other Springfield parks that contain rock structures of note include Silver Springs Park, which has an amphitheater and numerous retaining walls of rock, and the aforementioned Fassnight Park, which has one of the largest collection of rock bridges and other structures in the survey group. Although most of the Springfield park structures are of simple fieldstone construction, at least one of the bridges in Fassnight Park utilizes the more formal sawn limestone and fieldstone combination found elsewhere in the survey group.

Some of the workers on the New Deal projects learned how to work with native rock as part of their Depression-era employment. An article published in the *Springfield Leader and Press* noted that "Most of Ed Elkins' 43 WPA workmen were made into stone workers and builders right on the job, although some of them were good to begin with—just had hard luck and were out of a job."[38] John Solomon Owen and his sons worked for the WPA at Phelps Grove Park, and workers from that program have been credited with building some of the rock houses near Phelps Grove Park after the depression.[39] It is likely that several of the rock houses in the survey group, including the house on Clay Street by Phelps Grove Park, were built by one or more former WPA employees.

WPA foreman Ed Elkins no doubt played an important role in the masonry work done by his crew of WPA workers; he was an experienced mason himself. Elkins built one of the oldest rock houses in the survey group; a large bungalow at 1335 E. Meadowmere Street. That house, which differs from most of the survey projects in that it uses only light gray limestone, became a local historic landmark in 1991. A plaque inside the house reads "This Craftsman style bungalow was built by H. Edwin Elkins in 1914 for his bride Velma....Mr. Elkins was an architect and bridge designer for the Frisco railroad. He also helped build other historic sites, including the Public Library, Lincoln High School, Shrine Mosque and the gymnasium at Central High School."[40] The

38 The newspaper article was quoted without a date in Smith, "Legacy, Part II," p. 26. It was probably published in the mid-1930s; Springfield City Directories show that Elkins was working as a foremen for the WPA in 1937.
39 Smith, "Legacy, Part II," p. 26.
40 Text from the plaque was provided by the current property owner, Dixie Simpson.

current owners have heard that Velma did not like living so far from what was then the center of town, and that Mr. and Mrs. Elkins lived in the house only a short time. Springfield city directories show that they lived in various houses through the 1920s and 30s, and that Ed Elkins worked as a brick mason and a foreman for the WPA during the 1930s.

As the 20th century progressed, local builders began using native rock in a new way. By the late 1930s, builders started using large thin slabs of sandstone instead of the smaller, thicker fieldstone that had been popular. The slabs had much larger surfaces than fieldstone, often measuring more than 18 inches across. Slab construction often featured mortar joints that were accented with beaded profiles and/or painted to provide a stronger contrast to the tawny faces of the newly split-sandstone slabs. The use of random shapes was retained, and even became more prominent, and this particular type of rock work is sometimes called "giraffe rock," after its similarity to the markings on a giraffe's skin. That similarity is most striking when dark brown or black joints are combined with golden or tan slabs or rock.

Split slab construction may have become popular because it was easier to use, or simply as a new twist on an established favorite. It may also have been that, prior to the development of a good highway system, it was harder to acquire the right type of sandstone in Springfield. The type of sandstone used for split slabs occurs less often in the Springfield area than do the weathered chert and other fieldstone that were in use before, and builders probably had to get that rock from elsewhere. At least one quarry in nearby Wright County is known to have shipped native sandstone to Springfield in the 1940s and 1950s.[41] Not all of the split slab rock was brought in from out of the county though; as mentioned above, Mr. Skidmore harvested the rock for his split slab house from the Fair Grove area, which is just a few miles northeast of Springfield.

The slabs, which were formed by splitting large pieces of natural sandstone to form thin plates of rock, were much lighter and thinner than the rough fieldstone that had been in use. That change made it possible to use a lighter structural system, and in many cases, the split slabs were applied as a surface treatment over frame walls. One description of the Wells Motel in Cabool, for example, noted that "Its construction is typical of vernacular Ozarks roadside buildings: inexpensive local limestone and sandstone "glued" with mortar to a backing, usually a light wooden frame."[42] A review of Sanborn Fire Insurance Company maps of Springfield shows that most of the rock buildings studied in Springfield that were built after the mid-1930s have rock veneer over frame structural systems.[43] Load-bearing concrete construction did not disappear, however. Some slab rock buildings have the same type of poured concrete walls used in fieldstone construction, and fieldstone and concrete construction continued to be used on buildings and structures in Springfield well into the 1950s.[44]

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41 Stepenoff, p. 52.
42 Robert Flanders, "Stone Craft Architecture of the Southern Missouri Ozarks," *Ozarks Watch*, Fall 1991, p. 39.
43 Sanborn Fire Insurance Maps of Springfield, 1933, 1948, and 1956.
44 David Quick, and Lynn Morrow documented the use of poured concrete for slab buildings in "The Slab Rock

The ease with which slab rock could be added to a frame structure also made it popular for remodeling projects. Several of the properties in the survey group are frame buildings which received new coatings of slab rock many years after they were first constructed. The Church of Christ, at 801 S. Broadway Avenue is a good example of that trend. The 1933 Sanborn map shows it as an all-frame building, while the 1956 Sanborn shows that by then, it had received a large rear addition, and its current rock sheathing. A large house at 825 N. Grant Ave. has a similar history. It was built in the early 1900s, and received new rock veneer between 1950 and 1956. City directories show that it was home to the Estes family from 1922 into the 1950s, and that by the time the rock facing was added, Mrs. Estes was living there alone. It is likely that she chose the new rock facing for her house to cut down on maintenance costs.

The Estes house is one of many survey properties with a combination of materials; in addition to slab rock on the body of the walls, the house has red and tan brick accents, along with glass blocks and even rock-faced concrete blocks. Slab construction seemed to invite such combinations; it is much more common to see slab rock combined with other masonry materials than fieldstone, which was generally teamed only with light limestone, or used alone. That could be a function of the veneer construction methods, which would make it easier to add elements such as brick edging, which is the most popular addition. Many of the slab rock buildings in the Springfield study group have brick added to building corners and/or door and window openings. Red and tan bricks are often used together to further enliven compositions.

The masonry work of the Estes house is very similar to that found on the cabins of the Rock Fountain Motor Court (ca. 1947) and the El Rancho Motel (ca. 1948), both of which have been attributed to rock mason Ed Waddell.[45] Waddell is named as the "rock man" for those projects by Quinta Scott, in Along Route 66, a history of roadside architecture associated with that famous highway. She claimed that in "Springfield the use of Ozark sandstone reached a crescendo" and that the development of a distinctive type of rock motel architecture "was due to the talents of rock man Ed Waddell," who worked with developer "Mac" MacCandless during the 1940s.[46] The Estes house and the motels all feature a combination of slab rock and two-tone brickwork, and the cabins of the El Rancho have the same type of glass blocks used on the Estes house. The similarities in the rock work of the three properties invites speculation that Waddell worked on the Estes house as well.

Another feature of both slab and fieldstone construction that bears mention is the use of special shapes, often with whimsical effect. One of the most notable examples of the trend in Springfield can be found on the house at 2331 N. Kellet Ave, which features a large camel, a near perfect circle, and a large arrowhead, among other shapes. The most common type of figure or

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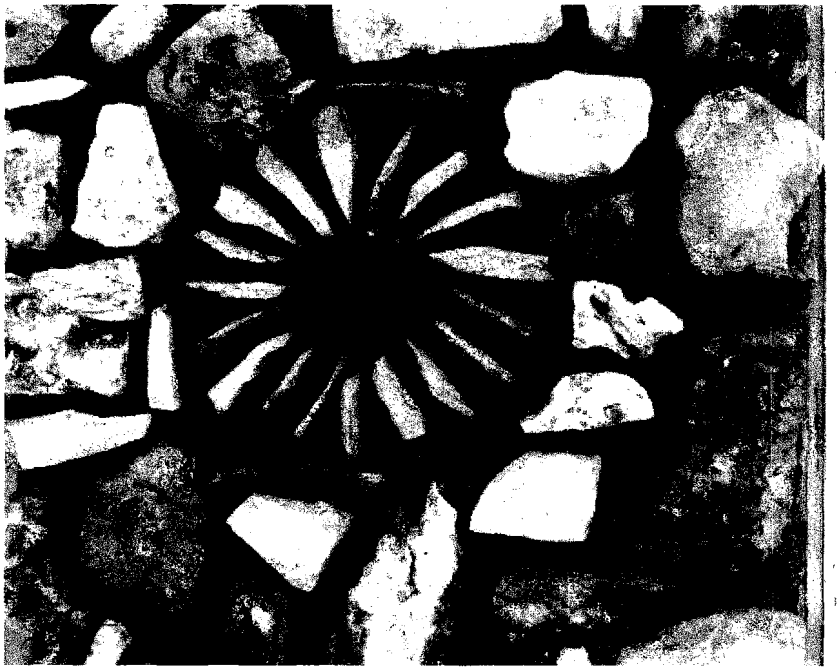
Dwellings of Thayer, Missouri," *P.A.S.T.*, (Volume 13, 1990, 35-43), and the Springfield survey group included buildings with poured concrete construction that dated as late as the 1950s.
45 Quinta Scott, Along Route 66, (Norman: University of Oklahoma Press, 2000) pp. 90-91.
46 Scott, p. 90.

shape found in Springfield is a starburst or flower shape, with the rays or petals formed by thin chips of rock laid sideways around a rounded rock or even brickbat center. A couple of the survey properties also have plant-like figures that are formed from thin strips of smooth limestone. The use of special shapes was common in many parts of the Ozarks; the 1947 Weymouth house, in Cole Camp, Missouri, for example features stars and a near-lifesize man on its front wall, and flower shapes can be found on rock walls in many Ozark towns.[47] One family of masons, the Greens, in Thayer, Missouri, even used a flower pattern in a gable end as their "trademark."[48]

Ozark rock continued to be a favored construction method into the 1940s and 1950s. Its popularity during the war years was bolstered by the fact that the rock was readily available, at a time when the war had created a nationwide shortage of building materials. And, although all-rock houses became much less common as the century progressed and labor costs made them more expensive, Ozark rock never completely disappeared from the building scene. There are still houses and businesses being built today that have at least accents of native rock, and the towns and countryside of the Ozarks region are still host to hundreds of sturdy rock buildings constructed in the first half of the 20th century. Those resources are an enduring and significant link to one of the most distinctive genres of vernacular architecture found in Missouri.

Figure Four. Detail of Rockwork from the L. J. Kent Boiler and Sheet Iron Works, 700 E. Central Street, Springfield.



47 The Weymouth house was recorded by Debbie Sheals, during an architectural and historical survey of Cole Camp, Missouri, in 1998.
48 Becker and Millstein, p. 32.

Associated Property Types
This amendment has been based upon an architectural and historical survey of Ozark rock masonry in Springfield which took place in late 2004 and early 2005. That survey identified 363 properties containing good examples of Ozark rock masonry, and of those, 119 were singled out for closer study. That group of 119 properties is referred to as the survey group in the following section.[1]

Property Type: Ozark Rock Masonry: ca. 1910-1955
Unlike the other property types associated with this cover document, the Ozark Rock Masonry property type is defined by construction methods and materials, rather than the form or historic function of the resource. Ozark rock masonry resources come in a variety of forms, with the common, defining, characteristic being the use of distinctive construction methods which feature native rock. Subtypes, which *are* based upon the form and function of the resources, are as follows: Residential, Public/Civic, Commercial, Religious, and Structures.

Description:
Ozark rock masonry is a genre of vernacular architecture that was popular in Springfield in the early 20th century. It features the use of native stone, and was in most cases built by local craftsmen, without the influence of formally trained architects. Most of the rocks used for this type of masonry are fieldstone, which differs significantly from the type of cut and dressed stone produced by a commercial quarry. In many cases, the rocks used for these construction projects were taken either directly from the site, or from property nearby.[2] There are two main types of Ozark rock masonry construction--fieldstone and split slab, both of which feature local rock of irregular shapes, usually laid with their bedding planes perpendicular to the ground. Fieldstone masonry features rocks more or less as they came from the ground, while split slab construction utilizes relatively large slabs of sandstone that are split along bedding planes to form thin sheets of stone. Fieldstone walls are more highly textured than those of split slab.

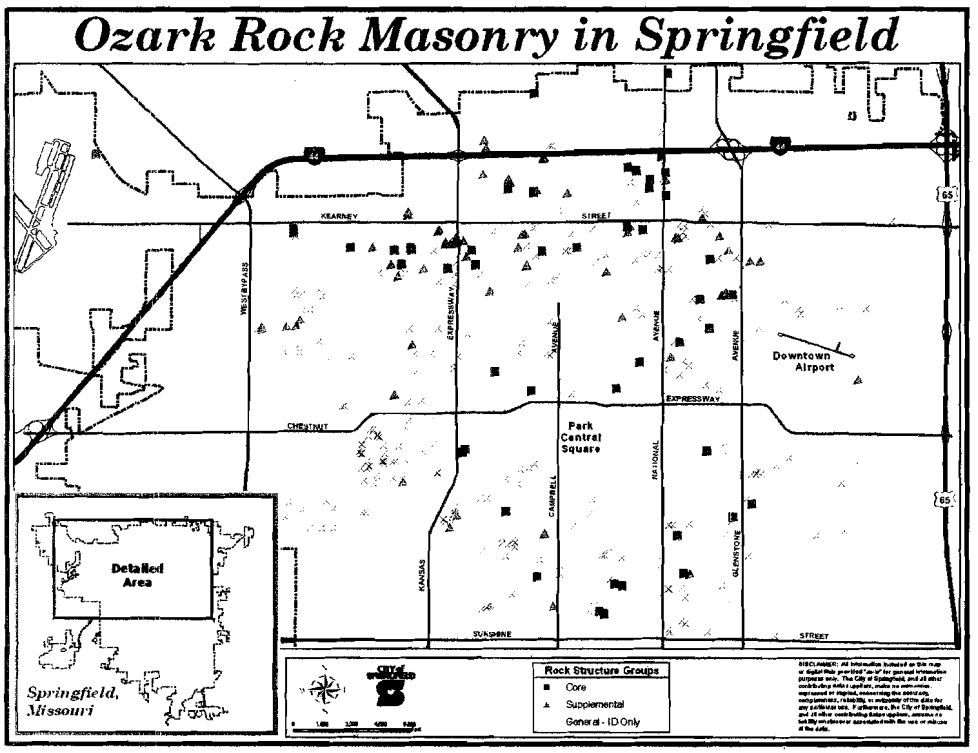
Ozark rock masonry first came into widespread use just after the turn of the 20th century, and it is still used occasionally for modern construction. It was most popular in Springfield and other parts of the Ozarks from the late 1910s into the late 1940s. Ozark rock masonry resources come in a variety of forms, ranging from large public buildings to

1 See Section H of this amendment for further discussion of the survey project, and related identification and evaluation methods.
2 This was especially true in the first third of the century; by the late 1930s builders were also using sandstone from nearby quarries as well.

small retaining walls. Relatively modest houses are by far the most common type of resource to utilize Ozark rock construction in Springfield; of the properties identified in the recent survey, more than 90% were houses, and most of those were fairly small, one-story tall, dwellings.[3]

Good examples of Ozark rock masonry can be found throughout the northern part of Springfield, both inside and outside of the historic city limits. This construction method was used in both urban and rural settings; many of the properties included in the survey group were outside the city limits when their Ozark rock resources were constructed. Properties with rock resources tend to occur in groups. Properties with rock houses, in particular, tend to be located in clusters, as if the construction of one spurred others in the neighborhood to follow suit. (See Figure One.)

Figure One. General Location Map. Prepared by Nathan Huggins of the City of Springfield.



3 That number is based upon all 363 properties identified during the recent survey of Ozark rock masonry in Springfield; of the 119 selected for more intense study, just over 80% were houses.

There are also quite a few individual properties that contain cohesive collections of rock resources. Those range from something as simple as a house and retaining wall or garage, to small clusters of buildings and structures. Just over 14% of the 119 properties in the survey group had at least one rock structure, in addition to the main building, and almost 37% have at least two rock buildings on the same property. The most common combination of rock buildings in a single property consists of a house and garage; the study group also includes a few small to mid-sized rock barns and even one entrance for a root cellar. The root cellar was part of a small urban farmstead which was built ca. 1939 at 2849 North National Avenue. That property contains a house, a garage and shop, and the root cellar entrance structure, all with the same type of rockwork.

In addition to residential resources, the survey group also included several city parks, many of which feature extensive collections of rock resources. The largest such collections can be found at Fassnight Park, 1300 South Campbell Avenue, and Phelps Grove Park, at 901 E. Brookside Street. Fassnight Park has 18 rock structures and one large rock building, and Phelps Grove Park has 14 rock structures and 2 rock buildings. Park structures range from modest barbecue grills to long retaining walls and relatively large rock bridges.

Although there is great variety in form, function and even type of rock used, there are also important similarities. All of the resources are constructed of irregularly shaped local rock, left more or less in its natural condition, and nearly all are simple vernacular buildings and structures, constructed with minimal input from professional designers. The only evidence of mainstream architectural trends can be found on relatively small houses, which appear to have been constructed using standard pattern book plans. The most common house type in the group by far is the Craftsman style bungalow, and there are also a very few small houses with simple Tudor Revival styling.

Construction methods are also varied, and differences are often based upon the rock being used. The rock forms used for Ozark rock masonry fit into two general categories—undressed fieldstone and split slab. Variations among fieldstone construction generally reflect differences among the rocks themselves, while split slab resources often gain variety via the addition of different materials, such as brick. Other differences include the way joints are finished, and the type of structural system used. The following sections describe common rock types found on these resources, as well as general categories of construction methods.

Rock Types Common to Ozark Rock Masonry

Rubble construction, which is one of the oldest types of Ozark rock masonry, generally uses one of the most plentiful rock types, weathered chert. The soils of Greene County are filled with weathered chert, which has a distinctive red and gold coloration from yellow and red iron oxides found in the soil.[4] One description of area soils noted that one soil common to Springfield, Crawford Gravely Loam, can have a subsoil of as much as 70% chert, and noted that in some parts of Green County "considerable chert and flinty substances exist, and in other locations, outcrops of sandstone."[5]

Those outcrops of sandstone, along with siltstone and other sedimentary rocks, were also used for Ozark rock construction in Springfield. All of those rock types, along with chert, can be found in fieldstone construction in the city. Although sandstone is less common than limestone or dolomite, especially within the city itself, it is present in several parts of Greene County, especially in the northeast part of the county, around Fair Grove.[6] Sandstone fragments can be found loose in the soil, and there are also a few relatively large outcroppings near stream beds and other slopes.

One of the most distinctive types of rock used for Ozark rock masonry is called "worm-eaten rock," "worm-rock," or "fossil-rock."[7] Worm-rock, which is referred to as Hannibal sandstone in several early 20th century publications, is a fine-grained sandstone or siltstone which is filled with tiny, winding, worm-like tunnels.[8] Worm-rock was quite popular as a building stone, and was used as both dimension stone and fieldstone. A 1915 county atlas noted that it was "easily quarried because of its even bedding" and also noted that "broken and tumbled blocks of this formation are so abundant along the slopes of its outcrops that farmers, who are among its chief users, do not find it necessary to establish quarries for the purpose of obtaining it."[9]

Weathered worm-rock fieldstones were often used for Ozark rock masonry in Springfield.[10] Weathered surfaces of the rock vary in color from buff to dark brown, while cut surfaces are a uniform dark gold. Most Springfield examples of Ozark rock

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4 W.D. Keller, Common Rocks and Minerals of Missouri, (Columbia, MO: University of Missouri Office of Publications. June 5, 1961) pp. 34-35.
5 A Survey of the Resources of Greene County, Missouri, (Springfield, Greene County Planning Board, 1935) p. 3., and Soil Survey of Greene County, Missouri, (Washington, D. C.: USGPO, 1915.)
6 Soil Survey of Greene County, p. 20.
7 Fairbanks and Tuck, p. 90, call it "worm-eaten rock;" the other two terms are still used locally.
8 This rock does not appear to be called Hannibal sandstone today, but was described as such in publications of the 1910s. Dr. Neal Loppinot, an area archeologist, recently referred to it as Northview siltstone.
9 Fairbanks and Tuck, pp. 90-91.
10 At least 20% of the 119 properties in the survey group had wormrock walls.

masonry with this rock retain the weathered surfaces of the fieldstone, although there are a few houses that combine weathered and freshly-cut rocks, which results in a dramatic combination of light and dark surfaces. (See Figure Two.)

Figure Two. Detail of a wall constructed of both cut and weathered "worm-eaten rock."

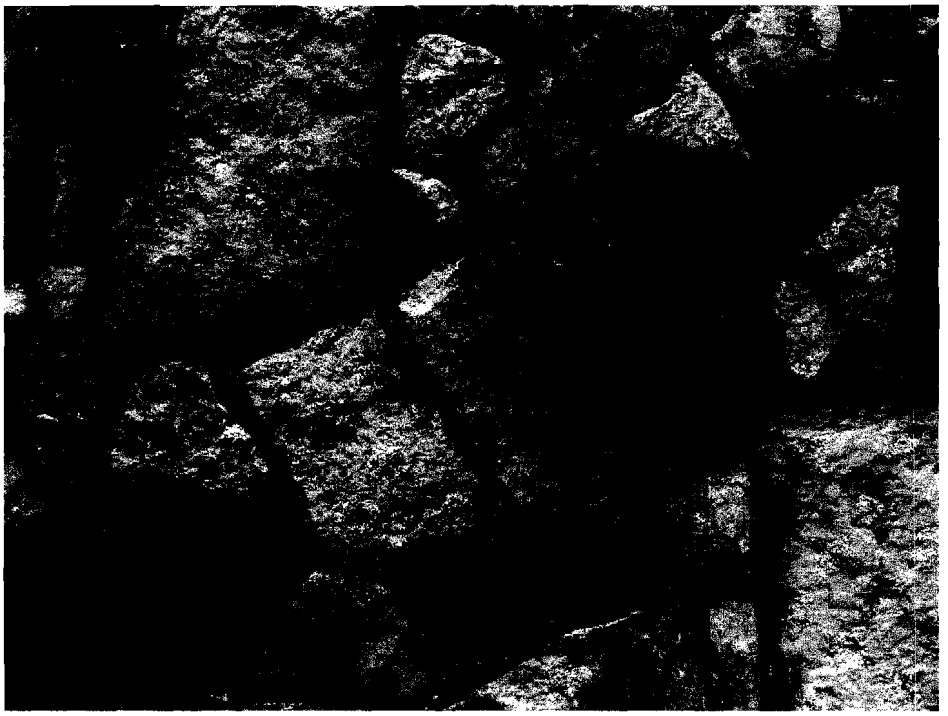
Another type of Ozark rock masonry, split slab, uses bigger slabs of sandstone, which have been split along bedding planes to form thin sheets of stone. The stone used for that has a slightly coarser texture than worm-rock, and often features rippled surfaces formed by waves or wind. Many of those appear to be from the Roubidoux formation, which underlays much of southern Missouri.[11] Roubidoux appears in a few places in Greene County, and is fairly plentiful in nearby counties to the east.[12] The 1915 county atlas noted that Roubidoux and St. Peter sandstones were often found close to outcroppings of Hannibal sandstone, but that they were at that time considered "too friable and soft for utilization in building."[13] Those same qualities would lend themselves to split slab applications.

Figure Three. Split slabs of sandstone for this house were collected from a streambed near Fair Grove by Mr. Clyde Skidmore, who built this house for his family in 1941.

11 Howe, pp. 21-22, and Keller, p. 33.
12 Missouri Geological Survey, Geologic Map of Missouri, (On file with the Geology Library of the University of Missouri, Columbia) 1979.
13 Tuck and Fairbanks, p. 91.

Fieldstone Construction

Dates in use (within the survey group): 1910s-1950s
Common applications: Usually as a wall facing for a building, occasionally for structures such as boundary walls as well. About 40% of the study group used this type of construction.
Joint treatments: Usually flat and often nearly flush with the surface of the rock. The joints are sometimes painted or tinted; brown and black are the most common colors in use in Springfield.
Pictured: The wall of 4630 W. Willards Road, built in 1949, by owner George Quinn. A fieldstone wall constructed of "worm-eaten rock" with flat painted joints.



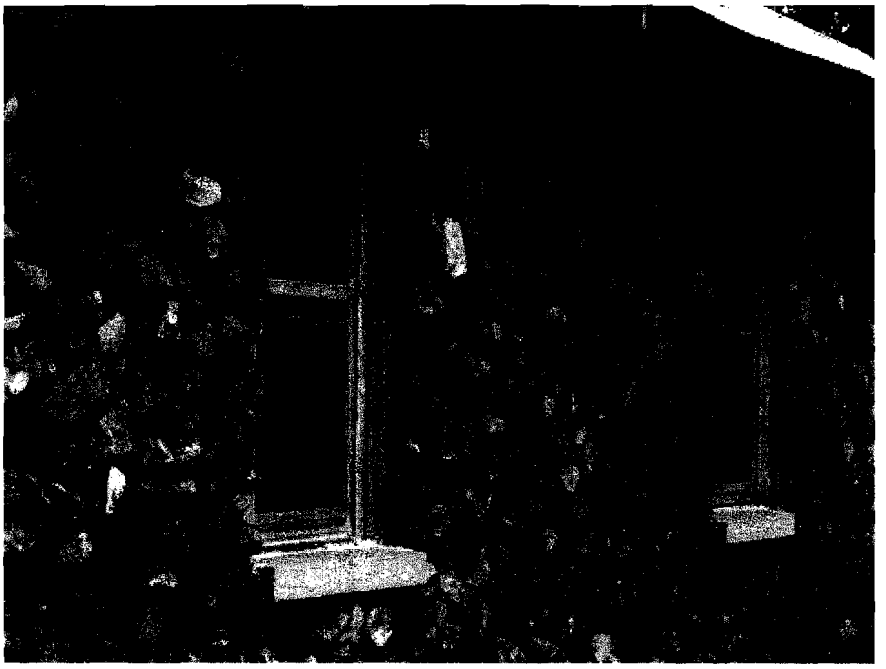
Although this term can apply to any rock in its natural condition, (as it would literally be found in the field), it is used most often here to describe relatively flat rocks that have not been shaped or cut. The rocks used generally show significant variation in size within a single wall. Most are sandstone, siltstone, or limestone, and they are almost always laid with their bedding plan perpendicular to the ground. The weathered surfaces of these rocks help to define their character. "Worm-rock" or "fossil-rock", for example, is a light buff rock that weathers to a soft dark brown. Fieldstone construction is also the most likely to incorporate special figures into the masonry, such as sunbursts formed from thin chips arranged around a rounded center rock, or plant and animal shapes that take advantage of the natural forms and colors of native rock. The rocks used for fieldstone construction vary greatly in thickness and size, and both frame and masonry structural systems were used.

Sawn Stone (Usually used with fieldstone.)
Common applications: On houses, most often as an accent to fieldstone construction. Only two houses in the study group used sawn stone exclusively; six houses and one park bridge also used it in combination with fieldstone.
Joint treatments: Almost always flat and unpainted, and often recessed.
Pictured: The F. Roscoe Hawkins House,
1355 S. Clay Avenue, ca. 1931. This house near Phelps Grove Park features sawn limestone edging combined with rough textured fieldstone.

Extremely smooth stone, often with rougher edges where large slabs have been broken apart. Almost always of fine-grained light gray limestone, possibly scrap pieces from Phenix and other limestone quarries. Although sawn stone is common to high style masonry, in this study group, sawn limestone is generally used only as an accent material, often to edge such things as wall openings, and edge corners and porch posts. It is often paired with rough brown or gold fieldstone or rubble for a distinctive contrast of color and texture.

Rubble Construction

Dates in use (within the survey group): 1910s to about 1940.
Common applications: Bungalows and other Craftsman style houses, park buildings, retaining walls, planters. It was sometimes teamed with poured concrete trim and wall caps, sometimes with sawn limestone quarry scraps as well. About 16% of the study group used this type of construction.
Common joint treatments: Usually raked back and unpainted.
Pictured: A Craftsman Bungalow built ca. 1930 at 2551 West High Street, with rubble walls, and dark gray mortar. The rock here is laid to create a highly textured surface.

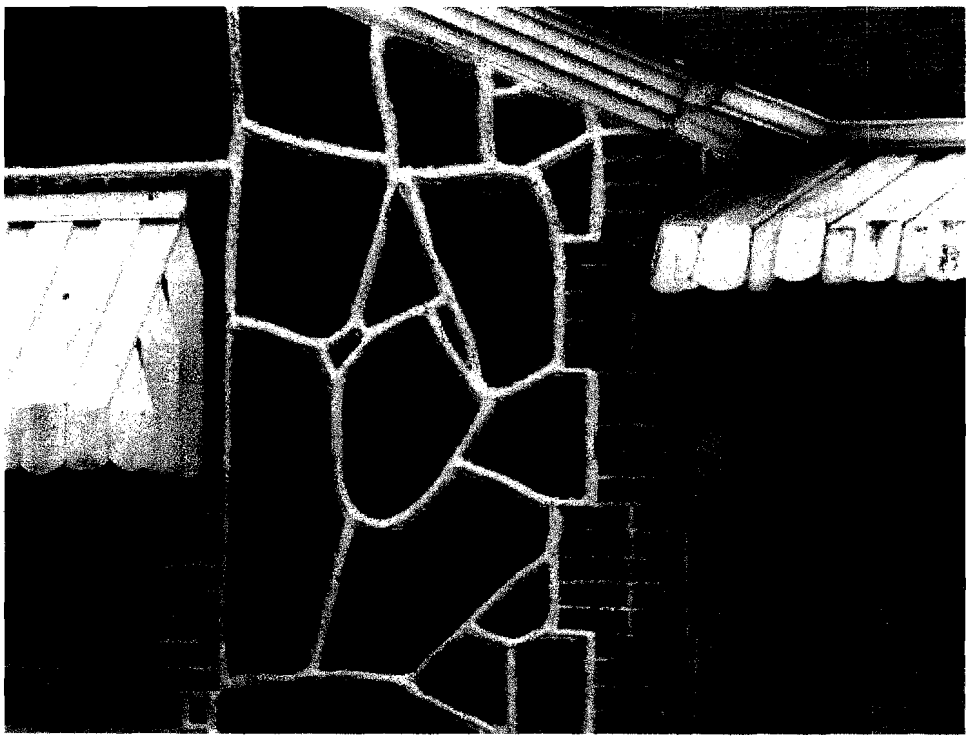


Although this is technically fieldstone construction as well, the term rubble has been used to distinguish masonry which utilizes roughly spherical rocks of uniform size. This type of masonry, which was sometimes called cobblestone in the 1920s and 30s, uses rough ball-shaped rocks in their natural condition. Most of the rocks used are weathered chert, which can be found loose in most types of soil in the Springfield area. The term "rubble" was used on survey forms to describe rocks that average less than 4 or 5 inches in diameter, while "boulder" was used for walls with larger rocks, some of which are nearly a foot in diameter. Some survey properties have walls in which the rocks are laid to emphasize their texture and give an overall nubby wall surface, while others have rocks that have obviously been placed with their flattest side out. This type of rock work often features a poured concrete structural system, with the rocks used as a facing.

Split Slab Construction

Dates in use (within the survey group): Around 1940-1950s.
Common applications: Wall facing, one house used slabs as a low knee wall on the front porch, and a few commercial properties have used shards of split slabs to top walls or parapets. About 31% of the study group used this type of construction.
Joint treatments: Rarely recessed, and often beaded for extra texture and dimension. Painted joints or tinted mortar are common, usually in black or brown; a very few houses have white-painted joints.

Pictured: 2236 West Atlantic Street, ca. 1940s. This house features two-color brick edging, and white-painted beaded joints.



This masonry type is sometimes called Giraffe Rock, or flagstone. It features thin, very smooth slabs, generally of brown or buff sandstone. The slabs are usually less than three inches thick, but often have a much larger surface than the rocks used in fieldstone construction. It appears that most of the slabs were split specifically for use as a facing material. Some also have a rippled or bubbly surface. Coloration varies; many are a pale buff, and some have a distinctive variegated pink coloration. This type of stone appears to be more likely to discolor upon exposure to the elements than fieldstone; the normally tan or gold rock on several split slab buildings in the study group has faded to be nearly colorless where exposed to the weather. This type of rock is often combined with other

materials, the most common of which is brick. Two colors of brick are often used together to accent corners and fenestration of split slab buildings. Slabs are more often paired with a wood structural system than other types of rock, although they were also used to face poured concrete walls. Slab rock was also favored for remodeling jobs, in which rock facing was added to an existing frame building.

Slab and Boulder: (A variation of Split Slab)
A distinctive combination of flat split slabs and highly textured boulders or other types of rock. The boulders are generally widely spaced, and contrast greatly in texture and color. Sometimes geodes, lava chucks, and other specialty rocks are used as the boulders. Approximately one third of the split slab houses in the study group fit into this category.
Pictured:
2247 N. Kansas Avenue, built ca. 1950, with beaded joints and very rough accent rocks.

Ozark Rock Masonry Property Type: Subtypes
As noted, subtypes are based upon the form and/or historic function of the resource, and may be constructed using any of the rock types or construction methods described above.

Subtype A: Residential
The vast majority of the Ozark rock resources identified during field study in Springfield are residential. Of the 119 properties in the survey group, 96 are residential, and the vast majority of those properties categorized as "ID Only" are also residential.[14] Almost all of the residential properties in the survey group are houses, and most of those are relatively modest buildings with minimal styling. Craftsman style Bungalows are by far the most common, and most of those appear to have been built from pattern-book plans. The survey group includes two small duplexes, and the rest of the residential resources are houses. Only 20 of the houses in the group are over one story tall, and most of those are low, one and one-half story tall, houses. Houses in the study group were built between 1910 and the early 1970s, and all of the above construction methods are represented in residential architecture.

Subtype B: Public/Civic
In Springfield, all of the Public and Civic properties with Ozark rock are city parks; other communities sometimes used Ozark rock masonry for public buildings as well.[15] Several city parks in Springfield have intact, significant, collections of Ozark rock resources, which include both buildings and structures. Rock public buildings of note include a large rock bathhouse in Fassnight Park, a skating rink in Doling Park, and a large shelter house in Phelps Grove Park. The parks also contain a good selection of structures, including bridges, retaining walls and barbecue grills. Roughly 7% of the survey properties are public property, and all of those contain multiple resources. Construction dates range from the 1910s to the late 1930s. Fieldstone and rubble construction are the most common for this group.

Subtype C: Commercial
Commercial properties in the study group include relatively small neighborhood commercial buildings, as well as automobile-related architecture, the latter of which is usually located along the historic path of Route 66. The six commercial properties in the study group include two commercial garages on Route 66, three neighborhood commercial buildings, and one former manufacturing facility. The manufacturing

14 See Section H for more information about the survey data.
15 The city of Ozark, Missouri, for example, has a community center of rock construction, and the Carter County Courthouse is also of rock.

building, which housed the L.J. Kent Boiler and Sheet Iron Works in the 1920s, has notably intricate rock work on its façade, which faces a busy street.
Commercial properties in the study group were built between the 1910s and 1947, and they utilize all of the construction methods described above; split slabs are most common.

Subtype D: Religious
Although few in number, religious properties of Ozark rock masonry are among the largest and most elaborate buildings in the study group. Dates for the four churches identified during the survey range from 1932 to the 1950s. (One of those was built earlier, and remodeled with new rock sheathing in the early 1950s.) Of those, the 1932 Temmons Temple, at 934 E. Webster Street, features some of the most elaborate Ozark rock work found in the city, with multiple sunbursts and other ornamental patterns. Religious properties in the study group utilize fieldstone, rubble and split slab construction.

Subtype E. Structures
Structures in the study group include boundary walls and gateposts, some of which were used as subdivision markers, retaining walls along stream beds, bridges, barbecue grills, and even one large urn-shaped planter. Many of the structures in the group were found in parks, and could be categorized as Pubic/Civic as well. The most common structures located on private property are rock boundary walls and gateposts. The five such structures included in the survey group represent only a sampling of the total; only exceptional structures were documented during the survey project. In several residential areas, rock boundary walls run along the front sidewalks of several adjoining properties, and in most cases, they appear to have been added long after the houses were constructed. Construction dates are difficult to pin down for this type of resource, but most appear to have been built in the 1920s or 1930s. All types of construction methods were found on Ozark rock structures in Springfield.

Significance:

Ozark rock masonry in Springfield represents one of the most distinctive genres of vernacular architecture to have been built in the city in the 20th century. Constructed at a time when popular culture and standardization of building materials was beginning to blur regional differences in architecture, these native rock resources stand out as unique reflections of their time and place. The sturdy, practical rock buildings and structures were most often constructed by local craftsmen, without input from formally trained designers or architects. This is local architecture in the truest sense of the term, and it is part of what makes Springfield unique.

Ozark rock masonry developed in the early years of the 20th century, as advances in construction technology gave local builders a way to use the plentiful fieldstones that fill the Ozark soil. Beginning in the early years of the 20th century, builders started using poured concrete walls, which were faced with fieldstone, much of which was gathered directly from the building site or from a nearby location. Those construction methods were relatively simple, and could be taught to new builders or homeowners in a short time. Ease of execution, combined with readily available materials, made native rock masonry a common choice for everyday architecture. By the 1920s, fieldstone houses and structures could be found in many of the city's neighborhoods, and fieldstone continued to be popular through the 1930s and early 1940s.

Later, as demand for rock increased, and transportation routes grew, builders began to use quarried stone, but eschewed dimension stone in favor of split slabs which had random shapes and natural textures that gave an effect that was closer to fieldstone than coursed masonry. The practice of splitting quarried stone into thin slabs also minimized material costs, and allowed builders to utilize relatively lightweight frame structural systems. Split slab construction became the most popular type of Ozark rock masonry in the early 1940s, and it remained so into the early 1960s.

Ozark rock masonry resources in Springfield are almost always relatively modest buildings or structures, and few, if any, can be classified as high style architecture. The vast majority of the Ozark rock resources in Springfield are houses, and most of those are relatively small dwellings. Ozark rock structures, such as retaining walls and bridges, are most often found in public parks, where the rustic nature of the rock fit nicely with ideals of outdoor recreation.

Although this is everyday architecture, it is not plain, or even terribly simple. While the buildings and structures are often modest, the rockwork itself features myriad variations in technique and use of material, and many resources exhibit notably high levels of craftsmanship. Variations in fieldstone construction most often result from the particular rocks used, and the way they are placed within the wall, while slab construction most often varies in things like joint profiles and the existence of other

materials, such as brick. Both of those construction methods also included the use of contrasting rock types and textures, and the addition of special shapes to add further interest to the rock work.

The combination of readily available local materials and simple forms found in Ozark rock masonry is typical of vernacular architecture. A definition of vernacular architecture written by architectural historian Howard Marshall, for example, applies nicely to this property type: "those traditional structures built by local people using time-honored methods, learned through apprenticeship and shared experience, and usually without the services of professional, academically trained architects."[16]

Ozark rock masonry stands out as one of the few types of vernacular architecture to develop in Missouri during the 20th century. The use of traditional building forms and local materials was often partly a function of the relative isolation that was typical of pre-railroad times. The world had become a much smaller place by the early 20th century, however, and by the time Ozark builders began using fieldstone as an integral part of their buildings, ready-made building materials were widely available, and construction methods were standardized in most parts of the country. The utilization of native rock, much of which was considered a nuisance in earlier times, is a notable reflection of the oft-mentioned Ozark ingenuity and thriftiness. Ozark rock masonry in Springfield is a significant, late, example of a regional form of vernacular architecture, and one that continues to enliven the streetscape of the city today.

Examples of Ozark rock masonry in Springfield may be listed under National Register Criterion C, in the area of Architecture. Intact examples are significant as reflections of one of the most notable types of vernacular architecture to develop in Missouri in the 20th century. Ozark rock masonry was popular in Springfield from the early 1910s into the middle of the 20th century, and the period of significance potentially runs from ca. 1910 to the standard fifty year cut-off point.

16 Howard Wight Marshall, Vernacular Architecture in Rural and Small Town Missouri: An Introduction, (Columbia: University of Missouri Extension Publications, 1994) p. 7.

Registration Requirements:

Ozark rock resources are significant as examples of a distinctive type of construction. Representative examples of the Ozark Rock Masonry property type will be eligible for inclusion in the National Register under Criterion C in the area of Architecture, and possibly under Criterion A in an area related to its early function. An eligible building or structure will embody the distinctive characteristics of Ozark rock masonry construction discussed in Section F of this amendment. Eligible resources must also possess integrity of location, design, feeling, workmanship, and materials.

Workmanship and materials are the critical components of the Ozark Rock Masonry property type. Ozark rock masonry is characterized by the use of randomly shaped native rock, which gives it distinctive visual and textural characteristics. Fieldstone construction features weathered, irregularly shaped rocks that are generally used more or less as they were found in the soil. That emphasis on naturally occurring shapes continued to be important as split slab construction developed, and it too, features irregularly shaped rocks.

Buildings which are individually eligible under this property type will feature Ozark rock masonry on three or more elevations, one of which must be the façade. Original or early materials and finishes must predominate, especially on wall surfaces. Field study has shown that rock facing was sometimes added to older buildings; buildings that received such later additions will also be eligible, as long as the rock was added more than fifty years ago, and the building meets other registration requirements. While painted joints are a common, characteristic, element in this type of construction, the rocks themselves must be unpainted for a building or structure to be eligible.

Eligible examples of Ozark rock masonry will also retain their basic original form, with no major alterations to principal exterior dimensions or rooflines. Although the buildings must be reasonably intact to qualify for listing, alterations and minor changes are practically inevitable, and it is important to gauge the overall effect of any changes when evaluating eligibility. Rear additions and alterations to secondary elevations are acceptable, as long as they are not disproportionately large or overly noticeable from the street. Other additions and alterations which are more than fifty years old may have acquired historic value of their own and should be carefully evaluated.

Because this property type is largely defined by exterior wall surfaces and construction methods, changes to fenestration and interior finishes may be allowable. Exterior porches, doorways, and window openings on highly visible elevations should be little changed, however, and any new windows and doors should be similar to historic units in form and configuration. By the same token, surviving original windows, doors, and other distinctive architectural features represent especially significant historic

resources, and their existence can outweigh other integrity issues, as long as the building continues to clearly evoke its period of significance and method of construction.

Intact Ozark rock masonry resources may also be eligible if they are part of a cohesive grouping of resources which meets historic district criteria. Such groupings could be exclusively of rock resources, such as a public or residential property that contains rock buildings and structures, or part of a more diverse collection; for example, a residential neighborhood that contains intact historic houses of various materials, as well as rock structures such as entrance gates or boundary walls. Ozark rock resources within a district will be contributing if the rock is unpainted, and there have been no highly visible changes to form and patterns of fenestration.

Although structures that feature Ozark rock masonry can, and should, be considered as contributing resources within districts, a structure would have to be of special value to be individually eligible. Individually eligible structures will possess unusual design elements and detailing, and/or be associated with an important craftsman or building project. An individually eligible structure would be unusually rare or of special artistic value, such as the only known example of a certain type of bridge, or a large, well-executed boundary wall that can be definitely identified as the work of a notable mason.

Intact examples of many of the subtypes for this property type may also be eligible under Criterion A, in relation to their historic function. Examples of the Residential Subtype, for example, may also be eligible under Criterion A, in the area of Community Planning or Development, if they are part of a cohesive historic housing development that includes houses and structures of Ozark rock masonry. Examples of the Commercial Subtype would most often be eligible in the area of Commerce as well. Public/Civic properties may also be eligible in areas such as Entertainment/Recreation, and Landscape Architecture.

Periods of significance will vary according to the conditions of listing. Resources listed individually under Architecture will have a period of significance that is equal to the construction date, or to a range of dates that include significant additions or alterations. A house built of Ozark rock masonry in 1920 which received a sizable rock addition and new retaining wall ca. 1930, for example, would have a period of significance of 1920-ca. 1930. Individual resources listed under Criterion A as well as C will have a period of significance that reflects the time span in which they had a significant association with a notable function or pattern of events. That period would have an end date no later than the standard fifty year cut-off. A building listed today that was occupied by an important business from 1925 to the 1960s, for example, would have a period of significance under Criterion A of ca. 1925 to 1955.

For an historic district listed only under Architecture, the period of significance will correspond to the construction dates of the contributing buildings found there, or to the standard fifty year cut-off point, whichever is earlier. For example, a district in which the oldest contributing resource (rock or other) dates to 1920, and the newest to ca. 1946, would have a period of significance of 1920-ca. 1946. A district which contains examples of Ozark rock built between 1920 and 1965, by contrast, would have a period of significance that runs from 1920 to the standard fifty year cut-off point. The period of significance for an historic district listed under Criterion A will correspond to the years during which district properties had important associations with the development and use of Ozark Rock masonry construction methods.

Geographical Data (This Amendment)
This amendment was prepared to include historic properties within and close to the 2005 city limits of Springfield, Missouri. Although the survey upon which this amendment is largely based focused upon the historic core of the city, additional fieldwork and other research indicates that the information presented here applies to Ozark rock masonry in general. This amendment is therefore applicable to all parts of the City of Springfield, as well as those properties in the immediate vicinity of the current municipal boundaries.

Summary of Identification and Evaluation Methods (This Amendment)

This amendment has been based upon a study of Ozark rock masonry in Springfield which was conducted in late 2004/early 2005, by preservation consultant Debbie Sheals. The survey was funded in part by a Historic Preservation Fund grant, which was administered by the Missouri State Historic Preservation Office. Project management and additional funding was supplied by the City of Springfield. The survey identified more than 360 properties which contain good examples of Ozark Rock. Information on those properties was entered into an electronic database, and locations were platted on large scale maps.

Although the survey group includes a good percentage of the city's rock masonry resources, it is not all-inclusive; the study concentrated on the older parts of Springfield that had not been surveyed in the past, and only recorded the most intact examples. The survey area included land within or close to the current city limits of Springfield, but only included areas north of Sunshine Street, which was the southern city limit in 1926. Fieldwork was guided by aerial-photo maps of the city, which were prepared by City staff. The maps were numbered, and organized by section, township, and range. Fifty different geographical sections were mapped, 12 of which had been surveyed before. Fieldwork for this project included full survey of 30 previously unsurveyed sections, plus spot checks of five other sections. (See list of map sections covered at the end of this section.) Previously surveyed areas were also spot checked, and two of those sections were completely resurveyed. Earlier survey data for those areas was also reviewed, and rock resources identified there were added to the general survey database.

Full survey coverage consisted of driving every street in the section, and mapping all notable examples of rock masonry. Notable examples were defined as being properties in which the main building was fully of native rock construction. Properties for which the main building was only partly of rock or which had only outbuildings or structures of rock were not included in this study. Examples of resources not mapped include a property with a frame house and a rock garage, or a building with rock on only one or two elevations. The most notable exceptions to that rule of thumb were rock boundary walls, several of which spanned more than one property, and exhibited a high level of craftsmanship. That process resulted in the identification of over 360 properties. That study group was then subdivided to allow concentrated study of the most outstanding examples. Three levels of recordation were done: fifty properties became the core study group, and sixty-nine others were chosen for supplemental study. The rest of the properties were categorized as "ID only."

CORE STUDY GROUP (Fifty Properties)
This group represents fifty of the most significant examples of Ozark rock masonry in the City of Springfield. The core study group contains a representative sampling of structures and building types, and the resources of the group exhibit high levels of integrity and/or architectural interest. Study of these properties included mapping, black and white and color photography, field recording of physical characteristics, and basic historical research to identify approximate construction dates and early owners.

SUPPLEMENTAL STUDY GROUP (Sixty Nine Properties)
The properties of the supplemental study group also exhibit a high level of integrity and architectural interest. Study of these properties included mapping, color photography, and field recording of physical characteristics.

ID ONLY (Two Hundred Forty Four Properties)
The remaining properties were identified during fieldwork for the current study, and through previous survey work. Those properties were mapped, and addresses were included in the general database.

Map sections covered during fieldwork:
1. Unsurveyed parts of the city, north of Sunshine.
Most intensive study. All streets within the city limits driven.

S01T29NR23W S06T29NR22W S05T29NR22W S04T29NR22W
S03T29NR22W S02T29NR22W S01T29NR22W S06T29NR21W
S05T29NR21W S07T29NR22W S08T29NR22W S09T29NR22W
S10T29NR22W S07T29NR21W S08T29NR21W S09T29NR21W
S10T29NR21W S17T29NR22W S16T29NR22W S15T29NR22W
S18T29NR21W S17T29NR21W S16T29NR21W S15T29NR21W
S22T29NR22W S19T29NR21W S20T29NR21W S26T29NR22W
S30T29NR21W S29T29NR21W

2. Areas with sparse historic development. Spot checked during fieldwork, not all streets covered.

S04T29NR21W S03T29NR21W S02T29NR21W
S18T29R22W
S2029NR22W

3. Previously surveyed sections. Spot checked, not all streets driven. Also looked at earlier survey records for these sections, and added any rock properties to the general database.

S11T29NR22W S12T29NR22W S18T29NR22W
S14T29NR22W
S13T29NR22W S21T29NR22W S23T29NR22W
S24T29NR22W
S28T29NR22W S27T29NR22W S25T29NR22W

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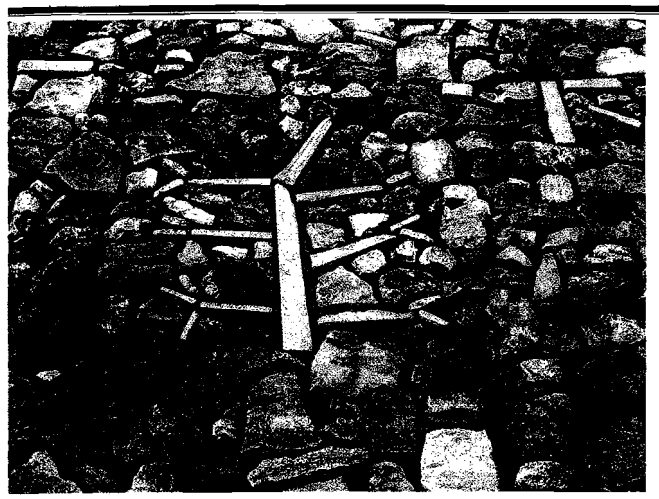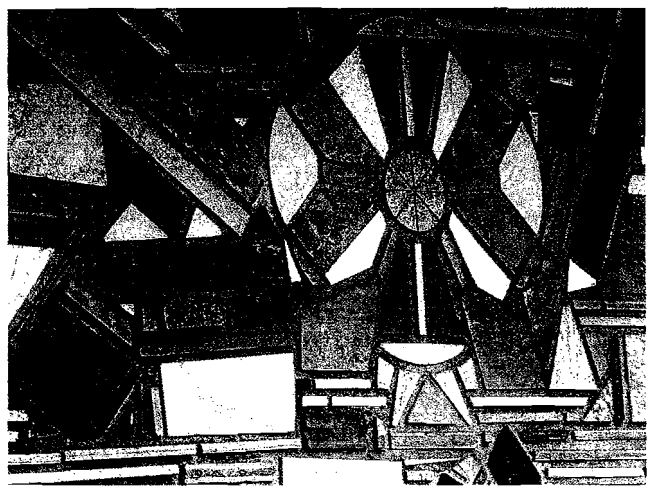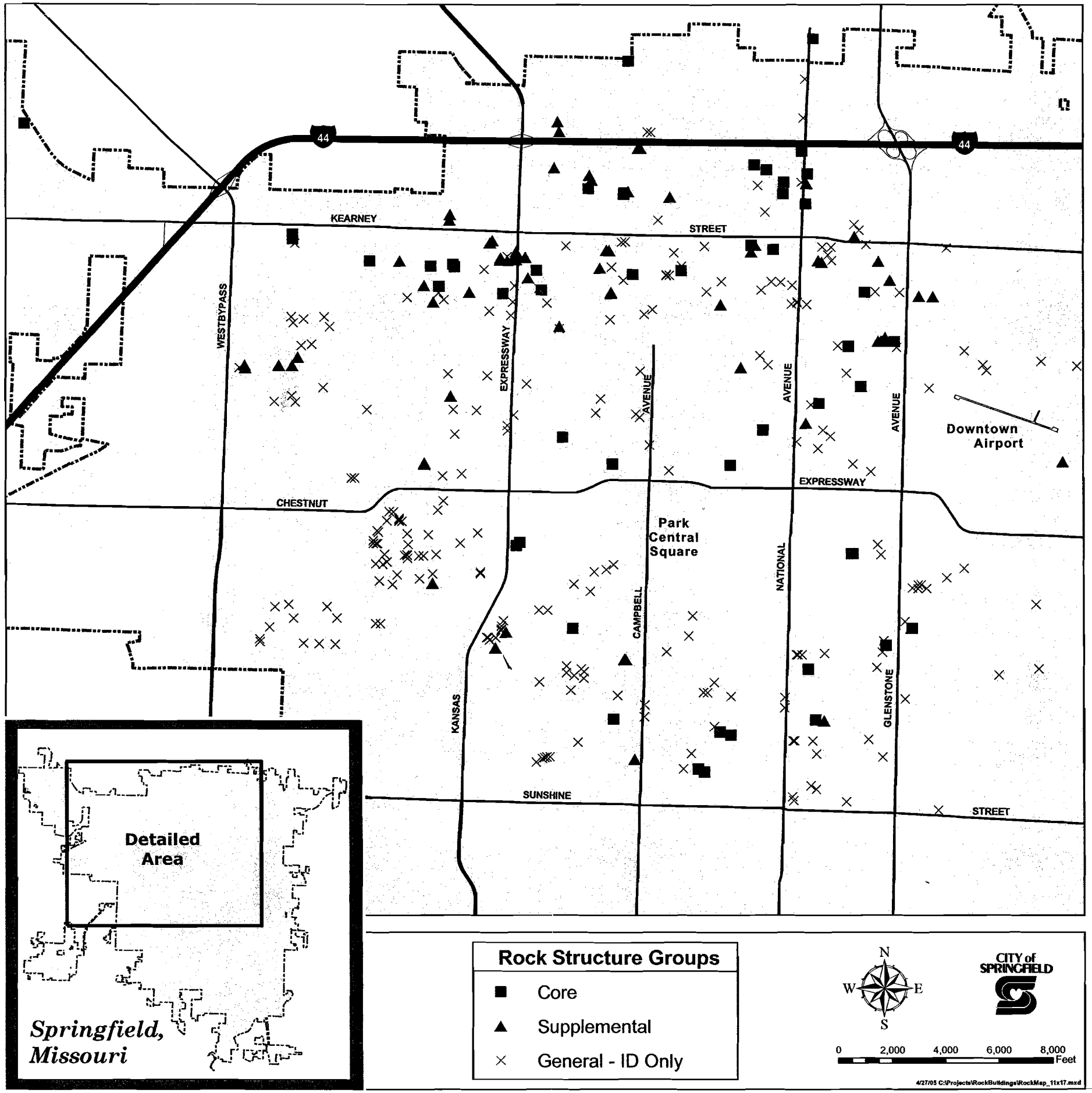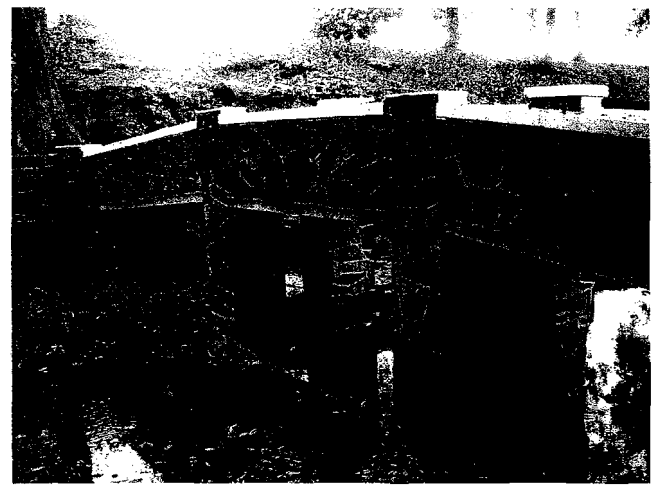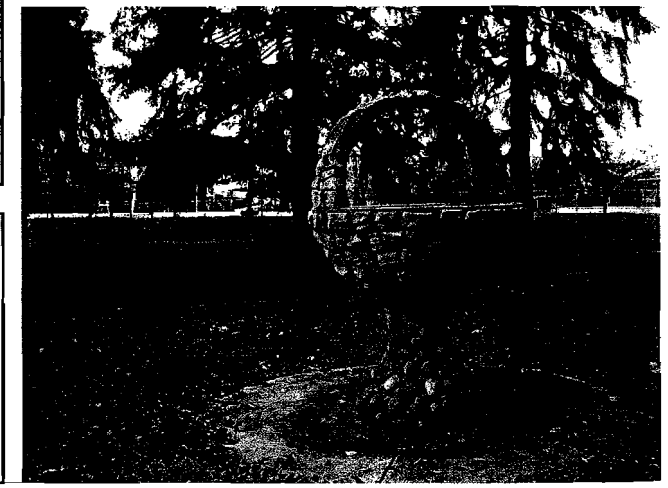
Ozark Rock Masonry in Springfield