

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1. Name of Property

historic name St. Louis and San Francisco Railroad Building

other names/site number The Frisco Building

2. Location

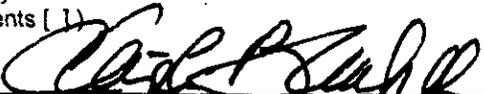
street & number 605 Main Street [N/A] not for publication

city or town Joplin [N/A] vicinity

state Missouri code MO county Jasper code 097 zip code 64801

3. State/Federal Agency Certification

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


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

12 Sept 02
Date

Missouri Department of Natural Resources
State or Federal agency and bureau

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

Signature of certifying official/Title

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
See continuation sheet [].
- determined eligible for the
National Register
See continuation sheet [].
- determined not eligible for the
National Register.
- removed from the
National Register
- other, explain
See continuation sheet [].

Signature of the Keeper

Date

5. Classification

Ownership of Property	Category of Property	Number of Resources within Property		
		Contributing	Noncontributing	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	1	0	buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district			
<input type="checkbox"/> public-State	<input type="checkbox"/> site	0	0	sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	0	0	structures
	<input type="checkbox"/> object	0	0	objects
		1	0	Total

Name of related multiple property listing.

N/A

Number of contributing resources previously listed in the National Register.

N/A

6. Function or Use

Historic Function
 TRANSPORTATION: train depot
 COMMERCE/TRADE: office building

Current Functions
 VACANT/NOT IN USE

7. Description

Architectural Classification
 LATE 19TH AND EARLY 20TH CENTURY
 MODERN MOVEMENTS: Chicago Style

Materials
 foundation concrete
 walls brick
 stone
 roof synthetic
 other terra cotta

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

A Property is associated with events that have made a significant contribution to the broad patterns of our history

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

Property is:

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

TRANSPORTATION

COMMERCE

ARCHITECTURE

Periods of Significance

1913-1952

Significant Dates

1913

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

Mauran, Russell & Crowell; architects

Isaac T. Cook Construction Company

Narrative Statement of Significance

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

9. Major Bibliographic References

Bibliography

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

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67) has been requested

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey

recorded by Historic American Engineering Record

Primary location of additional data:

State Historic Preservation Office

Other State Agency

Federal Agency

Local Government City Hall

University Western Historic Manuscripts Collection

Other:

Name of repository: Post Memorial Art

Reference Library, Joplin

St. Louis and San Francisco Railroad Building
Jasper County, Missouri

10. Geographical Data

Acreage of Property less than one acre

UTM References

A. Zone Easting Northing
 15 365520 4105250

B. Zone Easting Northing

C. Zone Easting Northing

D. Zone Easting Northing

[] See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Cydney E. Millstein

organization Architectural and Historical Research, LLC date February 25, 2002

street & number P.O. Box 22551 telephone 816.363.0567

city or town Kansas City state Missouri zip code 64113

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Frisco Station Apartments, L.P.

street & number 205 W. Walnut Street, Suite 200 telephone 417.864.7772

city or town Springfield state MO zip code 65806-2115

United States Department of the Interior
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**NATIONAL REGISTER OF HISTORIC PLACES
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**St. Louis and San Francisco
Railroad Building
Jasper County, MO**

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Summary

The St. Louis and San Francisco Railroad (Frisco) Building, located in the heart of Joplin's central business district, was designed by the noted St. Louis architectural firm of Mauran, Russell and Crowell in 1912 and constructed by the Isaac T. Cook Construction Company, St. Louis, in 1913. Executed in the Chicago Style, the Frisco Building is a nine-story, brick and stone trimmed facility with a decorative cornice. Measuring approximately 101 feet by 127 feet (ten bays on the north and twelve bays on the west), the Frisco Building is sited on the southeast corner of Sixth and Main streets. Its two-part vertical block scheme imparts a two story storefront level, crowned by a dominant shaft comprised of columns of fenestration.

To the east, west and north are other early to mid-20th century commercial buildings. To the south is a dual-level parking facility that ramps to the top level from the east façade of the Frisco Building and obscures the first floor of the nine-story facility at the south or rear façade.

In good condition, the Frisco Building has retained the majority of its historic features to convey its significance. With the exception of the storefront level of the main façade and the first four bays of the east façade, the exterior of the building has seen limited alteration over the years. Its integrity of location, design, setting, materials, workmanship, feeling and association has been retained.

Elaboration

The "L"-shaped Frisco Building is constructed on an incline from the south to the north. The main façade faces north. The original storefront level, featuring multiple entrances, has been modified over the years with aluminum-framed plate glass windows, marble cladding at the piers and ceramic tile at the far west bays; some of the storefront fenestration has been boarded-up. The second story articulation has been obscured by the addition of corrugated metal sheathing at the north façade and the first four bays of the east façade (moving north to south). Original fenestration of the storefront level of the east facade, featuring one-over-one, double-hung, sash wood units with wide transoms, are set in groups of four and are separated by brick piers.

Upper story fenestration, separated by brick piers and spandrels, essentially remains extant from the original wood one-over-one, double-hung sash design. A prominent denticulated molded water table separates the second story from the upper levels. The remainder of the Frisco Building features original three-over-three, double-

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hung, sash fenestration (south, and west facades). First story units have been boarded-up at the south façade. A prominent, denticulated terra cotta cornice with multiple modillions and acroterions remains in good condition. Other features include a metal fire escape at the south façade and a one-story brick addition placed within the "L."

A decorative wrought iron and marble stair case, plaster ceilings, as well as the original skylight, are extant at the first floor. On the upper floors, the original wood-trimmed corridors remain.

It should be noted that original plans for the Frisco Building are located at the Missouri Historical Society, but due to certain restrictions on the collection, the plans cannot be copied.

Future Plans

Currently there are proposed plans for the rehabilitation and adaptive reuse of the Frisco Building. Future plans include rehabilitation of the exterior and interior spaces for senior housing. Plans for the project will be prepared in accordance with The Secretary of the Interior's Standards for the Treatment of Historic Properties. Once the proposed plans are completed, they will be submitted to the Missouri State Historic Preservation Office and the National Park Service for review and compliance.

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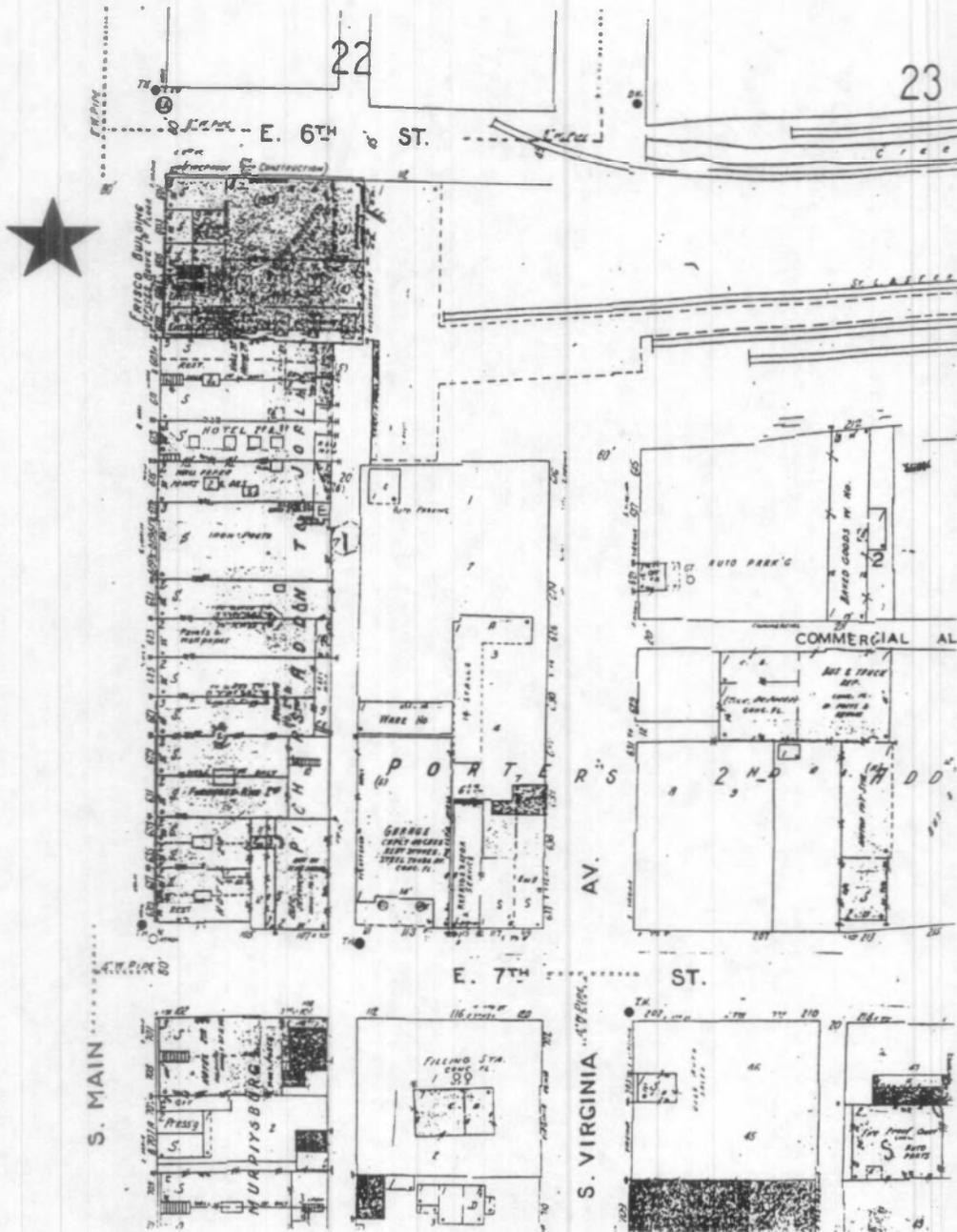
St. Louis and San Francisco Railroad Building, no date

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St. Louis and San Francisco Railroad Building
Source: Sanborn Insurance Maps, Neosho, MO, 1939



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Summary

The St. Louis and San Francisco Railroad (Frisco) Building, located at 605 Main Street, Joplin, Jasper County, Missouri, is eligible for listing in the National Register of Historic Places under Criteria A and C and is significant in the following areas: **TRANSPORTATION:** Leased to the St. Louis and San Francisco Railroad beginning in 1913, the Frisco Building remained the location of the railroad's depot and until 1955, when train service ended in Joplin. It played an important role in the development of commercial transportation in Joplin. **COMMERCE/TRADE:** Until its last tenant left in 1987, the Frisco Building served as commercial space for some of Joplin's most prominent professionals and businesses. For over seven decades, the Frisco Building was a hub of activity, with a café, managed by the St. Louis and San Francisco Railroad, on the second floor. **ARCHITECTURE:** Designed by the leading architectural firm of Mauran, Russell and Crowell St. Louis, the Frisco Building is not only representative of the firm's work, but stands as the city's first modern, fireproof office facility.

The period of significance is 1913 (the date of construction) to 1952, the arbitrary 50-year cut-off date by the National Register.

Elaboration

In 1912, the Odd Fellows Lodge Hall hired Isaac T. Cook Construction Company to build the Frisco Building in Joplin, Missouri. More than likely, the Odd Fellows chose to construct this new facility in southwestern Missouri, as they realized the major role that the railroads were to play in the overall development of Joplin and neighboring communities. It was the city's first modern, high-rise, fireproof office building.¹ The nine-story structure was an investment of the Odd Fellows Lodge at a reported cost of one million dollars.²

The building was constructed for use by its central tenant, the St. Louis and San Francisco Railroad (SL & SF), who held a fifty-year lease on the property and operated a depot on the first two levels of the building. At the time, it was said to have been the

¹ Mike Pound, "Joplin Landmark Has Had A Variety of Occupants," *The Joplin Globe*, 3 May 2001, n.p. The Odd Fellows Lodge Hall and Cook Construction were from St. Louis.

² "Million Dollar Station in Construction," *Joplin Daily Globe*, 2 March 1913, Sec. 6, 1. This article, as well as the previous article, listed the Frisco as the original owner/builder. However, the majority of the sources found to date list the Odd Fellow Lodge as the original 1913 owner. New sources that have been recently located should clarify this issue. As Odd Fellows is listed in the majority of sources, it shall be used in this report as the owner/builder until otherwise disproved.

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“finest passenger station in the southwest.”³ The depot was opened for operation on November 30, 1913. However, construction on the train sheds and exterior work along the concourse and tracks to the south of the building was not completed until January 1, 1914. The SL & SF had previously operated a station located at 6th and Virginia, just one block east of the new depot and office building. The old station was utilized as a storage facility until construction was completed on the Frisco Building, after which it was razed.⁴

A waiting room, ticket office and telegraph office occupied the lower level while the dispatcher's office and café were on the second floor which was at street level on Main. The remaining floors served as office space for a variety of tenants including medical professionals, dentists, attorneys, insurance agents, as well as barbers and beauticians.⁵

During the height of train travel through Joplin, as many as fifty-two trains a day moved in and out of the Frisco depot. Pullman cars would pull up to the building overnight and were heated by hot water supplied from the building's boiler system. Heating the Pullman's proved less costly than heating the building, a situation which eventually contributed to its closing.⁶

In 1955, the SL & SF ceased operations in Joplin. During the same year the Medical Arts Building was constructed on 24th Street and Jackson Avenue. Because this new property was much closer to the Joplin's hospital, doctors moved their offices from the Frisco. Subsequently, the Frisco changed hands often and began to deteriorate due to general neglect. Furthermore, without full occupancy of the building, heating became an issue. During the winter months as much as ten to twelve tons of coal were used to heat the property. By the 1980s, the heating system had been converted to natural gas, yet the high price of gas forced one owner in the early 1980s to briefly revive the old boiler system.⁷

³ *Ibid.*

⁴ “Frisco to Open Its New Passenger Depot to Traffic Tomorrow,” *Joplin Daily Globe*, 29 November 1913, n.p. Vertical files, Post Memorial Art Reference Library, Joplin, Missouri.

⁵ *Ibid.*

⁶ *The Joplin Globe*, date unknown, E-1. Vertical files, Post Memorial Art Reference Library, Joplin, Missouri.

⁷ *Ibid.*

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Shortly after 1955, Financial Reserve Life Insurance, Tulsa, took over the building and extensively remodeled the lobby. The company eventually moved back to Tulsa, leaving the Frisco building to a succession of owners. In November 1987, Harry Butterfield, a jewelry storeowner and sole tenant of the building, closed his business. Since February 1988, the Frisco building has remained vacant.⁸

The St. Louis and San Francisco Railroad

Several major historic railroads served Joplin, including the Missouri-Kansas-Texas Railroad (Katy), Missouri Pacific, the Missouri & North Arkansas Railway and the St. Louis and San Francisco Railroad (Frisco). Besides transporting passengers to and from Joplin, these lines hauled loads of lead and zinc ores from this growing, prosperous city to the other locations throughout the United States.

The Frisco began as the South West Branch of the Pacific Railroad, a rail line founded in 1853 in Franklin (now Pacific), Missouri. The line was taken over by the state of Missouri in 1866 and then sold to John C. Fremont, who reorganized the line as the Southwest Pacific Railroad. Later, it was reorganized as the South Pacific Railroad and in 1870, it merged with the Atlantic & Pacific in 1870, the year it reached Springfield.

Planned to constructed a rail line from Springfield to the Pacific, the A&P entered receivership in 1875 and the Missouri portion was sold to become the St. Louis and San Francisco Railway a year later. After failing several more times, the company reorganized in 1916 as the St. Louis-San Francisco Railway Company, and became a regional rail line. The X-shaped system served Missouri, Oklahoma, Kansas, Texas, Arkansas, Tennessee, Mississippi, Alabama and Florida. Due to additional financial difficulties, the line merged with Burlington Northern on November 21, 1980.

John Lawrence Mauran and the firm of Mauran Russell and Crowell

John Lawrence Mauran was born in Providence, Rhode Island, in 1866. From 1885 to 1889, Mauran studied architecture at the Massachusetts Institute of Technology. While at MIT, Mauran studied design under Eugene Létange originally from the L'École

⁸ Marti Attoun, "Once Busy Frisco Now Stands Vacant." *The Joplin Globe*, 28 February 1988. n.p. Vertical files. Post Memorial Art Reference Library, Joplin, Missouri.

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des Beaux Arts in Paris. After graduating in 1889, Mauran continued his studies while abroad.⁹

On his return to Boston, Mauran entered the firm of Shepley, Rutan and Coolidge. After two years with the firm he was sent to the Chicago office at which time Mauran assisted in the design of the Chicago Art Institute and the Chicago Public Library Building. In 1893, Mauran was sent to the St. Louis office of Shepley, Rutan and Coolidge. Six years later, in 1899, Mauran married Isabel Chapman. The couple moved to her family's home at 46 Vandeventer Place, designed by the architectural firm of Eames and Young.

In 1900, the firm of Mauran, Russell, and Garden was formed subsequent to Shepley, Rutan and Coolidge leaving St. Louis. The new architectural team was able to take over the former office suite of Shepley, Rutan and Coolidge along with all their works in progress. Mauran's partnership with Ernest John Russell and Edward G. Garden lasted nine years. When Garden left the firm in 1909, William DeForrest Crowell became a partner in Mauran, Russell & Crowell.¹⁰

Mauran's firm designed many well known buildings in St. Louis including, Children's Hospital, the Federal Reserve Building, Southwestern Bell Building, Missouri Pacific Railroad and the Cahokia Power Station. As a member of the congregation, Mauran designed the Unitarian Church of the Messiah that stands on the corner of Enright and Union, in 1907.¹¹ The firm also received commissions from Illinois, New Hampshire, and designed the Rice Hotel in Houston, Texas, and the Hotel Galvez in Galveston, Texas.

In general the firm's work is rooted in the classical tradition. Their work, which included monumental buildings planned for civic, industrial and commercial use, dictated a rather exacting adherence to prevailing styles of the day. Although not as massive and stark as The Federal Reserve Bank Building, St. Louis, or as theatrical as the design for the Missouri Pacific Railroad Building, St. Louis (with its soaring façade and multiple

⁹ Carolyn Hewes Toft, "John Lawrence Mauran: St. Louis Architects: Famous and Not So Famous, Part 2," *Landmarks Letter*, September 1984 (St. Louis: Landmarks, 1984), n.p.

¹⁰ *Ibid.*

¹¹ *Ibid.*

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setbacks). the Chicago Style Frisco Building remains a key building, both visually and historically, for Joplin.¹²

In 1902 and 1903, Mauran served as President of the St. Louis Chapter of the American Institute of Architects. He was also active in many non-architectural activities, including executive positions with the American Red Cross, the St. Louis Grand Opera and the Public Buildings Commission.¹³

John Lawrence Mauran died in Peterboro, New Hampshire, on September 23, 1933, at the age of sixty-seven.

¹² The Chicago School of Architecture, led by Burnham and Root, Holabird and Roche, and Adler and Sullivan, was developed in Chicago after the devastating 1871 fire that all but destroyed the city's built environment. Hallmarks of the skeleton-framed skyscrapers of the Chicago School include flat roofs, terminating cornices, large windows characterized by fixed central panes and smaller units and large storefront fenestration.

¹³ Earle G. Shettleworth Jr., "American Architects' Biographies," *The American Art Annual* (Maine Historic Preservation Commission, n.d..)

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Bibliography

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- Gibbons, Charles E., ed. "Frisco Building Formally Opens," *Angling In The Archives*. Joplin: H. Lang Rogers, 1996.
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- The Historical Guide to North American Railroads*. Waukesha, Wisconsin: Kalmbach Publishing Company, 2000.
- Toft, Carolyn Hewes. "John Lawrence Mauran: St. Louis Architects: Famous and Not So Famous. Part 2." *Landmarks Letter*, September 1984. St. Louis, Missouri: Landmarks, 1984.
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Verbal Boundary Description

All of lots numbered three and four in Pitcher's Addition, and the vacated alley located along the east boundary of said lots in the City of Joplin, Jasper County, Missouri.

Boundary Justification

The nominated property includes the entire parcel historically associated with the St. Louis and San Francisco Railroad Building.

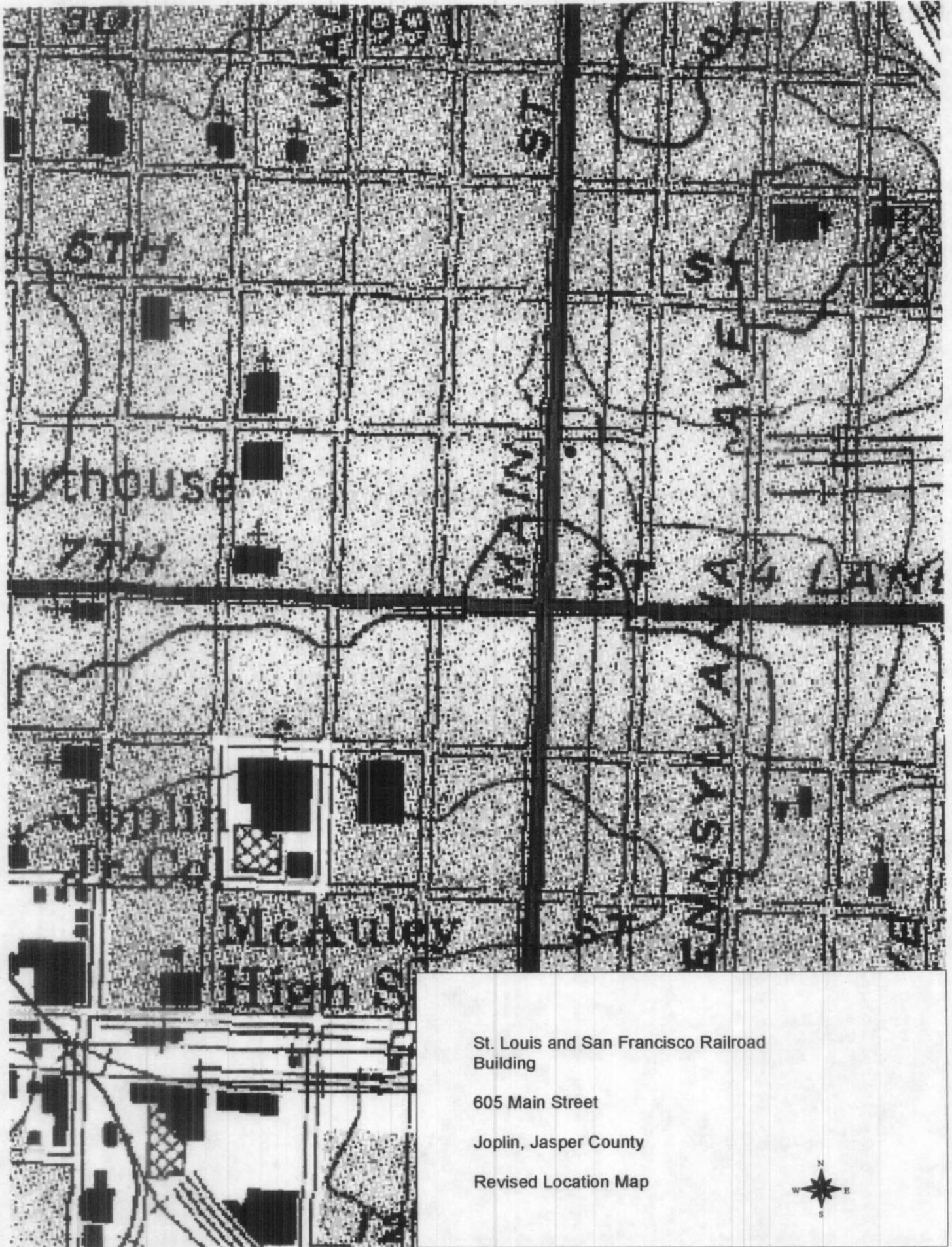
Key to Photographs

Photographer: Cydney E. Millstein, March 2002

Negatives located at:

Architectural and Historical Research, LLC
Kansas City, Missouri

1. The north and east façades, view facing southwest
2. The north and east façades, view facing southwest
3. The main and west façades, view facing northeast
4. The east and south façades, view facing northwest
5. Detail of the first story, east façade, view facing southwest
6. Detail of the first story fenestration, east façade, view facing west
7. Detail of the first story fenestration, east façade, view facing west
8. The east and south façades, view facing northeast
9. The south façade, view facing northeast
10. The south façade, view facing north
11. The south and west façades, view facing northeast



St. Louis and San Francisco Railroad
Building

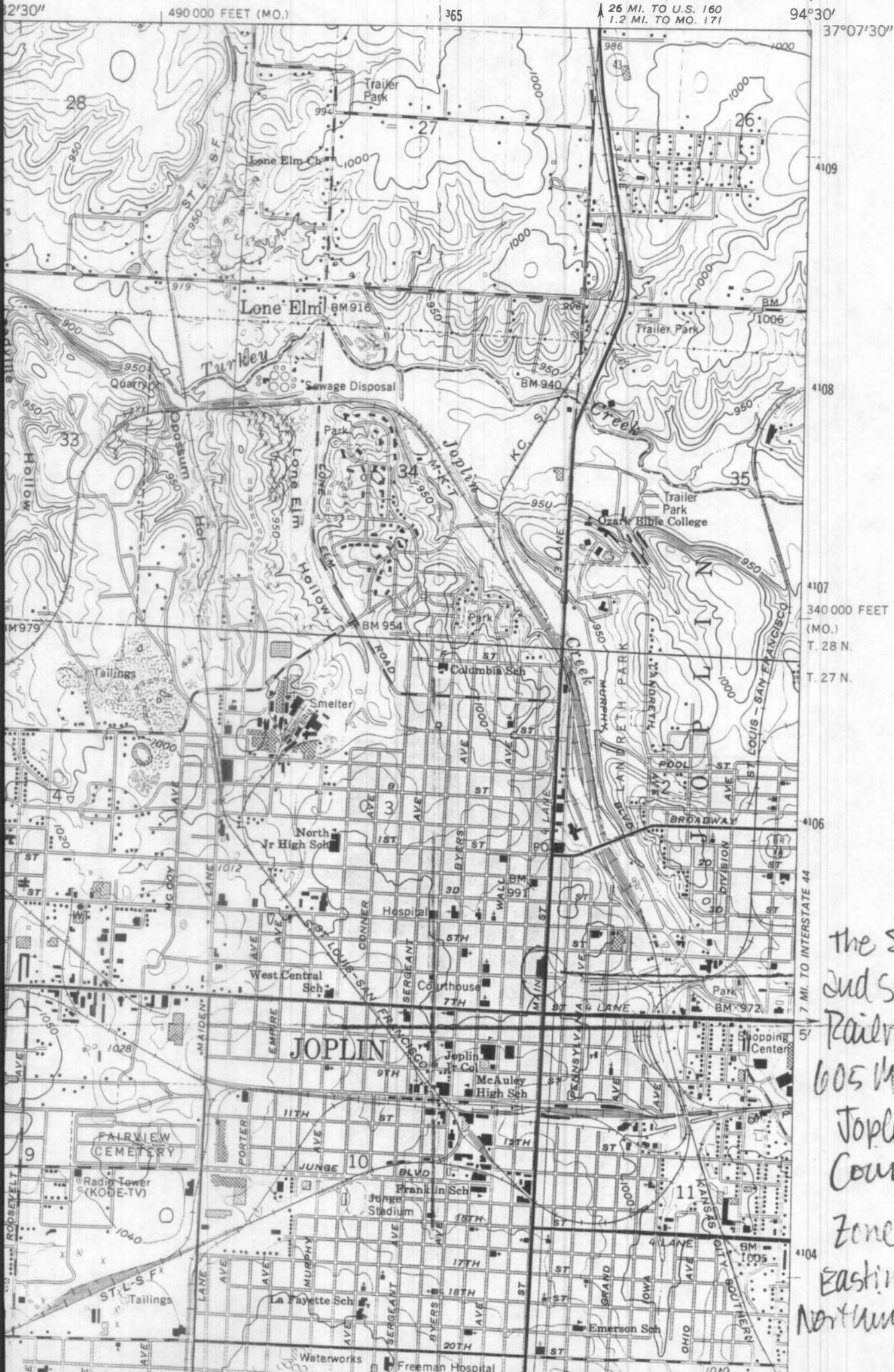
605 Main Street

Joplin, Jasper County

Revised Location Map



7.5 MINUTE SERIES (TOPOGRAPHIC)



MAP is Incorrect
(see revised)

the St. Louis
and San Francisco
Railroad Building
605 Main Street
Joplin, Jasper
County, MO
Zone 15
Easting 365820
Northing 4105250













