

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: St. Louis Mart and Terminal Warehouse

Other names/site number: The Mart; Robert A. Young Federal Building

Name of related multiple property listing:

N/A

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

2. Location

Street & number: 1222 Spruce Street

City or town: St. Louis State: Missouri County: St. Louis (Independent City)

Not For Publication: Vicinity:

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 at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

		<u>6/14/2016</u>
Federal Preservation Officer		Date
<u>U.S. General Services Administration</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property meets ___ does not meet the National Register criteria.

Signature of commenting official:	Date
<u>Loni M. Orave</u>	<u>04/29/16</u>
Title: <u>Director & Deputy SHPO, MO DNR</u>	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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7. Description

Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT: Art Deco

Materials: (enter categories from instructions.)

Principal exterior materials of the property: CONCRETE; BRICK; STONE: Granite;
TERRA COTTA

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The St. Louis Mart and Terminal Warehouse, designed by Preston J. Bradshaw and constructed for the Terminal Railroad Association of St. Louis in 1931-1933, occupies a three-acre parcel bounded by Spruce Street to the north, South Tucker Boulevard to the east, State Route 40/ Interstate 64 to the south and South Thirteenth Street to the west. Located in the city's old industrial warehouse district on the south edge of downtown, today the building is anchored by the civic center to the north, railroads to the south, freeways to the east and south, and the Mississippi River and Gateway Arch to the east, in an area still characterized by a strong industrial character.

Designed as an ambitiously scaled mixed-use building, the St. Louis Mart and Terminal Warehouse (now known as the Robert A. Young Federal Building and hereafter referred to as "the building"), is a massive, L-plan building. Originally containing exhibition, office and warehouse spaces, the highly visible north and east elevations are clad in brown glazed impervious brick and are Art Deco in style. The ascendant, full-height stepped pilasters between window bays at the building's north and east elevations are among its strong Art Deco features. At the northeast corner of the ten-story building, these pilasters continue upward another ten

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stories along the sides of a stout tower, with massing setbacks that emphasize the tower's vertical orientation in relation to the main block. Decorative white terra cotta blocks with abstracted acanthus leaf designs crown the tower and its setbacks. The north and east elevations are enlivened further by other deco-styled terra cotta work and the contrast between the white terra cotta and the brown brick walls. The unadorned red brick clad southwest wing of the buildings was originally a warehouse space, and it extends southward toward the nearby train tracks. On the interior, the original twenty-two-foot high entry vestibule leads to the elevator lobby, which features marble walls and an elaborate, stamped metal, coffered ceiling.

The exterior of the building is in very good condition with most of its original character-defining features intact. A 1957 alteration added three floors south and west of the tower, seamlessly replicating the original design and materials. This harmonious addition contributes to the building. In 2012, windows installed in 1991 were replaced with new windows that more closely replicate the appearance of the original windows. Since 1957, the building has served as an office building, resulting in the transformation of the original exhibit halls and warehouse areas. The building retains sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance.

Narrative Description

Site/Setting

Located just west of the Mississippi River and adjacent to rail yards, the St. Louis Mart and Terminal Warehouse (1933) was part of the city's old industrial warehouse district on the southern edge of downtown, where large nineteenth and early twentieth century wholesale warehouses such as the National Register-listed Cupples warehouses (1894-1917), a complex of red-brick warehouses, were common.¹ The early twentieth century brought increased density to the area with large multi-story manufacturing and wholesale buildings as well as civic buildings to the north. Today, the building is anchored by the civic center to the north, railroads to the south, freeways to the east and south, and the Mississippi River and Gateway Arch to the east. The building parcel is bound by poured concrete sidewalks on the north, west and northern end of the east side, where the building extends to the lot line. Parking areas are present along the south side and on the southern end of the east side of the parcel.

Today, the redeveloping neighborhood is characterized by a mix of historic and new buildings. Nearby landmarks include the Scottrade Center (1994), Busch Stadium (2006) and City Hall (1904). Immediate neighbors include the National Register-listed Endicott-Johnson Shoe Distribution Plant (1915, 1924) at 1132 Spruce Street, the Police Academy (1929) at 315 South Tucker Boulevard and the St. Louis City Center Hotel, housed in a 1929 warehouse, at 400 South Fourteenth Street (Photo 1).²

¹ The Cupples Warehouse District, bounded by Clark, Spruce, Eighth and Ninth streets, was listed in the National Register of Historic Places on June 26, 1998.

² The Endicott-Johnson Shoe Distribution Plant was listed in the National Register of Historic Places on October 11, 2007.

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General Description

The monumental, twenty-story, St. Louis Mart and Terminal Warehouse is comprised of two primary elements, befitting its original dual identity as a prestigious trade center or “mart” for the exhibition, sale, and distribution of a wide variety of goods and machinery, and as a working warehouse that opened up to its own railroad sidings leading to the adjacent railroad lines to the immediate south. Constructed to be fireproof, the concrete framed building included concrete floors and walls, 12-inch brick curtain walls and a “fully-sprinkled”³ interior with twenty-five acres of floor space or approximately 1 million square feet.

The trade mart occupied the shorter leg of the L-shaped masonry building, a large rectangle oriented east-west, while the warehouse comprised the long stem of the L, oriented north-south and extending toward the nearby railroad lines (see Sketch Map). The architectural treatment of the north and northern part of the east elevations emphasizes verticality with carefully rendered Art Deco details in a palette of white cast terra cotta and brown impervious brick with some incidental granite. The red brick warehouse portion of the mart is much plainer, more horizontal in character, and lacking in ornamental detail. The building’s northeast corner, at the intersection of Tucker Boulevard and Spruce Street, features a stepped, ornately detailed, stout tower of ten stories beginning at the trade mart’s tenth floor (Photo 2). At the south elevation, closest to the railroad lines, the grade drops away to reveal a basement level.

In 1957, the U.S. Army, the building’s owner at the time, added three floors to the main block of the building flanking the tower, raising it from seven to ten stories. Although this addition changed the exterior massing of the building, the corner tower still dominates the design (Figure 1 and Photo 2). The addition is virtually seamless with the original elevation, duplicating its materials and character-defining features on all four elevations. The later construction is evident only in the presence of concrete banding and a subtle difference in mortar and brick color on the secondary elevations on the east, west and south sides.

Exterior

East and North Elevations

The mart portion of the building reflects its period of significance in its Art Deco detailing and its attention to its role in the city’s downtown skyline (Photo 3). Brown brick is the principal material and is set against white cast-terra cotta elements that provide contrast and detail. This terra cotta work dominates the top of the tower, located at the building’s northeast corner, as an articulated crown, animating the roofline and establishing the building as a civic presence. The generous windows on these elevations are characterized by plain wood surrounds, three-over-three sash, and sills comprised of white cast stone. The windows, here and throughout the building, are multi-pane, black finished, metal sash installed in 2012. These windows replaced

³ [Terminal Railroad Association of St. Louis (TRRA)], “The St. Louis Mart: Where the World Comes to Sell, Where the Nation Comes to Buy,” publicity brochure (St. Louis: Terminal Railroad Association of St. Louis, [1931]).

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fixed, single-pane windows installed in 1991 and replicate the appearance of the original steel windows. The principal and character-defining feature of the lower portion of the tower and the north and east elevations of the main block of the building (stories one through ten) is the clear rhythm of brick pilasters with small pieces of white terra cotta that recede (as square medallions) or protrude (as rounded drainage spouts) from the pilasters (Photo 8). These vertical pilasters alternate with windows in a repetitive fashion. Each pilaster steps out beyond the plane of the elevation three times, each step the depth of one brick, narrowing in overall width in the manner of a step pyramid. Another character-defining feature seen on the north and east elevations is the regular pattern of brick end caps set within the larger field of a running bond pattern on the plane of the elevations. Along the roof edge of the north and east elevations are small-scale white terra cotta blocks with acanthus leaf patterning. Spandrel panels contain abstract, geometrical patterns designed with brick end capping.

The ground floor level on both north and east elevations conforms to a conventional Classical building treatment (suggesting base, column and capital of an Order). This level is characterized by a base of low-rise arches. As originally constructed, these arches were trimmed in dark grey granite and contained display windows. In a 1987, the primary public entry and lobby were shifted from the east to the north side of the building to provide improved access and security screening. The 1987 modernization removed the display windows to create an open arcade behind the arches along much of the east and north elevations. At this time, the grey granite trim around the arches was replaced by red granite trim. In addition to the series of arched openings, another character-defining feature at street level is seen at the bottoms of the second-story windows. Here, the terra cotta window base extends into the brick flanking the window and ends in an upturned flange, emphasizing the brick pilasters as a discrete field set off from the granite base.

At the center of the east elevation, facing Tucker Boulevard at street level, is a large opening with a dark grey granite surround topped by an over-scaled carved granite corbel placed perpendicular to the surround's face. (Photo 3). This opening, which retains the original grey granite trim, held the primary public entrance to the building, leading to the lobby, which in turn gave access to the tower and mart. As part of the 1987 modernization, the original entry, composed of four fully glazed doors topped by a towering multi-light transom, was removed and new multi-light glazing was installed to fill the entire opening and seal off this entrance. At this time, the primary public entrance was moved to the north elevation, fronting on Spruce Street. On the mart's long north elevation, the low arches in the first four bays at the eastern end become rectangular as one moves west. As on the east elevation, the arches are trimmed in red granite, replacing the original grey granite. The new primary entrance is located behind the above-mentioned rectangular openings within the arcade created in 1987. Placed at a right angle to the north elevation, it consists of a modern storefront assembly, which leads into the new public lobby constructed in 1987.

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Tower

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The ten-story tower, rising at the northeast corner above the bulk of the ten-story building, is identical on all four elevations (Photo 2). It does not meet the corner but is indented two bays on each side above the eleventh floor. The move breaks up the corner's mass and softens the transition from the horizontality of the continuous roof parapets on the north and east elevations; this removal of mass at each corner provides more windows for corner offices and also creates small roof terraces at the corners. Above the sixteenth floor, the tower steps back again on all sides to create a yet smaller footprint; here four roof terraces extend the length of their respective elevations with no corner terraces.

The characteristic brickwork in the lower portion of the tower ends at the bottom of the topmost band of windows, a point that serves as an organizing "datum line" for the entire circumference of this portion of the tower (Photo 9). Just below this line, each brick pilaster features a depressed and angled inset placed in its center. The deepest part of the depression ends at the bottom of the window. It is crowned by a small white cast terra cotta blind arch, in effect a blind "Palladian window," a standard Renaissance detail. Above the datum line, the pilasters change material from brick to white cast terra cotta. They end just below the parapet, crowned by an inset of an abstracted acanthus frond in terra cotta flanking either side of the stepped pilaster. The overall effect on this elevation at its lower pinnacle is of a series of closed fans. Meanwhile, the brown brick of the primary elevation plane extends past the top of the windows and terminates just beyond the mid-point of the area above the top of the window. Above this brick, each of the blind Palladian arches supports a dual-leaf acanthus frond; the fronds extend beyond the line of the roof parapet, a detail that is repeated for every pilaster on the north and east elevations on the lower areas of the building. Copper flashing, now patinated, tops the brick between the terra cotta.

The treatment of the ornament changes in the upper portion of the tower. At the bottom of the uppermost window, the building continues all in white terra cotta, no longer alternating brick and terra cotta, but continuing the established relief of the pilaster detail. Centered and mounted above each window, a curved pediment, set proud of the pilaster, supports a vertical pier of white terra cotta pieces flanked by repeating units of white terra cotta cast in the shape of abstracted acanthus leaves. Copper flashing caps the tower's crown and a tall flagpole is located at the center of tower's roof.

The overall impression is that of a palette of details and specific pieces of ornament employed as a flexible kit of parts, echoing the building's larger versatility and functionality. These details are seen to best advantage at the roofline and at the tops of the tower, where the building demonstrates its prominence in St. Louis.

East, South and West Elevations

The secondary elevations, located on the southern, setback, portion of South Tucker Boulevard (east elevation), along State Route 40/ Interstate 64 (south elevation) and Thirteenth Street (west elevation) are in sharp contrast to the two "public" elevations and generally correspond to the

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warehouse portion of the building (Photos 4, 5, 6 & 7). Here, the walls are composed of unadorned red brick laid between the exposed concrete floor slabs. The floor slabs in the original construction are stained red while those in the 1957 construction are raw concrete (Photo 5). The 1957 brickwork closely matches the original, with only a slight differentiation in the color of bricks and mortar. The walls present as a single plane without relief or decorative work of any kind. On the southern portion of the east elevation and eastern portion of the south elevation, fenestration begins at the third-floor level, reflecting the presence of an abutting building, removed at an unknown date, while elsewhere on the secondary elevations, the regularly spaced windows continue from base to roof in a continuous band at each floor. On the west elevation, a shallow, single-story extension with green metal roof projects from the face of the building on the ground floor level (Photo 7). This alteration dates to a 1987 cafeteria improvement project. The majority of the windows openings remain as built; however, some have been infilled with brick, most notably, the western most bay of the south elevation and southernmost bay of the west elevation. The predominant window type is a group of three ganged windows that nearly fills an entire bay. Single or paired window groupings are used less frequently and, where used, are repeated vertically within that particular bay on all floors. As elsewhere on the building, the windows in the secondary elevations are multi-pane, black finished, metal sash, installed in 2012 (Photo 6). These windows replaced single-pane windows installed in 1991 and more closely replicate the appearance of the original windows.

Interior⁴

As constructed in 1933, the St. Louis Mart and Terminal Warehouse contained a mix of exhibition, office and warehouse spaces. The Department of the Army bought the building in 1941 and in 1957 added three stories, converting the building to office use. In 1961, the U.S. U.S. General Services Administration (GSA) acquired the building to house federal agency offices.⁵

The building currently is configured for multiple agency offices and can accommodate more than 3,000 occupants. Comprising approximately a million gross square feet of floor space, the building's usable space is approximately 810,000 square feet. The tower above the tenth floor has been unused for several decades due to difficulties in making it compliant with safety codes; for example, an additional elevator and an exterior fire escape would be required. Currently, the unoccupied tower supports only elevator machinery, ventilation equipment and the fire suppression system.

On floors one through ten, the interior was rehabilitated extensively from 1987 to 1990 and, with a few exceptions, no original spaces, features or materials remain visible.⁶ Once open display and warehouse spaces have been reconfigured into office spaces multiple times, to suit changing needs of tenants. Original mushroom-shaped concrete structural columns have been hidden behind modern wall surfaces. New floors have been inserted over the original concrete floors to

⁴ Due to security concerns, it is not permissible to include floor plans.

⁵ "Bill Renames Mart Building for Ex-Rep. Robert A. Young," *St. Louis Post-Dispatch*, October 24, 1988.

⁶ Tim Bryant, "Nov. 27 Is A Hat Trick For Robert A. Young," *St. Louis Post-Dispatch*, November 28, 1990.

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accommodate data, phone and electrical lines, while ceilings have been lowered approximately twenty-four inches to allow for heating and air-conditioning ducts. Thus, the spaces are now characterized by dry wall or moveable partitions, suspended ceiling systems and modern flooring materials, such as carpet. Original doors, trim, light fixtures and other features have been almost entirely removed.

However, the grand lobby space located on the east side of the ground floor, behind the large opening described above, is still intact (Photo 10). The lobby originally provided public access to mart and to the tower. Two pairs of fully glazed bronze doors with bottom rails adorned with embossed shields and scrollwork lead from the twenty-two foot tall vestibule to the lobby. An ornate stamped metal coffered ceiling with polychrome guilloche, Vitruvian scroll and egg and dart motifs distinguishes the lobby (Photo 11). Other intact original finishes include cream-colored marble paneled walls with contrasting black marble base trim, a terrazzo floor and bronze Art Deco detailing. The original circular bronze and glass light fixtures are suspended from rods decorated with metal fronds and have scrollwork bands with alternating shield and bud motifs (Photo 11). Large hanging lantern style light fixtures, with similar frond and scroll motifs are also present (Photo 12). At the back of the lobby, opposite the vestibule doors, is a grand double staircase clad in cream and black marble with ornate brass railings. At the base of the staircase, the railings spiral down to meet the elongated wraparound bottom treads. An original bronze mailbox with cast decorative motifs echoing those on the ceiling, and decorative bronze radiator grilles are set into the lobby wall (Photo 13). The elevator lobby, located on the north side of the main lobby space, has five elevators. While the original elevator cabs have been replaced with modern units with stainless steel doors, the original rounded marble elevator door surrounds remain (Photo 14). Original water fountains with marble basins are located on the walls adjacent to the elevators.

Floors eleven through sixteen of the tower are unused but offer impressive views along Tucker Boulevard. Similarly, the seventeenth floor, originally home to the Mart Club, is also unoccupied, although its walkout balconies on three sides of the tower afford magnificent views of the Boulevard and nearby attractions. During World War II, while the Army owned the building, a general resided in a small apartment on the eighteenth floor of the tower, formerly the upper floor of the Mart Club. A small fireplace and tile flooring, indicating the location of the bathroom, are all that remain of the apartment and may date to the earlier use as a club (Photo 15). The three-sided corner fireplace features a raised brick hearth and carved stone corbels supporting a deep mantelpiece with a carved shield medallion and banner carrying gothic script. Directly above the mantelpiece and in the same plane, a plaster-clad chimney continues up through the ceiling. The remainder of the eighteenth floor, as well as the nineteenth and twentieth floors, are now occupied by mechanical equipment.

Integrity

The exterior of the St. Louis Mart and Terminal Warehouse is in very good condition with most of its original character-defining features intact. However, alterations have occurred over the years. In 1957, three stories were added above the main block of the building. This harmonious addition contributes to the building's architectural significance. A 1987 modernization project

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moved the primary public entrance from the east to north elevation. This entailed changes to the entry on the east side and removal of a series of display windows on the east and north elevations at street level leaving a series of open arches. At this time, the grey granite trim along the arches was replaced with red granite. The 1987 modernization project, while unfortunate, left the original openings intact. In 1991, the original multi-light steel sash windows were replaced with single-pane, fixed windows. However, a 2011-2012 rehabilitation project replaced these inappropriate single-pane windows with multi-light, sash windows replicating the appearance and function of the original windows. Perhaps most importantly, the building retains its notable Art Deco detailing, materials and finishes on the exterior. While most of the interior spaces and finishes have been altered, the ornate original public lobby remains intact with its many distinctive finishes and features. Thus, despite alterations over time, the building retains sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance.

The building is currently slated for a seismic upgrade. This project, which has been coordinated with the State Historic Preservation Office, will involve the insertion of shear walls and dampers, primarily on the building's interior, and will meet the Secretary of Interior's Standards. The significant interior lobby and vestibule areas will not be affected by the project.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance
(Enter categories from instructions.)
ARCHITECTURE

Period of Significance
1933, 1957

Significant Dates
1933, 1957

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Bradshaw, Preston J.

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Summary Paragraph

The St. Louis Mart and Terminal Warehouse meets National Register Criterion C for ARCHITECTURE as an excellent and intact example of an early twentieth century skyscraper designed in the Art Deco style. The building was designed by Preston J. Bradshaw, a St. Louis native and one of the city's most prolific and talented architects in the first half of the twentieth century. While the interior has been extensively remodeled, due to the conversion of its spaces from industrial mart and warehouse to office use, the exterior retains most of its significant character-defining features and materials. The St. Louis Mart and Terminal Warehouse retains integrity of location, design, materials, workmanship, setting, feeling and association.

The St. Louis Mart and Terminal Warehouse is eligible for the National Register of Historic Places at the local level of significance under Criterion C for 1933 and 1957, the date of its original construction and the date it was expanded by a harmonious three-story addition.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Purpose of the Building

Constructed at a cost of \$5 million, among its various uses the St. Louis Mart and Terminal Warehouse was designed as “the largest permanent exhibition of machinery in the country,”⁷ particularly focused on housing products of “the St. Louis Territory.”⁸ The Terminal Railroad Association (TRRA) funded the building in large part because of the role it believed the building would play in “the development of the central, southern and southwestern part of the United States”⁹ The building was billed as an ultra-modern “sales center, designed by sales engineers for better selling in St. Louis,” with coordinating offices, display marts and storage all under one roof.¹⁰ All, or any, of the building's features could be used individually or in any combination. In this way, the building was not purely an office building, an exposition building or an industrial building, but rather a merchandising institution offering both the St. Louis and the outside manufacturer or distributor every facility for the sale, display and distribution of their product. Ultra-modern in every respect, the building's features were designed not only to give efficient and economical service, but also to add prestige to the business address of every tenant.

⁷ [Terminal Railroad Association of St. Louis (TRRA)], “The St. Louis Mart Building— Purpose-Location-Description,” information sheet (St. Louis: Terminal Railroad Association of St. Louis, [1931].

⁸ *St. Louis Post-Dispatch*, July 2, 1931.

⁹ *Ibid.*

¹⁰ [TRRA], “Purpose-Location-Description.”

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The presence of the new building in central downtown was also intended to enhance and demonstrate St. Louis's pivotal position as a major hub of trade and "the second-largest railroad center in the world."¹¹ Contemporary promotional material pointed out that St. Louis was also considered "one of the two greatest markets in America for the sale of machinery and railway equipment."¹² Locating the mart in St. Louis, then, was a calculated move and a decision marketed often in advertisements. Due to the industrial trend toward the south and southwest, St. Louis was considered the logical national sale and distribution point for railroad equipment and machinery. With a stable labor supply at reasonable wages and abundant power at low cost, the "territory" was expected to experience a rapid industrial growth during the decade following the building's construction. Expectations for growth persisted despite the economic slowdown affecting the entire nation due to the Great Depression. The creation of the machinery mart was not only desirable, but marketed as necessary to provide for the increasing requirements of the surrounding trade territory. Accordingly, the warehouse facilities, office space in the tower and a direct switching connection with the Terminal railroads to serve manufacturers exhibiting in this railway equipment mart combined to provide a well-rounded facility, which gave St. Louis an advantage over many larger industrial centers.¹³

Location

The location of the monumental St. Louis Mart and Terminal Warehouse was carefully selected prior to the commencement of construction in 1931. Positioned along Tucker Boulevard (originally Twelfth Street) at Spruce Street adjoining the Municipal Plaza Group, the building was within easy walking distance of all the principal downtown hotels, office buildings, retail and wholesale districts, and was only six blocks from Union Station. Within two blocks of the building were the new Federal Building site, the Memorial Plaza site, and the new Municipal Auditorium. The location, then, was strategic, as the commercial structure was located adjacent to the city's civic center and allowed for extensive railroad and truck dock facilities in direct connection with the building. The building's location also proved convenient to customers, employees and the general public. Transportation to and from the building was especially well planned and included streetcars, buses, service cars and ample and convenient parking.

The St. Louis Mart and Terminal Warehouse debuted in 1933 and was commonly known as "the St. Louis Mart Building" or simply "the Mart." The building housed the offices and warehouse for the TRRA, which served both sides of the Mississippi River with fifteen trunk lines, local freight car movement and switching yards. Although the TRRA no longer has a presence in the building, it still coordinates railroad operations throughout the greater St. Louis region.

¹¹ Ibid.

¹² *St. Louis Post-Dispatch*, July 2, 1931.

¹³ "Railroads will Find Machinery Section of New Mart of Service," *St. Louis Daily Globe-Democrat*, Tuesday Morning, April 7, 1931.

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Original Amenities

When constructed, the building provided twenty-five acres of floor space (approximately 1 million square feet) in a twenty-story structure. It included an exhaustive array of services, including modern offices, extensive displays, merchandise mart, furniture mart, complete warehousing, machinery mart, radio mart, electrical mart, building materials mart, and industrial units, all under one roof and fully coordinated, with large capacity railroad sidings and truck docks. Unique services offered within the building included advertising, statistical, traffic and buyer's guide departments; trained display and secretarial attendants; a radio station, auditorium, meeting rooms, and parking; and, in the tower, the Mart Club, which included a variety of luxury services for tenants and their guests.

Perhaps the most important amenity for exhibitors in and tenants of the building was the advertising undertaken by St. Louis Mart, Inc., operator of the building. Extensive local and national advertisements were placed featuring permanent and special expositions in the mart portion of the building, as well as all other facilities and items for sale within the monumental structure. Each advertisement sought to make the building an address of distinction. One such advertisement boasted: "The St. Louis Mart, Where the World Comes to Sell, Where the Nation Comes to Buy." The building's downtown location, buyer display marts, exceptional storage facilities, complete shipping service and low overhead cost, all under one roof, allowed it to rise to distinction within its region, a crucial one for railroads and the westward expansion of their business.

Upon entering the building through the main entrance on Tucker (originally Twelfth) Boulevard, visitors were treated to a twenty-two-foot-high entrance vestibule leading to the elevator lobby and grand staircase. The extensive use of marble, bronze and ornamental terrazzo floors offered a feeling of refinement and elegance attractive to both sellers and buyers.

The first to seventh floors contained various marts such as electrical, machinery, merchandise, furniture and building materials, in addition to storage space. On the second and third floors was located one of the most elaborate broadcasting stations in the United States at the time, which was allied with the Columbia Broadcasting Company, with an adjacent auditorium with a seating capacity of approximately 500 people. The broadcasting station, KMOX, signed a fifteen-year lease for the space. Accordingly, the St. Louis Mart, Inc., contracted to spend \$50,000 annually during the fifteen-year period, for the purpose of marketing the address to listeners. Thus, a total of \$750,000 was pledged in the first year of the building's construction solely for radio advertising to reach potential sellers and buyers.

The eighth to the sixteenth floors were devoted exclusively to office space. Six high-speed passenger elevators served the office tower, the display sections, and the warehouse and industrial sections. The seventeenth and eighteenth floors were occupied exclusively by the Mart Club for the use of tenants and their guests. The Mart Club included a spacious lounge, solarium, dining rooms, conference rooms, locker rooms, toilets, shower rooms, kitchen and

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dining rooms connecting with outside roof terraces. The terraces, a novel feature in club design and arrangement, included dramatic quarry tile floors and were situated nearly 200 feet above the ground, overlooking St. Louis and the many landmarks located nearby along Twelfth (now Tucker) Boulevard. Along with the Mart Club's conference rooms, meeting rooms were provided on other floors for sales conventions, conferences and demonstrations. The building also featured public restaurants meant to attract buyers and viewers of the exhibits and displays, and the auditorium adjacent to the radio broadcasting studios could also be used as a banquet hall.¹⁴

In addition to the six high-speed passenger elevators serving all sections of the building, the building also included nine freight elevators with the capacity of 10,000 to 18,000 lbs. The freight elevators were distributed well throughout the building to provide for efficient handling of merchandise to every part of the structure. The largest elevator could carry a large truck for convenient loading and unloading of products and materials on any floor.

Perhaps the most important space within the building was its large Machinery and Railway Equipment Mart, designed for the most efficient and effective selling. A testament to the importance of this space, many railroad and industrial executives heartily endorsed and supported the construction of the entire building for this space alone. Their letters to Henry Miller, president of the TRRA responsible for the building's construction, expressed that the Machinery and Railway Equipment Mart would support the further development of the central, southern and southwestern parts of the United States.¹⁵ Many argued that this portion of the building would in fact provide an invaluable service to all railroads in the United States.¹⁶

The Machinery section of the mart was the largest permanent exhibition of machinery in the country, and, according to E.L. Stancliff, President of the Mart Operating Company, and many railroad officials, established St. Louis as the greatest machinery distributing point in the United States.¹⁷ In a 1931 newspaper article, TRRA President Henry Miller attested:

“Through creation of the railway equipment and machinery mart an invaluable service is rendered, not only to the railroads of this city, but also the manufacturers of railway equipment and heavy machinery. To my knowledge there is no other permanent exhibit like it in the country, and it should go a long way toward increasing St. Louis' prestige as the dominant trading center for the South and Southwest.”¹⁸

The Mart was unique in its ability to offer complete displays to sellers and buyers. From diamond drills to diesel engines, from the smallest magnetic switch to turbines and generators, the permanent Machinery and Railway Equipment Mart displayed in its continuous exposition every type of machine and equipment. The comprehensive display was in effect the general

¹⁴ [TRRA], “Purpose-Location-Description.”

¹⁵ Ibid.

¹⁶ *St. Louis Daily Globe-Democrat*, Tuesday Morning, April 7, 1931.

¹⁷ Ibid.

¹⁸ *St. Louis Daily Globe-Democrat*, Tuesday Morning, April 7, 1931.

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sales and distribution headquarters of national manufacturers. Units and displays were available for nearly every purpose, from small booths, to open exposition sections, to a combination of large units behind plate glass display windows. In the distribution and storage section, any quantity from one small carton to an entire trainload could be handled. In the office section, a small office, a large suite, or an entire floor could be arranged to meet a tenant's requirements.¹⁹ A unique and complimentary feature of the building was that large floor areas permitted the most efficient labor savings layout for sellers. Additionally, skilled and unskilled labor was available from the Mart organization on an hourly basis.

A significant benefit of tenancy in the building was the sales territory opened up to tenants. The St. Louis Mart Terminal and Warehouse was constructed by the TRRA, which consisted of fifteen trunk lines entering St. Louis, operating twenty-nine railroads. It was only natural that one of the most important functions of this institution would be to render its greatest service to those manufacturers who wished to reach, most directly, the purchasing departments of the railroads and other large industries.

The extensive sales territory of the Mart was often touted in local and national advertisements. In particular, the overnight shipping service afforded to tenants was impressive. Overnight shipping was available to Pittsburgh to the east, Chicago and Milwaukee to the north, Lincoln, Nebraska, and Wichita, Kansas, to the west, and Jackson, Mississippi, to the south. Likewise, buyers could travel without losing a significant amount of business hours, as one could arrive by overnight sleeper to St. Louis, and make the return trip overnight without loss of working time. Maps were printed showing the variety of cities that could be reached overnight. A particularly popular slogan in advertisements was "Sell from the Center—Not the Rim!" Locating within the building saved both time and costs, as long distance telephone rates and parcel post zones were all favorable, daily track delivery service was available for the region, and packages could be sent nationwide quickly. Advertisements such as "50 million people within 500 miles," and "the City surrounded by the United States" gave statistics showing the benefits of the building's distribution services. The Mississippi waterways system was another alternative method to reach customers shown in advertisements.

Express, parcel post, truck and railroad deliveries were all available to tenants of the building, which was located five blocks from the main express office. The building also had scheduled consolidated delivery to the main St. Louis post office for parcel post, providing particularly quick service. Daily truck service from St. Louis included nearly 200 companies operating from ten union truck depots. The building had a fifty-truck dock capacity on a wide private street and automobile docks on Thirteenth Street and Spruce Street, serving all truck lines entering the city, with a special consolidated local service reducing cost. Quick delivery to all parts of the city on a special zone rate was advertised.

¹⁹ [TRRA], "Purpose-Location-Description."

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TRRA's origins date back to a late eighteenth century ferry company crossing the Mississippi, one of many entities, including several railroads, consolidated in 1889 under the leadership of Jay Gould. The original railroads making up TRRA were the Missouri Pacific Railway Company, the St. Louis, Iron Mountain and Southern Railway Company, Wabash Railroad Company, the Ohio and Mississippi Railway Company, the Louisville and Nashville Railroad Company and the Cleveland, Cincinnati, Chicago and St. Louis Railway Company. Numerous other railroads were admitted to TRRA in later years. TRRA's singular goal was to enhance and shepherd the interest of these railway companies and the waterways they controlled in St. Louis, a location pivotal to national trade and expansion. Today the TRRA is owned by the Union Pacific Railroad, Burlington Northern and Sante Fe Railway, CSX Transportation, Canadian National Railroad, and Norfolk Southern Corporation and its rail-switching yard is located in Madison, Illinois.²⁰

The function of TRRA was to move freight and passenger cars east and west through St. Louis between trunk line railroads and to move freight in and out of the city; this necessitated constructing bridges over the Mississippi as well as other infrastructure. TRRA owned track, switching yards, trunk lines, Merchants Bridge and Union Station. Statistics regarding TRRA's St. Louis operation in 1928 include: 400 miles of track; 175 locomotives; 28 connecting lines; loaded freight car interchanged, 2,708,689; empty freight cars interchanged, 2,266,792; industries served, 1,534; individual freight cars loaded, 207,370; individual freight cars unloaded, 208,191; Union Street train sheds, 32; passenger trains incoming, 48,300; passenger trains outgoing, 46,945; passenger cars inbound, 313,631; passenger cars outgoing, 313,175; pieces of baggage handled, 1,034,980.²¹

In 1931, when the TRRA commissioned the St. Louis Mart and Terminal Warehouse, the city was the second largest railroad center in the world. St. Louis was also the headquarters of five great southwestern railroads, and by virtue of its importance as a railroad and industrial center, ranked as one of the two greatest markets in America for the sale of machinery and railway equipment. In addition to the railroads that headquartered or operated extensively through St. Louis, many smaller roads in the south and southwest came to the city as their buying market. St. Louis was headquarters to: the Missouri Pacific Railway Company, the Frisco Lines, the Missouri-Kansas-Texas Railroad, the Wabash Railroad Company, the St. Louis Southwestern Railway, TRRA, and fourteen smaller railroads; this comprised a significant market for manufacturers of railroad related machinery, hence one reason St. Louis Terminal Mart and Warehouse was considered a necessity.²²

Though the Great Depression had begun, members of the TRRA believed that St. Louis was poised for rapid industrial growth given its abundant sources of natural energy and resources at

²⁰"TRRA History," Terminal Railroad Association of St. Louis website.

<http://www.terminalrailroad.com/About/TRRAHistory.aspx>, accessed March 21, 2016.

²¹ Henry Miller, *St. Louis Railroad Facilities* (St. Louis: Terminal Railroad Association of St. Louis (TRRA), 1928).

²² [TRRA], "Purpose-Location-Description."

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low cost and steady labor supply. Its strategic central location in the heart of America and on the Mississippi encouraged promotions boasting the number of large cities that could be reached without loss of business hours.²³ The TRRA and the railroad executives who united behind the construction the building wanted to capitalize on the moment. Thus, the building would serve as headquarters for the prestigious and influential railroad association as well as a state-of-the-art facility for a wide range of manufacturers, particularly heavy machinery and tools.

Architect/Builders

The architect of the St. Louis Mart and Terminal Warehouse was Preston J. Bradshaw. W.J. Knight & Co. was the consulting engineer on the project and Gamble Construction Company served as the general contractor.

Preston J. Bradshaw (1884-1953), a St. Louis native, studied architecture at Columbia University and worked briefly as a draftsman in the well-known architectural firm of McKim, Mead and White before returning to St. Louis in 1905 and eventually establishing his own firm. His earliest known architectural projects are houses and apartments in suburban streetcar neighborhoods. However, he soon became known in St. Louis and well beyond as a master of large-scale buildings. While he is best known for his high-rise hotel and apartment designs during the 1920s in the city's prosperous Central Corridor, he was also a highly successful designer of large, low- and mid-rise industrial and commercial buildings. For example, during the 1910s and 1920s, Bradshaw designed a large number of auto-related buildings, most combining showrooms with garage and storage facilities.²⁴ Many of these buildings are located along Locust Street in the area listed in the National Register as the Locust Street Automotive District (NR 9/1/2005). Most were clad in brick with judicious use of terra cotta ornament in the Renaissance Revival style. His first industrial building was the 1919 Lacassian Laboratories Building, a perfume laboratory and factory located at 2200 Locust Street. The six-story reinforced concrete building featured Renaissance Revival terra cotta ornament, ganged windows for daylighting and truck loading docks.

During the 1920s, Bradshaw designed a remarkable number of luxury high-rise hotel and apartment buildings and became a developer and owner with the Lennox Hotel (NR, 9/6/1984). Completed just as the Great Depression began in 1929, the twenty-four story tower is located at 823-827 Washington Avenue. Bradshaw's high-rise buildings exhibit a common theme of terra cotta base, brick shaft and terra cotta cornice. Typically drawn from Italian Renaissance sources, the elaborate bands of ornamentation contrast with expanses of plain brick. The interiors exhibit modern, efficient layouts. Undoubtedly, Bradshaw's success was linked to his "facility in

²³ Ibid.

²⁴ This account of Bradshaw's career is drawn from Lindsey M. Derrington, "Preston J. Bradshaw, AIA (1884-1953)," Landmarks Association of St. Louis website. http://www.landmarks-stl.org/architects/bio/preston_j_bradshaw_aia_1884_1953/, accessed March 23, 2016, and Michael R. Allen, *Draft National Register Nomination form: General Electric Supply Corporation Building*, prepared June 3, 2014, 8-4 to 8-7.

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integrating utilitarian ideals of functional plan with a handsomely articulated façade treatment,” as noted by Mary M. Stirtz in the nomination for the Lennox Hotel.²⁵

St. Louis Area Buildings by Bradshaw	Year
Ford Apartments	1950
St. Louis County Courthouse	1949
General Electric Supply Corporation Building	1939
Lucas and Hunt Village Apartments	1939
The Soldiers' Memorial	1938
St. Louis Mart and Terminal Warehouse	1933
Carpenters Building	1930
Lennox Hotel	1929
Paul Brown Building	1926
Renaissance St. Louis Suites Hotel	1925
Baker Hotel	1925
The Roberts Mayfair Hotel	1925
The Camberley Brown Hotel	1923
Coronado Hotel and Ballroom	1923
Forest Park Hotel	1923
Chase Hotel and Apartments	1922
The Westmoreland	1922
Melbourne Hotel/Jesuit Hall of St. Louis University	1921
Nash St. Louis Motor Company Building	1920
Weber Implement and Automobile Company	1919
Lacassian Laboratories	1919
Plaza Hotel	1915

As elsewhere, new construction slowed to a near halt in St. Louis during the Great Depression; however, Bradshaw continued to receive commissions. His most notable project in the 1930s, besides the St. Louis Mart and Terminal Warehouse, was the World War I Memorial located nearby on the Memorial Plaza. The stone clad building was designed with the abstracted classical forms and detailing of Stripped Classicism in collaboration with the firm Mauran, Russell & Crowell. Bradshaw continued to design throughout the 1940s. His last building, the modern style Ford Apartments (NR 1/26/2005), located at 1405 Pine Street, was completed just three years before his death. Summarizing Bradshaw’s career in an article for the Landmarks Association of St. Louis, Lindsey M. Derrington notes that Bradshaw:

[left] behind him one of the most important architectural legacies in St. Louis. An almost inordinate number of his buildings have been placed on the National Register of Historic Places based on their architectural significance.... His designs were covered in

²⁵ Mary M. Stirtz, National Register of Historic Places form: Lennox Hotel (Washington, D.C.: National Park Service, 1984), p. 8-1.

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the most prominent architectural publications in the nation, and the scope of his nearly fifty years' worth of work stands a testament to his innovation and mastery of architectural style and form.²⁶

Architecture

As constructed in 1933, the St. Louis Mart and Terminal Warehouse was an ambitiously scaled mixed-use building, which combined exhibition, office and warehouse spaces. Although now only used for offices, the design of the massive L-shaped building still reflects its original mixed-use program, combining the low rise (originally seven stories and ten stories after the 1957 addition) mass, for exhibit and storage of large-scale machinery and other goods, with a ten story high tower containing offices and amenities such as a club. The highly visible north and east elevations adjacent to the tower are Art Deco in style, while the remaining elevations are spare and unadorned. It is the first and only major building designed by Preston J. Bradshaw in the Art Deco style. On its completion, although in the midst of the Great Depression, the building was a prominent landmark in downtown St. Louis and a symbol of the city's prominence as an industrial and trade center.

The St. Louis Mart and Terminal Warehouse is locally significant as an early twentieth century skyscraper designed in the Art Deco style. Initially associated with Post World War I exuberance and 1920s luxury, Art Deco is an abstract but decorative design system associated with the new machine age, a positive future and Modernism in general. Although a handful of Art Deco style high-rise buildings were completed throughout St. Louis on the eve of the Great Depression (Continental Building, 1929; Park Plaza Hotel, 1929; and South Side National Bank Building, 1928), Bradshaw continued to favor the Renaissance Revival style, using it for his twenty-five story Lennox Hotel, completed in 1929.²⁷

The building is Bradshaw's first using the Art Deco style and exemplifies the style's emphasis on verticality through the use of setback massing in the tower and the ascendant, full-height stepped pilasters between window bays on the north and east elevations. Decorative white terra cotta blocks with abstracted acanthus foliage designs crown the tower and its setbacks. This crowning, the patterns within it, and the stark contrast between the white terra cotta and the brown glazed impervious brick of the elevations are additional art deco features. Other deco-styled terra cotta work on the building includes the small square medallions beneath the tower's apex and the protruding terra cotta drainage spouts beneath these. Along the roof edge of the north and east elevations are smaller scale white terra cotta blocks with additional acanthus patterning. Spandrel panels contain abstract, geometrical patterns designed with brick end capping. While the building is among the most prominent examples of the Art Deco style in downtown St. Louis, it is restrained in its use of the style. In this respect, the building, reflects Bradshaw's longstanding affinity for "pragmatic exterior programs, with emphasis on gridded fenestration and deliberate and sparing use of ornament to accent building elements."²⁸

²⁶ Derrington.

²⁷ Allen, 8-6.

²⁸ Ibid, 8-8.

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The less public, west and south elevations of the building, consisting of ribbons of windows set in plain brick walls with exposed concrete framing elements, clearly express the building's warehouse function and connect it to the city's history as a major manufacturing and distribution center. Although designed as a mixed-use building, a substantial portion of the massive St. Louis Mart and Terminal Warehouse was devoted to warehousing. Located adjacent to the TRRA yard, it included dedicated rail spurs that could accommodate thirty freight cars, docks that could accommodate fifty trucks at a time, freight elevators capable of lifting loaded trucks and acres of floor space for storage.

As was intended by its owner, the TRRA, and accomplished designer, Preston J. Bradshaw, the St. Louis Mart and Terminal Warehouse stood out from its more typical warehouse neighbors. Its mixed-use program allowed the addition of its signature element, the stepped tower rising to a height of twenty stories at the northeast corner, visible even today from many locations in downtown and midtown St. Louis. The Art Deco detailing of the north and east elevations, executed in contrasting white terra cotta and brown brick, celebrates the building's and city's modernity and industrial future. The unadorned south and west elevations, composed of red brick and ribbon windows, reflect the building's utilitarian functions and the city's industrial history.

In 1941, the Department of the Army acquired the building from the TRRA, presumably for use as a warehouse in the build-up to World War II. In 1957, the army converted the building to office use, at which time three stories were added to the main block. The addition is of substantial scale and mass and reflects an unusual degree of care and thoughtfulness in its design and execution. While the three additional stories on top of the original seven-story main block changed the relationship between the main block and tower, the tower still dominates the building and the midtown St. Louis skyline. The Art Deco detailing as well as the contrasting brown brick and white terra cotta that distinguished the "public" north and east elevations was continued seamlessly in the addition. For these reasons, the 1957 addition is considered to contribute to the significance of the 1933 building.

Continued Occupancy

In 1961, the building was transferred to the GSA to house federal agencies. In 1977, GSA considered disposing of the building in light of an estimated \$18,250,000 required for renovation.²⁹ However, instead, GSA rehabilitated the building, and a variety of federal agencies continued to operate under one roof. Major rehabilitation projects were completed in 1977, 1987, 1991 and 2012, modernizing the building to meet tenant requirements and enhance energy performance. Current tenants include the Internal Revenue Service, U.S. Army Corps of Engineers and a GSA field office.

The building continued to be known as the St. Louis Mart Building until 1988, when it was renamed under the Public Buildings Act in honor of former U.S. Representative Robert A.

²⁹ *St. Louis Post-Dispatch*, July 14, 1977.

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Young, a Democrat from Maryland Heights. Young was elected to the Missouri House of Representatives in 1956 and continued to serve until 1962, when he was elected to the Missouri Senate. He then left state politics upon his election to the U.S. House of Representatives in 1976. Young was chairman of the House Public Works Committee's subcommittee on public buildings and grounds during his tenure from 1976 to 1986. While Young served as a congressman, he sponsored legislation to rehabilitate the building and consolidate several federal agencies into one central, government-owned building.

Significance

The St. Louis Mart and Terminal Warehouse is eligible for the National Register of Historic Places under Criterion C for ARCHITECTURE as an excellent and intact example of an early twentieth century skyscraper designed in the Art Deco style. The building was designed by Preston J. Bradshaw, a native son of St. Louis and one of the city's most prolific and talented architects in the first half of the twentieth century. The exterior retains most of its significant character-defining features and materials, appearing much as it did during the building's period of significance. While the interior has been extensively remodeled, due to the conversion of its spaces from industrial mart and warehouse to office use, key elements of the original ground floor public spaces are retained within the building's entrance vestibule and lobby. When, as part of the 1957 conversion to office use, the main portion of the building flanking the tower was raised in height by three additional floors, great care was taken to ensure that the addition was virtually seamless with the original construction, making the addition itself significant under Criterion C. Thus, the building is significant under Criterion C for the dates 1933 and 1957, when the construction of the building and its subsequent addition were completed.

The St. Louis Mart and Terminal Warehouse retains integrity of location, design, materials, workmanship, setting, feeling and association. The St. Louis Mart and Terminal Warehouse is eligible for the National Register of Historic Places under Criterion C, at the local level of significance, for the dates 1933 and 1957.

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9. Major Bibliographical References

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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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: GSA, Heartland Region

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acres of Property 3 acres

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Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 15 | Easting: 743713 | Northing: 4278794 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The subject property consists of the entire 397 x 330 foot land area bordered by South 13th Street to the west, Spruce Street to the north, South Tucker Boulevard to the east, and State Route 40/ Interstate 64 to the south.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the nominated property include the entire parcel on which the St. Louis Mart and Terminal Warehouse stands. These parcel boundaries are consistent with those of the property during the period of significance.

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11. Form Prepared By

name/title: Christopher Hetzel, Barbara Lamprecht & Erica Kachmarsky, ICF Jones and Stokes Architectural Historians; Revised by: Elizabeth Hannold, GSA, Center for Historic Buildings

organization: ICF Jones and Stokes; GSA, Center for Historic Buildings

street & number: 811 W. 7th Street, Suite 800

city or town: Los Angeles state: CA zip code: 90017

e-mail _____

telephone: 202.501.2863

date: 8/28/2009; Revised 6/14/2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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Photo Log

Name of Property: St. Louis Mart and Terminal Warehouse

City or Vicinity: St. Louis

County: (Independent City) State: Missouri

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 15. Overview of building within its setting facing southwest.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

2 of 15. North and east elevations facing southwest.

Photographer: Kirk Hadden, Etegra, Inc.

Date Photographed: 6/12/2015

3 of 15. East elevation facing southwest, showing original primary entrance.

Photographer: Kirk Hadden, Etegra, Inc.

Date Photographed: 6/12/2015

4 of 15. East and south elevations, facing northwest.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

5 of 15. East and south elevations, facing northwest.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

6 of 15. West elevation, showing windows installed in 2012.

Photographer: Kirk Hadden, Etegra, Inc.

Date Photographed: 6/12/2015

7 of 15. West and north elevations, facing southeast.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

8 of 15. Detail of east elevation, showing stepped pilasters, decorative brickwork and windows installed in 2012.

Photographer: Kirk Hadden, Etegra, Inc.

Date Photographed: 6/12/2015

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9 of 15. Detail of upper level terra cotta Art Deco stylistic details, facing southwest.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

10 of 15. Interior, lobby facing east from stairs toward vestibule doors.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

11 of 15. Detail of lobby facing east, showing coffered ceiling and circular light fixture.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

12 of 15. Detail of lobby, showing lantern style light fixture.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

13 of 15. Detail of lobby, showing bronze mailbox.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

14 of 15. Detail of lobby, showing elevator door surround and water fountain.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

15 of 15. Detail of fireplace on eighteenth floor.

Photographer: Christopher Hetzel, Jones & Stokes

Date Photographed: 11/16/2006*

*Note – GSA has verified that the building as shown in this view has not changed since the date of this photograph, with the exception of the windows installed in 2012, as noted in the description.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

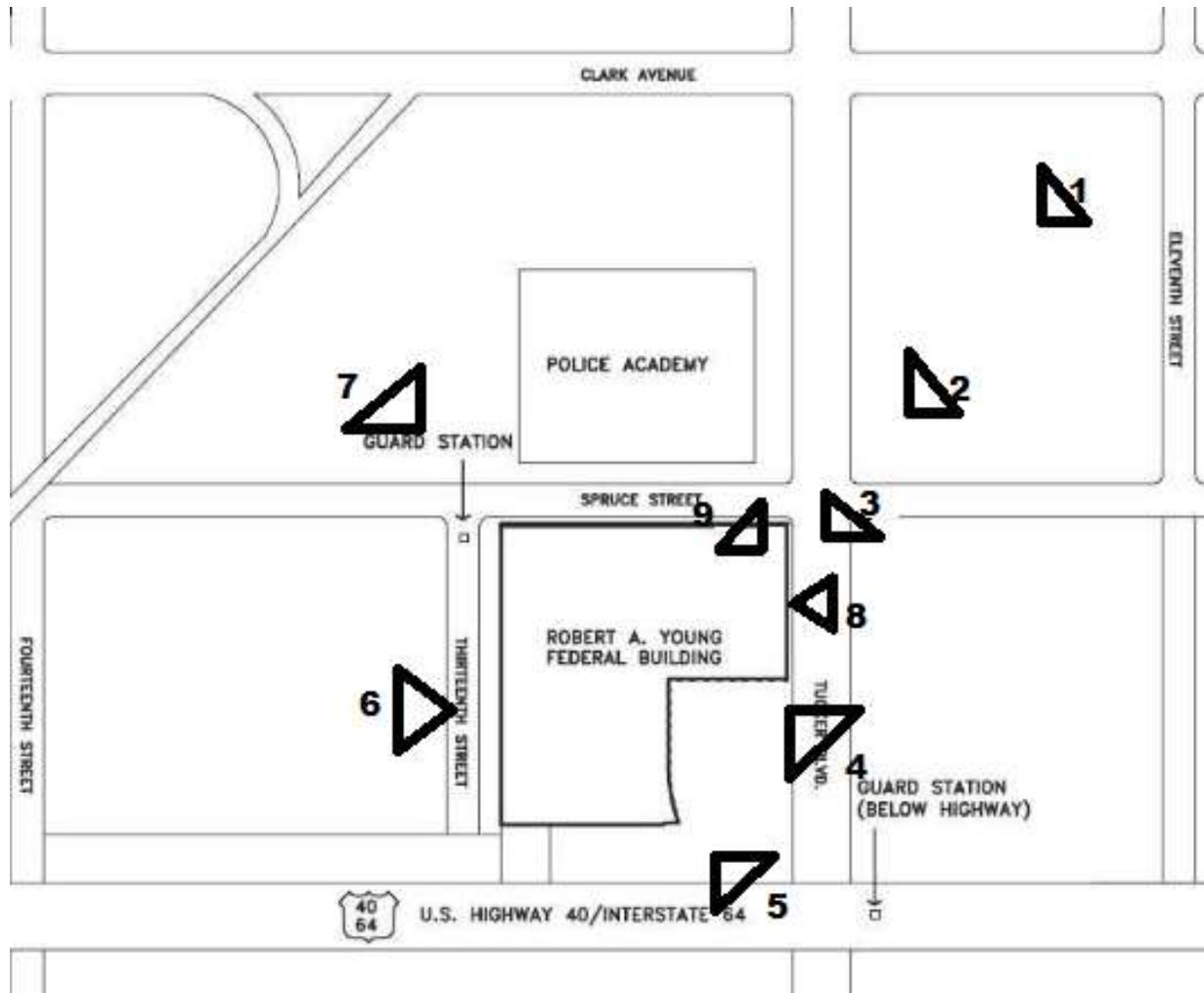
St. Louis Mart and Terminal Warehouse

Name of Property

St. Louis (Independent City), Missouri

County and State

Photo Key



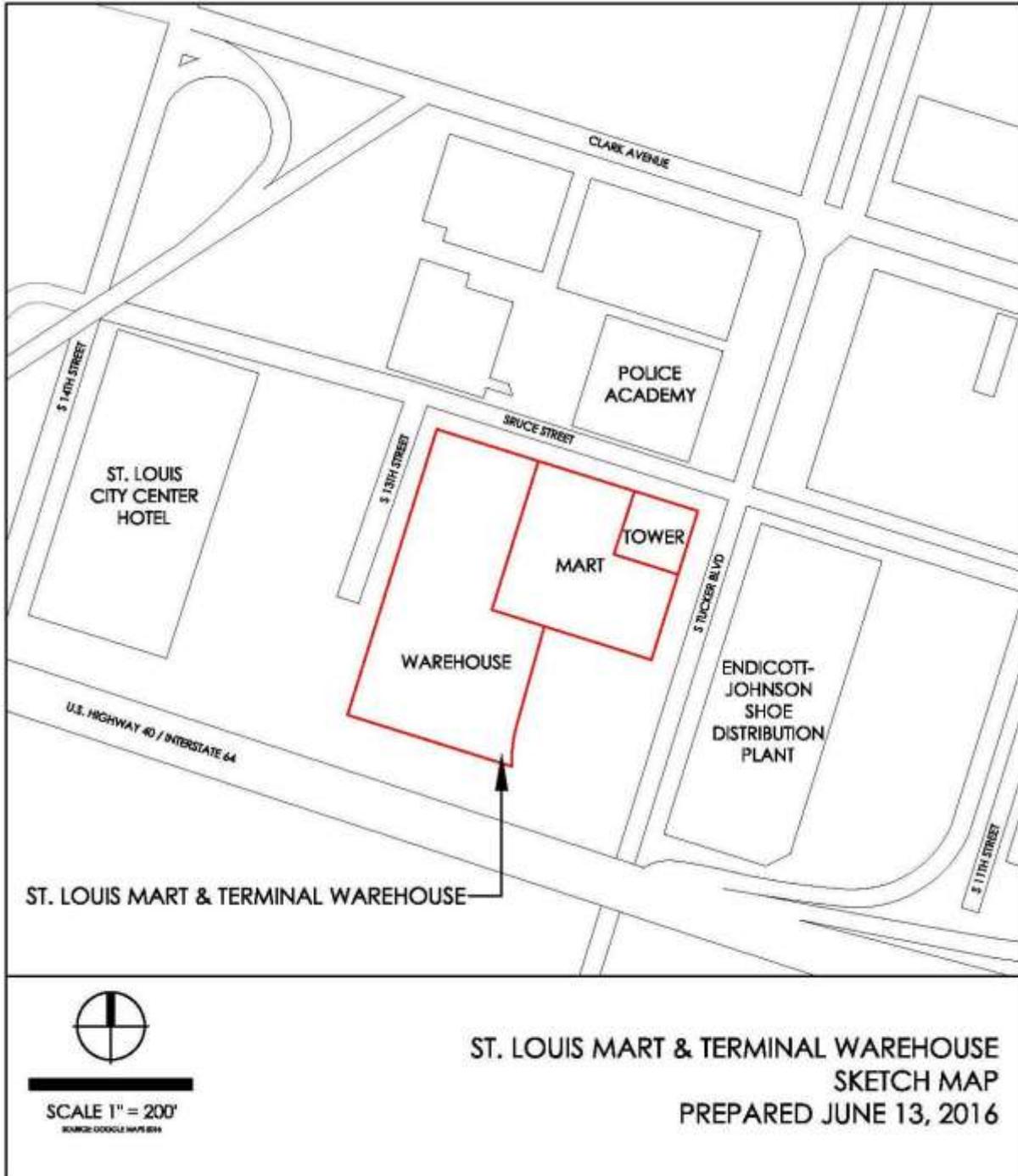
St. Louis Mart and Terminal Warehouse

Name of Property

St. Louis (Independent City), Missouri

County and State

Sketch Map



St. Louis Mart and Terminal Warehouse

Name of Property

St. Louis (Independent City), Missouri

County and State

Figure 1 – St. Louis Mart and Terminal Warehouse circa 1933, before addition of three floors to main block in 1957.



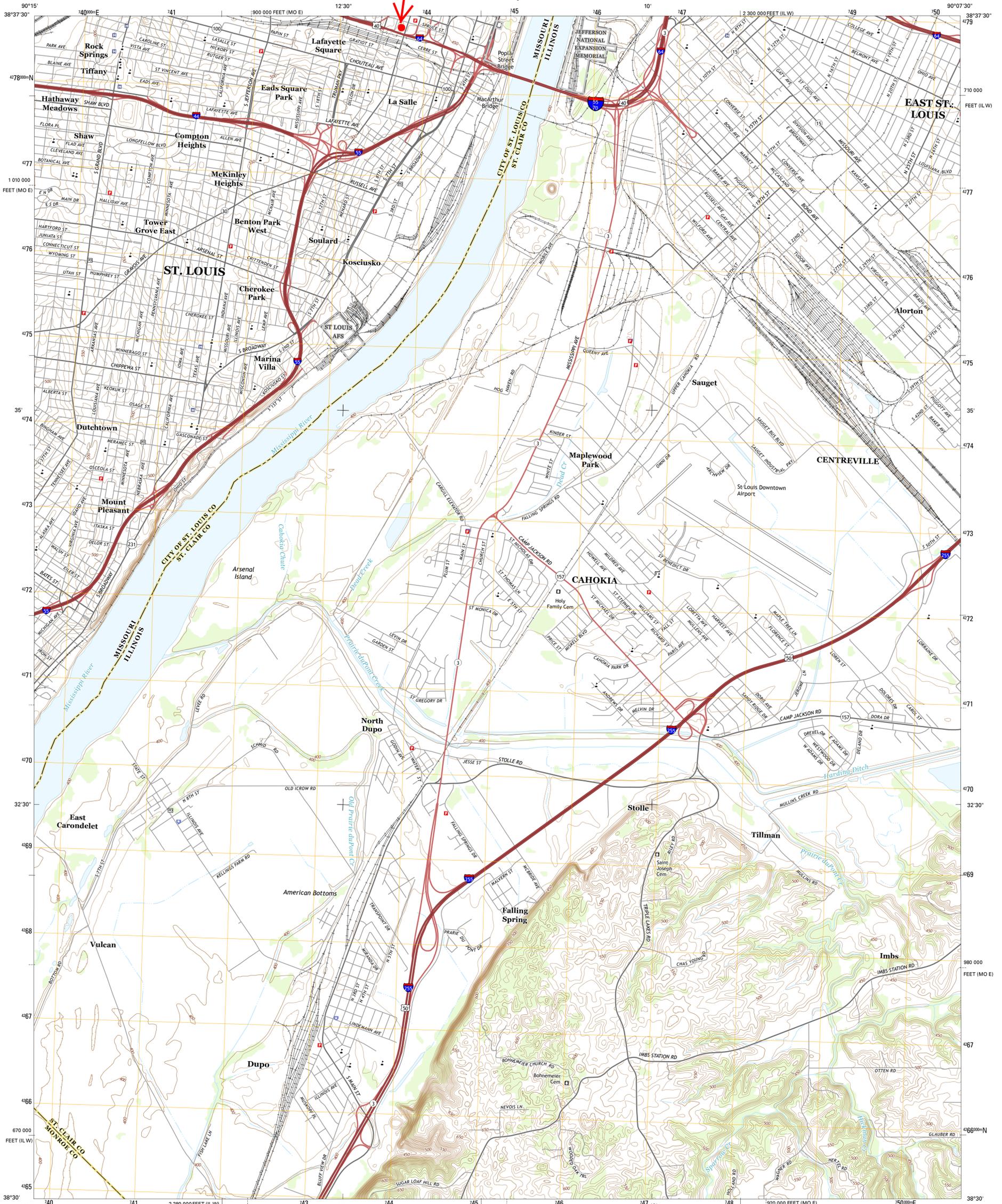


U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

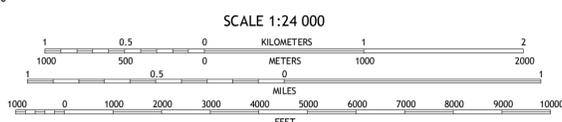
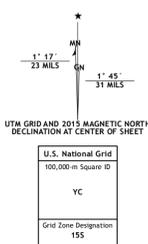
ST LOUIS MART & TERMINAL WAREHOUSE
Zone: 15 Easting: 743713 Northing: 4278794



CAHOKIA QUADRANGLE
ILLINOIS-MISSOURI
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000 meter grid: Universal Transverse Mercator, Zone 15S
10 000-foot ticks: Illinois Coordinate System of 1983 (west
zone), Missouri Coordinate System of 1983 (east zone)
This map is not a legal document. Boundaries may be
generalized for this map scale. Private lands within government
reservations may not be shown. Obtain permission before
entering private lands.
Imagery: NAIP, August 2014
Roads: HERE, ©2013 - 2014
Names: GNIS, 2015
Hydrography: National Hydrography Dataset, 2014
Contours: National Elevation Dataset, 2008
Boundaries: Multiple sources; see metadata file 1972 - 2015
Public Land Survey System: BLM, 2011



CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988
This map was produced to conform with the
National Geospatial Program US Topo Product Standard, 2011.
A metadata file associated with this product is draft version 0.6.18



ROAD CLASSIFICATION

Expressway	Local Connector
Secondary Hwy	Local Road
Ramp	4WD
Interstate Route	US Route
	State Route

ADJOINING QUADRANGLES

1	2	3
4	5	
6	7	8

1 Clayton
2 Granite City
3 Works Mound
4 Webster Groves
5 French Village
6 Oakville
7 Columbia
8 Millstadt

CAHOKIA, IL-MO
2015































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