

**PROSPECT INDUSTRIAL
DISTRICT
FOREST PARK AVENUE
CORRIDOR
FINAL SURVEY REPORT**

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INTRODUCTION AND OBJECTIVES

This reconnaissance level survey investigates a section of St. Louis' Prospect Industrial District along Forest Park Avenue between Grand Avenue and Boyle Avenue. This portion of the Forest Park Avenue corridor has undergone significant building activity in the last two decades – both in the listing of resources in the National Register of Historic Places (NRHP) and subsequent rehabilitation (six within the survey boundary), and demolition followed by new construction.

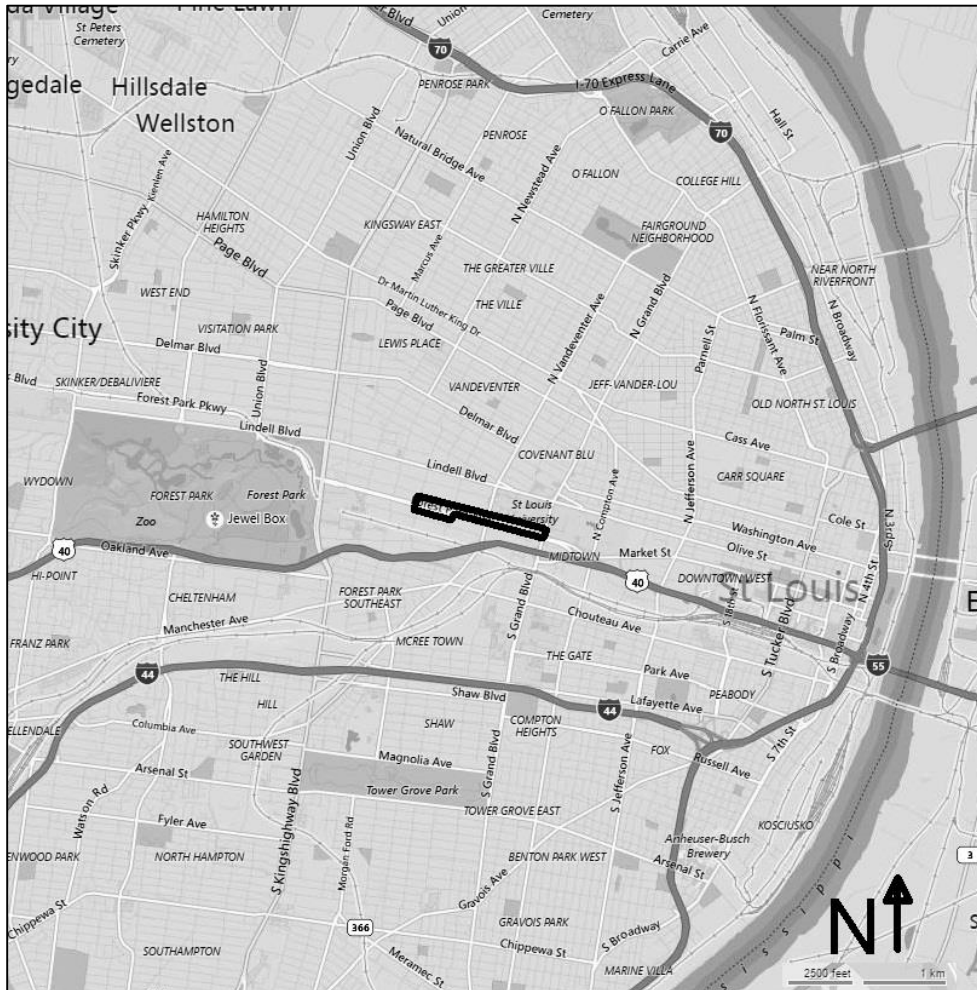


Figure 1: Location Map. Source: Bing Maps, 2016.

The survey is conducted as part of the mitigation approved in a 2016 Memorandum of Agreement between the City of St. Louis Community Development Administration and the Missouri State Historic Preservation Office related to the demolition of 4260 Forest Park Avenue. This building, the J. I. Case Threshing Machine Company Branch House, was determined eligible for listing in the National Register of Historic Places for its significance in the wholesaling of agricultural implements.

This survey is undertaken to better understand the commercial and industrial development along Forest Park Avenue between Spring and Boyle Avenues, and to determine the history and integrity of the remaining industrial and commercial resources along that thoroughfare. Individual determinations of eligibility are *not* within the scope of this survey, per the original research design.

METHODOLOGY

In March 2016, Cortex Inc. contracted with architectural historian Lynn Josse to undertake the survey of the Forest Park corridor of the Prospect Industrial District. Excluded from the original survey design were the following property types:

- properties built since the year 2000 (a total of four, including the building under construction which is replacing the J. I. Case Threshing Machine Company Building),
- residential properties (two),
- previously listed properties (six),
- properties demolished during the course of the survey (4246 and 4248 Forest Park Avenue), and
- parcels with no structures or buildings.

This resulted in a total of nineteen parcels to be included in the survey. Each of these parcels has sited upon it a single building. In two cases (at 3929 and 4121 Forest Park Avenue), extant buildings were constructed separately and then connected to form a functionally single building. In the case of the Habitat for Humanity complex at 3763 Forest Park Avenue, an original building received multiple additions that appear to be separate buildings but share a parcel and have significant internal connections.

The nineteen buildings in the survey were originally photographed in March 2016. Physical characteristics and descriptions of the buildings were recorded in the field and then transferred into an Access database. On the advice of State staff, the consultant used the database format generated by the City of St. Louis for its Flounder survey (2015). The database was modified to include less Flounder-specific information and to be more adaptable to different property types.

The research phase of the project included determining dates of construction, architects, builders, and occupants of the individual buildings. For this, City building permits and the *St. Louis Daily Record* were consulted, along with Sanborn maps and directories. For the historic context, the nominations for the previously listed resources were of great assistance (six resources in the survey boundary and nine additional listings located within one block).

GEOGRAPHIC DESCRIPTION

This survey looks at extant commercial and industrial resources (excluding those previously listed in the National Register of Historic Places) on a four-block stretch of Forest Park Avenue near the northern end of the Prospect Industrial District. The survey area is bounded by Grand Avenue to the east, the alley between Forest Park Avenue and Laclede Avenue to the north, and Boyle Avenue to the west. The southern boundary is a block south of Forest Park Avenue at the western block and is Forest Park Avenue itself at the eastern three blocks.

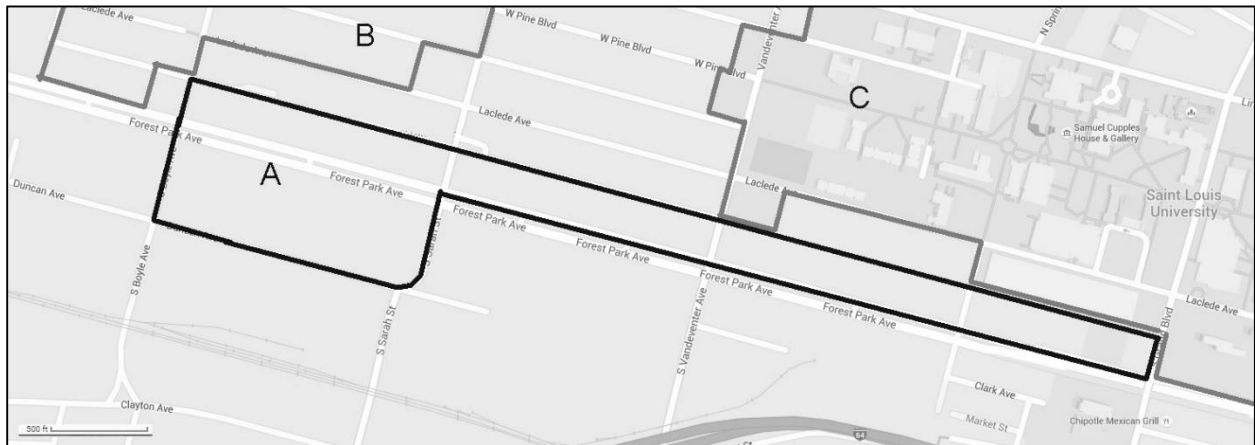


Figure 2: Detail of location, showing survey area (A), West-Pine Laclede Historic District (B), and Saint Louis University Campus (C). Note also the location of the railroad tracks at the bottom left of the image. North is up. Source: Google Maps, 2016.

HISTORICAL BACKGROUND

The Prospect District was identified by St. Louis's City Plan Commission as early as the 1930s as one of 17 industrial districts in the City.¹ It is no coincidence that the pattern of industrial areas identified in the mid-20th century closely follows the paths of the railroads as they entered and radiated out from St. Louis.

The earliest railroads in St. Louis, starting in the 1850s, originated at the riverfront. Prior to the completion of Eads Bridge in 1874, rail cars were ferried across the Mississippi River to connect from the eastern railways. From the central riverfront, the railroads had three choices of relatively flat terrain to lay their tracks.² Railroads that headed south along the riverfront connected with the industries of Carondelet (just south of St. Louis) and the natural resources of the Iron Mountain region. Rails laid along the north riverfront connected with local industry. But the first and most

¹ City Plan Commission, *The Pattern of Industrial Land Use in St. Louis*, St. Louis, 1948. The foldout map labeling the districts has a creation date of 1935, indicating that the industrial districts were already identified by that time.

² *Ibid*, p. 20.

important rail route in St. Louis ran west through the Mill Creek Valley, the flat bottoms of the recently drained Chouteau's Pond.

The first railroad in St. Louis, and indeed the first west of the Mississippi, was the Pacific Railroad of Missouri, chartered in 1849. Its inaugural run took place in 1852. The five-mile route connected downtown St. Louis with the western outpost of Cheltenham (outside of the city limits at that time but incorporated into St. Louis in 1876).³ By the end of the 1850s there were four railroads in St. Louis.⁴ Two of them, the Pacific (later Missouri Pacific) and the Southwest Pacific (later the St. Louis & San Francisco or Frisco Line) used the Mill Creek Valley.⁵ The first bridge at St. Louis, Eads Bridge (completed in 1874), routed rail traffic under downtown and emerged in the Mill Creek Valley at Eighth and Spruce Streets.⁶ Over the course of the next seven decades, St. Louis grew and consolidated its place as a leading rail center. The St. Louis City Plan Commission's industrial land use report of 1948 counted eighteen trunk lines in St. Louis along with three short lines and five switching lines.⁷

The 1935 City Plan Commission map shows how closely the industrial area grew up around the railroads (Figure 2). Each of the major rail corridors – Mill Creek, north and south riverfront, and the later Carondelet and Oak Hill Branch of the Missouri Pacific – is dense with industry.

Between 1915 and 1930, according to the same report, the rise of trucking allowed many industrial plants to locate in areas not served by railroads. The report noted that “hundreds” of facilities were located away from railroads by 1940 (although more were still rail-dependent). During the 1920s, growth along Broadway and the river slowed down.⁸

Even after the trucking industry had lessened the importance of rail service, industries continued to locate in the same districts. In part this is attributable to the advent of zoning. Prior to zoning regulations, any industry could set up in any location that was not protected by deed or subdivision covenants. In 1918 the city passed its first zoning ordinance.⁹ It stood until the Missouri Supreme Court struck it down in 1923. A revised zoning law was passed in 1926.¹⁰ Under the new law, uses were separated in designated district (or zones); industrial uses were relegated to the existing industrial districts.

³ Lynn Josse, Missouri Pacific Building National Register nomination (listed 11/27/2002).

⁴ City Plan Commission, p. 20.

⁵ Ibid, p. 49.

⁶ Ibid.

⁷ Ibid, p. 21.

⁸ Ibid, pp. 22, 43.

⁹ St. Louis City Plan Commission. *1918 Zoning Plan for St. Louis*. St. Louis: City Plan Commission, 1918.

¹⁰ Idem. *1926 Zoning Ordinance of the City of St. Louis, Missouri*. St. Louis: City Plan Commission, 1926.



Figure 3: map showing major industrial districts of St. Louis, excepting sections of the north and south riverfront. North is to the right. Source: City Plan Commission, *The Pattern of Industrial Land Use in St. Louis*, 1948.

GROWTH OF MILL CREEK, THE PROSPECT INDUSTRIAL DISTRICT AND THE SURVEY AREA

The Prospect Industrial District was considered a part of the Mill Creek Valley area, along with the Ewing and Papin districts to the east and the southern two-thirds of the Central district, which included downtown. The growth of this corridor began with the laying of Missouri's first railroad tracks and accelerated when Eads Bridge traffic, diverted through tunnels under downtown, emptied into the Mill Creek Valley. St. Louis' first consolidated passenger depot (Union Depot, 1875), was built near where the trains exited the tunnel. Its replacement, Union Station (1894), was constructed six blocks farther west along the same route.¹¹ Examination of the 1903-1909 Sanborn maps indicate a steady parade of industry adjacent to the rail lines from downtown to the western city limits.¹² Major freight handling operations (such as Cupples Station and the Terminal Railroad

¹¹ James Neal Primm, *Lion of the Valley*, 3rd Ed. (Saint Louis: Missouri Historical Society Press, 1998). p. 293-294.

¹² Sanborn Maps of St. Louis Vol. 1 for the downtown section (1908), Vol. 5 for the center, including the survey area (1909), and Vol. 10 for the southwestern section of the city (1903).

Association freight depot) were located near the commercial center downtown, while manufacturing operations which needed more space located farther west along the main lines or branch lines.



Figure 4: Survey area in the Prospect Industrial District. North is up (approximately). Source: City Plan Commission, *The Pattern of Industrial Land Use in St. Louis, 1948.*

Most of the rail-related activity in the Prospect Industrial District was south of the survey area. The Wabash Railroad's main line ran about two blocks to the south; a variety of business on the south side of Forest Park Avenue were served by railroad spurs, but most of this side of the street is not included in the survey area. All three of the rail-served buildings in the survey are on the western block on the south side of Forest Park Avenue. Although most of the survey area was not directly served by rail, the presence of the railroad to the south contributed to the industrial character of the area.

The first commercial building permitted on the blocks investigated was an 1899 four-story warehouse (not extant) at the southwest corner of Grand and Laclede, just north of the survey boundary. The first factory noted in the permit record was built in 1902 on the same block of Laclede, just east of Grand.¹³

¹³ Both building permits from City Block 2203 inactive roll, City of St. Louis Microfilm Division

The first of the extant industrial buildings in the survey area was the Standard Adding Machine Company, constructed at 3701 Forest Park Avenue in 1903. The company sold its first machine in 1901 and soon needed more space than its original factory (located to the northeast at 3337 Franklin) could afford.¹⁴ The new location was just a block west of the small warehousing and manufacturing hub that was developing near Grand and Laclede.

Within the survey area, this period was one of transition, as the last residences were constructed in what would soon become a predominately industrial area. The two extant residential resources in the survey area both date to this period. The house at 4007 Forest Park Avenue was constructed in 1898, and the six-family at 3813 Forest Park Avenue was constructed in 1904.¹⁵

By the time the 1909 Sanborn map was drawn, portions of the survey area had already assumed an industrial character. Just west of the Standard Adding Machine Company was the Champion Shoe Machinery Company's large single-story factory, constructed beginning in 1908 (no longer extant). A block farther west, at the northwest corner of Forest Park and Vandeventer, stood the American Bakery Company's large branch (now a vacant lot) and, next to it, Star Furnace Company's 1903 foundry (no longer extant). Further west on the same block, at 4015 Forest Park, the first section of the A. Gilbert & Sons Foundry (included in this survey) went up in 1907. At the opposite end of the block, both the 1907 Dorris Motor Car Company Building (located at the northeast corner of Sarah and listed in the NRHP) and the adjacent Haynes-Langenberg Manufacturing Company at 4041 Forest Park Avenue (1907, included in this survey) were already in place.

The western block of the survey area, which includes both sides of Forest Park Avenue, had seen no construction at all in 1909. In fact, there is no construction whatsoever shown on the entire block south of Forest Park Avenue. The full block to the north includes only a few buildings facing Laclede Avenue – five residences and the 1906 Sanitol Building (listed in the National Register). It appears that the entirety of this block was under either a single ownership or two ownerships, which could have created a buffer between a growing industrial area to the east and an established residential area to the west. (Part of the next blocks to the west and north are included in the West Pine-Laclede Historic District, which includes residential resources from the last decades of the 19th century and first decade of the 20th. See Figure 2 for the location of the district.)

Examination of the 1909 Sanborn map indicates another reason residential uses may have given way to non-residential ones: the nuisance factor. At the northeast corner of Forest Park and Vandeventer Avenue, the City Street Department ran its Garbage Division. Described in the 1904 building permit as a "garbage house," the main building is shown on Sanborns as a two-story clerestoried brick building marked as a stable. An additional large frame stable was located on the property, with a wagon yard across the street on the south side of Forest Park. Even assuming no actual garbage saw this location, the storage of garbage wagons and the stabling of the horses to pull them would likely have been a deterrent to further residential construction. Other stables in the area included that of the American Bakery Company, another immediately north of it on Laclede owned by the Polar Wave Ice & Fuel Company, and a very large stable (the full depth of a large lot) located north of the eastern end of the survey area at 3624-32 Laclede Avenue.

Another interesting business which would probably have been considered a nuisance was a stone quarry located at 3667 Forest Park. This was located partially on the property where the Ramsey

¹⁴ Karen Bode Baster, "Standard Adding Machine Building" National Register Registration Form, listed 11/25/2005.

¹⁵ Dates based on house numbering certificates and building permit records.

Accessories Manufacturing Company (NRHP) would be built in 1923. The Sanborn map shows an engine house and a stone crushing facility, neither of which was likely an ideal neighbor.

The majority of construction on extant non-residential buildings in the survey area took place in the two and a half decades between 1903 – 1927. Twenty-one out of the 27 buildings in the area were built during that period, as shown in the following table.

Decade	Number of extant non-residential properties built ¹⁶
1900s	5
1910s	8
1920s	8
1930s	0
1940s	2
1950s	3
1960s	0
1970s	1
Total	27

The 1910s saw the opening of the western block of the survey area for new development. Five of the eight extant buildings from that decade were constructed on that block. New businesses moving in in this decade included the Ford Motor Company, St. Louis Felling Machine Co., Standard Sanitary Mfg. Co., and Edward Butler & Son Horseshoeing Co. The new developments in this decade were generally factories or otherwise industrial in nature; the first purpose-built warehouse within the survey area boundaries was not constructed until 1919. Residential development had completely ceased in this decade.

The City Plan Commission stated that the “Forest Park Avenue section was maturing” in the 1920s.¹⁷ This was the last decade of major building in the area, with eight of the extant buildings constructed in that decade. New industries included three separate tire companies and a garage, as well as the National Register-listed new buildings for Stix, Baer & Fuller’s new relay station, the Ramsey Accessories Manufacturing Company, and the Measuregraph Building. In addition, the demolished building, (the J. I. Case Threshing Machine Company Branch House) was constructed in

¹⁶ Two of the surveyed buildings were built as separate buildings and therefore have two dates included in the table; the total of 27 therefore includes 17 surveyed buildings with a single date, 2 surveyed buildings with two dates each, and 6 previously listed buildings.

¹⁷ City Plan Commission, *The Pattern of Industrial Land Use in St. Louis*, p. 43.

this decade. The construction of warehouses (built with offices) picked up in this decade, and the last factories were constructed.

No new buildings were constructed in the survey area during the Great Depression, although in 1930 Century Electric built a large rail-served foundry half a block south of the survey area.¹⁸ The 1940s saw new construction in both the survey area and the broader Prospect Industrial District. The Moderne brick building at 3755 Forest Park Avenue was constructed as an office for the adjacent Diagraph-Stanley Stencil company in 1943. The first section of the rambling building at 3949 Forest Park Avenue was constructed as a warehouse (perhaps speculative) in 1946. The 1948 report noted additional new construction in the Prospect district as a whole: “The industrial areas in the city with the greatest new-site construction since the end of World War II are Oak Hill and Mill Creek (mainly west of Grand).”¹⁹

Three additional buildings in the survey area were constructed at the dawn of the 1950s. The second section of 3949 Forest Park was constructed as a freestanding housing unit for the Salvation Army in 1951. The two buildings at 3631 and 3635 Forest Park Avenue were constructed in 1952 by separate companies that were most likely under the same ownership. The buildings are near mirror-images, both designed as warehouse and offices by the same architect at the same price. They were rented out to separate entities.

By the 1950s, the character of the survey area had solidified into one of wholesale and retail commercial, light industrial use, and social services. The wagon yard of the Municipal Garbage Department was occupied by trucks, and the stable had been converted to use by the Rat Control Division. Both the Salvation Army and Goodwill were established in their current locations.

The final extant building constructed during the 20th century was the St. Louis Teachers Credit Union, a Modern Movements banking building from 1971. Other buildings were constructed during the latter part of the century, notably two gas stations. The gas station at 35 S. Grand Blvd. was replaced in 2005, and the one at the northeast corner of Vandeventer and Forest Park Avenue was demolished for a residential complex which was built in 2015.

¹⁸ Baxter.

¹⁹ Ibid., p. 63.

RESULTS

This survey evaluated 19 primary buildings. These included all of the commercial and industrial buildings constructed in the 20th century, with the exception of buildings previously listed in the NRHP. Although the resources differed in many respects, the following commonalities were observed:

- None of the surveyed buildings had outbuildings or secondary structures on the lot.
- All but the easternmost two of the surveyed buildings were constructed within six or so feet of the sidewalk line (some actually at the sidewalk line).
- With the exception of the 1971 credit union, all of the buildings in the survey have changed use over time.

Most buildings in the area are one to two stories, with four exceptions according to the following table.²⁰

Number of stories	Number of examples	Original uses
1	5	Commerce/warehouses, horseshoeing, manufacturing
2	12	Manufacturing, commerce, garage, foundry
3	2	Social Services (Salvation Army Housing Unit, 1951), commerce/warehouse (Firestone, 1927)
4	1	Commerce/warehousing (built in 1920, occupied by Goodyear Tire & Rubber)
7	1	Warehouse with possible commercial function (1919)

Property Types

The list of seven property types found within the survey area is below.

Property Type	Number of Examples	Dates built
Factory/Foundry	9	1907 - 1925
Warehouses	7	1919 - 1952
One-part Commercial Block	1	1914
Transportation/Garage	1	1922
Two-part Commercial Block	1	1943
Hotel (Salvation Army)	1	1951
Bank	1	1971

Factory or Foundry: This property type is characterized (within this survey) by low-rise buildings of one or two stories. Most examples have open floor plans, and earlier examples have clerestory windows for reliable day lighting. For example, the Bradley-Diagraph Stencil Company at 3745

²⁰ As with the previous table, the total number of entries here is 21 instead of 19, since in two cases, two buildings were constructed separately but later connected to form a single entity.

Forest Park (1909) has a clerestory roof, and the A. Gilbert & Sons Foundry at 4015 Forest Park (1907) has a sawtooth roof over the foundry section.



Figure 5: Left: 4011-4015 Forest Park Ave. The residential building at 4007 Forest Park is just visible at the right. The sawtooth roof is part of the A. Gilbert & Sons Foundry at 4015 Forest Park Ave. Right: Built as part of the Johnson, Stephens & Shinkle Shoe Company complex, the building at 4251 Forest Park (1925) had large windows but no overhead day lighting.

Factories constructed in the 1910s and 1920s were less reliant on daylight. These later examples of the property type can be recognized primarily by the large floorplans and low-rise construction; most have large window openings although these are now sometimes filled in.

Warehouses: These are commercial buildings designed especially for storage of goods, and as such are not always easily distinguished from other forms of commercial buildings. Most are notable for their large floorplates. In addition, the warehouses constructed in the survey area all appear to have been built with the retail or wholesale consumer in mind, and offer some kind of embellishment or architectural feature to make the building more attractive than many of their industrial neighbors.



Figure 6: The commercial warehouse at 4210 Forest Park Avenue (1920), left, has an elaborate brick and terra cotta front to greet customers. Right, the first section of 3949 Forest Park was permitted as an office and warehouse in 1946. Before alterations and additions, it was a symmetrical Moderne gem.

One-part Commercial Block: The only example of this common property type is the 1914 former horse shoer at 4011 Forest Park (the single story building in front in Figure 5.) It meets the definition of this property type in that it is a single story commercial building with a simple front, including a front door for the consumer. It varies from the usual definition because one of the front openings was probably a stable door, and the activities within were a very specialized kind of commercial involving blacksmithing. The building originally occupied less than half of the depth of its lot.

Transportation/garage: The only example of this type in the survey area is the building at 4151 Forest Park Avenue (1922). It appears that this was a sales garage rather than a servicing or storage garage, as the first occupant was a truck company. The only major difference between this building and a warehouse is the front vehicular opening.

Two-part Commercial Block: The office building at 3755 Forest Park Avenue (1943) was built for the adjacent factory at 3745 Forest Park. It is two stories and originally occupied less than half of the depth of its lot.

Hotel: The western section of the Salvation Army building at 3949 Forest Park Avenue was built as a freestanding housing unit in 1951. The three-story building has a flat, overhanging roof and no obvious external characteristics that mark it is a building designed for habitation.

Architectural Styles

This list of styles within the survey area is as follows:

Name of Style	Number of Examples	Dates
Commercial Style	6	1907-1925
Mixed	1	1916
Italian Renaissance	1	1922
Moderne	2	1943-1946
Modern Movements	4	1952-1971 and 1919 (altered)
Postmodern	1	1927 (altered)
No Style	4	1907-1914

Commercial Style: This designation is applied to multi-story factories and warehouses that share common characteristics of large windows (or window openings) lined up vertically and horizontally in a brick or concrete frame. The commercial style buildings have brick facades (within the survey area). Decorative ornament, if present, is usually found at cornices.



Figure 7: The Haynes-Langenberg factory (1907, 4041 Forest Park), left, can be considered Commercial Style because of its brick-clad grid allowing for wide window openings. It is not known what the original cornice looked like. See also 4210 Forest Park Avenue in Figure 6.

Italian Renaissance: In the building at 4200 Forest Park Avenue (1922), architect Preston J. Bradshaw designed one of the few high-style compositions in the survey area. Terra cotta arcading

on brick piers at the first story and square terra cotta window frames at the second evoke the Roman-derived style of the Italian Renaissance.



Figure 8: 4200 Forest Park Avenue (1922)

Mixed: This broad term is used to describe the building at 3763 Forest Park Avenue. It was constructed in three sections, each with a separate style. The original center section (1916) is a straightforward vernacular expression of the type of American architecture seen in neighborhood commercial buildings and multifamily buildings, with a flat brick façade, peaked parapet wall, and minor Craftsman detailing. The left/west section was added in 1920 and reflects a revival aesthetic with its Flemish or Mission parapet, symmetrical façade, and blind round arches over the doors. The right/east section was added in 1942 and reflects a simple Modernism with its plain surface, simple geometries, and lack of detailing.



Figure 9: The center section of 3763 Forest Park Avenue was constructed in 1916. Its later additions to either side were constructed in completely different styles, resulting in a mixed-style building.

Moderne: This early midcentury style is characterized by streamlined forms and strong horizontal lines. There are two examples in the survey area.



Figure 10: The strong horizontals and simple forms of the building at 3755 Forest Park Avenue (1943) mark it as an example of the Moderne. See also Figure 6, right, for another example at 3949 Forest Park Avenue.

Modern Movements: Four buildings in the survey area fall into the general style category of Modern Movements. Two were built in 1952, one in 1971, and one was built in 1919 and slipcovered in 1965. These buildings share a common theme of rejecting ornament and using clean simple lines and forms.



Figure 11: The building at 4140 Forest Park Avenue was constructed in 1919 and reclad in 1965. To the right, 3631 Forest Park Avenue shows the clean lines, simple surfaces, and framed windows that are common in Modern architecture.

Postmodern: The remodeled building at 4232 Forest Park (1927) is the only example of this style in the survey area. The added entry, with its playful shapes including a tall clock tower, are characteristic of the style. The original building has been painted in contrasting colors to reduce its components into simpler geometric forms, and the new windows contribute to this effect.



No Style: Four of the buildings in the survey area combine the simplest of vernacular forms with a history of alteration that leaves them virtually devoid of style.



Figure 12: At 3745 Forest Park Avenue (1909, left), a utilitarian stepped parapet fronts a gable-roofed vernacular form. At 4205 Forest Park Avenue (1912, right), the utilitarian nature of the altered façade defies style assignment.

Recommendations

The Forest Park Avenue corridor is a rich repository of historic commercial and industrial resources. Over the last several decades, the buildings in the survey area and the immediate vicinity have been evaluated in a piecemeal manner as opportunities for development (and use of historic tax credits) presented themselves. This survey has been an attempt to explore the larger context of development in the Mill Creek Valley and the Prospect Industrial area, but as a reconnaissance survey with a very limited scope, it can only begin to address this issue. A larger context is required to properly understand the resources of the survey area and the greater Prospect Industrial District. To that end, a broader survey of the industrial resources of the Central Corridor is called for when and if funding becomes available.

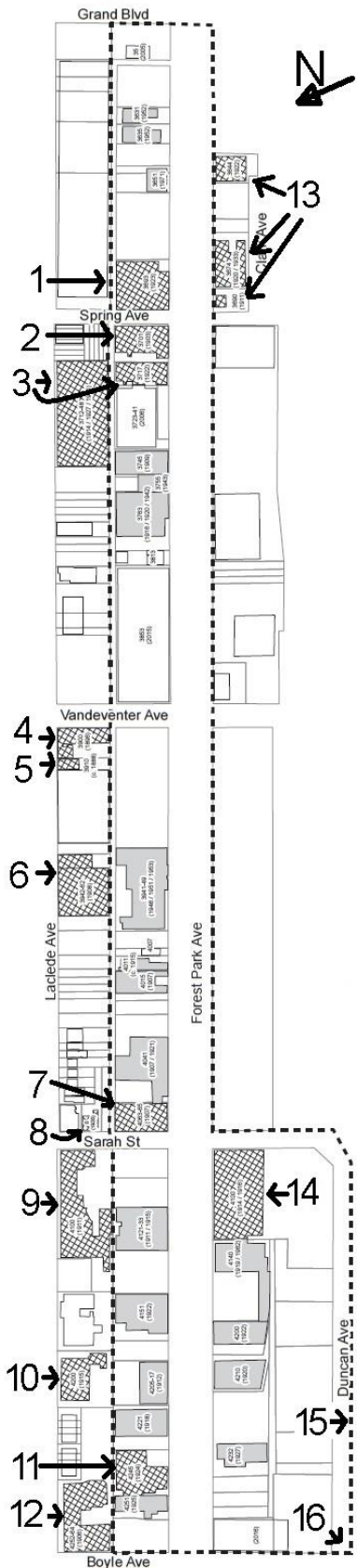


Figure 13: Previously listed resources within approximately 1/2 block of the survey area

1. Ramsey Accessories Manufacturing Company, 3693 Forest Park Avenue (10/15/2005)
2. Standard Adding Machine Building , 3701 Forest Park Avenue (11/25/2005)
3. Stix. Baer & Fuller Dry Goods Company's 'Grand Leader' Relay Station, 3717 Forest Park Avenue and 3712-48 Laclede Avenue (7/17/2002)
4. Gerhart Block, 3900-08 Laclede Avenue (5/30/2003)
5. Building at 3910-12 Laclede Avenue (5/30/2003)
6. Scudder Motor Truck Company Building, 3942-62 Laclede Avenue (4/24/2012)
7. 1907 Dorris Car Company Building, 4063-65 Forest Park Avenue (2/10/2000)
8. Pacini, Armando Restaurant, 8 S. Sarah Street (7/26/2005)
9. Dorris Motor Car Company Building, 4100 Laclede Avenue (5/07/1986)
10. Luyties Homeopathic Pharmacy Company Building, 4200 Laclede Avenue (3/27/2003)
11. Measuregraph Company Building, 4245 Forest Park Avenue (10/15/2005)
12. Sanitol Building, 4252-4263 Laclede Avenue (10/21/1985)
13. Falstaff Brewing Corporation Plant Number 1, 3644-3690 Forest Park Avenue (7/21/2007)
14. Ford Motor Company Building, 4100 Forest Park Avenue (3/06/2002)
15. Western Electric-Southwestern Bell Distribution House, 4250 Duncan Avenue (7/14/2011) (not on map)
16. St. Louis Post-Dispatch Rotogravure Printing Plant, 4340-50 Duncan Avenue (2/23/2016) (not on map)

SOURCES

City of St. Louis Building Permits

City Plan Commission. *The Pattern of Industrial Land Use in St. Louis*. St. Louis, 1948

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Saint Louis Daily Record. "Building News" section. various dates.

Sanborn maps for the City of St. Louis v. 5, 1909 base map.

Sanborn maps for the City of St. Louis v. 5, 1951 base map.

Sanborn maps for the City of St. Louis, v. 5, 1964 updated map.

National Register Nominations consulted

Allen, Michael R. "Scudder Motor Truck Company Building" National Register Registration Form, listed 4/24/2012. (3942-62 Laclede Avenue, adjacent to north boundary of survey area.)

Baxter, Karen Bode. "Standard Adding Machine Building" National Register Registration Form, listed 11/25/2005. (3701 Forest Park Avenue, located within survey boundaries.)

Bivens, Matthew. "Measuregraph Company Building" National Register Registration Form, listed 10/15/2005. (4245 Forest Park Avenue, located within survey boundaries.)

Bivens, Matthew. "Ramsey Accessories Manufacturing Company" National Register Registration Form, listed. (3693 Forest Park Avenue, located within survey boundaries.)

Breiseth, Elizabeth and Christina Claggett. "St. Louis Post-Dispatch Rotogravure Printing Plant" National Register Registration Form, listed 2/23/2016. (4340-50 Duncan Avenue, ½ block southwest of southwest corner of survey area, not on map.)

Doering, Julie C. "Stix. Baer & Fuller Dry Goods Company's 'Grand Leader' Relay Station" National Register Registration Form, listed 7/17/2002. (3717 Forest Park Avenue and 3712-48 Laclede Avenue – two separate buildings, one within the survey boundaries and one immediately north.)

Johnson, Laura. "Ford Motor Company Building" National Register Registration Form, listed 3/06/2002. (4100 Forest Park Avenue, located in survey area.)

Josse, Lynn. "Gerhart Block" National Register Registration Form, listed 5/30/2003. (3900-08 Laclede Avenue, adjacent to north boundary of survey area.)

Josse, Lynn. "Building at 3910-12 Laclede Ave." National Register Registration Form, listed 5/30/2003. (3910-12 Laclede Avenue, adjacent to north boundary of survey area.)

Josse, Lynn. "Luyties Homeopathic Pharmacy Company Building" National Register Registration Form, listed 3/27/2003. (4200 Laclede Ave, adjacent to north boundary of survey area)

Josse, Lynn. "Missouri Pacific Building" National Register registration form, listed 11/27/2002.

Longwisch, Cynthia Hill. "Sanitol Building" National Register Registration Form, listed 10/21/1985. (4252-4263 Laclede Avenue, adjacent to north boundary of survey area.)

Mellitz, Marcia. "1907 Dorris Car Company Building" National Register Registration Form, listed 2/10/2000. (4063-65 Forest Park Avenue, in survey area.)

Ramsey, Emily. "Western Electric-Southwestern Bell Distribution House" National Register Registration Form, listed 7/14/2011. (4250 Duncan Avenue, ½ block south of survey area's western block, not on map.)

Sone, Stacy. "West-Pine Laclede Historic District National Register Registration Form, listed 5/09/2002. (This district is located just northwest of the survey area.)

Toft, Carolyn and Cynthia Longwisch. "Dorris Motor Car Company Building" National Register Registration Form, listed 5/07/1986. (4100 Laclede Avenue, adjacent to north boundary of survey area.)

Toft, Carolyn and Stacy Sone. "Pacini, Armando Restaurant" National Register Registration Form, listed 7/26/2005. (8 S. Sarah Street, adjacent to north boundary of survey area.)

Woolridge, Julie and Melinda Winchester. "Falstaff Brewing Corporation Plant Number 1" National Register Registration Form, listed 7/21/2007. (3644-3690 Forest Park Avenue, adjacent to south boundary of survey area.)