

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Union Depot Railroad Co. Building

other names/site number United Railways Building; Burgdorf Motor Co. Building

2. Location

street & number 2727 South Jefferson Avenue [n/a] not for publication

city or town St. Louis [n/a] vicinity

state Missouri code MO county St. Louis (Independent City) code 510 zip code 63118

3. State/Federal Agency Certification

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

Mark A. Miles 12/12/05
Signature of certifying official/Title Mark A. Miles/ Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

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

Signature of the Keeper

Date of Action

Union Depot Railroad Co. Building
South St. Louis Historic Working-and Middle-Class Streetcar Suburbs
St. Louis (Independent City), Missouri

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
	0	sites
	0	structures
	0	objects
1	0	Total

Name of related multiple property listing listed

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

South St. Louis Historic Working-and Middle-Class Streetcar Suburbs

Number of contributing resources previously in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

COMMERCE/TRADE: warehouse
COMMERCE/TRADE: specialty store

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE: professional

7. Description

Architectural Classification

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation Limestone

walls Brick

roof Asphalt

other Wood

Narrative Description

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

Union Depot Railroad Co. Building
South St. Louis Historic Working-and Middle-Class Streetcar Suburbs
St. Louis (Independent City), Missouri

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

c.1885 – 1955

Significant Dates

n/a

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Burgdorf, Herman F.

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Union Depot Railroad Co. Building
South St. Louis Working- and Middle-Class Streetcar Suburbs (MPDF)
St. Louis (Independent City), Missouri

SUMMARY

The Union Depot Railroad Co. Building at 2727 South Jefferson Avenue in St. Louis, Missouri, is a two-story brick commercial warehouse building erected circa 1885 as a streetcar facility for the Union Depot Railroad Co. A small, one-story brick addition built in 1922 joins the southeast corner of the original building. The west (rear) boundary of the property fronts a narrow brick alley which forms the east boundary of the north end of the "Gravois-Jefferson Streetcar Suburb Historic District" (NR 5/11/ 2005)(MPDF "South St. Louis Historic Working-and Middle-Class Streetcar Suburbs"). On the south, the nominated property is bounded by Lynch Street, and on the north by vacant land, followed by three small early 20th century commercial buildings, and at the corner of Gravois, a fast-food restaurant and its parking lot. 2727 S. Jefferson conforms to the characteristics of and meets the Registration Requirements of the "Commercial/Industrial Functional Property Type" and its sub-types "Single Entrance With Display Windows Commercial Property Type" and "Auto-Related Commercial Building Property Type," as described in Section F of the MPDF "South St. Louis Historic Working-and Middle-Class Streetcar Suburbs," Overall, 2727 S. Jefferson remains largely intact and exhibits character-defining elements of historic design, materials, and workmanship which clearly convey the property's associative value. Minor changes to the property include reversible alterations such as bricked-in openings and color of paint on exterior walls.

ELABORATION (Photos # 1-4; Figures #5, #6)

The c. 1885 two-story brick streetcar building rests on a limestone foundation and features a roof of low pitch with a large raised monitor; a simple wood cornice follows the roofline. Tall, slender, segmentally arched windows articulate all elevations except the north elevation which is blind; windows on the west (rear) elevation remain partially bricked-in, but retain the original arched heads. The primary (east) elevation features two garage-type doors of diagonal bead board, and two standard doorways; similar garage door openings are found on the west (rear) elevation on the ground floor and on the second story which once opened to a bridge connecting to a streetcar building (razed) on the west side of the alley.

A small, one-story brick addition joining the south wall of the c. 1885 building was constructed in 1922 for use as a salesroom for an automobile business. The addition rests on a concrete foundation and exhibits a flat roof with a shaped parapet on the primary (east) facade. The symmetrical primary façade features an arched center doorway trimmed with brickwork; large display windows (partially filled-in) flank the doorway. A flat roofed, corrugated metal addition extends from the west wall of the 1922 addition to the alley.

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Union Depot Railroad Co. Building
South St. Louis Working- and Middle-Class Streetcar Suburbs (MPDF)
St. Louis (Independent City), Missouri

SUMMARY

Union Depot Railroad Co. Building, a circa 1885, two-story brick building at 2727 South Jefferson Avenue in St. Louis, Missouri, is nominated under **Criterion A**, and is significant locally in the area of **TRANSPORTATION** for its associations with a streetcar company which played a pivotal role in opening land in South St. Louis for residential development by working and middle classes; and for its later though overlapping associations with the evolution of the automobile suburb in South St. Louis. As documented in the Multiple Property Documentation Form (MPDF), "South St. Louis Working-and Middle-Class Streetcar Suburbs," the nominated property is directly linked to the historic context "The Spreading Metropolis: 1880-1930;" and is a good representative example of the property type "Commercial/Industrial Functional Property Type and its subtypes, "Auto-Related Commercial Building Property Type" and "Single Entrance With Display Windows Commercial Property Type." Union Depot Railroad Co. Building is the sole property remaining from a large complex of 19th century streetcar-related buildings which until 1910 filled the majority of lots in CB 2070, bounded by Jefferson, Texas, Lynch, and Gravois streets (Fig. 1). The building is directly associated with the pioneering horse-drawn streetcar line (and in the 1890s, the first electric trolley) that served the southwestern sector of St. Louis; the streetcar company also served as a source of employment to residents of South St. Louis. The property is thus representative of the motive force for development of South St. Louis's first-tier streetcar suburbs. Later, the property's adaptive reuse in 1919 as an automobile-related facility, Burgdorf Motor Co., illustrates the impact of automobiles on the built environment in the early 20th century, a phenomenon which is also evident in the numerous private garages built in South St. Louis neighborhoods serviced by the small automobile company. The Period of Significance, (c.1885-1955) begins with the date of construction of the streetcar facility and its associative significance, and continues to 1955, the 50-year cut-off for historic significance, and a time when the property remained active as an auto-related facility.

ELABORATION

Union Depot Railroad Co./United Railways (c.1885-1910)

In 1876, Union Depot Railroad Co. was incorporated in Missouri for the stated purpose, "to construct and maintain and operate a street or horse railroad for public use in conveying person and property within the corporate limits of the City of St. Louis and the County of St. Louis beyond the limits of said City." The new company absorbed the old Gravois Railway Co., one of six horse-drawn "iron roads" first franchised by the city in 1859 in response to citizens who argued that such a "mode of travel from one end of the city to the other parts would enhance the value of suburban property, increase the population of the outskirts, and build up business in those localities."¹ The ordinance authorizing Gravois Railway's line, promoted by men with financial interests in the southwestern sector of the city, brought car service from downtown St.

¹ J. Thomas Scharf, *History of Saint Louis City and County, Vol. 2* (Philadelphia: Louis H. Everts & Co., 1883) : 1206.

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Louis to that area. The route began at the intersection of Gravois road and the city limits (near Grand Avenue) and continued along Gravois northeastwardly, eventually ending on Fourth Street in the center city.² Though stipulated by ordinance to be completed within one year³, construction did not begin until 1862 when the Gravois Co. completed a road “from the corner of Fourth and Pine Streets west to Gravois, a distance of three and one-half miles”⁴ However, the line proved unprofitable and foreclosure followed since the streetcar road was “built far in advance of the population to be served.”⁵ By the early 1870s the Gravois line was revived, and c. 1873 built office and stable buildings (razed) in CB 2070 at the southwest corner of Jefferson and Gravois streets (Fig. 2); these buildings became Union Depot’s headquarters after the company acquired Gravois’ holdings in 1876. Over the next twenty years, Union Depot expanded its lines to become, “practically the only rapid transit facilities at the disposal of the southwestern section of the city.”⁶ With tracks along Jefferson and Gravois, two major, early commercial arteries bounding the Gravois-Jefferson Historic Streetcar District (NR 5/11/2005), the streetcar company thus played a significant role in attracting residents to South St. Louis.

The dramatic growth of Union Depot is indicated by the progressive increase in capital stock from \$125,000 set in 1876 to \$4 million dollars established in 1893 when the company was expending large sums converting from horse drawn cars to electric trolleys. By the latter date, the company had acquired four additional car companies and further expanded its existing track lines. Union Depot’s success is attributed largely to the efforts of John Scullin (1836-1920), one of the original incorporators and also president of the company (1876-1899). A native of New York state, Scullin began investing in St. Louis streetcar lines in 1875 armed with twenty years of experience as a contractor for laying railroad track in the West and Midwest.

By 1882, Union Depot with ten miles of track, 366 horses and mules, and 68 cars operating, was among the top five of the fourteen street railroads serving St. Louis. Pressed for more space, Union Depot, in 1879, began to rapidly expand its operations beyond the company headquarters in the old Gravois Railway buildings (razed) at the southwest corner of Gravois and Jefferson (CB 2020). Lots were purchased in the west half of the block where streetcar sheds were soon

² Ordinance #4551, approved December 6, 1859.

³ Subsequent city ordinances and Acts of the Missouri legislature amend time limitations and also provide supplementary provisions.

⁴ J. Thomas Scharf, *History of Saint Louis City and County*, v.2:1211. Some delay was due to waiting for streets to be opened and graded. An 1865 map of St. Louis by J. H. Fisher shows a car line connecting downtown to Gravois road and following Gravois to the city limits at Grand Ave.

⁵ Walter B. Stevens, *St. Louis The Fourth City 1764-1909* (St. Louis: S. J. Clarke Publishing Co., 1909): 448.

⁶ James Cox, ed., *Missouri at the World’s Fair* (St. Louis: World’s Fair Commission of Missouri, 1893): 162

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constructed. On 2 March 1885, Union Depot bought 125 feet frontage on Jefferson Avenue (lots 15 through 19) in the east half of the block, the site now occupied by the nominated property at 2727 S. Jefferson. The purchase of these lots gave the company control of 25 of the total 34 lots platted in Block 2 of John Daggett's Second Addition (CB 2070); the remaining nine lots were unavailable, already privately owned and occupied as residences and commercial establishments (Fig. 3). There is no documentation available indicating the original function of 2727 S. Jefferson; it likely was built for housing streetcars and/or as a horse stable.⁷ Whipple and Sanborn maps show that sometime after the circa 1885 construction of 2727 S. Jefferson, a bridge (razed) was erected connecting the west (rear) wall of 2727 S. Jefferson to the east wall of Union Depot's 1885 large car shed (razed) standing across the alley in the west half of CB 2070 (Fig. 1) until it was razed in the early 20th century; the bridge connector indicates that the two buildings shared related functions.

In addition to stimulating development of suburban South St. Louis by offering public transportation connecting this outlying area to downtown St. Louis and other points, Union Depot also offered employment to residents of the area. A selective examination of the 1880 and 1900 federal census enumerations (primarily the north sector of the ward, not far from Union Depot's complex) revealed a good number of persons listed with streetcar-related occupations; the most numerous were streetcar drivers and streetcar conductors (including German-born), but others listed included car stable workers, streetcar motormen, and "hostlers in car stable"; one person was specifically identified in 1880 as a workman for the Gravois Railway (the corporate predecessor of Union Depot). Most likely, Union Depot's work force also included other persons necessary for maintenance and repair of the cars and plant, but who were not listed with occupations specifically indicated as streetcar-related.

The company had grown to become one of the two largest streetcar establishments in St. Louis at the time of the Chicago World's Fair in 1893. It was then boasted that "street railroads of St. Louis are regarded by experts as affording the best general service in the world;" credit was given to Union Depot founder John Scullin as the person "largely responsible for the reputation St. Louis enjoys throughout America for its rapid transit."⁸ The first in St. Louis to successfully introduce electric trolley motive power (1890),⁹ Union Depot in 1893 ran 55 miles of electric track carrying about 20 million passengers yearly from the extreme south of the city to the

⁷ Building permits for CB 2070 are incomplete. However, permits exist issued to Union Depot in 1880 and 1885 for other car sheds on Texas and on Gravois /S. Jefferson, as well as later permits for alterations/additions issued to Union Depot and United Railways.

⁸ James Cox, *Missouri at the World's Fair* (St. Louis: World's Fair Commission of Missouri, 1893): 153; 162.

⁹ Arthur George Vieth, "Financial History of Street Railways in St. Louis" (M. A. dissertation, Washington University (St. Louis), 1943): 17

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extreme northwest.¹⁰ Within a few years, the trolley had driven out horses as well as cable power. As documented in the MPDF historic context, "The Spreading Metropolis: 1880-1930,"¹¹ the electrification of streetcars became the major force that spurred development in South St. Louis.

The trend toward consolidation of car lines successfully engineered by John Scullin for efficiency and economy of operation came to an inevitable conclusion in 1899. That year newly incorporated United Railways Co. (formerly Central Traction Co.) consolidated 27 St. Louis streetcar companies into one system. United Railways acquired all of Union Depot's holdings, including the property in CB 2070. At the time of purchase, Union Depot's 75.87 miles of track was the largest line in the city; five of its eight branch divisions (car lines) served the southwestern wards.¹² Whipples map volume 5 (1896-1902) identifies the property owned by United Railways in CB 2070 as "Group 12;" The buildings are individually identified as Units A through E; 2727 S. Jefferson is marked "Unit E," though the use of each unit is not shown.

Shortly after the consolidation of lines, United Railways undertook a modernization program, gradually replacing old, obsolete streetcar buildings in the system with new state-of-the-art facilities at other sites. As part of this program, United Railways in 1906 shut down Union Depot's power house at Geyer and Missouri (within the McKinley Fox District, NR 9/7/1984)¹³ followed in 1910 by the sale of 2727 S. Jefferson along with the company's other property in CB 2070. Redevelopment of the block began almost immediately. In 1910-11, Union Depot/United Railways buildings on S. Jefferson were replaced by a theater, small stores and office buildings, followed in the 1920s by a White Castle restaurant (razed) and other small stores; all but three of these buildings (small stores at 2701-03-05 S. Jefferson) have been demolished. On Gravois and Texas, between 1914-1924, new flats and a funeral home (included within the boundaries of the Gravois-Jefferson Historic Streetcar Suburb District) took the place of 19th century streetcar sheds on the sites. Unlike the large, sprawling car sheds that dominated much of CB 2070 (Fig. 1), the nominated property was spared demolition because the building was easily adapted to storage use, and because its size, design, and function fit the commercial/residential image of land use deemed appropriate for the early 20th century neighborhood. As stated in the Gravois-Jefferson Historic District (Section 8, "Early Twentieth Century Dutchtown Development"), by the early 20th century, the District could boast "a distinct character from older parts of the city,"

¹⁰ *The Book of St. Louisans* (St. Louis: The St. Louis Republic, 1912): 540; James Cox, *Old and New St. Louis* (St. Louis, 1893): 72-77.

¹¹ Schwenk, Ambler, Davis, Sec. E, pp.22-24.

¹² *Plan and Agreement For the Purchase by the United Railways Company of St. Louis of Certain Street Railroads In the City of St. Louis* (New York: Brown Brothers & Co., July 20, 1899): 1; 24-27).

¹³ Andrew D. Young, *The St. Louis Streetcar Story* (Glendale, CA: Interurban Press, 1988):133.

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evident in the District's "inclusion and exclusion of certain types [of buildings]."¹⁴ While the large car sheds fronting Texas, Gravois and S. Jefferson and the associated activities seemed unsightly intrusions in the developing streetcar suburb, the moderate size, architectural styling, and new function of 2727 S. Jefferson met the standards of the day.

Burgdorf Motor Co. (1919-1955)

Following United Railways' sale of 2727 S. Jefferson in 1910, city directories show the building in use by a moving and storage firm. In 1919, Burgdorf Motor Co. was first listed occupying the building. The adaptive reuse of the property by Burgdorf Motor as an auto-related facility illustrates the changing modes of transportation both locally and nationally, and is an indicator that locally, sufficient numbers of privately owned automobiles existed to support such a firm, located in a working to middle class neighborhood. The family-owned business¹⁵ was established by Missouri-born Herman F. Burgdorf (1870-1948) who was then semi-retired from a long career as an architect in St. Louis. During the 1890s, Burgdorf was in partnership with Alfred M. Baker (AIA); the firm was well known for its residential work. Later, Burgdorf practiced alone.

Not surprisingly, Burgdorf was architect for the small 1922 brick addition joining the southeast corner of the former streetcar facility. A Sanborn map (Fig. 4) indicates that the addition was designed as a sales area for the small neighborhood firm which provided various auto services, including the sale of cars. The Business Classified section of city directories consistently list Burgdorf Motor Co. only under a heading "Automobiles," a general classification that does not identify specific services offered. Later directories in the 1940s that also provide Classified headings of specific car makes show Burgdorf Motor Co. listed as one of the city's three Hudson car dealers. The same Sanborn map (Fig. 4) indicates that Burgdorf Motor used the principal building (built c. 1885 by Union Depot) for car storage (with a 20-car capacity), auto repairs, and general storage. The 1000-gallon underground gasoline tank installed in 1929 suggests Burgdorf operated a small gas station as well; it became the second gas station to open in this block of S. Jefferson.

The single entrance façade with display windows, and simple design exhibited in the 1922 addition, as well as its function, a "sales area. . . restricted to one store," conform to the characteristics of the Property Sub-type: "Single Entrance With Display Windows Commercial Property Type" (a sub-type of the "Commercial/Industrial Building Functional Property Type") as described in "Section F" of the MPDF. The addition also illustrates the **Significance** of the general property type and sub-type set forth in Section F, as a good representative example of "an important building for sales and services commercial buildings found along commercial

¹⁴ Schwenk, Ambler, Davis, Section 8, pp.1032-1034.

¹⁵ Herman Burgdorf's sons, Elmer H. and Oliver, A., also worked for the company, and continued the business after their father's death in 1948.

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enclaves in streetcar suburbs.”¹⁶

The physical characteristics (garage service bays, “utilitarian” styling) and functions of the principal c.1885 two-story brick building used by Burgdorf Motor Co. for auto repair and storage, with a gasoline station outside, illustrate features of the Property Sub-Type, “Auto-Related Commerical Building Property Type” as described in Section F of the MPDF.¹⁷

The c. 1885 building illustrates the **Significance** of this property type and sub-type as “an important commercial sub-type that demonstrates the evolution of streetcar neighborhood during a period of change in transportation technology. . . Buildings used for repair of automobiles and trucks replaced or incorporated buildings previously used as livery stables and carriage manufacturing. This property sub-type provides valuable information about the evolution of streetcar suburbs in the early twentieth century, in particular the continuing role of the streetcar as a popular form of mass transit despite the affordability of the automobile by the 1920s.”¹⁸

Later History of the Building

Burgdorf Motor Co. continued business at 2727 S. Jefferson as late as 1959. The next long-term owner, Schaeffer Electric Co. occupied the building from the early 1960s to 1998. Current (2005) owners, Kenrick Design/Construction Services, Inc., an architectural design and construction firm, located in 2727 S. Jefferson in 2004.

¹⁶ Schwenck, Ambler, Davis, Sec. F, p. 36 (MPDF).

¹⁷ Schwenck, Ambler, Davis, Sec. F, p. 37 (MPDF).

¹⁸ Schwenck, Ambler, Davis, Sec. F, p. 38 (MPDF).

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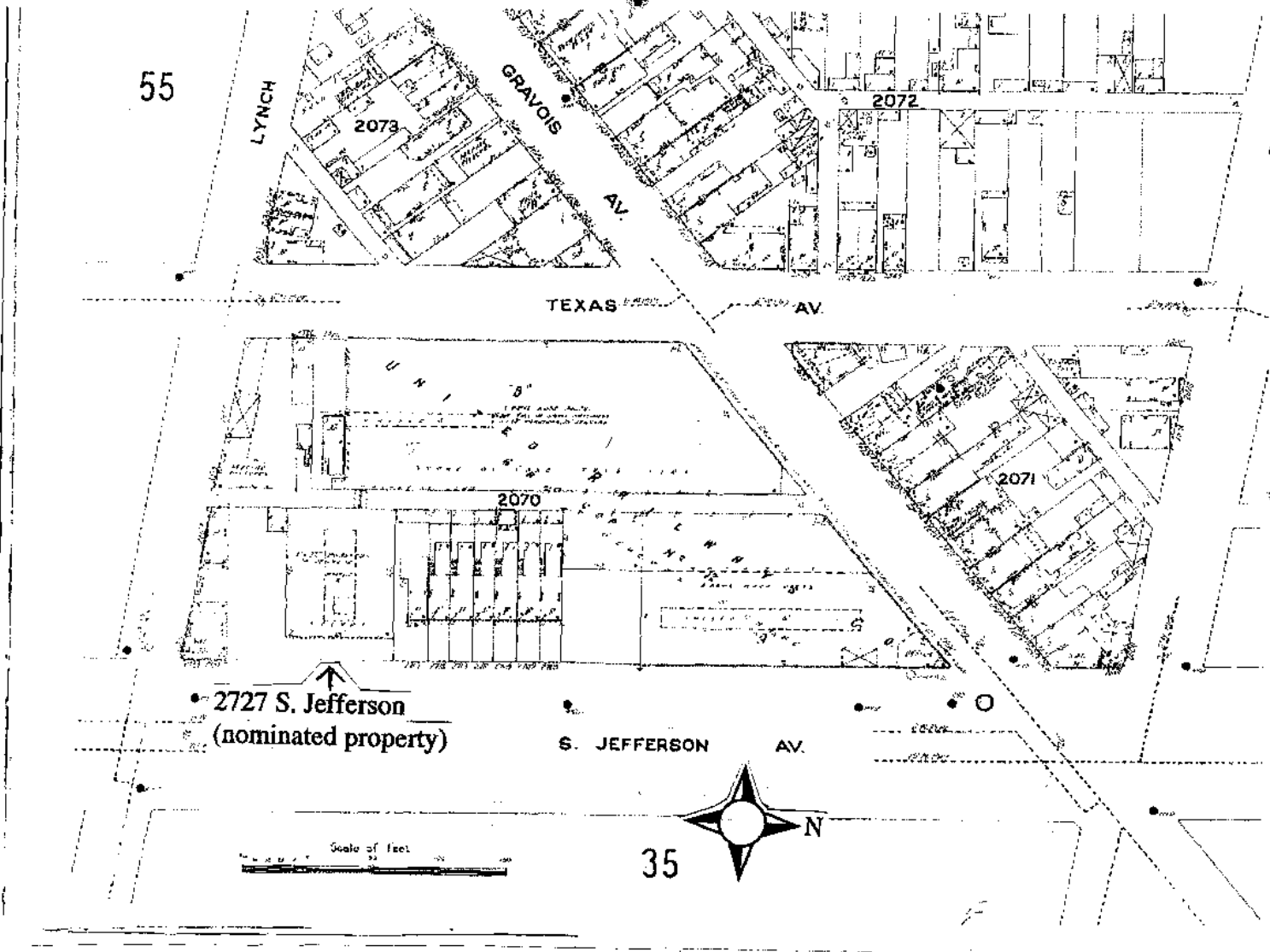
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St. Louis (Independent City), Missouri

FIGURE 1

Saint Louis 1903-1916 vol: 4, 1909, Sheet 31



**1909 Sanborn Map (Vol. 4, Sheet 31)
showing CB 2070 with United Railways Bldgs, originally built by
Union Depot Railroad Co.**

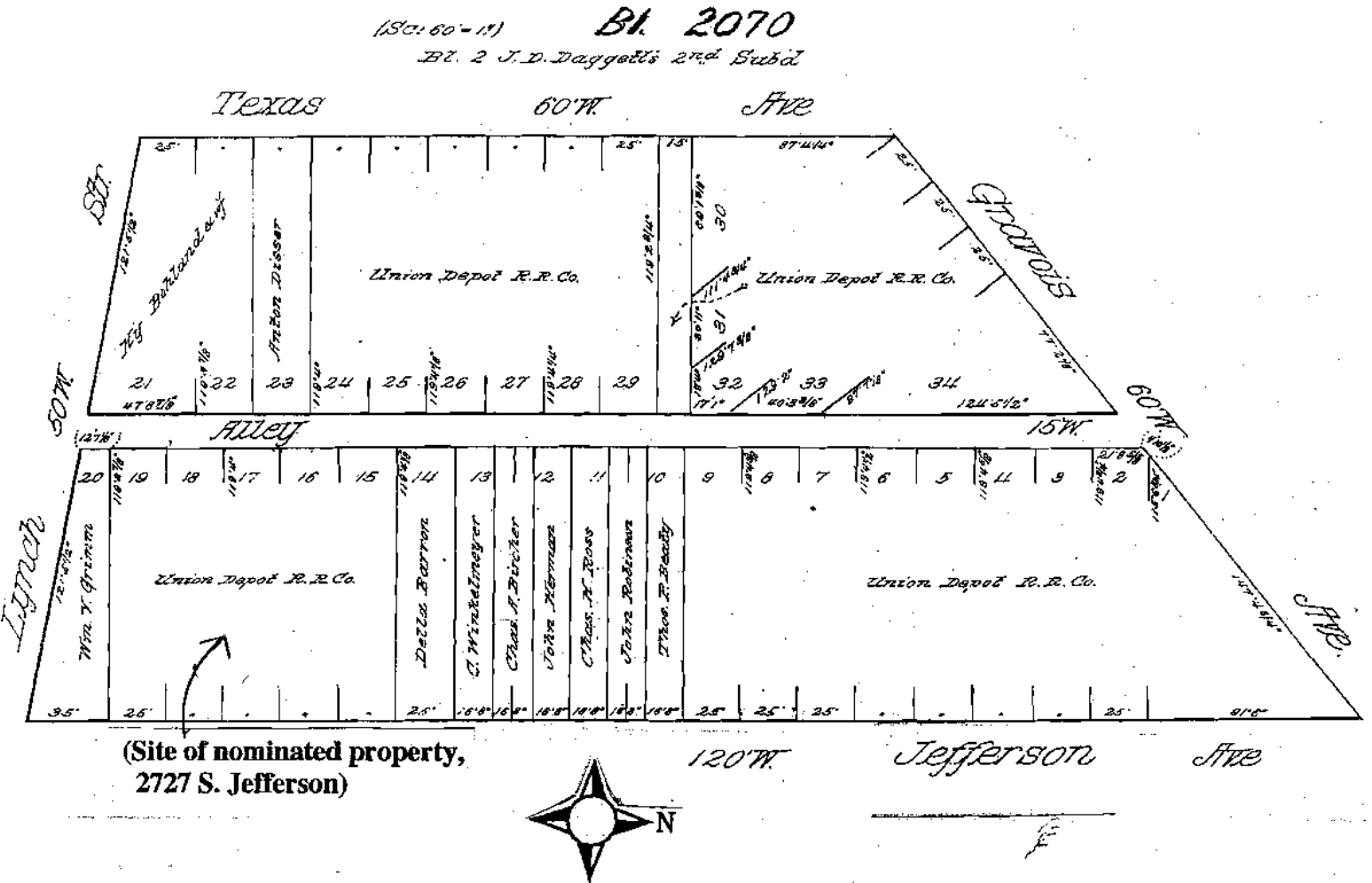
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FIGURE 3



1888-1890 "City Blocks" Plat Book
showing lots owned by Union Depot Railroad Co. in CB 2070
(lots 1-9 formerly owned by Gravois Railway Co.)
Source: Missouri Historical Society

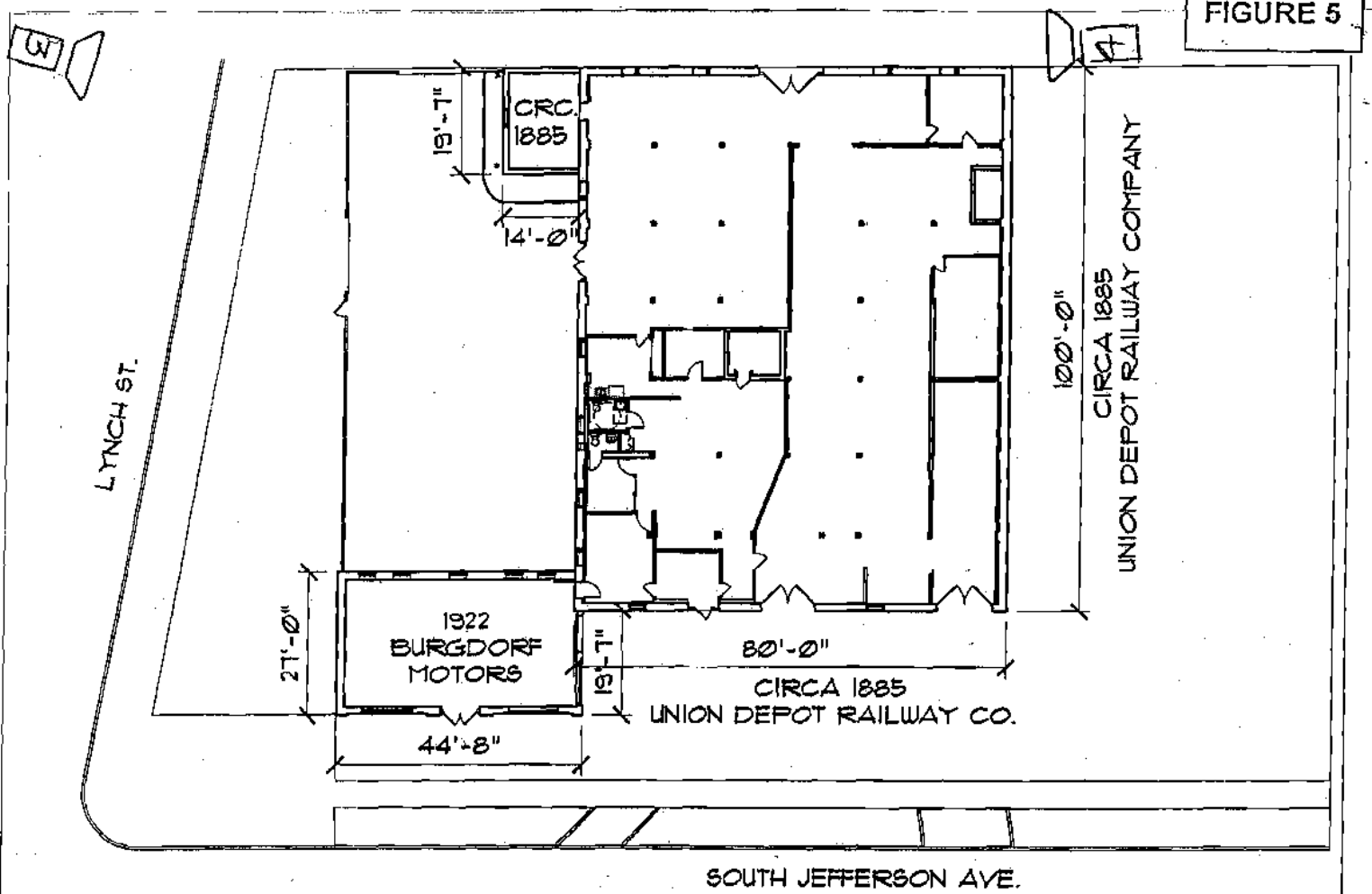
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FIGURE 5



— PHOTO ANGLE

EXISTING FIRST FLOOR PLAN

SCALE: 1/32" = 1'-0"

PROJECT NAME: CARRIAGE WORKS BLDG.
2727 SOUTH JEFFERSON
ST. LOUIS, MO 63118

KENRICK
DESIGN/CONSTRUCTION SERVICES
2727 SOUTH JEFFERSON AVENUE
ST. LOUIS, MO 63118
(314) 865-5200 FAX: (314) 865-5203

KDCS #: 05-015	DATE: 03/21/05	DRAWING: FLOOR PLAN
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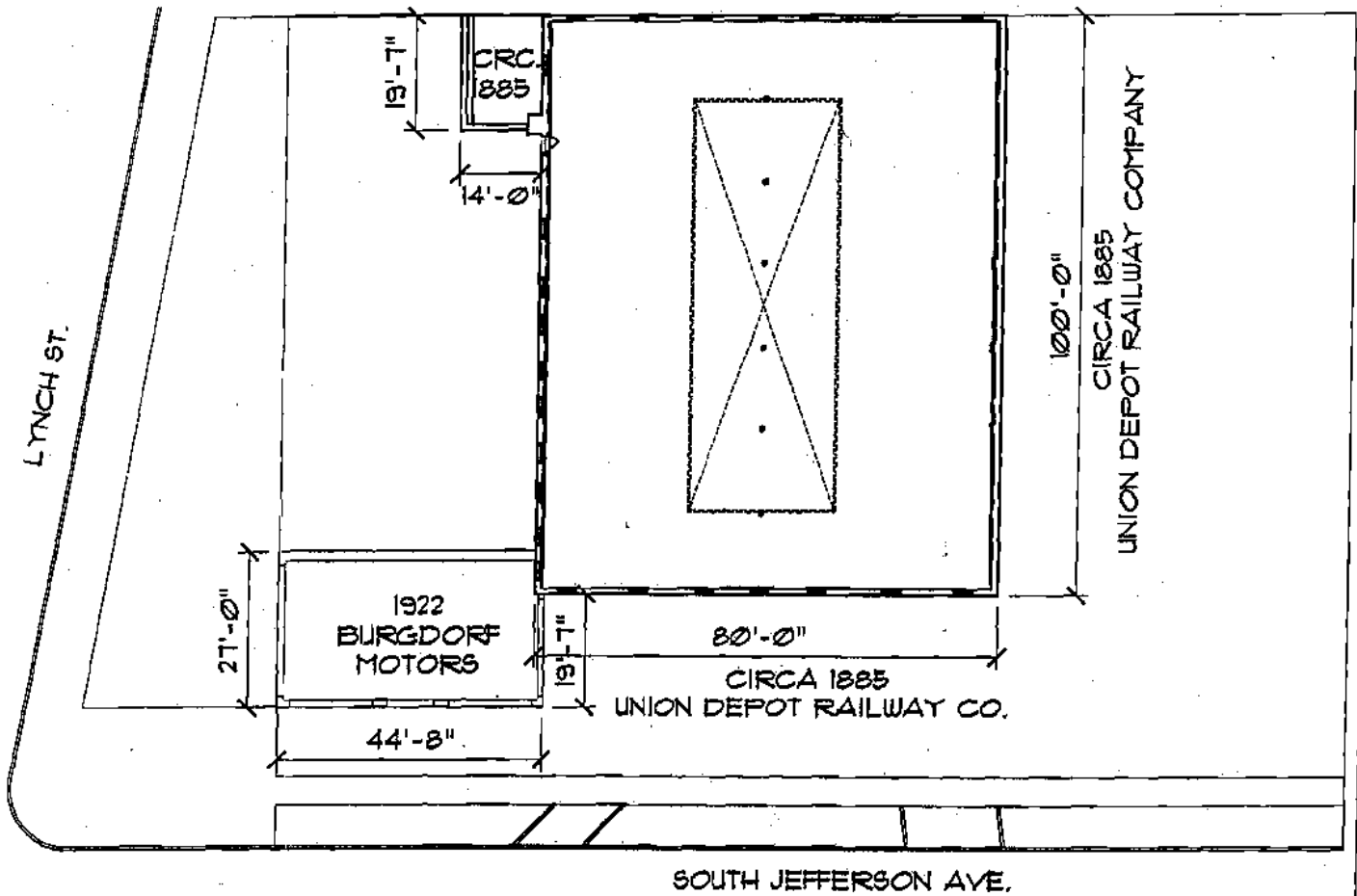
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FIGURE 6



EXISTING SECOND FLOOR PLAN

SCALE: 1/32" = 1'-0"

PROJECT NAME: CARRIAGE WORKS BLDG.
2727 SOUTH JEFFERSON
ST. LOUIS, MO 63118

KDCS #:
05-015

DATE:
03/21/05

DRAWING:
FLOOR PLAN



KENRICK

DESIGN/CONSTRUCTION SERVICES
2727 SOUTH JEFFERSON AVENUE
ST. LOUIS, MO 63118
(314) 865-5200 FAX: (314) 865-5203

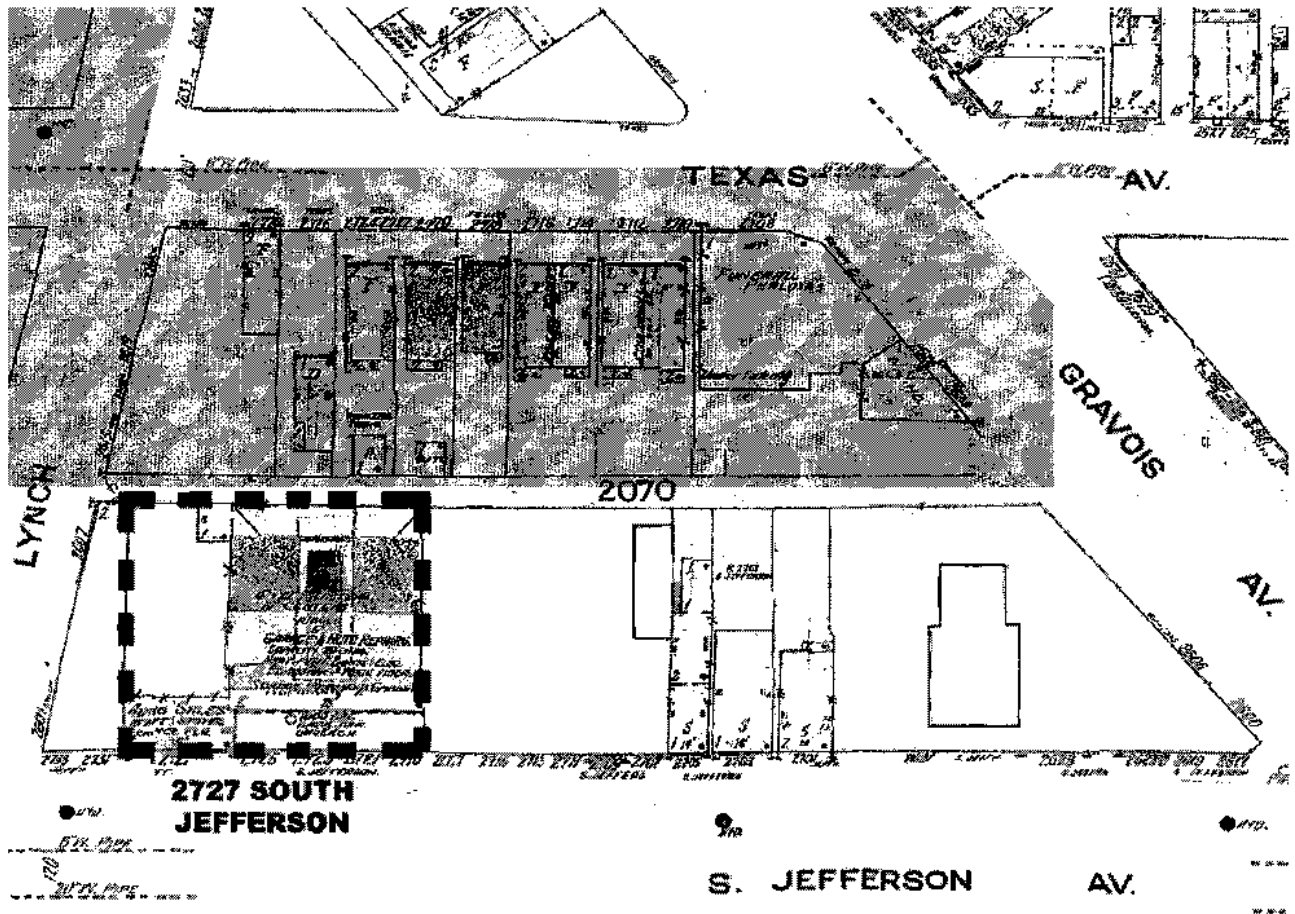
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Boundary Map: "Union Depot Railroad Co. Building" (2727 S. Jefferson, St. Louis, Missouri)



-  **GRAVOIS-JEFFERSON STREETCAR SUBURB HISTORIC DISTRICT**
-  **NOMINATED PROPERTY**

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South St. Louis Working- and Middle-Class Streetcar Suburbs (MPDF)
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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10/photos Page 16 Union Depot Railroad Company Building
South St. Louis Working- and Middle-Class Streetcar Suburbs (MPDF)
St. Louis (Independent City), Missouri

Verbal Boundary Description

The boundary of the property is defined by the dark broken line on the accompanying map entitled, "Boundary Map: "Union Depot Railroad Co. Building." (2727 S. Jefferson, St. Louis, Missouri."

Boundary Justification

The boundaries encompass the entire original parcel that is historically associated with the building.

Photos

- Photo #1 Photographer: (applies to all photos) Laura Johnson
Date: (applies to all photos) August 2005
Location of original negatives: (applies to all photos) Kenrick Design (St. Louis, MO)
Primary (east) elevation
Camera facing west
- Photo #2 Primary (east) and north elevations
Camera facing southwest
- Photo #3 South and west elevations
Camera facing northeast
- Photo #4 West (rear) elevation
Camera facing southeast







