

**MERAMEC RIVER SOUTH
INVENTORY OF HISTORIC BUILDINGS**

1993

Prepared by Esley Hamilton

**with the assistance of Judy Little and Ed Williams
for the St. Louis County Department of Parks and Recreation
under a grant from the Missouri Department of Natural Resources**

RESEARCH METHODS

The properties that are included in the following inventory have presented themselves for review over a long period of time, but they were slow in coming. Of the properties first identified by the St. Louis County Historic Buildings Commission in their 1965 inventory, only the old stone chimney on the old Smizer Farm was included from this area, and it is not longer extant. The Longwith-DeSalme House included in the 1970 and 1983 publications has been demolished. Norrington, the c. 1900 log house at 880 Old Smizer Mill Road, was once nominated to the National Register, but that nomination is still pending.

In recent years, however, the City of Fenton has made a concerted effort to identify sites associated with its history. This work culminated in 1992 with the publication of River City, The Story of Fenton, Missouri, by Della Lang. While not definitive, the book includes a wealth of previously unpublished photos and other new data collected over several years by the Fenton Historical Committee. At the opposite end of the survey area, inquiries about the little-known community of Crescent have come become more common as that area faces development. The widening and rerouting of Highway 141 (the old corridor linking Woods Mill Road, Meramec Station Road, Vandover Road, and New Smizer Mill Road) has turned up other buildings of potential merit. Renewed interest in the history of Route 66, the U.S. highway largely subsumed in Missouri by Interstate 44, has caused sites related to this theme to be identified for the first time.

Increased concern for the future of rural cemeteries in St. Louis County and across the nation has led to the inclusion of several of these in the present study. An invaluable aid on this subject is the volume, Old Cemeteries, St. Louis County, Missouri, Volume I, published by the St. Louis Genealogical Society in 1982.

The chapel at the Beaumont Boy Scout Reservation was identified in the course of a study conducted by the author for the Missouri Historical Society in 1991 on St. Louis architecture in the 1950s.

Two previous thematic studies have identified properties in this area. The 1991 survey, "Schools Built Before 1941," included an inventory form for the Crescent School at 447 Lewis Road (Meramec Township), and it identified the Vandover School for future study. "Churches Built Before 1941" included two churches in Fenton, the former St. Paul's Catholic Church at 508 Main, and the former Fenton Methodist Church at 212 Main. It also mentioned the Lewis Memorial Chapel in Crescent for the first time as potentially significant.

Some brief references to this area are found in early publications on the history of St. Louis County: J. Thomas Scharf, History of St. Louis City and County (1883), William L. Thomas, History of St. Louis County (1911), and the History of St. Louis County published in 1920 by the county newspaper, the Watchman-Advocate. On the other hand, a few of the properties included in this study required some of the most extensive and taxing research to date in St. Louis County inventories. The Meramec valley was settled at an early date. Much of the land was assigned by the colonial government prior to the Louisiana Purchase, and the surveys and verbal descriptions tend to be extremely vague. These pioneer settlers did not often avail themselves of the probate court, either, so family relationships are often uncertain.

The old town of Fenton, the original subdivision that marks is the nucleus of the modern city, presents other research problems. It was laid out as early as 1818, and of existing municipalities in St. Louis County, only Florissant and Bridgeton are earlier. From that date to the present only one comprehensive record of property owners exists, the map of Fenton included by Julius Pitzman in his 1878 atlas of St. Louis County. This contrasts with the rural areas of the county, for which atlases dating to 1862, 1870, 1893, and 1909 also exist. Tracing land titles is thus made an extremely tedious and time-consuming process.

The difficulty of researching this area is magnified by the poor condition of the land records themselves. Both St. Louis city and county records have now been microfilmed, but the quality of these photos is very uneven. Some films are virtually unreadable, and the quality is not entirely related to the age of the original record; one of the worst years among county records is 1952. A researcher can never be sure, then, that he or she has not seen the elusive record needed. Researching dates after World War II is hampered by the enormous increase in the numbers of real estate transactions that took place in St. Louis County with the advent of suburbanization. County directories, which faithfully reported the whole population of the county in their early editions (1893–1909), seem to have dropped areas of the far west county after 1920, and full reporting did not return until after 1955. In some ways, these problems make researching modern landmarks such as those associated with Route 66 more difficult than nineteenth-century buildings.

Forms in this inventory have been divided into two groups: those in the city limits of Fenton and those in the unincorporated county. This portion of the county includes parts of three townships — Bonhomme, Queeny, and Meramec — but only small portions of each. Sites have been identified by township under item seven but have not been arranged as such. Instead, street addresses have been used, alphabetical and numerical. Maps for most properties are taken from the records of the St. Louis County Department of Revenue. They show property lines and subdivision outlines as well as building outlines, and they often have other data about dimensions and ownership. Where these have not been available, aerial photographs have been used, or, in two cases, maps provided by the owner institutions.

Inventory forms have been numbered on item one according to St. Louis County's locator system. This nine-digit system is based on a coordinated grid that covers the entire county and gives each parcel of land a unique identification. Most county records are keyed to this system, and it is hoped that inclusion of it on these inventory forms will facilitate further research. All photographic negatives are in the files of the St. Louis County Department of Parks and Recreation. Roll and frame numbers have been included on the inventory forms under item three. The roll numbers are assigned by the photo processing companies. Roll and frame numbers have also been marked on the backs of the inventory photos.

PHYSICAL DESCRIPTION

The portion of St. Louis County south of the Meramec River has some of the county's most varied scenery, a fact which has been recognized by the large number of parks and other open spaces preserved in it. At the same time, it is a rapidly growing area, with much of the east half already entirely suburbanized, and much of the west half under intense developmental pressures. The foremost feature of the area is, of course, the Meramec River itself, usually a stream only a few feet deep, but capable of flooding wide areas, as it did twice in 1993. At both the northeast and northwest corners of the study area, the river makes a wide loop as it turns ninety degrees, and here large flat lands contrast with the steep hills or palisades of the left bank of the river. The one on the east, now largely incorporated in the City of Fenton, is associated with the Meramec Highlands of Kirkwood and Sunset Hills, the municipalities on the high side of the river. Its pastoral beauty attracted resorts and country estates at the turn of the century, but today it is one of the most industrialized parts of the county, with two huge Chrysler automobile assembly plants, the headquarters of the Maritz Corporation, and many other large businesses.

Crescent, the community in the western curve of the river, remains by contrast largely pastoral. Once easily accessible by rail, Crescent is now dependent on Interstate 44 and Lewis Road for its only access, and since Lewis Road is constructed to the standards of a rural byway, county development regulations do not permit the kind of suburban development that land speculators would like to see there. One approaches Crescent from the south across a high ridge to find the whole river valley and the highlands of Eureka, Glencoe, and Castlewood spread out in a panorama unequalled in the county. No wonder developers want it.

The Meramec River Recreation Association, a not-for-profit corporation that is an alliance of private citizens, the county government, nearby municipalities, the state departments of Natural Resources and Conservation, and other agencies, has been attempting to acquire or regulate as much of this valley as possible as the Meramec Greenway. County parks along the river include West Tyson Park (672 acres), Lone Elk Park (546 acres), Buder Park (178 acres), Unger Park (134 acres), and at the southeast corner of this study area, George Winter Park (125 acres). Castlewood State Park, located primarily on the hills above the left bank of the river, has been extensively enlarged in the flood plain on both sides of the river, extending almost as far west as Glencoe. The Chubb Trail extends from Lone Elk Park to West Tyson Park through lands owned by cooperating state agencies. The largest single tract here is the Washington University Tyson Research Center, nearly 2,000 acres of wooded uplands and the central Tyson Hollow, but this land is generally closed to the public.

Parts of this wooded upland are included in two National Register archaeological districts. The Crescent Quarry Archaeological Site focuses on 160 acres of the former Mincke Farm, now part of West Tyson Park. The Beaumont-Tyson Quarry District includes seven separate sites in the former Mincke Farm and the Tyson Research Center totaling 640 acres, but the entire archaeological resource extends across an area four miles from east to west and eleven miles from the Meramec south.

The uplands between Fenton and Crescent were described on a county map produced by the Bureau of Soils in 1919 as "rough stony land," the lowest rating it gave. This fact, combined with the fact that much of the area remained in the ownership of one family, the Ranken estate, for more than a century, made the public acquisition of this land relatively easy. The Beaumont Reservation, 1,196 acres in St. Louis County plus an adjacent 1,157 acres in Jefferson County, was acquired for the Boy Scouts in 1947. At the southwest edge of this area, the county parks department acquired the 68-acre Antire Valley Park in 1969. Finally in 1990, after years of lobbying by conservationists, the Missouri Department of Conservation arranged for the purchase of another 975 acres of wooded uplands between Beaumont and Interstate 44, extending east as far as Williams Creek and Hillsboro Road.

This purchase brought part of a third National Register archaeological district into public ownership. The Williams Creek Archaeological District is a triangular area with its base along the river and its apex pointed south up the creek. It encompasses fifteen numbered archaeological sites in addition to some historic features. The northern portion of this tract, however, is currently being mined for gravel and sand by Simpson Materials of Valley Park, thus presumably destroying any archaeological value it may have. The land is contracted to revert to the county after the gravel is extracted. Gravel quarrying is in fact an old tradition along the Meramec. George Winter Park was once a quarry, and many of the distinctly honey-brown macadam roads and walks around St. Louis are the products of Meramec gravel.

In recent years, the City of Fenton has made substantial strides toward beautifying its part of the Meramec. The Fenton Meramec Greenway, extending along Larkin Williams Road from the old town north to Interstate 44, has eliminated many old "clubhouses," small cottages or cabins used as weekend homes by private owners. Very popular from the turn of the century until the advent of air conditioning, these buildings are now typically deteriorated and unattractive. The new landscaping Fenton has introduced has essentially turned Larkin Williams Road into a parkway. Adjacent is the 93-acre Fenton City Park, offering lighted athletic fields, picnic areas, and tennis courts.

Four private golf courses are included in this study area. All are of recent construction: Riverside, adjacent to Fenton City Park; Lakewood, at Bowles Avenue and New Smizer Mill Road; Paradise Valley, on Hillsboro Road; and Crescent, now known as the Players Club, on Lewis Road in Crescent.

In the decade between 1980 and 1990, the City of Fenton grew in population by 38% to almost 3,300 people within its 5.5 square miles. Development was even more rapid in the uplands to the west of the city limits, and most property is now fully platted, if not fully built up. Fenton has considered annexing all this unincorporated area west to Hillsboro Road. Only one other municipality exists in this area, Peerless Park, a village of 79 persons incorporated in 1950 and occupying about 85 acres on the bridgehead south of Valley Park. The shoddy development that Peerless Park has permitted at the major intersection of I-44 and Route 141, including a Wet Willy's, has become a byword among municipal reformers in the county.

HISTORY

Although the Meramec River was never the highway for commerce that William Lindsay Long, the founder of Fenton, thought it would be, it did permit the early settlement of most of the eastern part of this study area. By the time of the Louisiana Purchase, the river was fairly lined with land grants as far west as the present Tyson Research Center. Several of these early farmsteads still have early houses on them, including the Chott Farm, on a tract originally granted to John Carpenter, the Smizer or Gates farm on the John Williams grant, and the nearby Higgins Farm on the adjacent Thomas Williams grant.

William Lindsay Long, who founded Fenton, was one of these early Anglo immigrants. He first settled in the area near Faust Park in Chesterfield, he moved at an early date to the Gravois Creek area, where he built both White Haven (now Ulysses S. Grant National Historic Site) and the Long Log House on Pardee Road (now owned by St. Louis County). The episode of his life involving Fenton was brief; he laid out the town in 1818 and moved back to the Gravois in 1821. He succeeded, however, in founding the third-oldest town in the county after the colonial settlements of Florissant and Bridgeton. Both Manchester and Ballwin claim equally old beginnings, but they were not formally laid out until nearly two decades later. Fenton also has some seniority in the year of its incorporation. Among the 90 municipalities in St. Louis County the sequence is Bridgeton, 1843; Florissant, 1857; Pacific (mostly in Franklin County), 1859; Kirkwood, 1865; Fenton, 1874; Ferguson, 1894; and Webster Groves, 1896.

For many years, scarcely anyone lived in Fenton. Scharf says that no more than two families resided there until 1838, when the first store was opened by James Hibbert, and even after that there were scarcely more than six families. The 1878 map of the town (included here) still shows many vacant lots. About 1890, the town grew so quiet (or, more optimistically, "peaceful") that no further municipal elections were held until 1955. Fenton had a privately financed bridge across the Meramec from 1855 until 1874, when it was purchased by the county and made free. The only other bridge nearby was at Meramec Station (later Valley Park). But unlike Meramec Station, Fenton never had the advantage of the railroad, which followed the left bank of the river from Meramec Highlands to Glencoe. The town also suffered from a series of fires. One in 1882 destroyed four buildings, the 1893 fire destroyed Henry Tempel's mill, and the 1913 fire is said to have consumed all but two of the commercial buildings on Main Street.

South of the river, the only road west was Antire Road, which threaded its way through the hilly, desolate area beyond the Meramec Station bridge to end on the banks of the river again opposite Eureka. Further travel westward required a ferry. The 1837 atlas of land claims shows most of this territory still blank. Even after these lands were purchased from the federal government, they remained largely undeveloped. The Burns Cemetery is one of the few remnants of pioneer days there. In the early 1870s, Thomas Ranken, Jr. and David Ranken began buying up large tracts of land in this area. In addition to buying the majority of the land south of the Meramec and west of Meramec Station, they also bought some tracts north of the river and west of here in the big ox-bow south of Eureka. Eventually they amassed over 12,000 acres, which they leased in part to tenant farmers but for the most part allowed to return to forest. Apparently there were two related Ranken families in St. Louis, and it is not clear that this David Ranken is the same as the David Ranken, Jr. (1835-1910) who founded the David Ranken School of Mechanical Trades, now Ranken Institute at Newstead and Cook. Thomas Ranken, Jr., died in 1900.

The central portion of the Ranken Estate, as it was later called, was acquired by the U.S. government for the Tyson Valley Powder Dump and later divided between Washington University and the county parks department for Lone Elk Park and West Tyson Park. The Boy Scouts acquired their Beaumont Reservation in 1947, and as recently as 1990, the Department of Conservation acquired 975 acres for the so-called "Forest 44" conservation area. Other Ranken lands included about 350 acres of former Lewis and Horn property on Crescent Road opposite Glencoe, about 500 acres on Augustine Road south of Eureka, and another 500 acres on the river, including what was known in the 1920s and 30s as Lincoln Beach. By the 1970s, when most of this land was finally dispersed, Ranken heirs were scattered all over the world, with the American heirs holding about 1,150 acres and foreign heirs another 2,700.

The Crescent area, isolated beyond the Ranken estate, is said to have been settled about 1816 by Martrom Lewis. A native of Virginia, he would have been only about 22 years old at the time. He did not purchase any of the land there directly from the U.S. government, but by 1909 his descendants (a table of whom is included in this report) held nearly 530 acres there. Martrom Lewis himself lived at the northwest corner of Crescent opposite Glencoe, and it is said that he crossed the river to serve as the stationmaster there after the Missouri Pacific Railroad came through in 1853. The Frisco Railroad built its line from Eureka to Valley Park through Crescent in the 1880s, and thereafter the location was more attractive to wealthy commuters. One of them was probably Martrom D. Lewis, the third son of the founder, who was for years the public administrator of St. Louis. John T. Milliken, rumored to be the richest man in St. Louis, assembled about 260 acres there after 1899, and built an estate there. It became the nucleus of the Pevely Dairy Farm after Daniel Kerckhoff bought it in 1921. By then the Missouri Pacific had rerouted its lines across Crescent, too.

The isolation of this part of the county began to break down only with the construction of Route 66, the legendary U.S. highway from Chicago to Santa Monica. For the first time, drivers had direct access across the right bank of the Meramec from St. Louis to Eureka and beyond. This newfound accessibility was celebrated by the opening of Steiny's Inn directly opposite the bridgehead. The new highway was the subject of a beautification effort from the late thirties into the fifties. Called the Henry Shaw Gardenway, it was conceived as a parkway linking the Missouri Botanical Garden at Tower Grove and Shaw Avenues in south St. Louis with the recently acquired Arboretum in Grey's Summit, west of here in Franklin County. About 1940, one of Missouri's Civilian Conservation Corps camps was devoted to this project. This effort, which might have rivaled the contemporary parkways in the New York and Washington regions, was forgotten with the advent of the interstate highway system, and most of it was swept away in the construction of I-44. Today the only surviving buildings associated with the Gardenway are a shelter in Allenton and the Jensen's Point Overlook (now threatened) near Pacific. The plaque at West Tyson Park is another reminder.

Route 66 and its successor, Interstate 44, opened the area to industrial development after World War II, with the relatively flat lands north of Fenton being particularly attractive. Very few of these buildings had any pretensions to architectural significance, but one exception is the chapel at the Beaumont Boy Scout Reservation. The camp itself was a response to the population boom and the rapid spread of the city after the war, and the chapel was intended to be the focal point of this sensitively planned complex. Although still less than fifty years old, the chapel has already been restored once, and its continued preservation is a legitimate concern.

Most old landmarks fell to the onslaught of suburban development, and those included in this inventory, including the five cemeteries, are the last relics of an earlier age.

RECOMMENDATIONS:

It may seem odd to recommend more open space in a portion of the county that already has so much, but that is exactly what the area south of the Meramec needs. The Valley Mount Ranch, immediately east of Forest 44, would make a fine public recreation facility, and its acquisition would preserve one and possibly two historic houses. Similarly, the unrivaled beauty of the Crescent area is likely to be lost if development takes place, and even now many of its historic resources are on the brink of disaster.

The cemeteries included in this inventory, another kind of open space, are surprisingly well cared for at present. Development of the Pevely Farm, however, may jeopardise the beautiful and historic Crescent Community Center, set in its midst.

Any discussion of National Register eligibility must begin with a plea for greater coordination with the Department of Natural Resources. The lack of available information about the Williams Creek Archaeological District makes it impossible to know if the Higgins Farm at 5005 Antire Road as well as the Smizer or Gates Farm on nearby Hillsboro Road (now the Valley Mount Ranch) may already be listed on the National Register. Similarly, the inability to locate already collected materials about Steiny's Inn said to be in the possession of the Department's Project Oversight office (located in the building itself) greatly hampered a full analysis of the significance of that Route 66 landmark.

One surprising finding of this study was the number of old (i.e. circa Civil War) buildings. The one possibly built by Jabez Ferris at 417 Main in Fenton, the Chott Farm on Old Highway 141, the Philander Lewis, Sr., House on Allen Road (although abandoned), and the Higgins Farm on Antire Road, rank among the oldest and least altered in the county. The house at Valley Mount Ranch has been substantially altered, but if it is the original Smizer House, it would be worthy of restoration.

The house at 417 Main is the centerpiece of a group of buildings that offer a fragmentary reflection of oldtime Fenton. While they are interspersed with other less interesting buildings, the Hitzert Hotel, the Farmers' & Merchants' Bank, the Ludwig Blacksmith Shop, the Fenton Ice House and Fenton Feed Mill, together with the former St. Paul's Catholic Church (now the studios of an organ restorer) and the old houses at 8 and 12 Ferry Street and 36 Goode Street, create an ensemble that is definitely worthy of preservation on a local if not a national level. Among these buildings, the Ludwig Blacksmith Shop stands out for its almost perfect state of preservation. One wonders how a business started so long after the triumph of the automobile could have survived, even in a place as remote as Fenton. Even if listed on the National Register a building like this can only be effectively preserved through a local historic preservation ordinance, one that permits a historic commission to designate and regulate the appearance of historic buildings. The need is critical for Fenton if the city is not to lose more houses that would further diminish the continuity of this potential district.

Fortunately, Fenton has had for the past several years a very active historic committee, who can count the book River City among their accomplishments. This group could be advocates for an ordinance to protect the heritage they have so effectively identified.

The present survey may also serve to guide future designations in areas that may be annexed by Fenton. The committee has served as a repository for historic materials, an important function in an area where the old families are so rapidly vanishing. Their latest project has been the acquisition of the Hitzert Hotel, which has been much improved in appearance in the past few months. While this building can serve many valuable community needs, Fenton should keep in mind that acquisition cannot be a substitute for regulation in all preservation issues.

Similarly, St. Louis County needs a better historic preservation ordinance than it now has. The only protection afforded historic buildings in the unincorporated county is the LPA or Landmark and Preservation Area, a zoning designation for which the owner must petition, paying a filing fee ranging from three hundred dollars upward. Little wonder then, that no such designations have been made in this survey area. The county needs an ordinance like those of the most history-minded communities in the state. Such an ordinance should enable the Historic Buildings Commission (already established by statute) to designate historic landmarks and districts with or without the consent of the owners, to regulate alterations, and to prohibit demolition. The 1991 state enabling act gives the county clear authority to pass such legislation, but no efforts have yet been made in that direction.

The Washington University Tyson Research Center, which is the centerpiece of the greenbelt which has been established between Peerless Park and Glencoe, is not open to the public, and therefore none of its many buildings could be included in this inventory. Included as an appendix, however, is a four page list itemizing 158 buildings and structures, along with sewers, roads, water lines, railroads, and fences that existed in 1963. In that year, the grounds were officially turned over to Washington University by the United States government, acting under the provisions of the Federal Property and Administrative Services Act of 1949. This list was included in the Quit Claim Deed filed by the Recorder of Deeds in Book 5211, pages 177 and following. It can provide a starting point for any future evaluation of the historic resources on this property.

FENTON

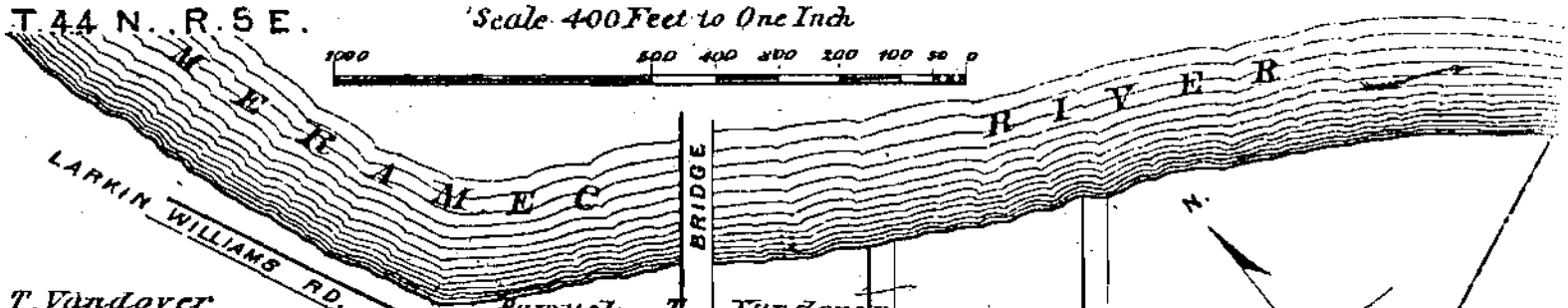
1878

T. 44 N. R. 5 E.

Scale 400 Feet to One Inch



Jacob Talbot



Samuel T. Vandover

Samuel T. Vandover

Hy. Tempel

WATER

ST.

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Hy. Tempel

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Jacob Bull

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Mary Horan

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Burkell H. Sule

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

Thos. Ryans

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule

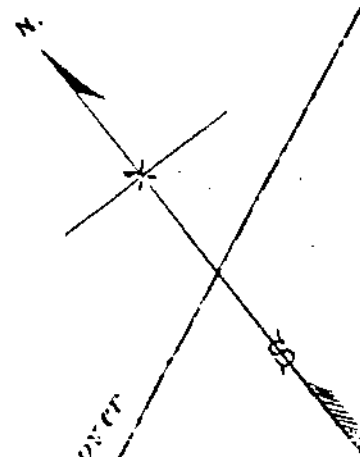
John C. Sule

John C. Sule

John C. Sule

John C. Sule

John C. Sule



Samuel T. Vandover

SUR.

373

T.

Samuel

GRAVOIS ROAD

GRAVE ROAD

FERRY ROAD

WARE ST.

WARE ST.

WATER ST.

WARE ST.

WARE ST.

LARKIN WILLIAMS RD.

BRIDGE

WARE ST.

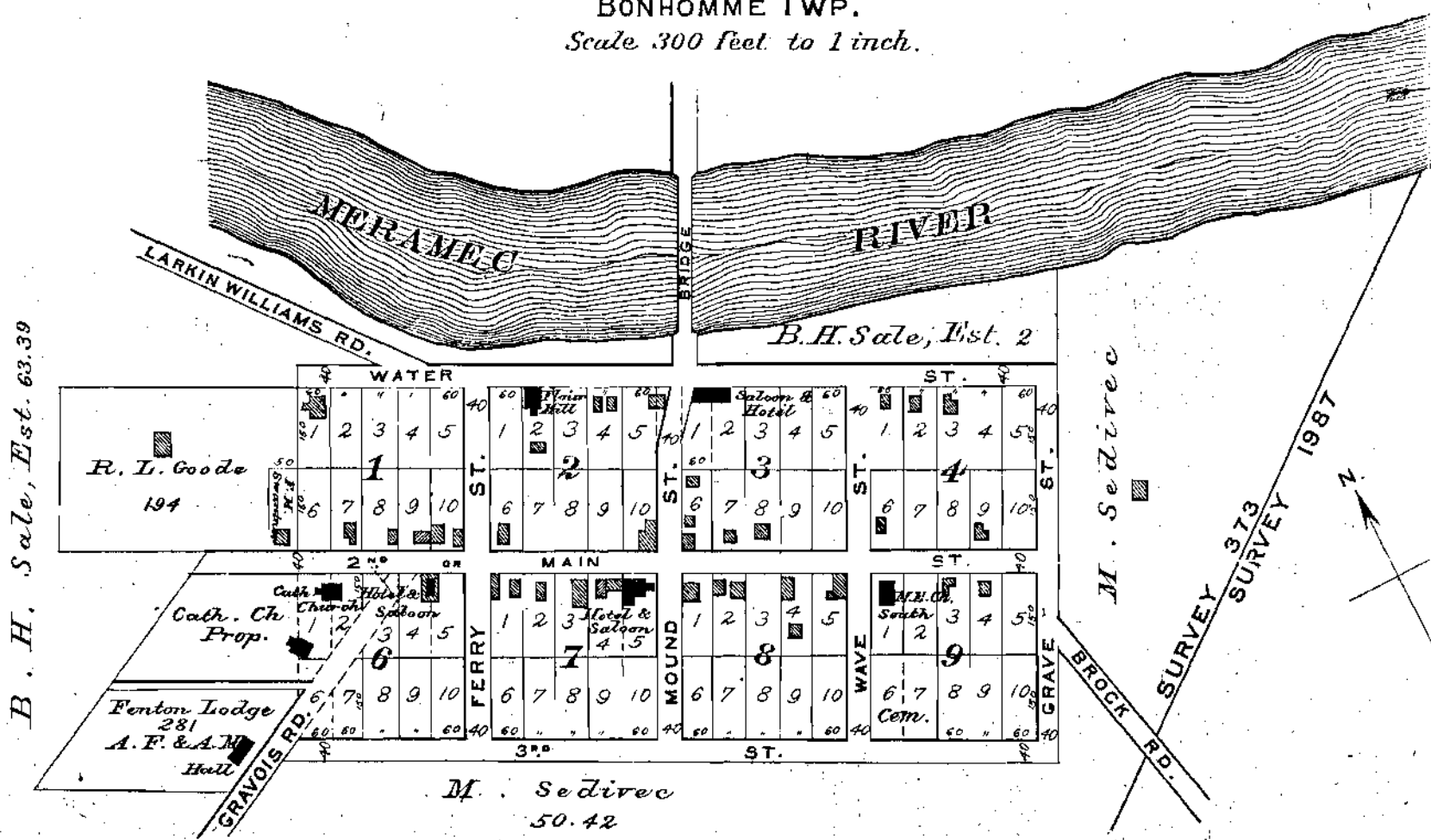
1909

FENTON

IN SURVEY 373-44-5

BONHOMME TWP.

Scale 300 feet to 1 inch.



B. H. Sale, Dist. 63.39

B. H. Sale, Dist. 2

M. Sedirec

*SURVEY 373
SURVEY 1987*

*M. Sedirec
50.42*

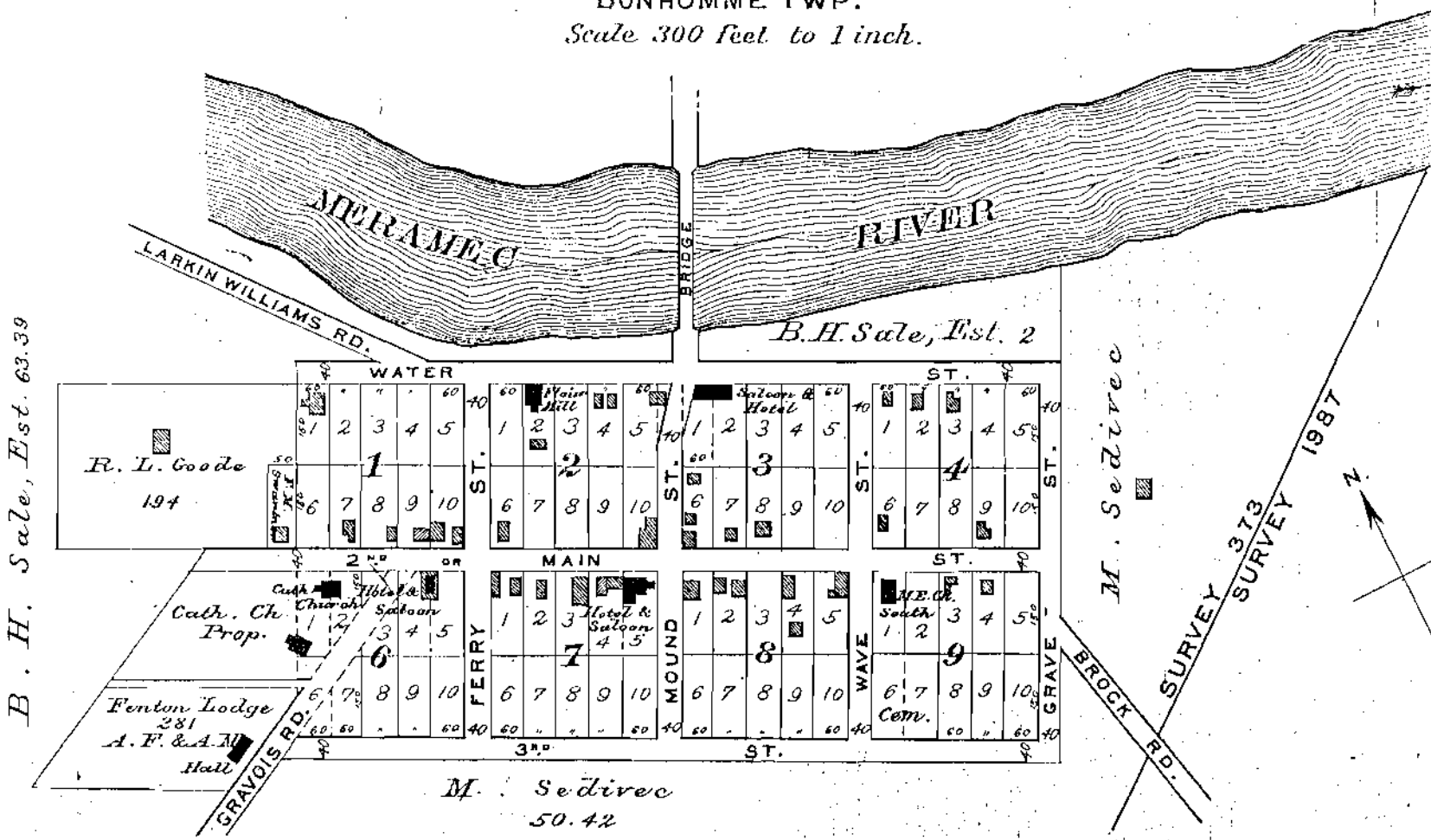
1909

FENTON

IN SURVEY 373-44-5

BONHOMME TWP.

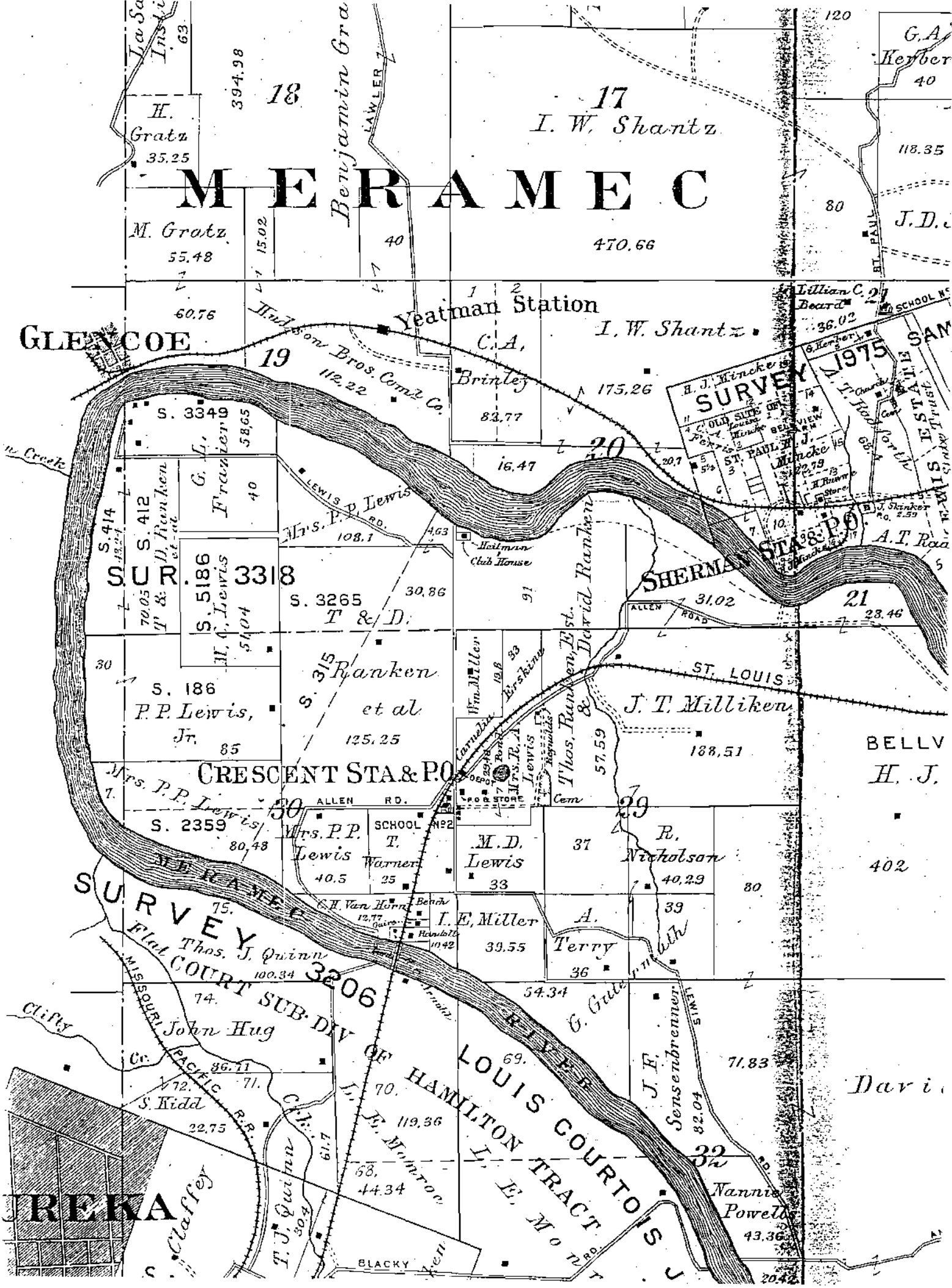
Scale 300 feet to 1 inch.



B. H. Sale, Est. 63.39

M. Sedivoc
50.42

MERAMEC



394.98
18
H. Gratz
35.25
M. Gratz
55.48
60.76

17
I. W. Shantz
470.66

G.A. Keyber
40
118.35
J.D.

GLENCOE

Yeatman Station

Lillian C. Beard
36.02

1975 SURVEY

S. 3349
S. 412
S. 5186
S. 3318
S. 186
P.P. Lewis, Jr.
85
S. 2359
80.48
S. 3265
T & D.
30.86
S. 315
Ranken et al
125.25

1
2
C.A.
Brintley
82.77
175.26
I. W. Shantz

SHERMAN STA & P.O.
31.02
ALLEN ROAD

CRESCENT STA & P.O.

ST. LOUIS
J. T. Milliken
188.51

BELLY
H. J.

SURVEY
FLAT COURT SUB-DIV

M.D. Lewis
33
I. E. Miller
39.55
Terry
36
39
40.29
80
402

REKA
Claffey
T. J. Quinn
30.4
S. Kidd
22.75
John Hug
86.71
S. 70
119.36
J. E. Minton
44.34
BLACKY

LOUIS COURTOIS
HAMILTON TRACT
J. E. Minton

J. F. Sensenbrenner
82.04
Nannie Powell
43.36

Davi

SCHEDULE "A" FOR QUITCLAIM DEED BY THE UNITED STATES OF AMERICA, GRANTOR, TO THE WASHINGTON UNIVERSITY, ST. LOUIS, MISSOURI, GRANTEE (Schedule of Improvements Attached to Land)

Table with 2 columns: Building No. and Description. Rows include items like Warehouse, Masonry - 1942; (52 ea.) Igloos, Concrete, 1942; Transfer Dock, Concrete, 1942; Pen Vaults, Concrete, 1942; Firing Range, 4800', Concrete, 1942; Observation Station, 4800' Firing Range, Concrete, 1942; Ricochet Wall, 4800' Firing Range, Concrete, 1942; Forward Bullet Trap, 4800' Firing Range, 1942, Concrete; Rear Bullet Trap, Concrete, 1942; Observation Station, 20MM Range, Wood frame, 1942; Firing Station, 2250' Firing Station, Concrete, 1942; Photographic Tower, 2250' Firing Range, Wood Frame, 1942; Observation Station, 2250' Firing Range, Wood Frame, 1942; Ricochet Wall, 2250' Firing Range, Concrete, 1942; Observation Station, 2250' Firing Range, Wood Frame, 1942; Ricochet Wall, 2250' Firing Range, Concrete, 1942; Observation Station, 2250' Firing Range, Wood Frame, 1942; Ricochet Wall, 2250' Firing Range, Concrete, 1942; Observation Station, 2250' Firing Range, Wood Frame, 1942.

<u>Building No.</u>	<u>Description</u>
308-2J	Ricochet Wall, 2250' Firing Range, Concrete, 1942
308-2K	Observation Station, Firing Range, 2250', Concrete, 1942
308-2L	Ricochet Wall, 2250' Firing Range, Concrete, 1942
308-2M	Bullet Trap, 2250' Range, Concrete, 1942
308-2W	Ricochet Wall, 2250' Firing Range, 1942, Concrete
308-2X	Ricochet Wall, 2250' Firing Range, 1942, Concrete
308-3A	Observation Station, 600' Firing Range, Wood Frame, 1942
308-3	Firing Station, 600' Firing Range, Wood Frame, 1942
308-3B	Ricochet Wall, 600' Firing Range, Concrete, 1942
308-3C	Bullet Trap, 600' Firing Range, Concrete, 1942
308-4	Firing Station, 600 Yd. Firing Range, Wood Frame, 1942
308-4B	Firing Station, 1800' Firing Range, Wood Frame, 1942
308-4A	Bullet Trap & Observation Station, 1800' Firing Range, Concrete, 1942
310	Carpenter Shop, Wood Frame, Asbestos Shingle, 1942
310A	Storage Shed, West of Carpenter Shop, Wood Frame, 1942
311	Administration Building, Wood Frame, 1942
312	Hospital, Wood Frame, 1942
313	Garage, Guard House & Fire Station, Wood Frame, Asbestos Shingles, 1942
315	Diesel Pump House & Tank, Concrete, 1942
317	Maintenance Warehouse, Wood Frame, 1942
318	Electric Shop, Wood Frame, 1942
319	Mule Barn (Storage) Wood Frame, 1942
320	Paint Storage Shed, Wood Frame, 1942
321	Blacksmith Shop, Wood Frame, 1942
322	Heavy Duty Garage, Wood Frame, 1942
325	Scale House (Opposite Igloo #25), Wood Frame, 1942
326	Recanning House, Wood Frame, 1942

<u>Building No.</u>	<u>Description</u>
327	Truck Inspection Station, Wood Frame, 1942
328	Salt & Coal Storage Shed, Wood Frame, 1942
329-1	Burning Pans (Left) 27MM Firing Range, Steel, 1942
329-1A	Burning Pans (Right) 27MM Firing Range, Steel, 1942
329-2	Loading Dock (Next to Burning Pans) Wood Frame, 1942
329-3	Tool Shed, Wood Frame, 1942
329-4	Personnel Building, Wood Frame, 1942
329-5	Squibb Building, 27MM Firing Range, 1942
329-6	Loading Dock (Next to Road) Wood Frame, 1942
330	Furnace House, 27MM Firing Range, Wood Frame, 1942
331-1	Loading Dock (Bumper), Concrete, 1942
331-2	Personnel and Tool Shed, Wood Frame, 1942
332	Plumbing Shop, Wood Frame, 1942
335-1	Oil Storage Shed (Near Building #313), Wood Frame, 1942
335-2	Oil Storage Shed (South Blacksmith Shop) Galvanized Iron, 1942
335-3	Oil Storage Shed (East Heavy Duty Garage), Wood Frame, 1942
336	Loading Dock (South Blacksmith Shop) Wood, 1942
339	Workman Shed, Wood Frame, 1942
340	Ice House, Wood Frame, 1942
341	Time Clock Building, Wood Frame, 1942
342-1	Club House (25 Yd. Pistol Range House), 1942, Wood Frame
343	Radio Transmitter Building, Wood Frame, 1942
344	Firing Station, 27MM Firing Range, Wood Frame, 1942
344-1	Chronograph Building, 27MM Firing Range, 1942
344-2	Observation Station (27MM Firing Range) Reinforced Concrete, 1942
344-3	Bullet Trap-27MM Firing Range, Steel, 1942
344-4	Squibb Shelter, (27MM Firing Range), Wood Frame, 1942

<u>Building No.</u>	<u>Description</u>
344-5	Shell Container, 27MM Firing Range, 1942, Wood Frame
344-6	TNT Shelter, Wood Frame, 1942
346	Solvent Storage, Wood Frame, 1942
360-1	Warehouse, Corrugated Asbestos, 1953
360-2	Warehouse, Corrugated Asbestos, 1953
	Tank, storage, Diesel Fuel, Metal, 1957
	ADM. STRUCTURES - OTHER:
	Flag Poles (2)
	Billboards
	ELECTRICITY - SOURCE:
337	Building, Electric Generator Plant, Wood Frame
	SEWAGE & INDUSTRIAL WASTE:
	Septic Tanks, 6'x12' (2)
	Mains 6" - 635 feet
	Laterals 6" - 1,362 feet
	Storm Sewers - 1,002 feet
	WATER SUPPLY TREATMENT & STORAGE
345-1	Tank at Booster Pump - 12,000 Gal.
345-2	Tank, Water Storage - 20,000 Gal.
302-2	Pump House, Wood Frame, 1942
309	Pump House, Wood Frame, 1942
316	Booster Pump House, Wood Frame, 1942
323	Pump House #3 - Wood Frame, 1942
324	Pump House #4 - Wood Frame, 1942
	WATER DISTRIBUTION SYSTEM:
	Service Lines - 1,797 Feet
	Hydrants, Fire (4)
	Mains - 7,058 Feet
	Hydrants (9)
	ROADS - 472,078 SY

<u>Building No.</u>	<u>Description</u>
	PARKING AREA - 1,666 SY
	RAILROAD - 1,9951 Miles
	GROUNDS DRAINAGE
305-1	Box Culvert - 68 Feet
305-2	Box Culvert - 71 Feet
305-3	Box Culvert - 87 Feet
305-4	Culvert W/4 grates - 35 Feet
305-5	Culvert - 64 Feet
305-6	Box Culvert - 34 Feet
	Culvert - 270 Feet
	GROUNDS, FENCING, GATES, GUARD TOWERS:
	Fencing - 47,705 Feet
	Gates - 7 Double, 3 Single
314-1	Guard House, Main Gate, Wood Frame, 1942
314-2	Gate House, Wood Frame, 1942
314-3	Gate House, Wood Frame, 1942
308-1W	Ricochet Wall, 4800' Firing Range, Concrete, 1942

ST. LOUIS COUNTY; SOUTH OF MERAMEC
1993 INVENTORY

CITY OF FENTON

1.	7 Ferry Street	Fenton Ice House	c. 1910
2.	8 Ferry Street	Mill House	c. 1880
3.	12 Ferry Street	Mary Horan House	c. 1883
4.	36 Goode Street	Frank M. Swantner House	c. 1905
5.	739 Gravois Road	St. Paul's Catholic Cemetery	1890
6.	305 Gravois Road	Seidel Lumber Company	1927
7.	995 Larkin Williams Drive	Henderson Park gate	c. 1921
8.*	212 Main Street	old Fenton Methodist Church	1860, 1930
9.	301 Main Street	Ludwig Blacksmith Shop	c. 1923
10.	409 Main Street	Farmers' & Merchants' Bank	1918
11.	415-417 Main Street	Jabez Ferris House	c. 1840
12.	505 Main Street	Hitzert or Navajo Hotel	1929
13.*	509 Main Street	old St. Paul's Catholic Ch.	1918
14.	605 Old Highway 141	Chott Farm	c. 1865, 1885
15.*	880 Old Smizer Mill Road	Norrington (reference)	c. 1900
16.	570 South Highway Drive	Rose Lawn Motel	c. 1955
17.	620 South Highway Drive	Siesta Motel	c. 1947
18.	212 Water Street	Joseph Belek House	c. 1891
19.	412 Water Street	Fenton Feed Mill	1898

UNINCORPORATED COUNTY

20.	Allen Road	Crescent Community Cemetery	1859
21.	110 Allen Road	Philander Lewis, Sr., House	c. 1851
22.	5005 Antire Road	George Higgins Farm	c. 1848
23.	6480 Beaumont Reservation Dr.	Carl S. Bauman Chapel	1957
24.	4355 Crescent Road	Philander Lewis, Jr., House	c. 1899
25.	28 Fontier Court	Dunnivant-Wulfmeyer House	after 1930
26.	1106 Hawkins Road	Felix Dunnivant House	c. 1861
27.	Hillsboro Road	Smizer Farm, Gates Farm	c. 1855, 1870
28.	248 Lewis Road	Pevely Dairy Farm	c. 1900
	Main House		
	Second House		
	Water Tower		
29.	301 Lewis Road	Annie Paul House	c. 1910
30.*	447 Lewis Road	Crescent School	c. 1918
31.	508 Lewis Road	M. D. Lewis, Blue Grass Hill	c. 1895
32.	590 Lewis Road	Lewis Store	c. 1885
33.	591 Lewis Road	Lewis Memorial Chapel	1933
34.	745 Lewis Road	Horn Cemetery	1850
35.	96 North Outer Road	Steiny's Inn	c. 1939
36.	131 North Outer Road	Henry Shaw Gardenway Plaque	1950
37.	North Outer Road	Burns Cemetery	c. 1846
38.	1 Riverside Farm Drive	George Frazier House	c. 1925
39.	1753 Smizer Mill Road	Tribune Baptist Cemetery	1889
40.	1600 Vandover Road	Vandover School	c. 1939

* = from previous survey

ST. LOUIS COUNTY; SOUTH OF MERAMEC
1993 INVENTORY

KEY TO MAPS

CITY OF FENTON

1.	7 Ferry Street	Fenton Ice House	Map 6
2.	8 Ferry Street	Mill House	Map 6
3.	12 Ferry Street	Mary Horan House	Map 6
4.	36 Goode Street	Frank M. Swantner House	Map 6
5.	739 Gravois Road	St. Paul's Catholic Cemetery	Map 2
6.	305 Gravois Road	Seidel Lumber Company	Map 6
7.	995 Larkin Williams Drive	Henderson Park gate	Map 1
8.*	212 Main Street	old Fenton Methodist Church	Map 6
9.	301 Main Street	Ludwig Blacksmith Shop	Map 6
10.	409 Main Street	Farmers' & Merchants' Bank	Map 6
11.	415-417 Main Street	Jabez Ferris House	Map 6
12.	505 Main Street	Hitzert or Navajo Hotel	Map 6
13.*	509 Main Street	old St. Paul's Catholic Ch.	Map 6
14.	605 Old Highway 141	Chott Farm	Map 1
15.*	880 Old Smizer Mill Road	Norrington (reference)	Map 2
16.	570 South Highway Drive	Rose Lawn Motel	Map 2
17.	620 South Highway Drive	Siesta Motel	Map 2
18.	212 Water Street	Joseph Belek House	Map 6
19.	412 Water Street	Fenton Feed Mill	Map 6

UNINCORPORATED COUNTY

20.	Allen Road	Crescent Community Cemetery	Map 5
21.	110 Allen Road	Philander Lewis, Sr., House	Map 5
22.	5005 Antire Road	George Higgins Farm	Map 3
23.	6480 Beaumont Reservation Dr.	Carl S. Bauman Chapel	Map 3
24.	4355 Crescent Road	Philander Lewis, Jr., House	Map 5
25.	28 Fontier Court	Dunnavant-Wulfmeyer House	Map 2
26.	1106 Hawkins Road	Felix Dunnavant House	Map 2
27.	Hillsboro Road	Smizer Farm, Gates Farm	Map 3
28.	248 Lewis Road	Pevely Dairy Farm	Maps 4 & 5
	Main House		
	Second House		
	Water Tower		
29.	301 Lewis Road	Annie Paul House	Map 4
30.*	447 Lewis Road	Crescent School	Map 5
31.	508 Lewis Road	M. D. Lewis, Blue Grass Hill	Map 5
32.	590 Lewis Road	Lewis Store	Map 5
33.	591 Lewis Road	Lewis Memorial Chapel	Map 5
34.	745 Lewis Road	Horn Cemetery	Map 5
35.	96 North Outer Road	Steiny's Inn	Map 4
36.	131 North Outer Road	Henry Shaw Gardenway Plaque	Map 4
37.	North Outer Road	Burns Cemetery	Map 4
38.	1 Riverside Farm Drive	George Frazier House	Map 5
39.	1753 Smizer Mill Road	Tribune Baptist Cemetery	Map 3
40.	1600 Vandover Road	Vandover School	Map 2