

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Scudder Motor Truck Company Building  
other names/site number Haase-Bohle Carriage Company

## 2. Location

street & number 3942-62 Laclede Avenue N/A not for publication  
city or town St. Louis N/A Vicinity  
state Missouri code MO county St. Louis City code 510 zip code 63108

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Mark A. Miles MARCH 2, 2012  
Signature of certifying official/Title Mark A. Miles, Deputy SHPO Date

Missouri Department of Natural Resources  
State or Federal agency/bureau or Tribal Government

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

\_\_\_\_\_  
Signature of commenting official Date

\_\_\_\_\_  
Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

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

\_\_\_\_\_  
Signature of the Keeper Date of Action

Scudder Motor Truck Company Building  
Name of Property

St. Louis (Ind. City), Missouri  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

<u>Contributing</u>	<u>Noncontributing</u>	
1	0	buildings
0	0	district
0	0	site
0	0	structure
0	0	object
1	0	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

Historic Auto-Related Resources of St. Louis, Missouri

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

**Current Functions**  
(Enter categories from instructions.)

INDUSTRY/manufacturing facility  
COMMERCE/TRADE/specialty store  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

INDUSTRY/manufacturing facility  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

**Materials**  
(Enter categories from instructions.)

Other: One-Part Commercial Block  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

foundation: Concrete  
walls: Brick  
Concrete  
roof: Asphalt  
other: Stone  
\_\_\_\_\_

Scudder Motor Truck Company Building  
Name of Property

St. Louis (Ind. City), Missouri  
County and State

**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.

**Areas of Significance**

COMMERCE

**Period of Significance**

1918 – 1952

**Significant Dates**

n/a

**Significant Person**

(Complete only if Criterion B is marked above.)

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

Mathews & Clarke, architects

Cann & Corrubia, architects

**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 old or achieving significance within the past 50 years.

**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

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

Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

Scudder Motor Truck Company Building  
Name of Property

St. Louis (Ind. City), Missouri  
County and State

## 10. Geographical Data

**Acreage of Property** 0.876 acres

### UTM References

(Place additional UTM references on a continuation sheet.)

1 15 739 870 4280 010  
Zone Easting Northing

3 \_\_\_\_\_  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
Zone Easting Northing

## 11. Form Prepared By

name/title Michael R. Allen/Director

organization Preservation Research Office

date November 1, 2011

street & number 4529 Athlone Avenue

telephone 314-920-5680

city or town St. Louis

state MO

zip code 63115

e-mail [michael@preservationresearch.com](mailto:michael@preservationresearch.com)

## Additional Documentation

Submit the following items with the completed form:

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

### Property Owner:

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

name FH&C LLC

street & number 393 N. Euclid Avenue

telephone 314-534-9600

city or town St. Louis

state MO

zip code 63108

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

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

## National Register of Historic Places Continuation Sheet

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

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### Summary

The Scudder Motor Truck Company Building is located at 3942-62 Laclede Avenue in St. Louis, Missouri. The building consists of several portions built between 1908 and 1947, but presents three distinct sections with two roof levels on its primary elevation facing Laclede Avenue. The entire building is one story with a flat roof, and has painted brick walls. The building has rubble stone foundation walls except for the easternmost section, which has a concrete foundation. There is no basement level, and the floors throughout are reinforced concrete slabs. The building's functional design and height classify it as a one-part commercial block building type. The building is placed in both the Automotive Dealerships and Retail Businesses and the Service Stations property types established in the Multiple Property Documentation Form (MPDF) *Historic Auto-Related Resources of St. Louis, Missouri*.

### Setting

The Scudder Motor Truck Building is located slightly more than three miles northwest of the Mississippi River at downtown St. Louis. The area around the building is defined by a street and alley grid with blocks having their long dimensions on streets running slightly northwest-southeast and the short dimensions running slightly northeast-southwest. This block of Laclede contains several large commercial buildings on its east end, several vacant and parking lots around its center and row houses at its western end. To the west is a largely residential part of the Central West End, although some large industrial buildings also stand on Laclede. To the east is the campus of St. Louis University. To the north are additional commercial buildings and more residential building stock. To the south are the commercial and industrial buildings along Forest Park Boulevard, a major divided thoroughfare running from downtown St. Louis through Forest Park and ending in Clayton, Missouri. Further south is an industrial corridor located along a railroad line.

### Description

The northern primary elevation is divided into three sections corresponding to expansion of the building (see photograph 1). The easternmost section is slightly taller than the rest of the building, and appears to have an attic story even though it does not. There are three wide widow openings with rowlock sills and jack arches at ground level; these contain paired or triple fixed-sash metal windows (not historic). Between the first and second of these to the east is a jack-arch door opening containing a steel door. Three low, wide window openings at the second level contain paired metal sash.

The center section is somewhat symmetrical. At each end, corbelling supports end blocks topped by metal caps with balls atop. A metal cornice with an ogee profile spans these blocks. At the level of the corbels, a brick course steps out to paired projecting courses. This element and the metal cornice spans the third section of this elevation as well. At center of this section are three jack-arch openings with a recessed wall plane topped by stepped courses returning to the main plane. The outer openings are covered with vertical pressed board siding, while the center opening has a metal door in a frame between glass block sidelights under the same siding. The outer openings are garage openings. The recessed easternmost opening is partially sided around a set of steel double doors. The westernmost opening is recessed and filly sided, while the deeper, taller opening to its east (which has a steel jack arch) is also fully covered in siding.

The western section is symmetrical, with two large openings in a center recessed wall plane (see photograph 2). The eastern of these contains a metal roll-up door, and the western is covered with siding

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

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(see photographs 3 and 4). The outer openings on this section have round arches of triple rowlock courses. The western of these is covered in siding while the eastern one is sided around an opening with a steel door. At the west is an end block with corbelling and cap like the other two on this elevation.

The western elevation is divided into ten large window openings, which have jack arches and thin cast sills (see photograph 5). These openings retain wooden sash under corrugated metal siding. The southern elevation faces the alley and shows the different portions of the building. At the west end, the wall is brick and there are eight openings like those on the western elevation; these are infilled with concrete masonry units. Two of the openings are partially infilled with metal louvers at top. To the east of this wall section, the wall is concrete masonry units.

To the east of this, a brick wall steps up toward the east. There is a boarded window opening with jack arch and cast sill to the west of a jack-arch garage opening containing a metal roll-up door. Brick wraps the corner, and a blind eastern wall ends at the southern wall of the 1947 addition (see photograph 6). This wall has a tall, wide jack-arch garage opening with metal roll-up door between two window openings with jack arches and cast sills; these openings have steel multi-light sash. The opening at left (west) is high over a door opening with steel panel door inside. The eastern wall of this section has one steel-sash window in an opening near the south and a garage opening with metal roll-up door toward the north. The site is paved with concrete around this addition.

The interior largely consists of open, unfinished shop space where the roof structure and brick walls are exposed (see photograph 7). Mill method construction is evident throughout the 1908 and 1911 sections, although some posts and beams have been replaced by steel members. There are partitions in the north end of the west side, and office areas that are not historic in the center and eastern ends. The interior reveals that several paired, hinged wooden doors exist behind the siding that covers the vehicle doors on the northern elevation (see photograph 8). Also, many wooden window sash remain intact on the western elevation as well as in other places where outer walls were absorbed into additions.

### **Integrity**

The Scudder Motor Truck Company Building possesses integrity of location, setting, feeling, association, materials, workmanship and design. The building's primary integrity problem is the presence of pressed board siding obscuring the large openings on the main elevation. Since this siding does not obstruct the view of the form and size of these openings, the building still reads as a historic auto-related dealership and service station with ten garage bay openings defining the front elevation. Behind this siding, some of the original wooden doors remain in place. Other window openings are also covered, but original sash remains in many openings. The interior of the building has had few changes that have impacted historic character, and in fact is still in use as a shop where automotive bumpers are refurbished.

The building meets the MPDF integrity requirements for the Property Type: Automotive Dealerships and Retail Businesses by retaining wall cladding, general massing, exterior details, interior elements clearly marking its use as automobile dealership and a sense of its display window openings. The MPDF states that as long as display openings' original dimensions are apparent under later cladding, as is the case here, that a building retains integrity. The building also meets the MPDF integrity requirements for the Property Type: Service Stations by retaining roof form, massing, wall cladding, locations of historic windows and doors and interior spaces with high-ceilinged open expanses clearly evident as service areas.

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

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**Summary**

The Scudder Motor Truck Company Building, located at 3942-62 Laclede Avenue in St. Louis, Missouri, is locally significant under Criterion A for COMMERCE. The building meets the registration requirements for Property Type: Automotive Dealerships and Retail Businesses and for the Property Type: Service Stations established in the Multiple Property Documentation Form (MPDF) *Historic Auto-Related Resources of St. Louis, Missouri*. Built in 1908 as a factory for the Haase-Bohle Carriage Company, the building would gain its significance as the home of the Scudder Motor Truck Company from 1918 through 1937, a dealer of Service delivery trucks, and associated enterprises. Carriage-related buildings adapted to serve the automobile age are rare in St. Louis, but the nominated building made that transition and continues to be in use by an automobile-related enterprise. Scudder used the building as a truck dealership and service shop, a tire shop and an automobile painting shop as well as a delivery truck garage. From 1937 through 1952, the Falstaff Brewing Company used the building as a garage and maintenance shop for its delivery fleet. The period of significance begins when the Scudder Motor Truck Company opened its dealership in the building and ends in 1952 when the Falstaff garage closed.

**Haase-Bohle Carriage Company, 1908-1918**

In 1908, the Haase-Bohle Carriage Company built a new carriage factory at 3958-62 Laclede Avenue (listed permit address) designed by the architectural firm of Mathews & Clarke. The Haase-Bohle Carriage Company was then located at Eighteenth and Pine streets downtown and the company and its predecessor McCall & Haase Carriage Company had been manufacturing carriages since the 1870s. In 1908, Charles Haase was president and Frank G. Bohle was vice president. The company's new plant was favorably reported in *The Carriage Monthly's* November 1908 issue. The journal reported that Haase-Bohle would build "a large and modern factory, on an admirable site" and that the building "will have excellent shipping facilities, and all modern conveniences for the handling of goods."<sup>i</sup>

On October 8, 1908, the city issued a building permit to the Haase-Bohle Company for a one-story brick carriage factory with a cost of \$10,000. The building actually had two sections, one of which (now the western section of the present building) measured 72' by 177' and the eastern section (now part of the center section) measured 71' by 26'. Mathews & Clarke were the architects and J.N. Norton was the builder. A separate permit dated November 18, 1908 corresponded to a 32' by 177' shed that was later absorbed into the building.

The building was the work of a firm whose body of work appears more significant through recent scholarship. Mathews & Clarke was a short-lived but respected local firm that existed from about 1895 through 1913. Mathews & Clarke's works include the Delany Building (1899; NR 3/1/2002), St. Paul's Methodist Episcopal Church (1902, demolished), Carondelet Methodist Episcopal Church (1903) and the E.M. Slattery Residence (1909) in St. Louis, a power plant in Charleston, Missouri (1910) as well as the Memorial United Methodist Church in Shreveport, Louisiana (1913).<sup>ii</sup> The firm's history is not as significant as the solo career of partner A.O. Clarke, who moved to Rogers, Arkansas after 1907 and became a prolific regional designer there, with works in Rogers, Eureka Springs, Clarksville and other cities.

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<sup>i</sup> *The Carriage Monthly*, v. 44, n. 8 (November 1908), p. 259.

<sup>ii</sup> Lupkin, Paula and Michael R. Allen. Mathews & Clarke. Unpublished list of works. Part of the Great Southwest Project.

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

In 1911, Haase-Bohle expanded the building. A major addition between the two original sections, likely at the center of the north end due to the permit reporting “galvanized cornices,” corresponds to a building permit dated September 27, 1911 for a \$2,950 project. C.E. Hamilton was the contractor. However, the private automobile was beginning to replace horse-drawn carriages for the upper and middle classes of St. Louis. The company’s city directory listings indicate that the company offered detailing services for refurbishing existing carriages as well as automobiles after 1911. However, the new services did not keep the company in existence, and it closed in 1918.

### **Scudder Motor Truck Company, 1918-1937**

In 1918, Frank Bohle had the building rehabilitated for the building’s automobile-related years. The Haase-Bohle building’s characteristics that allowed it to accommodate carriages included wide column spacing, a one-level plan, concrete slab floor and ample garage openings. After the close of the carriage factory, reuse for the automobile age was logical. However, the location was not desirable for a dealership of personal automobiles. Being on Laclede Avenue west of Vandeventer placed the building away from the city’s Automobile Row, an area of Locust Street between Eighteenth Street and Grand Avenue where many dealerships were located. Automobile Row grew after the city passed an ordinance in 1908 restricting the location of automobile-related businesses, which often stored gasoline and other combustible materials on-site.<sup>iii</sup> Locations outside of Automobile Row were typically sites of service stations, factories, distributorships and repair shops.

Additionally, according to the MPDF, by 1920 dealers were demanding buildings built custom to their products.<sup>iv</sup> Especially desirable were large shop windows that could display vehicles, which the Haase-Bohle building did not have. The building was well-built to accommodate motor vehicles, but had limitations of location and layout. However, its proximity to central corridor industrial concerns that utilized motor trucks for transfer from the central Wabash Railroad line to and from their factories and warehouses must have attracted the dealer of delivery vehicles that would move into the building. In 1918, the Scudder Motor Truck Company, a dealer of Service brand delivery and fleet trucks moved into the building. The company operated a dealership and repair shop, and lured co-tenants offering related services for both Service and other types of trucks. W.L. Armstrong’s tire shop is shown at this address in a 1919 advertisement, and the Local Auto Paint Company appears at the address in city directories from 1923 through 1933.<sup>v</sup> These businesses occupied the building simultaneously, and may have had financial interconnections. At the least, their services all would have appealed to clients that owned delivery trucks.

The Scudder Motor Truck Company sold and provided repair services to delivery trucks, and frequently took out illustrated advertisements in the *St. Louis Post-Dispatch*. These advertisements feature images of Service delivery trucks and the brand name “Service” emblazoned diagonally. That brand was the trademark of the Service Motor Truck Company of Wabash, Indiana, which manufactured delivery and repair trucks for industrial buyers. The Service Automobile Company of Kankakee, Illinois, purchased a vacant industrial building in Wabash, Indiana and began production of trucks and automobiles. According to Wabash historian Peter Jones, soon Service was only making four-ton and five-ton trucks designed for delivery and freight service.<sup>vi</sup> The company incorporated the Service Motor Truck Company during this

<sup>iii</sup> Keenoy, Ruth and Karen Bode Baxter, *National Register of Historic Places Multiple Property Documentation Form: Historic Auto-Related Resources of St. Louis, Missouri* (Washington, D.C.: Department of the Interior, 2005), p. E-9.

<sup>iv</sup> Ibid.

<sup>v</sup> Polk’s *St. Louis City Directory*; Advertisement, *St. Louis Post-Dispatch*, 3 June 1919

<sup>vi</sup> Peter Jones interviewed by Tia Shepard, 1 November 2011.

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

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period. Service provided trucks to the United States Army during World War I, and produced some aircraft starting in 1922. Service began building gasoline-powered interurban streetcars in the 1920s, but sold that operation. The Service Motor Truck Company went into receivership in 1927, but production may have briefly continued in Lima, Ohio.<sup>vii</sup>

L.H. Armine, vice president of the Scudder Motor Company, was active in automobile industry affairs. In 1920, he was serving as chairman of the Commercial Car Bureau for the St. Louis Automobile Manufacturer's and Dealers' Association. That same year, he was a candidate for the Board of Directors the same association.<sup>viii</sup> The co-tenants were also tied to the larger local automotive world. A 1919 advertisement shows that W.A. Armstrong was an agent for the B.F. Goodrich Rubber Company, whose office and showroom was located at 3001 Locust Street. Armstrong sold "Goodrich Deluxe Solid Rubber Truck Tires." The operation on Laclede Avenue was one of Goodrich's two "applying stations" in St. Louis.

During the Great Depression, motor vehicle production and sales plummeted. The Scudder Motor Truck Company endured slowing sales alongside every other local dealer. According to the MPDF, automobile sales fell 75% between 1929 and 1933, and production in 1932 was lower than any level since 1918.<sup>ix</sup> The Scudder Motor Truck Company was out of business by 1937.

Scudder's use of a simple one-story building and its combination of dealership and service functions under one roof is typical of early St. Louis auto-related businesses. The building embodies both the characteristics of dealerships and service stations in that period. In the MPDF, Ruth Keenoy and Karen Bode Baxter state that early dealership buildings often were "simple commercial storefronts designed to serve as a retail outlet for either a dealership or one of the ancillary products or parts."<sup>x</sup> The Scudder Motor Truck Company's modest adaptation of the carriage factory fits the pattern of early dealership appearance, while it goes against the tendencies of later, more purpose-built facilities. Additionally, the building's use between 1918 and 1937 involved service, and the configuration matched common features of that period. Keenoy and Baxter write that that larger service stations type typically had multiple bays to accommodate simultaneous service of vehicles.<sup>xi</sup> The Scudder Motor Truck Company's station had ten bays facing the street, configured as both display windows for vehicles and garage entrance bays.

As a building built for use as a carriage factory and adapted to dealership use, the Scudder Motor Truck Company Building is in a special class of buildings eligible under the MPDF for Criterion A. The MPDF states that "some early bicycle, livery or carriage businesses provide important evidence of the link to these earlier forms of transportation when they were later used by automobile dealerships or parts businesses."<sup>xii</sup> Although the Haase-Bohle Company's significance is questionable, the transition of the building from carriage manufacturing to motor truck sales and service is not. That adaptive reuse makes the building a good example of a small, significant part of early automobile-related building activity. Most buildings adapted for reuse were built before 1910, when purpose-built dealership buildings became prevalent.<sup>xiii</sup>

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<sup>vii</sup> Ibid.

<sup>viii</sup> "Armine Leaves St. Louis," *St. Louis Post-Dispatch*, 14 November 1920.

<sup>ix</sup> Keenoy et al., p. E-11.

<sup>x</sup> Keenoy et al, p. F-33.

<sup>xi</sup> Ibid.

<sup>xii</sup> Keenoy et al, p. F-36.

<sup>xiii</sup> Keenoy, et al., p. F-33.

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

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**Falstaff Brewing Company Garage, 1937-1952**

In 1937, the Falstaff Brewing Company purchased the buildings on Laclede Avenue and used them as a warehouse and garage. Falstaff maintained its fleet of delivery trucks here, continuing part of the prior use, and in 1947 built a repair bay and machine shop addition on the east end of the building. The city issued a permit to Falstaff on December 10, 1947 for a 50' by 100' machine shop that originally was not connected internally to the rest of the building. Falstaff vacated the building in 1952. A 1952 occupancy permit for Landis-Schulte, Inc., states that the building's next use was for "assembly of steel gigs and fixtures" although city directories report that the building's addresses were vacant through 1956. A permit dated November 10, 1956 listing Carpenter Steel Company as the owner covered alterations costing \$13,500. This permit includes the infill of a small driveway at the southern end evident on the exterior where the wall consists of concrete masonry units. In 1958, Bumper and Auto Processing of Missouri occupied the building as a shop for processing and re-plating of automobile bumpers. That use, under current tenant United Automotive Products, Inc., continues to this day. The significance of this use is not established under the MPDF, and so the period significance ends when Falstaff's garage use ended.

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

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**Bibliography**

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"Amrine Leaves St. Louis," *St. Louis Post-Dispatch*, 14 November 1920.

*The Carriage Monthly*, v. 44, n. 8 (November 1908).

City Directories: Gould's, Polk's.

City of St. Louis Building Permit Records. St. Louis: Records Retention Division, Office of the Comptroller, City Hall.

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

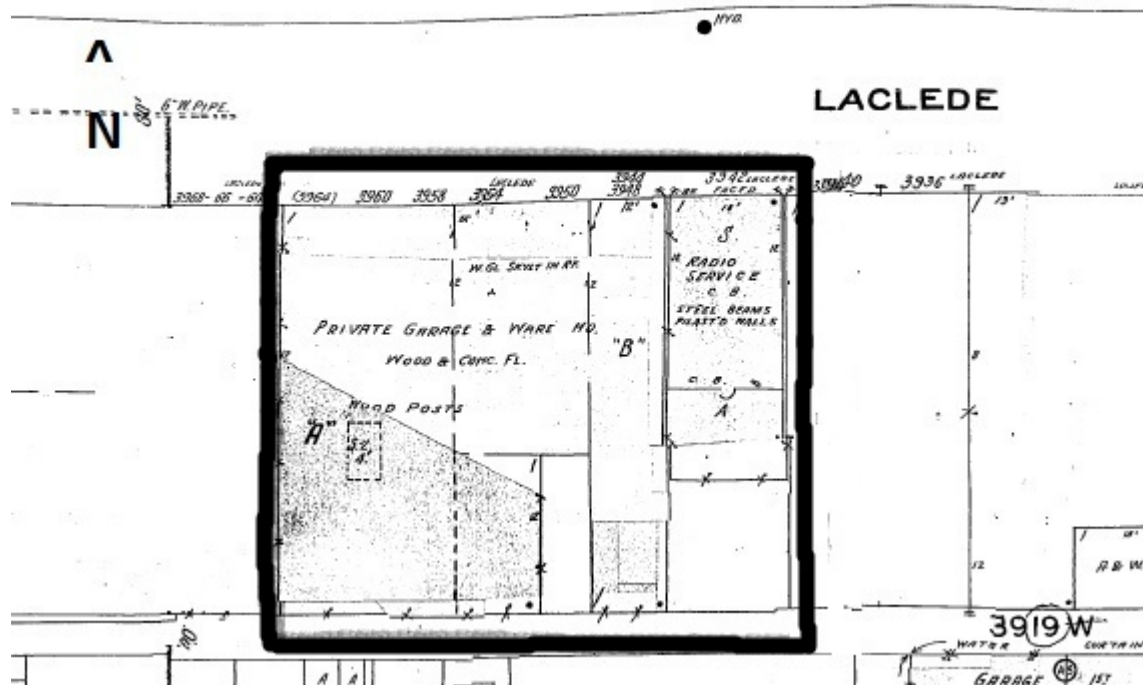
## Boundary Description

The nominated site is a 0.876-acre site consisting of lots W9, E10, W10, 11, 12 and 13 in the Ellen Davis Addition to the City of St. Louis. The nominated site is indicated by a heavy line on the accompanying map entitled "Scudder Motor Truck Company Boundary Map."

## Boundary Justification

The nominated site includes all of the land historically associated with the Scudder Motor Truck Company Building.

## Scudder Motor Truck Company Building Boundary Map



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Continuation Sheet

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

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**Photographs**

The following is true for all photographs submitted with this nomination:

Scudder Motor Truck Company Building  
St. Louis City, Missouri  
Photographer: Michael R. Allen  
Digital source files in the collection of the Preservation Research Office.

The date that the photographs were taken:  
August 2011

1. View southwest toward Laclede Avenue elevation.
2. View southwest toward Laclede Avenue elevation.
3. View southwest showing openings on Laclede Avenue elevation.
4. View southeast along the Laclede Avenue elevation.
5. View southeast toward west elevation.
6. View northeast toward south (alley) elevation.
7. View of shop space in western side of the building.
8. Interior view behind one of the arched openings showing presence of historic transom window.
9. View showing historic wooden doors inside of building.

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Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

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**Index of Figures**

Figure 1: Site plan with rough sketch floor plan, including known dates of building sections.

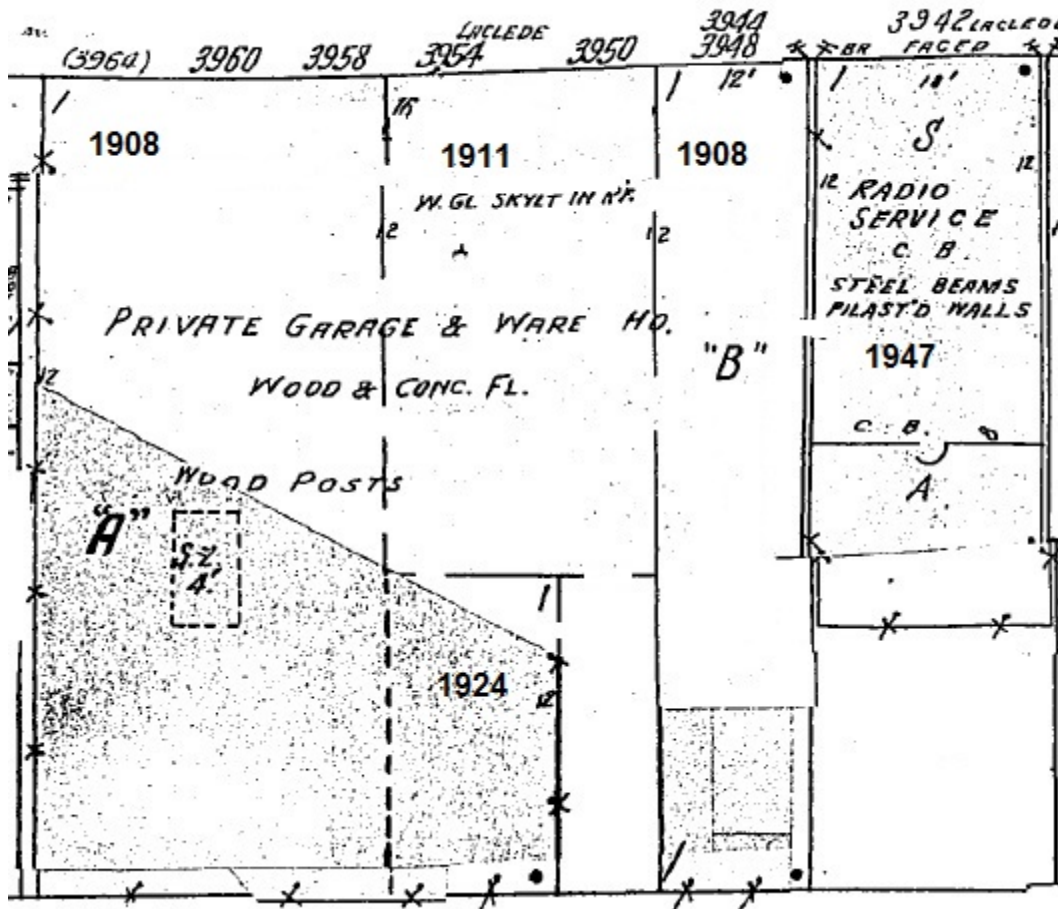
Figure 2: Advertisement for the Service truck.

National Register of Historic Places  
Continuation Sheet

Section number Figures Page 11

Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

Figure 1: Site plan with rough sketch floor plan, including known dates of building sections. (Source: Derived from 1951 Sanborn Fire Insurance Map.)



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 12

Scudder Motor Truck Company Building  
Historic Auto-Related Resources of St. Louis, Missouri  
St. Louis (Independent City), Missouri

Figure 2: Advertisement for the Service truck. (Source: *St. Louis Post-Dispatch*, 1920.)

# Harder Work at Less Operating and Upkeep Expense



## Service Trucks Give Service

Ideas differ as to what constitutes genuine Motor Truck Service. Here is the SERVICE TRUCK Idea of SERVICE.

Being on the job every day. Giving 100 per cent performance under any and all conditions. Carrying its full capacity load over any road in any old kind of weather.

Having constantly on tap beneath the hood an inexhaustible supply of POWER, always ready to obey instantly the touch of the driving hand or foot.

Possessing within itself those durable, dependable qualities of material and workmanship that reduce operating and upkeep expenses to an absolute minimum.

Let us demonstrate SERVICE superiority to you. You will be under no obligation. See our displays in Sections 146-147 at the Automobile show.

**Service**  
Always  
On The Job



Scudder Motor Truck  
Company Building  
St. Louis [IC], MO  
Historic Auto-Related  
Resources of St. Louis, MO  
MPDF  
15/739870/4280010

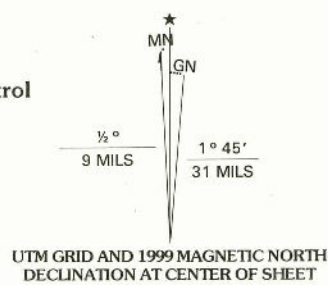
**Produced by the United States Geological Survey**

Topography compiled 1952. Planimetry derived from imagery taken 1993 and other sources. Photoinspected using imagery dated 1998; no major culture or drainage changes observed. PLSS and survey control current as of 1954. Boundaries, other than corporate, verified 1999

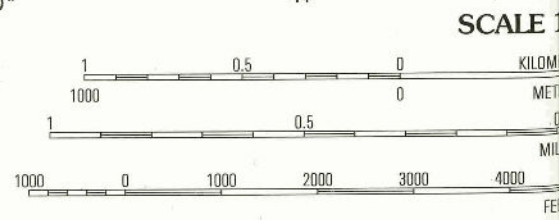
North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 15  
10 000-foot ticks: Illinois (west zone) and Missouri (east zone)  
Coordinate Systems of 1983

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

Contours that conflict with revised planimetry are dashed  
There may be private inholdings within the boundaries of



UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



SCALE 1

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THIS MAP COMPLIES WITH NATION  
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.  
AND ILLINOIS GEOLOGICAL SURV  
AND DIVISION OF GEOL  
MISSOURI DEPARTMENT OF NATURAL  
A FOLDER DESCRIBING TOPOGRAFI



UNITED AUTOMOTIVE PRODUCTS, INC.

3942-62

CAUTION  
TRUCK  
TRAFFIC

UNITED





**UNITED**  
34,600 SF  
EMPLOYEES ENTRANCE ONLY  
NO UNAUTHORIZED PERSONNEL

AVAILABLE  
34,600sf  
ENVY  
100-54-988

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