

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

1. Name of Property

historic name Wellston Station
other names/site number Wellston Loop Pavilion

2. Location

street & number 6111 Dr. Martin Luther King Drive [n/a] not for publication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 63112

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 March 19, 2007
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

State or Federal agency and bureau

4. National Park Service Certification

| | Signature of the Keeper | Date of Action |
|---|-------------------------|----------------|
| I hereby certify that the property is: | | |
| <input type="checkbox"/> entered in the National Register See continuation sheet [] . | _____ | _____ |
| <input checked="" type="checkbox"/> determined eligible for the National Register See continuation sheet [] . | _____ | _____ |
| <input type="checkbox"/> determined not eligible for the National Register. | _____ | _____ |
| <input type="checkbox"/> removed from the National Register | _____ | _____ |
| <input type="checkbox"/> other, explain see continuation sheet [] . | _____ | _____ |

5. Classification

| Ownership of Property | Category of Property | Number of Resources within Property | |
|--|---|-------------------------------------|-----------------|
| | | contributing | noncontributing |
| <input type="checkbox"/> private | <input checked="" type="checkbox"/> building(s) | 1 | 0 building |
| <input checked="" type="checkbox"/> public-local | <input type="checkbox"/> district | | |
| <input type="checkbox"/> public-state | <input type="checkbox"/> site | | |
| <input type="checkbox"/> public-Federal | <input type="checkbox"/> structure | | |
| | <input type="checkbox"/> object | | |
| | | | sites |
| | | | structures |
| | | | objects |
| | | 1 | 0 total |

Name of related multiple property listing.
 N/A

Number of contributing resources previously listed in the National Register. 0

6. Function or Use

Historic Function

TRANSPORTATION/rail-related

Current Functions

COMMERCE/TRADE/restaurant

7. Description

Architectural Classification

LATE 19th AND EARLY 20th CENTURY AMERICAN MOVEMENTS: Craftsman

Materials

foundation Limestone

 walls Limestone
brick

 roof slate
 other _____

see continuation sheet [].

see continuation sheet [].

NARRATIVE DESCRIPTION

See continuation sheet [x]

8. Statement of Significance

Applicable National Register Criteria

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

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.

Areas of Significance

TRANSPORTATION
ARCHITECTURE

Periods of Significance

1909-1957

Significant Dates

N/A

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

Arhelger, Martin/ architect

Narrative Statement of Significance

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

9. Major Bibliographic 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: Landmarks Assoc. of St. Louis

10. Geographical Data

Acreage of Property less than one acre

UTM References

| | | | | | |
|------------|-----------------|-------------------|---------|---------|----------|
| A. Zone 15 | Easting 736 340 | Northing 4284 040 | B. Zone | Easting | Northing |
| C. Zone | Easting | Northing | D. Zone | Easting | Northing |

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Tom Johans/Intern and Michael Allen/Researcher

organization Landmarks Association of St. Louis date September 21, 2006

street & number 917 Locust Street, 7th floor telephone 314-421-6474

city or town St. Louis state MO zip code 63101

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name Land Reutilization Authority

street & number 1015 Locust Street, Suite 1200 Telephone 314-622-3400

city or town St. Louis, MO state MO zip code 63101

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

Wellston Station
St. Louis [Independent City], Missouri

Summary

The Wellston Station is located at 6111 Martin Luther King Drive in the Wellston Loop commercial district of St. Louis, Missouri. Built in 1909 from plans by architect Martin Arhelger, the former streetcar station is a one-and-a-half-story building in the Arts & Crafts style with a wide front gable. The roof greatly overhangs the narrow center section of the building, where the first floor contains a storefront facing the street, a restroom and a waiting room now in use as a kitchen and a second floor consisting of three offices. A basement contains a second restroom, boiler room and storage space. The stairs are located at the northeast corner of the building. The building utilizes load-bearing masonry walls coupled with wooden posts and iron I-beams for the center section. The roof structure is wooden with iron joiners. The roof and gable ends are clad in slate, and the second floor walls under the overhang are clad in stucco on metal lath. Some alterations, deterioration and a small addition have occurred, but the building has obvious historic character and integrity.

Setting

The setting around the station remains similar to the date of its construction. Then and now, the area features small-scale commercial buildings along Martin Luther King Drive with flats, houses and churches on secondary streets to the north and south. Some buildings have been demolished in the last thirty years, including the Wellston Loop Building, a three-story speculative office building built in 1922 and located on the parcel to the east of the station. The old St. Louis and Suburban Railway right-of-way is still evident as a restricted-access bus lane.

Exterior

The symmetrical primary elevation consists of the narrow body of the storefront and waiting room and the wide front gable end above (see figure #1 and photographs #1 and 2). The elevation plan is parallel to the slightly angled street, while the side and rear elevations are parallel to the lot lines. A limestone water table rises to the sill level of the storefront windows, and a wide stringcourse runs near the top of the openings, wrapping around the front and side elevations. Per specifications, the stone is white Carthage

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limestone.¹ On the first floor is a jack-arch storefront opening. Originally, a curved doorway with plate-glass sidelights fell under a transom divided into three sections divided by grilles. Later alterations have eliminated the original doorway configuration, but the original transom is mostly intact. The center of the second story projects to overhang the front and side elevations of the first floor, with tapering at the outer corners. Four large brackets extend outward above the first floor to support a bay that projects even further. This bay has a sloped roof and carries a window ribbon that wraps around its sides above a wooden base that features three slightly projecting panels. The front windows are three wooden, double-hung twelve-over-one windows, while the side windows are six-over-one windows. These openings are boarded, but the windows are evident from the interior of the station.

Above this bay are two vent openings and five brackets under the eave. There is one bracket at each side of the center section, and three on each recessed outer section. Under the gable ends on each side, four columns provide support for the roof. Each column originally had a pair of curved decorative brackets in the right-angles formed by the columns and the joists that they meet. Some of these brackets are no longer extant, notably on the eastern side's two southernmost columns. All original exterior wood is cypress.

Per specifications, the gable ends, roof pitches and dormers are clad in Peach Bottom Pennsylvania Slate tiles. On each pitch sides of the roof are four gabled false dormers distributed symmetrically. The eaves on each dormer are supported by two carved wooden brackets on each side and three on each face. Each dormer carries a wide window opening that carries paired wooden double-hung windows. These openings are now boarded. On the east side, a square chimney rises between the leftmost (south) and second dormer; the chimney is articulated with two projecting courses of brick. The guttering pans hang under the roof at the line of columns on the first floor, with downspouts running along the columns to the sewer.

On the east side elevation under the gable, the first floor bears a storefront opening at left (south), followed by two small, boarded windows high on the elevation. The storefront

¹ All references to specifications refer to the meticulous details of "Specifications for Store and Waiting Room at Easton Loop," part of the United Railways Archive at the St. Louis Building Arts Foundation Library.

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opening carries paired plate glass windows under transoms that are now boarded. To the right of the store section is a doorway followed by paired one-over-one windows and another doorway. The leftmost doorway was the original entrance to the waiting room, while the paired window and other doorway replace the projecting bay window. The first floor is recessed at the north end where the restroom is located. The second floor projects over the first, and is clad in plaster on metal lath (see photograph #4). Five brackets corresponding to those on the columns support the projecting floor. The wooden support members of the roof are exposed in the space between the second floor wall and the roof deck. The second floor is divided into four bays, with one-over-one windows in the leftmost (south) openings and paired one-over-one windows in the rightmost (north) openings. These windows are visible and appear historic. The west elevation is articulated exactly as the east elevation on both floors in reverse, except for an additional window at the northern end of the elevation and without the recess at the north end.

The rear elevation is articulated much the same as the front elevation, but with less fenestration (see photograph #3). A small window opening bearing a one-over-one window is evident at the leftmost (east) side of the first floor, while the second floor bears two window openings placed irregularly and three vent openings. A small brick addition to the first floor partly obscures the elevation, but does not block any historic window or door openings.

Interior

The interior of the station retains its basic historic floor plan (see figure #1), but almost no evidence of historic appearance remains. The storefront space at the south end of the building is in use as a take-out restaurant, while the former waiting room behind has been altered to create a kitchen for that restaurant. The offices above have been vacant for years and entrance to them is sealed. Notable is that the storefront space has been continuously rented to commercial tenants since the building's construction.

Integrity

While the interior space shows minimal historic character, the exterior of the building has received only minor alteration. In 1912, a fire damaged the station and some repairs were made. Also, in the 1920s, the projecting bays on the east and west elevations were

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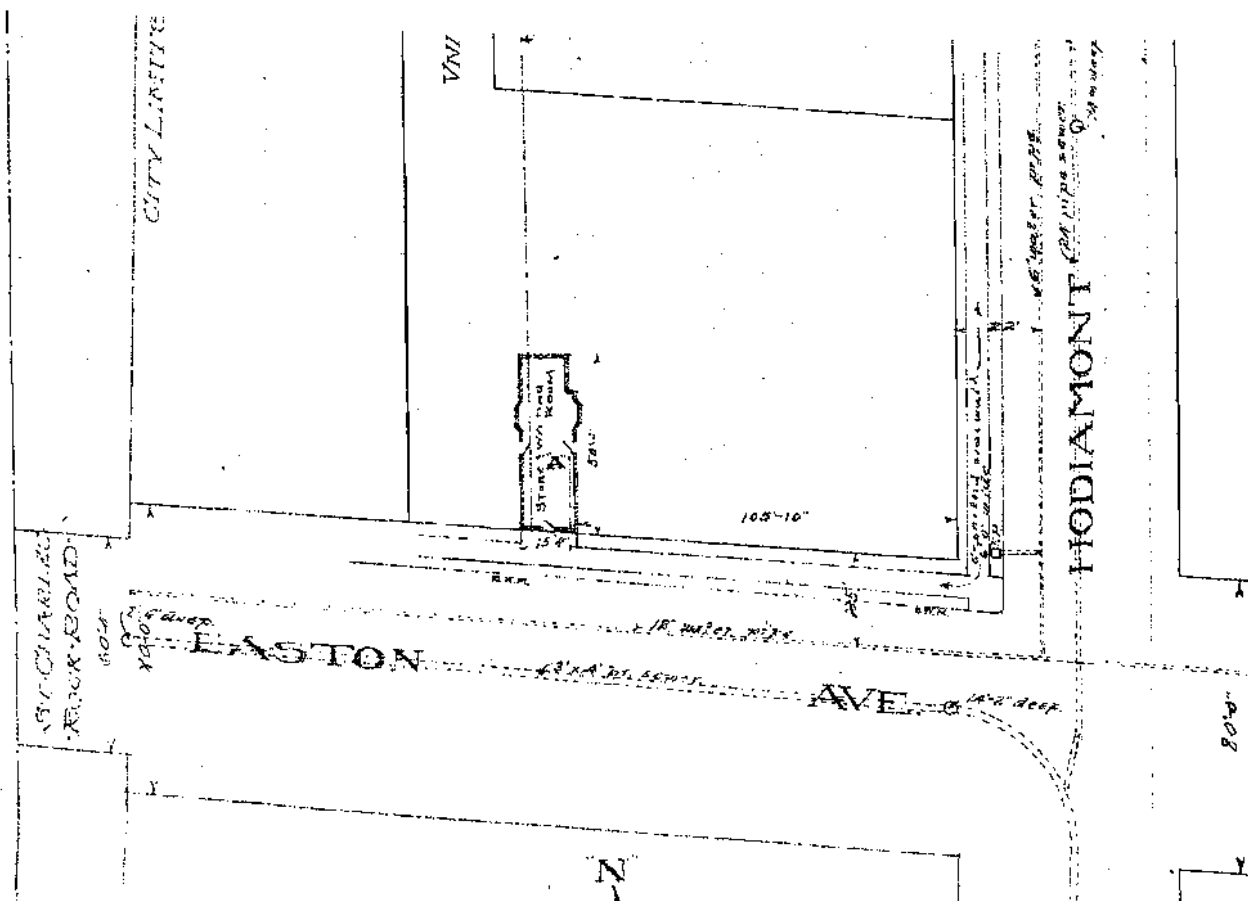
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Wellston Station
St. Louis [Independent City], Missouri

removed. The loss of the bay windows on the first floor and alterations to the storefront openings have been the biggest changes since construction; otherwise, the building retains many of its historic materials including slate on its gable ends and roof. Several window openings are boarded, but most retain wooden double-hung windows underneath. Some deterioration is evident, especially in the condition of the roof and gable ends. Overall, Wellston Station retains great integrity of location, design, setting, materials, workmanship, feeling and association.

Figure #1: Plans for the floors and primary elevation of Wellston Station (Source: Atlas of United Railways Properties, 1911).

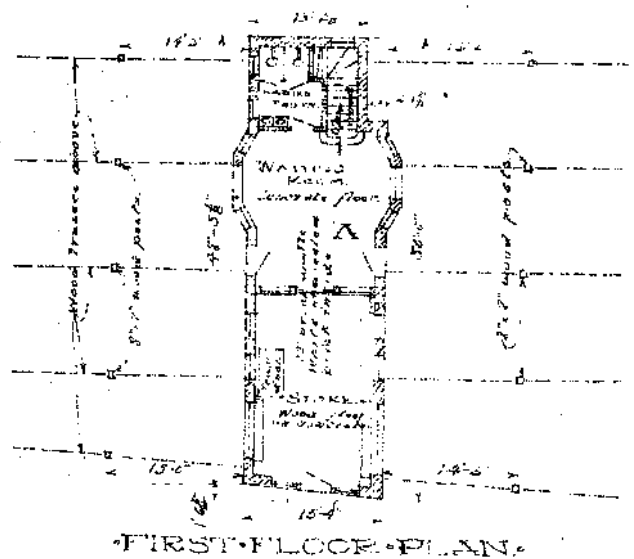
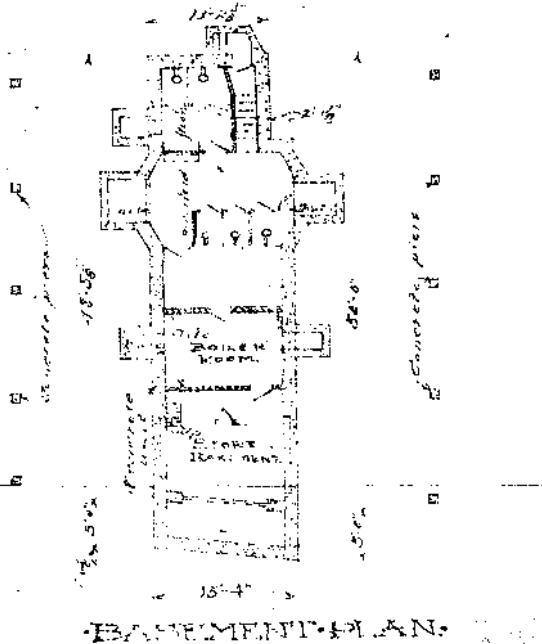
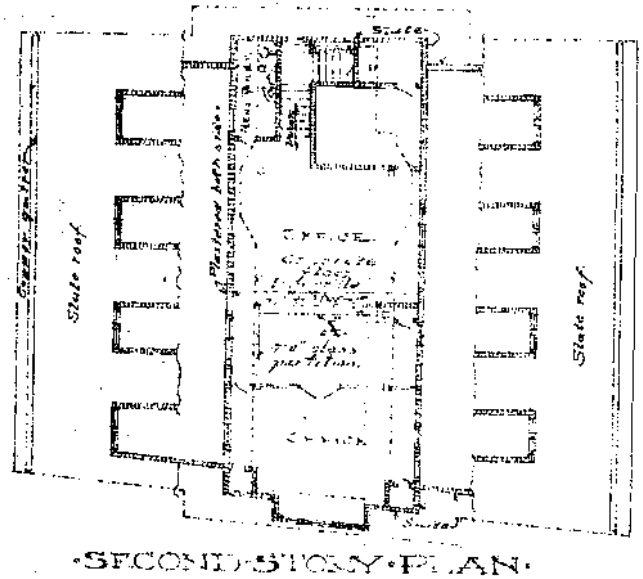
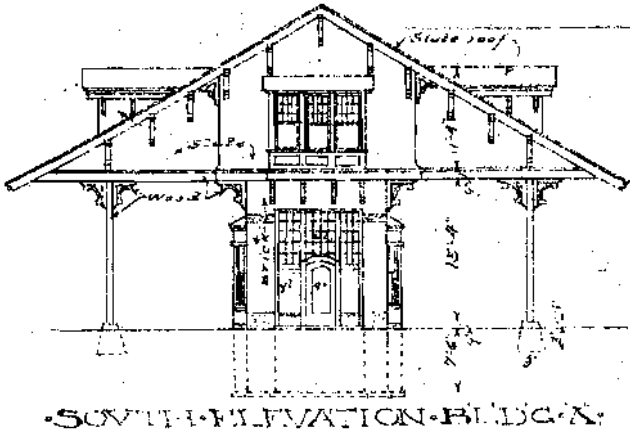


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Wellston Station
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Wellston Station
St. Louis [Independent City], Missouri

Summary

The Wellston Station, located at 6111 Martin Luther King Drive in St. Louis [Independent City], Missouri, is locally significant under National Register of Historic Places Criterion A for Transportation and under Criterion C in the area of Architecture. The station was built by the United Railways Company in 1909 at a time in which the streetcar had replaced the electric railway as the dominant form of mass transit in St. Louis. The new station was the largest waiting station in the system, and one of only three such stations sited at transfer points between major lines. The design employed the prevalent Craftsman style to create a luxurious and efficiently-arranged station with a spacious waiting room, a store and covered tracks. Today, Wellston Station is the only waiting station still standing. The opening of the new streetcar line and station on Easton Avenue in 1909 signified the triumph of the streetcar over the electric railway and the growing importance of the Wellston commercial district, which straddled the line between Wellston and the city of St. Louis. The station was built to serve the so-called Wellston Loop streetcar loop, which became one of the busiest streetcar transfer points in the country by 1940 and which was the termination point for the last streetcar line in St. Louis to close. The period of significance begins in 1909 when the station was constructed and runs to an arbitrary 50-year cutoff date in 1957.

Background

By 1838 St. Louis had moved well beyond a "walking city" and was large enough that the lack of public transportation was becoming an inconvenience.² Erastus Wells was the first to provide citizens with a regular omnibus service in the city. Twenty-year-old Wells left New York in 1843 and headed west to St. Louis where he built and ran the first horse-powered omnibus west of the Mississippi.³ Wells himself drove the bus, an old wagon hitched to the running gear from a salvaged army freight wagon, winning many patrons with consistency and determination. In 1848, Wells' success won him a seat on the City Council, thus beginning a long career in politics. Wells and his business partner Calvin Case amassed more capital and gained a livery stable after forming a partnership with Lawrence Matthews and Robert McBlenis in 1850. Case's untimely death and McBlenis' unexpected imprisonment only five years later left Wells independent and

² Andrew Young. *The St. Louis Streetcar Story*. Glendale: Interurban Press, 1988.

³ James Neal Primm. *Lion of the Valley, St. Louis, Missouri*. Boulder: Pruett Publishing Company, 1988.

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with possession of the most lucrative lines on Olive and Market Streets.⁴ The horse-bus count in St. Louis then numbered 90 with 450 horses and 100 men.⁵

Just six years later, in order to compete with cities like New York, Philadelphia, and Boston, St. Louis issued its first street railway ordinance on February 7, 1856. The rail offered a smoother ride than the free-range omnibus. The "original seven sisters": St. Louis Railroad Company, Citizens' Railway, Missouri Railroad, People's Railway, Compton Hill Railroad Company, Gravois Railroad, and Union Railway were all enfranchised by the city and construction began shortly thereafter.⁶ It is not surprising that it was Erastus Wells' Missouri Railroad that had the honor of being the first line opened to the public later that year. Unfortunately, due to the outbreak of the Civil War, only four of the proposed lines were constructed. The rest of the lines had to wait until there was new interest and money to support their construction in 1864.⁷

It was Wells and his brother-in-law William Henry who sparked further expansion when they created the Suburban West End Narrow Gauge Railway, a steam powered car that followed what would eventually become the Hodiament line. The new railway would reach St. Charles Rock Road where Wells had purchased a sixty-six acre tract from the Kienlen Family in 1868.⁸ The West End extension was finally completed in 1875 with the Hodiament line opening June 17 and heading out toward today's Wellston and Florissant beyond.⁹ It was that very station at Wells' estate that would later become the Wellston Loop.¹⁰

By 1880, Forest Park had become a popular but distant attraction for St. Louisans and the city turned to the newest technology in transportation in order to access it: the cable-hauled streetcar.¹¹ In 1883, the Wells family sold Missouri Railroad to an Indianapolis syndicate that became the St. Louis Cable and Western, which ran the first cable-hauled

⁴ Primm, p. 199.

⁵ Young, p. 11.

⁶ Ibid., p. 13.

⁷ Ibid., p. 20.

⁸ Norbury Wayman, *History of St. Louis Neighborhoods: Arlington* (St. Louis: Community Development Agency, 1976), p. 1.

⁹ Young, p. 26.

¹⁰ Wayman.

¹¹ Young, p. 37.

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streetcar on April 15, 1886.¹² Improvements were made and the cable was implemented through many new lines, including some to St. Louis County. Inevitably, one of these lines was the one to Wells station.¹³ Although no longer directly involved with public transport, Wells continued service to the city and to the state of Missouri by serving on the City Council and by representing the First District of Missouri in the Forty-first, Forty-second, Forty-third, Forty-fourth, and Forty-sixth Congresses from 1868 till 1876.¹⁴

Though the cable car was taking off in St. Louis, the future of transportation in 1888 was in electric streetcars. The Lindell Railway was the first to take the plunge and three new cars were ordered along with a Julien battery and a Brush motor.¹⁵ On February 6, 1888, the first electric streetcar in St. Louis began offering regular service to the public. This method met with great success, so much that on June 17, 1889 the *St. Louis Post-Dispatch* announced "The cable is doomed!"¹⁶ The electric car was brought to St. Louis County as well when the new St. Louis and Suburban Railway ran the first electrics from Sixth to Wellston on November 20, 1891. The service to Wellston was a success and the cable was immediately abandoned.¹⁷ In 1892, the St. Louis and Suburban was the only line that extended from downtown to the county and was the longest electric line in the United States.¹⁸

After the death of Erastus Wells in 1893, his son and later St. Louis mayor Rolla Wells divided the family estate into subdivisions and sold off the property.¹⁹ Rolla Wells also took steps toward citywide streetcar consolidation, although not until 1899 did the numerous railway and transit lines finally consolidate under one company. The merger was riddled with controversy yet the monopoly by Wells was unavoidable.²⁰ In 1899, the United Railways Co. was formed claiming to only be a holding company and but would lease all the lines and their operation to another company called St. Louis Transit.²¹ A

¹² Young, p. 38.

¹³ Ibid.

¹⁴ William Hyde and Howard L. Conard, *Encyclopedia of the History of St. Louis* (New York, Louisville and St. Louis: The Southern History Co., 1899). p. 2487-2488.

¹⁵ Young, p. 43.

¹⁶ Ibid, p. 46.

¹⁷ Ibid, p. 54.

¹⁸ Official Souvenir, p. 43.

¹⁹ Primm, p. 369.

²⁰ Young, p. 76-77.

²¹ Ibid, p. 78.

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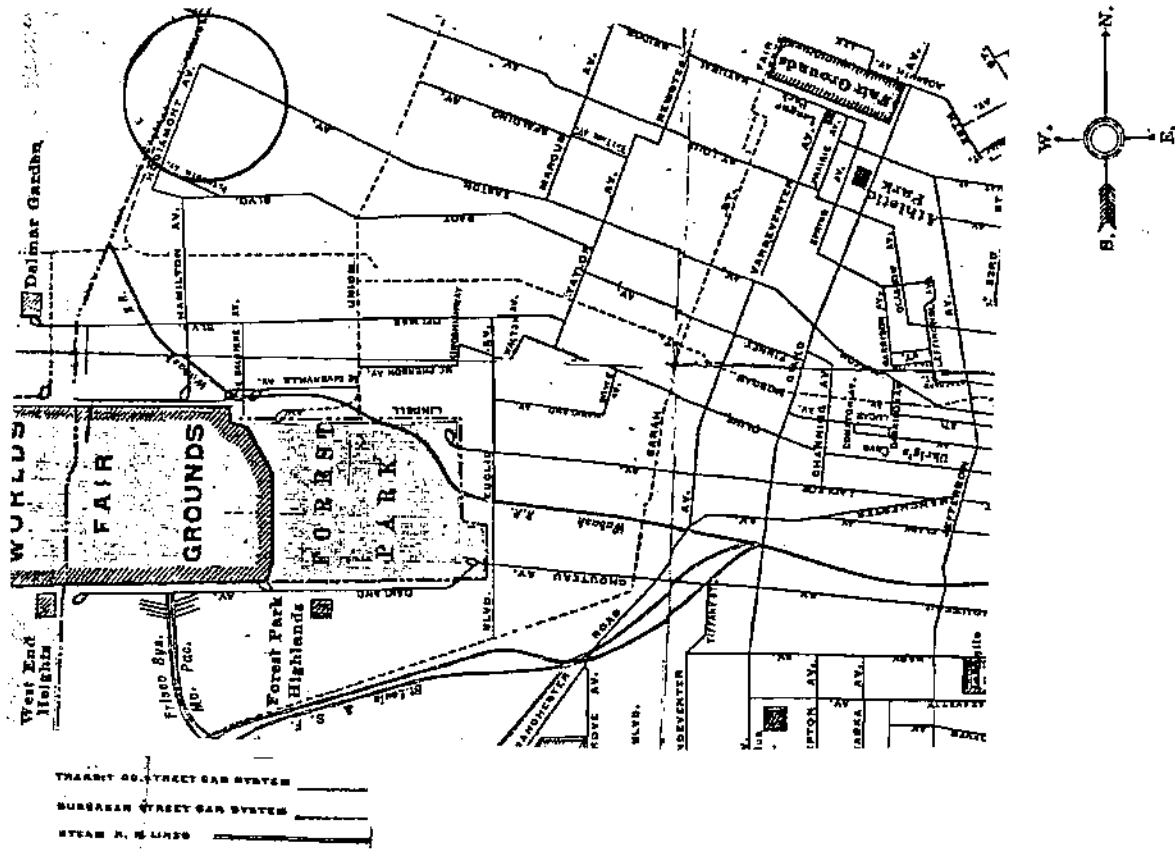
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Wellston Station
St. Louis [Independent City], Missouri

year later in 1900, railway workers took on the huge new conglomerate when it went on strike for over four months. Soon afterwards, in preparation for the impending Louisiana Purchase Exposition, St. Louis had to improve the “service problems” of the city including transportation.²² Wells sought to overturn the “shoddy service and maintenance on the car lines” of United Railways through extensive infrastructure construction projects.²³

Figure #2: Detail of Wellston area from map of streetcar lines in St. Louis, 1904. (Source: Official Souvenir of 1904 World’s Fair)



²² Ibid, p. 399.
²³ Ibid., p. 400.

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Wellston Station
St. Louis [Independent City], Missouri

Since the St. Louis and Suburban Railway maintained its independence from the new holding company, United Railways sought to compete with the electric railway by developing a modern, more efficient streetcar line to the Wellston area. St. Louis Transit decided to develop a streetcar line on Easton Avenue that terminated in a loop south of Wells Station. It was during the tumultuous year of 1900 with the creation of the St. Louis Transit Company and the transit strike that the St. Louis Transit Company received a building permit on October 30, 1900 for a streetcar station to be built at 6109 Easton Avenue (now Dr. Martin Luther King Drive). The station cost \$1,500 to built and was a modest brick building designed by architect Lee T. Rushin. A compression station, now demolished, was built in 1904 north of the streetcar station. This new construction recognized the need for a major station on Easton Avenue. The era of "Wells Town" as rural destination reached by an electric railway had passed, and the area urbanized. Easton Avenue had been laid out westward as a major thoroughfare that connected downtown St. Louis with the St. Charles Rock Road. Since streetcars could run at grade on city streets, they were a catalyst for the development of commercial districts and created a synergy between rail, pedestrian and vehicular movement along major streets. The old Wells Station was too remote from Easton Avenue to be viable as the area around the boundary between Wellston and St. Louis became a major commercial district. Although the St. Louis and Suburban Railway still operated independent of United Railways, the new streetcar lines and their station quickly supplanted Wells Station as the area's transit center.

After brief success during the World's Fair of 1904, the St. Louis and Suburban Railway fell into financial straits. It succumbed to United Railways' effort to acquire it by 1905, when it entered into an agreement to liquidate its assets through sale to United Railways by January 1, 1907. As part of the deal, St. Louis & Suburban Railway agreed to sell a parcel to United Railways Company located at 6111 Easton Avenue adjacent to right-of-way leading to the old Wells Station. This was just west of the modest United Railways station and an important site. The Wellston Loop "ranked among the largest streetcar transfer points in the United States at the turn of the century".²⁴ A letter dated December 4, 1905 from St. Louis and Suburban Railway Vice President Julius Walsh, Jr. to United Railways assistant Manager Richard McCulloch indicates that a sale of the parcel had

²⁴ Jeffrey E. Smith, *St. Louis Historic Context: Transportation*. 11 June 1996. City of St. Louis. <<http://stlouis.missouri.org/government/heritage/history/transport.htm>> 1 September 2006.

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been discussed contingent upon United Railways presenting the other company with plans for the building.²⁵ Shortly afterward on December 31, the property sale was recorded. However, a building permit for the station was not taken out until July 1, 1909, when United Railways received a permit for a \$6,000 station designed by their staff architect, Martin Arhelger. Very little is known about Arhelger.

The new Wellston Station was a front-gabled building in the Craftsman style. Underneath the wide roof was a center section containing a store and waiting room on the first floor, and offices on the second story. Under the outer ends of the gable were open lanes for streetcars to arrive directly at the door of the waiting room. The design provided an efficient arrangement, with a narrow center section to house the waiting room, toilets, offices and storefront and overhanging roof covering one track on each side of the narrow section. Ample windows in the waiting room allowed passengers to easily spot an incoming streetcar. The two tracks allowed for cars from different lines to board at the station simultaneously. The arrangement allowed for comfortable waiting in heated indoor spaces during the winter. The level of comfort was on par with that one would have found at the period for long-distance rail travel. Given that Wellston Station was one of the busiest transfer points in the system, such comfort was more of a necessity than a luxury. However, the station was larger and more luxurious than the other two "waiting stations" built by United Railways.²⁶

The station's design uses many of the key marks of the Craftsman style. The Craftsman style, prevalent in American architecture from roughly 1905 through 1920, arose in California after the turn of the century. Some of the first notable works in the style came from the firm of Greene and Greene, which designed many residences noted in national publications typifying the style.²⁷ Wellston Station displays a wide, low-pitched front gable roof with exposed roof beams and rafter tails, in keeping with the style. Also, the roof's extension over the tracks to either side of the waiting room resembles the tendency of many Craftsman houses to employ covered side porches with prominent exposed wooden columns. The shaped, exposed eaves brackets are also common to the style. Wellston Station notably makes use of gabled dormers, which are uncommon to Craftsman buildings although not unique. While many Craftsman buildings in the United

²⁵ The letter is part of the United Railways Company Archive at the St. Louis Building Arts Foundation Library.

²⁶ *Atlas of Buildings of the United Railways Company*. St. Louis: United Railways, 1910-1915.

²⁷ Virginia and Lee McAlester, *A Field Guide to American Houses*. New York: Knopf, 1984. p. 454.

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Wellston Station
St. Louis [Independent City], Missouri

States are frame, brick buildings in the style like Wellston Station are abundant in the Midwest.

The building incorporated the picturesque qualities of small town railroad stations with modern refinement. Perhaps fitting this dichotomy was that the station was located at the point where the modern city thoroughfare, the old electric railway and the new streetcar lines intersected. The station building has remained almost unaltered since then, with only some modifications made. Notably, after a fire in 1912 the station was altered by W.S. Peck and in 1920 some further modifications were made including the removal of the projecting bay windows on the first floor side elevations. Wellston Station would remain in service as a major transfer point through the coming tremendous boom and disappointing bust of United Railways.

Streetcar stations on this scale were atypical, since most people boarded streetcars on the street at intersections. On the United Railways Atlas, last updated in January 1915, only seven public waiting areas or shelters are shown. Of these, there are only three waiting stations including the station on Easton. All three are located at major transfer points between major lines in commercial districts. The Wellston Station and another station on South Broadway in the city included commercial space inside. Of the three, only the current Wellston Station building still stands, although a bus transfer station operates at one of the other sites. According to plans included in the atlas, the Wellston Station had the largest waiting area and showiest design of these three buildings.²⁸

After the consolidation of 1899, United Railways continued to suffer from debt and was often on the brink of bankruptcy. The increasing popularity of the automobile did not help matters taking patrons from the streetcars and crowding the streets. In 1922 the People's Motor Bus Company was allowed to run buses along the major streetcar lines further depleting the number of streetcar passengers. Still, in 1925 there were 1,649 streetcars in operation in St. Louis.²⁹ The 1930's saw more and more people moving out to the county and the transportation of choice when commuting into the city was the bus. Finally, in the 1940's a plan was developed by the city to replace all streetcar lines with bus lines over a period of three years.

²⁸ Ibid.

²⁹ "Hodiament Run Saturday to End 107-Year Streetcar Operations." *St. Louis Post-Dispatch* (17 May 1966).

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**Figure #3: Wellston Station on August 15, 1947 with both streetcars and busses using the station.
(Source: *The St. Louis Streetcar Story* by Andrew Young)**



Easton Avenue's storefronts bustled with business and industry flourished making the Wellston area one of the busiest business districts in Missouri.³⁰ The eventual shift from streetcar to bus did not affect this popularity of the Wellston stop. By the 1940's the Wellston station had added three bus lines to its four streetcar lines moving 40,000 passengers in and out of the district every day.³¹ It was therefore fitting that the Wellston Loop was the last stop of the last streetcar to run in St. Louis on May 21, 1966. There were only thirteen remaining cars in use on the line.³² The Hodiament Line had become

³⁰ *Wellston: The Hub of St. Louis, Missouri*. Shepherd University. 1 September 2006.
<<http://webpages.shepherd.edu/lrate/>>

³¹ *Wellston: The Hub of St. Louis, Missouri*.

³² "Hodiament Run Saturday to End 107-Year Streetcar Operations."

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the last remaining streetcar line in the city, due in part to the popularity of the shopping district along Easton. However, the Bi-State Development Agency, which had acquired the station and all United Railways lines and properties in 1963, implemented total replacement of the streetcar system with a new bus system.

Wellston Station would have a role in the new system, though. Renamed the Wellston Loop Pavilion, Bi-State Development Agency kept the storefront space leased and used the building as bus shelter. The commercial district continued to prosper to the point where it was a self-sufficient community. It was said that "there was nothing you couldn't get in Wellston that you'd have to go anywhere else to get".³³ Industry continued to prosper and by the mid-20th century many major companies such as Fulton Iron Works, Moog Industries and Wagner Electric moved into the Wellston area making it a vital part of the city's northwestern industrial district. However, decline was imminent.

The district around Wellston station began to change long before the era of the streetcar ended. The flight to the county and beyond during the 1920's and 1930's kept the demographics of the Wellston community changing. In the 1920's German and Russian Jews migrated west to Wellston "bringing their synagogues and Kosher markets with them".³⁴ When the slums in Mill Creek Valley were razed in 1955, the predominantly black population living there was displaced and the migration to areas like University City and Wellston intensified, further changing the demographics of the Wellston area.³⁵ Industry suffered in the 1980's when companies began to relocate. Wagner Electric had been a major employer in Wellston providing 6,000 jobs for the local community during its height in the 1950's.³⁶ When the Wagner plant closed in 1983, Wellston began its slow decline into its present economic depression. Gradually, the bus lines to the commercial district lost passengers until Bi-State Development Agency, re-named Metro, decided it was no longer necessary to have a dedicated shelter at the Wellston Loop. In July 2006, Metro sold the Wellston Station property to the City of St. Louis, which is seeking to redevelop the station.

³³ *Wellston: The Hub of St. Louis, Missouri.*

³⁴ Primm, p. 442.

³⁵ *Ibid.*, 497.

³⁶ *Wellston: The Hub of St. Louis, Missouri.*

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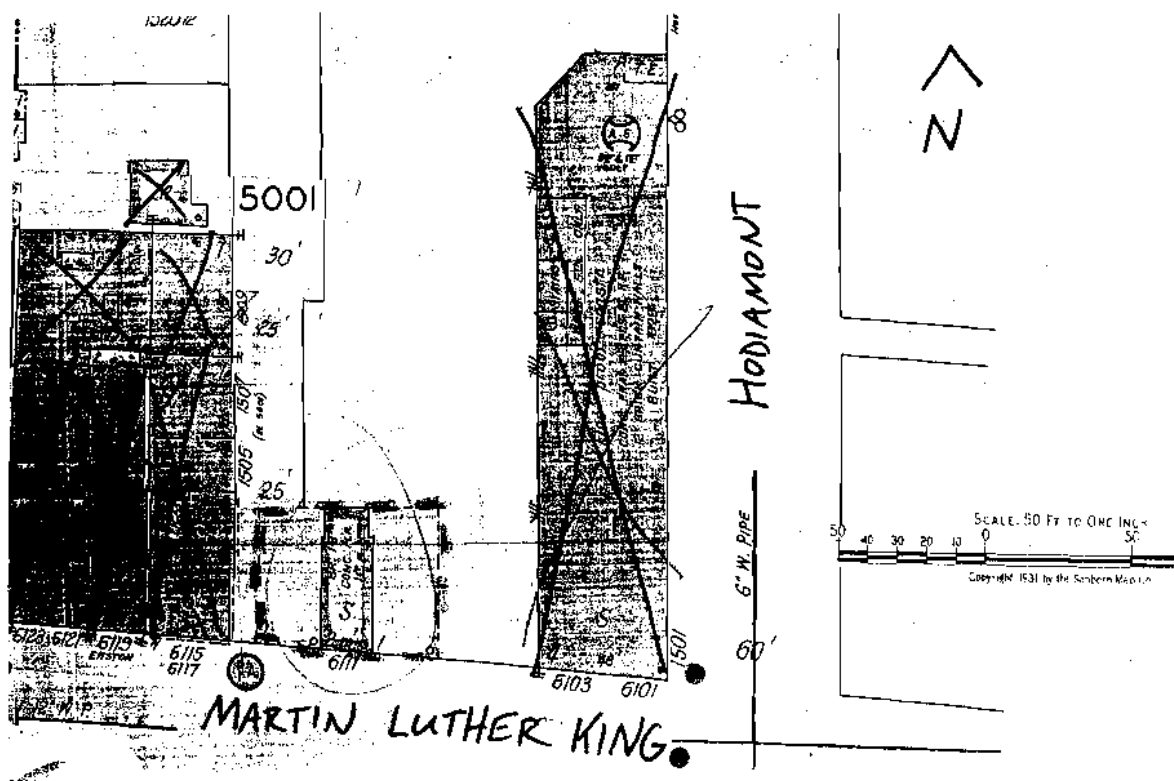
Boundary Description

The nominated parcel is located at 6111 Martin Luther King Boulevard on City Block 5001 in St. Louis, Missouri. The site is legally known by the assessor's office as parcel number 50010000500. The property is part of the Lindell Addition to the city. The nominated property is indicated by a dashed line on the accompanying map entitled "Wellston Station Boundary Map."

Boundary Justification

The nominated parcel includes the property historically associated with the Wellston Station located at the southeast corner of city block 5001.

Wellston Station Boundary Map
Source: Sanborn Fire Insurance Map, 1968.





Bus Loop Burgers
17th Loop
1900

17TH LOOP

1900



Bus Loop Burgers

Home of the Big Boy Bar
Sullivan Home Style U.S. Burgers

BUS LOOP



CITY LIMITS

AV
WASTE

