NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x' in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Lafayette Garage and Repair Company Building
other name/site number St. Louis Automobile Company, O'Connor Coal Company, Stiehl & Stewart Auto Service

2. Location

street & town 2710-2716 Lafayette N/A not for publication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

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 — Aug. 29, 2011

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

Missouri Department of Natural Resources
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper Date of Action

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

5. Classification

Ownership of Property
(check as many boxes as apply)

- X private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(check only one box)

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

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

Contributing	Noncontributing	
2		buildings
		sites
		structures
		objects
2		Total

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

Historic Auto-Related Resources of St. Louis [Independent City], MO

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Function
(Enter categories from instructions)

COMMERCE/TRADE/specialty store

Current Function
(Enter categories from instructions)

COMMERCE/TRADE/specialty store

7. Description

Architectural Classification
(Enter categories from instructions)

Two-part commercial block

Other: automotive dealership and retail business

Materials
(Enter categories from instructions)

foundation Stone
walls Brick
roof Asphalt
other

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

☒ See continuation sheet(s) for Section No. 7

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.)

X **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

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

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(enter categories from instructions)

Commerce

Period of Significance
1910-1955

Significant Dates
1915

Significant Persons
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Merley Brothers/contractor

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

☒See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Primary location of additional data:

X State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other Name of repository:

☒ See continuation sheet(s) for Section No. 9

10. Geographical Data

Acreage of Property less than 1 acre

UTM References
(Place additional boundaries of the property on a continuation sheet.)

	Zone	Easting	Northing
1	15	741727	4277707
2	/	/ / / / /	/ / / / / /
3	/	/ / / / /	/ / / / / /
4	/	/ / / / /	/ / / / / /

Verbal Boundary Description
(Describe the boundaries of the property.)

Property Tax No.

Boundary Justification
(Explain why the boundaries were selected.)

☐ See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Melinda Winchester

organization Lafser & Associates date 2-18-2011

street & number 1215 Fern Ridge Parkway Ste. 110 telephone 314-878-4021

city or town St. Louis state MO zip code 63141

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

name/title Sheila Burkett, Tuxedo Park Leasing, LLC

street & number 61- Tuxedo Avenue telephone

city or town St. Louis state MO zip code 63119

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. 470 *et seq.).*

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

SUMMARY

Constructed as separate but adjacent structures, the Lafayette Garage & Repair Company Building at 2710-2716 Lafayette Avenue in St. Louis is a two-story, rectangular plan brick building with an asphalt-covered flat roof and a stone foundation. The three-bay east half was constructed ca.1890 as a livery and funeral home and the three-bay west half was constructed in 1903 as a livery and carriage repository business. Since 1910, at least a portion of the building has served an automotive function and since 1944, the entire building has generally been operated as a single business. The property is a representative example of an automotive dealership and retail business as identified in the Historic Auto-Related Resources of St. Louis (Independent City), Missouri Multiple Property Documentation Form (MPDF). Exhibiting a simple vernacular design, the Lafayette Garage & Repair Company Building faces north-northeast. Although alterations to the facade occurred due to ownership changes and the expansion of automotive sales and services throughout the 1910-1953 period of significance, and some openings have been infilled, the original openings are evident and most of the second floor façade windows are intact. A faux façade dating from 1982 was removed a few months ago as a prelude to a proposed rehabilitation The floor plan is generally intact from at least the 1940s, and the interior is in good condition with wood post and beam construction, original wood floors, large slider doors, wood ramps and a conveyor system. The property's historic automotive function is clearly portrayed. Integrity of location, association, design, materials and workmanship is retained, and the building meets the registration requirements of its property type as described in the MPDF.

SITE

The Lafayette Garage & Repair Company Building is located within the Gates District Neighborhood, a primarily residential area bounded by Chouteau Avenue on the north, Interstate 44 on the south, South Jefferson Avenue on the east and South Grand Boulevard on the west. The building faces Lafayette Avenue to the north and is in the middle of a block flanked by Ohio Avenue on the east and Iowa Avenue on the west. Vacant lots are on both sides and a sidewalk runs along Lafayette. The lot to the west, which has a six foot chain link perimeter fence, was the site of a service station that had been associated with the property for many years beginning in 1929. The Polar Wave Ice Company Building formerly occupied the vacant lot to the east. An alley runs behind the building, on the south (see Figure 1).

EXTERIOR

The primary (north) elevation is brick, once painted white but now peeling, and consists of two historic storefronts divided into six bays. The west half (2714-16 Lafayette) has a dentilated brick belt course and unadorned roofline (see photos 1 and 3). The first bay on the west contains a faux double door that provides access to the existing tenant. The original entrance with a double arch brick lintel above the doorway was located within this opening and is evident behind a build-out (the build-out and a false double-door are slated to be removed). A sympathetic application of the faux system has allowed the original openings to remain evident and relatively intact (see photo 2). A single window opening with the same type of arch lintel and stone sill is next to the opening for the original entrance. Two original six-light double-hung wood windows are symmetrically spaced directly above the first floor openings. Each window contains a double arch brick lintel and stone sill. An exhaust vent was placed into one of the openings during the period of significance. Moving eastward, the second and third bays contain large display window openings that have been in-filled with glass and concrete block. In 1916 and 1947, city permits indicate the completion of storefront alterations, the latter most likely in connection with a change in function when the property housed a dealership for Kaiser and Frazer automobiles. The same window fenestration is found on the second floor of both bays with the majority of the two-over-two wood windows intact behind plywood panels.

The east half of the primary elevation (2710-12 Lafayette) has a centered entrance in its middle bay with three arched 2/2 wood windows symmetrically arranged in the second story (see photo 7). The floors are separated by a simple limestone belt course and a brick dentil molding runs the façade above the second story windows (see photo 4). The roofline is unadorned. The primary entrance originally was flanked by large display windows as evident on the interior of the building but the original openings have been covered with plywood panels on the exterior (see photo 6). The two bays flanking the middle bay originally contained a vehicle entrance when the building functioned as a livery and automotive garage as evidenced by the concrete bumpers at each opening. They have been infilled with block and plywood but still contain the original soldier brick arch lintels and full opening size (see photo 5).

In the 1980s, the brick walls on the east and west (side) elevations were covered with parchment cement and painted.

The roof is flat with a stepped parapet divided into six sections capped with a terra cotta coping. The lower half of the east elevation shared a common wall with the non-extant Polar Wave Ice Company Building. A garage door added in 1966 is in the third bay of the east elevation and a pedestrian door is in the end bay (see photo 8). The west elevation was connected to the former service station by a canopy that occupied the adjacent site from 1921 until the 1970s. The outline of the majority of the historic garage door openings and windows is evident under the parchment cover but from the interior their exact location, size and sills and lintels is easily visible. A pedestrian door is located in the second, fourth and sixth bays of the west elevation. The original concrete pad for the filling station is intact next to the building (see photo 9). The south (rear) elevation is coated with parchment cement like the sides. Structural stabilization was completed on the rear wall of the east half of the building in 1967, resulting in a change in the height of the roofline. A vehicle door was also installed at this time (see photo 10).

The false front installed in 1982 extended the primary elevation approximately twelve inches toward Lafayette Avenue. It involved the attachment of a steel frame to the façade's masonry joints. This application has been removed except for an entrance surround at the west end.

INTERIOR

Most of the interior is unaltered from when the property was used as the Lafayette Garage & Repair Company Building. It retains the original wood ceiling joists, skylights, beams and rafters, wood roof decking and exposed brick walls that have been painted (see photos 11, 18, etc.). An original office area is located on the second floor in the middle bay and the northeast corner. Some partition walls have been added on the second floor of the northwest corner but the majority of the open floor plan reflecting the automotive function remains (see Figure 2). The first floor is poured concrete and the second floor has its original wood planking. An original wood ramp provides access between the two buildings on the second floor and a conveyor system is located on the west side (see photos 12, 13 & 19). The exterior window and overhead door openings are evident on the perimeter walls. Many of the metal and wood sills and lintels remain although their condition is poor (see photos 15, 16 & 17). The northwest corner on the first floor has been finished out to provide an office area for the current owner (see photo 20).

INTEGRITY

The Lafayette Garage Building was altered over the years in connection with its changing automotive functions. The most obvious alteration to the primary elevation has been the infill of some first floor display windows with concrete and glass blocks, while others have been covered with wood panels. Second floor windows are much more intact, and the interior is substantially intact. Exactly when various openings were infilled could not be determined but this alteration appears to have occurred decades ago prior to the installation of the faux façade in 1982. The faux façade was removed earlier this year.

Significant under Criterion A for commerce, the property meets the MPDF's registration requirements in that it retains its exterior wall cladding, general massing and exterior details. Although display windows and other first floor openings have been infilled or boarded over, they remain readily apparent. Upper level fenestration is relatively intact, with some original wood windows present behind the paneled openings. Character-defining features from its period as an automobile business are evident inside as well, such as the open floor plan, wood ramp, conveyor belt system and skylights. Overall, the building is still recognizable from its long period of association with the automobile in St. Louis.

SUMMARY

The Lafayette Garage & Repair Company Building at 2710-2716 Lafayette, St. Louis (Independent City), Missouri is eligible for listing in the National Register of Historic Places under the context of "Marketing and Servicing the Automobile in St. Louis, 1900-1955" as discussed in the MPDF *Historic Auto-Related Resources of St. Louis (Independent City), MO.* The property meets Criterion A: Commerce for its role as an automotive dealership and retail business property type. Several automotive-related businesses utilized the property during its 1910-1953 period of significance. In terms of longevity, the most successful tenant was the Lafayette Garage & Repair Company which served the neighborhood for some 22 years as a service station, repair shop and automotive dealership, from 1915-37. The property is a tangible link with an earlier form of transportation, in that both halves of the building (one erected in 1890 and the other in 1903) were individually constructed as liveries while also providing undertaking services. Since 1944, the entire building has generally functioned as a single business. The first automotive client in the west half (2714-16) was a dealership for the Clark Motor Car Company, which offered the Clark, a medium-priced auto manufactured in Shelbyville, Indiana, from 1910-12. For a few years beginning in the late 1940s, a dealership for the innovative Kaiser-Frazer Corporation, makers of Frazer automobiles through 1951 and Kaisers through 1955, was housed in the same portion as the earlier Clark outlet. Various storefront alterations occurred during the period of significance due to auto service expansions but the building meets the MPDF registration requirements for its automotive dealership/retail business property type. The building retains original façade and exterior wall material and roof form, second story windows and cornice line. The historic character of the interior is also evident. The period of significance reflects the first automotive use of the property in 1910 through the date discussed in the MPDF for the demise of the small automobile manufacturers, 1953, which coincides with when Lafayette Auto Sales, which sold Kaisers and Frazers, appears to have gone out of business although automotive services continued to be provided by other tenants after that date.

BUSINESS HISTORY

Historically, the Gates District where the nominated property is located has consisted of dense concentrations of residential dwellings along with two-part commercial block buildings (see Figures 3-7, Sanborn Fire Insurance maps). Lafayette Avenue was the primary thoroughfare between Jefferson Street on the east and the neighborhood's main commercial district. The Lafayette Garage & Repair Company Building housed

several businesses during the period of significance, all but one of which was auto-related. The nominated property consists of two buildings (2710-12 Lafayette and 2714-16 Lafayette, sometimes with the address 2714-18) which, although constructed separately, functioned as one automobile business (Stiehl and Stewart Auto Service Company) by 1944. The property exemplifies what the MPDF describes as simple vernacular commercial storefronts redesigned to accommodate automotive functions.[1] Both segments have garage door access entering from the street, interior sliding doors, ramps that provided vehicle access between the halves and, in the west portion, a conveyor belt system from floor to floor. Additional garage door openings are evident on the west and south (rear) elevations.

The oldest portion (2710-12 Lafayette, on the east) was constructed in ca. 1890 by Malcolm Ulch and Frank Watkins. It originally functioned as a livery and funeral home, operating under the name of Watkins and Ulch from 1891 to approximately 1915.[2] In 1916, Ulch joined the O'Connor Coal Company and made space in his building to house the company. What was described in the building permit as a shop and storeroom were modified at this time, a project that apparently cost $2,000.[3] This business maintained offices on the second floor until 1944. Meanwhile, the Stiehl & Stewart Auto Service Company began occupying the first floor in ca. 1939 and had expanded into both halves by 1944. Stiehl & Stewart remained until 1960.[4]

In 1903, the adjacent building (2714-16 Lafayette, on the west) was built by Walter S. Gregory to serve as a livery, carriage repository and undertaking business for the local neighborhood. The local Merley Brothers were contractors.[5] In 1910, Gregory took an entrepreneurial leap into the still-fledgling automotive industry, opening the St. Louis Automobile Company at 2714-2718 (2714-16) Lafayette.[6] As earlier modes of transportation were gradually eclipsed, it was common practice in St. Louis for livery and undertaking businesses to be converted into automotive facilities. The St. Louis Automobile Company was also one of the city's first automotive firms to locate away from the centralized automotive business district, Automotive Row.

[1] Ruth Keenoy, Karen Bode Baxter,Timothy P. Maloney and Mandy K. Ford, "Historic Auto-Related resources of St. Louis (Independent City), MO" National Register of Historic Places MPDF, 2005 [NR listed 15 September 2005], sec. F, p. 33.
[2] Gould's St. Louis Directory (St. Louis: Gould Directory Co.), 1891.
[3] City of St. Louis Building Permit Archives, November 1916.
[4] Gould's St. Louis Directory (St. Louis: Gould Directory Co.), 1928-1956.
[5] City of St. Louis Building Permit Archives, October, 1903.
[6] Gould's St. Louis Red Book (St. Louis: Gould Directory Co.), 1910.

The St. Louis Automobile Company was a specialty dealer for the short-lived Clark Motor Car Company of Shelbyville, Indiana. Clark, one of hundreds of marginal manufacturers that blossomed during the early decades of motoring, was established by John D. Clark, A.J. Thurston and Joe Akers. The Clark automobile was only manufactured for two years, from 1910-12, but it came in a couple of models with seating for either five or seven. The basic Clark 30 Torpedo Roadster was offered by the St. Louis Automobile Company for $1,175 while the "fully equipped" Clark 40 seven passenger touring car cost $1,875. The company's most expensive machine was the Clark 40 five passenger Torpedo at $1,975. Dealership stationery touted "the famous Rutenber motor in all Clark cars" and "the longest wheelbase, most powerful motor" and "best car in the world for the money"[7] (see Figures 8 and 10).

The St. Louis Automobile Company remained at 2714-16 until 1915 when the Lafayette Garage & Auto Repair Company took over occupancy of the building under the management of George Reisert. Whether the St. Louis Automobile Company subsequently became dealers for the Meteor Motor Car Company (which purchased the Clark firm in 1912 and manufactured vehicles that looked much like the Clarks until 1916) was undetermined. In any case, in 1921, Reisert expanded automotive services for the neighborhood to include a service station (non-extant) on the adjoining lots at 2718-22 Lafayette.[8] Reisert's company also sold cars, as indicated by line item classified ads in the *St. Louis Post-Dispatch*, but apparently he did not operate a dealership. By 1937, Stiehl & Stewart Auto Service occupied portions of both buildings along with Lafayette Auto Sales, which was not the same as the Lafayette Garage & Auto Repair Company.

In 1948, Lafayette Auto Sales became a specialty dealer for the Kaiser-Frazer Auto Corporation. In 1947, a building permit for $1,500 had been issued to "repair story brick auto sales and alter 2 story brick garage" at 2716-18 Lafayette, presumably in anticipation of its use as a K-F dealership.[9]

The 1947 K-F automobiles (two separate makes, Kaisers and Frazers) were the first newly designed cars to hit the market after World War II. As Dean Moore, a former editor of the *Kaiser-Frazer Quarterly* wrote in 1964:

[7]"The Clark Automobile & The Clark Motor Car Co." american-automobiles.com/Clark-1, n.d. Accessed April 5, 2011.
[8]City of St. Louis Building Permit Archives, March, 1921.
[9]City of St. Louis Building Permit Archives, March and June 1947. The 2716-18 address corresponds with 2714-16 today.

> Back in the car-less year of 1945, when industrialist Henry J. Kaiser joined hands with Joe Frazer of the Graham-Paige Company, they set out to revolutionalize the auto business. They bought the Willow Run [Michigan] factory so they could build cars where bombers once rolled down the assembly lines. It was a feat dubbed impossible by the rest of Detroit. Not bothered by older pre-war models and tools, they gave Howard Darrin a relatively free hand in styling the new venture. Darrin came up with a radical departure for Detroit…..By October, 1947, K-F had turned out their 100,000th car and earned over $8 million in the third quarter of 1947.[10]

The Kaiser-Frazer products included sedans, convertibles, hatchbacks, a compact and (in 1954) a fiberglass sports car (see Figure 9). Although it never went into production, a radical, front-wheel drive version of the Kaiser was actually designed. Meanwhile, the "Big Three" and virtually all of the other established automakers were still showcasing their pre-war designs when the streamlined K-Fs with fenders that ran from front to rear in a continuous sweep arrived on the scene. But for various reasons, including failure to compete successfully in the horsepower race, the Kaiser-Frazer Corporation was unable to survive the 1950s. It was not alone, as various other "independent" manufacturers such as Hudson, Packard, Studebaker, Nash, etc., also fell by the wayside or disappeared in mergers once the "Big Three" with its strong dealer network caught up with consumer demands.

By 1954, K-F was still making cars but selling fewer and fewer of them, and apparently none from the nominated property. A 1954 building permit allowed $2,500 for alterations to the "2 story brick office and warehouse" at 2714-16 Lafayette, but by this time Lafayette Auto Sales was no longer listed in city directories, and apparently had ceased to exist as a local business. Stiehl & Stewart, which occupied the entire structure by this time, remained in the building with an automotive function until 1964, when the property was sold to the Anchor Paper Company.[11]

The current owner has a small office in the northwest corner of the first floor and race cars are repaired in the east half. The second floor, however, has been vacant since 1982.

CONCLUSION

[10] Dean Moore, "Kaiser-Frazer: Post-war wonder," *Motor Trend*, November 1964, p.80.
[11] Polk's St. Louis (Missouri) City Directory. St. Louis: R.L. Polk & Co.

The Lafayette Garage & Repair Company Building is an excellent example of an early St. Louis automotive service garage and dealership. It transitioned from a livery to a long-standing automotive business for the Gates District neighborhood, housing automotive dealerships and businesses throughout its 1910-1953 period of significance. While the Lafayette Garage apparently was not a dealership in the same sense as the St. Louis Automotive Company and Lafayette Auto Sales which sold new models of specific makes during their periods in the building, it nonetheless sold what were presumably used cars at its place of business as indicated by numerous line-item automobile ads in the *St. Louis Post-Dispatch*. It is eligible for listing in the National Register of Historic Places under the context of "Marketing and Servicing the Automobile in St. Louis, 1900-1955," with local significance under Criterion A in the area of commerce as discussed in the MPDF, *Historic Auto-Related Resources in St. Louis, MO.* It meets the registration requirements for its automotive dealership and retail business property type.

Bibliography:

City of St. Louis Building Permits. Office of the Comptroller, Microfilm section, City of St. Louis City Hall.

Gould's St. Louis Directory (St. Louis: Gould Directory Co., 1891.

Gould's St. Louis Directory (St. Louis: Gould Directory Co., 1928-1956.

Gould's St. Louis Red Book St. Louis: Gould Directory CO., 1910.

Polk's St. Louis (Missouri) City Directory. St. Louis: R.L. Polk & Co., 1960.

Keenoy, Ruth, Karen Bode Baxter and Timothy P. Maloney. "Autocar Sales and Service Building." National Register of Historic Places Registration Form, June 26, 2006.

Keenoy, Ruth, Karen Bode Baxter and Timothy P. Maloney. "Royal Tire Service, Inc. Building." National Register of Historic Places Registration Form, January 22, 2007.

Keenoy, Ruth, Karen Bode Baxter, Timothy P. Maloney and Mandy K. Ford, "Historic Auto-Related resources of St. Louis (Independent City), MO" National Register of Historic Places Multiple Property Documentation Form, 2005 [NR approved 15 September 2005].

Sanborn Fire Insurance Maps (Volume 2, Sheet 75/78: 1950), Volume 4, Sheet 2: 1950), Volume 4, Sheet 1/2: 1909). The Sanborn Map Company, Sanborn Library, LLC, 2001.

Interview with Jack Mueller, historian for Kaiser-Frazer Library, March 7, 2011.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Verbal Boundary Description:

The Lafayette Garage and Repair Company Building is located in the City of St. Louis, on City Block 1317.00 including parcel 13170440, Lots 32 thru 43. (See Figure 1, Site Plan).

Boundary Justification:

The nominated property includes the entire parcel associated with the Lafayette Garage and Repair Company Building, St. Louis (Independent City), Missouri.

Photo Key:

The following is true for all photographs:
Lafayette Garage & Repair Company Building
St. Louis (Independent City), MO
Photographer: Melinda Winchester
Date: 14 March 2011
Digital images on file with: Lafser & Associates
1215 Fern Ridge Parkway Ste. 110
St. Louis, MO 63141

Photo Log:

Photo 1- North elevation (primary façade), looking southeast
Photo 2- North elevation (primary façade), window detail, looking south
Photo 3- North elevation (primary façade), brick detail, looking south
Photo 4- North elevation, looking southwest
Photo 5- North elevation, garage opening detail, looking south
Photo 6- Interior, front storefront on east side, looking northeast
Photo 7- Interior, second floor front windows, looking north
Photo 8- East elevation, looking southwest
Photo 9- West elevation, looking northwest
Photo 10- Rear elevation, looking east
Photo 11- Interior, first floor (west side), looking south
Photo 12- Interior, post and beam construction
Photo 13- Interior, conveyor belt system
Photo 14- Interior, second floor (west side), looking south
Photo 15- Interior, second floor (west side), looking north

Photos Continued

Photo 16- Interior, second floor, window detail
Photo 17- Interior, first floor, east side garage openings, looking northeast
Photo 18- Interior, second floor, east side, looking north
Photo 19- Interior, wood ramp
Photo 20- Interior, first floor, northwest corner, office area

Figures

Figure 1-Site map (1998 Sanborn)
Figure 2-First floor plan
Figure 3-South side of Lafayette Ave. and surrounding neighborhood (1909 Sanborn)
Figure 4-North side of Lafayette Ave. and surrounding neighborhood (1909 Sanborn)
Figure 5-North side of Lafayette Ave. and surrounding neighborhood (1932 Sanborn)
Figure 6-South side of Lafayette Ave. and surrounding neighborhood (1950 Sanborn)
Figure 7-Clark automobile advertisement
Figure 8-Kaiser-Frazer promo photos
Figure 9-St. Louis Automobile Company letterhead

United States Department of the Interior
National Park Service

National Register of Historic Places

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Lafayette Garage & Repair Company Building
St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis, MO

Figure 1: Site map-
Source: 1998 Sanborn Fire Insurance Map

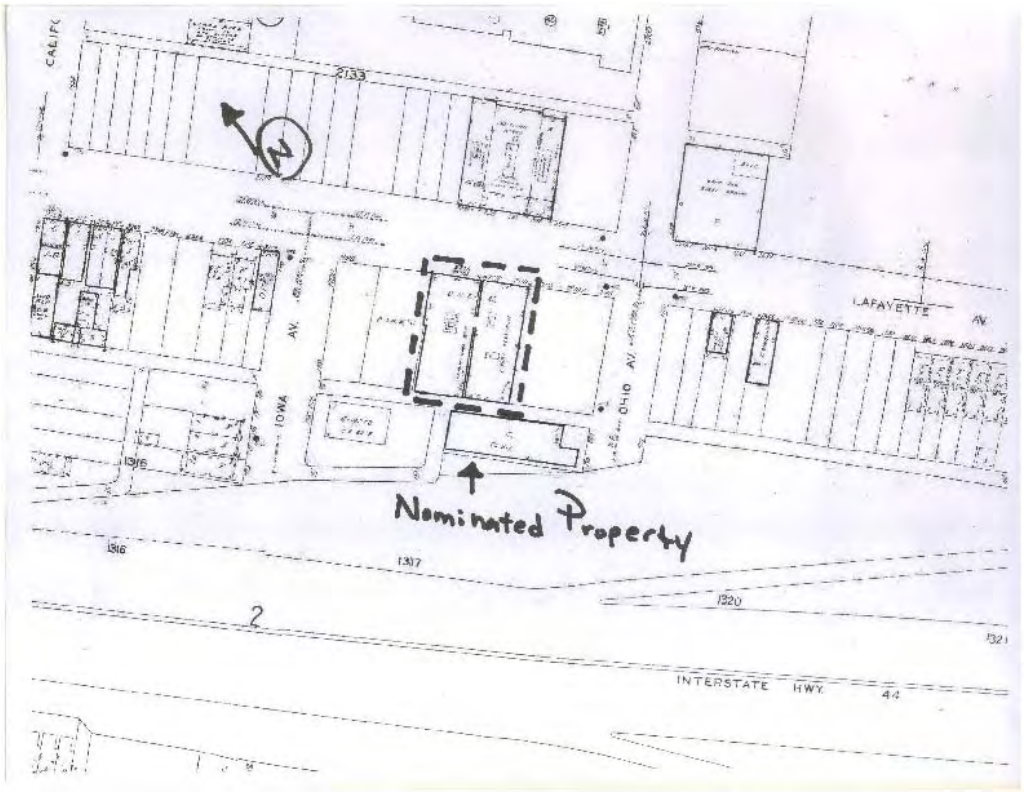
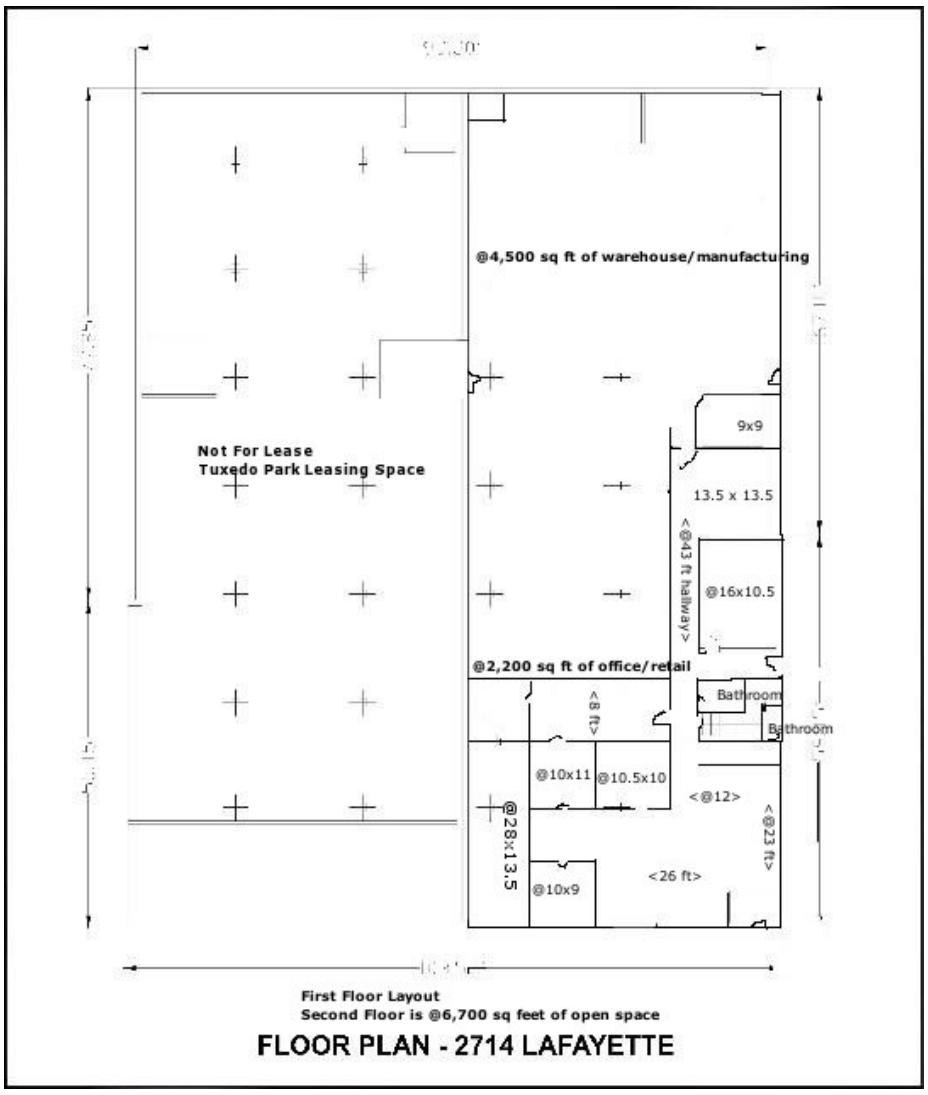


Figure 2: First floor-existing floor plan
Source: Kevin Chapman, Architect



United States Department of the Interior
National Park Service

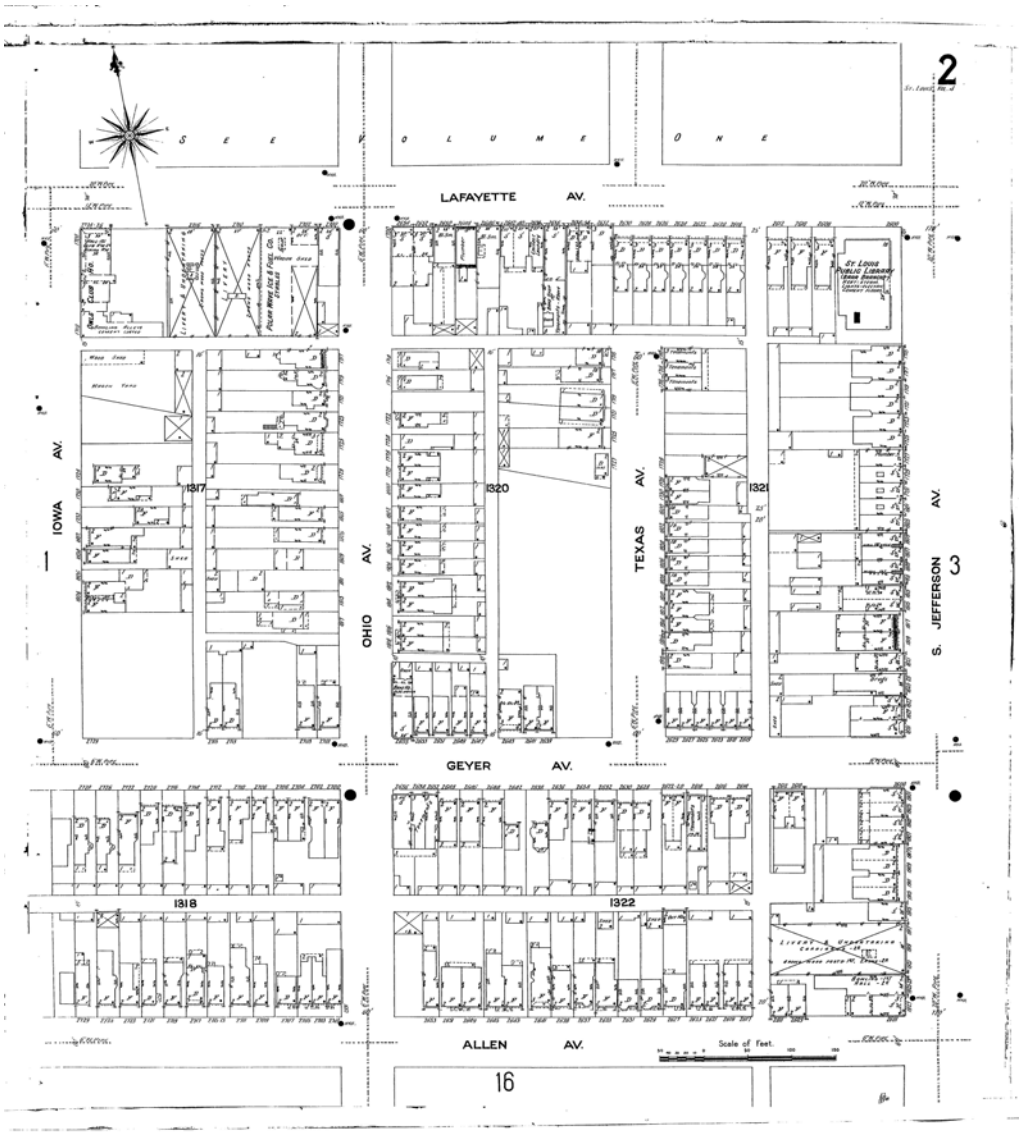
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Lafayette Garage & Repair Company Building
St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis, MO

Figure3: 1909 Sanborn Fire Insurance Map
South side of Lafayette and surrounding neighborhood



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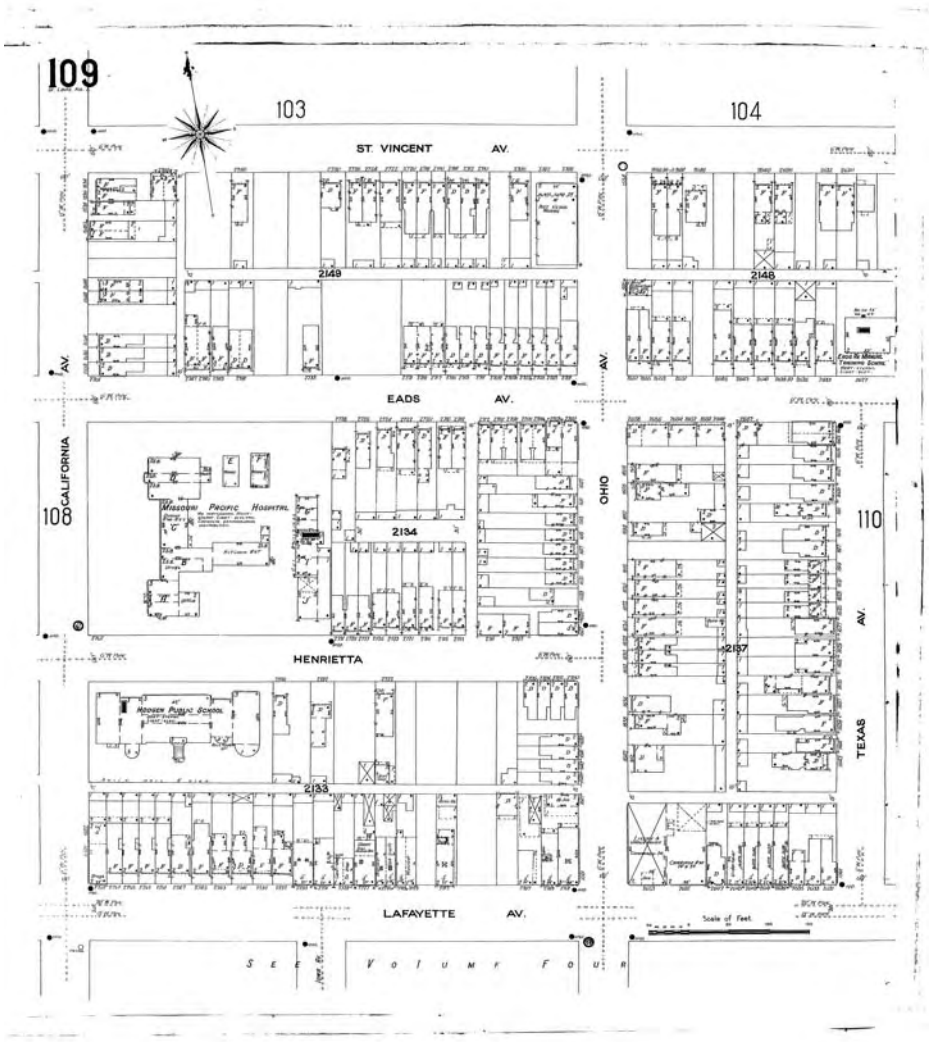
National Register of Historic Places

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Lafayette Garage & Repair Company Building
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Figure 4: 1909 Sanborn Fire Insurance Map
North side of Lafayette and surrounding neighborhood



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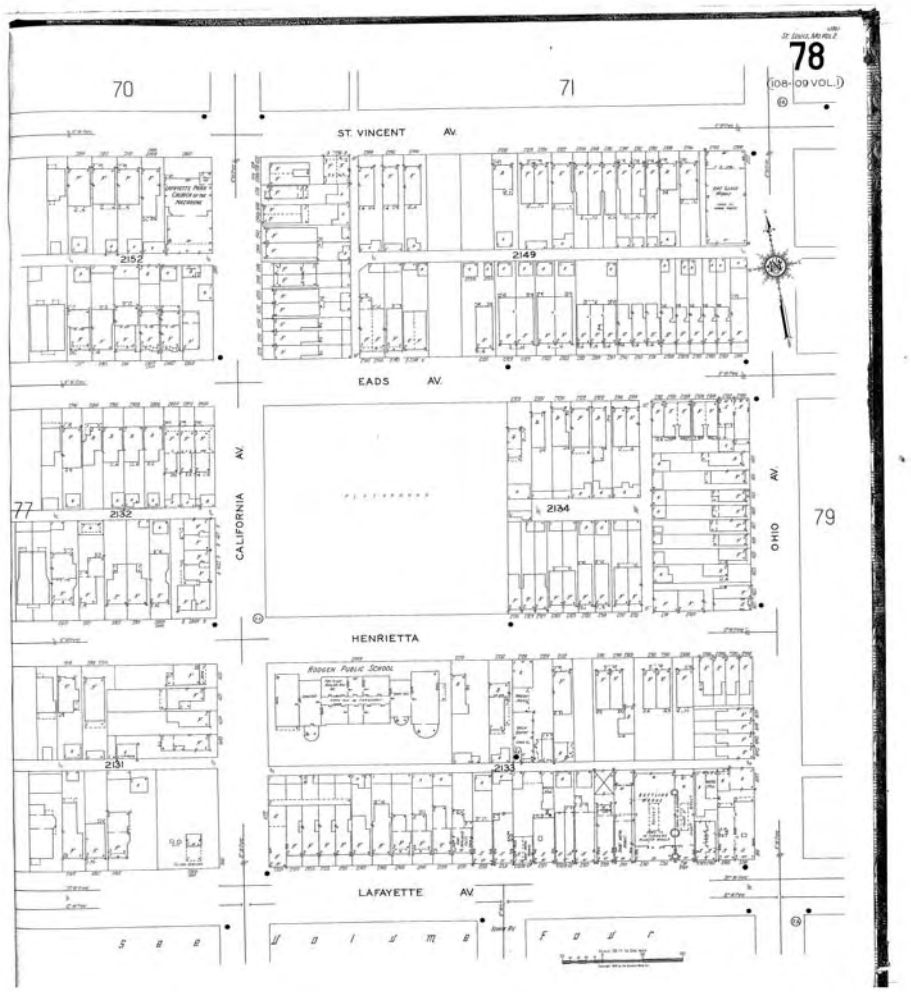
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Lafayette Garage & Repair Company Building
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Figure 5: 1932 Sanborn Fire Insurance Map
North side of Lafayette and surrounding neighborhood



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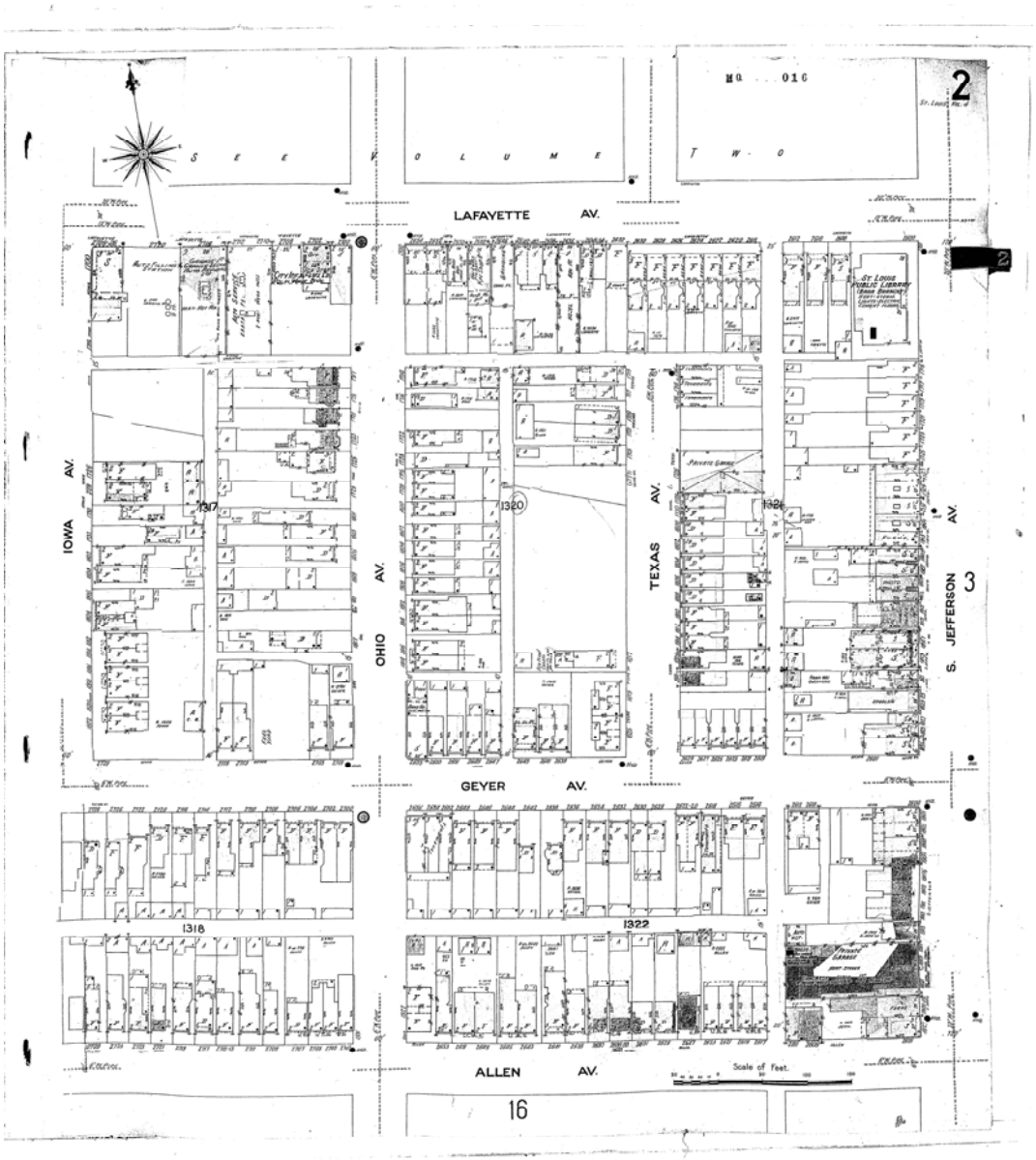
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St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis, MO

Figure 6: 1950 Sanborn Fire Insurance Map

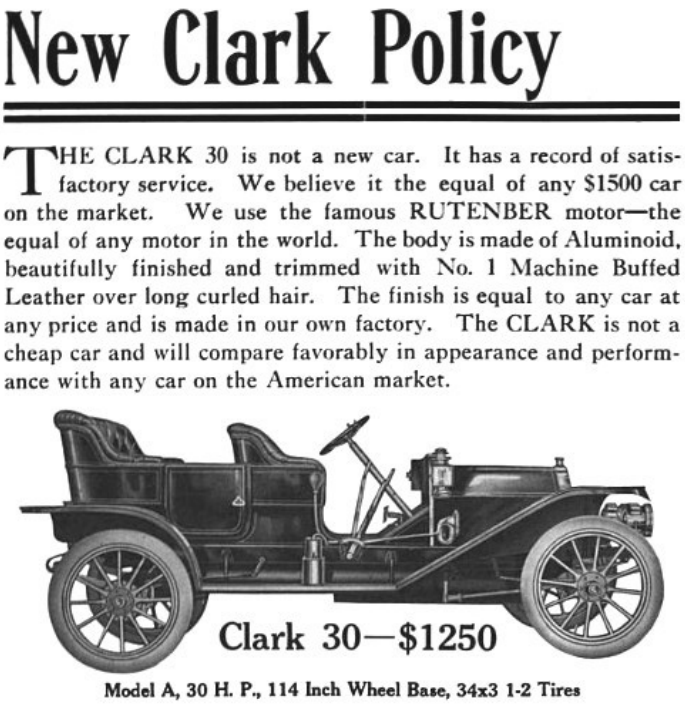


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Continuation Sheet

Figure 7: Advertisement
Source: http://www.american-automobiles.com



New Clark Policy

THE CLARK 30 is not a new car. It has a record of satisfactory service. We believe it the equal of any $1500 car on the market. We use the famous RUTENBER motor—the equal of any motor in the world. The body is made of Aluminoid, beautifully finished and trimmed with No. 1 Machine Buffed Leather over long curled hair. The finish is equal to any car at any price and is made in our own factory. The CLARK is not a cheap car and will compare favorably in appearance and performance with any car on the American market.

Model A, 30 H. P., 114 Inch Wheel Base, 34x3 1-2 Tires

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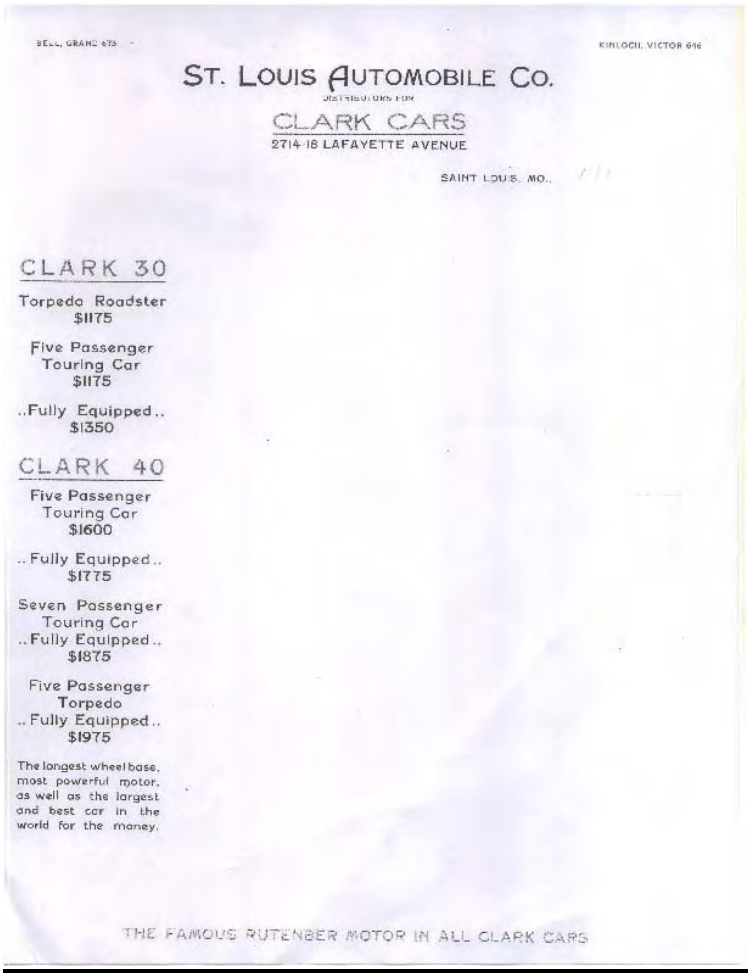
Continuation Sheet

Figure 8: 1951 Kaiser Deluxe
Source: Auto Industry by Suzanne Denbow





Figure 9: St. Louis Automobile Co. Letterhead
Source: Missouri Historical Society



BELL, GRAND 673 KINLOCH, VICTOR 646

ST. LOUIS AUTOMOBILE CO.
DISTRIBUTORS FOR
CLARK CARS
2714-18 LAFAYETTE AVENUE
SAINT LOUIS, MO.

CLARK 30

Torpedo Roadster
$1175

Five Passenger
Touring Car
$1175

..Fully Equipped..
$1350

CLARK 40

Five Passenger
Touring Car
$1600

..Fully Equipped..
$1775

Seven Passenger
Touring Car
..Fully Equipped..
$1875

Five Passenger
Torpedo
..Fully Equipped..
$1975

The longest wheel base, most powerful motor, as well as the largest and best car in the world for the money.

THE FAMOUS RUTENBER MOTOR IN ALL CLARK CARS

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USGS
science for a changing world
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY
1849-1999
90°15'
38°37'30"
40m E
41
900 000 FEET (MO EAST)
12'30"
44
78m N
77
1 010 000 FEET
(MO EAST)
76
75
LAFAYETTE GARAGE AND REPAIR COMPANY BUILDING
ST. LOUIS (INDEPENDENT CITY), MISSOURI
15/741720 E
15/4277700 N
ST LOUIS
Lafayette Park
City Hospital
Common Hill Reservoir
TOWER GROVE PARK
Athletic Field
Good Shepherd Convent
Gravois Park
Lyon Pk
U S Engineers Depot
Pilings
MISSOURI
ILLINOIS
LAFAYETTE
RUSSELL
SHENANDOAH
SIDNEY
LYNCH
GRAVOIS
PESTALOZZI
ARSENAL
UTAH
POTOMAC
CHIPPEWA
CHOUTEAU
BROADWAY
GRAND
JEFFERSON
CALIFORNIA
COMPTON
BLVD
PARK
AVE
ST
39TH
18TH
14TH
7TH