

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

**1. Name of Property**

historic name De Hodiament Car House Historic District

other names/site number n/a

**2. Location**

street & number city block bounded by N. Skinker Parkway, Horton Place, Wabash Railroad tracks, and Maple Avenue [n/a] not for publication

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

state Missouri code MO county St. Louis (Independent City)/St. Louis code 510/189

zip code 63112/63133

**3. State/Federal Agency Certification**

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

*Mark A. Miles*

12/22/04

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**

I hereby certify that the property is:

Signature of the Keeper

Date

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  
See continuation sheet [ ].

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**5. Classification**

| Ownership of Property                       | Category of Property                         | Number of Resources within Property |  |
|---|--|-------------------------------------|--|
|   |  | Contributing                        | Noncontributing                        |
| <input checked="" type="checkbox"/> private | <input type="checkbox"/> building(s)         | <u>3</u>                            | <u>                    </u> buildings  |
| <input type="checkbox"/> public-local       | <input checked="" type="checkbox"/> district | <u>                    </u>         | <u>                    </u> sites      |
| <input type="checkbox"/> public-State       | <input type="checkbox"/> site                | <u>                    </u>         | <u>                    </u> structures |
| <input type="checkbox"/> public-Federal     | <input type="checkbox"/> structure           | <u>                    </u>         | <u>                    </u> objects    |
|   | <input type="checkbox"/> object              | <u>                    </u>         |  |
|   |  | <u>3</u>                            | <u>0</u> 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

vacant  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

Architectural Classification

No Style  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Materials

foundation stone  
concrete  
walls brick  
roof asphalt  
other glass

Narrative Description

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

**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

**Periods of Significance**  
ca. 1892-1954

**Significant Dates**  
n/a

**Significant Person(s)**  
n/a

**Cultural Affiliation**  
n/a

**Architect/Builder**  
Ledlie, Charles H., engineer  
McKelvey, Felix, contractor

**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 Association of St. Louis, Inc.

**10. Geographical Data**Acreage of Property 3.4**UTM References**

A. Zone 15 Easting 735290 Northing 4282590

B. Zone 15 Easting Northing

C. Zone 15 Easting Northing

D. Zone 15 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 Stacy Sone, Researcherorganization Landmarks Association of St. Louis date Aug. 20, 2004street & number 917 Locust St., 7<sup>th</sup> Floor telephone 314-421-6474city 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 Amy and Amrit Gillstreet & number Coronado Place, L.P. 3701 Lindell Blvd. telephone \_\_\_\_\_city or town St. Louis state MO zip code 63108

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**NATIONAL REGISTER OF HISTORIC PLACES  
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Section 7 Page 1

De Hodiament Car House Historic District  
St. Louis (Independent City), Missouri  
Wellston, St. Louis County, Missouri

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Summary

The De Hodiament Car House Historic District occupies a city block bounded by Horton Place, Maple Avenue, North Skinker Parkway (formerly Hodiament Avenue) and the Wabash Railroad tracks in St. Louis and Wellston, Missouri. Three one-story, red brick buildings comprise the district – a ca. 1892 car repair shop, a 1903 car house (the largest building), and a 1936 bus inspection building (the smallest). Constructed to accommodate streetcars or buses, all three are utilitarian, flat-roofed buildings with tall, drive-through openings. Although some interior remodeling occurred when their transportation function ended in the 1950s, the building exteriors were left intact with only insignificant exceptions. Signage from the Bardenheir Wine & Liquor Company, which acquired the property in 1956, is present on the car repair building. The buildings are currently vacant, and except for a collapsed glass roof in the bus inspection building and a scattering of graffiti, remain in good condition. Consequently the district effectively reflects its historic sense of time and place.

Site

The city block on which the district sits is oddly shaped (see site plan, p. 15). A series of Wabash Railroad tracks runs diagonally southeast to northeast across the rear (west end) of the property. North Skinker Parkway curves in front of the car house building forming a rounded end on the east side. Maple Avenue on the south and Horton Place on the north form the other two boundaries. The city limit boundary cuts through the block diagonally.

Car Repair Building

The car repair building was part of the original powerhouse that was constructed on the property ca. 1892. It faces north on Horton Place where there are five drive-through bays (photo 1). Each bay has wood doors that slide apart in the center. The doors have two windows in the middle and two in the upper outside

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corners. On the west end of the Horton Place facade is a three-part window. The middle window has a segmental arched transom suggesting a Palladian window, a mildly decorative touch on an otherwise nondescript building. The east facade served as the Bardenheir Winery main entrance (photo 2). The winery displays its name in letters applied under the stepped roofline. Eight segmental arched bays have paired replacement windows and shutters. A flat-roofed porch shelters two of the bays and a door. The south facade of the ca. 1892 building is separated from the car house by a narrow courtyard overgrown with plants. Windows and doors are unevenly spaced and appear to be in original openings. The west facade has arched openings that were filled with brick, probably during the 1930s when the powerhouse was razed.

The interior remains intact with the exception of the southeast corner where drywall partitions and lowered ceilings hide the original character. Nearly all the space is broad and open with wood post supports resting on a concrete floor (photo 3). The openings for the skylights are likely to be original.

Car House

The 1903 car house is approximately 150' along N. Skinker Parkway by 400' on Maple Avenue. The east facade has a simple tile-capped, stepped parapet roofline (photo 4). Unevenly spaced brick pilasters divide the facade into four drive-through bays. The southernmost bay is the broadest opening. This bay likely had a brick pilaster division originally but was altered around 1936 when this section of the facade was angled slightly to accommodate a road-widening (see site plan, p. 15). A simple corbelled brick stringcourse extends over the top of each bay. Wood doors that slide apart from the center are recessed behind the facade. A historic photograph dated ca. 1905 shows that brick walls once divided the recessed space but these have been removed (figure 1). It is likely that these walls were removed and the doors replaced around 1936 when the building was converted from streetcar to bus storage. The two bays on the north end of the east facade are windows (both boarded) with limestone sills.

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Brick pilasters divide the north and south facades into about 24 bays (photos 5,6). A corbelled brick stringcourse lines the top of each bay between the pilasters. The wall surface between the pilasters is brick although some bays contain windows (some are wood frame and some are steel-framed industrial-type windows). Most windows are broken or boarded and graffiti litters the walls on the north facade.

The west facade has a simply shaped parapet roofline with a tile cap (photo 7). Six bays of wood drive-through doors are separated by brick pilasters. The doors are made of vertical wood slats and appear to be original. Some have been patched with plywood.

The interior of the car house is divided into three long, narrow spaces by brick and clay tile walls (photo 8). Concrete supports further divide each of these spaces down the middle. The ceiling and floor are also concrete. Since there are so few windows on the sides, almost all the natural light comes from skylights. The interior has undergone no significant alterations.

Bus Inspection Building

This building was constructed in 1936 following the demolition of the powerhouse that was originally attached to the ca. 1892 car repair building. The inspection building has two bays on each end surrounded by brick corners, a parapet, and a pilaster in the middle (photos 9, 10). The walls are multi-paned industrial windows that are in poor condition. The steel framed glass roof has collapsed. The tall wood drive-through doors folded to open. The two doors on the northeast facade that open to Horton Place are securely closed but the glass has been replaced with pressed board. On the southwest side, one of the doors is partially missing and the other is warped and appears to be falling open.

The interior is littered with debris from the collapsed roof and from remnants of a business that created stage sets (fake boulders are piled in the middle of the floor).

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The floor of the building has pits designed to allow mechanics to access the undersides of buses.



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Wellston, St. Louis County, Missouri

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Summary

The De Hodiament Car House Historic District is significant under National Register of Historic Places Criterion A in the Transportation area of significance. This complex that includes three buildings, constructed ca. 1892, 1903 and 1936, was associated with public transportation in St. Louis from the earliest years of electrical street car operation through the change over to bus transit. The ca. 1892 and 1903 buildings were constructed by the St. Louis and Suburban Railway Co. which was the city's longest electrical route and, for many years, the only line that extended into St. Louis County. Buses were serviced and stored from 1936 until the buildings were vacated in 1954. The period of significance is ca. 1892 when the car repair shop was constructed to 1954 when the De Hodiament car house was closed.

Background

Before railroads were constructed in St. Louis, the city was entirely oriented north and south along the river. During the 1830s, nearly 60 years before the first building was constructed in the De Hodiament Car House Historic District, a horse drawn omnibus line was established to carry passengers along the river corridor. The success of street rails in eastern United States cities prompted the construction in St. Louis of four rail lines before the Civil War. These railed vehicles proved to be a splendid improvement over the omnibus. In addition to the smoother ride, the rails allowed double hauling capacity. Bigger cars and more passengers brought tidy profits to these early entrepreneurs. Although progress slowed considerably during the Civil War, normal service resumed soon after as rail lines expanded and new companies formed. By the early 1870s, service was offered all the way to the city's western limits at Grand Avenue.<sup>1</sup>

The land outside the city limits remained inaccessible rail-wise until the mid-1870s. Mr. Erastus Wells, who established the Missouri Railroad (St. Louis' first street rail line), owned property in St. Louis County and had difficulty accessing it. Along with his brother-in-law, William Henry, Wells chartered the Suburban Narrow Gauge line (also known as the West End narrow gauge). Construction began in 1871 from a point at the western city limits near Olive Street and Grand Avenue. By the time it was completed in

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<sup>1</sup> Andrew D. Young, The St. Louis Streetcar Story. Glendale, CA: Interurban Press, 1988, 11, 12, 20.

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1878, the steam-operated passenger railway extended approximately 18 miles to the town of Florissant.<sup>2</sup> Eventually this narrow-gauge line became an electrical line served by the De Hodiament Car House buildings. As a narrow gauge line, it was not profitable mostly because it did not take passengers into downtown St. Louis. In 1883, Wells sold out to Indianapolis investors who took over the line and renamed it the St. Louis, Creve Coeur and St. Charles Railway.<sup>3</sup>

The latest transportation trend in U.S. cities was the replacement of horse-drawn lines with cable-operated cars. St. Louis' expansion of its boundaries in 1876 as well as the popularity of Forest Park as a destination forced the need for streets and services well beyond Grand Avenue. Although horse-drawn street cars would have been adequate, the invention of a new type of operating system using cables proved to be timely for a city on the verge of greatly expanding its services. The owners of the St. Louis, Creve Coeur, and St. Charles Railway were the first granted permission to power cable cars which would finally allow them to offer service all the way downtown. A cable car started downtown and extended to the established narrow gauge terminal at Grand and Olive. At that point, the car would disconnect from the cable and join a steam locomotive for the trip to the county. The old rail line, now about 22 miles long with the addition of the downtown section, promptly changed its name to St. Louis Cable and Western Railway.<sup>4</sup>

Bad luck and equipment failure continually plagued the new cable line. Unable to compete with the more efficient new cable lines, Cable and Western filed for bankruptcy in 1889. A new local company, the St. Louis and Suburban Railway Co., headed by Charles H. Turner of Turner Real Estate Co. formed in 1891 to acquire the Cable and Western. By that time, cable operation had become nearly obsolete with the introduction of a new way to power streetcars – electricity.<sup>5</sup>

Experiments with batteries and motors quickly proved that electrical power was far superior to cables. Once overhead wires were approved for use in the downtown area, St.

<sup>2</sup> Elizabeth Kennerly Russell. "The Narrow-Gauge and Its Patrons." Bulletin of the Missouri Historical Society. vol. VI, no. 3 (April, 1950), 275.

Young, The St. Louis Streetcar Story, 26-27

<sup>3</sup> Young, The St. Louis Streetcar Story, 27, 37.

<sup>4</sup> Young, The St. Louis Streetcar Story, 37, 38.

Andrew D. Young. St. Louis and Its Streetcars. St. Louis: Archway Publishing, 1996., 4.

<sup>5</sup> Young, The St. Louis Streetcar Story, 39, 42  
St. Louis City Directories, 1890-1895.

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Louis streetcar companies immediately set about electrifying their main lines. By 1890 electrically powered streetcars extended to nearly every corner of the city.<sup>6</sup>

Period of Significance

Eager to catch up with the competition, the St. Louis and Suburban immediately began to electrify all of its 22 miles (both steam and cable sections). Because the cable winding house that Suburban inherited from Cable and Western was unsuitable for conversion to electrical generation, the new electric line required a new building to house its mechanical equipment. To most effectively power its city and suburban portions of the line, the company opted to locate its new powerhouse near the western city limits.<sup>7</sup> Over the course of about six months in 1891, Lawrence B. Pierce, cashier for Charles H. Turner and Co. had acquired an entire block facing De Hodiament Avenue where the Suburban railway built a powerhouse and car house. The car repair building that still exists was attached to the powerhouse and was probably built at the same time. Meanwhile, the company installed overhead electrical wires so that, as soon as the powerhouse was up and running, the St. Louis and Suburban Railway Co. was fully electrified.<sup>8</sup>

In 1892, the St. Louis and Suburban was the only electric line that extended from downtown into St. Louis county. Its 22-mile line that ran all the way from Sixth Street to Florissant was the longest continuous electric line in the United States.<sup>9</sup> Eager for more county passengers to carry, the Suburban line was more than willing to aid in the construction of county suburbs, carrying construction freight to subdivision sites under development. As the only interurban line in St. Louis, Suburban was also in a position to contract with the postal service to carry mail. The line's county predecessor, the narrow-gauge steam rail, had run mail to and from Florissant but that service was expanded under Suburban's ownership. When Suburban electrified its line, it became the first in the United States to run electric mail trains. The postal service built substations along the

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<sup>6</sup> Young, The St. Louis Streetcar Story, 45-46, 50, 51

<sup>7</sup> Official Convention Souvenir Fifteenth Annual Convention of the American Street Railway Association. St. Louis, 1896. 43.

<sup>8</sup> City of St. Louis Recorder of Deeds

Young, The St. Louis Streetcar Story, 54.

<sup>9</sup> Official Souvenir, 43.

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route and much of the mail was sorted enroute by agents on the train. Based on the success of Suburban's mail carrying contract, other U.S. cities adopted the service.<sup>10</sup>

Just as the Suburban line was beginning to capitalize on the advantages of having 22-miles of electric rail line, it experienced a setback in June, 1892 when a fire at its De Hodiament<sup>11</sup> car house destroyed almost all of its rolling stock. The St. Louis Post-Dispatch reported:

This fire came at a particularly unfortunate time. The company, at a great outlay, had transformed its cable and steam divisions into one continuous electric line and by its excellent service was not only building up a splendid patronage for itself but was building up the city as well.<sup>12</sup>

Although the Suburban lost 30 motor cars and 22 trailers as well as its "handsome" shed, the priciest part of the complex, the powerhouse, was spared as well as the car repair house which still exists. In September 1892, the city issued a permit for a new one-story brick car shed.<sup>13</sup>

By 1894, electrification of all city lines was nearly complete. Because the cost of converting from horse or cable power to electrical power was tremendous, smaller lines had difficulty recovering from the financial crush that the conversion caused and were therefore susceptible to bankruptcy. The start of a major consolidation of rail lines commenced as larger companies took over the fledgling lines. In 1898, Central Traction Company, headed by a Kansas City financier, formed to force a \$45 million consolidation of street railway properties in St. Louis. Understanding that takeover was inevitable, St. Louis streetcar companies fell, one by one, under the huge Central Traction umbrella.<sup>14</sup>

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<sup>10</sup> Young, The St. Louis Streetcar Story, 54-55.  
Official Souvenir, 44

<sup>11</sup> Early records use both De Hodiament and Hodiament.

<sup>12</sup> "A Disastrous Blaze," St. Louis Post-Dispatch, June 14, 1892.

<sup>13</sup> There are no permits for the first buildings constructed ca. 1892.

<sup>14</sup> Young, The St. Louis Streetcar Story, 58, 73-76.

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Details of the consolidation are complicated. Over the years, new companies formed to buy out others; then rival companies formed hoping to prevent a Central Traction monopoly. In 1899, United Railways Co. was created to acquire the assets and franchises of Central Traction. United Railways announced its intent to serve only as a holding company that would lease all the lines and their operation to another company called St. Louis Transit.<sup>15</sup>

Because United Railways refused Charles Turner's price, the St. Louis and Suburban was the only major line that remained independent in July 1899. Confident that the Suburban could not survive on its own, United Railways wisely set aside \$3 million in bonds to handle the eventual acquisition. Savvy businessman Turner was aware of United Railways' strategy and took steps to counter it. He moved the company office from downtown to the De Hodiament Avenue complex in 1900 and began an aggressive expansion in an attempt to rival United Railways' dominance. Suburban upgraded existing routes with heavier rails, built new lines, and acquired modern cars. During the second half of 1899 and the first half of 1900, Suburban had grown by about 25 percent.<sup>16</sup>

A round of requests for line extensions (including a new line across Forest Park) threw the Suburban into a controversy that ultimately forced Charles Turner to resign. His predecessor, Samuel Kennard, enthusiastically took over Turner's mission to compete with United Railways. Kennard poured massive amounts of money into Suburban improvements, spending \$1 ½ million in 1903 alone.<sup>17</sup>

Part of that great financial outlay was not by choice. In February, 1903, a fire destroyed the DeHodiament car house – the very one that had been replaced following the previous fire in 1892. The loss of the massive building and 67 cars amounted to nearly \$300,000. Once again, the powerhouse and car repair building were spared any damage. The Suburban had recently placed 16 brand new cars into service – fourteen of these “marvels of luxury in street service” were destroyed. The St. Louis Post-Dispatch reported that immediately, “the severed wires were hastily restrung and an impromptu service was established to accommodate the Suburban patrons waiting conveyance to their places of

<sup>15</sup> Young, The St. Louis Streetcar Story, 78.

<sup>16</sup> Young, The St. Louis Streetcar Story, 104, 105.

<sup>17</sup> Young, The St. Louis Streetcar Story, 108, 110

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work downtown." The line operated as efficiently as possible during those first few days and by mid-March, service was back to normal.<sup>18</sup>

Before 1903, Suburban director Samuel Kennard had contemplated upgrading the 1892 powerhouse. Following the devastating fire, however, replacing the car house became the company's highest priority. The city issued a permit for a new "car barn" estimated to cost \$55,000. The building was designed by St. Louisan Charles Ledlie, a consulting engineer responsible for engineering construction and operation for the New Orleans Railways Company. In a story about the 1903 fire, the St. Louis Globe-Democrat described the interior of the massive ruined building as an undivided open room where cars were stored.<sup>19</sup> The replacement building, roughly the same size at about 150' wide by 400' long, was also one story and brick but was divided into three long, narrow spaces by brick and tile walls. A concrete roof reinforced the building's fireproof properties. Tracks running into each end of the building allowed easy access and storage of the electric streetcars (figure 1).

Despite the setback that the fire caused, Suburban was able to operate normally once new cars were delivered. When the World's Fair began in 1904, small and independent St. Louis and Suburban Railway made a strong showing on opening day, carrying about ten percent of the passengers. Suburban had two loops at the fair grounds – one at the main Lindell Avenue entrance and one on Skinker Road. Although St. Louis Transit (operator of the United Railways lines) had several more loops at the fair, Suburban's Lindell loop was the nearest to the main entrance (figure 2).<sup>20</sup>

Suburban channeled most of the money it earned during the fair into maintaining and upgrading its property. By 1905, passenger totals had dropped below pre-fair levels. The Suburban line was efficient and well-managed but still suffered from its five years of independence against a single enormous competitor. The line found itself in debt with little chance of recovery. Succumbing to United Railways' plan to acquire this one remaining independent line was Suburban's only feasible option. All the improvements Suburban had made during the past few years in order to compete viably did nothing

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<sup>18</sup> "Fire Destroys Sixty-Seven Cars," St. Louis Post-Dispatch, Feb. 24, 1903.  
Young, The St. Louis Streetcar Story, 110.

<sup>19</sup> City of St. Louis Building Permits  
"Scenes After Suburban Car Fire," St. Louis Globe-Democrat, Feb. 25, 1903.

<sup>20</sup> Young, The St. Louis Streetcar Story, 116, 117.

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more than delay its absorption into United Railways. The lack of options and competing buyers forced Suburban officials to sell for much less than they had hoped.<sup>21</sup>

St. Louis and Suburban Railways was easily absorbed into the United system in 1906 and was slightly rerouted in some places. The section of the line that extended to Florissant in St. Louis County was renamed the Hodiament line. Home base for cars using the Hodiament tracks was located at the De Hodiament Car House Historic District location on De Hodiament Avenue between Maple Avenue and Horton Place. This is the city block that Suburban, under Charles Turner's directorship, purchased in 1891. When United Railways acquired the property from Suburban, the complex of buildings included a powerhouse (ca. 1892), a car repair shop (ca. 1892) and a car house that replaced the one destroyed by fire in 1903. United Railways almost immediately enlarged and modernized the De Hodiament powerhouse to make it more reliable.<sup>22</sup>

Despite unprecedented numbers of passengers during the years 1907 to 1913, business was not at all rosy for United Railways. It found itself in debt as operating expenses and costs of raw materials increased. The company's wish to increase fares for the first time in 40 years from a nickel to 7 cents forced scrutiny from the public and from the St. Louis Public Service Commission. Worst of all was the new threat of competition, a factor that had hardly existed since the 1899 consolidation. The interest of local entrepreneurs in introducing motor buses to St. Louis was a concern but the most serious threat was the automobile. Not only did the automobile deflect passengers from the streetcars, it also crowded the streets and made streetcar operation more hazardous.<sup>23</sup>

Over the next decade, United Railways managed to stay afloat. Its passenger totals remained high until 1922 when the city granted permission to a new company called Peoples' Motor Bus Co. to run bus service on United Railways routes. Already teetering on bankruptcy, the streetcar company felt the impact immediately as its numbers of riders plummeted. United Railways' answer to its competition was to introduce its own bus service as an extension to some of its rail lines.<sup>24</sup>

Ever since the 1899 consolidation, United Railways had been offering high quality streetcar service and now bus transportation in a fiscally responsible manner. The company was responsive to its customers' wishes and to the needs of its suburban

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<sup>21</sup> Young, The St. Louis Streetcar Story, 126-29.

<sup>22</sup> Young, The St. Louis Streetcar Story, 130-31, 133.

<sup>23</sup> Young, The St. Louis Streetcar Story, 134, 135-36, 154.

<sup>24</sup> Young, The St. Louis Streetcar Story, 152, 155.

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patrons. Overall, the company was successful in its day-to-day operations and business affairs. Still, underlying debt was a continual problem that it could not overcome. In 1927, the St. Louis Public Service Co. (SLPS) formed to take over United Railways assets through foreclosure. SLPS initiated a number of bold economic moves including replacing many streetcar routes with buses. It also closed three of its eight car houses in an effort to concentrate its new fleet of buses in higher capacity facilities.<sup>25</sup> Because of its association with the powerhouse, the giant 1903 car house at De Hodiament continued to primarily service and store streetcars.

During the 1930s, the trend toward moving to the suburbs and residents opting for private transportation intensified. In an effort to keep up with the population, SLPS offered more bus service into the county. Buses were clearly the preferred transportation mode even on established streetcar routes. The replacement of streetcars with buses forced the company to close two more streetcar storage facilities. Powerhouses were also phased out because it was more efficient to contract with Union Electric for electric streetcar operation. Its power plant at 39<sup>th</sup> and Park was the last to close in 1936.<sup>26</sup>

The powerhouse at De Hodiament likely closed not long before 1936. Instead of abandoning the entire complex which was the fate of many others as the years passed, SLPS made substantial improvements at the DeHodiament complex. The old powerhouse was razed and replaced in 1936 with a bus inspection building. The company converted the car house into a bus garage and, to accommodate a De Hodiament Avenue road-widening, adjusted a corner of the building to slant with the new road.<sup>27</sup>

By 1941, SLPS owned 784 streetcars and 673 buses. The following year, the bus total climbed to 898 and exceeded the number of streetcars for the first time. After World War II, SLPS followed the population to the suburbs by offering a new network of rush-hour express buses which provided efficient service to even the most distant suburbs.<sup>28</sup>

During the late 1940s, St. Louis County published a modernization plan that would eliminate all county streetcar lines. More than willing to rid itself of the responsibility of maintaining county

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<sup>25</sup> Young, The St. Louis Streetcar Story, 158, 161-62.

<sup>26</sup> Young, The St. Louis Streetcar Story, 168.

<sup>27</sup> City of St. Louis Building Permits

<sup>28</sup> Young, The St. Louis Streetcar Story, 182.



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streetcar routes, SLPS happily converted its streetcar lines into bus routes over a period of three years. Having enlarged and updated most of its facilities to accommodate and repair buses, SLPS considered the old De Hodiament complex, which was built to handle streetcars, outdated and inefficient for servicing buses. It closed the garage in 1954.<sup>29</sup>

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<sup>29</sup> Young, The St. Louis Streetcar Story, 183, 193.

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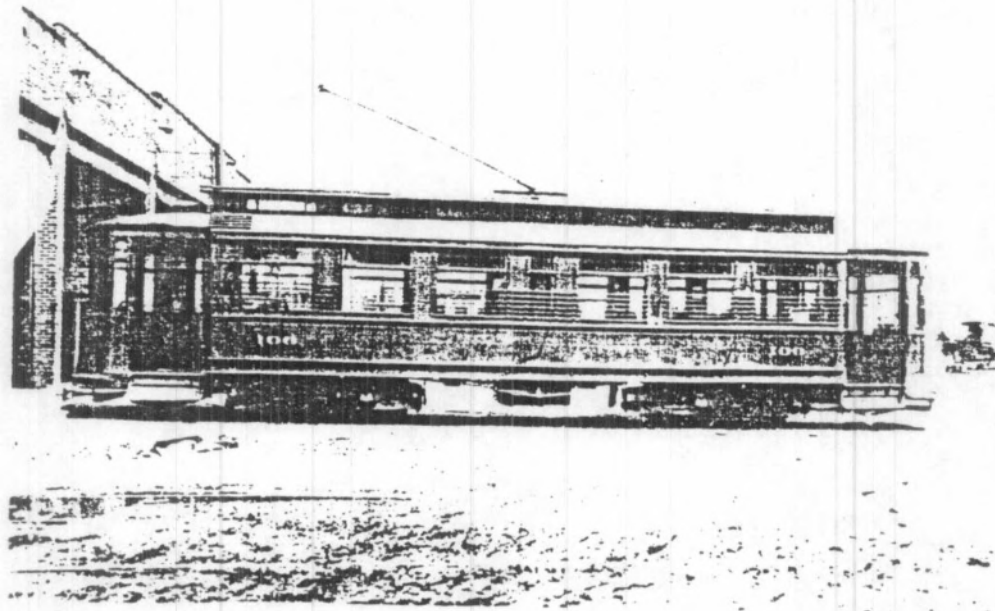
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De Hodiamont Car House Historic District  
St. Louis (Independent City), Missouri  
Wellston, St. Louis County, Missouri

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Figure 1

De Hodiamont Car House Ca. 1905 (source: Andrew D. Young, *The St. Louis Streetcar Story*. Glendale, CA: Interurban Press, 1988)



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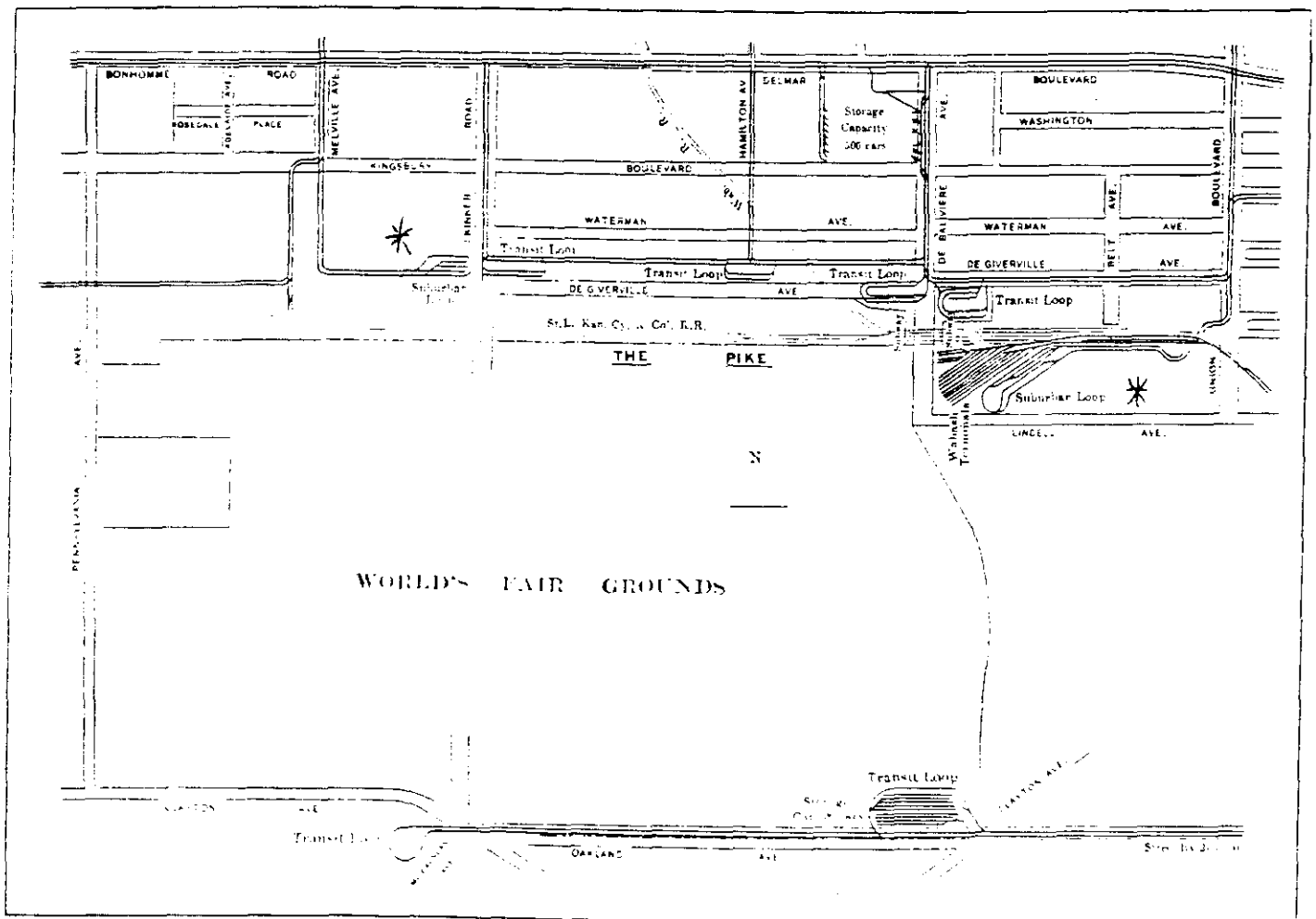
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St. Louis (Independent City), Missouri  
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Figure 2

1904 World's Fair Grounds (source: Andrew D. Young, *The St. Louis Streetcar Story*.  
Glendale, CA: Interurban Press, 1988.)



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St. Louis (Independent City), Missouri  
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**De Hodiament Car House Historic District  
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Wellston, St. Louis County, Missouri**

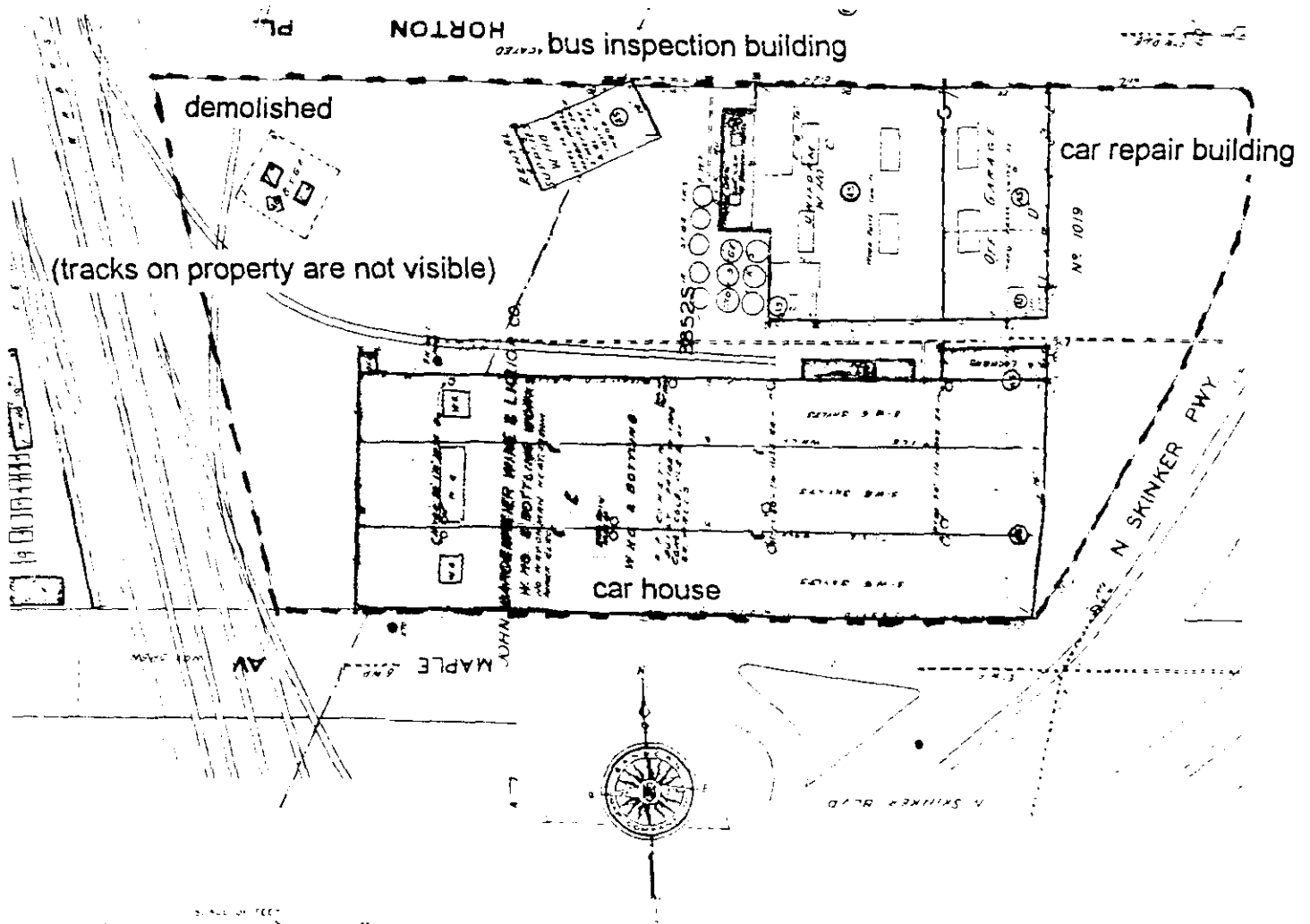
Verbal Boundary Description

The boundary of the nominated parcel is indicated with a broken line on the accompanying map entitled "De Hodiament Car House Historic District."

Boundary Justification

The boundary of the nominated property is the same as the parcel purchased by St. Louis and Suburban Railway Co. in 1891.

De Hodiament Car House Historic District, (Source: Sanborn Map Co., 1965)



DEHODIAMONT  
CAR HOUSE  
HISTORIC DISTRICT  
ST. LOUIS (IND. CITY)  
428A AND WELSTON,  
ST. LOUIS CO.

UTM REFS:  
15/735290 E  
15/4282590 N



De Hodiarnont Car House Historic District

St. Louis (ind. city), MO

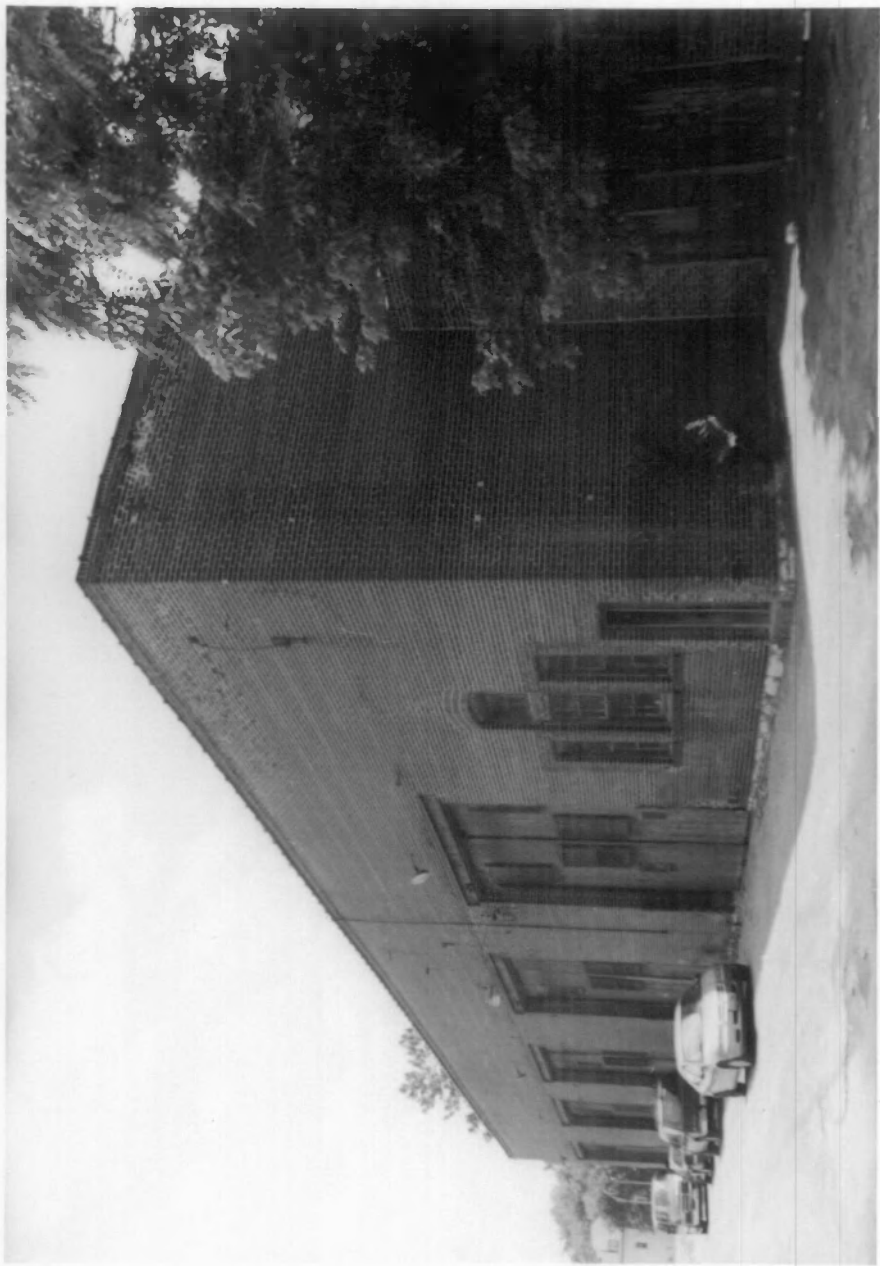
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Landmarks Assoc. of St. Louis

view to SE

# 1 of 10





DeHodiamont Car House Historic District  
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Landmarks Assc. of St. Louis  
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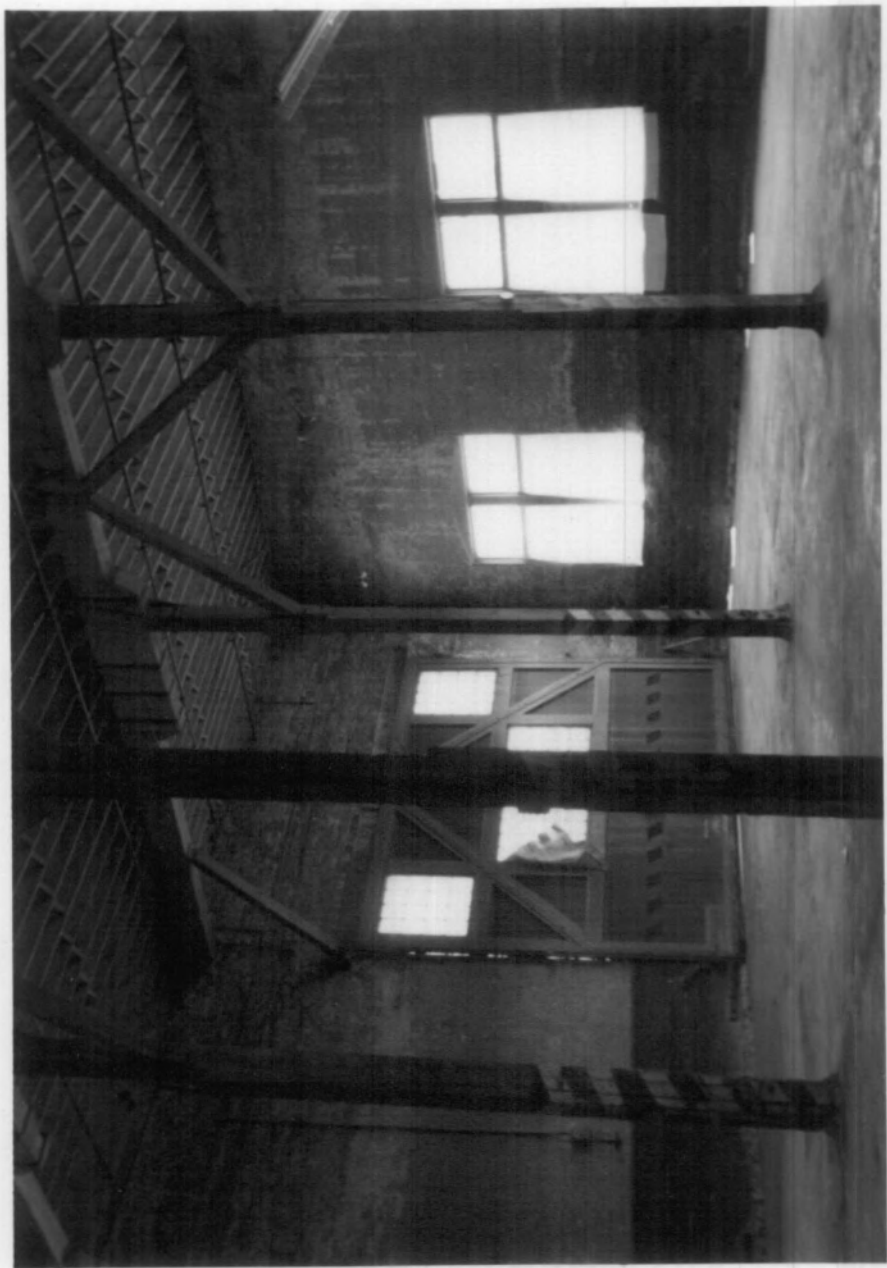
St. Louis (ind. city), MO

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Landmarks Assc. of St. Louis  
view to NE

# 3 of 10



Dedication Car House Historic District

St. Louis (ind. city), MO

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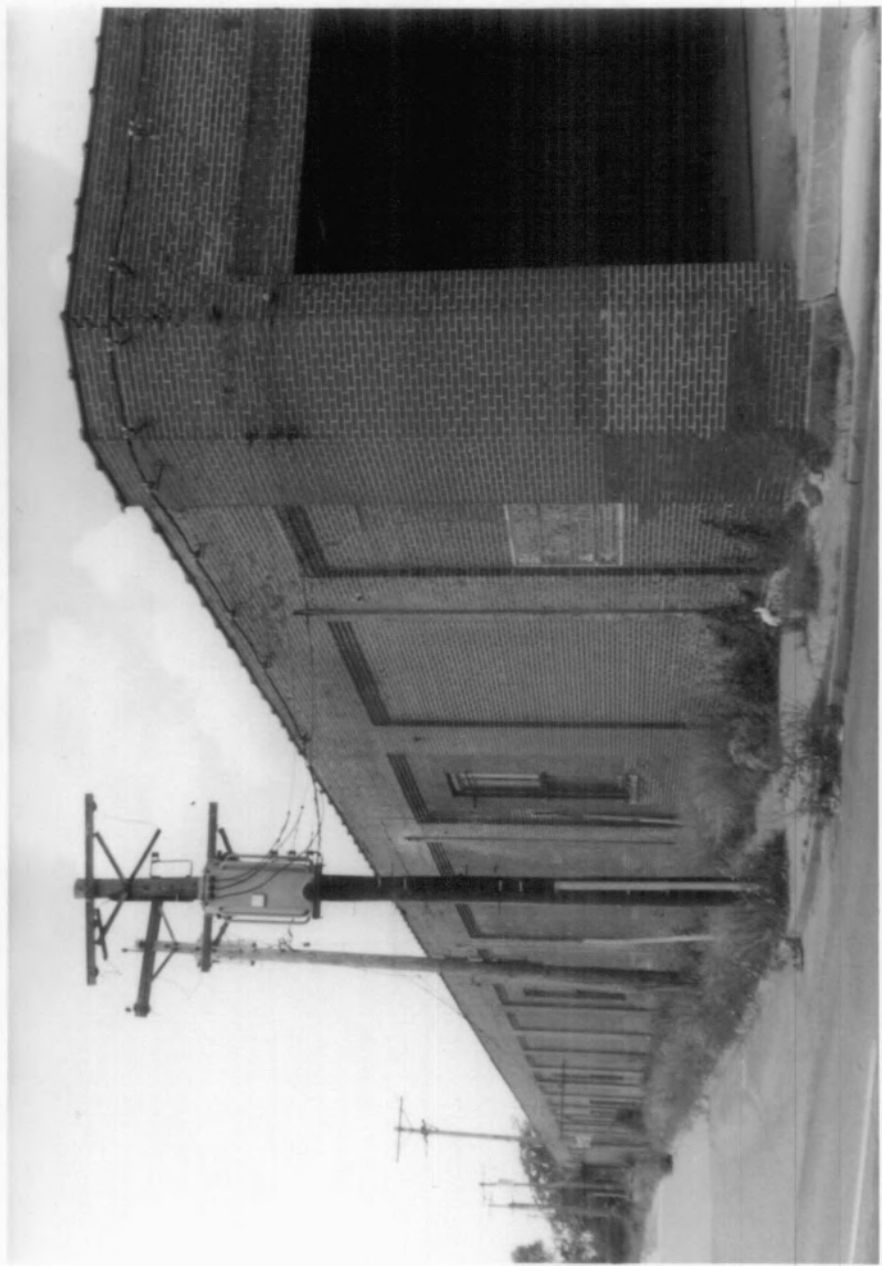
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Deltheadament Carthouse Historic District  
St. Louis (ind. City), MO  
Stacy Sone  
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Landmarks Assoc. of St. Louis  
view to NW  
# 5 of 10





De Hodermann Car House Historic District  
St. Louis (ind. city), MO

Stacy Sone

6/04

Landmarks Assc. of St. Louis  
view to SW

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DeHodiamont CarHouse Historic District  
St. Louis (ind. city), MO

Stacy Sone

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Landmarks Assoc. of St. Louis  
view to SE

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Detachment Car House Historic District  
St. Louis (ind. city), MO

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Landmarks Assn. of St. Louis

view to E

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DeHodiamont Car House Historic District  
St. Louis (ind. city), MO

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DeHedemant Car House Historic District  
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Landmarks Assc. of St. Louis  
view to SW

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