

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 Medart's
other name/site number Cheshire Inn

2. Location

street & town 7036 Clayton Ave N/A not for publication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 63117

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 April 22, 2009
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:

<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	Signature of the Keeper	Date of Action
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> 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) _____	_____	_____

Medart's
Name of Property

St. Louis (Independent City), MO
County and State

5. Classification

Ownership of Property

(check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Function

(Enter categories from instructions)

Commerce: Restaurant

Current Function

(Enter categories from instructions)

Commerce: Restaurant
Vacant

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th Century Revivals: Tudor Revival

Materials

(Enter categories from instructions)

foundation Concrete

walls Brick
Concrete
Stone

roof Asphalt
Terra Cotta

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

Medart's
Name of Property

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

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.

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 # _____

Areas of Significance

(enter categories from instructions)

Commerce _____

Architecture _____

Period of Significance

1933-1960

Significant Dates

1933, 1934, 1939, 1943, 1960

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Medart, William S. (architect & builder)

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: _____

See continuation sheet(s) for Section No. 9

Medart's
Name of Property

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County and State

Topographical Data

Acreage of Property less than an acre

UTM References

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

1 1/5 7/3/4/5/7/0 4/2/7/9/2/9/0
Zone Easting Northing

2 / / / / / / / / / / /
Zone Easting Northing

3 / / / / / / / / / / /
Zone Easting Northing

4 / / / / / / / / / / /
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

See Attached

Property Tax No.

Boundary Justification

(Explain why the boundaries were selected.)

See Attached

See continuation sheet(s) for Section No. 10

Form Prepared By

name/title Julie Ann LaMouria, Allison Marshaus (Research)

organization Lafser & Associates date April 9, 2008

street & number 1028 North Kingshighway Suite 1 telephone 573-339-4625

city or town Cape Girardeau state MO zip code 63701

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)

Form Prepared By

name/title Rick Yackey (Property under contract)

street & number 706 DeMun Unit B telephone 314-560-6566

city or town Clayton state MO zip code 63105

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.

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Medart's
St. Louis (Independent City), MO

Summary:

Medart's is located at 7036 Clayton Avenue just north of Interstate-64 and west of Forest Park in St. Louis, MO. Constructed between 1931 and 1943, Medart's was first established by Bill Medart as a small Old English themed restaurant that grew into a food court. Medart's is composed of brick, wood, and concrete in the Tudor Revival style, with distinct divisions between each of the additions. Though some alterations have been made to the interior of the building for continued use and to repair damage from a basement fire in 1971, the exterior of the building is unchanged since the completion of the final addition in 1961. The property as a whole continues to retain integrity of location, association, feeling, setting, design, workmanship, and materials.

Setting:

Medart's is located on the western edge of St. Louis City where it meets the City of Richmond Heights at the intersection of Clayton Avenue and Clayton Road (See Figure 1). The intersection is primarily commercial, consisting of a 1922 theater and 1921 office building, with two large gas stations on the north east corner and a small half-timbered diner to the east (this building was not associated with Medart's). Apartment buildings and single family homes fill the streets to the north and south. The Cheshire Lodge, a three-story hotel constructed in 1964, is located directly to the west. The Lodge functioned as part of the Cheshire complex until the 1990s, but is excluded from the nomination because it is less than 50 years old at the submission of this document, and the Lodge was not built under the direction of Bill Medart.

Site:

The site and design of Medart's emphasizes a commercial and automobile accessible theme throughout the complex. A large parking lot spans the northern portion of the property and is enclosed by an iron fence with brick piers. A concrete sidewalk and mature trees also border the northern perimeter. Medart's sits at the southwest of the property, with a covered walkway connecting it to the Cheshire Lodge. (See Figure 2)

Elaboration:

Medart's was constructed over a 27 year period, and each addition is clearly discernable from the Tudor Revival faux half timbered exterior (Photo # 1). The oldest part of the building was constructed in 1933 as a hamburger stand, and is located at the extreme east of the property (see Figure 2). In 1934, two additions were constructed to the west, a two-story dining room called the Olde Cheshire, and a one-story brick structure that connected the Olde Cheshire to the hamburger stand. Five years later,

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Medart's added "The Great Hall", a large banquet center, and the Cheshire Bar on the west side of the Olde Cheshire. The Rose and Crown, a high end restaurant, was added to the west end of the building in 1943. In 1960, the new owner, Steven Apted, constructed a small addition to the south (rear) side of the Rose and Crown. To simplify the architectural description, each portion will be described individually, though building permits show that each construct was considered an "addition" and not a separate building. Unless otherwise noted, the historic information provided comes from the City of St. Louis Assessor's Office, City of St. Louis Building Permits and Sanborn Fire Insurance Maps of 1926, 1950, 1978, and 1993.

Medart's original restaurant, a hamburger stand designed to look like a log cabin and called "The Cottage," was constructed in 1931. It was considered a fire hazard by its owners within a few years of its construction, and was "rebuilt" in 1933, though much of the original building remained enclosed within the new construct. It is the easternmost portion of the building and constructed mostly of red brick. It has a low pitched, overhanging, side gabled, shingled roof with faux half timbering on the main exterior (Photo # 2). Two fixed pane lattice windows with soldier brick sills create the fenestration for the main (northern) façade. The eastern façade features four, banded, square, fixed pane lattice windows and a large heavy wood door. The rear consists of a boarded window with soldier brick sill and wood lintel, and a double door entrance with metal triangular brackets. This portion abuts a 1934 addition on the west (Photo # 3). The interior is a single room, with brick floors and walls, a sloping tile ceiling, and a wood paneled wall on the west end (Photo # 3A).

By 1934 Bill Medart decided to expand the restaurant. A one-story addition was constructed to the west, which connected the old building to the much larger new addition. It also has a low pitched, shingled roof, with half timbering and features a painted wood door with fixed pane lattice windows on either side. The rear fenestration consists of two stained glass 24 pane windows with soldier brick sills. The interior is essentially a hallway that contains faux half-timbered walls with exposed beams in the ceiling and a tile floor. A wood door opens into the larger 1934 addition (Photo # 3B).

The larger 1934 addition was called the Olde Cheshire, and has a steeply pitched, side gabled, shingle roof, with a shed dormer located west of center. The asymmetrical façade features a massive stone and brick fireplace, and an enclosed gazebo. Banded lattice windows fill the remainder of the first level. A small window and vent are found in the gable on the eastern façade, and the rear of the building is constructed of red brick, with paired and single sash windows on the second level. The west facade is not visible because it is attached to another addition. The interior is decorated with red brick floors, half-timbered walls, and wide beams cross the ceiling. Stained glass is used to ornament the dark wood room separators, as well as the mahogany bar. The upstairs

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features wood paneled walls and built in book cases, with hard wood floors (Photos # 3C, 3D, and 3E).

In 1939 Medart constructed his largest addition. It is two-stories tall, features half timbering on the upper level with stone and brick facing on the lower level. It is divided into three sections. The eastern portion is asymmetrical, with a cross gable and a fireplace on the eastern half. Lattice windows fill both levels, and two covered porches protect the heavy wood doors. The central portion of this addition is symmetrical, featuring paired lattice windows on the second level. The first level consists of brick stairs that lead to two large wood doors with iron brackets and rings, as well as stained glass windows (Photo # 4). A covered driveway extends north from the entrance doors. The third portion of the 1939 addition is asymmetrical, with a cross gable and featuring stone on the second level. Lattice windows are found on both floors, and a wood and glass door grants access to the interior (Photo # 5). A shingled walkway covers the first level. The west elevation connects to the 1943 addition. The building was used as the "Great Hall" and the "Cheshire Bar." The "Great Hall" is an open banquet room on the lower level, which includes wood paneled walls, crown molding, carpeted floors, and a built-in carved wood bar with rounded arch mirrors (Photo # 5A). The upper level was the "Cheshire Bar, and features brick floors, exposed beam ceilings, stained glass ornamentation, and carved wood doors, with wood panel and exposed brick walls (Photo # 5B).

Bill Medart made his final addition to the building in 1943, the Rose and Crown restaurant. The side gabled, steeply pitched roof hangs over the banded lattice windows and stone facing of the one-story building (Photo # 6). The interior continues the use of exposed beams on the ceiling, stained glass and carved wood doors, and wood paneled walls (Photo # 6A). In 1960, Steven Apted bought the complex, and began alteration to the 1943 addition. He remodeled the office space on the second level, incorporating tile ceilings, carpeted floors, and wood panel walls (Photo # 6B). He also added a concrete block two-story portion to the rear, maintaining the faux half-timbering on the exposed west elevation, as well as including lattice windows and a glass and wood door (Photo # 7). Inside, wood panel walls, concrete floors, and sheet-rock ceilings were used on the second floor, with a small kitchen area at the back (Photos # 7A & 7B).

The building shares one connected basement, which is the location of the kitchen. Sheathed in yellow glazed brick, the kitchen features red tile floors and fluorescent lighting in a dropped ceiling. Unfortunately, current and historic floor plans could not be obtained for the property.

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Medart's
St. Louis (Independent City), MO

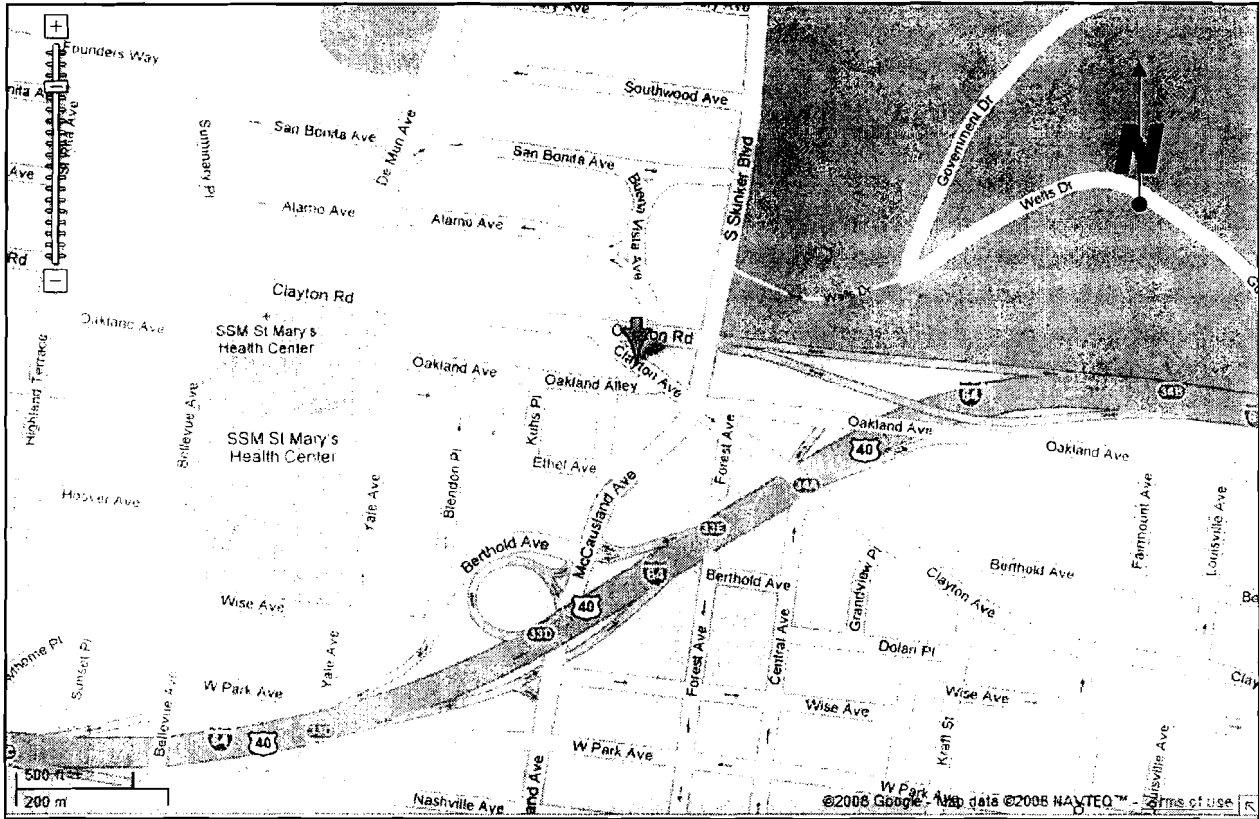


Figure 1: Location of Medart's. Map obtained from www.google.com 22 April 2008.

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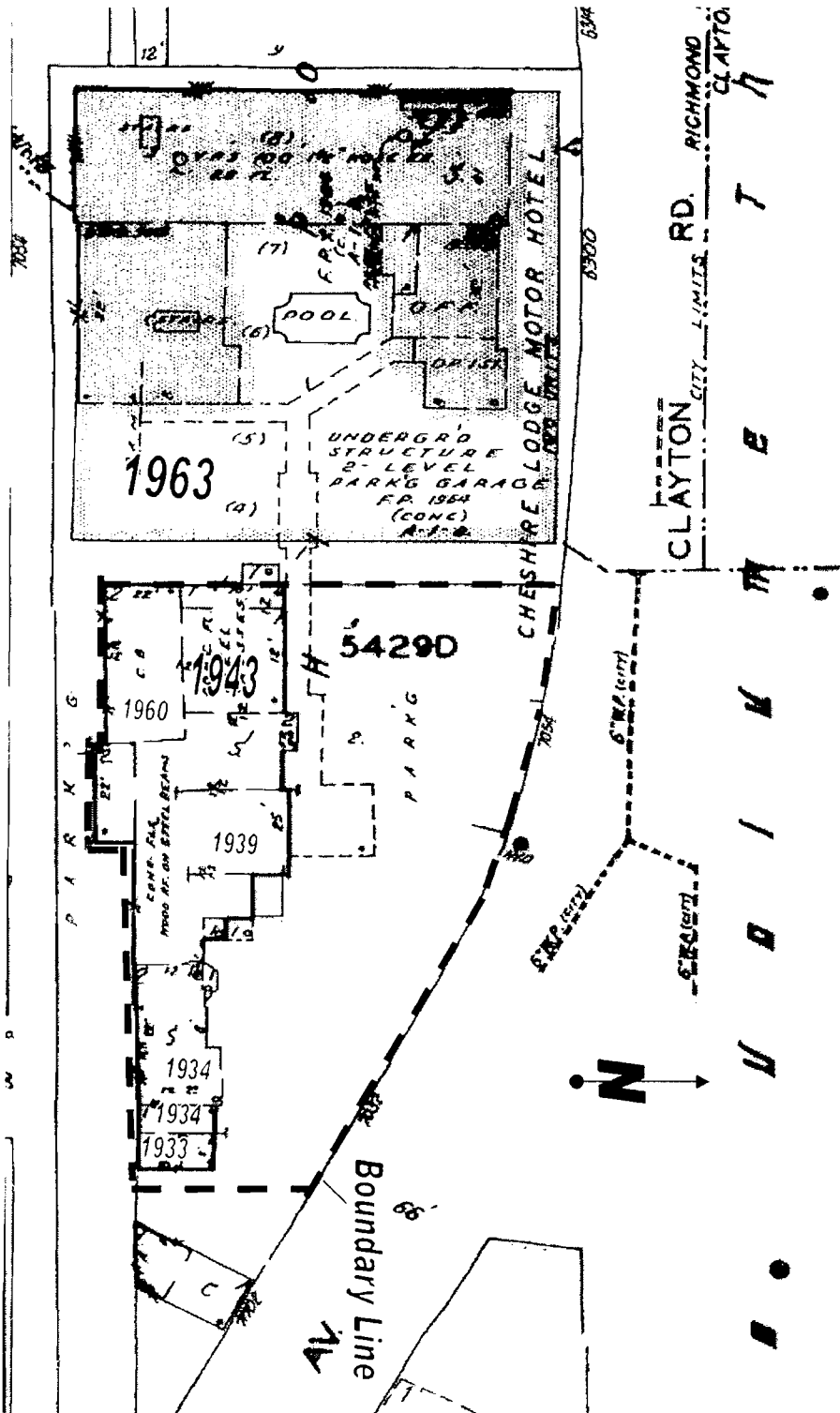


Figure 2: 1993 Sanborn Map (portion) showing Medart's/Cheshire Lodge complex

Key:

Dashed line indicates Medart's boundary

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Summary:

Medart's, located in St. Louis, MO, is locally significant under National Register Criterion A in the area of Commerce and Criterion C in the area of Architecture. Opened by Bill and Blossom Medart in 1931 as a roadside hamburger stand, Medart's grew into a large dining complex catering to highway traffic along the Oakland Expressway, and later State Highway 40. Recognized for its Old English architectural theme, Medart's attracted motorists through its homelike environment that had implications of class and status rooted in a domestic tradition. Evolving with the demand and popular trends for what a roadside restaurant should be, Medart's emerged from a small walk-up hamburger joint into multiple venues that included a drive-in, pub, diner, banquet hall, and restaurant. Unlike many roadside diners, the Medart's did not historically operate in conjunction with a gas station or hotel, though both of these highway associated property types emerged near the complex in the late 1950s and early 1960s. The Medarts shared control of the entire complex until Bill's death in 1951. After her remarriage in 1958, Blossom sold the complex to Steven Apted, who added a small bakery in 1960. Medart's continues to express the Tudoresque motif that it has exploited since the construction of the first permanent structure in 1933, with the additions in 1934, 1939, 1943 and 1960 utilizing the same architectural design. The 1931-1960 period of significance represents the utilization of the property by the Medarts from the construction of the oldest remaining structure until it was sold to an unrelated party.

Elaboration:

In the early 1930s the automobile was the primary means of cross country travel in the United States. Motor pools and auto clubs became fashionable, and popular fiction detailed the adventures of young people on automobile trips. St. Louis had not completely accommodated automobile traffic in the early 1930s, though state highways and large thoroughfares were being constructed in the city. As the greater St. Louis area expanded, and suburbs grew rapidly to the west, traffic between the cities located in St. Louis County (outside St. Louis's city limits) and the central business district became frustrating and dangerous.

In 1930, William and Blossom Medart moved to St. Louis from California, where some of William's family owned "Medart's Log Cabin," a restaurant on South Kingshighway. Selecting what they believed would be a prime location for a hamburger stand, the Medart's bought an old A&W restaurant at the corner of Clayton Road and Skinker Boulevard. This was an advantageous site, located across the street from Forest Park, near the Oakland streetcar line, and at the junction of the city and one of the largest

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avenues heading west through the County. Opening on October 9, 1930, the couple sold out of their ice cream and hamburgers early, as the Veiled Prophet parade ended just a few blocks away.¹

The success of the hamburger stand encouraged the Medart's to purchase the land and construct a more substantial building. In 1931 "The Cottage," a log building, became the restaurant's new home. It had a walk-up counter with six seats, and a large parking lot for visiting diners. Within two years the Medarts reconstructed the Cottage building in brick, fearing the wood structure was a fire hazard. A trip to Europe inspired the couple to open a larger restaurant by the end of 1934, the Olde Cheshire. Taking architectural cues from Ye Olde Hostel of God Begat in England (See Figure 3), the addition allowed for a nice sit-down meal as well as the attached walk-up hamburger stand. The Tudor Revival theme of the Olde Cheshire became a gimmick that the Medart's would cultivate in the years to come.²

In 1936 the Oakland Express Highway opened between Kingshighway and Skinker Boulevard. This was a fifty-foot wide, six-mile long concrete roadway with grade separations from intersection roads and fences along both sides. It ran parallel to Oakland Avenue, where the speed limit was 20 miles per hour and traffic signals encouraged congestion. The Oakland Express Highway connected at Clayton Road and ran into Midtown St. Louis at Lindell. The highway was mentioned by *Scientific American* as one of the only expressways of its kind outside of New York, and the magazine noted that America was watching this project for proof that highway traffic could be safe as well as rapid. Commuters traveled along at 30 miles per hour, an amazing speed compared to the eight miles per hour limit on the Forest Park streets located just to the north. A year later it was renamed the "Red Feather Expressway," and served as the primary commuter route for residents in Clayton and Richmond Heights (See Figure 4).³

This increased traffic had a major effect on the Medart's profits. To cater to the busy motorists, the couple turned the walk-up stand into a drive-in. Soon State Highway 40 was routed following the Red Feather Expressway, connecting Atlantic City, NJ to San Francisco, CA right in front of the Medarts' restaurants.⁴ Returning from another trip to England in 1938, the couple decided to expand the building once again, constructing another restaurant and a tavern. The new Great Hall and the Cheshire bar continued the look of the Old English village street, and allowed for service of many additional customers in its two-story space.⁵ It wasn't long before it became obvious to Bill Medart that a great way to cater to the cross country traffic was to construct a motor hotel. In October of 1942 Medart purchased the property to the west, which was occupied by a Sinclair Refining Company gas station and a four-family apartment building. Hoping to construct a hotel and 450 seat restaurant after the end of World War II, Medart bought

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**Medart's
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the service station to expand parking for visiting motorists.⁶ A year later the Rose and Crown addition to Medart's developing food court was completed.⁷

While on vacation in 1951, William Medart fell to his death from a window of his Paris hotel. Mrs. Medart took over the business, acquiring \$500,000 in stock.⁸ Before long she saw State Highway 40 merge with the new Daniel Boone Expressway, with a widening of the highway from Skinker to Brentwood Boulevard. The highway off-ramp now emptied at Medart's doorstep, provoking more motorists to stop for dinner. Holding onto the restaurant and hushing talks of sale, Mrs. Medart remarried Maurice Amara by 1958. She eventually sold the complex to Steven Apted in 1960. The young entrepreneur spelled out his plans for the buildings in the *Globe-Democrat*, converting the interior portions for use as one entity, called the Cheshire Inn, though each addition remained a separate restaurant, pub, or banquet hall. He constructed a self service bakery on the west end in 1960,⁹ and began drawing up plans for the London House motor hotel on the adjoining property. London House was constructed by a different company, of which Apted was a member, and was then bought outright by Apted after its completion in 1964.¹⁰ Apted renamed the complex the Cheshire Inn (restaurant portion) and Lodge (motor hotel).

When the Medart's opened their hamburger stand in 1931 they joined a trend of American entrepreneurs that catered to automobile travelers. But restaurants had undergone nearly 100 years of evolution in American culture prior to the recognized roadside establishment, without which the Medarts' business could not have succeeded.

Originally known as upscale eating establishments for the affluent, the restaurant soon catered to hourly industrial laborers and salaried clerks in large cities like New York. Those establishments that did not cater to the rich supplied a generally masculine clientele with limited menu choices at a reasonable price. By the 1880s, rural soda fountains were providing small sandwiches and soups for travelers in addition to the novelty drinks and ice cream servings, using the more substantial food items to maintain business in the winter months when fewer people vacationed from their city homes. The soda fountain quickly produced "lunchrooms" where customers could get a cheap and quick meal at any time of the day. Lunchrooms were designed with a walk-up counter and stools, and were run primarily as mom-and-pop establishments. By the 1920s, these lunchrooms were located in most urban areas, with some chains developing in New York, Chicago, and other major cities.¹¹

With the widespread adoption of the automobile, the architecture of the quick-service restaurant changed substantially. The immediate need for an easily accessible parking lot to intercept passing travelers was the first obvious change, but other details for

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attracting motorists were soon made popular. The first of these is the Tea Room, which provided a nostalgic parlor setting catering primarily to women and families, in which patrons were treated as guests and served their meals quickly and politely.¹²

Another development was the roadside stand, a one story shed that featured a service window on at least one wall, with easy access to highways via the shoulder or a small gravel parking lot. The Medarts' first hamburger stand was an example of this kind of restaurant, with walk-up service for customers. Eventually, "curb service" was initiated by some soda-fountain operators, and soon adopted by roadside stands. This often meant that a worker brought food out to a patron's vehicle and set it on a tray that clamped to the car window. These stands were soon covered over with a canopy and became known as "drive-ins," and were soon a favorite for male motorists who wanted to see the young female workers. The Medart's complex adopted the drive-in method in 1937 when the Red Feather Expressway traffic became exceptionally heavy. Like many roadside stands, Medart's catered to the low-income traveler who was in a hurry, and became somewhat of a novelty in itself, with its architecture replacing the gigantic signs or other attention getting items often used in roadside stands.¹³

Highway Café's, featuring the lunch counter and stools as well as booths and tables, were another development in roadside eateries, and were often found associated with gas stations and motels. Hotels, motels, tourist camps, and other lodging facilities were often the site of highway eateries from roadside stands to sit down dining rooms and lunchrooms. The inclusion of a gas station at these locations gave them a one-stop advantage and typically encouraged long term success for each business.¹⁴

One of the biggest developments in restaurant design was the "concept restaurant." These establishments featured themes in food and ambiance that attracted the traveler for a "whole package" experience. Creating a commodity through architecture, service, or menu choices was important for restaurants as more motorists traveled across the United States and more dining options were made available. An especially popular design instrument was the implementation of ethnic décor and a specialization of food choices that related to cultural connotations and stereotypes. It was common to see Mexican food offered at a Spanish Revival designed restaurant, or pizzerias utilizing the Italian colors and small bistro tables found in Europe.¹⁵

Medart's strip of themed restaurants, dining rooms, and taverns followed the trend of concept restaurants, utilizing a popular design often found in "affluent suburbs around every American city, and in upscale resorts."¹⁶ The Old English village theme was congruent with the inter-war-period consumer architecture found all over the United States, which catered to large automobile traffic but relied on pre-industrialized motifs for architectural designs.¹⁷ As described by John Chase of the University of Southern

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California, the architecture of the consumer driven plaza “exhibits a love of eclecticism similar to that found in post-modernism, but it is an eclecticism founded on the belief that memories of other eras and places can legitimately be represented, rather than ironically deconstructed.”¹⁸ The “Old English” design of the Medarts’ complex became increasingly popular after World War II when soldiers returning from Great Britain brought back stories of English pubs.¹⁹

Medart's embodied many of the restaurant forms popular in American motorist travel. Originally opened as a walk-up hamburger stand, the Medarts’ utilized the drive-in form as well as incorporating two restaurants, a tavern, and a banquet hall into the complex. The “Old English” architectural motif acted as a conceptual attraction for visitors, encouraging patrons to a “high end” location serving specialty and typical American roadside foods. Though it catered to the low-income traveler, the Medart’s complex also offered sophisticated dining and a gentleman’s bar that appealed to locals as well as motorists. The complex became a well known highway stop for those traveling across the country and commuting workers. Though it has experience a few changes since it was sold in 1960, the building continues to express the architecture and design that made it a popular roadside stop and a destination while the Medarts operated it.

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Figure 3: Ye Olde Hostel Of God Begot.



Winchester, Ye Olde Hostel of God Begot 1929 Retrieved 3 July 2008 from
http://www.francisfrith.com/search/england/hampshire/winchester/photos/winchester_81625.htm

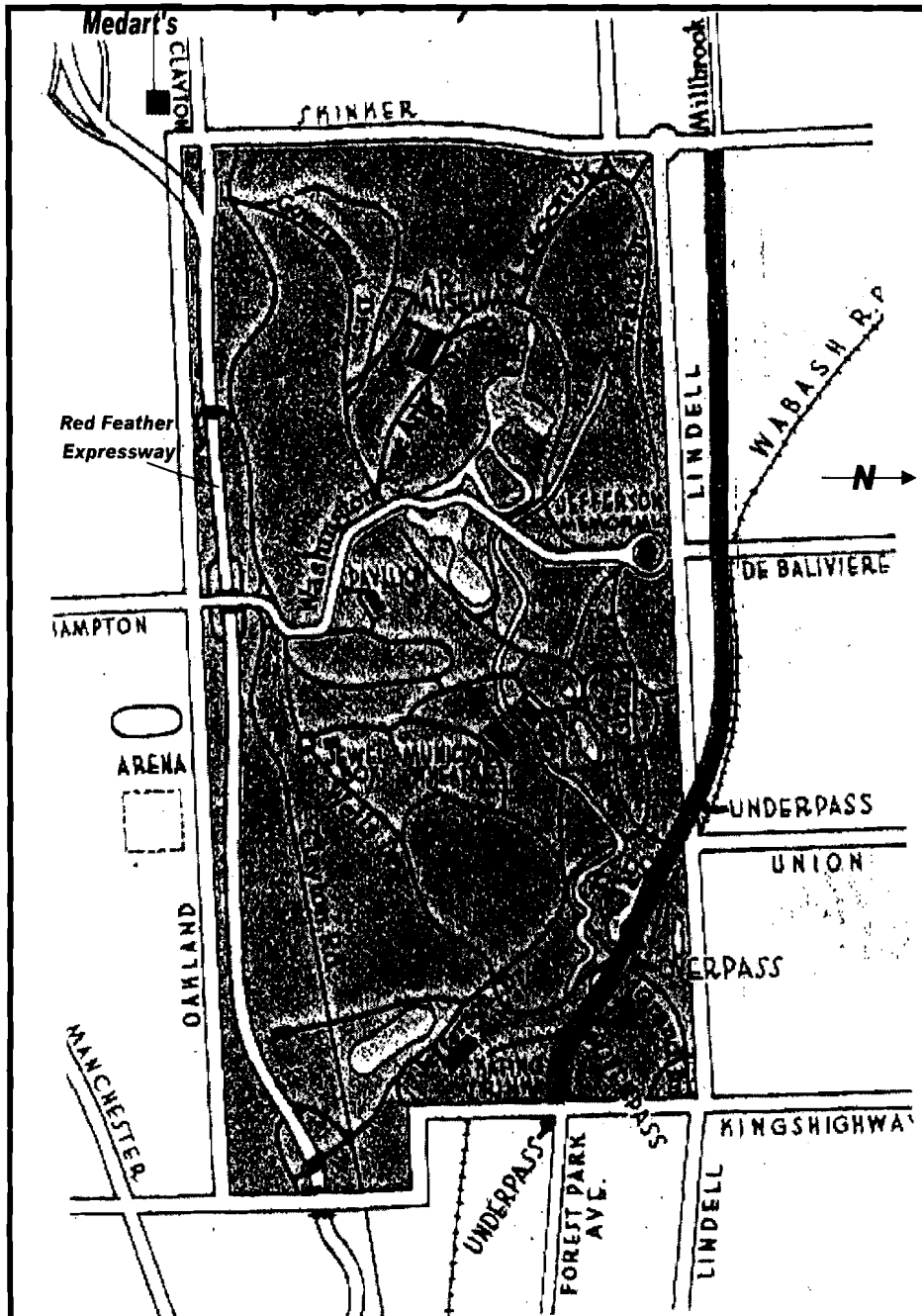
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Figure 4: Map from "Progress on Forest Park-Rock Island Highway," St. Louis Post Dispatch, 1959.



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Notes

¹ Francis Smiley, "She's Back at the Old Stand Again." *St. Louis Globe-Democrat*, 23 November 1958.

² Ibid.

³ Smith, Herm, and Mary Burrows, "The Rise of American's Suburban Love of Automobile Started Here!" On file with the City of Clayton, and available online at http://www.claytoncitizens.org/auto_culture.html

⁴ Elisa Crouch, "Will We Still Call It '40'?" *St. Louis Post-Dispatch*, 11 March 2007.

⁵ Smiley.

⁶ "Restaurateur Buys Property for Expansion After War." *St. Louis Globe-Democrat*, 18 October 1942.

⁷ Building Permits on file with the City of St. Louis Comptroller's Office: 1200 Market Street City Hall, Room 212 St. Louis, MO 63103.

⁸ "Mrs. Medart Gets \$500,000 Restaurant Stock." *St. Louis Globe-Democrat*, 28 August 1951.

⁹ "Cheshire Inn Atmosphere is Inviting." *St. Louis Globe-Democrat*, 3 March 1961.

¹⁰ "Cheshire Inn Buys London House Hotel." *St. Louis Globe-Democrat* 30 May 1964.

¹¹ John A. Jakle & Keith A. Sculle. *Fast Food: Roadside Restaurants in the Automobile Age*. (Baltimore: Johns Hopkins University Press, 1999), 20-30.

¹² Jakle, 40-42.

¹³ Jakle, 42-45.

¹⁴ Jakle, 45-47.

¹⁵ Jakle, 281.

¹⁶ Jakle, 280-81.

¹⁷ Richard Longstreth, "The Diffusion of the Community Shopping Center Concept during the Interwar Decades." *The Journal of the Society of Architectural Historians* 56 (September 1997): 268-293.

¹⁸ John Chase, "The Role of Consumerism in American Architecture." *JAE* 44 (August 1991).

¹⁹ Jakle, 280-281.

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Index to Figures:

Figure 1: Location of Medart's. Map obtained from www.google.com 22 April 2008.

Figure 2: 1993 Sanborn Map. *Sanborn Fire Insurance Maps, Missouri*. Teaneck, N.J. : Chadwyck-Healy, 1993.

Figure 3: Ye Olde Hostel Of God Begot. , Ye Olde Hostel of God Begot 1929 Retrieved 3 July 2008 from http://www.francisfrith.com/search/england/hampshire/winchester/photos/winchester_81625.htm

Figure 4: Map from "Progress on Forest Park-Rock Island Highway," [St. Louis Post Dispatch](#), 1959.

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**Medart's
St. Louis (Independent City)**

Verbal Boundary Description

Medart's is located at 7036 Clayton Avenue in St. Louis, MO as follows: Starting at a point approximately 200 feet west of the intersection of Clayton Avenue and Oakland Avenue, travel west approximately 265 feet; travel north approximately 190 feet to Clayton Road; travel south east along Clayton Road approximately 290 feet; travel south approximately 95 feet to Oakland Avenue, the point of origin.

Boundary Justification

The selected boundaries are those historically associated with the Cheshire Inn, including the restaurant complex and adjoining lot. The Cheshire Lodge, which was constructed after the building was sold to Steven Apted, is not included in the boundary, nor is the small half-timbered building to the east because this building was not associated with the property.

Photograph Key

The following information is true for all photographs:

Medart's

St. Louis (Independent City), MO

& St. Louis County, MO

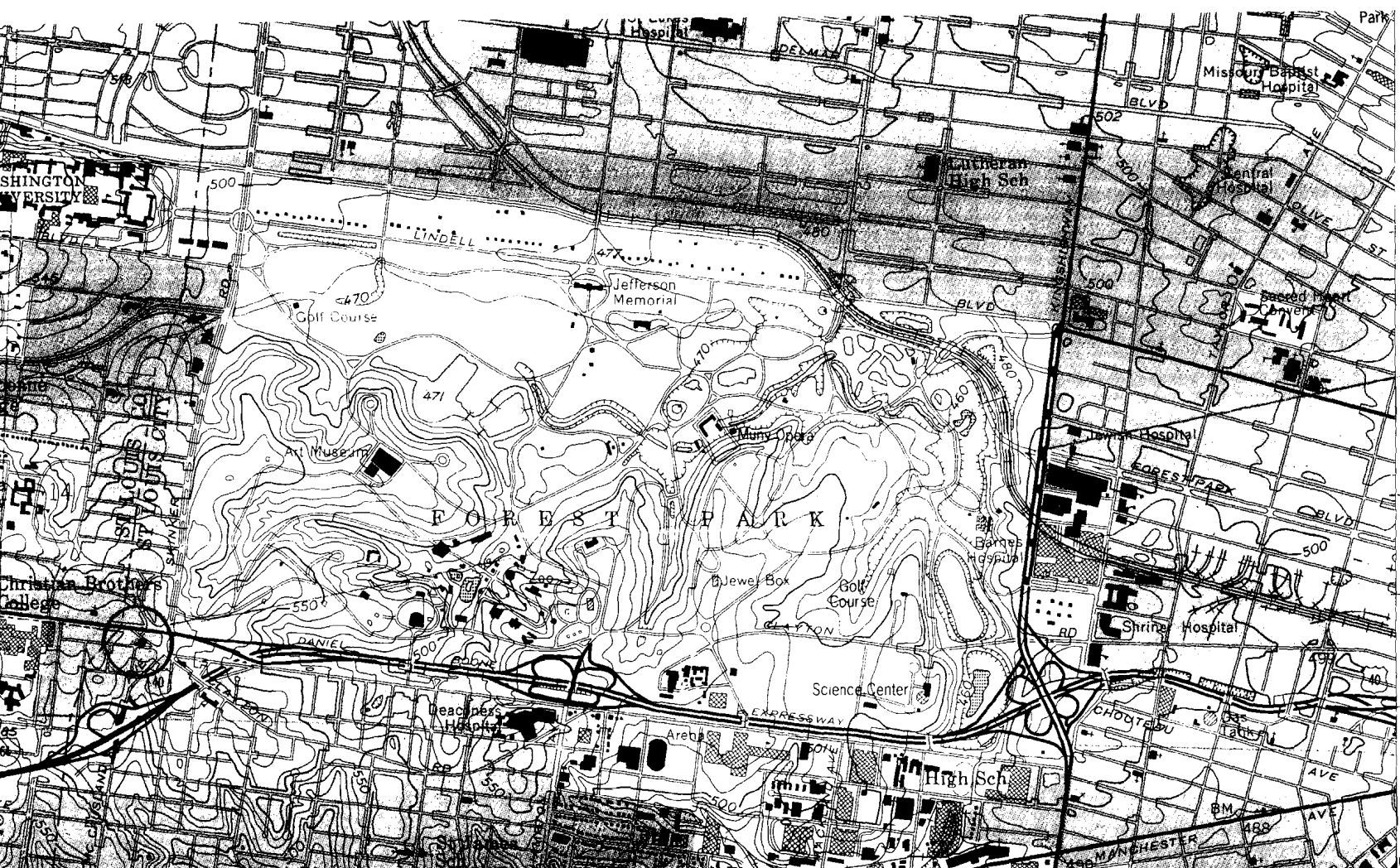
Photographer: Julie Ann LaMouria

Date: April 2008

Negative Location: Lafser & Associates
1028 N. Kingshighway Suite 1
Cape Girardeau, MO 63701

Photo # and Description:

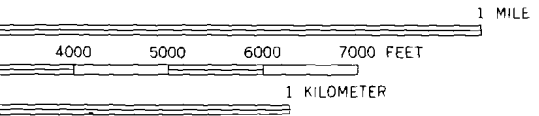
- 1 Medart's looking southwest from the northeast corner of Clayton Road and Skinker Boulevard
- 2 Medart's - east elevation
- 3 Medart's - south elevation
- 3A Interior of 1933 building
- 3B Interior of one-story 1934 addition
- 3C Interior of two-story 1934 addition
- 3D Interior of two-story 1934 addition
- 3E Interior of two-story 1934 addition
- 4 1939 addition entrance doors
- 5 Lower level 1939 addition
- 5A Interior: lower level of 1939 addition
- 5B Interior: upper level of 1939 addition
- 6 North elevation 1943 addition
- 6A Interior: lower level of 1943 addition
- 6B Interior: upper level of 1943 addition
- 7 Medart's - west elevation
- 7A Interior: 1960 addition
- 7B Interior: rear 1960 addition
- 8 Cheshire Lodge- north elevation



MEDART'S
ST. LOUIS
(INDEPENDENT
CITY), MISSOURI
UTM REFS:
15794570 E
4279290 N

1735 1736
737
MANCHESTER 14 MI

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1993
739000m.E 90°15'
4279000m.N 38°37'30"



SCALE 10 FEET
VERTICAL DATUM OF 1929

STANDARDS FOR SPATIAL ACCURACY - CLASS 2
COLORADO 80225, OR RESTON, VIRGINIA 22092
MAPPING AND LAND SURVEY
RESOURCES, ROLLA, MISSOURI 65401
ADDITIONAL INFORMATION AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

Revisions shown in purple compiled from aerial photographs taken 1988-90 and other sources. This information not field checked. Map edited 1993
Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours
Purple tint indicates extension of urban areas

ROAD CLASSIFICATION

Primary highway, hard surface	—————	Light-duty road, hard or improved surface	—————
Secondary highway, hard surface	—————	Unimproved road	-----
⊖ Interstate Route	⊖ U. S. Route	⊖ State Route	

CLAYTON, MO.
38090-F3-TF-024

1954
REVISED 1993
DMA 7961 III NE-SERIES V879

(CAHOKIA)
2961 11 SW





NO PARKING
IN THIS ZONE
EXCEPT FOR
EMERGENCY
VEHICLES
OR VEHICLES
WITH
A PERMIT

















The
Palladium





EXIT

HENRY
COPPER
KITCHEN









NO
PARKING
ANY TIME

PAVING





