

# Supplementary Listing Record

NRIS Reference Number: SG100005664

Date Listed: 10-9-20

Property Name: Metropolitan Police Garage

County: St. Louis

State: MO

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This Property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*Barbara Wyatt*

10-9-20

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Signature of the Keeper

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Date of Action

=====  
Amended Items in Nomination:

The Metropolitan Police Garage is eligible despite its compromised interior, because of the elaborate design of the front elevation, designed to resemble an office or commercial building, and the retention of important character defining features, such as the monitors designed to light the second level, the side elevation windows, and the remaining ramp and open spaces on the interior. The remaining historic interior features are important in conveying the original use of the building as a parking garage.

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The MISSOURI SHPO was notified of this amendment.

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**DISTRIBUTION:**

**National Register property file**

**Nominating Authority** (without nomination attachment)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

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

## 1. Name of Property

Historic name Metropolitan Police Garage

Other names/site number N/A

Name of related Multiple Property Listing N/A

## 2. Location

Street & number 3919 Laclede Avenue

N/A

not for publication

City or town St. Louis (Independent City), Missouri

N/A

vicinity

State Missouri

Code MO

County St. Louis City

Code 510

Zip code 63108

## 3. State/Federal Agency Certification

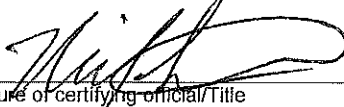
As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria: X A \_\_\_ B \_\_\_ C \_\_\_ D

Signature of certifying official 

Date

8/18/2020

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

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

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

\_\_\_ entered in the National Register

\_\_\_ determined eligible for the National Register

\_\_\_ determined not eligible for the National Register

\_\_\_ removed from the National Register

\_\_\_ other (explain:)

Signature of the Keeper

Date of Action

Metropolitan Police Garage  
Name of Property

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

**5. Classification**

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

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

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

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

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

<u>Contributing</u>	<u>Noncontributing</u>	
1	0	buildings
0	0	sites
0	1	structures
0	0	objects
1	1	<b>Total</b>

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

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular)

GOVERNMENT

**Current Functions**

(Enter categories from instructions.)

GOVERNMENT

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY

REVIVALS/Beaux Arts

**Materials**

(Enter categories from instructions.)

foundation: Reinforced concrete

walls: Brick

roof: Composite

other: \_\_\_\_\_

**NARRATIVE DESCRIPTION ON CONTINUATION PAGES**

Metropolitan Police Garage  
Name of Property

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

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

**Areas of Significance**

LAW  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1925-1954  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Clymer, Harry G., architect  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**9. Major Bibliographical References**

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

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

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

**Primary location of additional data:**

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

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

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

Metropolitan Police Garage  
Name of Property

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

**10. Geographical Data**

**Acreeage of Property** Less than one acre

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1 38.636615 -90.242663 3 \_\_\_\_\_  
Latitude: Longitude: Latitude: Longitude:

2 \_\_\_\_\_ 4 \_\_\_\_\_  
Latitude: Longitude: Latitude: Longitude:

**UTM References**

(Place additional UTM references on a continuation sheet.)

\_\_\_\_\_ NAD 1927 or \_\_\_\_\_ NAD 1983

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

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

**Verbal Boundary Description** (On continuation sheet)

**Boundary Justification** (On continuation sheet)

**11. Form Prepared By**

name/title Michael Allen/Director

organization Preservation Research Office date 18 November 2019

street & number 3407 S. Jefferson Avenue #207 telephone 314-920-5680

city or town St. Louis state MO zip code 63118

e-mail michael@preservationresearch.com

**Additional Documentation**

Submit the following items with the completed form:

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

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

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

Metropolitan Police Garage

Name of Property

St. Louis (Independent City), Missouri

County and State

## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

## Photo Log:

Name of Property: Metropolitan Police Garage

City or Vicinity: St. Louis

County: St. Louis City

State: Missouri

Photographer: Michael Allen

Date Photographed: October 16, 2019 (6 and 8-15), November 14, 2019 (3, 4, 5 and 7) and January 8, 2020 (1 and 2)

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 15: View of main elevation looking northeast.
- 2 of 15: View of main elevation looking northwest.
- 3 of 15: View of west elevation looking northeast.
- 4 of 15: View of vehicle entrance looking northwest.
- 5 of 15: View of main entrance looking northwest.
- 6 of 15: View of name plaque looking north.
- 7 of 15: View of vehicle entrance looking northeast.
- 8 of 15: View of building looking southeast.
- 9 of 15: View of rear elevation looking southwest.
- 10 of 15: View of first floor looking northwest.
- 11 of 15: View of first floor garage area looking northeast.
- 12 of 15: View of vehicle ramp looking north.
- 13 of 15: View of second floor garage area looking southeast.
- 14 of 15: View of second floor garage area looking west.
- 15 of 15: View of ramp looking south.

## Figure Log:

Include figures on continuation pages at the end of the nomination.

- 1: Metropolitan Police Garage Boundary Map. (Page 10-25.)
2. Map showing location of Metropolitan Police Garage in St. Louis.
3. Current basement floor plan.
4. Current first floor plan and Photo Key.
5. Current second floor plan and Photo Key.
6. Nominated building on 1938 Sanborn fire insurance map.
7. Photograph of the St. Louis Metropolitan Police Department's first automobile, 1904.
8. A Standard plumbing advertisement showing a rendering of the Metropolitan Police Garage.
9. *St. Louis Globe-Democrat* article showing new Packard police cars.
10. *St. Louis Globe-Democrat* article showing new Graham police cars.
11. Photograph of the completed building in 1925.
12. Mechanics working on wheel balancing a police car in the garage, 1949.
13. Police automobiles parked in the garage, 1956.

Metropolitan Police Garage

Name of Property

St. Louis (Independent City), Missouri

County and State

14. Original first floor plan.
15. Original second floor plan.
16. Original elevation drawings.
17. Original sectional drawings.
18. Detail of sectional drawing showing second floor.
19. Drawing of lobby alterations, 1949.
20. Drawing of radio shop addition, 1949.
21. Current view toward lobby from ramp, showing original curbing and later partitions.
22. Current view of partition wall at east side of vehicle entrance.
23. Current view of staircase at lobby.
24. Current view of lobby.
25. Current view of first floor office area.
26. Current view of first floor storage area.
27. Current view of partition along western side of first floor
28. Current view of first floor, north area.
29. Current view looking toward lobby opening from the vehicle lane.
30. Current view of intact curb on east side of first floor.
31. Current view inside of room at eastern side of first floor.
32. Current view of second floor office area.
33. Current view of storage area on second floor.
34. Current view of storage area on second floor.
35. Current view of storage area on second floor.
36. Current view of northern area of second floor.
37. Current view of northern area of second floor.
38. Current view of northern area of second floor.
39. Current view of northern area of second floor.
40. Exterior photographic key.
41. Google Earth Map.

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 1

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

**Summary**

The Metropolitan Police Garage is located at 3919 Laclede Avenue in the Central West End neighborhood of St. Louis (Independent City), Missouri. The nominated property includes both a contributing building, a historic police garage, and a non-contributing structure, an adjacent parking area. The police garage is a two-story flat-roofed reinforced concrete building with a primary decorated elevation facing Laclede Avenue and utilitarian elevations on other sides. The building is 142' wide by 151' deep. The building has brick wall cladding and terra cotta ornament, a composite flat roof with three sawtooth monitors and an interior that retains a vehicle ramp and other aspects of past use as a vehicular service and storage garage. The parking area at the north of the building is a fenced paved area of unknown origin. Some modifications due to use change are evident on the building and structure, including changes to interior layout and the infill of one of the garage openings on the primary elevation. Character-defining features such as exposed fireproof concrete construction, vehicle ramp, monitor clerestories and sanitary enamel brick wall finishes remain. The building retains integrity sufficiently to evince its past use inside and out.

**Setting**

The Metropolitan Police Garage stands in an urban area with a moderately dense built environment (see figures 1 and 2). The eastern end of the Central West End is typified by a gridiron street layout in which blocks have long dimensions running east-west and short dimensions running north-south, with alleys bisecting parallel to the east-west streets. Vandeventer Avenue is a major north-south thoroughfare directly east, and just east of that street is the campus of St. Louis University. One block south is the divided-access Forest Park Parkway, a primary artery for the city. The building occupies a block with mixed uses, including residential in both new and adapted historic structures, commercial storage, a postal facility, a Jesuit archive and the police facilities. Buildings here typically are situated immediately on the sidewalk line, or within a short setback. While there are street trees, there is no tree lawn on this block and the sidewalk is wide concrete.

Immediately to the west, the police department maintains a fenced police vehicle parking lot that serves the current police garage, a contemporary building immediately across Laclede Avenue to the south of the nominated building. By at least 1937, another building occupied this site and the Metropolitan Police Garage touched both neighboring buildings on this block beginning when the building to the east rose in 1926 (see figure 6). These buildings have never been connected. Other National Register-listed buildings line this block. The Gerhardt Block (NR 5/30/2003) and Building at 3910-12 Laclede Avenue (NR 5/30/2003) are located across the street to the southeast, and the Scudder Motor Truck Company Building (NR 4/24/2012) is across the street to the southwest. On the same side of the street the west is the S. Pfeiffer Manufacturing Company Headquarters (NR 8/30/2010). The boundary is set at the property line, and does not include any of the sidewalk in front or alley to the north.



National Register of Historic Places  
Continuation Sheet

Section number 7 Page 2

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

**Garage Building Exterior**

The two-story flat-roofed building conceals a reinforced concrete structure behind brick and terra cotta masonry cladding. The primary elevation of the garage is a symmetrical composition in the Beaux Arts style (see photographs 1 and 2 and figures 11 and 14). There is Bedford limestone cladding with a beveled cap that forms the first floor sill course. The wall is clad in dark pressed brick set in a common bond. The base supports projecting piers clad in buff terra cotta that form Tuscan-capital-bearing pilasters dividing the elevation into seven bays. The pier cladding is quoined when it returns to the main elevation plane. These piers rise above the cornice across the parapet. The terra cotta cornice steps up to form a continuous shelf that runs through a broken rounded central pediment. Above, a brick parapet has a terra cotta cap and a pinnacle at the apex of the broken pediment. Set in the pediment is a round terra cotta medallion displaying the seal of the State of Missouri.

In the central bay, beneath the medallion, there are terra cotta voussoirs that form an arch with keystone over the bay. A triple one-over-one window divided by wide mullions fits into the round-arch opening. Beneath, a spandrel between this window and the entrance forms a name plaque reading "METROPOLITAN POLICE GARAGE" bounded by a braid molding and containing a central crest (see photograph 6). Beneath this spandrel is the primary entrance, where two one over one windows are set in openings flanking a wooden single-light door and a transom that is currently boarded over (see photograph 5). Terra cotta pilasters with Tuscan capitals divide the entrance from the windows and support a terra cotta cornice between the header and the spandrel. A central plaque reads "OFFICE" and roundel moldings are on each side (see photograph 6).

In the two bays to each side of the main bay on the second floor are triple windows in flat-arched openings with terra cotta sills. On the first floor, the innermost of these bays has a similar triple window in an opening with a splayed brick arch with Bedford limestone keystone. The outermost of these bays contain round-arch vehicle openings with terra cotta voussoirs articulating the openings. The corners are beveled, as is the limestone base below. In the stone at the outer corner of each opening are the directional indicators "ENTRANCE" and "EXIT" inscribed (see photograph 4). The eastern opening contains a nonhistoric steel roll-up door and security grill and still functions (see photograph 7), while the western opening has been infilled to include a round-top triple window like that of the central bay, with stucco-faced infill below (see photograph 4). Both openings retain original metal coach lights on each side.

In the outer bays, the second floor is divided into three window openings by projecting engaged columns set on consoles. The columns have Corinthian capitals. The central window openings contain double one-over-one windows, while the outer openings contain single one-over-one windows (see photographs 1 and 2). On the first floor is corresponding fenestration with splayed arches with Bedford keystones, but the outer openings contain door openings instead of windows. Nonhistoric steel slab doors are in these openings. On the east side, the window openings in this bay are bricked in with brick matching that of the rest of this elevation. The date of infill is unknown.

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 3

Metropolitan Police Garage

Name of Property

St. Louis City, Missouri

County and State

N/A

Name of multiple listing (if applicable)

Windows on the primary elevation were historically wooden one-over-one units, but today are metal single-glazed replacement windows. There are triple track metal storm windows mounted over each window. The flat mullions and brickmolds are presumed to be original painted wood. Despite loss of original windows, the fenestration pattern on this elevation remains consistent with the original design (see figure 16). The main entrance door may be original, and the transom window above seems to be intact behind the board-up.

On the side elevations, there is engineering brick cladding with blind first floor areas (see photographs 3, 8 and 9). The first floors extend to the full parcel footprint, while the second-floor walls are recessed behind a continuous southern section to create light wells on each side. There are five large window openings on the second floor elevations, with rowlock sills and continuous exposed concrete headers. The window openings largely retain historic sash laminated between composite infill materials on the exterior and drywall infill on the interiors. Some openings are infilled with concrete masonry units, with the steel sash removed. The same is the case with openings on the rear elevation. A steel stack rises along the east second floor elevation near the north.

On the rear elevation, there is a symmetrical fenestration pattern (see photographs 8 and 9). A nonhistoric small shed-roofed concrete masonry unit addition is located on the east end, although its visual impact is minimal. A nonhistoric fire escape, built in 1990, is located to the west of the central bay and has an unpainted concrete masonry unit wall facing north, a flat roof with exposed steel structure, and a sheltered steel staircase with concrete steps and painted rails, also built in 1990. Window openings have sailor course headers and rowlock sills. There are stepped parapets on the rear elevation at each of the first-floor offsets.

The rear elevation is divided into nine bays. On the second floor, these are all window openings with a wide central opening flanked by two narrow openings, then a wide opening and outer openings of a medium width. The fenestration repeats on the first floor, except that the second bays from each end are vehicle entrances with nonhistoric roll-up doors, and there are person door openings with jack arches on the outside of each vehicle opening. These openings contain nonhistoric single-leaf steel slab doors. The rear elevation fenestration is intact despite cover-up of windows, and the biggest changes are the addition of fire escapes and the replacement of a one-story brick wing with a concrete masonry unit wing (see figure 16).

The flat roof is punctured by three sawtooth monitors that are 23' deep and 100' wide. These are made of the same reinforced concrete as the roof structure. The modified roof cladding covers the slopes of these skylights as well. The clerestories are infilled with plywood now, but the openings are intact.

### Garage Building Interior

Historic sectional drawings show how the building functioned with basement locker and mechanical rooms, and largely open floors for storage and work above (see figure 19). The basement level historically was divided into two locker rooms and a boiler area, as well as areas for stationary pumps for fuel and other oils used in the garage (see figure 3; original basement

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 4

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

plans do not seem to exist).<sup>1</sup> The walls are of reinforced concrete and the layout remains mostly intact, although most of the equipment is removed. The floors are bare concrete. Doors are steel doors set in steel casings.

The first floor retains many traces of its original use as the primary service, storage and refueling area for the police motor fleets. Originally, the floor was almost completely open, with motorcycle storage stands toward the south and vehicle parking and repair areas toward the center and north (see figure 14). Changes in motor policing needs led to alterations both within the period of significance and after. The conversion of the building into a supply warehouse in 1990 led to the most recent changes (see figure 4).<sup>2</sup> The ceiling height remains 16' except where nonhistoric dropped ceilings are present. Open spaces, bare concrete floors and exposed reinforced concrete structural elements are all present from the historic period. Originally, the entrance lane on the east extended into an open bay, and circulation wound around the central ramp, with access in and out at the entrance around an office room, and also around the back side of the ramp. The columnar grid is evident, with six columns extended across the depth of the building and four across the width.

The eastern garage opening leads into a vehicular path to the ramp as well as through access to the vehicular bay (see photograph 10). On the east, a painted concrete masonry unit wall bears a bronze plaque including the names of all Police Commissioners serving at the dedication of the garage, which is original but relocated from original location in the lobby (see figure 22). The southeast corner was originally open to the rest of the floor, but a radio shop was built here sometime around 1949 (see figure 20). The perimeter partitions in this area today are located where the 1949 partitions were located, but it is indeterminate what original partitions were made of, so whether any original materials remain is unknown. The layout has also changed, including elimination of the chamfered northwest corner of the radio shop and division of the interior into an office and a larger storeroom (see figure 31). At the east end is a staircase to the basement, enclosed by concrete masonry unit walls, that apparently was built in 1949 or earlier.

At center, there is a small lobby that reflects alterations made in 1949 and 1990 (see figures 12 and 17). The lobby is marked as "public space" on the original plan. The original lobby with its tiled floor was reconfigured when the office that was straight ahead of the main entrance had a glazed partition replaced with a more solid partition in 1949, and then ultimately closed off completely in 1990. After 1990, the original office area became space for a small hall and two restrooms. Some original tile at the curb is present on the east side of the lobby (see photograph 10), but whether it exists where not visible is unknown. The protective curbing surrounding the original lobby and office is present on both the east and north side (see figures 21 and 29). The lobby is the same dimension as indicated on the 1949 plan, although it retains only a historic opening at east as the north opening is infilled to create a restroom and new opening exists at west. The finishes are nonhistoric (see figure 24).

<sup>1</sup> "Metropolitan Police Garage Formally Occupied By Department," *Police Journal* 14.15 (July 11, 1925), p. 11.

<sup>2</sup> According to the Metropolitan Police Department, the plans included as figures 3 through 5 in this nomination reflect the as-built condition upon completion of the 1990 remodeling.

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 5

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

There is a staircase that runs between all levels on the south side, with cast concrete stairs and a tubular steel railing set in concrete masonry unit walls that are finished in smooth painted plaster (see figure 23). The enclosure of the stairs on the first floor and likely the stair itself are original. Originally the staircase opened to the second floor with a simple tubular rail, but this staircase was enclosed at the second floor toward the end of the period of significance (see figures 12, 13, 15 and 17). A non-historic elevator also exists at the south side, set on the first floor in the historic vehicle lane connecting the ramp to the exit and entrance openings (see figures 4 and 5). The elevator is not historic (see figure 21).

The lobby opens at west to a corridor that runs west in a non-historic configuration dating to 1990. Along the corridor are several offices created by full-height steel stud walls with hung drywall. There are dropped acoustic tile ceilings inside of rooms, with carpeted and tiled floors. Doors, casings and baseboards are not historic. The offices continue to the western wall into the open area (see figure 25). However, much of the rest of the first floor retains large open areas as was the case historically, including large open spaces where vehicles were parked (see photograph 11 and figures 26 and 28).

On the west are non-historic rooms in the first-floor offset, created by full-height steel stud walls with drywall and cased steel slab doors opening to the larger open space (see figure 27). On the east side are high raised reinforced concrete curbs (see figure 30). Walls on this floor and the second floor are clad in white enamel brick with brown enamel brick skirts that extend four rows above the sill courses. This cladding is a key remaining historic finish speaking to past use, since the sanitary enamel brick wall finishes were utilized to allow routine and easy cleaning of spilled and flung oils and greases, which were combustible elements (see figure 18). Additional non-historic partitioned areas are located beneath the ramp, where additional restrooms are located, and at the northwest corner of the first floor (see figure 28). These areas have concrete masonry unit walls. The northwest room opens to an original vehicle bay at the north elevation.

The reinforced concrete ramp to the second floor remains the building's most prominent historic sign of use (see photographs 12 and 15). The side walls of poured reinforced concrete, painted, are in place. Unpainted concrete masonry units infill areas within these walls; these infill areas are of unknown date and replaced original metal grid systems with safety glazing. The ramp leads up to the second floor, where vehicles were historically parked and serviced. The second floor also has 16' ceiling heights except where nonhistoric dropped ceilings are present. The north section of the second floor remains open in plan and nearly unchanged (see photograph 14). Historically, the south end was the main repair shop location (see figure 15), but the entire floor was kept open to accommodate shifts in parking and repair work. Large sawtooth monitors allowed for the evacuation of fumes from exhaust, welding and repainting. These monitors are in place, along with the exposed concrete roof structure, which demonstrates the need for a fireproof facility for repair, refueling and storage of automobiles. Today the second floor has lost the two original enclosed rooms and gained others in the 1990 remodeling. At the south end, an elevator and stair lobby opens into an office area at center, flanked by enclosed storage rooms on each side. The partitions are full-height steel stud walls with hung drywall (see figure 32).

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 6

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

The second floor has a bare concrete floor, while overhead the exposed roof structure is evident. Columns are exposed and painted. The perimeter walls on this floor are all intact with enamel brick facing, although window openings are infilled with unpainted drywall in this north area. Enamel brick facing is evidence of the past use for repair work, which required easily washable surfaces. The walls on the second floor are close to the condition specified on the original plans (see photograph 13 and figures 18 and 38). The northern area most closely demonstrates historic character, with exposed sawtooth monitors, reinforced concrete structure, exterior walls and concrete floors (see figures 36, 37, 38 and 39). There is a nonhistoric concrete masonry unit wall running east-west across the fourth column line from north, with a corridor set in the center leading to the elevator and stair lobby.

The south area of the second floor is partitioned with drywall on stud walls of unknown origin (see figure 5). This area is configured into several large storage areas and some smaller offices where ceilings are dropped. The perimeter walls are exposed throughout, as was the case originally (see photograph 13). The interior areas are full of storage racks today, making photography showing wide views difficult (see figures 33, 34 and 35). Originally the only partitioned shop spaces were at the center of the floor just south of the ramp and at the southwest corner of the floor (see figure 15). No evidence of these shop partitions remain evident.

### Parking Lot

Historically, the space between the building and the alley to the north served as a vehicular storage and service area, and the garage has always had vehicular access from the north side (see photographs 8 and 9).<sup>3</sup> There is a fence that runs along the alley and then returns to the building toward the east, with an open area between a gate on the eastern run of the fence and the blind wall of the adjacent building. Upon completion of the building, this lot was paved and contained by a tall concrete wall with an entrance on center at the alley.<sup>4</sup> None of that construction remains. Furthermore, the Sanborn fire insurance map from 1938 does not indicate paving in this area, and no plans or photographs have been located to support the current construction and layout of this space as consonant with what existed here during the period of significance. Thus, the parking lot is considered a non-contributing structure.

### Integrity

The Metropolitan Police Garage building and lot retain integrity. Character-defining features of the building, which are integral to identifying past use, that are evident today follow:

- Fireproof construction of reinforced concrete. The exposed concrete floor slabs and the exposed concrete roof structure, which are visible today, show that the building needed to handle vehicle loads but also be non-combustible.

<sup>3</sup> "Metropolitan Police Garage Formally Occupied by Department," *Police Journal* 14.15 (July 11, 1925), p. 12.

<sup>4</sup> *Ibid.*

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 7

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

- Automobile circulation between levels. The remaining vehicle ramp clearly demonstrates that both levels were used by the garage, and were connected to the street. Some curbing and the ramp sidewalls are original, although original glazed wall systems on the first floor have been infilled with nonhistoric concrete masonry units. The infill of the western garage opening and placement of the elevator at the west side of the base of the ramp alter the completeness of visual expression of the original circulation plan somewhat.
- Sanitary perimeter walls. The enameled brick wall finishes are visible, and demonstrate the concern for the accumulation of combustible materials being abated by easy to clean, fireproof surfaces.
- An ornate designed elevation on the street face and utilitarian design on other elevations. As a public building, the front elevation needed to connect the Metropolitan Police Garage to the architectural formality of government. The side and rear elevations, though, simply needed to be functional and admit as much daylight as possible. These aspects remain highly visible today.
- The separation of automobile and person entrances, with a small public lobby. The building opened with a public lobby leading to the superintendent's office and main staircase, so that visitors and workers were sheltered from automobile traffic as they entered and exited. Although the lobby and staircase have changed, the separation of circulation is still evident.<sup>5</sup>
- Open layouts on the first and second floors that demonstrate past use as a vehicle garage. Although partitioning has removed historic circulation, especially on the second floor, over half of the building's original open spaces on each floor remain open.

The building has been remodeled to serve the police department as a supply warehouse, and this remodeling led to infill of one of the vehicle entrances on the primary elevation with a window and bulkhead wall. The first floor plan also changed to remove the original configuration of the driveways and the ramp. There has been window replacement, lamination and infill, but the primary elevation retains its historic fenestration patterns (see figure 11). There are small additions on the rear elevation, but they do not alter the feeling of the building as a vehicular garage. The primary entrance and garage entrances are still legible.

The garage today retains the designed front elevation, which related the utilitarian building to its largely residential context, as well as its more spartan side and rear elevations. The fireproof construction is evident inside and out. The interior has been altered by the addition of nonhistoric partitioning, however the building retains the a majority of its open spaces and automobile-specific features, including the circulation ramp. The lot at the north remains

<sup>5</sup> The police department announced the opening of the garage through its magazine (see "Metropolitan Police Garage Formally Occupied by Department," *Police Journal* 14.15, July 11, 1925). In the announcement article, attributes of the building emphasized were square footage and repair capacity, the two-level design with ramp, fireproof non-combustible construction, the types of repair stations inside, the lobby with its tile floor and the formal elevation on Laclede Avenue.

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 8

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

impossible to evaluate for integrity since its date of construction and past appearance are not known. The impact of changes to the Metropolitan Police Garage have not removed integrity in any of the seven aspects.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 9

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

### Summary

The Metropolitan Police Garage, located at 3919 Laclede Avenue in St. Louis (Independent City), is locally significant under Criterion A in the area of Law. Completed in 1925 from plans by renowned local architect Harry G. Clymer, the Metropolitan Police Garage was a necessary project for a department undergoing a major shift in its police practices. The advent of automobiles in local policing in 1904 began as a method for traffic control but was developing into a full-blown replacement of foot patrols with motor patrols by the middle of the twentieth century. The St. Louis Metropolitan Police Department required a modern service and storage building to make this change. The shift from foot to motor patrols also represented the culmination of nearly a century of reform movement pushing to create a modern metropolitan police department in St. Louis. This movement was part of a national effort to professionalize and expand police service and rid it of harmful informal influences. Motor patrols necessitated a new type of police facility capable of servicing and refueling vehicles, but also able to quickly return damaged vehicles to service after accidents which frequently occurred during high-speed chases. The Metropolitan Police Garage was the department's first purpose-built vehicle service facility, and its only garage until a second facility, which was not purpose-built, opened in 1954. No other garage associated with the advent of motor patrols is extant. The period of significance begins when the department placed the building in service, 1925, and runs through the date when the department opened the second garage facility, 1954. The nominated property is the sole resource associated with the area and period of significance.

### The Rise of Metropolitan Policing

The Metropolitan Police Garage is the result of a long history of developing both metropolitan policing and changing foot patrols to motor patrols. London, England, established a metropolitan police department in 1796, consolidating several smaller groups of patrolmen and watchmen into the first modern Western police department.<sup>6</sup> Not long after, St. Louis first established a four-person volunteer police force in 1808, and established a paid police department led by a captain in 1818.<sup>7</sup> Growth of the city led to the need for more officers, who patrolled on foot. In 1826, the department grew to twenty-six officers under the direction of a captain.<sup>8</sup> In St. Louis, London and most cities with police forces, the duties and responsibilities of departments and their officers were unclear.

In 1829, London reorganized its police department under the Metropolitan Police Act, requiring for the first time that officers take an oath and be paid.<sup>9</sup> The Act also expanded police powers to move from general response to disturbances to regulating liquor sales, indecent behavior and "street offenses" such as prostitution, drunkenness and gambling. The London Metropolitan Police Act inspired departments in the United States to consolidate smaller and more political

<sup>6</sup> Bruce Smith, *Police Systems in the United States* (New York and London: Harper and Brothers Publishers, 1940), p. 127.

<sup>7</sup> "Early History of the St. Louis Police Force," *St. Louis* (Selwyn K. Troen and Glen E. Holt, editors; New York and London: New Viewpoints, 1977), p. 33-4.

<sup>8</sup> "Early History of the St. Louis Police Force," p. 34.

<sup>9</sup> James J. Criss, *Beyond Community Policing: From Early American Beginnings to the 21st Century* (London: Routledge, 2015), p. 27.



National Register of Historic Places  
Continuation Sheet

Section number 8 Page 10

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

police organizations, to provide more administrative consistency, expand protection offered by police departments and to ultimately weaken political influence.<sup>10</sup> In the late 1830s, police departments in the United States began adopting new enabling ordinances and statutes based on the London law. Still, most departments lacked formal procedures governing how officers were to fulfill their duties, leading to strong political and informal influence on enforcement.<sup>11</sup>

Police historians characterize the era beginning in 1830 and ending in either the 1920s or earlier (depending on view) as the “spoils era,” in which police departments were seen as extensions of political power, not professional manifestations of strict rules.<sup>12</sup> Elected officials often fired chiefs or entire departments upon taking office, and treated police jobs as spoils to be awarded to supporters or people whose support was desired, such as immigrants from targeted groups. With officers patrolling on foot, they were exposed to direct bribery or interference from ward politicians, as well as demands from general citizens. Without strong rules, officers possessed much discretionary power over how to handle such informal interactions. Some officers were corrupt, but many also used discretion to provide social services such as finding indigent people overnight housing and food.<sup>13</sup> Nineteenth century police reformers pushed to transform urban police departments from job-creating projects, often benefitting immigrants and securing their allegiance to political voting blocs, to providers of efficiently-delivered, essential public services free from partisan meddling.<sup>14</sup>

St. Louis continued pushing toward instantiating a modern metropolitan police department. In 1854, the department first developed uniforms for its officers.<sup>15</sup> Within two years, the city adopted an ordinance making the chief an appointee of the mayor, and Daniel A. Rawlings soon became the city’s first civil service chief of police until his departure in 1861.<sup>16</sup> After New York City created its metropolitan department with an appointed commission overseeing department affairs in 1857, St. Louis reformers pressed the case that the city should follow suit.<sup>17</sup> Under New York’s new system, the commissioners could hold police officers more accountable to rules of conduct and public standards.

St. Louis’ efforts to secure a new state statute enabling a metropolitan police department resulted in a complex victory in March 1861. Missouri had elected Claiborne Jackson, a pro-Confederate, anti-Union politician, as governor alongside many anti-Union state legislators in the November 1860 election. The new crop of legislators saw fit to leverage St. Louis’ wishes to achieve their aim of subverting potential pro-Union militias in the state. Seeing that the police in largely pro-Union St. Louis could be mobilized against Jackson’s hopeful pro-Confederate militia, Jackson and his allies worked to pass the metropolitan police act with the provision that the new Board of Commissioners would consist of the Mayor of St. Louis as president and four members appointed by the Governor of Missouri. Although state control would remain in place

<sup>10</sup> Smith, p. 127.

<sup>11</sup> Criss, p. 28.

<sup>12</sup> Criss, p. 30. Some historians assert that the “spoils era” ended around 1900, but others argue that although departments reformed organizationally the spoils systems were not expunged nationally until the 1920s.

<sup>13</sup> Criss, p. 30.

<sup>14</sup> Robert M. Fogelson, *Big-City Police* (Cambridge, Massachusetts: Harvard University Press, 1977), p. 90.

<sup>15</sup> Wagner, p. 7.

<sup>16</sup> Wagner, p. 9.

<sup>17</sup> Wagner, p. 10.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 11

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

until 2014 against the wishes of St. Louis leaders, the law did enable a commission to potentially reform the new St. Louis Metropolitan Police Department.<sup>18</sup>

Yet even without Civil War politics in the fray, the new Board of Police Commissioners was far from transformational in its early years. The department was still enmeshed in political demands and outright corruption, like many other in the United States. Reformers pressed to strengthen chiefs as professional leaders, and to reduce the power of district or precinct captains who were more likely to have fealty to local politicians.<sup>19</sup> Part of this pressure consisted in lobbying municipal legislatures to consolidate certain apparatuses of the police to the control of headquarters units directly managed by the chief.

Typically, cities moved the vice and traffic squads to central control in the late 1890s, although some moved all detective units including homicide units to the same. The reformers hoped to simultaneously diminish pervasive political interference in police work, especially of serious crimes, and to encourage the professionalization of police work. The centralization of traffic patrols ultimately would make the introduction of police automobiles easier, since there were usually the first departments to utilize motor vehicles.

When St. Louis city separated from St. Louis County in 1876, its 18 square miles expanded to 64. The St. Louis Metropolitan Police Department would have to grow in size and patrol capacity in the next decades as the city urbanized its new land mass. The 1876 charter and an 1889 ordinance increased the number of sworn officers.<sup>20</sup> The 1899 Police Act removed the mayor as president, increased the number of sworn officers and divided the city into 12 police districts (there previously had been four).<sup>21</sup> These instruments allowed for refinement of administration and increased geographic reach of protection, but the department still had traces of informal demands. At one point in this era, officers had portions of their paychecks removed to fund political activity by the Missouri Democratic Party, due to a plot by one of the Commissioners.<sup>22</sup>

The first decade of the twentieth century was key to breaking lingering corruption and impropriety within the Metropolitan Police Department. Circuit Attorney Joseph Folk worked strenuously to root out public corruption, and in 1903 and 1904 prosecuted several police officers for graft.<sup>23</sup> By 1905, the department implemented a new rule that all applications and promotions had to meet merit standards, and promotions must be made with a full report on a candidate by the captain of the corresponding district or unit.<sup>24</sup> By the end of the decade, political influence on the department was not completely eradicated, but was quite diminished.<sup>25</sup>

<sup>18</sup> Wagner, p. 17. After Missouri relinquished control of the St. Louis Metropolitan Police Department, the mayor had direct authority to appoint the chief and the commissioners serving on the Board of Police Commissioners.

<sup>19</sup> Fogelson, p. 97.

<sup>20</sup> Wagner, p. 283.

<sup>21</sup> Wagner, p. 337-8.

<sup>22</sup> Wagner, p. 360-1.

<sup>23</sup> James Neal Primm, *Lion of the Valley: St. Louis, Missouri, 1976-1980* (Boulder, Colorado: Pruett Publishing, 1981), p. 391.

<sup>24</sup> Wagner, p. 422.

<sup>25</sup> Wagner, p. 450.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 12

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

The Board of Police Commissioners seemed far more culpable for injecting politics in the department than the structure and rules of the department, which had been reformed greatly.

When the police department began purchasing automobiles for police work in 1904, it entered into an era of police change termed by police historians as the “reform and early modernization era.”<sup>26</sup> The automobile would be a great enabler of police modernization. The mass production of automobiles in the early twentieth century allowed for quicker response times and expanded coverage, key for cities like St. Louis that were expanding their urbanized area, but also would pull officers away from the direct informal contact of the foot patrol. After the foot patrols ended, officers were placed on rotation for various beats, while before they typically walked the same beat daily. According to police scholar James J. Criss, the motor patrol officer was the epitome of many of the reformers’ long struggles: an officer who had clear duties and rules, professional training, means for quick response time and reduced contact with local politicians and others who might offer favors or cash bribes.<sup>27</sup>

### The Arrival of Police Automobiles in St. Louis

When the Metropolitan Police Department added its first police car in 1904, the automobile was a new technology, and the department’s adoption was early. The first police automobile in the United States was the wagon that the Akron, Ohio police department purchased in 1899.<sup>28</sup> Few departments would have police automobiles even by 1910. St. Louis, however, had been one of the nation’s pioneer cities for automobile manufacturing and ownership. While the St. Louis Motor Carriage Company opened as the first automobile factory in St. Louis in 1898, the first automobile license was granted in 1902.<sup>29</sup> By 1908, there were 1,900 licensed automobiles in the city and an automobile taxi service.<sup>30</sup> Missouri passed its first statewide automobile law in 1907 and established the Missouri Highway Department in 1917.

Early automotive ownership in St. Louis led to the city’s establishing a speed ordinance in 1904 setting 8 miles per hour as the maximum speed on streets, and six miles per hour in city parks.<sup>31</sup> The city’s mounted patrol had to enforce the ordinance in parks, but on most streets enforcement was impossible due to the slow speed of horses, which could not keep up with fast automobiles. The *St. Louis Post-Dispatch* editorialized on its front page that the police department should have a “horseless carriage” to assist in catching speeders, who were popularly called “scorchers.”<sup>32</sup> Some automobiles could achieve 73 miles per hour as a top speed at this time, although most were much slower.<sup>33</sup> Within a few weeks, the police

<sup>26</sup> Criss, p. 29.

<sup>27</sup> Criss, p. 32.

<sup>28</sup> Richard Wagner, *Golden Wheels: The Story of the Automobiles Made in Cleveland and Northeastern Ohio, 1892-1932* (Cleveland: Western Reserve Historical Society, 1975), p. 236.

<sup>29</sup> St. Louis Society of Automobile Pioneers, *Four Wheels No Brakes: A History of the Early Development of the Automobile in St. Louis* (St. Louis: St. Louis Society of Automobile Pioneers, 1930), p. 19.

<sup>30</sup> St. Louis Society of Automobile Pioneers, p. 21 and p. 173.

<sup>31</sup> Wagner, p. 396.

<sup>32</sup> *St. Louis Post-Dispatch* (June 24, 1904), p. 1.

<sup>33</sup> Kyle Patterson, “The Fastest Car of Every Decade Since Cars Were Invented,” *Drivetribe* (2018). Accessed March 20, 2020. <<https://drivetribe.com/p/the-fastest-car-of-every-decade>>.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 13

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

department held a demonstration of two high-speed automobiles for Chief Matthew Kiely to determine his interest in making a purchase.<sup>34</sup>

However, the department did not end up purchasing the fast automobiles. Instead, the first police automobile was a fairly slow wagon manufactured by the St. Louis Motor Carriage Company, which would become known as the "skidoodle wagon."<sup>35</sup> With a top speed of 15 miles per hour, the wagon was a modest response to the speeding problem (see figure 7). Furthermore, the wagon had to be driven by a trained chauffeur, since most police officers did not know how to drive. The new automobile ran on "stove gas," rather than gasoline, although the department predicted gasoline capacity within one year.<sup>36</sup> General Manager of Police Property Dr. William R. Faulkner proclaimed that the Metropolitan Police Department was the nation's first department to purchase a vehicle specifically to catch scorchers.

Beyond speeding, the police department began dealing with another automotive crime: grand theft. In 1904, several new automobiles were stolen.<sup>37</sup> Auto theft often led to automobile pursuit or detection of stolen vehicles. Automobiles and policing were only beginning as long relationship. In 1905, the department had purchased its second automobile.<sup>38</sup> Speeding was a frequent subject in local newspapers, with police chases almost a spectator sport given its novelty and thrill factor. However, the circuit courts sought stiffer penalties in the face of the new menace and set a speeding fine for a heavy \$25 in 1906.<sup>39</sup> In the early years of motor patrols, the department lacked cars that could achieve the high speeds of private automobiles, and lacked a dedicated service garage that could keep cars in continual operation.

The 1907 *Annual Report of the Board of Police Commissioners of the City of St. Louis* reported that the department incurred automobile expenses of \$3,473.89, including repairs and purchases, and had paid a chauffeur's salary from Apr 1, 1906 through April 1, 1907 (\$1,715.73).<sup>40</sup> No motorcycles are reported, and the low automotive expense indicates a small fleet. The automobiles would remain under the custody of the horse stables until 1913. An article in the newspaper the same year made it clear that the police lacked the power to catch speeders, with its cars capable of only 35 mile per hour speeds chasing private automobiles that could speed at 70 miles per hour or more.<sup>41</sup> One year later, the department reported expenses for automobiles and motorcycles, after having purchased a motorcycle the previous year.<sup>42</sup> In 1909, the department reported that expenses for automobiles and motorcycles were \$9,544.36, and that its first-ever dedicated machinists' salaries were \$2,263.91.<sup>43</sup> The motor vehicle expense would be over \$5,000 higher within one year.<sup>44</sup>

<sup>34</sup> Wagner, p. 397.

<sup>35</sup> Ibid.

<sup>36</sup> Ibid.

<sup>37</sup> Wagner, p. 415.

<sup>38</sup> "Wrecks Police Auto to Save Womens' Lives," *St. Louis Post-Dispatch* (September 4, 1905), p. 1.

<sup>39</sup> "Least Fine for Scorchers: \$25," *St. Louis Post-Dispatch* (August 24, 1906), p. 3.

<sup>40</sup> *Forty-Sixth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1907), p. 61.

<sup>41</sup> "Police Autos Are Too Slow to Serve End," *St. Louis Post-Dispatch* (January 7, 1907), p. 3.

<sup>42</sup> *Forty-Seventh Annual Report of the Board of Police Commissioners of the City of St. Louis* (1908), p. 60.

<sup>43</sup> *Forty-Eighth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1909), p. 51.

<sup>44</sup> *Forty-Ninth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1910), p. 51.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 14

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

In 1913, the Department reported that it had a new garage division with an appointed superintendent whose sole duty was overseeing motor vehicles.<sup>45</sup> The garage division operated in a rented space at Laclede and Ewing avenues (no longer extant).<sup>46</sup> The superintendent reported having purchased one new Dorris patrol wagon, one used Dorris touring car, two Ford runabouts and ten new motorcycles that year, while trading ten “unserviceable” motorcycles. The department maintained and operated five auto patrol wagons, four touring cars, two runabouts, one trouble car and 16 motorcycles for a total of 28 vehicles.<sup>47</sup> Clearly the use of automobiles for policing the city was becoming part of the department’s administrative structure and its daily practices. The number of vehicles remained low enough, however, to indicate limited ability to use the fleet for regular patrols citywide, and the department still maintained many horses.

Four years later, in 1917, the Metropolitan Police Department reported owning 51 vehicles, which included 35 automobiles.<sup>48</sup> The total value of the police motor vehicle fleet was \$15,095.25. That same year, the City Plan Commission observed that automobility had become a major factor in urban transportation, and a pressing problem for managing urban growth. The 1917 report *A Major Streets Plan for St. Louis* included a survey of traffic that found that 52.4% of the traffic in the city came from vehicles while 31.5% was horse-drawn and 16.1% was from delivery and service trucks.<sup>49</sup> The automobile was now the primary form of journeys through the city not utilizing mass transit. The city was not well-designed to accommodate the new demand, according to the Commission and its planner Harland Bartholomew. Anticipating that the automobile would only grow in percentage of street transportation modes, the Commission began recommending the development of a tiered arterial traffic plan for the city. The Metropolitan Police Department could recognize that its reliance on foot and horse patrols for the majority of police patrols in the city would have to come to an end, and the automobile would need to be the primary transportation for routine police patrol.

By 1918, the department reported that it possessed 59 automobiles.<sup>50</sup> In 1919, there were 60 automobiles worth \$15,927.66, and 41 motorcycles.<sup>51</sup> The department had 16 automobile patrols, and 13 touring cars. In 1920, the department held steady on the number of vehicles, but added its first armored car.<sup>52</sup> One year later, the department reported a total value of automobiles as \$30,904.37, almost double two years’ earlier.<sup>53</sup> Some flux in number of vehicles is apparent, as in 1923 the department reported 50 automobiles (including the armored truck) and 36 motorcycles.<sup>54</sup> The value of automobiles was now \$43,507.60 The department also had purchased a gasoline truck for mobile refueling and a service wagon to make repairs in the field.

<sup>45</sup> *Fifty-Second Annual Report of the Board of Police Commissioners of the City of St. Louis* (1913), p. 36.  
<sup>46</sup> “Police Department Buys Two Dorris Patrol Cars,” *St. Louis Globe-Democrat* (September 7, 1913), p. 38.  
<sup>47</sup> *Ibid.*  
<sup>48</sup> *Fifty-Third Annual Report of the Board of Police Commissioners of the City of St. Louis* (1917), p. 51.  
<sup>49</sup> City Plan Commission, *A Major Streets Plan for St. Louis* (1917), p. 8.  
<sup>50</sup> *Fifty-Seventh Annual Report of the Board of Police Commissioners of the City of St. Louis* (1918), p. 37.  
<sup>51</sup> *Fifty-Eighth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1919), p. 41.  
<sup>52</sup> *Fifty-Ninth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1920), p. 40.  
<sup>53</sup> *Sixtieth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1921), p. 39.  
<sup>54</sup> *Sixty-Second Annual Report of the Board of Police Commissioners of the City of St. Louis* (1923), p. 46.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 15

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Officers were already using the automobiles for more than traffic enforcement. In 1921, a *St. Louis Post-Dispatch* writer rode along with the “night riders” of the department, who were detectives utilizing a fast unmarked automobile to apprehend “police characters.”<sup>55</sup> The “characters” apparently were known criminals who would feel more comfortable showing their faces on city streets after dark. Later that year, the St. Louis Metropolitan Police Department initiated its first-ever regular vehicle patrols of the city, set for nighttime hours in fall and winter when the city was at its darkest.<sup>56</sup> These patrols, 25 each night, were general protective patrols by uniformed officers, and not targeted at specific detective tasks. For repair work, the department relied on a purchased garage, built as a stable and described by the *Police Journal* as “small and dilapidated”, located at 2827 Market Street and a lot outside of the police headquarters building as 208 S. 12th Street (demolished).<sup>57</sup> Neither the garage nor the original headquarters building are extant today.

Ahead of the opening of the new garage, the *Police Journal* noted the diminishing size of the department’s mounted patrol, whose horses could not provide the speedy geographic reach of the motor cars. According to an article published in June 1925, the department was discharging 36 horses from the mounted patrol on what the writer termed the “triumph of motor horse-power over the horse itself.”<sup>58</sup> The mounted patrol would continue in a smaller capacity, and remains today when it is mostly used for patrolling parks and special events like parades.

In 1924, the year that the police garage was under construction, the department had 117 automobiles – 116 more than it had 20 years earlier -- and 39 motorcycles.<sup>59</sup> There were 17 motor patrols, and 94 touring cars available. Within the City of St. Louis, there were 92,628 licensed private vehicles, and, according to the police department’s estimates, perhaps as many as 150,000 on the streets any given day.<sup>60</sup> By the time that the Metropolitan Police Department built the nominated resource, automobiles had fundamentally changed policing in the US. The use of automobiles and police radio systems allowed departments to increase protection even with modest numbers of officers.<sup>61</sup> Motorized patrol was the “cheapest form of police protection” as well, allowing for low-cost expansion of patrol coverage.<sup>62</sup>

### The Metropolitan Police Garage

During the expansion of the police automobile fleet, the department lacked any central garage facility. The department had a scattering of automobile parking areas, and a modest repair shop. The department foremost needed a dedicated repair shop that could accommodate a large modern fleet, and secondarily needed flexible parking space to accommodate parking automobiles that could not park at headquarters or district stations. Police vehicles consumed gasoline frequently, and were driven for long shifts that strained their mechanical systems.

<sup>55</sup> “Riding With the Night Riders of the St. Louis Police,” *St. Louis Post-Dispatch* (June 16, 1921), p. 23.

<sup>56</sup> “25 Police Squads to Patrol the City at Night,” *St. Louis Post-Dispatch* (November 20, 1921), p. A8B.

<sup>57</sup> “Metropolitan Police Garage Formally Occupied by Department,” *Police Journal* 14.15 (July 11, 1925), p. 11.

<sup>58</sup> “Passing of the ‘Mounted Squad,’” *Police Journal* 14.13 (June 27, 1925).

<sup>59</sup> *Sixty-Third Annual Report of the Board of Police Commissioners of the City of St. Louis* (1924), p. 54.

<sup>60</sup> “Commendable and Praiseworthy Service Performed by the Automobile Squad in 1923,” *Police Journal* 12.40 (January 2, 1924), p. 8.

<sup>61</sup> Smith, p. 127.

<sup>62</sup> Smith, p. 145.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 16

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Police vehicles would need regular lubrication of mechanical systems, oil changes and washing. Furthermore, the department learned early on that high-speed police chases were going to be a regular part of motor patrol. In these chases, police vehicles often sustained body damage that would need to be repaired soon to return needed vehicles to service.<sup>63</sup> Small parking areas and rented buildings built for horse or carriage storage were inadequate for the department's daily demands.

In 1907, the department built its first permanent headquarters building at 208 S. 12<sup>th</sup> Street (now demolished), and an adjacent Police Court building at 1119-21 Clark Street (now demolished).<sup>64</sup> There was a first floor garage space at the Police Court that served to house a few vehicles, and yard space around the headquarters also was available. Subsequently, by 1913 the department rented a space at Laclede and Ewing avenues. After 1920, the police maintained a garage at 2814 Market Street (demolished), before moving to a space at 2827 Market Street (also demolished). By 1918, the largest police expense aside from payroll was for horse stable and automobile garage expenses, with some of the garage expense being rental of privately-owned spaces.<sup>65</sup> In 1923, the Board of Police Commissioners started working toward building a new modern garage especially for automobiles. In addition to lack of modern repair facilities, the department also realized that use of non-fireproof garage facilities was a bad practice that could jeopardize the police fleet.

The Metropolitan Police Department's quest for a site for a new garage facility coincided with a massive push for public improvements. In February 1923, city voters approved 20 out of 21 bond issues to pass an unprecedented \$87.4 million issuances of bonds for municipal improvements.<sup>66</sup> Although the police garage was not included in the bond issuance, its construction would soon follow. The bond issue did finance major reconstruction of streets as recommended in the 1917 *Major Streets Plan*, including the radial configuration of north-south streets like Kingshighway and the widening of east-west crosstown streets such as Olive and Lindell and Forest Park Parkway.<sup>67</sup> The new improvements allowed for swifter vehicular flows across the city, which made the policing of the city by motor car in both patrol and response more efficient.

The Board of Police Commissioners purchased a site at 3919-23 Laclede Avenue in the Central West End for \$21,300.00 in June 1923.<sup>68</sup> The site and a vacant parcel to the east had been used annually for amusements since at least 1920, providing a site for events like the Sells-Floto Circus and the Ringling Brothers Circus. Laclede Avenue was a 60-foot wide modern street, and the location was central in the city. The garage could serve St. Louis well from the site. Around the same time, the City of St. Louis began planning the construction of a new garage for other city-owned vehicles, to be located at 12<sup>th</sup> (now Tucker) and Clark streets downtown. That facility, the Municipal Service Building (NR 1/12/2005) designed by the

<sup>63</sup> Interview with Susan Kristiana Carnaghi, Librarian of the St. Louis Metropolitan Police Department. January 7, 2020.

<sup>64</sup> Wagner, p. 450.

<sup>65</sup> "Cost \$2,332,169 to Run Police Department a Year," *St. Louis Post-Dispatch* (September 2, 1918), p. 2.

<sup>66</sup> Primm, p. 447

<sup>67</sup> Eric Sandweiss, *St. Louis: The Evolution of an American Urban Landscape* (Philadelphia: Temple University Press, 2001), p. 220-1.

<sup>68</sup> *St. Louis Star-Times* (23 June 1923), p. 5.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 17

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

architectural firm of Study & Farrar, would not be under construction until 1927 and not completed in 1928.<sup>69</sup> The Municipal Service Building was used by the Fire Department and for other city vehicles such as public works vehicles, but never was utilized by the Metropolitan Police Department which had sufficient capacity at its garage and in parking areas at police stations.<sup>70</sup> In fact, the Municipal Service Building's 355 spaces ended up being excess capacity, and the city considered opening the garage for public use.<sup>71</sup> The Metropolitan Police Garage would be the City of St. Louis' first purpose-built garage for police vehicles and the first to include vehicle servicing areas.

The Board of Police Commissioners selected respected architect Harry G. Clymer to design the new garage.<sup>72</sup> Through the firm of Clymer & Drischler, Clymer had designed one of the largest early automobile factories in St. Louis, a five-story reinforced concrete fireproof factory for the Ford Motor Company at 4100 Forest Park Parkway. Completed in 1914 and expanded by renowned industrial architect Albert Kahn in 1916, the Ford Motor Company Building (NR 3/6/2002) was an impressive facility designed to accommodate the swift moving of automobiles between floors of a busy production line. The firm designed at least two additional automotive-related projects. In 1914, the firm designed the two-story fireproof showroom for the Frye Motor Car Company at 3331-9 Locust Street (extant).<sup>73</sup> The March 25, 1916 issue of *The American Contractor* reported three automobile-related projects by Clymer & Drischler. The three projects were a related set of ventures at Lindell & Sarah avenues in the Central West End including an automobile showroom, an accessories building and a gas station.<sup>74</sup>

Upon completion in July 1925, the *St. Louis Globe-Democrat* ran a special commemorative feature on the new garage. The feature stated that the building's fittings came from a list of leading suppliers, including concrete work by McCormack-Combs Construction Company, structural steel from Stupp Brothers Bridge and Iron Company, architectural terra cotta from the Winkle Terra Cotta Company and bronze work by the Edwin F. Guth Company.<sup>75</sup> The new facility boasted a 22,000 square foot first floor devoted to the storage of motor vehicles, a 19,000 square foot second floor equipped with modern repair facilities and a 7,000 square foot basement where separate shower rooms existed for patrolmen and mechanics.<sup>76</sup> Today the nominated property retains its exposed fireproof construction, evidence of open repair facilities and the ramp that facilitated movement between floors.

The feature's boast that this was the "most complete municipal garage west of New York City" was not substantiated, but certainly the new garage was state of the art.<sup>77</sup> The garage also appeared in at least one supplier advertisement in the local press after construction (see figure

<sup>69</sup> Mary M. Stiritz, *National Register of Historic Places Inventory Form: Municipal Service Building* (National Park Service, 2005), p. 7-1.

<sup>70</sup> There is no record in the annual reports of the Board of Police Commissioners or in Police Journal that the department ever considered using the Municipal Service Garage, although all other facilities used for police vehicle storage and maintenance mentioned in this nomination are noted by address.

<sup>71</sup> Stiritz, p. 8-7.

<sup>72</sup> "Metropolitan Police Garage," *St. Louis Globe-Democrat* (19 July 1925), p. 100.

<sup>73</sup> *Western Contractor* 26 (1914), p. 20.

<sup>74</sup> *The American Contractor* (March 25, 1916), p. 72.

<sup>75</sup> "Metropolitan Police Garage," p. 100.

<sup>76</sup> *Ibid.* The shower areas still exist, but plumbing and stalls are removed.

<sup>77</sup> *Ibid.*



National Register of Historic Places  
Continuation Sheet

Section number 8 Page 18

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

8). Published views emphasized the refined main elevation, with its brick patternwork and elaborate terra cotta ornament. This elevation connoted that this garage was not only a public building requiring a dignified presence, but also that its architecture was deliberately in keeping with the mostly-residential, upper-class areas around the site. Internally, the department celebrated the new building with an article in the July 11, 1925 issue of department's biweekly magazine, *Police Journal*. According to the article, the \$200,000 facility was the city's first municipal building built solely for servicing public vehicles.<sup>78</sup>

The article reported that the first floor of the building was devoted to parking motor cars and motorcycles, and was equipped with two wash racks, one greasing rack and a filling pump serviced by an underground gasoline tank.<sup>79</sup> The entrance to foreman Fred A. Mueller's office was located through the central entrance, and had a small lobby with ornamental tile flooring (partially extant).<sup>80</sup> Upstairs, the second floor provided more parking space as well as another washing rack, another greasing rack, a machine shop, a stock room and the assembly room for the officers of the Motorcycle Squad of the Traffic Division.<sup>81</sup> Floorplans on file at the Metropolitan Police Department confirm the existence of these provisions.

The article in *Police Journal* also stated that between the building and the alley to the north was built a 50' by 70' granitoid paved yard separated from the alley by a tall reinforced concrete wall with central vehicle entrance to the alley.<sup>82</sup> The footings under this pad and the wall itself were designed to bear the weight of a projected roof to make this an enclosed addition to the garage, but the roof and enclosure were never built. Today there is no trace of the concrete wall or the original paved yard. The article concluded that the department would soon expand its fleet of 127 automobiles (organized into 17 automotive patrols) and 44 motorcycles, which were supported by two service trucks and a gasoline tank truck.<sup>83</sup>

The department increased its fleet to 186 police automobiles in 1927.<sup>84</sup> That same year, the department occupied its new headquarters building at 1200 Clark Avenue (extant). In 1929, the department purchased 49 new automobiles at once, taking advantage of the greater affordability of automobiles as mass manufacturing became standardized. These new automobiles would be the first with sirens installed, and the department had to conduct a public relations campaign to help motorists and pedestrians to know what to do when they encountered a speeding police car with its siren wailing.<sup>85</sup> A few months later, in June 1929, Police Board of Commissioners President Lon O. Hocker suggested that the department purchase police radios such as those he had learned were being used – with the effect of increasing arrest rates – in Detroit and Chicago.<sup>86</sup> The rise of radio dispatch began, with dispatch from headquarters and radio repair for automobiles taking place in the nominated property.

<sup>78</sup> "Metropolitan Police Garage Formally Occupied By Department," *Police Journal* 14.15 (July 11, 1925), p. 11.

<sup>79</sup> *Ibid.*

<sup>80</sup> *Ibid.*

<sup>81</sup> *Ibid.*

<sup>82</sup> "Metropolitan Police Garage Formally Occupied By Department," p. 12.

<sup>83</sup> *Ibid.*

<sup>84</sup> *Sixty-Sixth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1927), p. 36.

<sup>85</sup> "Sirens and Citizen Drivers," *St. Louis Post-Dispatch* (February 23, 1929), p. 4.

<sup>86</sup> "Suggests Chief Gerk Study Use of Radio in Squad Car," *St. Louis Post-Dispatch* (June 4, 1929), p. 26.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 19

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

By 1931, the department reported 201 patrol vehicles and 80 motorcycles.<sup>87</sup> The numbers fluctuated through the 1930s, but reached 212 and 91 in 1937.<sup>88</sup> The number fluctuated again in following years, but remained between 205 and 220. The department's fleet purchases made the local press throughout the 1930s (see figures 9 and 10).<sup>89</sup> During the Great Depression, news of the department's purchases was welcome evidence of economic activity. In the *St. Louis Globe-Democrat*, there was a regular automobile news page in the 1930s that relayed news that the automotive industry was managing to stay active despite the economy. Department purchases were often displayed top of the fold at center, with photographs showing impressive new vehicles parked curbside in front of the Metropolitan Police Garage. The department's purchase of 13 Graham touring cars in 1934 was reported as one of the city's largest recent single sales.<sup>90</sup> In a 1937 photograph displaying seven new Packards, the police chief and president of the Board of Commissioners posed alongside the new cars in front of the Metropolitan Police Garage.<sup>91</sup>

The number of police automobiles and motorcycles remained consistent in the late 1930s and 1940s. Annual reports show that the district had 210 automobiles and 91 motorcycles in 1936, 205 automobiles and 95 motorcycles in 1940, 221 automobiles and 95 motorcycles in 1941 and 196 automobiles and 95 motorcycles in 1947.<sup>92</sup> In 1947, the department had 12 police districts and 15 automobile patrols. The department noted that it had recently purchased 128 new automobiles and cycled out older ones due to extensive wear and tear.<sup>93</sup> Repair of vehicles was a "very difficult and trying task" due to the high mileage that each vehicle achieved each year.<sup>94</sup> The earlier investment in the Metropolitan Police Garage had proven wise.

By the 1930s, the police department began housing some police cars at district station buildings, and new buildings built in that decade all had dedicated indoor garage areas. However, none of the station buildings ever had the capacity for servicing or refueling vehicles, which all had to report to the Metropolitan Police Garage nearly daily. The Metropolitan Police Garage was essential to the operation of motorized policing, since the districts lacked repair and service facilities, and mechanics were only stationed at the central garage. Some mobile repair was possible for small accidents in the field.<sup>95</sup> According to the extant and publicly available annual reports of the Board of Police Commissioners from the period of significance, all work on police vehicles was conducted internally and no outsourcing to private shops occurred.

<sup>87</sup> *Seventieth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1931), p. 43.

<sup>88</sup> *Seventy-Sixth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1937), p. 58.

<sup>89</sup> See "Police Department Buys 13 Grahams," *St. Louis Globe-Democrat* (March 4, 1934),

"New Ford Patrol Car at Police Garage," *St. Louis Globe-Democrat* (September 16, 1934),

And "Police Department Adds Five Packards," *St. Louis Globe-Democrat* (December 14, 1937).

<sup>90</sup> "Police Department Buys 13 Grahams," *St. Louis Globe-Democrat* (March 4, 1934), p. 4F.

<sup>91</sup> "Police Buy Seven-Car Fleet," *St. Louis Globe-Democrat* (January 3, 1937), p. 8C.

<sup>92</sup> *The Seventy-Fifth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1936), p. 60; *The Seventy-Ninth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1940), p. 59; *The Eightieth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1941), p. 59; *The Eighty-Sixth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1947), p. 39.

<sup>93</sup> *The Eighty-Sixth Annual Report of the Board of Police Commissioners of the City of St. Louis* (1947), p. 22.

<sup>94</sup> *Ibid.*

<sup>95</sup> "Garage Mechanical Wizards Repair Battered Cruising Patrol," *The Police Journal* 2.2 (February 1949), p. 5.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 20

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Utilizing the new garage, the St. Louis Metropolitan Police Department developed a routine modern radio-operated motor patrol that eventually became the primary patrol method. By 1940, there were over 25,000 police patrol cars and motorcycles in use in the United States, with 80% of the 9,000 patrol cars radio-equipped.<sup>96</sup> In 1939, the ratio of police cars to police officers in US cities over 250,000 people was 8.5 to 100.<sup>97</sup> The introduction of two-way radio systems made automotive patrol even more effective. By the 1950s, most police departments had instituted policies to prefer motor patrols over foot patrols to increase efficiency.<sup>98</sup> Some departments even introduced on-man motor patrols to replace two-man patrols, with only four out of the twenty largest US cities still using two-man patrols in 1964.<sup>99</sup> In this era, a radio shop was built in the southeast corner of the first floor of the Metropolitan Police Garage to service automobile patrol radios (see figure 18). The shop demonstrates the prevalence of radio use in that a dedicated facility was needed to keep radios in constant repair. By the end of the 1940s, the automobile revolution was complete, and had reconstituted the foot beat patrol officer of the early twentieth century as an automobile-based officer.

In the regular operation of the Metropolitan Police Garage during the period of significance, the garage was a daily point on an officer's beat. By the 1930s, district stations had parking capacity for patrol automobiles. Officers reported to a district station, and joined a motor patrol there. Any needs for fuel or repair, though, were dependent upon the garage. The garage was the necessary place to refuel the police automobile.<sup>100</sup> The garage also was the place for regular maintenance, from wheel alignment to fluid changes. When an automobile received damage, from body damage to heavy wear on brakes, shocks, tires or engine, it would head to the garage for diagnosis and repair. The Metropolitan Police Garage was a veritable field hospital for the automotive of police officers. All the while, most police automobiles were parked at district stations, but the stations had no refueling or repair functions. The parking of vehicles in this garage was primarily for overflow from district parking.

The St. Louis Metropolitan Police Department continued adding vehicles, which came to be housed at various district stations after the number grew too large to contain at the Metropolitan Police Garage. The garage even housed the department's first police boat in 1940.<sup>101</sup> The garage served as the district's repair and refueling facility until 1990, when a new building directly across the street was built and the garage was converted to use as a supply warehouse. In 1949, the department still retained the garage as its only vehicle repair and service facility.<sup>102</sup> Alterations made around 1949 show continued investment in the facility (see figures 19 and 20). In February 1949, the *Police Journal* reported that the "mechanical wizards"

<sup>96</sup> Smith, p. 145.

<sup>97</sup> Ibid.

<sup>98</sup> Fogelson, p. 186.

<sup>99</sup> Ibid.

<sup>100</sup> Information in this paragraph comes from the preparer's interview with Susan Kristiana Carnaghi, Librarian of the St. Louis Metropolitan Police Department (January 7, 2020).

<sup>101</sup> "River Surveyed for Places to Launch," *St. Louis Post-Dispatch* (August 29, 1940), p. 6C. The tri-car was a motorcycle with a single front wheel and two rear wheels, allowing for rear trunks or seating.

<sup>102</sup> *St. Louis Post-Dispatch* (November 27, 1949), p. 100.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 21

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

on staff at the garage continued to get police vehicles damaged in collisions back into service swiftly.<sup>103</sup>

Also in 1949, the department replaced the downtown mounted patrol with tri-car patrol, and planned to consolidate the tri-car and motorcycle patrols at the former mounted police stable downtown at 15<sup>th</sup> and Spruce Streets (built in 1941; now demolished).<sup>104</sup> Work was underway on conversion of the stable by November 1949, and upon completion in July 1950 the motorcycle patrol departed the Metropolitan Police Garage.<sup>105</sup> By 1954, however, the department was using the downtown garage as a secondary facility for automobile repairs.<sup>106</sup> However, the Metropolitan Police Garage remained the primary garage until it was replaced by a new building across the street on Laclede Avenue in 1990. Building permit records show that the Metropolitan Police Department continued to modernize the facility after construction. Permits from 1952 through 1972 show five replacements of gasoline tanks with larger tanks, and one permit for a modern radio tower. The St. Louis Metropolitan Police Department retains motor patrol as its standard patrol practice today.

### Conclusion

The Metropolitan Police Garage was an essential facility necessary for the St. Louis Metropolitan Police Department's development of automobile-based patrols of the city. The garage rose at a time when the department had increased massively its vehicle fleet and was transitioning from use of vehicles as a traffic patrol mechanism to a substitute for foot-based police work. The department anticipated growth of the fleet, and the garage accommodated that growth successfully through the end of the period of significance, 1954. Upon completion in 1925, the garage served to service and shelter police automobiles in an age where the very method of police patrol was revolutionized by new vehicular technology. The building was the City of St. Louis' first purpose-built fireproof vehicle garage for police vehicles, and kept up with fleet growth and technological changes throughout the period of significance. The Metropolitan Police Garage today stands as sole evidence of major changes in the growth of the city, its transportation systems and its police department. No other resources associated with the historic development of motor patrols in St. Louis are extant.

<sup>103</sup> "Garage Mechanical Wizards Repair Battered Cruising Patrol," *Police Journal* 2.2. (February 1949), p. 5.

<sup>104</sup> "Four New Tri-Cars Assigned to Downtown Area," *Police Journal* 2.1 (January 1949), p. 4.

<sup>105</sup> "Stable Converting to Motorcycles," *Police Journal* 2.11 (November 1949), p. 12; "Police Motorcycle Division Moves in Remodeled Stables," *St. Louis Post-Dispatch* (July 6, 1950), p. 5A.

<sup>106</sup> "Police Board Inspecting Department's Property," *St. Louis Post-Dispatch* (March 3, 1954), p. 6B.

National Register of Historic Places  
Continuation Sheet

Section number 9 Page 22

Metropolitan Police Garage
Name of Property
St. Louis City
County and State
N/A
Name of multiple listing (if applicable)

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National Register of Historic Places  
Continuation Sheet

Section number 9 Page 23

Metropolitan Police Garage
Name of Property
St. Louis City
County and State
N/A
Name of multiple listing (if applicable)

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National Register of Historic Places  
Continuation Sheet

Section number 9 Page 24

Metropolitan Police Garage
Name of Property
St. Louis City
County and State
N/A
Name of multiple listing (if applicable)

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National Register of Historic Places  
Continuation Sheet

Section number 10 Page 25

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

**Boundary Description**

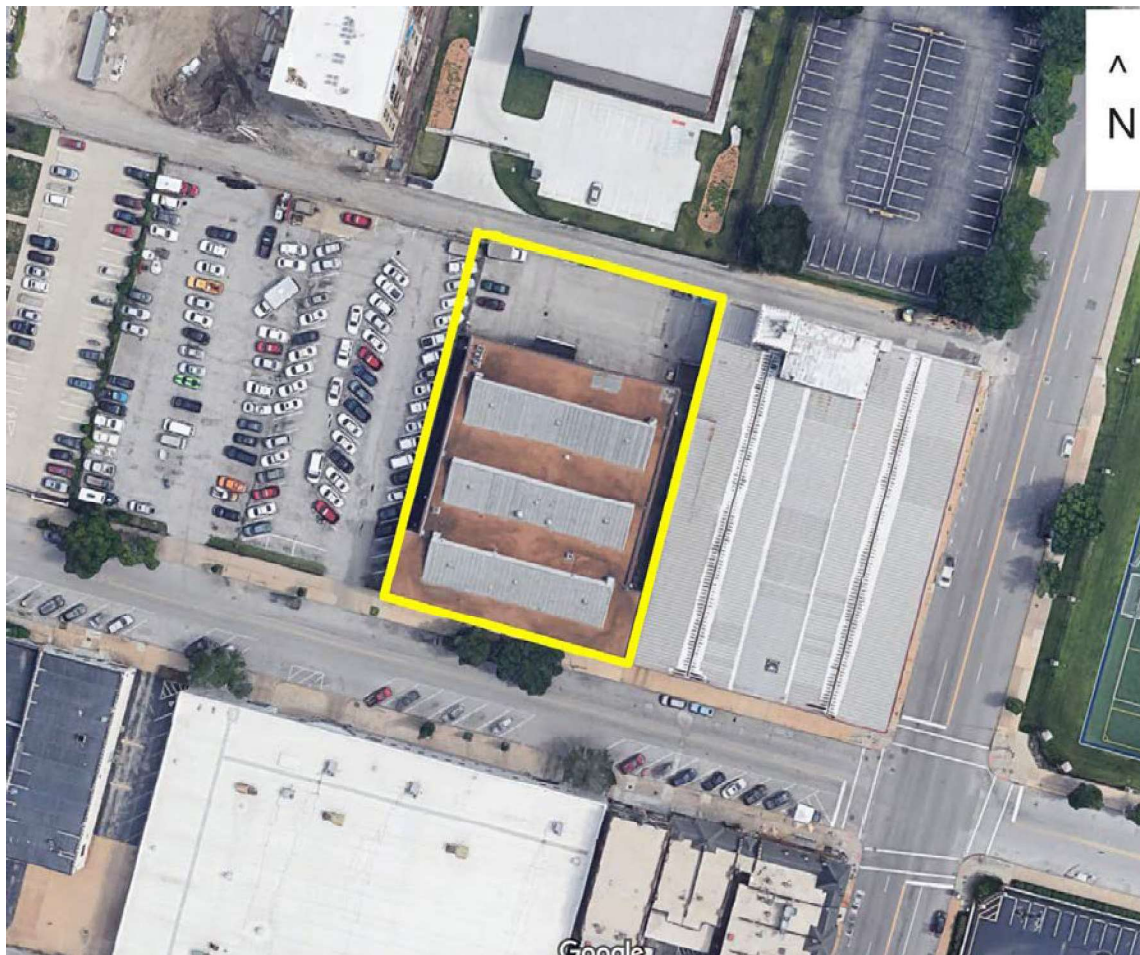
The boundary of this property bounds all of the parcel recorded by Assessor of the City of St. Louis, Missouri as parcel number 392000140. The boundary is marked by a thick line on the Metropolitan Police Garage Boundary Map.

**Boundary Justification**

This parcel is the entire site used by the Metropolitan Police Garage during the period of significance.

**Figure 1: Metropolitan Police Garage Boundary Map**

Source: Google Maps



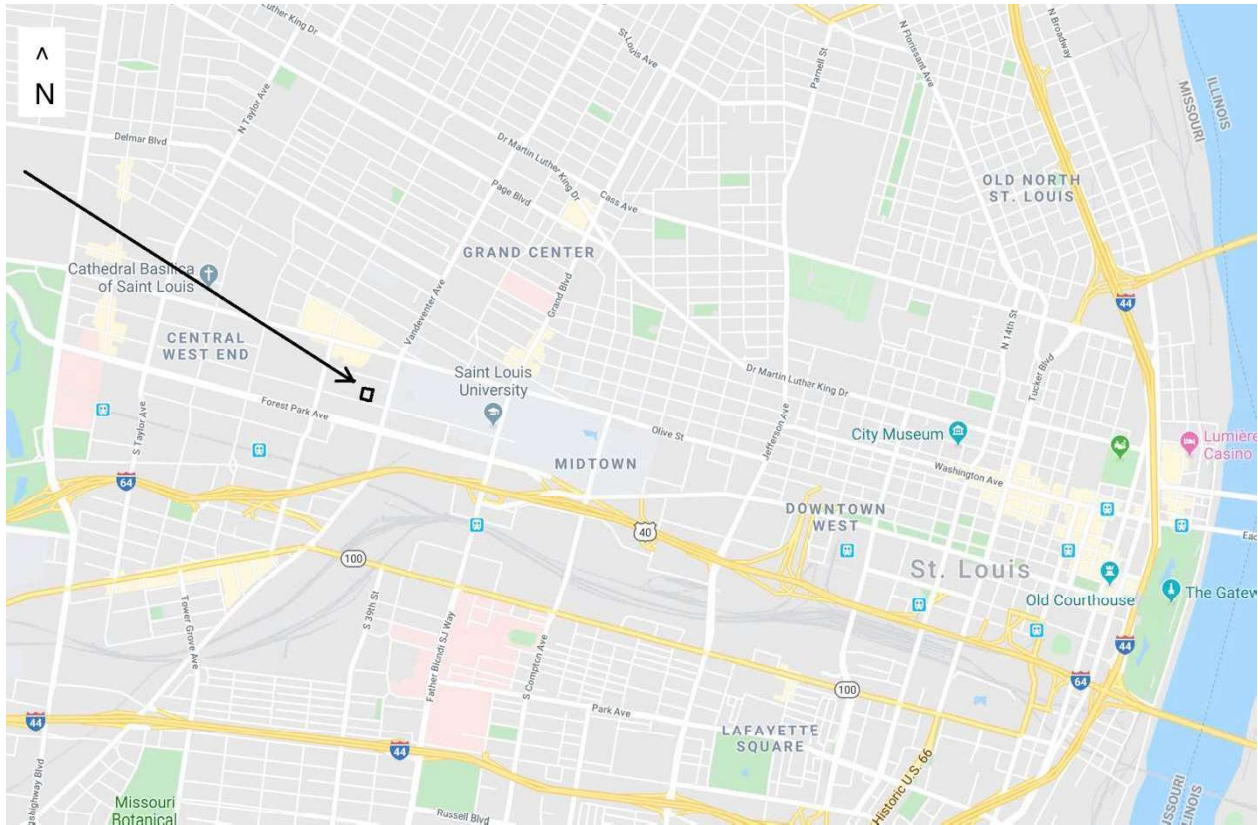


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 26

Metropolitan Police Garage
Name of Property St. Louis City, Missouri
County and State N/A
Name of multiple listing (if applicable)

Figure 2: Map showing location of Metropolitan Police Garage in St. Louis. The nominated property is marked by a boundary of thick black lines. Source: Google Maps data, 2019.

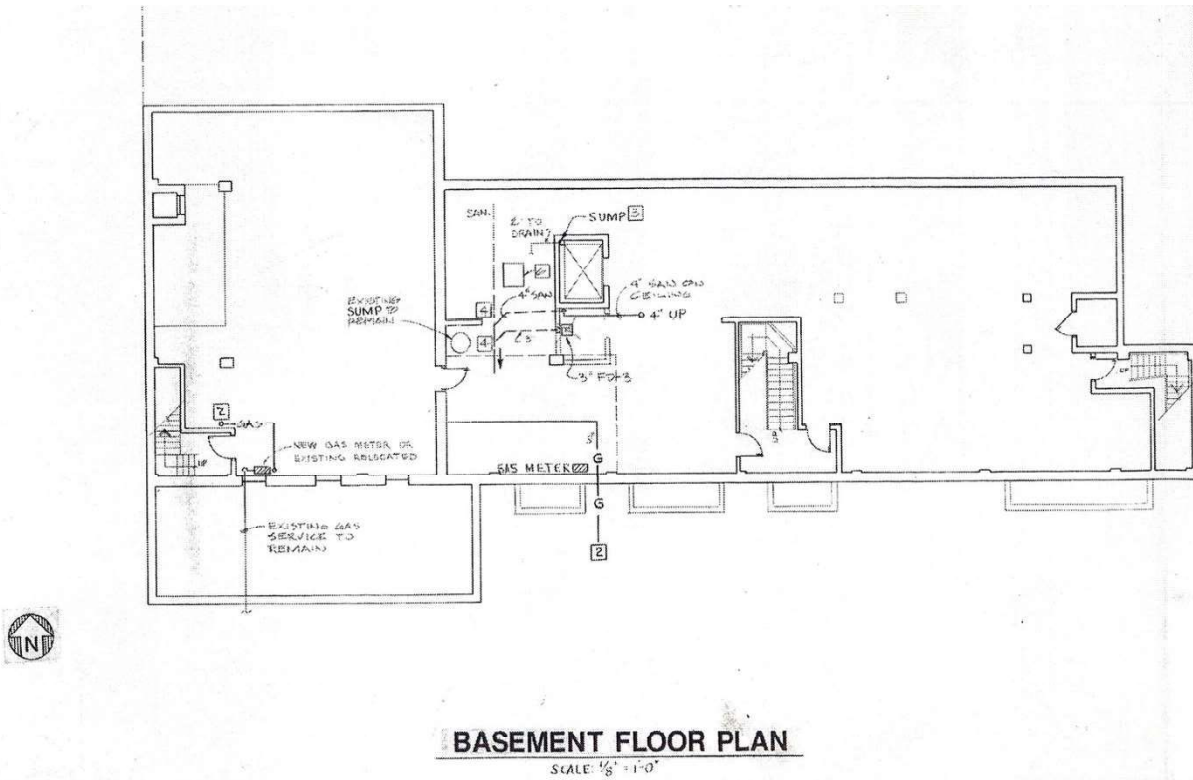


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 27

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 3: Current basement floor plan. Source: Kennedy Architects, 1990.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 28

Metropolitan Police Garage

Name of Property

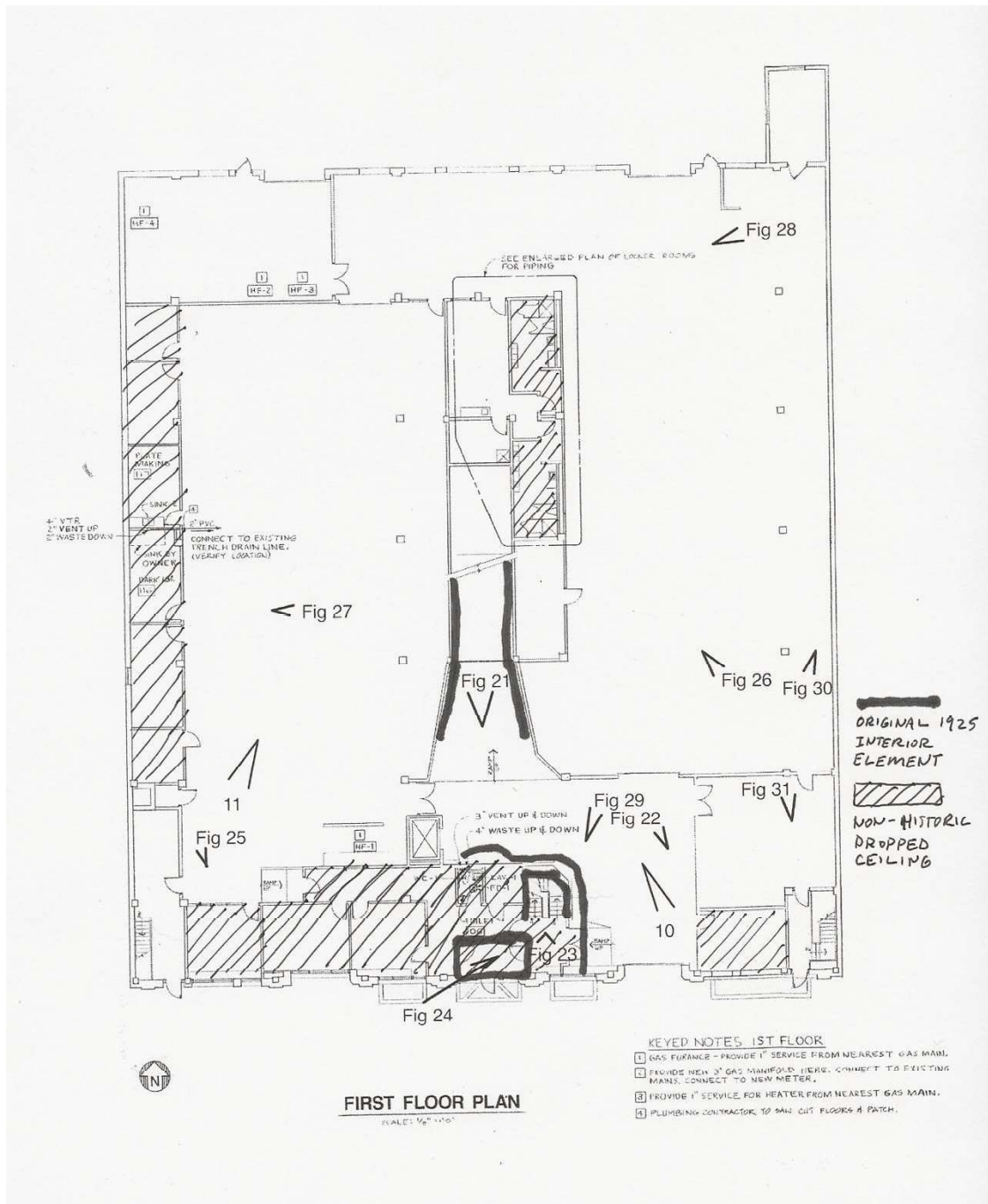
St. Louis City, Missouri

County and State

N/A

Name of multiple listing (if applicable)

Figure 4: Current first floor plan and Photo Key. Annotations by the preparer. All interior partitions not marked date to 1990. Source: Kennedy Architects, 1990; annotated by the preparer, 2019.

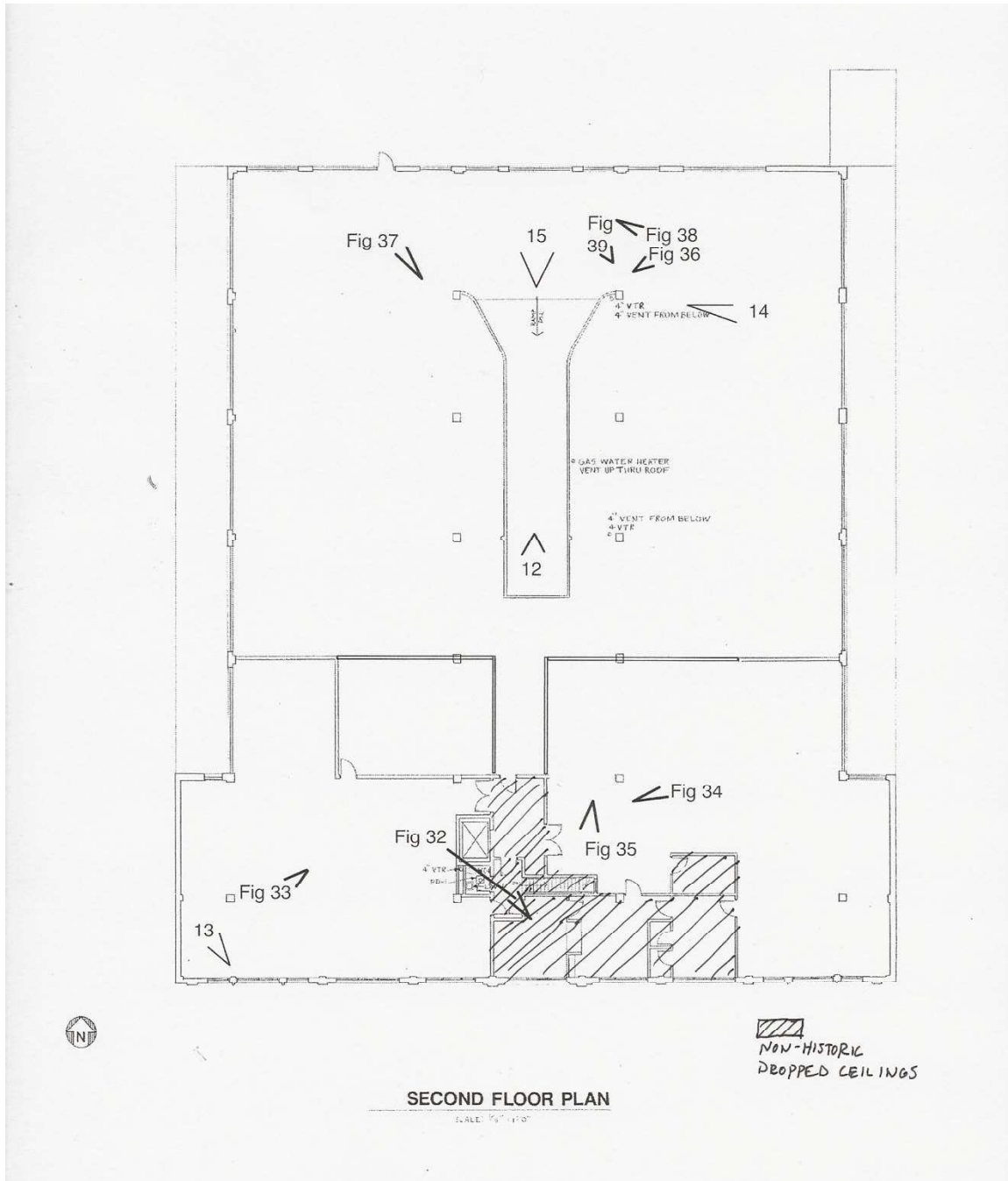


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 29

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 5: Current second floor plan and Photo Key. All interior partitions date to 1990. Source: Kennedy Architects, 1990. Annotations by the preparer, 2019.

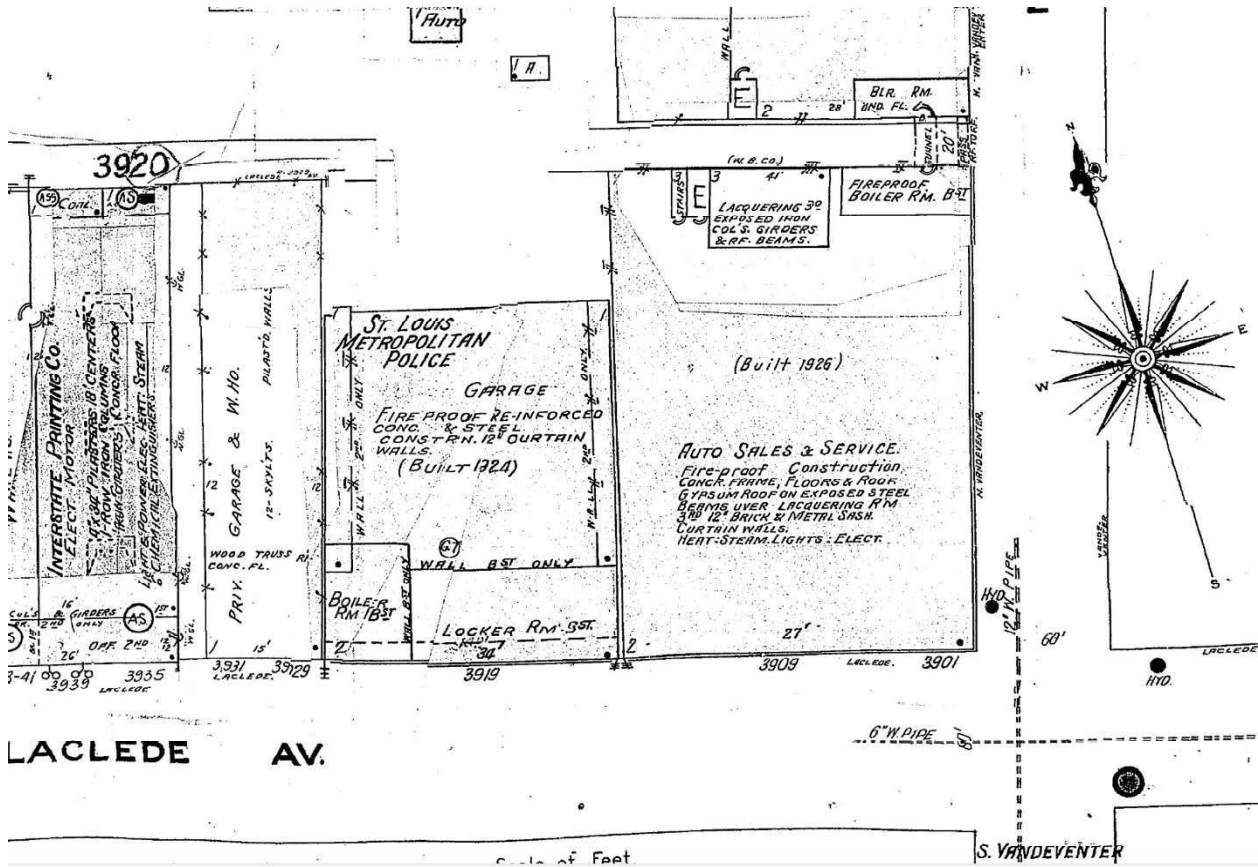


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 30

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 6: Nominated building on 1938 Sanborn fire insurance map. Source: UMI Serials.

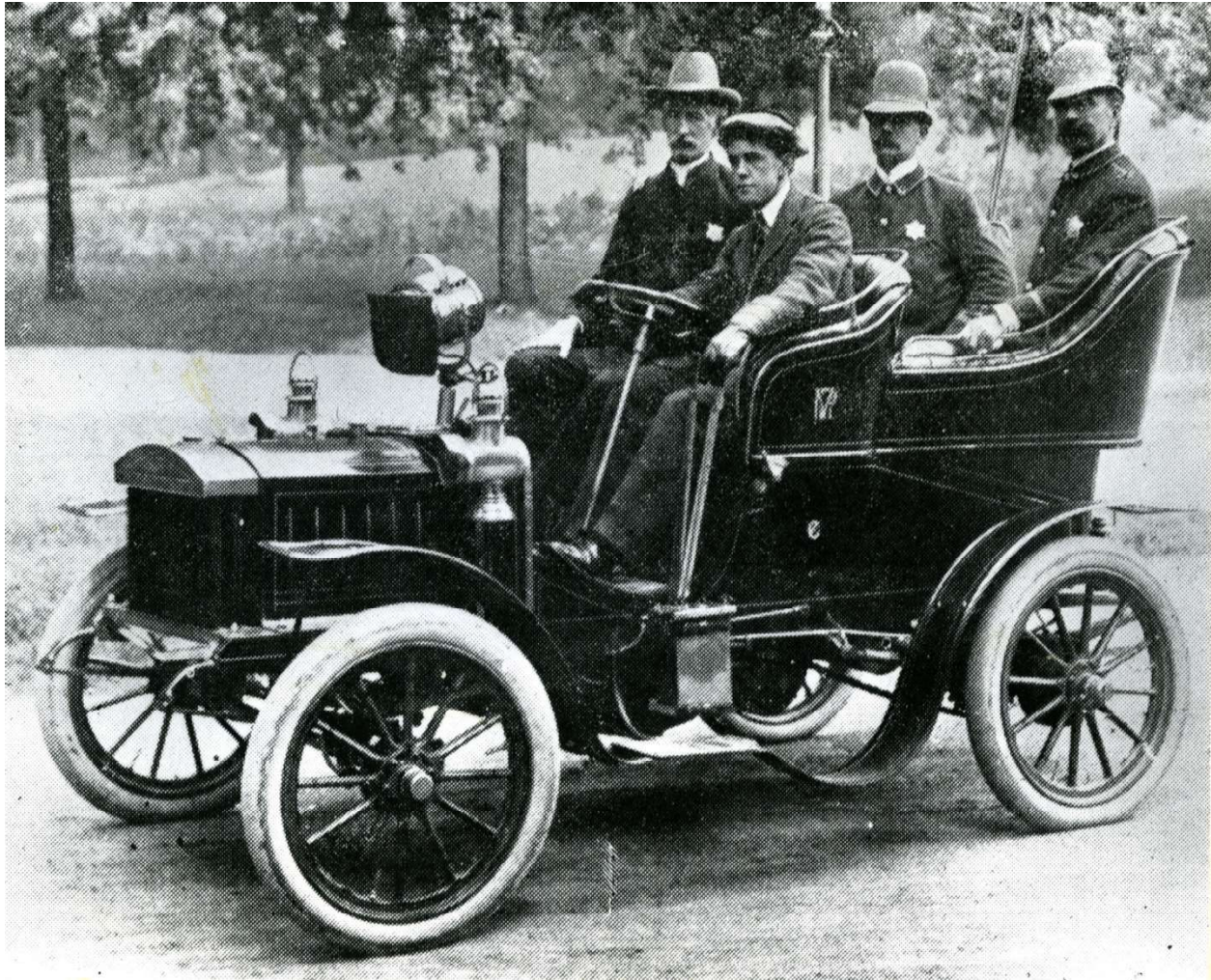


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 31

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 7: Photograph of the St. Louis Metropolitan Police Department's first automobile, 1904.  
Source: Missouri History Museum Library and Collections.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 32

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 8: A Standard plumbing advertisement showing a rendering of the Metropolitan Police Garage. Source: *St. Louis Globe-Democrat*, February 24, 1926.

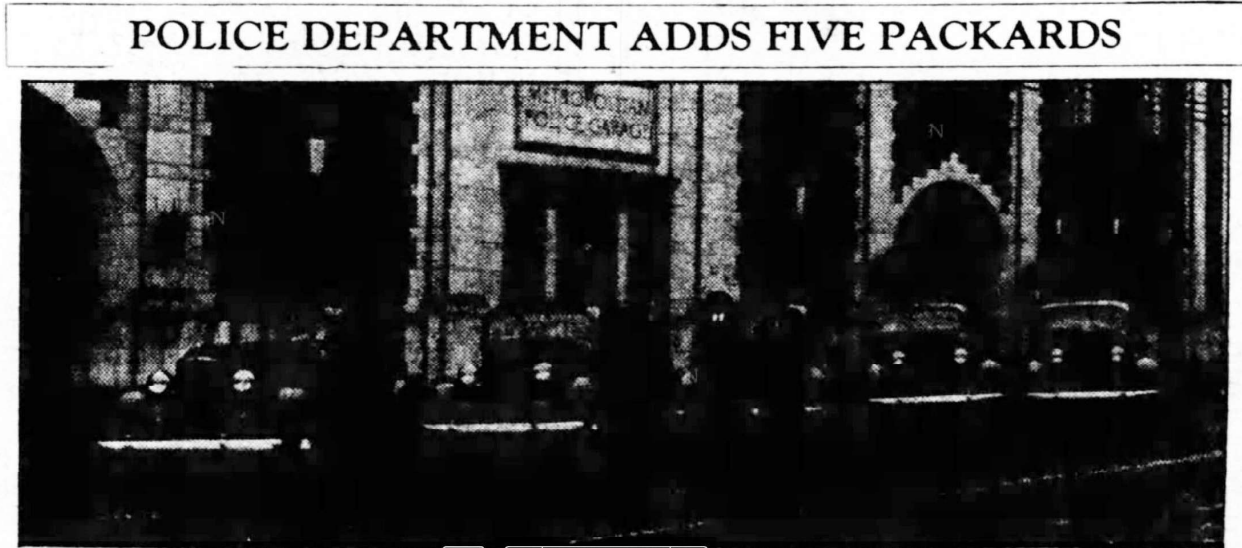


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 33

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 9: *St. Louis Globe-Democrat* article showing new Packard police cars. Source: *St. Louis Globe-Democrat*, December 14, 1937.





National Register of Historic Places  
Continuation Sheet

Section number Figures Page 34

Metropolitan Police Garage

Name of Property

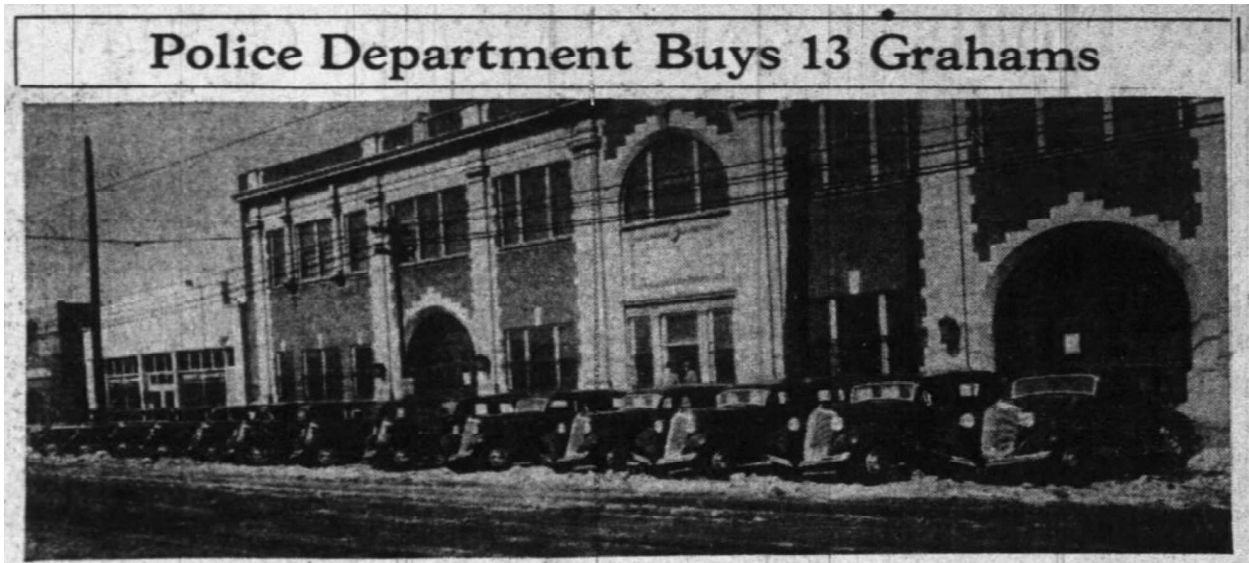
St. Louis City, Missouri

County and State

N/A

Name of multiple listing (if applicable)

Figure 10: *St. Louis Globe-Democrat* article showing new Graham police cars. Source: *St. Louis Globe-Democrat*, March 4, 1934.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 35

Metropolitan Police Garage

Name of Property

St. Louis City, Missouri

County and State

N/A

Name of multiple listing (if applicable)

Figure 11: Photograph of the completed building in 1925. Source: *Police Journal*; July 11, 1925.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 36

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 12: Mechanics working on wheel balancing a police car in the garage, 1949. Source: *Police Journal*, September 1949.



Max Hartzke, mechanic, and Anthony Nies, shop foreman, of the Police Garage use the electronic wheel balancer.

National Register of Historic Places  
Continuation Sheet

Section number Figures Page 37

Metropolitan Police Garage

Name of Property

St. Louis City, Missouri

County and State

N/A

Name of multiple listing (if applicable)

Figure 13: Police automobiles parked in the garage, 1956. Source: *Police Journal*, March 1956.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 38

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 14: Original first floor plan (north at top). Source: Preparer photograph of record at the Metropolitan Police Department Property Division.

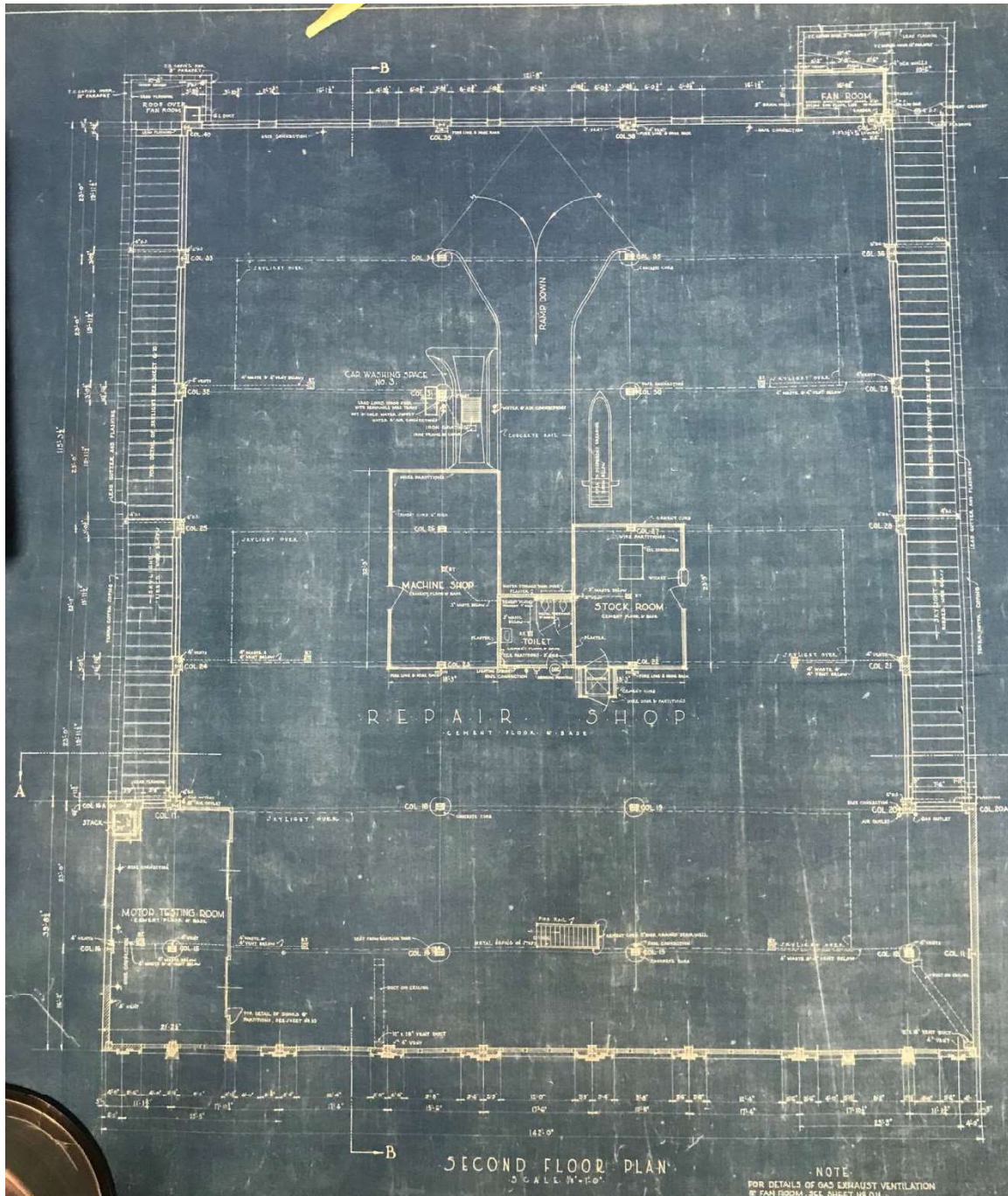


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 39

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 15: Original second floor plan (north at top). Source: Preparer photograph of record at the Metropolitan Police Department Property Division.

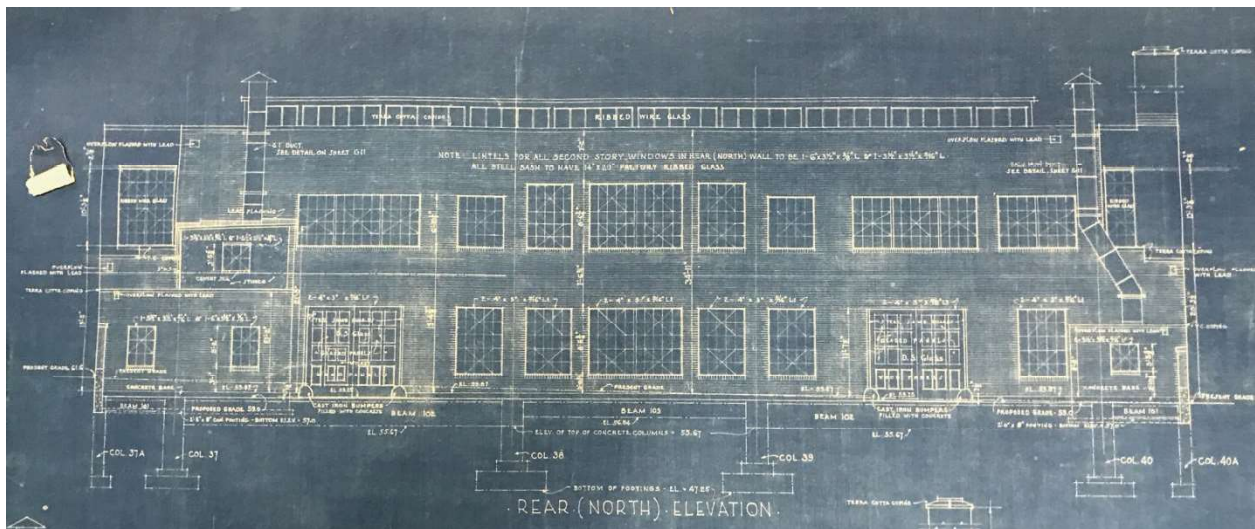
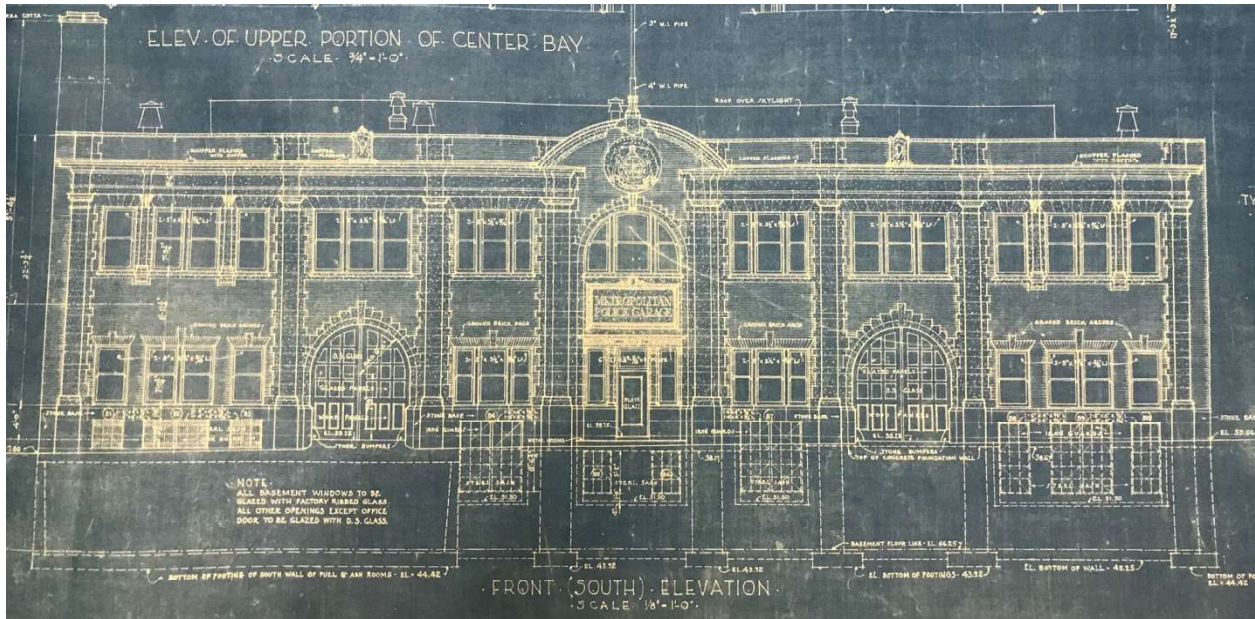


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 40

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 16: Original elevation drawings. Source: Preparer photographs of records at the Metropolitan Police Department Property Division.

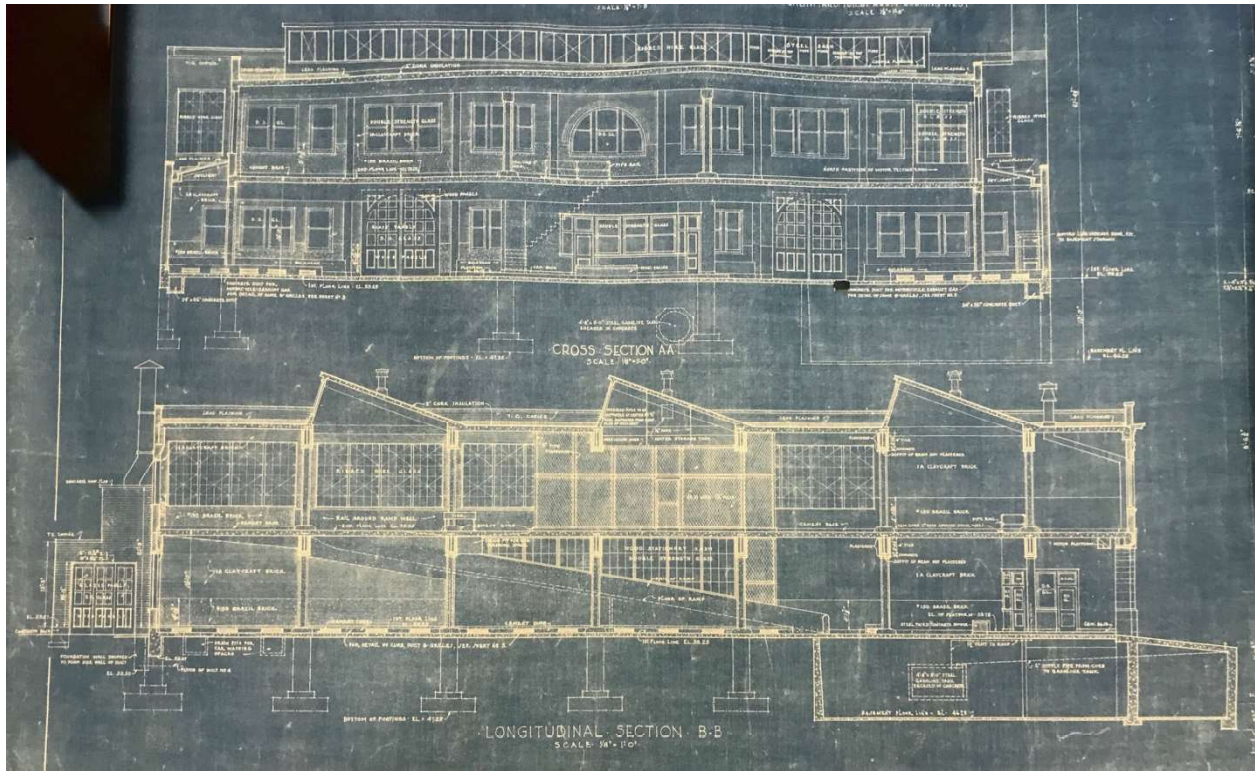


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 41

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 17: Original sectional drawings. Source: Preparer photograph of record at the Metropolitan Police Department Property Division.



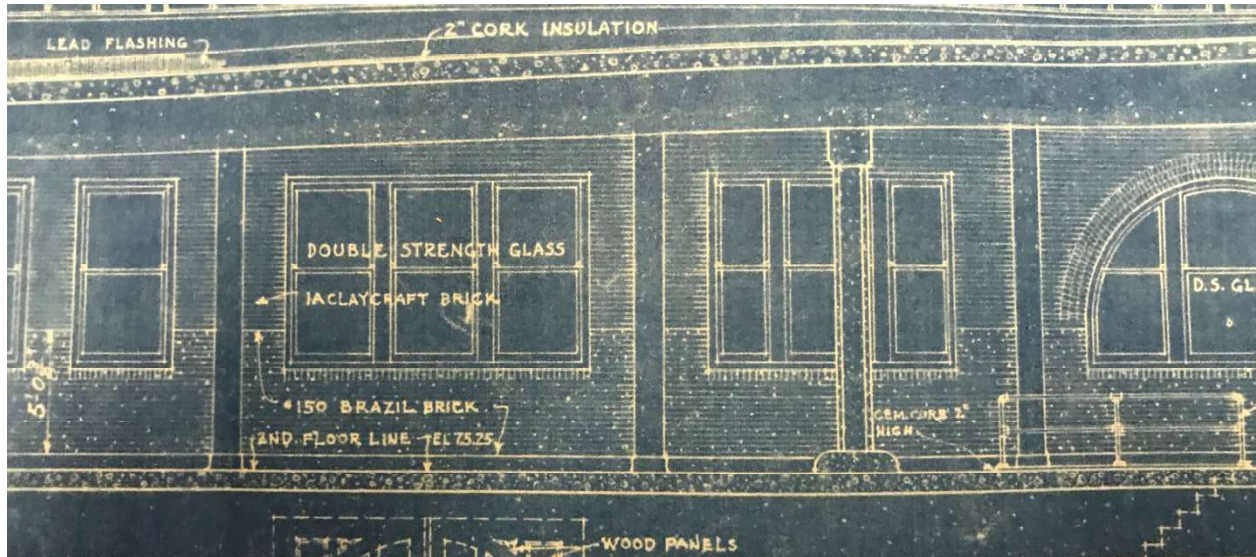


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 42

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 18: Detail of sectional drawing showing second floor. Source: Preparer photograph of record at the Metropolitan Police Department Property Division.

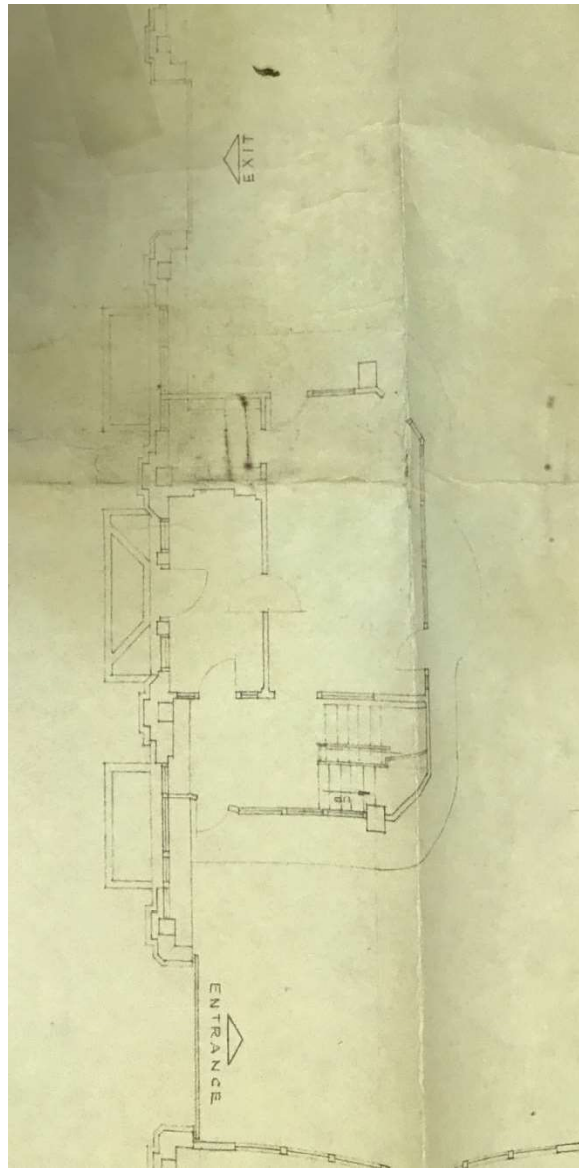


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 43

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 19: Drawing of lobby alterations, 1949 (north at right). Source: Preparer photograph of record at the Metropolitan Police Department Property Division.

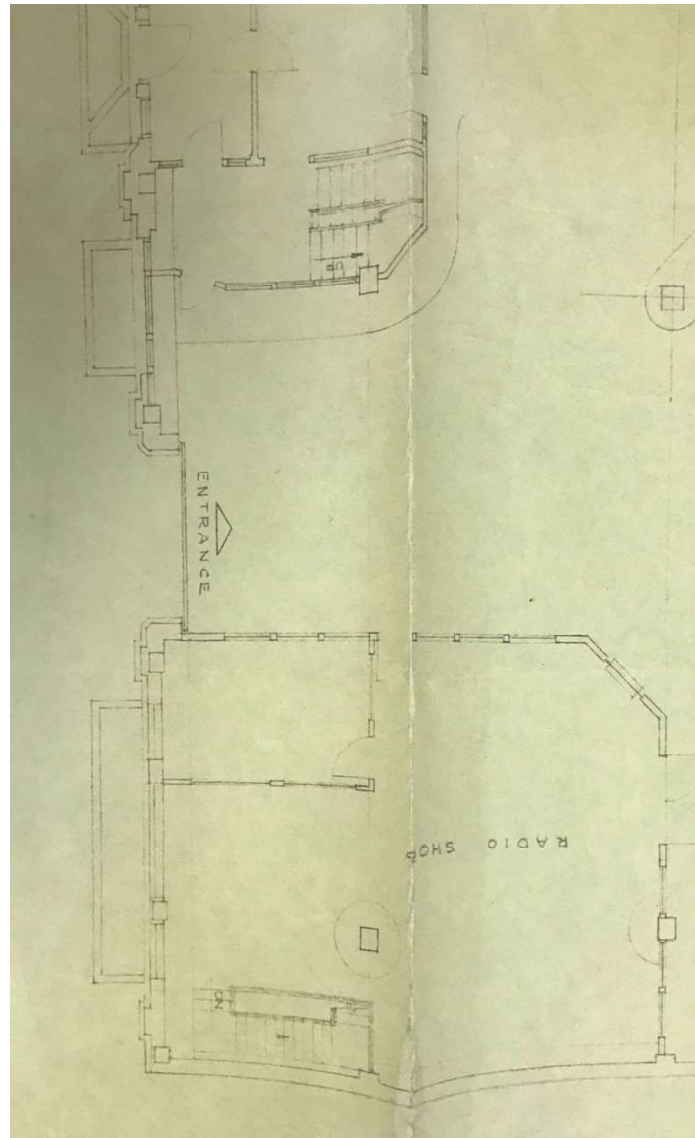


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 44

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 20: Drawing of radio shop addition, 1949 (north at right). Source: Preparer photograph of record at the Metropolitan Police Department Property Division.

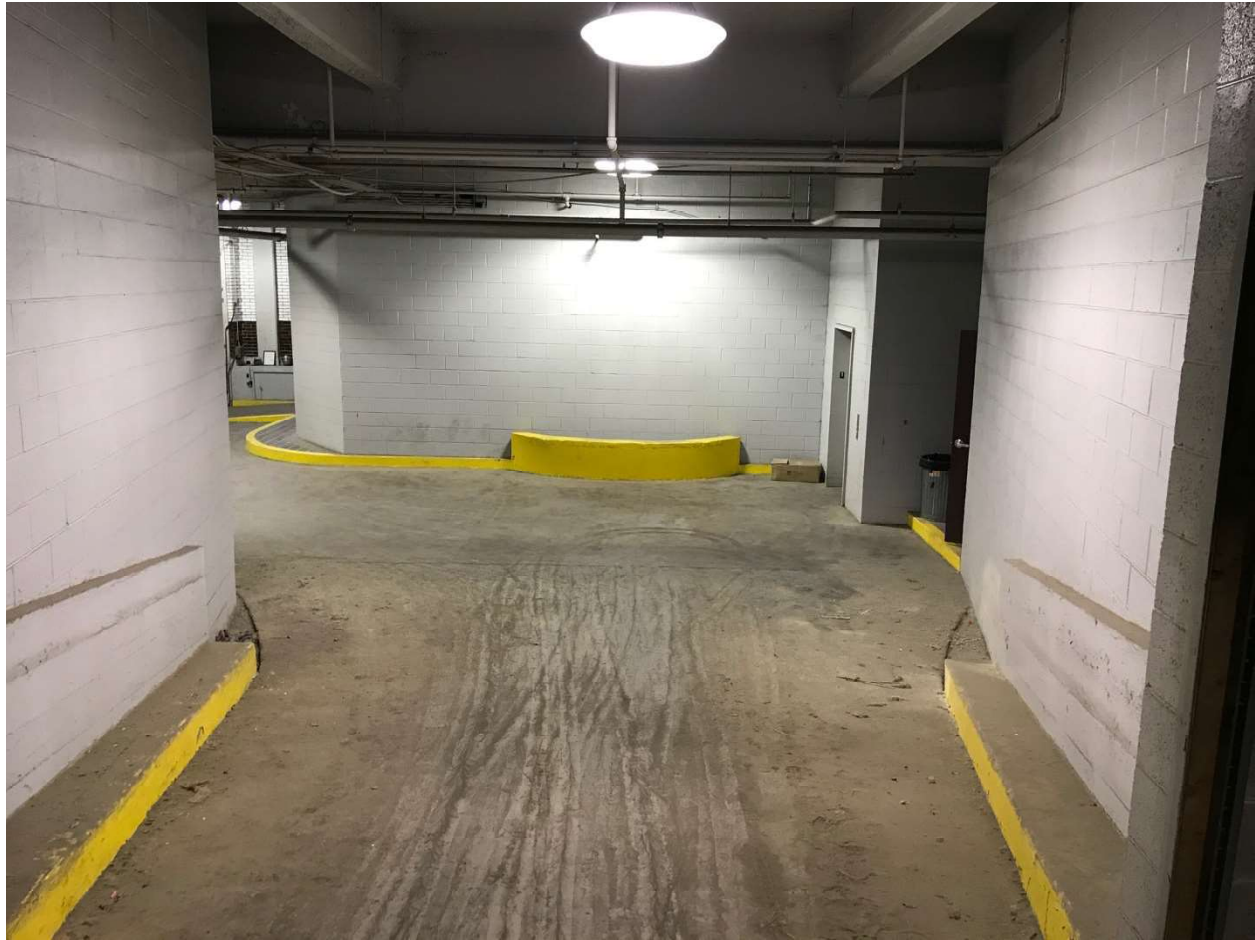


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 45

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 21: Current view toward lobby from ramp, showing original curbing and later partitions.  
Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 46

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 22: Current view of partition wall at east side of vehicle entrance. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 47

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 23: Current view of staircase at lobby. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 48

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 24: Current view of lobby. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 49

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 25: Current view of first floor office area. Source: Preparer photograph, March 2020.





National Register of Historic Places  
Continuation Sheet

Section number Figures Page 50

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 26: Current view of first floor storage area. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 51

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 27: Current view of partition along western side of first floor. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 52

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 28: Current view of first floor, north area. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 53

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 29: Current view looking toward lobby opening from the vehicle lane. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 54

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 30: Current view of intact curb on east side of first floor. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 55

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 31: Current view inside of room at eastern side of first floor. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 56

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 32: Current view of second floor office area. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 57

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 33: Current view of storage area on second floor. Source: Preparer photograph, March 2020.





National Register of Historic Places  
Continuation Sheet

Section number Figures Page 58

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 34: Current view of storage area on second floor. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 59

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 35: Current view of storage area on second floor. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 60

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 36: Current view of northern area of second floor. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 61

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 37: Current view of northern area of second floor. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 62

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 38: Current view of northern area of second floor. Source: Preparer photograph, March 2020.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 63

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 39: Current view of northern area of second floor. Source: Preparer photograph, March 2020.

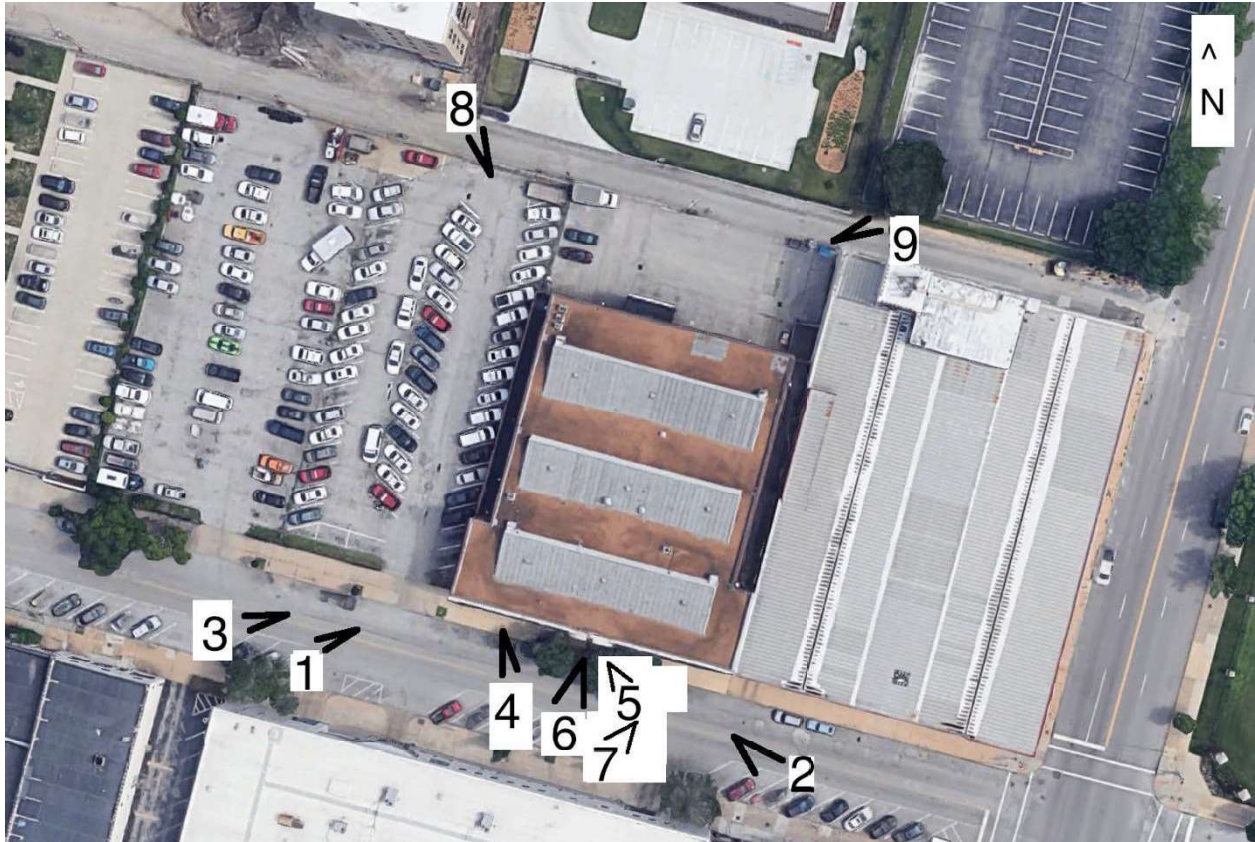


National Register of Historic Places  
Continuation Sheet

Section number Figures Page 64

Metropolitan Police Garage
Name of Property
St. Louis City, Missouri
County and State
N/A
Name of multiple listing (if applicable)

Figure 40: Exterior photographic key. Source: Google Map aerial view, 2019.



National Register of Historic Places  
Continuation Sheet

Section number Figures Page 65

<b>Metropolitan Police Garage</b>
Name of Property St. Louis City, Missouri
County and State N/A
Name of multiple listing (if applicable)

Figure 41: Google Earth Map showing nominated building. Source: Google Earth data, 2019. Latitude: 38.636615. Longitude: -90.242663.









SPEED  
LIMIT  
30

NOVA  
PARK  
2015  
2016  
2017  
2018







EXIT

METROPOLITAN  
POLICE GARAGE

ST LOUIS POLICE  
DEPARTMENT  
SUPPLY DIVISION

3919

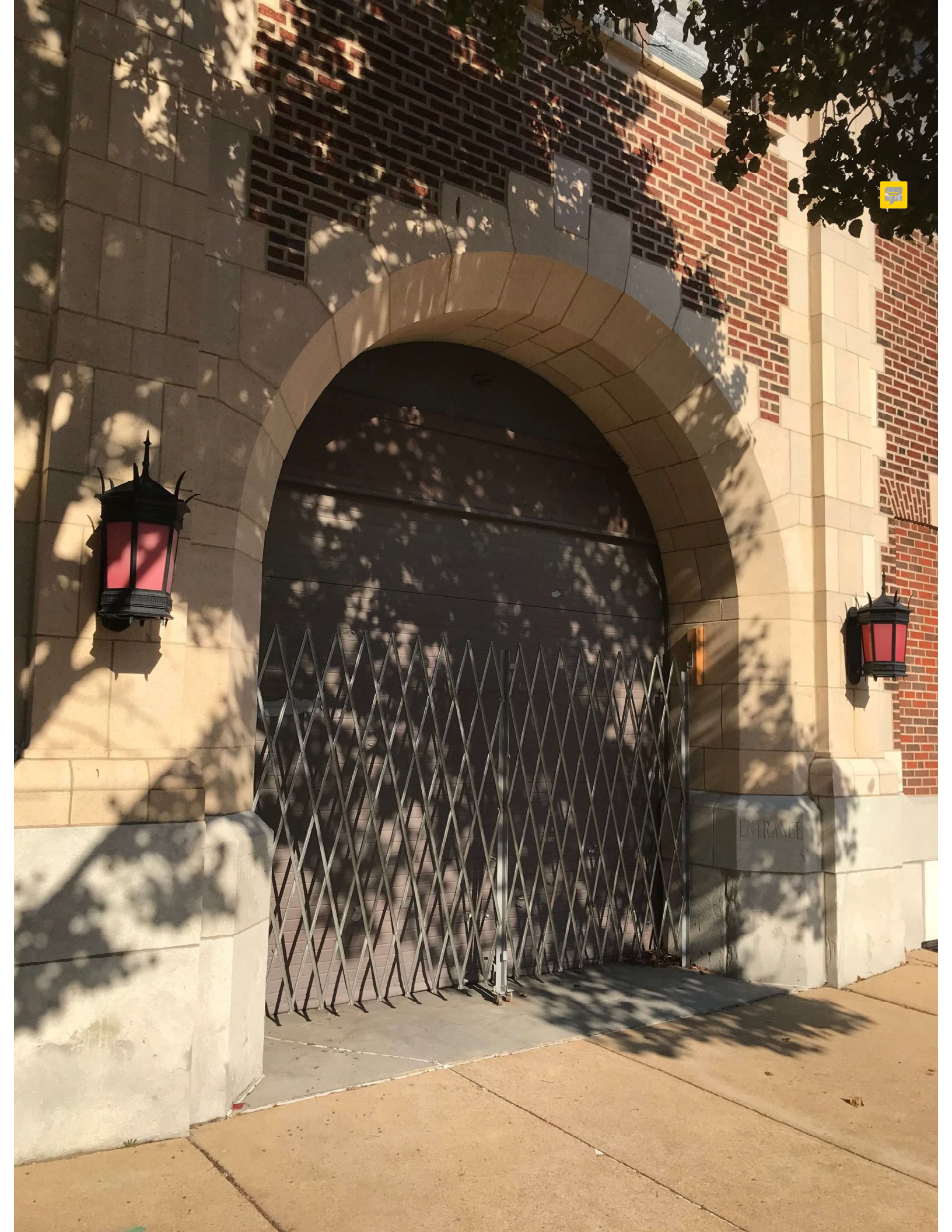




METROPOLITAN  
POLICE GARAGE

OFFICE

ST. LOUIS, MISSOURI



ENTRANCE









Elevator →

Informational sign on the wall.

No Smoking sign.

022091



