

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

**National Register of Historic Places  
Registration Form**

**1. Name of Property**

historic name Greenwood Historic District

other names/site number N/A

**2. Location**

street & number 3500-3540 Greenwood and 7518 St. Elmo [N/A] not for publication

city or town Maplewood [N/A] vicinity

state Missouri code MO county St. Louis County code 189 zip code 63143

**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 [ ]  
nationally [ ] statewide [X] locally.

( See continuation sheet for additional comments [ ].)

*Mark A. Miles*

*28 FEB, 2006*

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

Date

Missouri Department of Natural Resources  
State or Federal agency and bureau

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

Signature of certifying official/Title

State or Federal agency and bureau

**4. National Park Service Certification**

I hereby certify that the property is:

- [ ] entered in the National Register  
See continuation sheet [ ].
- [ ] determined eligible for the  
National Register  
See continuation sheet [ ].
- [ ] determined not eligible for the  
National Register.
- [ ] removed from the  
National Register
- [ ] other, explain  
See continuation sheet [ ].

Signature of the Keeper

Date

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**5. Classification**

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	<u>5</u>	<u>4</u> buildings
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district		
<input type="checkbox"/> public-State	<input type="checkbox"/> site		_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure		_____ structures
	<input type="checkbox"/> object		_____ objects
		<u>5</u>	<u>4</u> Total

Name of related multiple property listing.

Number of contributing resources previously listed in the National Register.

N/A

0

**6. Function or Use**

**Historic Function**

COMMERCE/TRADE/professional  
COMMERCE/TRADE/specialty store  
COMMERCE/TRADE/restaurant  
COMMERCE/TRADE/warehouse  
TRANSPORTATION/road-related (vehicular)  
RESIDENTIAL/multiple dwelling

**Current Functions**

COMMERCE/TRADE/ professional  
COMMERCE/TRADE/restaurant  
COMMERCE/TRADE/warehouse  
RESIDENTIAL/multiple dwelling  
 \_\_\_\_\_  
 \_\_\_\_\_

**7. Description**

**Architectural Classification**

LATE VICTORIAN/Second Empire  
LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY  
REVIVALS/Colonial Revival  
OTHER/Two part Commercial Block  
OTHER/One part Commercial Block

**Materials**

foundation concrete  
 walls brick  
stone  
 roof asphalt  
 other terra cotta

**Narrative Description**

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

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

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

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

**Criteria Considerations**

Property is:

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

**B** removed from its original location.

**C** a birthplace or grave.

**D** a cemetery.

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

**F** a commemorative property.

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

**Areas of Significance**

Commerce

**Periods of Significance**

1905-1955

**Significant Dates**

N/A

**Significant Person(s)**

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**Narrative Statement of Significance**

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

**9. Major Bibliographic References**

**Bibliography**

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

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

preliminary determination of individual listing (36 CFR 67) has been requested

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey

# \_\_\_\_\_

recorded by Historic American Engineering Record

# \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office

Other State Agency

Federal Agency

Local Government

University

Other:

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

**10. Geographical Data**

**Acreage of Property** Approx. 3 acres

**UTM References**

A. Zone	Easting	Northing	B. Zone	Easting	Northing
15	733375	4276400	15	733400	4276380
C. Zone	Easting	Northing	D. Zone	Easting	Northing
15	733250	4276275	15	733230	4276310

[ ] See continuation sheet

**Verbal Boundary Description**

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

**Boundary Justification**

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

**11. Form Prepared By**

name/title Karen Bode Baxter, Sarah Bularzik, Mandy Ford, Timothy P. Maloney  
 organization Karen Bode Baxter, Historic Consultant date February 14, 2006  
 street & number 5811 Delor telephone (314) 353-0593  
 city or town Saint Louis state MO zip code 63109

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional Items**

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

**Property Owner**

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

name \_\_\_\_\_  
 street & number \_\_\_\_\_ telephone \_\_\_\_\_  
 city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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# National Register of Historic Places Continuation Sheet

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Greenwood Historic District  
Maplewood, St. Louis County, MO

## Materials

Foundation: stone  
Foundation: brick  
Other: terra cotta,  
Other: limestone  
Other: wood  
Other: iron

## Narrative Description

### SUMMARY

The Greenwood Historic District in Maplewood, St. Louis County, Missouri encompasses the south side of the 3500 block of Greenwood Boulevard, where Sutton Boulevard intersects to form a T-shaped intersection. Greenwood Boulevard parallels the south side of the Union Pacific (originally Missouri Pacific) Railroad tracks and extends only five blocks from Canterbury to Big Bend in the southern portion of Maplewood, a suburban community that abuts the southwest boundary of the city of St. Louis, approximately seven miles west of downtown St. Louis. Unlike the Greenwood Historic District which is a densely developed commercial area, the other blocks along Greenwood and the surrounding areas are residential in character, with only a few scattered commercial enterprises elsewhere on Greenwood. The district contains nine buildings, most of which are one or two story commercial buildings, reflecting the vernacular designs common to early twentieth century commercial designs. It also includes a 1920s corner automotive service garage and an asymmetrical one story brick complex that was originally used as a planing mill. Although the planing mill is currently considered a noncontributing building due to the half-timbered façade covering and another small historic wooden façade is noncontributing because its wood cladding has been removed, the only other noncontributing buildings are the two storage buildings; both of which are actually located at the back of the lots, facing each side street (St. Elmo and Kensington) and both of which were constructed after 1951. Most of the buildings in the district retain their distinctive facades, each treated differently with a wide variety of brick colors, terra cotta details, cast iron storefronts, and other ornamentation, including some unusual elements such as oriel windows and a projecting pediment as part of a cast iron storefront entry.

### GENERAL FEATURES OF THE DISTRICT

Near the southern edge of Maplewood and southeast of Maplewood's major commercial thoroughfares of Big Bend and Manchester and paralleling the Union Pacific Railroad tracks that veered away from Manchester Road east of the city limits, the six block long Greenwood Boulevard curves gently southwest, beginning at the railroad bridge over Canterbury and extending to the overpass and railroad bridge at Big Bend. The railroad tracks that create the northern border of the district are raised higher than Greenwood Boulevard at the east and west ends. The tracks at the east end of the district are flanked by grassy knolls but the tracks at the west end are surrounded by an unimproved, gravel lot (the freight yard). The topography of the district is mostly flat, but slopes downward near the west end and south side along the cross streets.

While Greenwood Boulevard extends further east and west and follows the railroad lines its entire length, it is only the south side of the 3500 block, where it intersects with Sutton Boulevard, that developed exclusively into an early commercial area. At this intersection the freight depot and grounds were located on the northwest corner and just two blocks east of the commercial district was the passenger depot, but both buildings have been demolished. From the passenger depot, this commercial cluster was in the direct line of sight and within easy walking distance for the visitors at the Maplewood Station. Sutton itself extends north, intersecting and connecting Maplewood's central business district along Manchester Road, which historically served as the state highway connecting St. Louis to Jefferson City and became a major streetcar line connecting downtown St. Louis to the suburbs.

The boundaries of the district extend from St. Elmo on the east, the alley (and property line) behind the buildings on the south, and Kensington Avenue on the west and Greenwood on the north, across the street and paralleling the slightly elevated Union Pacific Railroad tracks. The properties outside the district are predominantly single and multi-family residential buildings. There are other scattered historic commercial buildings, including two corner commercial buildings and a factory site, but these are interspersed with

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Greenwood Historic District  
Maplewood, St. Louis County, MO

## Narrative Description (continued)

residential buildings (some of which are modern apartment buildings). Recent property developments along Greenwood Boulevard beyond the historic district boundaries, including both demolition and new construction, have altered the character of the blocks both east and west along Greenwood, while the historic district contains the core of what has always been the most concentrated commercial development on Greenwood. Boundaries of the district, which comprises the 3500 block of Greenwood Boulevard, represent the primary block of intact historic commercial buildings on Greenwood Boulevard and the only one that still reflects the historic commercial and residential (second floor units) uses. Although a small district, this also represents the historic core and the majority of the commercial development on Greenwood that developed to serve the railroad depots and surrounding neighborhoods in south Maplewood, as the area south of the tracks was known.

The principle characteristics of this streetscape are one and two story, brick commercial storefronts, with an almost universal abutment with the public sidewalk. The buildings in the district reflect vernacular designs commonly used on smaller commercial buildings in the late nineteenth and early twentieth century in metropolitan St. Louis. The buildings are built of a variety of red and tan brick colors and patterns with stone and terra cotta detailing, especially along the parapets. Three of the storefronts have cast iron support beams and columns. Although many of the buildings had been neglected in recent years, they were well built initially and retain their character defining features. All of the façade windows are flat-headed. No specific styles are fully expressed, but Neoclassical references can be seen in the two-story buildings' pediments, stylized columns, decorative urns, and egg-and-dart molding. While storefront display windows have been covered, often times these are actually only cosmetic alterations, allowing the buildings to maintain their sense of massing that distinguishes the commercial storefront and first floor entrances from the second floor windows and parapet detailing. One of the buildings has paired oriel windows, which are clearly visible in historic photos looking at the commercial district from the passenger depot.

Buildings in the district encompass most of the lots in which they are situated, although there are driveways located between the 3518-3520 building and the 3522-3524 building. Walkways separate the other buildings, indicative of the need to access the upper level residential units with their entries on the rear of the buildings. The corner lot at 3500 Greenwood is now a parking lot for the adjacent building but historically was also occupied by a gas station with three pumps at the back. The service garage rounding the corner at the west end of the district forms a fitting boundary for what first developed because of the railroad and that would later fall upon hard times because of the impact of the automobile on commercial success.

## INDIVIDUAL BUILDING DESCRIPTIONS

These descriptions are based upon the researched compiled from several sources, especially fire insurance maps, deed research and county directories. In addition, visual inspections of the buildings, photographic documentation of the street elevations, and records of the Maplewood Historical Society helped date the buildings and identify alterations. Based upon this information, the individual site descriptions list each of the resources in the Greenwood Historic District in terms (when known) of:

- street number
- historic name
- date of construction
- architect and/or contractor(s)
- status as a contributing or non-contributing resource within the scope of this nomination

This is followed by the narrative description of the resources on that property, including alterations and integrity issues. All resource names are the historic names, except when an historic name was unavailable, in which case a descriptive name has been chosen.

### **3500 Parking Lot.**

Although now a parking lot, the 1926 Sanborn map corrected to 1951 shows a small filling station at the corner of the block, with three pumps (gas tanks) located at the rear. This area is now a graded parking lot for the adjacent building.

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Greenwood Historic District  
Maplewood, St. Louis County, MO

## Narrative Description (continued)

**3508-3516 Greenwood Planing Mill; pre-1909; addition 1915, addition 1926-1951; architect unknown. Noncontributing.**

Although addressed separately as 3508, 3512, and 3516 Greenwood, and built at different times, these buildings are interconnected to create one building. The one story, flat roofed, main brick building is recessed in the lot with two smaller, one story, flat roofed, masonry wings extending to the front sidewalk, both of which have been altered with mansard awnings and false half-timbered stucco facades. Each addressed section has an asphalt shingled, false mansard awning that extends the full width of that section and terminates at the clay coping tiles that cap the parapet. According to the Sanborn Fire Insurance Maps the 3508 section was built between 1926 and 1951 and is a concrete block, brick faced building (now covered with stucco panels and boards). This façade is punctuated by two large, aluminum-framed, slightly recessed, 9-light (center sections slightly wider) windows. There is an access door near the north end of the west elevation; vertical, painted wood boards comprise the east elevation. The 3512 and 3516 sections are constructed of brick. Previously hidden from view by a tall fence, the 3512 section is actually recessed from the street and creates a U-shaped indentation on the façade; centered beneath the roof is a metal door and this building features tile lined walls and steel beams, but the rear section has wood posts. The 3512 section extends to the rear of the lot with the brick walls visible along the sides. The 3516 section is divided into three bays: the east bay features a Chicago style window (plate glass window flanked by 1/1 windows); the center bay has paired, 1/1 windows; the west bay has an entry door with a tall transom above. The Sanborn Fire Insurance Maps indicated the front area was used as an office while the center and rear sections were considered a "contractor's w ho" [warehouse]. Because of current alterations to the facades, these are considered noncontributing although this was an extremely significant business in Maplewood's historical development.

**3518-3520 Milligan's Million Article Hardware Store; circa 1905; architect unknown. Contributing.**

A multicolored brown brick, 2-story, 3 bay, commercial building, the Milligan's Million Article Hardware Store features a terra cotta capped parapet with a central stepped section and decorative urns at each corner. Besides the urns and symmetry of the façade design, other classical revival features include the stylized pilasters flanking the central entries, the egg and dart molding used at the plinths and capitals, and the pilaster between second floor windows. The second floor features two canted oriel bay windows with 1/1 windows on each facet, horizontal siding and asphalt roofing. Between the two oriel windows on the second floor, paired windows in the center bay are outlined by brick surrounds and a continuous brick band, which also serves at the sill. The first floor commercial area features storefronts on each side of the brick pilasters that guard the central entryway, which has paired wood doors with transoms above. The 3518 storefront is a more recent brick infill, inset within the parameters of the original storefront. The 3520 storefront retains its historic configuration (central, canted, recessed entry, transoms, shadows of display windows), but it currently has vertical wood siding instead of display windows. Historically used as a hardware store, a vertical ghost sign on each side spells out "HARDWARE."

**3522-3524 Simms Dry Goods; circa 1912; architect unknown. Contributing.**

This 2-story, gray brick, commercial building is divided into 3 bays and features a shallow stepped parapet capped with terra cotta. Windows on the second floor are clustered into three bays of paired, flat limestone lintels and sills.

The east two bays of the first floor currently comprise the 3522 storefront, which now is infilled with stucco panels, accented by wood slats; it features a hipped, green shingle awning, central entry (flush, not recessed) and plate glass on each side. At the east end of the facade is an entry for the second floor access; it retains its transom and wood trim. The 3524 storefront has wood shingles and has been modified within the transom but retains what appears to be the historic storefront configuration with a flush, wood framed, single light door centered between the display windows; concrete steps lead up to the entry and portions of the limestone foundation are exposed. Physical evidence suggests that both of these storefronts retain many of their historic elements underneath the modern coverings. Though not visible, this building is 2 stories tall at the front but only 1 story toward the back. The historic pressed tin ceiling in the 3522 storefront remains intact.

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Greenwood Historic District  
Maplewood, St. Louis County, MO

## Narrative Description of Individual Buildings (Continued):

**3526-3528 Sutton Station Saloon; circa 1903; architect unknown. Contributing.**

An imposing, 2-story, 3 bay, brown brick commercial building, the Sutton Station Saloon has a distinguished cast iron storefront and may be the most intact building in this district. The terra cotta capped parapet with its brick detailing and metal cornice add to the building's imposing appearance. Six evenly spaced, 1/1, double-hung, sashed windows with continuous limestone sills punctuate the second floor. The first floor features a recessed, central entry located under an arched opening that features a projecting, cast iron, triangular pedimented roof centered above it. Storefronts in each end bay retain their decorative and structural cast iron supports, located directly below the limestone sill for the second floor, large display window configuration with transoms above and kickplates below, as well as a central, canted, recessed entry.

**3530-3532 Brashear and Son Saloon/John G. Fisler Shoe Store; circa 1900; architect unknown. Contributing.**

This 2-story, 3 bay, tan brick commercial building has a central recessed entryway and a cast iron storefront in each end bay. The parapeted flat roof is capped with glazed terra cotta along the façade and clay coping tiles along the side elevations. The parapet is accentuated with a projecting glazed terra cotta cornice that extends slightly to the side elevations. Each end bay on the second floor has a continuous, narrow limestone sill and a wider continuous limestone lintel for the window opening that contains three adjacent, slightly canted, single light windows; the center bay has two separate windows, each with its own limestone sill and lintel. A belt course of projecting terra cotta separates the first floor commercial spaces from the residential second floor spaces. The cast iron storefronts feature canted, recessed central entryways with display window, transoms, and kickplates below. The limestone foundation provides the base for the detailed brick surround, which has partially expressed pilasters and a slightly recessed entry door. The rear and side elevations have segmental arched lintels on the irregularly placed windows.

**3534-3536 Commercial Building; circa 1909; architect unknown. Noncontributing.**

This 1-story, wood framed, false front commercial building has had its wood clapboard siding removed leaving the tar paper exposed. The façade is divided into two storefronts, each with a full-light, wood door. The east storefront has a wood paneled sliding garage style door in the area that wood usually be the display window and the west storefront features a large window that extends down to the brick kickplate/foundation. There is a 1-story concrete block addition at the rear of the building. Renovation underway will apply a brick veneer to the building, and since it has already lost the historic integrity to its façade, it is considered noncontributing, although it is historically a component in the commercial development of the district. The owner has begun removing the infill storefront and replacing it with a new brick façade, with construction slated for completion in 2006.

**3538-3540 3538-3540 Meyer's Service Station; circa 1928; architect unknown. Contributing.**

**Paint Shop; post-1951; architect unknown. Noncontributing.**

This one-story, brick, automobile garage is situated near the corner of Greenwood Boulevard and Kensington Street with pavement in front and surrounding the corner and continuing along Kensington. Angled into the lot, the garage actually consists of two flat roofed sections; the shorter, small section to the east is canted slightly toward Greenwood and has a multi-lighted man door east of a large window opening, now covered over, but probably originally a steel industrial window like the one adjacent to the west. The west, larger section is divided into two sections with the east half having a man door and a 12-light, industrial window at the east end. Tall, industrial steel windows along the stepped west elevation provide additional light. The west side of the building features two garage bays at the west end of the façade, each with a historic, 30-light, wood garage door. The building is painted and the parapeted flat roof is capped with a brick course. The interior retains its open bays and concrete floor.

The rear, newer concrete block, end gabled, large storage Paint Shop, replaced an earlier building that burned. This building has two garage bays that face Kensington. Since it is newer, it is noncontributing in the historic development of the district.

## ST. ELMO

**7518 Storage Building; 1979; architect unknown. Noncontributing.**

This modern metal storage building is noncontributing in the historic development of the district.

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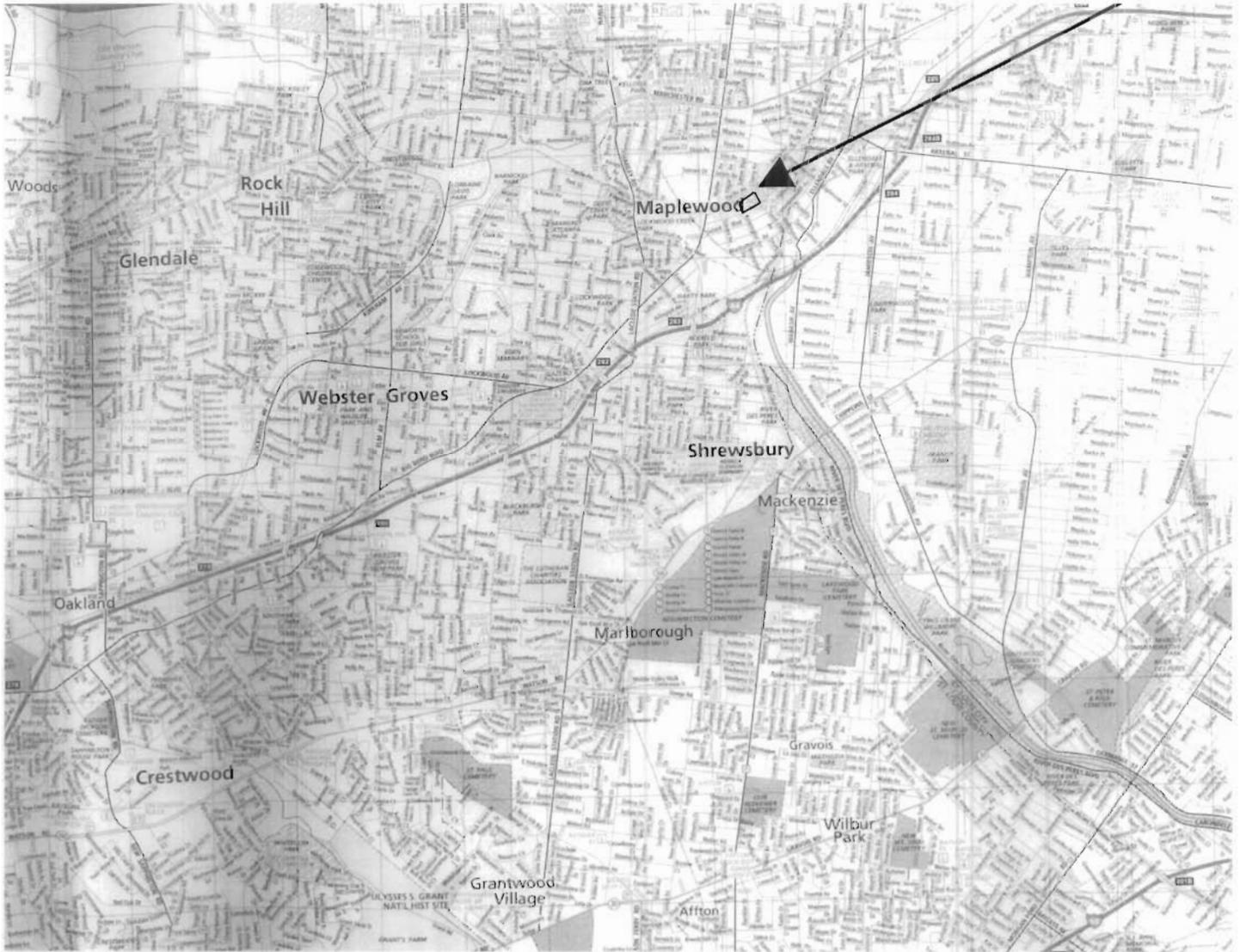
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Greenwood Historic District  
Maplewood, Saint Louis County, MO

Map of City of St. Louis, MO

Locating District



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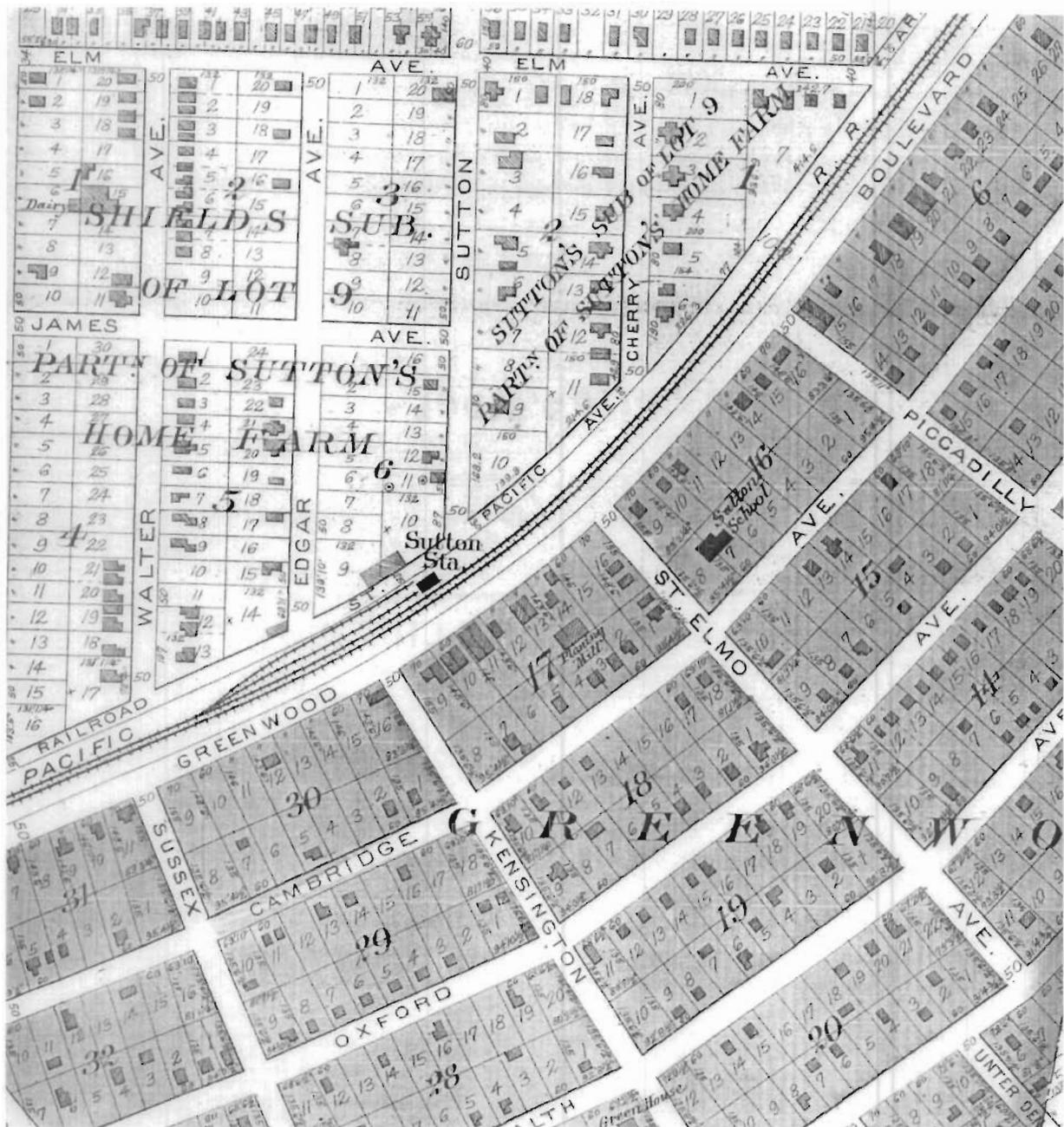
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Greenwood Historic District  
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From *Plat Book of St. Louis County, Missouri.*

1909 Plat Map of Maplewood  
Showing Greenwood's Development



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Greenwood Historic District  
Maplewood, Saint Louis County, MO

From Private Collection of Michael Herzog, Maplewood

Historic Photo of Greenwood Boulevard, c. 1928  
Looking southeast from Kensington



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Greenwood Historic District  
Maplewood, St. Louis County, MO

## Narrative Statement of Significance

### SUMMARY

The 3500 block of Greenwood Boulevard in Maplewood, St. Louis County, Missouri, is eligible for the National Register of Historic Places as the locally significant Greenwood Historic District under Criterion A: Commerce for its role in the commercial development of Maplewood, one of the earliest suburbs in the St. Louis metropolitan area. Although the primary commercial area today is the area along Manchester Road, in the late nineteenth and early twentieth century, both areas developed separate commercial districts, spurred by their distinct transportation ties. Greenwood Boulevard parallels the Union Pacific (originally Missouri Pacific) Railroad tracks and this one block district historically became the focus of commercial development for south Maplewood (the area south of Greenwood and north of River Des Peres), located across from the railroad's freight depot at the T-shaped junction with Sutton Boulevard. Sutton connected this area north to the heart of Maplewood and the commercial area on Manchester Road. However, the railroad tracks paralleling Greenwood physically divided Maplewood, making the Greenwood commercial enterprises along the south side of the tracks not only important to passengers on the railroad, but also essential to the residential development of the area south of Greenwood. Although the freight stop at this intersection dates from 1853, it was not until 1885 that the actual freight depot was built, coinciding with the subdivision of a large part of Maplewood into city lots and the rash of residential construction throughout the community. Some of the commercial buildings in the Greenwood Historic District may date from that era, but research can only date the earliest commercial building to 1905 and most other buildings to their appearance on the 1909 plat map or their first business listing in the 1912 city directory. The last building in the district, an automotive service station, was finished around 1928, but the commercial vitality of the district continued at least through World War II when the popularity of the automobile replaced the need for passenger service and for nearby commercial establishments. As such the period of significance for the district extends from 1905 through 1955, the mandatory 50 year cut-off for nominations. The district includes five contributing buildings, most one and two story commercial storefront buildings and one automotive service garage. There are two non-contributing newer storage buildings as well as a small historic commercial building and the Greenwood Planing Mill which are considered noncontributing because of changes to their facades. The planing mill was especially significant in the historic commercial development of Maplewood as well as vital to the residential construction in the town. Today, the Greenwood Historic District stands as a testament to the important relationship between the rail traffic and the commercial vitality of Greenwood Boulevard. It became a distinct, small business district significant in Maplewood's historic commercial development, serving the surrounding residential neighborhoods developing concurrently and serving the passengers and employees of the railroad. Even though it was only six blocks south of the main commercial areas in Maplewood along the highway and streetcar line on Manchester Road, it continued to thrive as long as this rail service remained a vital part of the transportation network to the people of the community.

### MAPLEWOOD'S DEVELOPMENT

The first owner of the land that would become Maplewood was Swiss immigrant Charles Gratiot, who moved to Charleston, South Carolina in 1752 and made his way west to Cahokia by 1777. In 1781 he moved to St. Louis and married Victoire Chouteau, one of Auguste Chouteau's sisters.<sup>1</sup> Gratiot became one of the most successful merchants in St. Louis and by 1798 he petitioned the Spanish Government for a land grant. The grant was approved for a league square (approximately 5716 acres) from what is now Kingshighway west to Big Bend and from the middle of Forest Park south to Arsenal Street, a grant that was upheld by the Board of Commissioners that had to approve all land grants in the Louisiana Purchase territory.<sup>2</sup> When Gratiot died in 1817 he left all of his land to his children.<sup>3</sup>

Not long after Gratiot's death, the second major figure in the founding of Maplewood moved to the area. In 1819, James C. Sutton, a blacksmith moved from New Brunswick, New Jersey to join his brother John L. Sutton, in St. Louis.<sup>4</sup> The Sutton brothers were extremely successful blacksmiths and were the first in St. Louis to sell iron nails and iron clad wagon wheels in addition to developing the Sutton Plow.<sup>5</sup> By 1826 the Sutton brothers had become some of the wealthiest men in St. Louis and James Sutton decided to purchase 334 acres of land from Gratiot's heirs.<sup>6</sup>

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Greenwood Historic District  
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### Narrative Statement of Significance (continued)

Sutton originally purchased the land to have a family farm and house near the city. When Manchester Road, the first official highway to connect St. Louis to the state capital in Jefferson City, was constructed, Sutton decided to move from the log cabin he originally built to a new house and a storehouse, at a high point along Manchester.<sup>7</sup> Sutton then built a new blacksmith shop across the road from his home and opened a road, now known as Big Bend, leading to the big bend in the Meramec River.<sup>8</sup> Sutton did not subdivide the area into plats before his death but as late as 1891 there were still four houses constructed by Sutton on the property.<sup>9</sup> As early as 1890, Maplewood was advertised not only as an escape from the city, but one that was served by 40 trains daily. It was in this year that Mary Sutton Marshall sold a portion of the tract she inherited to a real estate company run by Theophile Papin and Louis Tontrup. These two men platted the subdivision of Maplewood from which the city got its name.<sup>10</sup> The railroads offered residents access not only to downtown Saint Louis but also allowed easy access to Webster Groves and Shrewsbury, bringing residents of those communities through Maplewood on their way to and from downtown Saint Louis as well, bringing even more people through the Maplewood retail districts. By 1891 Langhorne Investment and Improvement Company (whose officers included Moses Greenwood Jr. as vice president) reassembled a number of the inherited Sutton tracts into a single parcel and created the Greenwood subdivision, the entire area south of Greenwood Boulevard in Maplewood, which led to the rapid development of what became known as South Maplewood.<sup>11</sup>

Despite the ample land near St. Louis and the existence of some small businesses in the area that would become Maplewood, it was still a very sparsely populated rural area in the mid-nineteenth century. The area had hardly begun to grow when the General Assembly of Missouri chartered the Pacific Railroad (later the Missouri Pacific Railroad) to build a railroad from St. Louis to Jefferson City, a task completed in 1855. The plans for the line included instructions to build a stop "at the River de Peres, a little beyond Sutton's," work that was completed by 1853.<sup>12</sup> Although Maplewood initially developed along Manchester Road, the Missouri Pacific Railroad came through the settlement six blocks south and paralleling Manchester. Missouri Pacific established the freight yard and stop called Sutton Station directly across from what would begin to develop as a separate commercial district along Greenwood Boulevard. Although far from luxurious, since it was intended as a freight stop (and its depot was not actually built until 1885), it still offered passengers a stop in Maplewood eleven years before the electric streetcar arrived along Manchester, positioning its loop at Sutton, five blocks north.<sup>13</sup>

This freight stop came to be known as the Sutton Station Depot, although it was primarily a freight depot. The freight depot building burned in 1904 and that building was not replaced by a new passenger depot until 1912, but the stop continued to be used for both a freight and passenger stop. Otherwise, passengers either had to use the Lake Junction Station, a little over a mile away in Webster Groves, which was not convenient for Maplewood residents.<sup>14</sup> Later the Ellendale Station opened to passenger service, but it was over a half mile downhill from the Greenwood commercial district and even further from the Manchester commercial district and the Sutton Station. It was not until 1911 that the Maplewood Station was established for passenger service two blocks east of the freight depot, offering convenient passenger access to the Greenwood commercial district for the first time.<sup>15</sup>

Before the construction of the Sutton rail freight station in 1885, Maplewood was a small rural settlement and the population in the area remained very small. Only a few people sporadically moved to Maplewood before the construction of the freight stop and it remained little more than a small farming community with scattered housing and businesses mixed with farms, until the late nineteenth century when regular service, better transportation facilities, and the subdivision of Maplewood into city lots combined to encourage a population influx. The construction of a freight depot in 1885 (which doubled as a passenger station until the Maplewood Station was finished in 1911) and the arrival of streetcar service in 1896 combined to make Maplewood an ideal commuter community. Residents could escape the crowds, pollution, crime, and unsanitary conditions of the city of St. Louis, but still have easy access downtown St. Louis and all of the commerce and industry that took place there. The town also had access to other more developed suburbs, such as bordering Webster Groves (to which both the Missouri Pacific and later streetcar line connected).

The Sutton Station was considered entirely inadequate by both the Missouri State Railroad Commission as well as the residents of the community.<sup>16</sup> The station was considered unsuitable for passenger service, but the lack of alternatives meant that it was also used as a passenger depot anyway.<sup>17</sup> For the people of Maplewood to have their own passenger station, the community decided to take another

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step first—incorporation as a town. The people living in Maplewood realized that incorporation would allow for more efficient negotiations with the railroad. A municipal government could muster financial incentives that it would be difficult to impossible for individuals to offer to the railroad. Incorporation also offered the ability to tax for other improvements, a modern sewer systems, water and fire protection, lighting, good streets, and police protection. Maplewood incorporated as a city of the fourth class on May 21, 1908, holding the first city elections in 1909.<sup>18</sup> At the time of the incorporation of Maplewood, there was a voluntary fire district as well as 74 businesses in the new city, most located along Manchester Road, Sutton Boulevard and Greenwood Boulevard.<sup>19</sup> The majority of the businesses were geared towards the local community, including: dry goods, hardware, groceries, drugs, butcher shops, laundries, saloons, and general stores. In addition, the area had some businesses that could qualify as destination businesses (typically retail businesses with a stock specialized enough that it was worth a special trip to a distant shopping district for that good, such as a jeweler, electrical goods store, or furniture store as opposed to a neighborhood business that sold habitual purchase items used by nearby residents, such as those at the butcher, baker, and grocer) and some manufacturing, including two lumber yards, three shoe stores and three florists, three planing mills, a tin shop, and a machine shop.<sup>20</sup> Within ten years, this small city grew into one of the most popular and successful shopping areas in St. Louis County.<sup>21</sup>

Within Maplewood, two different business areas developed because of the two distinct transportation routes, the railroad line paralleling Greenwood Boulevard and the state highway along Manchester Road (which also became a major streetcar line). The first commercial area in Maplewood was centered on Manchester Road. This district grew out of the Sutton's blacksmith shop and spread along the road, but it branched along what would become Big Bend and extended along Sutton primarily in the two blocks just south of Manchester. This area continued to develop as businesses moved into the area to benefit from the traffic along the state highway and streetcar line on Manchester. The other commercial district in Maplewood centered around Greenwood Boulevard, which developed in response to the Missouri Pacific Railroad's Sutton Depot, a freight depot at the intersection of Sutton Boulevard and Greenwood Boulevard, which paralleled the south side of the tracks. In 1911, the newly published county history already noted the development of two distinct commercial districts, the Manchester streetcar district and "a wide avenue, called Greenwood Boulevard, which is destined to be a very busy thoroughfare."<sup>22</sup> While Manchester continued to thrive and grow because of the association with the streetcar service, Greenwood's commercial development stagnated in the 1910s, as railroad traffic became less popular with daily commuters and the streetcars began to supplant the railroads as the most common means to commute between nearby bedroom communities and downtown St. Louis. The businessmen along Greenwood may have hoped to become a regional commercial center, but the arrival and popularity of the streetcar line on Manchester, relegated the Greenwood business district to a status as an important secondary commercial area in Maplewood, one that could more conveniently serve the neighboring residents of South Maplewood.

This difference led the two distinct commercial districts to develop different markets. Most of the businesses in along Greenwood were businesses oriented to the local population and consisted of things like grocery stores, bakeries, barbershops, hardware stores, and a pharmacy. There were a few destination-type businesses, such as a buffet and a planing mill. By 1912, there were twenty businesses along Greenwood, seventeen of which were businesses oriented to a local customer base, while only three businesses were destination businesses. By 1915, there were still only three destination businesses, compared to thirteen neighborhood businesses (The decrease was caused in part by the conversion of a number of businesses on the second floor into apartments where the business owner could live above his business.). In contrast, the business district along Manchester had a greater percentage of destination businesses. While there were grocers, barbers, butchers, and hardware and dry good stores along Manchester, there were also many destination businesses, including jewelers, cigar dealers, furniture stores, electrical goods, and a billiard hall. In 1912, Manchester had thirty-two destination businesses and forty-two local neighborhood businesses. By 1915, the proportion was still thirty-seven destination businesses compared to fifty-nine local businesses. Manchester was a much larger commercial district, more than four times the size of the commercial district along Greenwood. Even more telling than the differences between the actual numbers of businesses in these two commercial areas is the comparison of the type of businesses. Whereas Manchester generally had at least half as many destination businesses as local businesses, the Greenwood commercial district rarely had even a quarter of the destination businesses in comparison to its local businesses. This difference in the type of business in the commercial district helps expose the biggest difference between the two areas. Manchester's commercial district drew people from around the metropolitan area to shop, because of the streetcar line. In contrast, businesses along Greenwood focused on customers living nearby. The difference in the types of businesses and the customer base allowed the two commercial districts to both thrive despite their proximity.<sup>23</sup>

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By 1910 the population in Maplewood was already estimated at 4975 and by 1915 the town had grown to 6582.<sup>24</sup> By the late 1930s, Maplewood had grown into the third largest city in St. Louis County with a population estimated at 14,000 people. Maplewood maintained its pull as a major shopping district in St. Louis County as well, as the businesses continued to benefit from Maplewood's convenient location, just as the city had benefited in the same way to attract residents and businesses in the first place. This business success continued until the automobile became the most popular mode of transportation, leading to the development of shopping malls and encouraging people to moved out of the city of St. Louis and away from the inner ring suburbs in St. Louis County.<sup>25</sup>

## **GREENWOOD'S COMMERCIAL DEVELOPMENT**

Commercial enterprises developed rapidly along Greenwood Boulevard after the area was platted in 1891, but especially after the construction of the new Maplewood Railroad Station, the first passenger station in Maplewood in 1911. By then, the county history specifically noted that:

In fact, Joe Milligan and J. W. Brashear and Mr. Fisler and Mr. Simms and L. L. McGuire and J. J. Bridell and C. J. Hewitt, who monopolize the sale of hardware and wet goods and shoes and dry goods and drugs and real estate and groceries on this boulevard, claim that it is already the best business street in the city.<sup>26</sup>

While this was obviously boosterism at its best, the notation in the published county history in 1911 does point to the rapid commercial development underway along Greenwood at this time. This district developed in response to the foot traffic created by the new railroad station and catered to the commuters passing by on their way to and from work, as well as shoppers who took the train into Maplewood for the sole purpose of shopping. In addition, businesses such as the hardware store and planing mill utilized the freight yard stop, across the street, for easy access to markets along the Missouri Pacific line. In 1912, the year after the completion of the Maplewood Station, the 3500 block of Greenwood was home to a contracting, engineering and architectural drafting company, a seamstress, a planing mill, a barber shop, two shoe stores, a dry goods store and clothing store, a restaurant, a hardware store, a plumber, a coal and wood yard, a blacksmith, and a liquor store/saloon. This wide range of businesses demonstrates the effects of the railroad depot on the development of this commercial area. The businesses catered to neighborhood residents and railroad employees who would need a nearby barber shop, hardware store, and restaurants and saloons. At the same time, the shoe stores, clothing stores and dry goods stores also drew people from a larger market area in Maplewood and benefited from the added foot traffic created by the depot, as would the more neighborhood-oriented businesses.

As Maplewood grew, new businesses continued to move into the area, so that by the 1930s there was a grocery store on the block, as well as a service station, a bakery, a pharmacy, and the continuation of many of the early businesses, including one of the shoe stores, a hardware store, and the barber shop. The mix of businesses continued to cater to both residents of the neighborhood and people who took the train into the area, just as they had immediately after the opening of the train station. This pattern of growth and the vitality of the shopping district continued until after World War II. It was not until the development of the suburban shopping malls and the easy access to other shopping districts with the popularity of the automobile, especially after World War II, that the Greenwood business district began a gradual decline. Even so, its survival today stands as testament to the early significance of the railroad stops (both freight and passenger service) in Maplewood and to the importance of this commercial district to south Maplewood's residential neighborhoods.

## **Footnotes**

<sup>1</sup> Nancy Vitale and Beth Wrigley, "Maplewood: A Community Perspective," Unpublished Paper, 2 December 1980, Maplewood Public Library, 2.

<sup>2</sup> Ibid, 3; Rosemary Davison, *Maplewood Survey District: A Community Profile*, (Clayton, MO: Saint Louis County Department of Parks and Recreation, Division of Recreation and Cultural Services, 1982), 6.

<sup>3</sup> Vitale and Wrigley, 3.

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Footnotes(continued)

<sup>4</sup> Davison, 2.

<sup>5</sup> Vitale and Wrigley, 3-4.

<sup>6</sup> Vitale and Wrigley, 4, Davison, 2.

<sup>7</sup> Ibid, 4.

<sup>8</sup> Ibid.

<sup>9</sup> Ibid, 2.

<sup>10</sup> Ibid, 8.

<sup>11</sup> Esley Hamilton, "Notes on the Greenwood Subdivision and 3518-3520 Greenwood Avenue, City of Maplewood," E-mail to Karen Bode Baxter, 20 December 2004.

<sup>12</sup> Davison, 5; "The TRRA and the Maplewood Connection," *Terminal Railroad Association of St. Louis Historical and Technical Society, Inc., [Newsletter]* Issue 30 – Summer 1994: 16-22, 16.

<sup>13</sup> Davison, 6.

<sup>14</sup> *History of Maplewood: It's Growth*, (Clayton, MO: *Watchman Advocate Newspaper*, 22 July 1938), 5.

<sup>15</sup> Ibid., "The TRRA and the Maplewood Connection," 16.

<sup>16</sup> "The TRRA and the Maplewood Connection," 16-17.

<sup>17</sup> "The TRRA and the Maplewood Connection," 17.

<sup>18</sup> *History of Maplewood: It's Growth*, 5; Vitale and Wrigley, 8.

<sup>19</sup> Vitale and Wrigley, 8.

<sup>20</sup> Ibid.

<sup>21</sup> Davison, 9.

<sup>22</sup> William L. Thomas, *A History of St. Louis County, Missouri, Vol. 1*, (Saint Louis: S. J. Clarke Publishing Company, 1911), 323.

<sup>23</sup> *Directory of Maplewood, Missouri, 1912*. (Saint Louis: J. Lethem, 1915); *Directory of Maplewood, Missouri, 1915*. (Saint Louis: J. Lethem, 1915), 81.

<sup>24</sup> *Directory of Maplewood, Missouri, 1915*. (Saint Louis: J. Lethem, 1915), 81.

<sup>25</sup> Davison, 9.

<sup>26</sup> Thomas, 323.

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## Narrative Statement of Significance of Individual Buildings

The following section provides historical information as well as comments on the significance of each building in the district. Notes on the history and significance below were based upon the assessment of a variety of information. Historic fire insurance and the 1909 plat map helped provide basic time spans for the dates of construction and the basic features of the buildings. The extensive city directories and business directions published by the Polk-Gould Company (and its predecessors), as well as various county directories and deed research made it possible to more precisely determine construction dates, names of occupants and businesses.

Each entry is not footnoted separately since the citations would be unduly repetitious. Each building is listed below in the same order as the Individual Site Descriptions in Section 7.

### Greenwood Boulevard

#### 3500 Parking Lot.

The 1926 Sanborn map, corrected to 1951, shows a small filling station at the corner of the block, with three pumps located at the rear, but the building no longer exists and the lot is now a parking lot for the building at 3508-3516 Greenwood. In 1929, the site was listed as the premises of the Sinclair Refining Company, which was replaced by Bernard Koste's filling station in 1936 and the filling station of Alf T. Darlow by 1941.

#### 3508-3516 Greenwood Planing Mill; pre-1909; addition 1915, addition 1926-1951; architect unknown. **Noncontributing.**

The three buildings addressed separately as 3508 Greenwood, 3512 Greenwood, and 3516 Greenwood were built at different times as separate buildings, but the buildings have been interconnected to create a single building. The earliest known occupant of any of the buildings was the Greenwood Planing Mill, addressed at 3516 Greenwood (which probably included both the rear and western sections) visible in a 1909 plat map and identified in the 1912 Maplewood city directory. The assessors office lists the date of construction of the building in 1915, which may be when the storefront was completed. In 1926, the next year the addresses were listed in the city/county directories, the Carlon Construction Company was listed at 3512-3516 Greenwood. By 1936, the Carlon Construction Company was still occupying the 3516 Greenwood storefront, while Walker A. Hohlstien was running an automotive repair shop in the 3512 Greenwood storefront. Both the Carlon Construction Company and Walker A. Hohlstien had moved out of the building by 1938, leaving the building vacant that year. In 1939, the American Bitumuls Company, an asphalt company, occupied the building, with an address of 3514 Greenwood. The American Bitumuls Company still occupied the building as late as 1943, but by 1946 the St. Louis Tool Company, which sold abrasives, moved into the site, with an address of 3516 Greenwood, only to be replaced by 1949 by the A1 Brothers Manufacturing Company, Inc., which made ornamental stair rails. The A1 Brothers Manufacturing Company, Inc., remained in the building at least through 1959. Between 1926 and 1951, the east section of the building was added, originally addressed as 3508 Greenwood, but separate businesses were not listed at that address; presumably it was used as part of the larger business enterprise.

#### 3518-3520 Milligan's Million Article Hardware Store; circa 1905; architect unknown. **Contributing.**

The building at 3518-3520 Greenwood appears to have been built in 1905, but its history is not clear, either from deed records or city directories, and as a result it is named for the first long-term commercial occupant, Milligan's Million Article Hardware Store. The owners of the lot in 1905 were William A. and Mary E. Koons, who sold the lot to Monroe S. Loomis and his wife Mayme, as well as to J. Henry and Augusta C. Hadelers. The Loomises and Hadelers borrowed \$6,500, presumably to construct the building that remains on the lot today. In the summer of 1905, the Loomises and Hadelers sold the front lot (they had owned both the front lot where 3518-3520 Greenwood stands and the rear lot housed a non-extant section of the planing mill). The new owners, Thomas Fuqua and his wife, purchased the property for \$8,500, indicating the building had been constructed because of the increased purchase price despite the fact that the Fuqua's only purchased the front lot. This transaction appears to be a straw man transaction because Julius A. Gerhardt and his wife, Ada, purchased the building from the Fuquas the next day for the same \$8,500 purchase price. The Gerhardts signed an "assignment of rents," promising to pay

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the Empire Brewing Company \$1,200 over two years as rent for the building at 3522-3524 Greenwood. Although at the wrong address, it appears this was the original address because the lot number for the "assignment of rents" was for Lot 13 while the current 3522-3524 Greenwood is on Lot 12, while what is now 3518-3520 Greenwood is on Lot 13. The Gerhardts sold the property to Mary O. and James J. McDermott by the end of 1905, despite the "assignment of rents" the Gerhardts received from the brewing company. The McDermotts proceeded to lease the property back to the Loomises, including a two-story frame building on the rear of Lot 14 and the east 20 feet of the south 42 feet of Lot 13, which was to be used as a planing mill (the foundation of which is still visible at 3518-3520 Greenwood). The McDermotts transferred the property leased to the Loomises from their own holdings to those of their realty company, McDermott Realty. In 1911, McDermott Realty leased the building, now numbered as 3518 Greenwood, to C. Helfrich for \$30 a month for two years for property described as "store and rooms above."

Until 1912, the business use of the building was not clear, when that year's city directory listed 3518 Greenwood as the residence of Mr. and Mrs. Charles A. Helfrich while 3520 Greenwood was occupied by the shoe store of John Fisler. The occupant of 3518-3520 Greenwood could not be confirmed again until 1920, by which time Joseph Milligan ran a hardware store in the 3518 Greenwood storefront, a business that would continue in this location for more than two decades, and he had his residence at 3520 Greenwood (the address was changed to 3518-3518a by 1922, although the address was changed back to 3518-3520 Greenwood by 1932). There was no change in the occupancy of the building until 1939, when Mrs. Agnes Milligan (presumably Joseph's widow) ran the hardware store in the 3518 Greenwood storefront, Howard Huff lived in the 3518a Greenwood apartment, and he ran a beauty shop in the 3520 Greenwood storefront. By 1943, Agnes Milligan had left the 3518 Greenwood storefront, which was vacant, while Howard Huff still lived in the 3518a storefront and ran his beauty shop in the 3520 Greenwood storefront. By 1946, Howard Huff was living at 3518a Greenwood and running his beauty shop at 3520a Greenwood while Byron L. Huff was living in 3520a Greenwood (the addresses apparently were changed between 1943 and 1946). There were no more changes in the building until 1957, when chiropractor G. C. Schneller occupied the 3518 Greenwood storefront while Howard Huff continued to live in 3520a Greenwood and operate the beauty shop in 3520 Greenwood, but Schneller had moved out of the building the next year, when Howard Huff moved back to 3518a Greenwood while Byron L. Huff returned to 3520a Greenwood while the beauty shop remained in the same storefront, a situation that continued through at least 1959.

### 3522-3524 **Simms Dry Goods**; circa 1912; architect unknown. **Contributing.**

Although the assessors office dates the building as 1900, the earliest known occupant located in the building at 3522-3524 Greenwood by 1912 was Allen D. Simms' dry goods store that also sold ladies' and men's furnishings, a store that remained in the location until 1920. By 1922, Edward Gallagher ran a dry goods store in the 3522 Greenwood storefront, while Sophie Gremmler, the building owner, lived at 3522 Rear Greenwood. Robert C. and Norma Linton lived at 3522a Greenwood and Otto and Othelie Hoffman lived at 3522a Rear Greenwood. Also by 1922, the Kroger Grocery and Baking Company occupied 3524 Greenwood, which according to local oral history accounts would take orders for meat to butcher (behind the building) from railroad personnel and passengers in the morning which they would pick up on a return trip the same evening. There were no changes until 1926 when R. Messmer moved into the apartment at 3522a Greenwood while Joseph and Helen Bauer and Walter and Ella Schoer (Ella Schoer was a dressmaker) lived at 3522a Rear Greenwood, but the Bauers moved out by 1928. By 1932, the dry goods store in 3522 Greenwood was being run by E. A. Pastel and the only residential listing at the address was Andrew Schaefer at 3522 Rear Greenwood, while the Kroger Grocery and Baking Company still occupied 3524 Greenwood. By 1934, the Kroger Grocery and Baking Company had moved to the 3522 Greenwood storefront while Otto Drake ran a restaurant in the 3524 Greenwood storefront. The residential spaces had all new tenants as well, with William W. Pumpass occupying 3522a Greenwood, and Vincent Klinke and Austin W. How listed as the tenants of 3522a Rear Greenwood. The Kroger Grocery and Baking Company continued to occupy the 3522 Greenwood storefront in 1936, but Jess L. Davy had moved into the 3522a Greenwood space, and Clifford C. Friend replaced Vincent Klinke at 3522a Rear Greenwood, while Austin How remained in that apartment. The restaurant run by Otto Drake at 3524 Greenwood had closed, leaving the storefront vacant in 1936. In 1938, the only change was that Henry Davy replaced Clifford C. Friend at 3522a Rear Greenwood. By 1939, the 3522a Greenwood was vacant while 3522a Rear Greenwood was occupied by Edward T.

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Kunz and Luther V. Hickey, while Kroger's and Edward Meyer and his "Beer" business remained in 3522 Greenwood and 3524 Greenwood respectively. By 1941, Edward Meyer and Edward T. Kunz had left the building, while the Kroger Grocery and Baking Company remained in 3522 Greenwood and Luther Hickey still occupied 3522a Rear Greenwood. The Kroger Grocery and Baking Company left the building by 1943, leaving 3522 Greenwood vacant. Ernest F. Montgomery occupied 3522a Greenwood and Joseph Feco joined Luther Hickey in the 3522a Rear Greenwood apartment. Delphi Bell replaced Edward Meyer selling "Beer" in the 3524 Greenwood storefront. In 1946, the Bart Company, which sold refrigerating parts, occupied 3522 Greenwood. The only change in the residential spaces was the replacement of Luther Hickey with George R. Goff, while Frank Almsick sold "Beer" in the 3524 Greenwood storefront. By 1949, Aero-Master Products Inc., an insecticide dispensers company, moved into the 3522 Greenwood storefront while Albert J. Stewart occupied 3522a Greenwood and Joseph Feco was the sole occupant of 3522a Rear. Harold Perry, who owned the building by 1949, ran a tavern in the 3524 Greenwood storefront. Harlod Perry closed his tavern and opened a liquor store in 3522 Greenwood and had sold the building to Frank Van Almsick who lived in 3522a Rear Greenwood by 1953. Paul E. Thompson occupied 3522a Greenwood and Mitchell Matthew ran a grocery store in the 3524 Greenwood storefront. In 1959, Harold Perry continued to run a tavern in the 3522 Greenwood storefront, Frank VanAlmsick owned the building and lived in 3522a Rear Greenwood, Paul E. Thompson and Jack DePriest occupied the 3522a Greenwood apartment and the 3524 Greenwood storefront was vacant.

### 3526-3528 Sutton Station Saloon; circa 1903; architect unknown. **Contributing.**

The assessors office lists the construction date of the Sutton Station Saloon as 1903, but the earliest known tenant in the building at 3526-3528 Greenwood, the Sutton Station Saloon, was not listed at 3528 Greenwood until 1912, but the building is visible on the 1909 plat map. By 1917, the saloon was run by O. W. Brashear. By 1922, George Willey ran Willey Brothers Grocery and Meats in the 3526 Greenwood storefront and occupied the 3526a Greenwood space with his wife Delphia, while O. W. Brashear still sold drinks from 3528 Greenwood (supposedly non-alcoholic since the Prohibition amendment had taken effect) while he and his wife Sarah lived at 3528a Greenwood. Both Brashear and Willey remained at least through 1923 when the next directory was published, but in 1926 Theodore Leisiner ran a grocery store in the 3526 Greenwood storefront and John H. Krato ran a drug store in 3528 Greenwood. Leisiner's grocery was replaced by the Greenwood Market in the 3526 Greenwood storefront and the 3526a storefront was vacant in 1932, but Krato still ran his drugstore at 3528 Greenwood. The Greenwood Market was replaced in the 3526 Greenwood storefront by the bakery of William E. M. Evers by 1934, only for the storefront to be vacant in 1936. In 1938, Fred Dahlberg, a contractor, occupied the 3526a Greenwood location and the Gault Printing Company occupied the 3526 Greenwood storefront. In 1938 John VanAlmsick opened a grocery store next door to Krato's pharmacy in the 3526 Greenwood location, while no residential addresses were listed in the building. Krato moved out of the building in 1943, but John VanAlmsick still ran a grocery store next door to the vacant storefront at 3528 Greenwood. 3528 Greenwood was occupied by the Elmart Company, a toy manufacturer, in 1946, but was replaced by the carpet cleaning company of Carl J. Mabary in the 3528 Greenwood storefront while structural engineer Henry J Vanderbruegge occupied the space at 3528a Greenwood. The only change by 1953 was that the grocery store of Matthew Mitchell expanded into the storefront at 3526 Greenwood, a situation that remained unchanged until 1957, when the 3528 Greenwood storefront was vacant, a situation that remained unchanged through the end of the 1950s.

### 3530-3532 Brashear and Son Saloon/John G. Fisler Shoe Store; circa 1900; architect unknown. **Contributing.**

The assessors office lists the construction of the building as 1900 but the first known occupant was not listed until 1909, when J. W. Brashear and Son had a saloon at 3530 Greenwood, (presumably the son was O. W. Brashear who later owned a saloon next door) and John G. Fisler ran a shoe store in the same building, while Josepy H. Milligan, who later moved his store to 3518-3520 Greenwood, occupied the 3532 storefront while Virginia Milligan, a bookkeeper, occupied the 3532a Greenwood space. The Milligans continued to occupy the building through 1917, but moved to their new site down the street by 1920. J. W. Brashear and Son's saloon also had vacated the building by 1920, while John Fisler continued to run a shoe store in the 3530 storefront location. By 1922, the 3530 Greenwood storefront, listed in the city directory as 3530-32-34-36,

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## Narrative Statement of Significance (continued)

was occupied by the National Cover Company, while Henry and Margaret Heggel, the building owners, and Mary and Allen A. Crooks all were listed at 3532a Greenwood. The situation remained the same in 1923, but 3530 Greenwood was vacant by 1926. Henry and Margaret Hegel still lived in 3530a Greenwood in 1926 and the Kohn Stores grocery occupied 3532 Greenwood, and Ray and Louisa Ellis lived at 3532a Greenwood with Dentist Charles A. Slawson and his wife Mamie. In 1928, Jason L. Curtis was selling shoes from the 3530 Greenwood storefront while living in the 3532a Greenwood apartment with his wife Irene. The Hegels continued to occupy 3530a Greenwood and the Kohn Stores grocery store remained in the 3532 Greenwood storefront. By 1932, Jason Curtis was still running a shoe store in 3530 Greenwood and living at 3532a Greenwood and Henry Hegel occupied the 3530a Greenwood space, while 3530 Greenwood was vacant, a situation that remained unchanged in 1934, except that Curtis had changed the name of his shoe store to the Curtis Boot Shoppe. Curtis again changed the name of his store in 1936, to the Curtis Boot and Repair Shop, while the rest of the building was vacant. In 1938, Curtis's store was again just listed as a shoe store, but the apartments were both occupied, 3530a Greenwood by Peter C. Mooney and 3532a Greenwood by Melvin Adair, while the storefront at 3532 Greenwood remained vacant until 1939 when the Greenwood Cleaners opened a branch in that storefront. Curtis was replaced in 1941 by Isaac T. Smith, a cobbler, and Walter Jasca moved into the 3532a Greenwood storefront, while Peter Mooney remained in the 3532a Greenwood storefront. By 1943, Walter Kasch, in the 3532a Greenwood address, was the only occupant of an otherwise vacant building. Kasch still occupied the site in 1946, when Charles E. Goff, a sheet metal worker, occupied the 3530 Greenwood storefront and Jason R. Light occupied the space at 3530a Greenwood, while 3532 Greenwood remained vacant. By 1949, E. J. Simmons was running an upholstery store in 3530-3532 Greenwood while Light and Walter Kasch remained in their respective apartments, a situation that continued through 1953. In 1955 E. J. Simmons was still running an upholstery store at 3530-3532 Greenwood, but Anthony V. Simmons was occupying 3530a Greenwood instead of Jason Light. By 1958, there was no listing for the 3530a Greenwood space, but the occupancy in the building was otherwise unchanged until 1959 when Lyle Courtney occupied 3530a Greenwood and John Harrington occupied 3532a Greenwood, while E. J. Simmons still ran an upholstery shop in 3530-3532 Greenwood.

### 3534-3536 Commercial Building; circa 1909; architect unknown. **Noncontributing.**

Although the assessors office lists the date of construction of the building as 1930, the building appears on the 1909 plat, but does not appear until 1912 in county directories, when Jason Clukies was listed as a plumber, at 3534 Greenwood but another tenant cannot be confirmed until 1922, when the Greenwood Shoe Shop occupied the building. The Greenwood Shoe Shop was replaced by Deck and Son shoe repair in 1928, while Jack Deck and his wife Mildred also had the address listed as a residence while George W. Keller had a barber shop in the 3536 Greenwood storefront. By 1932 Deck and Son had been replaced in the 3534 Greenwood storefront by Henderson Boice's grocery store and Howard E. Huff had taken over George Keller's barber shop in 3536 Greenwood. In 1936 Howard Huff was still running his barber shop, but was joined by Edward Meyer with his business listed as "Beer" in the 3534 Greenwood storefront. By 1938, Anna Utley had taken over the 3534 Greenwood storefront, also with a listing of "Beer" in the county directories and Russell Walters had taken over the barbershop in 3536 Greenwood. The next year saw Nicholas Leacopulos replaced Utley in 3534 Greenwood, also selling "Beer" and Jason R Watters was running the barbershop in 3536 Greenwood. By 1941 Burwell Davis had moved into the barbershop at 3536 Greenwood while Nicholas Liacopulos still occupied the 3534 Greenwood storefront. In 1943 both storefronts were vacant, but by 1946 Leonard L Winters ran a clothes cleaners in 3534 Greenwood and George M. Sallwasser had a real estate office in the 3536 Greenwood storefront, listings that remained unchanged until 1953, when George Sallwasser took over the clothes cleaners. By 1955 George Sallwasser was still running a real estate office, but out of the 3534 Greenwood storefront, which he shared with Frank T. Corpening, who sold whole rubber stamps, while Russel Slebert had a general insurance office in the 3536 Greenwood storefront. By 1958, George Sallwasser was the only occupant of the building, with his real estate business in the 3534 Greenwood storefront and a general insurance agency in the 3536 Greenwood storefront. In 1959, George Sallwasser moved his businesses to the 3536 Greenwood storefront, which he shared with the Gorman Real Estate Company, while the Pretto Brothers Construction Company and the George McCarthy Painting Company both occupied the 3534 Greenwood storefront.

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Maplewood, Saint Louis County, MO

## Narrative Statement of Significance (continued)

**3538-3540 Meyer's Service Station;** circa 1928; architect unknown. **Contributing.**  
**Paint Shop;** post-1951; architect unknown. **Noncontributing.**

The address at 3538-3540 Greenwood was not listed in the directories until 1928, probably indicating that the service station was built around that time, although the assessors office lists the date of construction as 1930, when Edward L. Meyer was running a filling station at the location. 1930 may be the date of completion of the permanent building to replace a temporary structure, although this cannot be confirmed. By 1932, the Phillips Petroleum Company and Lonnie E. Brewer were both listed at the 3540 Greenwood, but by 1934 Theodore Reed was running the service station on the lot, only to be replaced by William Metzinger by 1936. In 1938 Luther W. Hickey was running the filling station, but was replaced by Walter A. Hohlstein in 1939. Hohlstein continued through at least 1941 but by 1943 Alyin Kinestran a business listed as "auto parking." By 1946 Raymond Hendrix was running an automotive repair shop at 3540 Greenwood, a position he remained in through the 1950s, although he did change the name of this company to the Hendrix Auto Body Company in 1958 and Lonnie Brown and Richard Worrley were both listed as performing automotive repair under the same listing as the Hendrix Auto Body Company in 1959. The paint shop building at the back of the building burned in recent years and was replaced with the new building.

## ST. ELMO

**7518 Storage Building;** 1979; architect unknown. **Noncontributing.**

This storage building was not shown on the 1951 fire insurance map, and its construction indicates that it was built more recently. It faces the side street behind 3500 Greenwood and does not contribute to the historical development of the commercial district.

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### Verbal Boundary Description

The Greenwood Historic District encompasses the south side of the 3500 Block Greenwood Avenue from St. Elmo Avenue to Kensington, extending from the curb to the rear of the lots on the block.

### Boundary Justification

These boundaries incorporate all of the property that has been historically associated with this neighborhood commercial district.

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**Greenwood Historic District**  
**Maplewood, Saint Louis County, MO**

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## Photo Log

Photographer: Sheila Findall  
June, 2005

Negatives with photographer: Karen Bode Baxter, 5811 Delor Street, St. Louis, MO 63109

Photo #1: Exterior, Looking southwest at Greenwood Historic District

Photo #2: Exterior, Looking southwest at 3518-3532 Greenwood

Photo #3: Exterior, Looking southeast at 3518-3520 Greenwood

Photo #4: Exterior, Looking south-southeast at 3526-3528 Greenwood

Photo #5: Exterior, Looking southeast at 3518-3532 Greenwood

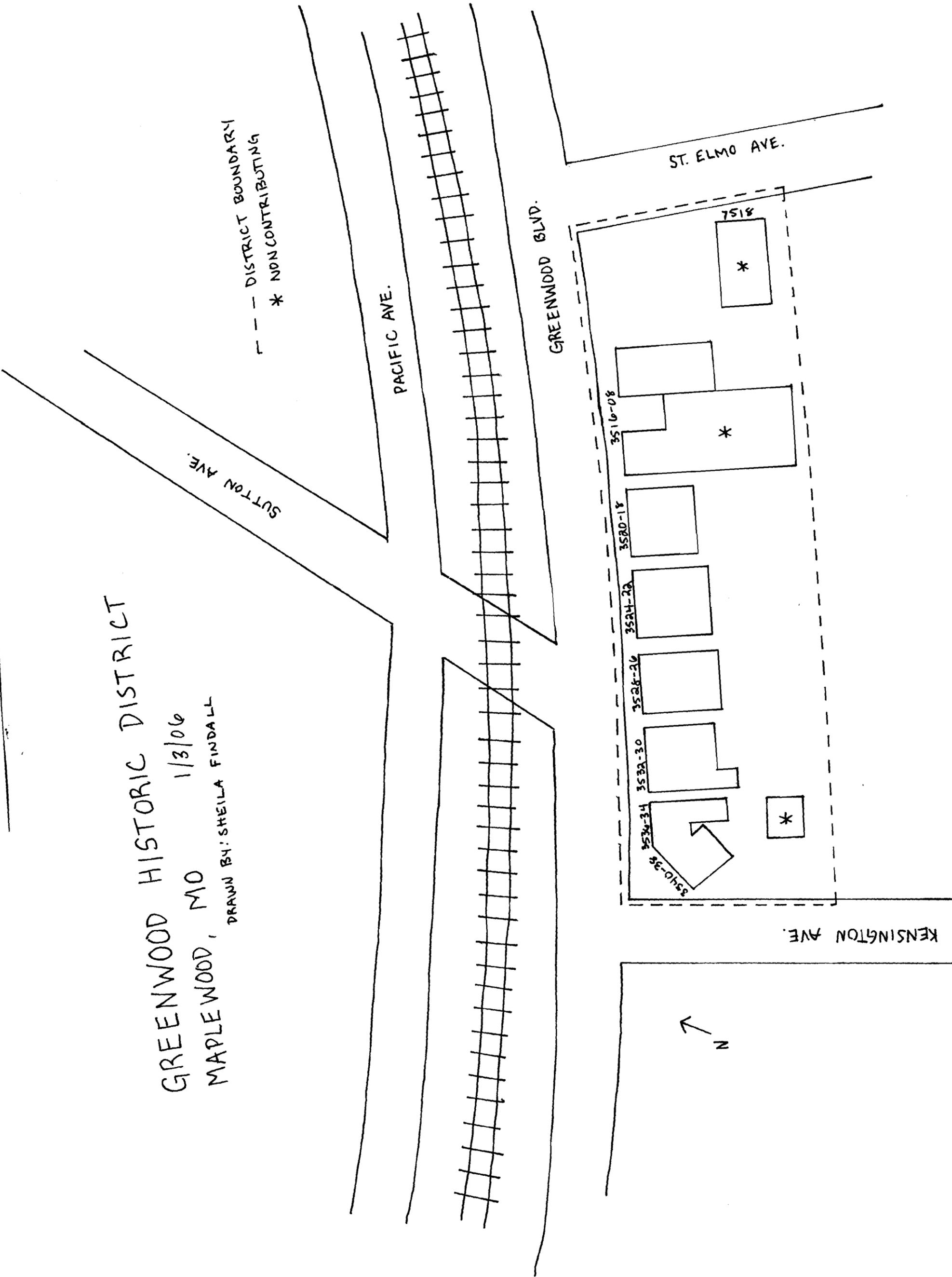
Photo #6: Exterior, Looking southeast from Kensington at 3526-3540 Greenwood

Photo #7: Exterior, Looking southeast at Greenwood Historic District

# GREENWOOD HISTORIC DISTRICT

MAPLEWOOD, MO  
1/3/06  
DRAWN BY: SHEILA FINDALL

--- DISTRICT BOUNDARY  
\* NON CONTRIBUTING





U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY



38° 37' 30" N  
90° 22' 30" W

729m E

1:240 000 FEET (1:76 200)

731 R 6 E

732 20'

733

734

710 000 FEET  
(1:11 250)

478m N

Greenwood  
Historic District  
Maplewood  
St. Louis Co., MO 631  
A: 151733375/4271410  
B: 151733460/42716380  
C: 151733450/42716275  
D: 151733330/4271210

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GREENWOOD HISTORIC DISTRICT  
St. Louis County, MO  
Photo No. 1



Greenwood Historic District  
St. Louis County, MO  
Photo No. 2



Greenwood Historic District  
St. Louis County, MO  
Photo No. 3



Greenwood Historic District  
St. Louis County, MO  
Photo No. 4



Greenwood Historic District  
St Louis County, MO  
Photo No. 5



Greenwood Historic District  
St. Louis County, MO  
Photo No. 6



Greenwood Historic District  
St. Louis County, MD  
Photo No 7