OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900a). Type all entries.

_x_ New Submission ___ Amended Submission

A. Name of Multiple Property Listing

Historic Resources in Ferguson, Missouri

B. Associated Historic Contexts

(Name each associated historic context, identifying them, geographical area, and chronological period for each.)

Residential Growth and Development
- Early Settlement and Development, 1855 - 1879
- Ferguson as a Commuter Suburb, 1879 - 1920
- Ferguson's Twentieth-Century Housing Boom and Suburban Expansion, 1920 - 1960

Commerce/Industry
- Nineteenth Century Commercial Development, 1851-1900
- Ferguson and the Automobile Commercial Row, 1910 - 1960
- Ferguson's Industrial Role – the Modern City, 1925 - 1955

Transportation
- Early Railroad History, 1851 - 1900
- Streetcars in Ferguson, 1900 - 1950
- Roads and Automobiles – Shaping Ferguson's Modern Character, 1910 - 1960

Institutions – Schools and Churches
- Ferguson's Educational History, 1868 - 1955
- Religion and Churches, 1867 - 1962

C. Form Prepared by

name/title Ruth Keenoy and Karen Bode Baxter

organization Karen Bode Baxter, Preservation Consultant date September 1, 2008

street & number 5811 Delor Street telephone 314-353-0593

city or town St. Louis state MO zip code 63109

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Mark A. Miles — October 15, 2008 — See continuation sheet

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

Missouri Department of Natural Resources
State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register — Date

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Historic Resources in Ferguson, Missouri — **MO**
Name of Multiple Property Listing — **State**

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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E. STATEMENT OF HISTORIC CONTEXTS

Introduction

The City of Ferguson is located in northern St. Louis County, Missouri. The city was established in 1855 as a train station for the North Missouri Railroad and quickly grew into a small settlement characterized by its elegant turn-of-the-century homes, brick commercial buildings, and frame train depot that still stands today. Many of the town's early residents were directly associated with the railroad – initially the North Missouri Railroad Company (1850s) and later the Wabash Railroad (1870s). Until the arrival of the automobile during the 1910s-20s, the railroad was the single most influential factor in shaping Ferguson's physical character. The railroad supported the lifestyles of all residents; embracing working-class citizens, either employed by the railroad company or who rode daily commuter trains to work in St. Louis; as well as well-to-do individuals who were attracted to Ferguson's bucolic setting. Ferguson's earliest settlers came primarily from the northeastern United States. These individuals were the descendents of immigrants from England, Ireland and Scotland. A smaller, yet substantial number of early residents were German immigrants who moved to Ferguson during the 1840s – 1860s. These families were attracted to Missouri's landscape, similar to their homeland and far from Europe's political upheaval. Ferguson's German population comprised a large part of the town's working-class sector – craftsmen and shopkeepers. These residents constructed most of the city's early homes, churches, and schools. Ferguson's upper-class residents were its largest landholders. They were the individuals who subdivided land and developed the city, many in conjunction with the North Missouri and Wabash Railroad Companies. At the heart of Ferguson lies the intersection of the former Wabash Railroad line (currently Norfolk Southern) and Florissant Road. Prior to the train's arrival, Florissant Road was the route along which early settlers arrived to the area. The well-traveled route was improved as an early county plank road during the mid-nineteenth century and later paved with crushed stone, after which time it was known as Florissant Rock Road. Ferguson grew steadily, experiencing its most tremendous changes after World War II when new industries and neighborhoods sprang up seemingly overnight. The post-war boom was stimulated by the nation's burgeoning economy, which catapulted suburbia into the modern age of automobiles, airplanes, and industrial enterprise. Despite Ferguson's extensive period of growth and development that continued through the 1970s, the city managed to retain much of its historic character. Today, Ferguson boasts numerous examples of its nineteenth and early twentieth-century commercial buildings, churches, schools and homes. Modern neighborhoods platted and constructed during the 1950s-60s provide remarkable examples of St. Louis County's post-war landscape. Together, these nineteenth and twentieth-century properties richly illustrate Ferguson's development – encompassing the community's earliest character shaped by its residents and transportation networks, as well as its fevered post-war era boom. The contexts in this document outline Ferguson's history in relation to its residential, commercial, industrial, and institutional properties. The periods of significance associated with the historic contexts extend from 1855, the year that Ferguson was established as a train station for the North

Missouri Railroad Company through 1960, when the interstate highway system was completed along Ferguson's northern boundary.

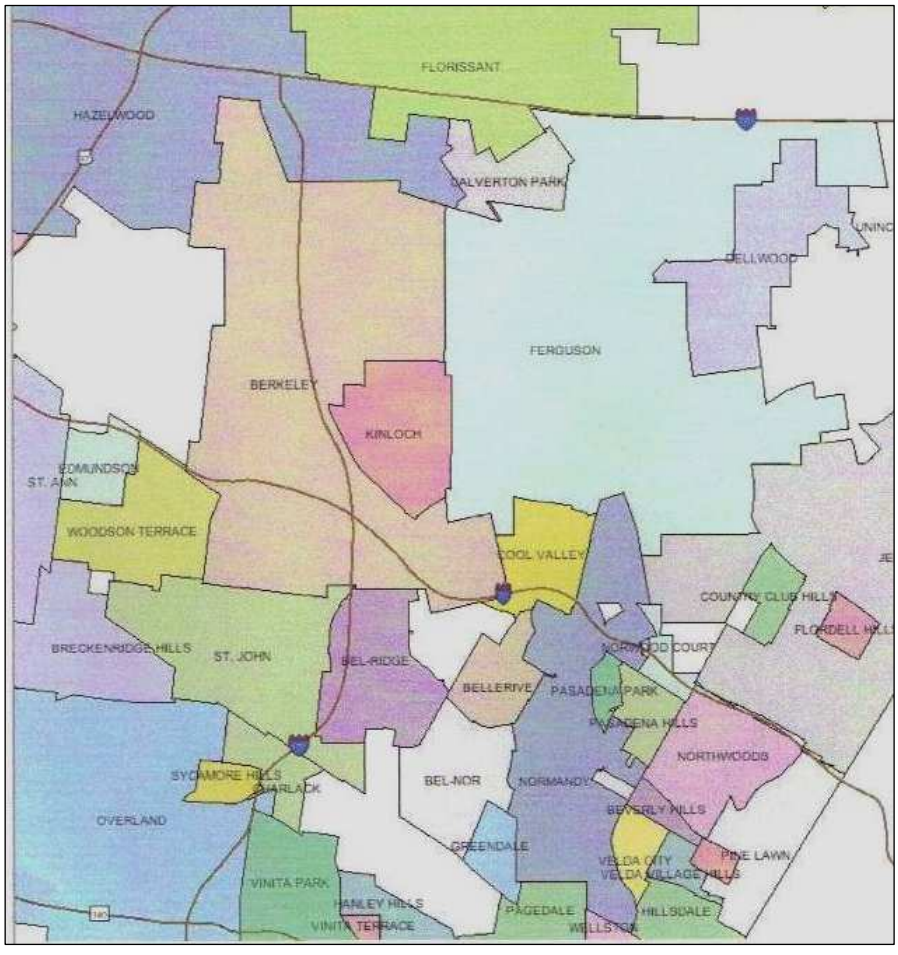

Figure 1. Area map – Northern St. Louis County (unmarked areas are unincorporated). Ferguson is one of the largest municipalities in the northern county. Source: St. Louis County Government website (August 2008). Map is not to scale.

Residential Growth and Development

Early Settlement and Development, 1855 - 1879

The City of Ferguson grew out of an early railroad station situated in north St. Louis County – "Ferguson Station." The train station was owned by the North Missouri Railroad Company and named for William Ferguson, who sold a small parcel of land for "for $1 'in consideration of the location of a depot' . . . [and] a provision . . . to erect the depot in Ferguson's name."[1] Prior to arrival of the North Missouri Railroad line, constructed through Ferguson during the mid-1850s, the area was reached most easily via an early plank route, Florissant Road (presently Elizabeth Avenue), discussed in greater detail under the "Transportation" context. At this time, most of what would be developed as Ferguson was owned by three individuals: Marshall Brotherton, David Shepperd, and Thomas January.[2] In 1845, January sold 177 acres to William Ferguson, including the parcel that Ferguson sold to the North Missouri Railroad company in 1855. William Ferguson is the individual with whom Ferguson's early development is most often attributed, yet his land holdings were minor in comparison to those of Marshall Brotherton who by the 1840s was St. Louis County's second largest landowner.[3] Although Ferguson played an integral role in shaping the early railroad town that bore his name, other individuals – particularly Brotherton and January – had a significant impact on Ferguson's early development.

Initially, the North Missouri Railroad Company planned to extend its line through Florissant. The company was incorporated in 1851 and construction began in 1853 to connect St. Charles to St. Louis. Eventually the line was intended to extend into Iowa and Minnesota (Territory). Residents in Florissant objected to the North Missouri's plans. They did not want the railroad line because trains passing through open farmland placed livestock in "great danger."[4] The railroad company instead constructed a route further south through present-day Kinloch and Ferguson. A report filed by the company in 1855 described the new route to St. Louis (from St. Charles) as extending through land owned by Brotherton and January "for about one and seven tenths miles to Thomas T. January's house; thence . . . to a point about a half mile north of the upper Ferry," – the latter point was owned by Brotherton at the time.[5]

Marshall Brotherton was Ferguson's largest landowner. He was born in 1811 in Erie, Pennsylvania and moved with his family to St. Louis between 1815 and 1820. Beginning in the 1830s, Brotherton began to pursue a number of business activities. He worked in the lumber trade and served as president of two banks, Bremen Savings Bank and St. Louis Building and Savings Association. Brotherton also held several county offices during his lifetime, including those of sheriff, judge, and "fund commissioner." At some point prior to 1850, Brotherton formed a partnership with his brother-in-law, John L. Ferguson (no relation to William Ferguson) and Austin Owen. Together, the men invested in a ferry company that provided access across the Missouri River between St. Charles Rock Road (St. Louis County) and St. Charles County. Until a railroad bridge was completed across the river during the late nineteenth century, Brotherton's ferry provided the only northern connection across the river. A small settlement, Brotherton,

developed along the eastern bank of the river but its prominence was short lived, as it was inundated during the flood of 1883 and never rebuilt. Brotherton's vast landholdings, approximately 1,500 acres by the 1840s, included most of the area encompassing present day Ferguson and Normandy.[6]

As noted, two additional landowners, David T. Shepperd and Thomas T. January, owned large parcels of land that was developed as Ferguson. Shepperd, of whom little is known, does not appear to have resided in the area. In 1844, he purchased land from August H. Evans, and this area today comprises much of western Ferguson.[7] January purchased land earlier than Shepperd, in 1839, from Senator Henry Clay, the noted American statesman from Kentucky.[8] Thomas January was born in Kentucky in 1809. He moved to Illinois at the age of 29 and worked for a railroad company. By the 1840s, January was employed by the North Missouri Railroad Company. It is probably this connection that prompted him to settle in Ferguson. By 1842, January owned approximately 1,000 acres extending into Berkeley, Ferguson, and Kinloch.[9] On his farm site (situated north of the Ferguson train depot), January constructed a large brick house, "a pond and a race track, [he also] bred blooded horses, and . . . had the finest wine cellar in all the county."[10] At some point after the Civil War, January granted his former slaves property along what is currently Eddy Avenue. "The land was located north of the January estate and houses and a church were built" (no longer extant).[11]

Ferguson's residential construction was initially centered on North Elizabeth Avenue (known originally as Old Florissant Road because the route extended north to that settlement). The area surrounding the original train depot (west of Elizabeth Avenue) also developed as an early residential enclave. Notable residents who settled in Ferguson prior to 1860 include Adam Deichmiller, a German immigrant who acquired all of the property between Darst Road and Church Street "on the east side of Florissant Road up to the Menke property." Deichmiller had a two-story brick home constructed at 114 Darst Road, which is extant.[12] In 1852, John Hartnett, a director of the North Missouri Railroad Company, purchased 176 acres east of Elizabeth Avenue from William Ferguson. Hartnett sold part of his holdings to James Darst who had a home constructed on the property, "Heartsease," in about 1856 (no longer extant).[13] Thomas G. Settle moved from Virginia to St. Louis in 1836, where he resided prior to living in Ferguson. He had a home built at the corner of Darst and Almeda Avenues.[14] George Little, Charles Olcott, William A. Clark, William Rose, Major Joseph LaMotte, and John Hereford also purchased property in Ferguson during the 1850s. Most acquired their holdings from Brotherton and Ferguson.[15] These individuals either built homes on Elizabeth Avenue or near the depot.

No history of Ferguson would be complete without further elucidation of William Ferguson, for whom the town was named. Ferguson was born in 1814 in Lebanon, Ohio. He moved to Missouri in 1845 with his wife, Laura L. Lewis, from Marietta, Ohio. In addition to Ferguson's purchase of land from Brotherton, he also purchased 640 acres near Maline Creek (located in northern St. Louis County) from his father-in-law, Charles A. Lewis. This land was claimed by both Ferguson and John Dominique, and

Ferguson's claim was not fully recognized until 1852, when the Missouri Supreme Court ruled in his favor.[16] Ferguson settled on the land he purchased from Brotherton and constructed a home (no longer extant) around 1847 on the parcel currently 432 Darst Road. William and Laura had three children – Charles, Mary and Laura. William Ferguson did much to develop the early town, particularly after the Civil War. He remained in Ferguson until the 1880s when he moved to California, where he died in 1911.[17]

By 1860, Ferguson's population consisted of about a dozen families, many of whom worked for the railroad.[18] Ferguson had two train depots by 1856, one situated near the present depot (Florissant Avenue) and the other on Elizabeth Avenue on land owned by John Harnett, a director of the North Missouri Railroad. The small station situated on his property was known as "Hartnett's Station."[19] Many early residents of Ferguson relocated from the nearby communities of Florissant, St. Charles, and St. Louis. Most were of English descent; some were German; and a few were of French and Irish descent.[20] Southwest of the depot, Harrison Tiffin purchased property during the 1860s from Marshall Brotherton and constructed several homes, as well as an early community building, Tiffin Hall. Today, this area is the neighborhood "south of Tiffin Avenue as far as the Maline Creek, east of Georgia Avenue and west of Florissant Road."[21] Ferguson's first subdivision, Ashland (probably named for Henry Clay's home in Kentucky), was platted in 1868 and included Thomas January's farm tract.

Ferguson's growth stalled during the Civil War. Afterward, the town saw its largest period of growth to date. Ferguson was soon a popular choice for residents seeking refuge from the inner urban/industrial expansion that began to shape St. Louis. Ferguson was ideal for residential development and one of the county's earliest suburbs because it supported a large area of inexpensive land and had direct access to the train, integral factors to post-war expansion.[22] This became even more apparent after 1879 when the Wabash Railroad Company acquired the former North Missouri line. The event brought more new residents to Ferguson and increased the town's viability as a commuter suburb of St. Louis, as the Wabash provided frequent passenger trains to and from the city.

Ferguson's access to commuter train service, combined with its idyllic setting, made it an ideal place for upper-to-middle class citizens to reside. The community illustrates what was happening across the nation in the mid-to-late nineteenth century. Although many cities were becoming increasingly urban and industrialized, such as the City of St. Louis; much of what surrounded those areas remained rural. St. Louis County was such a setting in the 1870s. Ferguson's strong residential presence evolved because the settlement conformed to the general acceptance by most Americans that domestic tranquility depended on a healthy environment fostered by the landscape and escape from inner city poverty, pollution, and overcrowding.[23] As a result, Ferguson developed as – and remained for a very long time – a peaceful setting, overall; with very little industry (outside of the railroad company, itself) and a limited commercial sector that centered on an intersection of the area's two major transportation connections – Florissant Road and the Wabash (formerly North Missouri) Railroad.

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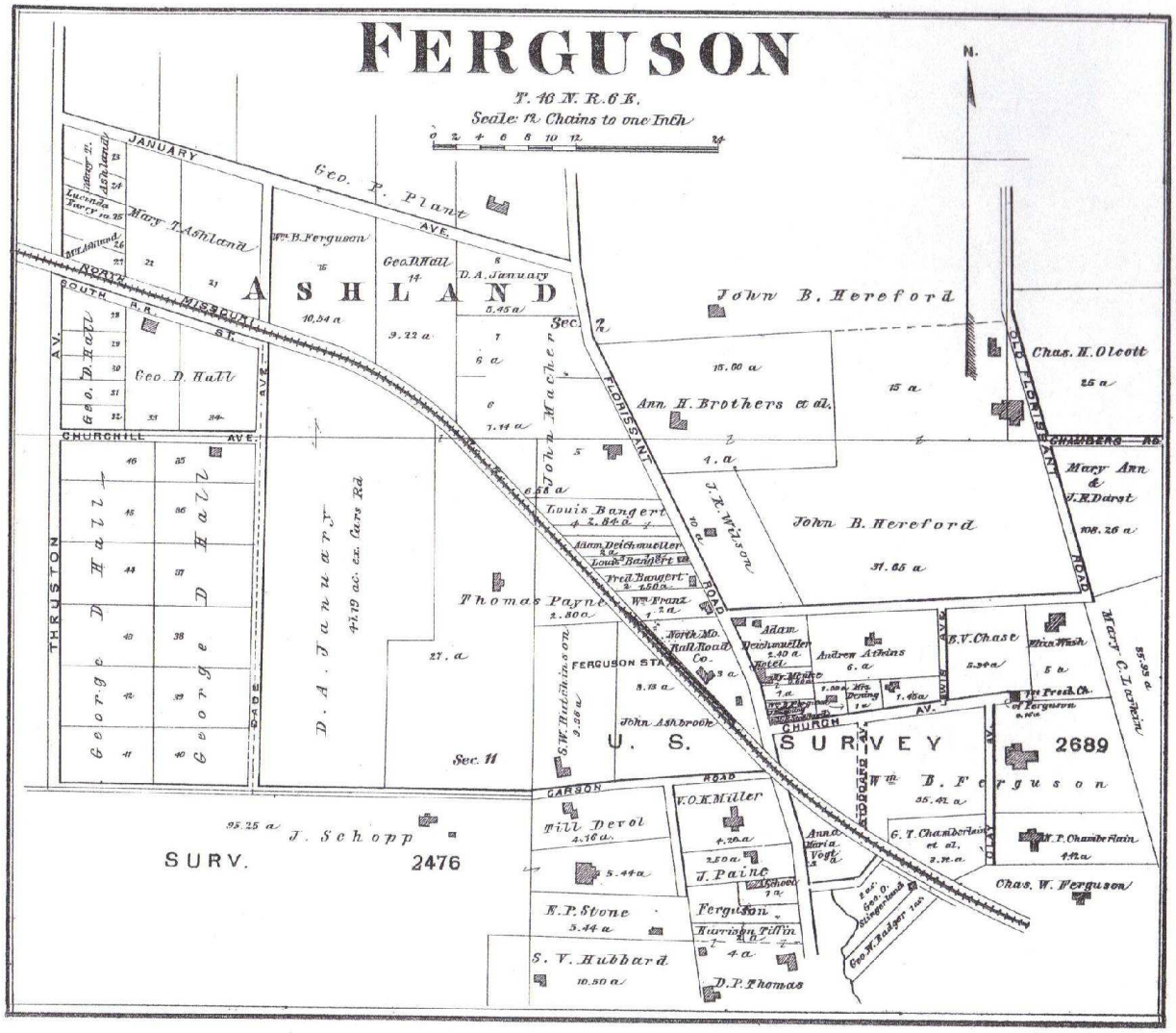

Figure 2. Survey Map, Ferguson – 1878 (Source: City of Ferguson Civic Calendar 1974).

Ferguson as a Commuter Suburb, 1879 - 1920

In 1879, the North Missouri Railroad was absorbed by the Wabash Railroad system. This event stimulated Ferguson's growth and the town flourished. As noted previously, Ferguson's location and direct connection to downtown St. Louis provided the impetus for many to move to the community. Additionally, the Wabash's schedule, which provided for more trains and daily trips, created new jobs. Ferguson had long been home to many railroad employees; more joined their ranks after the railroad takeover in 1879. Individuals such as William Ferguson, who came early to Ferguson and acquired large parcels of land, began to subdivide their holdings in an effort to capitalize on their investments. As a result, numerous subdivision plats were filed in St. Louis County, particularly after 1879 – although this trend began in 1868 when Thomas January subdivided his farmstead as "Ashland." The portion of January's holdings that surrounded the train depot was platted as "Ashland Station."[24] Many of these lots, particularly those just east of the train depot, were purchased by newcomers to Ferguson, an influx of German immigrants who played an integral role in establishing the town's commercial center (see context entitled, "Nineteenth Century Commercial Development, 1851-1900").

Ferguson's most ambitious nineteenth-century developer was William Ferguson who platted his holdings in 1887 and "embarked on an ambitious plan to bring other residents."[25] He hired an engineer to lay out streets and construction began on many homes. Some of these properties Ferguson sold, some he rented, and others he resided in, at least temporarily.[26] During the 1880s, many subdivisions were platted in Ferguson, including Hereford Place in north Ferguson (1886), Larkin Place in east Ferguson (1889), and Harvey Springs Park in southwest Ferguson (1889).[27] The only section of the town not subdivided during the 1880s was the area south of Carson Road owned by Dr. George Case. By the 1890s, however, this area too was developed as the Case family began to sell lots and build homes.[28]

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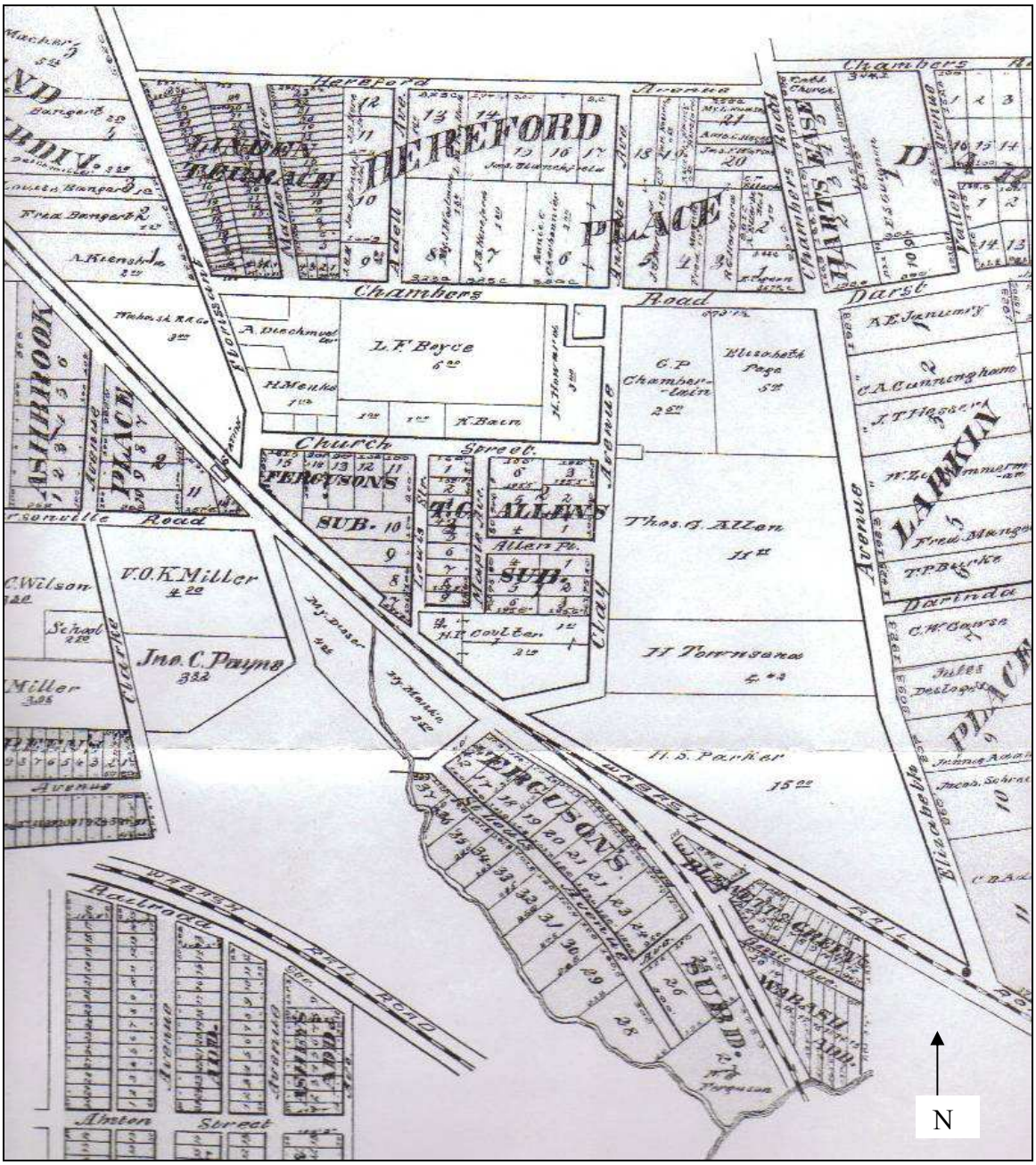

Figure 3. Ferguson – ca. 1893 – Map illustrates several of the town's early subdivisions, including Darst Place in the upper right hand corner. (Source: Johnson, Berkley E. *An Atlas of St. Louis County in the State of Missouri.* Clayton, MO: C.R. Black, 1893, p. 69).

In addition to the many train employees who lived in the town, Ferguson gained a large number of residents from the City of St. Louis. Once again, this growth was stimulated by the commuter train system that connected Ferguson to St. Louis. Initially, only the wealthy could afford to buy homes outside of the city; but the Wabash provided an affordable option for the working class to travel to and from St. Louis. It also attracted an upper middle class group of citizens. As noted by historian Beverly Fleming, "The railroad made possible a new type of resident – the commuter . . . A few families appeared to have 'retired' to the country . . . and the small business owner arrived."[29] More and more, citizens across the nation sought neighborhoods like Ferguson that offered "healthy" living far from the inner city's industrialized center. Ferguson not only fit this requirement, it was also convenient to St. Louis where many worked, shopped, and conducted other daily activities. Situated in St. Ferdinand Township of northern St. Louis County (created in 1876 when St. Louis County and City split their jurisdiction), the population of this once tiny settlement expanded from an estimated 185 residents in 1880 to 1,200 in 1894, the year that Ferguson incorporated as a fourth-class city.[30] (Of note, communities in St. Louis County had to gain at least 1,000 residents to qualify for incorporation).

> Ferguson, at the time of incorporation, typified other pleasant Midwestern towns with its frame houses, wooded lawns and hardworking, church-going citizens. Most residents owned their own cows for milk and raised vegetables and fruit. Many were farmers. Often, they hunted for quail and other game in nearby pastures . . . If it were not for the railroad, Ferguson might have remained a quiet, pastoral town.[31]

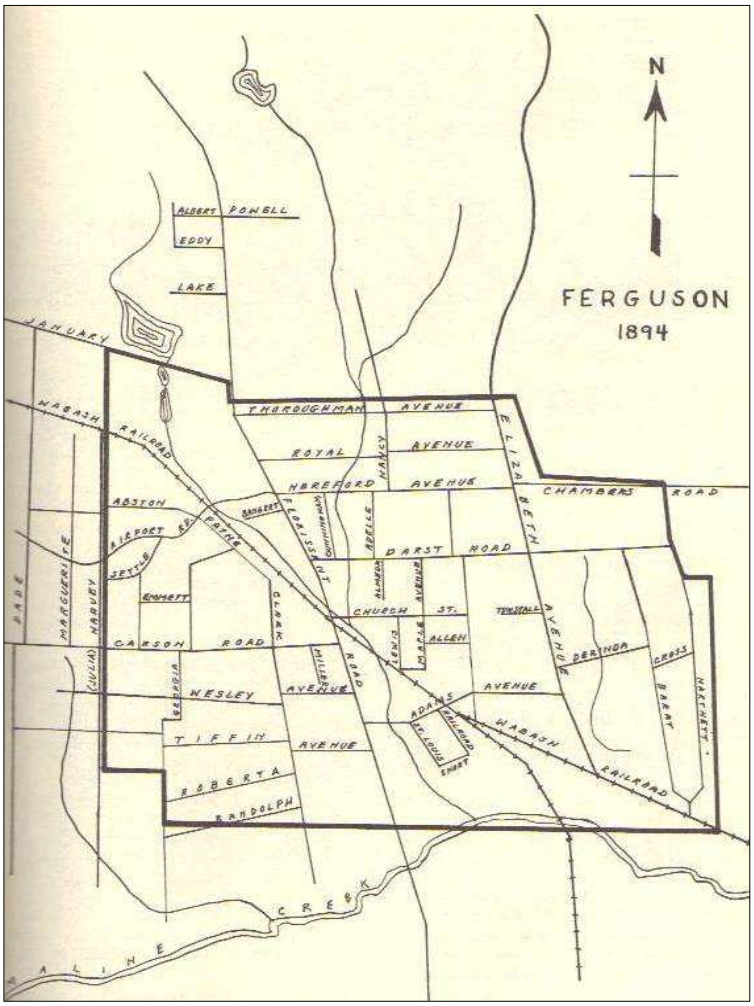

Figure 4. Map of Ferguson, 1894, illustrating the incorporated boundaries of Ferguson as a fourth-class city. (Source: Smith, *Ferguson: A City and Its People* [1976], p. 13).

Ferguson's subdivisions, like most in St. Louis County, incorporated racial covenants as well as building restrictions. As noted by historian Beverly Fleming, by the 1880s, many (but not all) of Ferguson's "subdivision plats included deed restrictions that established building setback, minimum value, and use, or prohibited sale to 'people of color.'"[32] Ferguson's African-American population, which was relatively small in 1890 (exact numbers not documented), remained centered in the neighborhood of what is presently Eddy Avenue – part of the property that Thomas January deeded to his former slaves "in perpetuity" after the Civil War.[33] This small area of Ferguson became known to local residents as "Little Africa" by the early twentieth-century.[34] The minimal number of black citizens living in Ferguson prior to

the turn of the century reflects a statistical trend in St. Louis County. In 1880, St. Louis City held 22,256 black residents; the county only supported 3,880 African Americans. By 1890, the disparity was more marked with only 1,460 blacks residing in St. Louis County (which had a white population of 32,824) and 28,846 African Americans living in St. Louis City.[35] These percentages in racial disparity remained entrenched in St. Louis County until well after 1950, although Ferguson boasts a large African-American population today. In 2000, census data recorded Ferguson's total population as 22,406 with more than 50% - 11,743 persons, documented as African Americans.[36]

The 1890s continued as a decade of steady growth and development in Ferguson. In combination with the popularity of Ferguson as a train stop, it became the terminus of the county's longest streetcar route in 1900, the Kirkwood-Ferguson line, which extended for a distance of approximately fifty miles.[37] During the 1890s, new subdivision plats included those for Darst Place (1891) and Linden Terrace (1892), as well as those developed by Thomas G. Allen (1891), Phil E. Green (1891), and H.P. Coulters (1893).[38] Many homes built in these subdivisions remain standing today, and a fair amount of information has been gathered about their builders. The best known of these individuals was John Niebling, a local carpenter who constructed numerous homes and businesses, including the Tiffin House and Ferguson's first African-American school (Vernon School) completed in 1885.[39] Niebling operated a lumber yard and a bar situated at the corner of Church Street and Florissant Road. He constructed several homes for William Ferguson.[40] Extant examples of Niebling's projects include 315 Darst Road, constructed for the Cherbonnier Family in 1883 and 37 North Clark Avenue, constructed in the 1880s (later remodeled as a nursing home). Another important builder was Henry S. Parker, who constructed houses on Catherine, Clay, and Adams Avenues. Most of Parker's houses remain standing today and unlike Niebling's homes are "modest in size." Their location primarily near the train's tracks indicate that many, if not all, were probably constructed for railroad employees.[41] Another local builder was William Holtsclaw, whose houses include 229 Hereford Avenue, built for Ambrose Crabb in 1893.[42] Additionally, Harrison Tiffin's son, Randolph, is credited with building all of the houses within the "first block of Tiffin Avenue, up to Clark."[43]

Darst Place presents an atypical example of a turn-of-the-century neighborhood in Ferguson because it failed to attract immediate interest. The neighborhood vividly demonstrates Ferguson's dependence on transportation, both the railroad and the automobile. Because the development was not planned in direct vicinity to pre-established train / streetcar stops as earlier subdivisions had been, it failed to gain much attention. The subdivision remained relatively undeveloped, in fact, until the automobile gained popularity during the 1910s-20s. An early brochure for Darst Place, copyrighted in 1891, promoted the neighborhood as an "ideal of home" in a suburban setting, far from the city's "never-ending noise and rattle, its sleepless toilers and restless travelers."[44] Lots were large in the initial plat, with frontage "no less than 100 feet, and from 150-350 feet wide."[45] The neighborhood was bounded by Elizabeth Avenue (west), Chambers Road (north), North Hartnett (east), and Darst Road (south). Darst Place was intended to capitalize on the Wabash with plans for a "special private depot," but this feature was never

constructed.[46] As a result, Darst remained outside the means of the average middle-class resident and failed to attract many residents prior to 1910. Once the automobile arrived, Darst Place was central to Ferguson's amenities. It was also more affordable because lot sizes were reduced to support more modest homes. By 1911, at which time Ferguson was on the rise as an automobile suburb, Darst Place was advertised as a "bungalow subdivision" situated a mere "45 minutes to [the] heart of [the] city" of St. Louis.[47]

As noted in the example of Darst Place, Ferguson's expansion surged when automobiles gained popularity. Prior to 1910, the city's road conditions limited its capacity for expansion as an automobile suburb, but this did not long remain the case. Suburban expansion boomed, especially after World War II when north St. Louis County gained several large industrial interests, including McDonnell-Douglas Aircraft, Universal Match Company, and Emerson Electric Company – the latter two of which were located within Ferguson's city limits.[48]

Ferguson's Twentieth-Century Housing Boom and Suburban Expansion, 1920 - 1960

In 1905, the State of Missouri enacted a tax law to stimulate county funds for the "construction and repair of public roads and streets."[49] At about this time, Ferguson began to improve its infrastructure, paving plank and dirt roads and widening narrow streets. The improvements catered to the automobile, which by 1920 made its way into most American households.

> The relationship (or marriage) between suburb and automobile flourished in the 1920s. Statistics underscore this: car registration reached 8 million as of 1920. In 1927, one car existed for every five persons, and the United States manufactured 85 percent of the world's output; in 1929, 4.8 million cars were produced and 26 million vehicles operated on the nation's roads.[50]

Ferguson's development after World War II proved to be its most rapid period of growth. "By 1945, several factors – the lack of new housing, continued population growth, and six million returning veterans eager to start families – combined to produce the largest building boom in the Nation's history, almost all of it concentrated in the suburbs."[51] Ferguson was no exception to the national suburban explosion that began in the 1940s. New Deal programs introduced during the 1930s, such as the Home Owners Loan Corporation (HOLC) (which reduced foreclosures on private home mortgages) and the Federal Housing Administration (FHA) (which subsidized residential construction), all fed suburban expansion. Additionally, the FHA "favored" new housing over existing homes and suburban over inner city locations, which led to an even greater number of homes constructed in urban peripheries.[52]

The introduction of industry to Ferguson and other north county areas supplemented the automobile's push toward expanding residential suburbs. In addition to Universal Match (1926-1983) and Emerson

Electric Company (1940 – present) in Ferguson, individuals living in the city also worked at the St. Louis Ordinance Plant (1941-1953), Lambert Airport (1940s-50s) and McDonnell-Douglas (Missouri's largest employer by the 1960s), all located in north St. Louis County.[53] The impact that the airport had on the growth of Ferguson was so significant by 1950 that it was frequently compared to that of the railroad's impact during the late nineteenth century.

> The airplane has played as prominent a part in the development of Ferguson as the railroad did in earlier times. All day and night, giant airlines come in low over the Wabash tracks on their approach to the Lambert runways a few miles away. The airport and its aircraft factory attracted thousands of workers, especially during the war, and a great many made their homes in Ferguson.[54]

Also bringing new residents to Ferguson during the 1940s was Ford Motor Company's Assembly Plant constructed in nearby Hazelwood in 1946. This plant employed approximately 3,500 individuals in 1948.[55]

Census data confirms the massive suburban growth in St. Louis County that began in the 1930s and continued throughout the mid-twentieth century. Such changes were clearly evident by 1940; the heaviest growth occurred during the decades of the 1940s and 1950s. Not only did the county's population increase dramatically in these decades, but the number of small municipalities also exploded, reflecting an increase from twenty-one in 1930 to eighty-three in 1950.[56] The following table illustrates the increasing population numbers throughout the county the corresponding decline in the city (with the exception of 1950 in which both communities experienced growth) from 1930 to 1960.[57] Ferguson grew by 50 percent between 1930 and 1940, reaching a population of 5,724 by 1940.[58] Even more dramatic was the jump in Ferguson's population by 1950, estimated at 11,583 citizens. This increase was demonstrated throughout St. Louis County, which more than doubled by 1950. The growth trend continued throughout the late twentieth century; both in the county and in Ferguson. In 1970, Ferguson's estimated population was 28,918. [59]

Ferguson, St. Louis County and St. Louis City Population Estimates, 1930 – 1960			
Year	**Ferguson**	**St. Louis County**	**St. Louis City**
1930	3,708	211,593	821,960
1940	5,724	274,230	816,048
1950	11,573	406,349	856,796
1960	22,149	703,532	750,025

Numerous subdivisions were constructed in Ferguson between 1940 and 1960 and include neighborhoods bounded by Mueller, Dade, and Suburban Avenues (southwest corner of the city), Margo and Newell Drives (west / northwest), and Estates Court / Thoroughmann Avenue. By the early 1950s, the city had numerous ranch style subdivisions, including Ferguson Hills north of January-Wabash Park and the Lang-Royce neighborhood, situated in the city's western area annexed in 1945. The 1960s-70s areas of development in the city, though not as widespread as those created in the 1950s, include neighborhoods bordering the western and northeastern edges of the city's limits along Wyndhurst and Prospect Avenues and along Chartier and Elkins Drives. Figure 6 illustrates the city's annexations through 1960. Most of the city's modern housing (constructed 1940 – 1960) lies within the areas annexed after 1927.

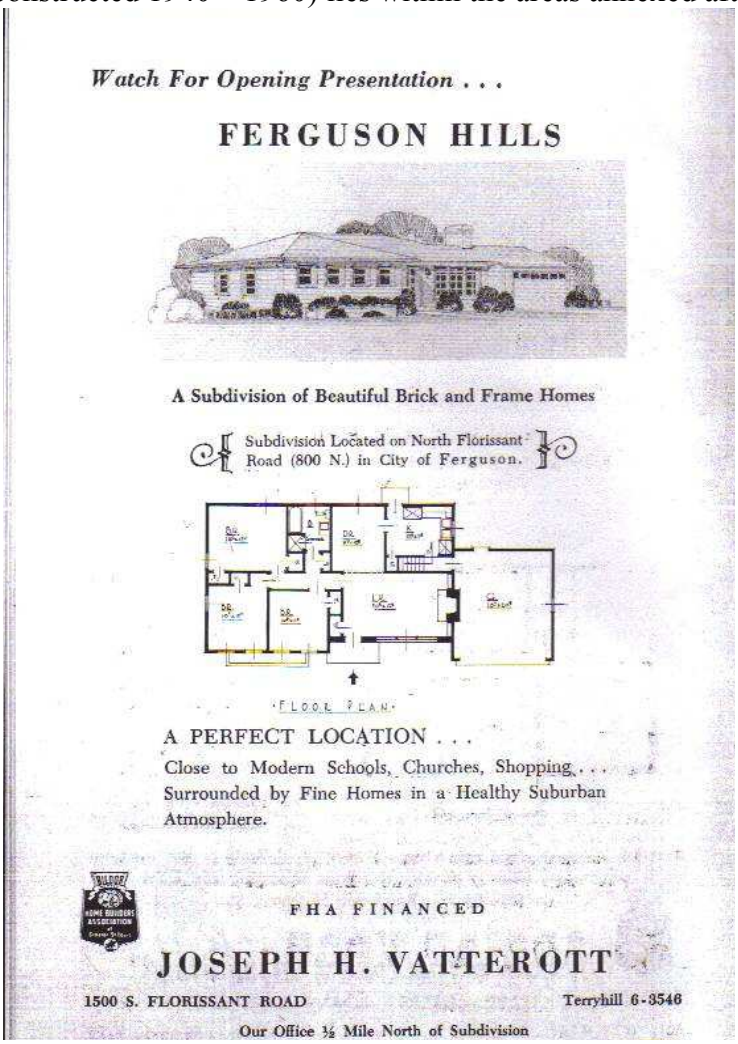

Figure 5. Advertisement for Ferguson Hills, *Builders Book of Homes, "Here's the Key to '53."* Available at Missouri Historical Society, St. Louis.

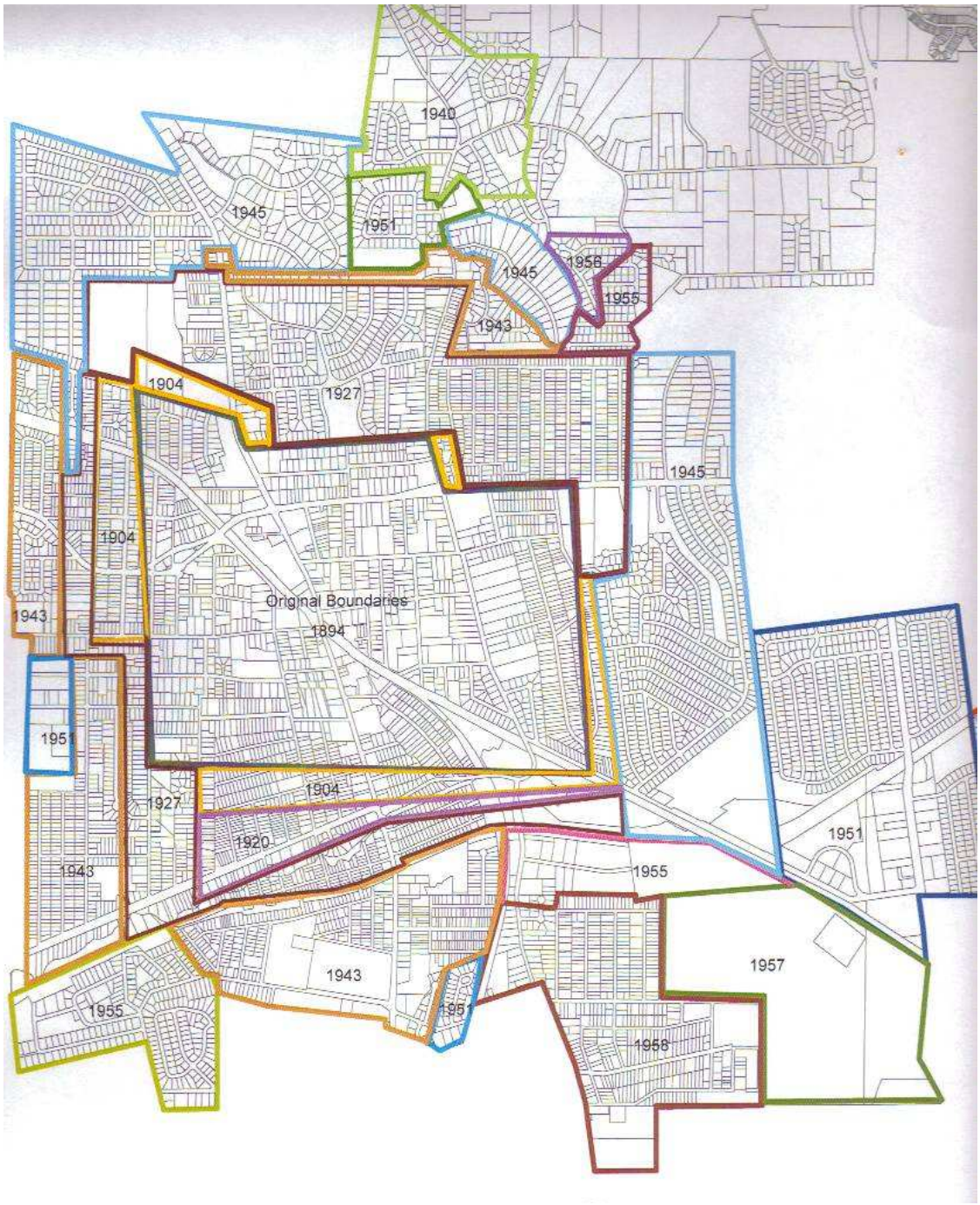

Figure 6. Original Incorporated Boundaries and Annexations through 1960. Map courtesy of the City of Ferguson.

Ferguson remained a residentially-based community throughout the twentieth century, despite the burgeoning industrial interests that shaped north St. Louis County after World War II. However, the city's commercial and industrial interests were no less important – both played important roles in the city's unique history, as outlined in the following context.

Commerce/Industry

Nineteenth Century Commercial Development, 1851-1900

Ferguson's earliest commercial corridor developed during the 1850s along the eastern side of the train tracks and on the south side of Church Street, east of Florissant Road. Commercial establishments eventually "overflowed from the east side of the tracks onto south Florissant rd. [sic] where a big, fine new business district grew."[60] The two business sectors conjoined and became known as the town's "main street."[61] The commercial sector actually formed a T-shape, centering on and surrounding the intersection of Church Street and Florissant Road, just east of the depot. By 1896, this area supported three butchers, three coal distributors, three grocers/merchants, a boot and repair shop, a blacksmith, a drugstore a wagon shop and carpenter shops.[62] The area remained Ferguson's primary commercial center until the early twentieth-century, when automobiles became the preferred mode of transportation. At this point, Florissant Road served as the town's main thoroughfare and many commercial businesses, particularly auto-related, began to spring up along either side of the highway. Today, Florissant Road continues to serve as the city's main business thoroughfare, although more modern shopping areas have developed near the interstate that borders the city's northern edge. A number of early twentieth-century commercial buildings remain intact along Florissant Road, situated primarily south of the railroad tracks/viaduct that crosses the route near its intersection with Church Street.

By the mid-1870s, Ferguson (in addition to the commercial buildings noted above) supported a hotel, post-office and two stores.[63] Numerous residents also operated subsistence level farms, though Ferguson was never truly considered by its residents to be an agricultural community. About 1850, Adam Deichmiller came to Ferguson and operated a wagon repair and blacksmith shop. He also operated the hotel. By 1870, he owned the area east of Florissant Road between Darst Road and Church Street. His home and shop were situated on this parcel.[64] Chris and Henry Behle were German immigrants who arrived in Ferguson around 1860. Initially they lived in a cabin located on William Ferguson's farm. They later purchased land from Brotherton (sometime after 1865) where they established a farm. Their family operated early businesses related to real estate, groceries, and transportation.[65] The Tiffin Family also established several early commercial interests. William H. Tiffin operated a hardware store and a lumber yard. He was responsible for construction of the "first brick building in the city (other than a residence), a three story structure located on the southeast corner of Florissant Road and Church Street and known as the Bindbeutel Building."[66] Ferguson's first postmaster was a German immigrant, Louis Bangert, who moved to the town during the 1860s. Bangert owned a boot and shoe repair shop.[67] Another German

immigrant, Henry Mencke also moved to Ferguson during the 1860s. Mencke was a carpenter and cabinetmaker; he operated a general store and purchased the hotel owned by Deichmiller.[68] One of the town's most interesting early business owners was Mary Disser, who moved to Ferguson from St. Louis. Mrs. Disser worked for the Wabash Railroad Company. She operated a hotel and restaurant that catered to the train company's employees. "At one end of the hotel space was set aside for section men and at the other end several rooms were reserved for officials of the railroad."[69]

As illustrated above, many of Ferguson's early commercial businesses were owned by German immigrants (Diechmiller, Bangert, Behle, Bindbeutel, etc.). Ferguson's German population began to grow when many immigrants began arriving to Missouri. The initial large influx occurred in response to Gottfried Duden's *Report on a Journey to the Western States of North America,* published in 1829 – an account of Duden's life in Missouri. The book attracted thousands of German immigrants to Missouri, many of which settled in St. Louis and St. Charles County, which exhibited a character not unlike that of the Rhineland.[70] A second wave of immigration occurred during the 1840s due to political upheaval in Europe. An estimated 38,000 Germans moved to the lower Missouri valley area during the 1830s-50s.[71] It appears to be this second wave of immigration that brought most of Ferguson's German families who helped establish the early community. As noted by local historian Irene Sanford Smith, "although they did not own large tracts of land as did some of the other [residents], they were an important part of the history of Ferguson."[72] These individuals owned and operated many of the town's businesses while others worked as craftsmen and skilled laborers. Several of the city's German craftsmen worked for William Ferguson during the 1850s and for the train company.[73] One of Ferguson's most noted members of its German craftsmen was John Epple, who moved to the town during the late nineteenth century. Epple and his son, John Jr., constructed numerous homes, churches, schools, and commercial buildings, including the Bindbeutel Meat Market (extant) at 10 Church Street. Epple Construction remains a large and well known building firm today, having completed commissions across the nation, including buildings on the campuses of the University of Missouri (Columbia), Stephens College (Columbia), and Central Missouri State University (Warrensburg).[74]

In 1895, a fire devoured most of Ferguson's commercial district when "all of the business houses on the lower end of Church Street [burned], including the town's two large, frame mercantile buildings at the corners of Church and Florissant . . . Four or five other business establishments were also destroyed."[75] Most of these businesses were replaced with brick buildings (rather than frame). Though many of Ferguson's nineteenth-century commercial buildings have been replaced in recent decades, the city does retain intact clusters of these properties, particularly along Florissant Road (as noted previously). Four early commercial buildings situated along Church Street and Florissant Road comprise a small National Register district (listed in 1984), exhibiting Ferguson's extant commercial "T" that developed after the 1895 fire. These properties include the Tiffin-Bindbeutel Building (1895), the Walker-Nemnich Building (ca. 1905), the Tiffin Building (1912), and Bindbeutel Meat Market (1925).[76] The Tiffin-Bindbeutel Building housed the town's post office, a barber shop (or shoe repair shop), a drug store, grocery, and

meat market. The second floor was used for entertainment and Masonic Lodge meetings. For a time, the building was the largest in Ferguson. The Walker-Nemnich Building held the drug store (originally located in the Tiffin-Bindbeutel Building). The Tiffin Building held a grocery store, hardware store, and physician's offices.[77]

Figure 7. Florissant Road, view is south from railroad overpass; ca. 1930. (Source: *Ferguson: A City Remembered, Pictorial History* [1994], p. 25).

Ferguson and the Automobile Commercial Row, 1910 - 1960

As Ferguson became an auto-oriented city, its commercial center began to grow beyond the railroad depot – and rapidly so. Even after the streetcar made its way to Ferguson, the community remained centered on the train depot. The streetcar traveled the same general areas as the train and its loop downtown extended along the existing commercial center along Church Street and Florissant Road. From the train and streetcar stops, residents walked to and from their homes, shops, businesses, churches, and schools. Once the automobile gained popularity, this rapidly changed. In Ferguson, commercial growth continued initially along Florissant Road, which already served as the primary route for shops and businesses, particularly south of the depot. Once additional roads were laid with solid surfaces and widened to accommodate cars, Florissant Road, north of Church Street, also became an important commercial row.

At Church and Florissant (northeast corner), a bank was constructed in the mid-1920s. Auto-related businesses, including garages and fueling stations, began to spring up north of this intersection at about the same time, catering to the ever-growing number of drivers passing along the busy corridor.[78] By the 1950s, Florissant Road held numerous shopping centers, businesses, and grocery stores with large parking lots, such as the Food Center located at the intersection of Hereford and North Florissant Road, which opened in 1954 and the Southwestern Bell Telephone Company at 330 North Florissant Road which opened in 1955.[79] Ferguson's properties constructed to accommodate the automobile are discussed in greater physical detail in Section F of this document.

Figure 8. North Florissant Road – Sanborn Map (1931). Volume 17, Sheet 1835. Illustrating commerce and industry north of Church Street.

Throughout the 1950s, Ferguson became increasingly congested with automobile traffic, particularly along Florissant Road which continues to serve as a primary north/south connector through the county. As a result, the city initiated an "urban renewal" project, in which Harland Bartholomew & Associates developed a plan to demolish much of the city's older commercial corridor along the west side of Florissant Road from Compton Avenue to the Wabash railroad tracks just south of Church Street's intersection at Florissant Road. New shopping centers with street-front parking lots were designed, and commercial buildings were situated away from the road, rather than directly along the route as had been done in the past.[80] This type of "renewal" continued after 1970, as modern shopping areas began to cluster along the interstate at the north end of the city. Today Ferguson's larger commercial centers are located near the interstate, though Florissant Road does support a large amount of commerce as well.

Ferguson's Industrial Role in the Modern City, 1925 - 1955

Industrial development was virtually non-existent in nineteenth century Ferguson, despite the town's early access to the railroad. The only industry of note prior to the twentieth century was a cheese factory, established sometime around 1882. Situated north of the Wabash tracks along Florissant Road, the business was a "cooperative enterprise" in which the factory supplied local landowners with dairy cattle per "conditions arranged between the parties."[81] The factory, owned by "a stock company," was managed by J.C. Cabanne.[82] After 1884, the factory is no longer recorded in city directories, indicating that its existence was brief and unsuccessful.[83]

Ferguson's first large industrial center, the Universal Match Company, originated in 1925 when "St. Louis investors" purchased a failing company, Automatic Machine Company in Maywood, Illinois (near Chicago).[84] The Universal Match Corporation was incorporated in Missouri the same year, and a building was rented on Washington Avenue in St. Louis as the company's temporary headquarters. On January 26, 1926, Universal Match purchased a site for its factory and headquarters in Ferguson, adjacent to the Wabash tracks near the intersection of Wabash Lane and Ferguson Avenue. The company attempted to survive in what was a highly competitive industry throughout the 1920s. In 1930, a fire devastated the factory. Despite its uncertain future, however, temporary structures were utilized until a new factory was finished on the same property. Universal Match finally gained leadership in the match making industry by the mid-1930s. Throughout World War II, Universal March produced B-29 parts for Boeing. Its factory in Ferguson manufactured magnesium powder and signal aircraft.[85] A modern office building was constructed in 1957 and the Ferguson operation continued until 1983, when the corporation closed its complex.[86]

Figure 9. Universal Match Company, Sanborn Map, 1931. Volume 17, Sheet 1840.

Emerson Electric Company was another large industrial interest that opened a plant in Ferguson in 1940. This enterprise was established in 1890 in St. Louis as a producer of fans and electric motors. As did many industries during World War II, the company expanded its production and was a major supplier for the United States Air Force. During that time, Emerson purchased approximately 22 acres on West Florissant Avenue (in Ferguson) near the Wabash Railroad and constructed a factory to produce artillery shells. Afterward, Emerson became the world's largest producer of bomber gun turrets. Following the war, the factory in Ferguson began producing motors (as had been done traditionally by the company).[87] Diversification after the war expanded the company to approximately 31,000 employees and 81 factories, including the one in Ferguson. Emerson currently employs over 128,000 individuals worldwide, an estimated 350 of whom are employed at the Ferguson plant which produces industrial measurement devices used for quality control purposes.[88]

Transportation served as the stimulus for expanding the city's commercial and industrial sectors, as well as its residential neighborhoods. The first such "boom" occurred when the Wabash Railroad gained control of the route that extended through Ferguson in 1895. The second round of expansion resulted from the automobile that by the 1910s began to make quite an impact in Ferguson. During the 1950s-60s, the city witnessed large population increases in relation to new industrial establishments throughout St. Louis County. This, combined with new methods of transportation (such as interstate highways) did much to stimulate Ferguson's economy and spur suburban development.

Transportation

Ferguson's earliest transportation route was Florissant Road, an early extension of Natural Bridge Road believed to have been constructed in the 1840s. The route was designed as Florissant Road because it extended into north St. Louis County, terminating at Florissant, an early community established by French settlers during the 1760s. Natural Bridge and Florissant Roads were improved during the early 1850s, when the Natural Bridge Plank Road Company incorporated in 1851 and began construction on a "single track plank road."[89] A branch of the improved route extended to Florissant, passing through the community that would become Ferguson. Based on early histories and maps of Ferguson, it appears that the 1850s plank road created what today is known as Florissant Road. The original Florissant Road extended along what is presently Elizabeth Avenue. The new Florissant Road was macadamized sometime after 1867, when St. Louis County passed a petition to pave its major plank roads. After that time, the route was commonly referred to as Florissant Rock Road.[90] By the mid-nineteenth century (1855) the train also provided Ferguson's residents with reliable transportation. This was complemented ca. 1900 with the addition of streetcars. Although the streetcar failed to match the impact that the train had on Ferguson, it did expand the city's residential and business sectors, providing a loop that served the commercial downtown district. With the arrival of the automobile by the early twentieth-century, the City began to improve its road system through street widening, paving, and city planning. At this point, the city grew at its most rapid rate ever; multiple annexations accommodated growth beginning in 1904. Initially these annexations were small sectors bordering the city's 1894 boundaries. By the 1920s, however, they were substantially sized neighborhoods, particularly those added during the 1940s-50s when Ferguson became well established as an "automobile suburb" of St. Louis. These three modes of transit (the railroad, the streetcar and the automobile) had a great impact on Ferguson's development and growth. The small settlement originated as a railroad depot, grew into a burgeoning automobile suburb, and remains a thriving suburban community served directly by the interstate system bordering the city's northern limits.

Early Railroad History, 1851 - 1900

When the North Missouri Railroad Company was incorporated in 1851, plans were to extend the route from St. Charles to the Iowa state line.[91] The route was part of a much larger scheme intended to link New

Orleans to the Territory of Minnesota. The City of St. Louis expressed a great interest in being part of the North Missouri line, and the railroad's charter was therefore amended in 1852 to connect the city directly to St. Charles.[92] By 1854, an extension to the Missouri River was complete, terminating at Brotherton where trains were ferried across the river to St. Charles.[93] Construction continued westward from St. Charles and was completed to Kansas City in 1869, having been delayed by the Civil War.[94]

Ferguson's stop along the North Missouri route was not part of the company's original design. Initially, the line was to pass through Florissant; however residents protested its construction. The route was therefore shifted through Kinloch. When William Ferguson agreed to sell the train company a parcel of land for the construction of a depot in 1855, Ferguson Depot was established. The depot was an important stop along the route.[95] By 1855, "accommodation trains began running between the east bank of the Missouri River opposite St. Charles and St. Louis." Two trains carrying passengers and freight ran daily, except for Sundays, when only passenger trains were operated. The train became quite popular as many began to ride to work in St. Louis. Thus the line became a regular commuter route, "The Comm," as it was referred to locally. The Comm left St. Charles each morning, stopping in Ferguson as well as 18 additional locations before reaching its final destination at the Eads Bridge Station in downtown St. Louis. The Comm operated for nearly a century. The route was discontinued in 1933 due to the automobile's popularity, which replaced the train as the preferred mode of commuter transport.[96] As noted by local resident R.B. Snow in 1930, a faithful Comm commuter since 1905, driving an automobile was clearly preferable because it did not require "the early rising that the train demands."[97]

Figure 10. Train Depot, Ferguson, Missouri, ca. 1910. Courtesy of Ferguson Historical Society.

As noted briefly, the Civil War halted railroad construction for several years when money and labor were redirected toward wartime needs. After the war, in 1868, a train overpass was completed across Florissant Road between Church Street and Carson Road. Prior to that time, the train ran at-grade across the town's main thoroughfare.[98] This was followed by completion of a railroad bridge in 1871 across the Missouri River to St. Charles. The following year, the North Missouri Railroad Company was incorporated into the St. Louis, Kansas City & Northern Railway system.[99]

In 1875, when Union Station opened in downtown St. Louis, there was no direct rail link to the Mississippi riverfront due to that city's refusal to allow track construction on its downtown streets. As a result, in 1876, a railroad connection was completed between Union Station to Ferguson, where a "major transfer [freight] facility" was constructed. The site included "a coach storage yard, turntable and engine-servicing facilities" constructed adjacent to Ferguson's depot.[100] The extension constructed to Ferguson from Union Station rapidly increased commuter use of the train. Additionally, the railroad company employed a number of individuals who moved to Ferguson.

In 1879, the St. Louis, Kansas City & Northern Railway was integrated into the Wabash Railroad Company, which established its headquarters in St. Louis in 1880.[101] The Wabash was an important national train system and its presence in Ferguson prompted the city's most rapid growth period of the nineteenth century, nearly doubling the population between 1880 and 1894.

> The Wabash may well be considered the dean of all railroads in the Mississippi Valley. In 1838 the proposed 12 mile strip from Meredosia, Illinois to Monroe City, Illinois became the second strip of rail to be laid in the United States. . . The Wabash, essentially a railroad of the Mississippi Valley, was the first in the field and the forerunner of all other lines."[102]

The train company's new ownership was significant. The company constructed a new depot in Ferguson along the west side of the train's tracks (the former depot had been situated along the east side) slightly south of the original building, completed in about 1885. A new viaduct across Florissant Road was also constructed, completed in 1895. Ferguson served as the site of a dispatch office for the Wabash, as well as a switching station and the town served a vital industrial link to the city of St. Louis.[103] This was due to the fact that until 1889, when the Merchants Bridge was completed across the Mississippi River from St. Louis, the Wabash line to/from Ferguson was the only railroad connection to Mill Creek Valley – one of St. Louis' largest industrial centers.[104] By the mid-1910s, the Ferguson line was running from Twenty-Third Street, to Union Depot (St. Louis), through Mill Creek Valley, to Rosedale and Ferguson, serving more than 200 industrial establishments along the way – more than any other railroad line through St. Louis.[105]

Ferguson's new train depot served as the city's "public" building. In addition to operating as a standard train facility, it became a gathering place where residents held "town meetings, church services and other

public gatherings."[106] Six commuter trains ran from St. Charles to St. Louis. After the Wabash gained control of the service through Ferguson, trains ran from six a.m. until seven p.m. The train took approximately forty minutes to travel from Ferguson to Olive Street in St. Louis.[107]

> Various 'assemblies' of commuters would leave at different times. At six o'clock in the morning, for example, a number of laborers, including workmen at the 'Dry Plate' factory in Woodland, would board the train. At seven a very large crowd would leave, including a good many of the professional people. A similar, smaller group of professionals would leave an hour later. Although the local trains proved to be quite lucrative for the Wabash for several years, the development of paved streets and hard roads, together with the use of the automobile and the electric railway (streetcar), cut the business of the railroad so that these 'Ferguson-St. Louis locals' had to be discontinued in the early part of the twentieth century.[108]

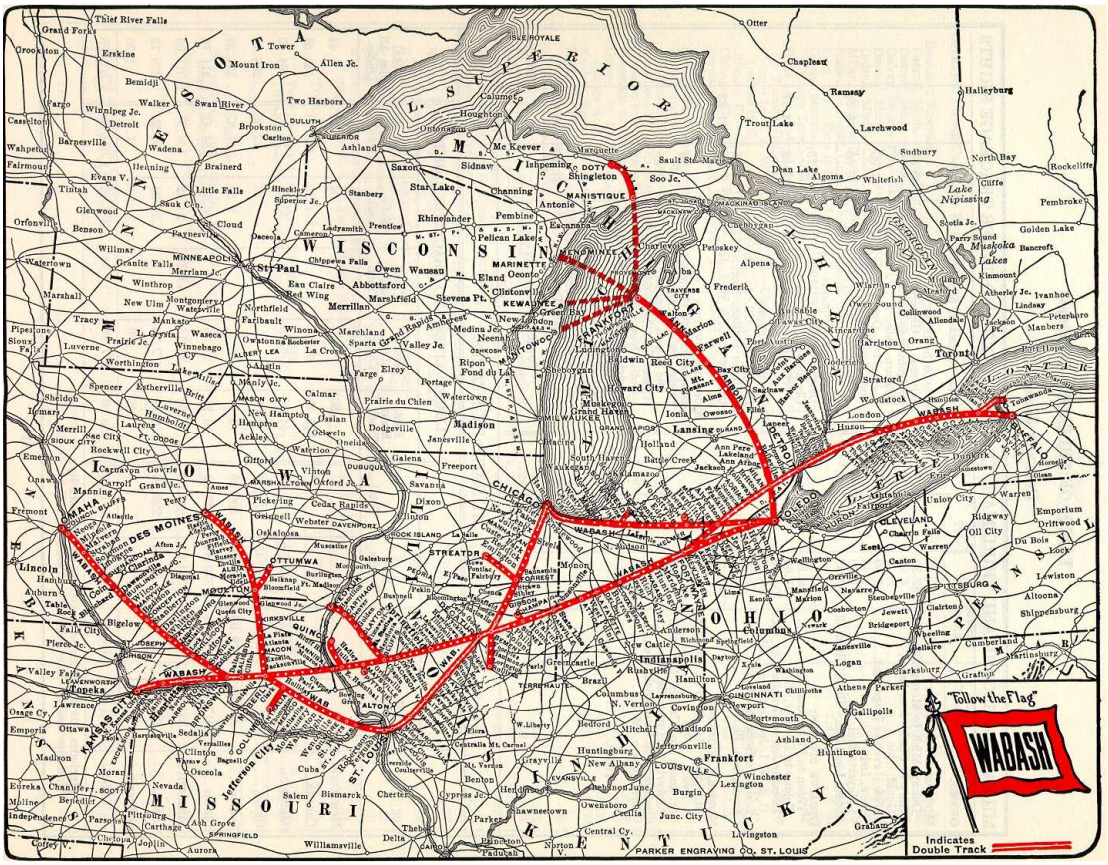

Figure 11. Map illustrating Wabash train lines, date unknown. Promotional brochure.

Ferguson's significance in relation to the Wabash did not stop with the company's construction of its depot and switching yard. As noted previously in this document, by the 1860s, Ferguson supported a large number of railroad employees. After the Wabash arrived, the town's population nearly doubled from about 185 residents in 1880 to approximately 1,200 in 1894.[109] Ferguson was a natural choice for the company's social club established for its employees, which opened in 1911. Situated on the former Thomas January Farm site (present location of Ferguson Junior High School and January-Wabash Park), free membership was initially offered to all Wabash employees. In 1912, the Wabash Club leased additional land and a lake that had been used as a water source for steam locomotives.[110] A clubhouse was completed in 1913 and added on to several times during the 1930s. In 1948, due to declining membership sales that had been imposed to support the clubhouse, the City of Ferguson purchased the Wabash Club site and opened a public park, which it remains today. The clubhouse was demolished by the city in early 2007.[111]

Figure 12. Advertisement [1939] for Wabash Club membership. Brochure available in Western Manuscripts collection, University of St. Louis, Missouri – Wabash Railroad History collection.

More recent changes to Ferguson in relation to the city's train service occurred in 1964 when the Wabash was "absorbed by the Norfolk & Western." This merger, the nation's largest at that time, resulted in St. Louis' loss of the company headquarters office which relocated to Roanoke, Virginia. In 1982, the Norfolk & Western merged with Southern Railway, creating the Norfolk Southern Railway Corporation, the nation's fourth largest train system. Ferguson retained freight service throughout the mergers. Today, the line through Ferguson is part of the Norfolk Southern system.

Streetcars in Ferguson, 1900 - 1950

Although streetcars failed to impact Ferguson's growth as much as the railroad, they did strengthen the city's prominence as a commuter suburb and encouraged the development of the commercial corridor along the streetcar "loop" near the depot on Florissant Road. Ferguson's streetcar line originated in Kirkwood; it was the county's most heavily traveled and longest route, extending as far west as Meramec Highlands, through Kirkwood and Webster Groves, across the River des Peres, through the City of St. Louis to Elm Street (currently Cole Street) and north to Florissant for a total run of approximately 50 miles.[112]

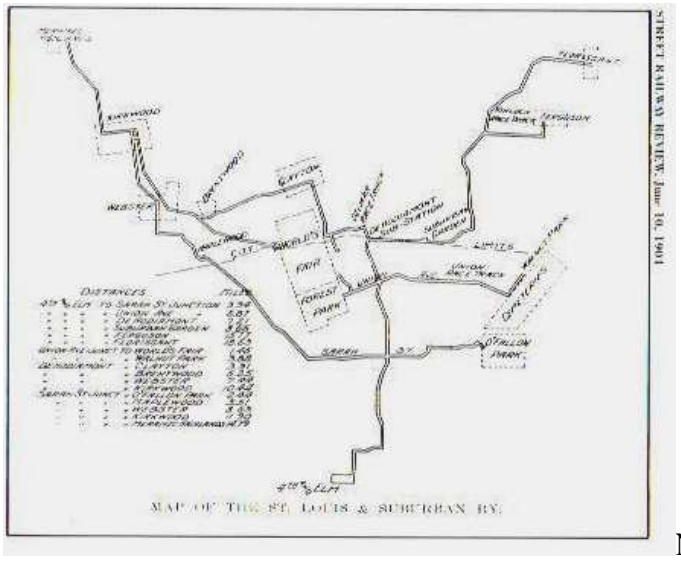

Figure 13. St. Louis and Suburban Streetcar line map, 1901 (Source: Young, Andrew D. *The St. Louis Streetcar Story*, Glendale, CA: 1988, p. 100).

Prior to the streetcar, an electric trolley began operating in 1894 along the Narrow Gauge Railroad line to nearby Wellston, just south of Ferguson and to Florissant, just north of Ferguson.[113] Although the link failed to directly link to Ferguson, it did extend northwest from Wellston and at some points was within walking distance for many of Ferguson's residents. For some, the streetcar provided a more convenient

schedule that the train could not match.[114] The first electric "trolley" reached Ferguson in the form of "three streetcars operating between Suburban Gardens [near Wellston] and Ferguson" in 1900.[115] Southbound cars left Ferguson every 20 minutes, beginning at 5:30 a.m. through noon. Rates were $0.15 to Kirkwood and $0.10 to St. Louis from Wellston.[116] The following description from 1911, though inaccurate in its assumption that the Wabash failed to serve passengers after the arrival of the streetcar, does list a number of stops along the route that prior to the streetcar, were not easily accessible.

> As you travel towards Ferguson on the electric line of the United Railways, you are prepared to expect a town of exceptional attractiveness by the sights along the way. Your car passes through De Hodiamont, Wellston, Hollywood, Suburban Garden, Pine Lawn, Kenwood Springs, where is a famous mineral spring, Westover, Davis Station, Nelson Station, Glen Echo Park and golf links, and Ramona Park until Florissant Junction is reached. Here the car turns to the right and takes you into the heart of the business section, right to the Wabash railroad station, which railroad, in its earlier history, was used by the community in its business or social trips to and from St. Louis.[117]

In 1900, the St. Louis and Suburban Railway Company extended its streetcar line into Ferguson.[118] City officials believed that the streetcar would become the city's most modern, convenient and far-reaching route to date. The Suburban company contracted with Ferguson to construct a loop "over several streets about a mile and a quarter in length," as well as to improve existing roads by grading and paving all streets "over which tracks were to be built, macadamize Florissant Rock Road and Chambers Avenue, extend culverts and bridges on the line to street width, and complete all road improvements in six months."[119] The Suburban also intended to extend the line north of Ferguson into Jennings and Baden; however very little of the anticipated work ever reached completion.[120] Disputes arose between the City of Ferguson and the St. Louis and Suburban Railway Company when the Suburban failed to construct a streetcar loop in Ferguson that had been "enfranchised by a Ferguson ordinance of October 31, 1900."[121] Like other streetcar companies in St. Louis, the Suburban was embroiled in a number of strikes and union disputes prompted by consolidation efforts that began in the 1890s. The Suburban was "strapped for cash and anxious to shed all expensive projects" by 1900, and completion of a loop into Ferguson was not necessary for the company to make money from the project.[122] In an effort to end its dealings with Ferguson, the Suburban offered to settle for a nominal fund, which Ferguson rejected.[123] The City of Ferguson filed a nuisance suit against the Suburban, and the battle continued for several more years, as the streetcar company neither offered a suitable sum to settle or completed the streetcar loop as promised. In 1906, United Railways Company gained control of the Suburban. Ferguson's streetcar loop was finally constructed in 1915, terminating near the Wabash train depot.[124]

Despite the conflicts that arose between Ferguson and the Suburban Railway Company, the streetcar line that extended into Ferguson was well traveled. In 1907, passengers riding the streetcar line between Kirkwood to Ferguson reached an estimated three million in that year alone. Prior to the loop's existence,

the streetcar terminated on South Florissant Road near the Graf and Case Real Estate office.[125] At this point, the seats in the car were moved to face the other direction, the fare box location was switched, controller handles in the car were moved to the opposite side, and trolley poles were exchanged.[126] The car then left from the point that it stopped – "the Florissant Rock Road bumper" – and headed south toward St. Louis.[127] In addition to serving an increasing number of local passengers, the streetcar also stimulated Ferguson's commercial growth – at least until arrival of the automobile.

> By 1911, the town had a bank, the Bank of Ferguson, and 20 business establishments. At the time, only 4 automobiles were licensed to drive on Ferguson streets, the beginning of the end for streetcar service to the town, though no-one anticipated such changes at the time . . . By 1925, the Kirkwood-Ferguson was carrying 4 and a half million passengers, but the exodus to the automobile had begun in earnest.[128]

The automobile replaced the streetcar's popularity, as it also did with the train. In 1940, the Kirkwood-Ferguson route was split by a grade separation at Maple Avenue and the Wabash train tracks. At that time, Ferguson's link was transferred to another route in the city of St. Louis, and the connection to Kirkwood was discontinued. Buses replaced streetcars throughout the city and county by 1950. Although streetcar service in St. Louis County was officially retired on February 21, 1948, it continued to provide transportation to Ferguson through 1950.[129]

Roads and Automobiles – Shaping Ferguson's Modern Character, 1910 - 1960

In 1911, Missouri had approximately 16,000 registered automobiles, only a few of which were "authorized" to operate in Ferguson.[130] Ferguson's adaptation of the automobile came about rather slowly, impeded by the city's lack of a paved road network. Residents relied heavily upon the train and streetcar as the primary means of travel even after 1909, by which time the city of St. Louis had more than 2,000 registered automobiles.[131] The lack of Ferguson's access to an improved road system was caused primarily by the fact that until 1909, Missouri's local governments remained solely responsible for funding road construction and improvements. In 1909, the Missouri General Assembly passed legislation to create a state road fund to improve public roads; amendments in 1913 added to this legislation and set up county boards, which assisted in directing road funding and transportation planning.[132] These methods of assistance were further enhanced at the federal level beginning in 1916, when Congress initiated funding for rural road improvements and construction. Missouri passed the Hawes Law in 1917 to improve state and county highways, including St. Charles Rock Road, the first concrete paved highway in St. Louis County (1921).[133]

Early primary roads in northern St. Louis County included (in addition to St. Charles Rock Road) Natural Bridge and Florissant Roads – the latter of which extended through the heart of Ferguson by the 1850s. Natural Bridge was originally a plank highway planned during the 1840s as a connection between

St. Louis and Normandy. The route intersected with Owens Station Road near Brotherton, which paralleled St. Charles Rock Road prior to its incorporation as part of Natural Bridge Road. Florissant Road has had several names over the years; one of its earliest was "the Florissant-Charbonnier Branch of Natural Bridge Plank Road."[134] The route was initially perceived as "a failure." Tolls were insufficient to improve or maintain its upkeep. As a result, the route was sold to the county in 1863. In 1868, a petition was filed to widen the route to 60 feet and to macadamize the surface between Normandy and Florissant.[135] This latter improvement lent the route yet another name, Florissant Rock Road. A few of these early roads into Ferguson and its environs evolved into today's major highways, including Natural Bridge Road, St. Charles Rock Road, and Florissant Road. Other routes, such as Elizabeth Avenue, initially served as major routes but evolved into secondary streets, which they remain today.

Major streets in Ferguson, such as Florissant Road and Elizabeth Avenue, were originally plank roads, dirt road beds covered with wooden planks to provide a somewhat more stable surface for horses and wagons. Florissant Road's path through Ferguson during the 1850s was guided by its early residents such as James E. Darst, who extended the route to his home (no longer extant) at the intersection of present day Darst Avenue and Florissant Road.[136] Harrison Tiffin and his sons also built a plank road to their home from the depot that was incorporated as another section of Florissant Road.[137] At that time, Elizabeth Avenue was also called Florissant Road.[138] As Florissant Road was further developed during the mid-to-late nineteenth century, it became established as "New" Florissant Road and Elizabeth Avenue was dubbed "Old" Florissant Road to distinguish between the two routes.

Ferguson's plank roads served the town well until the horseless carriage became fashionable. Although automobiles were widely used in St. Louis by the early 1910s, Ferguson did not follow the trend; due to the fact that the town's roads were narrow, unpaved, and inaccessible to auto traffic. Ferguson was not unique – this was the case for most American communities.

> Prior to 1920, when the railroad was smoother, faster, and more economical than any other form of overland travel . . . there were almost no paved surfaces between cities in the United States. Many roads were nothing more than dirt paths cleared of obstructions . . . Because the early motorcars were little more reliable than the highway system, driving was an adventure that required ingenuity and daring.[139]

American auto manufacturing began to take shape through mass assembly, introduced by Henry Ford in 1908. Ford's method resulted in increasing production while simultaneously lowering manufacturing costs and the savings was eventually passed along to buyers. Soon the automobile became affordable to even the middle class. Auto registration nationwide leapt from approximately one million in 1913 to ten million by 1923.[140]

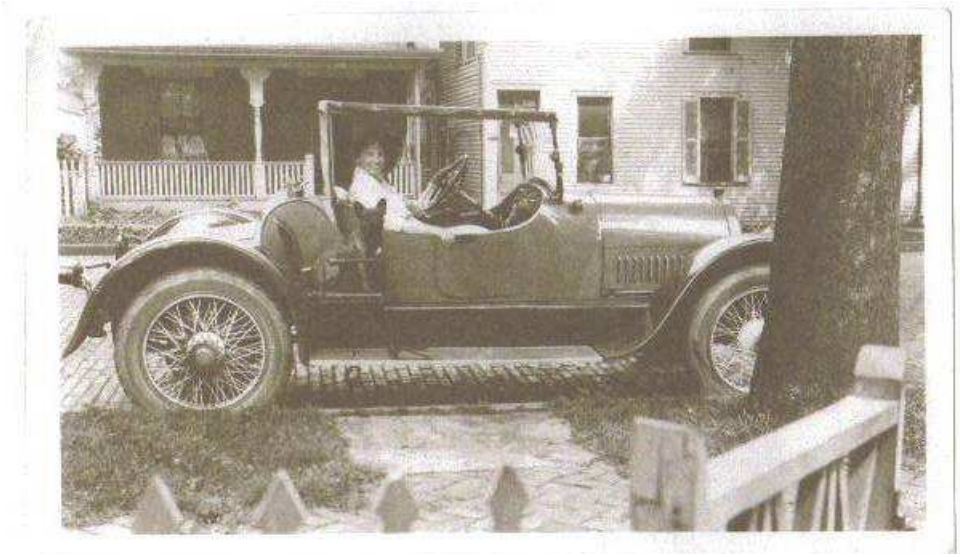

Figure 14. Unidentified automobile owner (and passenger), Ferguson. Source: Ferguson Historical Society, Transportation Folder.

In 1912, Ferguson passed its first series of legislation to regulate automobiles in the city. The 1912 ordinance provided for a "license tax on motor vehicles," required that license plates be mounted on vehicles, and incorporated a speed limit for vehicle traffic.[141] Automobile service and gasoline stations began to crop up along Florissant Road, including Stabenow Brothers Service Station and the Graf Motor Company that also operated as a Chrysler dealership.[142] In 1919, the Hawes Act was amended by the Morgan-McCullough Act, which authorized counties the right to bid contracts and vote bonds to fund road construction.[143] This prompted massive road construction throughout St. Louis County. No other mode of transportation transformed Ferguson as did the automobile. By the mid-1910s, Ferguson's streets were being widened, straightened, and paved as the city made way for the automobile. In 1936, the Wabash viaduct was replaced, at which time Florissant Road was also widened and paved.[144] By 1940, Missouri had more than 921,000 registered vehicles and Ferguson was no longer behind the times.[145]

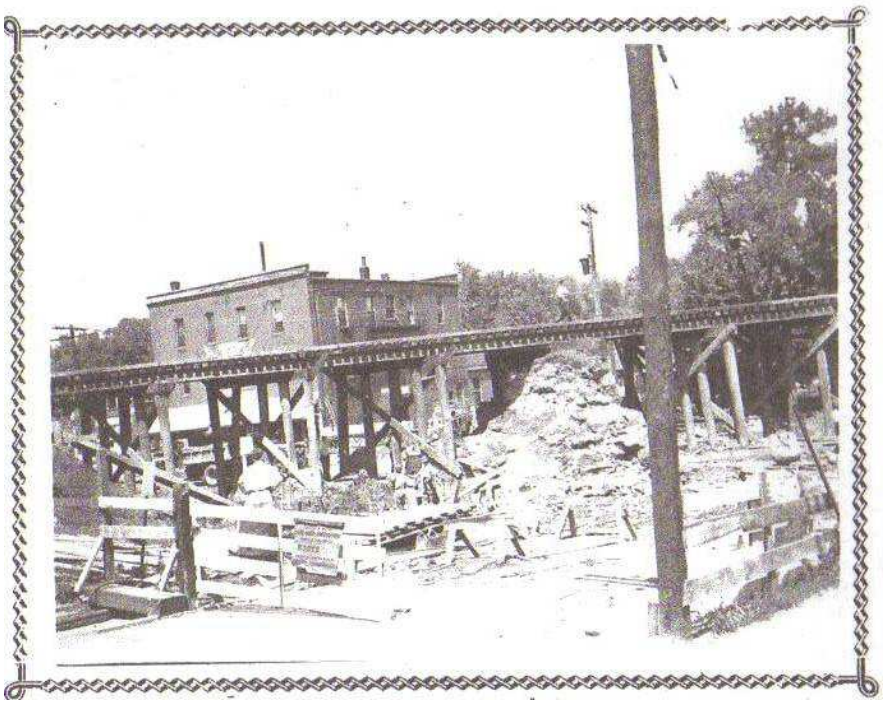

Figure 15. Reconstruction of the Wabash viaduct, December 1936. Project was completed when Florissant Road was widened. Source: "Town Talk" (Ferguson Historical Society – Transportation Folder).

In 1956, the Federal Highway Act provided funds for construction of a nationwide interstate highway system. Intended to serve as a defense network for connecting cities, support systems, and services nationwide, interstates brought great changes to the local landscape.[146] The St. Louis area gained early access to interstate planning as federal highway funds were provided to the City of St. Louis prior to 1956 for the construction of Interstates 70, 44, and U. S. 64.[147] Interstate 70 was completed in 1961, providing Ferguson with direct access to the state's entire interstate system. Annexations followed, physically connecting Ferguson to the interstate, which borders the community's northern boundary.

Ferguson was one of a number of St. Louis County municipalities that grew expansively after 1940 in relation to the automobile and population growth. The numbers by which the county grew were staggering, and communities were unprepared to handle the increasing number of households. Between 1940 and 1970, the county's population rose from approximately 274,000 residents to 951,000.[148] In relation to Ferguson's growth, the city annexed large sectors in 1920 (south), 1927 (north and southwest), 1940 (north), 1943 (west and northeast), and 1945 (east and northwest). Additional annexations continued after World War II, heavily influenced by industrial growth in north St. Louis County, which continued well into the 1960s.

Institutions – Schools and Churches

Ferguson established its first schools and churches during the decades that immediately followed construction of the 1850s-era train depot. Residents took the responsibility of building the town's first school when a single acre of land in was purchased from William Ferguson in ca. 1867 for $500.[149] Prior to that time, Ferguson's nearest educational institution was St. Ann's Catholic School in Normandy, approximately three miles south of Ferguson.[150] Until 1902, Ferguson and Kinloch shared a school district – an agreement that ended at the request of Kinloch's school officials. Ferguson followed the action by erecting a high school in 1903, the same year that the state began a high school accreditation program.[151] Many of the city's public and parochial schools were constructed by local architects. By the 1920s, these buildings reflected the state's preferred standards of construction issued through its publications for school buildings that provided guidelines for public school districts and architects.[152] Today, Ferguson retains many of its historic school buildings. For the most part, these buildings continue to serve the city's educational programs. (Of note – within the following context, parochial schools are discussed in relation to their religious organizations, not as separate educational facilities). Churches were established at about the same time as Ferguson's school system, although the buildings themselves were constructed somewhat later. Ferguson's first (documented) religious service was held in the depot in 1867 when a minister from Maline Creek Church conducted Protestant services.[153] The depot served as home to many of Ferguson's educational, religious, and social activities over the years – illustrating once again the tremendous impact that the railroad had on community development. By 1917, Ferguson held six churches associated with the Presbyterian, Roman Catholic, Methodist, Evangelical, Episcopal, and Lutheran congregations. A few of these churches were constructed near the downtown commercial sector on a street that became known as Church Street The name originated in the 1870s, following the completion of the community's first religious building, the First Presbyterian Church of Ferguson, constructed in 1871 (no longer extant).[154]

Ferguson's Educational History, 1868 - 1962

Ferguson established its public school district in 1867. The effort was led by John R. Hereford, Charles J. January, and Sebert W. Hutchinson.[155] The community's first "one room" school opened that same year, 1867, at the southwest corner of Wesley Avenue and North Florissant Road on a single acre parcel purchased from William Ferguson.[156] In 1870, the original school building was moved to 110 South Clark Avenue "opposite the present Central School," at which time it was enlarged to two rooms.[157] Today, this early school remains standing and in use as a private residence. The original school was replaced by a two-story brick building constructed ca. 1877 on a 2.5-acre parcel situated at the northwest intersection of Clark and Wesley Avenues. The associated land was purchased from Amanda DeVol (widow of Tillinghast DeVol) in May, 1877, in for $1,000.[158] This second building (which remains in use today as an elementary school) consisted of two rooms on the first floor and an open second floor plan (with "folding

doors") that served as a "Village Hall."[159] It was here that "plays, dinners, town meetings, and many community activities" took place.[160] Additions to Central School were completed in 1895, 1904, 1908, and 1925-27, by which time the school held 14 rooms and a gymnasium.[161] Central School, in addition to being its first elementary school, was also Ferguson's first secondary school. In 1894, the school offered ninth and tenth grade level classes. Until 1902, Ferguson remained under the jurisdiction of the Kinloch School District, which provided many amenities to the town, including that of a four-year high school. In 1903, after Ferguson split from Kinloch's district, Central High School began offering a four-year high school curriculum.[162] The property was listed in the National Register of Historic Places in 1984.

Another early school was Hartnett Hall, which opened on Cunningham Avenue sometime prior to 1900. Little information is available about this facility. It appears to have been a private institution that provided additional (and necessary) room for students until additions were completed on Central School during the early 1900s.[163] Another early school briefly noted in historical records was associated with the Mother and Babies Home established by the Christian Woman's Benevolent Association of the Christian Church.[164] The complex, which is no longer standing, was located near the intersection of Darst Road and Hartnett Avenue; it was originally a 26-acre farmstead with three houses and various outbuildings purchased in 1921.[165] The institution supported an on-site teacher for its children until 1927, when a two-room school was constructed on Chambers Road (no longer extant).

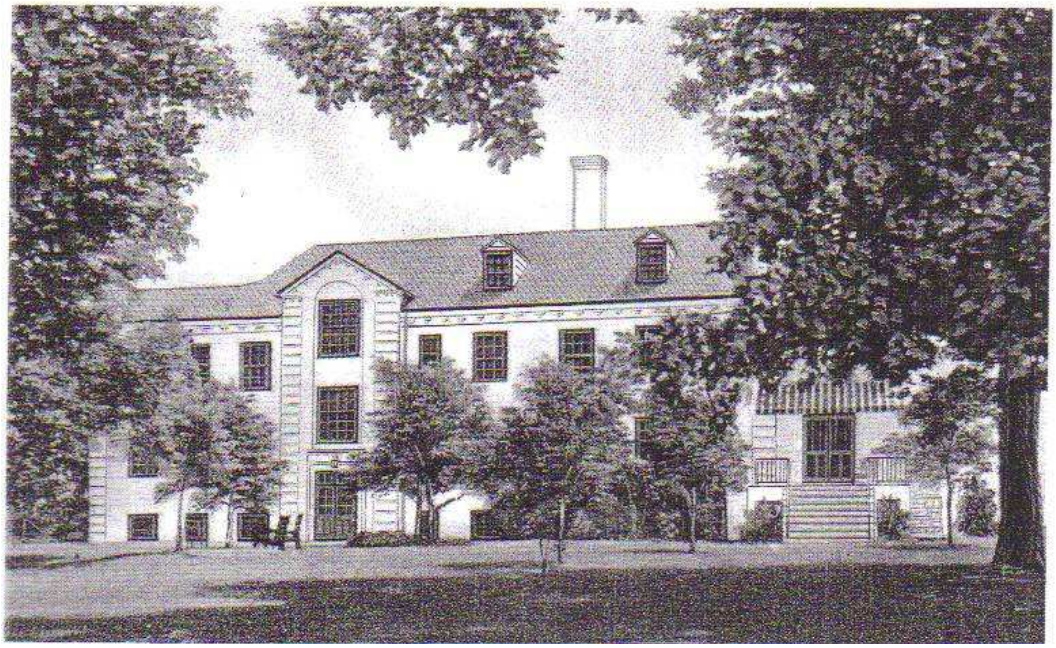

Figure 16. Postcard (undated) of the Mother and Babies Home in Ferguson - "Attractively located on a 26 acre tract in the suburbs of St. Louis." From Langleben Collection (1904-1978), Western Manuscripts, University of Missouri-St. Louis. The post card illustrates a building constructed ca. 1930, which replaced the original three houses on the site. The home closed in 1978, and this building was demolished in 1994 (*Ferguson: A City Remembered, Pictorial History*: 122-123).

In 1885, Ferguson constructed Vernon School, the town's first educational facility for African-American children. Prior to that time, "a temporary arrangement was made with the school directors at Jennings Station," in which African-American students rode the train and attended school in the neighboring municipality.[166] Ferguson's school directors at the time, Thomas G. Allen and Christopher P. Ellerbe, "were persuaded to purchase a 'suitable location and erect a proper building for the colored students' to attend" during the late 1880s.[167] Vernon School was constructed by John Niebling for $750 and remained in use until 1927 when a new black elementary school was constructed on Carson Road (currently a home at 5764 Mable Avenue).[168] The second Vernon School was used as an educational building until 1967.[169]

Figure 17. Undated photograph of Vernon School (original building, constructed 1880s). Courtesy of Ferguson Historical Society.

The city's first building constructed as a four-year high school opened in 1930, the John M. Vogt School at 200 Church Street, which remains in use today as an elementary school. Soon after opening, Vogt School was deemed too small to support Ferguson's burgeoning high school student population. In 1938, construction began on a larger high school, situated on the former Thomas January estate. Funded through the Works Progress Administration (WPA), the school opened in 1939 and an estimated 400 students

transferred from Vogt School to the new Ferguson High School.[170] Ferguson High School was considered "far out" by most residents. The area was undeveloped at that time; therefore the city constructed temporary wooden plank walks to the school from downtown so that students could walk to school.[171] The building was utilized until 1962 when McClure High School opened on New Florissant Road. Today the former Ferguson High School at 701 January Avenue is utilized as Ferguson Middle School.[172]

Ferguson's 1962 high school, McClure High School, was a far cry from its predecessor, built to accommodate up to 3,300 students. By the time that the school opened, however, Ferguson's district had merged with Florissant and supported more than 4,500 students. Additions were completed in 1971-72 and again in the 1980s.[173] Most recently, McClure-South-Berkeley High School was completed in 2003. Although this is not the only high school that serves the Ferguson-Florissant School District, it is the only one situated within the city limits of Ferguson, located at 201 Brotherton Lane.

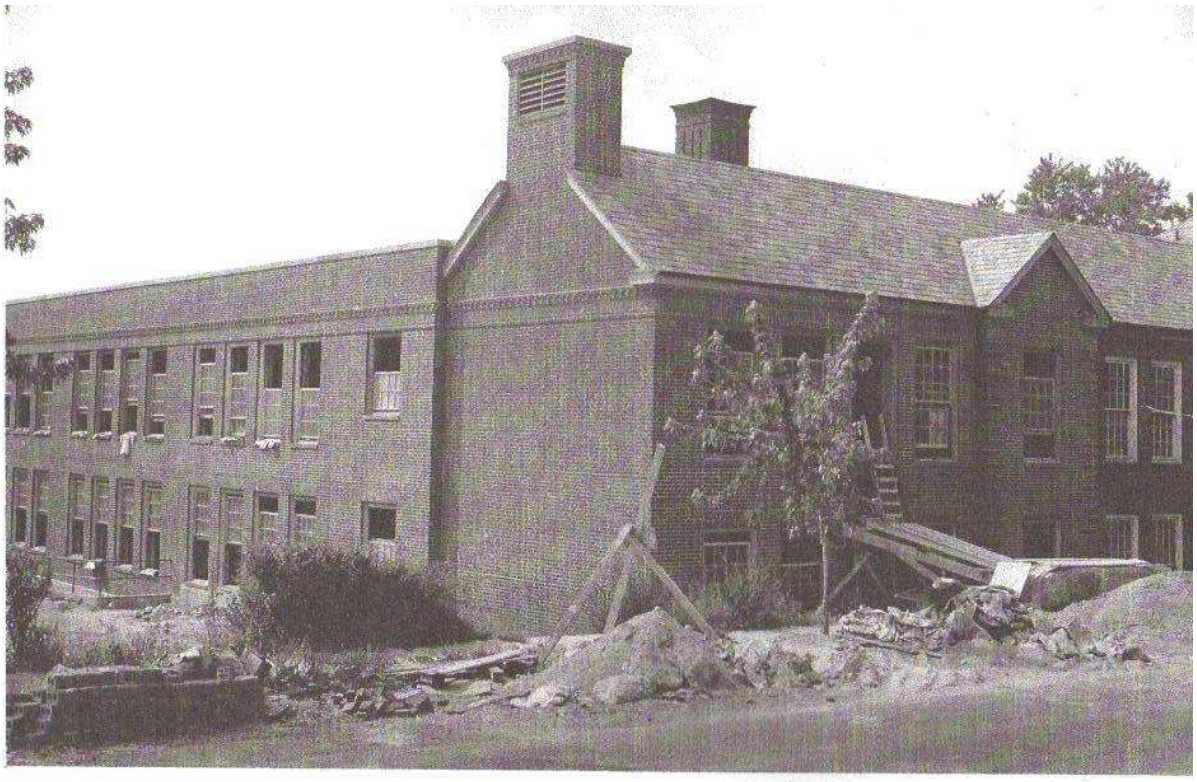

Figure 18. Vogt School under construction, ca. 1930. Photograph courtesy of Ferguson Historical Society.

African-American students were not integrated into Ferguson's high school system until after 1954, following the Supreme Court's decision in the landmark case, *Brown vs. Board of Education*, which ended segregation in public schools. Until the 1920s, Sumner High School in St. Louis City was the area's only black high school, serving both the city and county of St. Louis. In 1928, Douglass Elementary School in Webster Groves (which opened in the 1890s as an elementary school for African Americans) was enlarged and reassigned as a four-year high school. Named for Frederick Douglass, the school was one that many of Ferguson's high school age African-American students attended until it was closed and demolished in 1956. By the mid-1930s, Kinloch also provided high school classes for black students in a former elementary school, Dunbar. In 1936, Kinloch received Works Progress Administration (WPA) funding to construct two high schools, one for blacks and one for whites. The African-American school, Kinloch High School, opened in 1938 and provided another option for Ferguson's African-American students.[174]

Other public schools in Ferguson that remain in use today include the Johnson-Wabash School at 685 January Avenue, constructed in 1955 as a junior high school. This school is an elementary facility renamed in 2002 to honor Walter Johnson, Missouri's first African-American school board member who served on the Kinloch District in 1924. The school's name also commemorates the Wabash Railroad Company, which formerly owned the land on which the school is located.[175] Lee Hamilton Elementary was constructed during the 1950s, situated at 401 Powell Avenue. The building was named for former school board member Arthur J. Lee and Central School's principal from 1927-1942, Sarah Thomas Hamilton.[176] Ferguson's current Griffith School replaced a 1920s building.[177] Constructed in 1955, Griffith School is an elementary school designed by architect Charles W. Lorenz and named for Ferguson's former superintendant of schools, W.W. Griffith who served the district during the years 1902-1930.[178] The building is located on the site of the 1920s school, at 200 Day Drive.[179] Walnut Grove Elementary School was constructed the same year, in 1955, and is located at 1248 North Florissant Road.[180] Several schools in Florissant and Berkeley provide additional educational support for Ferguson's residents. As indicated by the dates of construction noted above, Ferguson's rapid population growth throughout the 1950s – 1960s, when population numbers nearly doubled from 11,573 citizens in 1950 to 22,149 citizens in 1960, led to the construction of many new schools. Additionally Ferguson began to network with adjacent communities to foster quality educational facilities for the city's students.

Religion and Churches, 1867 - 1960

Like its homes, schools, and commercial properties, Ferguson's churches were constructed by and for its early residents. No doubt some of Ferguson's earliest churches were constructed by a German immigrant, John Niebling, noted as "the [primary] builder and carpenter in Ferguson from about 1865 to the end of the century."[181] Most of Ferguson's churches were designed using traditional styles, particularly Gothic Revival. Exceptions to this are Our Lady of Guadalupe, a modern structure at 1115 S. Florissant Road constructed in 1955 and designed by architect Raymond E. Maritz; and Emanus Bible Chapel at 900

Highmont, also constructed in 1955. One theme that holds true for nearly every religious group in Ferguson is that initially, residents met in homes, the train depot, or commercial buildings. Churches were usually constructed after the congregation was well established and members had provided sufficient funds for new construction. Further information concerning church buildings and their associated styles, including images of Our Lady of Guadalupe and Emanus Bible Chapel, is provided in Section F of this document.

Ferguson's earliest religious organization was established in 1867 when the "minister of the Maline Creek Church" began to conduct services at the train depot "as often as circumstances would permit."[182] These services led to the erection of Ferguson's first religious building in the early 1870s, the First Presbyterian Church. The congregation was established by William Ferguson and Guilford Chamberlain, who were members of St. Louis' North Presbyterian Church.[183] Wishing to attend services closer to home, in 1871 William Ferguson donated land "at the eastern head of [what became known as] Church Street," and a "white frame structure with a 'steep roof and graceful spire' was constructed shortly thereafter.[184] Like the depot, Ferguson's First Presbyterian Church served as a popular site for social gatherings and was used by numerous congregations until they could construct churches of their own. In 1929, a new Presbyterian Church was constructed at 401 Darst Road near North Clay Avenue, where it remains today.[185] The original building on Church Street was demolished when the new church opened, and Church Street was extended to its present intersection with Elizabeth Avenue.[186]

Figure 19. Church Street, ca. 1900; view is east toward First Presbyterian Church – not extant (Source: *Ferguson: A City Remembered, Pictorial History* [1994], p. 54).

The Tiffin Family is associated with Ferguson's first Methodist congregation, organized in 1886 when it began meeting in Tiffin Hall (constructed during the 1860s) at 124 Tiffin Avenue. Tiffin Hall was divided as two residences when the Methodist Church was replaced by a new building constructed in 1888. The Ferguson Methodist Church was located at the northeast corner of Clark and Tiffin Avenues, across from Tiffin Hall. This building was replaced in 1912 when a larger church was constructed at the corner of Florissant Road and Wesley Avenue. The second church burned in 1938, and a new building (still in use) was constructed on the same site.[187]

Another church constructed in 1888 was the Immanuel Evangelical and Reformed Church, which purchased a parcel from William Ferguson for $350. This church supported Ferguson's early German community and was commonly called "The Rooster Church," (no longer extant) nicknamed for its rooster weathervane. Services were in German, as were lessons taught at an associated school. In 1918, the school closed and church services were no longer conducted in German, representative of the nation's movement toward anti-German sentiment that emerged after America entered World War I.[188] Prior to the Rooster Church's construction, parishioners met at Ferguson's First Presbyterian Church (Church Street). An associated parsonage was constructed 1895, burned in 1928, and was reconstructed in 1929. A new church was also constructed in 1929 and opened in 1930.[189] A second school was constructed in 1953 adjacent to the church. Today's parishioners worship as the Immanuel United Church of Christ denomination.[190]

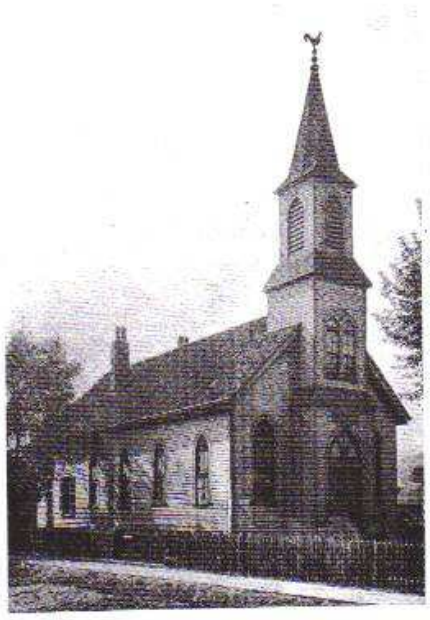

Figure 20. Immanuel Evangelical and Reformed ("Rooster") Church. Source: Fiftieth Anniversary – 1888-1938 (Unpublished booklet for anniversary celebration, June 5-14, 1938). Available at Missouri Historical Society, St. Louis.

Also constructed in Ferguson during the 1880s was an African-American church, Mount Olive Baptist, located on Eddy Avenue.[191] Mt. Olive served the African-American citizens of Ferguson and Kinloch. The congregation conducted baptism services at January Pond, just south of Eddy Avenue. This building, as well as the early residences that once surrounded it, were constructed by the former slaves of Thomas T. January. The early African-American neighborhood was demolished during the 1960s-70s and replaced with modern housing.[192]

Catholics living in Ferguson were served initially by a priest who traveled from the archdiocese's Baden mission associated with the Mt. Carmel Parish. In 1881, a Catholic congregation in Ferguson was organized. A church was constructed the following year, a frame building at the corner of North Elizabeth Avenue and Chambers Road.[193] The original congregation was called the "Holy Ghost Mission" as the church did not support a permanent minister until 1907. After 1907 (and prior to 1911), the church was renamed as the Sts. John and James Parish. The original frame building was demolished in 1918 and construction started on a new Gothic Revival style building. This second church's cornerstone was laid in 1925; the same year that the congregation constructed a school. Both buildings were located on the original church site and constructed of Missouri granite.[194] The church was completed in 1939. The Sisters of St. Joseph (of Carondelet) taught at the school, traveling to Ferguson from Carondelet daily via the streetcar. In 1965, a convent for the nuns was constructed at 120 North Elizabeth, next door to the church. A new rectory was built in 1967 at 140 North Elizabeth.[195]

Ferguson's second Catholic Church, Our Lady of Guadalupe, was constructed in 1954-1955 at the intersection of Florissant and Brotherton Roads.[196] The church and its associated school were designed by architect Raymond E. Maritz.[197] In 1958, the Church of the Good Shepherd was formed, Ferguson's third Catholic parish. Both Our Lady of Guadalupe and Church of the Good Shepherd were constructed to support the growing number of residents moving to new subdivisions being constructed within the city's outer sectors. An associated grade school for the Church of the Good Shepherd was completed at 921 Smith Road in 1959. In 1963, a wing was added to the school, and the church was replaced by a larger building in 1976.[198] It is unlikely that Our Lady of Guadalupe was established solely for northern St. Louis County's Hispanic population, which was nominal in the 1950s. However, the church has since attracted a sizeable Hispanic population – currently conducting weekly masses in Spanish. Census data from 2000 indicates that Ferguson had a population of 228 Hispanic citizens at that time and a total population of 22,406. In 2000, St. Louis County recorded 14,577 Hispanic citizens, 1.4% of the total population of 1,016,315.[199]

Ferguson established a Lutheran congregation in 1908 or 1909 (sources vary), the Zion Lutheran Church. Services were originally held outdoors "in the cherry orchard of a Mr. Rodenberg, who lived on Harvey Avenue."[200] Early meetings were also held in Bindbeutel's Hall and in a home at Clark Avenue and Carson Road, which the congregation purchased in 1909. Services were conducted in German, and a "day school" opened in 1910. The home used as a church burned in 1926, which prompted construction of the

current church and rectory, completed in 1927 on the same property. Although the early school closed in 1917, an elementary school was added in 1955 and a building constructed for that use in 1957. The school remained open until 1992, after which time it was used as a pre-school development center.[201]

An Episcopal congregation was established in 1872, St. Stephen's Episcopal Church, which began holding services in the former Wash Family home on Darst Road, as well as in the town's original Presbyterian Church, the depot, and Tiffin Hall.[202] Sources disagree about which "Wash Home" was used by the church. The family had two houses on Darst Road, one at 517 Darst Road and the other at 432 Darst Road. The latter home (no longer standing) was constructed by William Ferguson, who sold the property to Mrs. Robert Wash in 1869.[203] In 1891, the congregation constructed a church at the southwest corner of Darst Road and Clay Avenue. The Wash home (either 517 or 432 Darst Road) was converted as a rectory until it was demolished in the mid-1960s.[204] The 1890s church was a "brown shingle" building, demolished in 1955 when a new church was constructed on the same parcel.[205]

Ferguson's greatest period of growth began in the 1940s and continued throughout the 1950s-60s. The population boom resulted in the establishment of many new churches. In 1942, the city's First Baptist Church was organized. As many congregations before, the group held meetings in Bindbeutel's Hall until a frame building was constructed, located at the corner of South Florissant Road and Patricia Avenue. Established during World War II, parishioners used ration stamps to "purchase grape juice for the Lord's Supper," and the church converted a "chicken house" for a parsonage, located "at the rear of Earl Smith's lot on Schlueter Avenue."[206] After the war, the congregation was more prosperous, acquiring a house at 230 Randolph Avenue for its parsonage. In 1950, land was purchased at 333 N. Florissant Road and the church began building, with many expansions after that time.[207] Additional Baptist congregations in Ferguson include the Rock of Ages Mission, organized in 1955 (later called Grandview Baptist Church) and Victory Baptist Church, established in 1963. This latter congregation began holding meetings in local residences, as well as in Turner Hall at the corner of Salisbury and 20th Streets. In 1967 the group moved to 1442 Hudson Road where a new building was constructed, as well as a school, completed in 1972.[208] The Memorial Tabernacle Missionary Baptist Church, originally established in Kinloch in 1922, currently uses the former administration building for Universal Match Company on Paul Avenue.[209]

Other religious organizations in Ferguson include the North Hills United Methodist Congregation (1957) that originally met at 10771 Trask Avenue and constructed a church in 1967. St. Peter's Evangelical Church, United Church of Christ, was founded in 1843 as a German Evangelical Congregation but did not serve Ferguson until 1957 when it constructed a building at 1425 Stein Road.[210] The First Christian Church, organized in 1948, originally held services at Bindbeutel's. In 1951, the congregation purchased a home at 303 North Elizabeth (the former Hereford Family home), which was replaced by a new church in 1957, at which time the church demolished the house. The First Church of Christ, Scientist began to hold services in 1935 when residents supported meetings in their homes. In 1952, the congregation constructed a church at the corner of Randolph and Harrison Avenues. Ferguson's Church of the Nazarene

constructed a church in 1950 at 510 N. Florissant Road, replaced by a new church in 1963 at 1309 N. Elizabeth.[211] The Midwest Church of Christ moved to Ferguson from Calverton Park in 1974 and used the original Nazarene Church on Florissant Road. A house at 502 N. Florissant was used as the parsonage.[212] These congregations continue to serve Ferguson's ever-growing population.

ENDNOTES

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[34]Ibid, 35.

[35]Ruth Keenoy and Joellen McDonald. "Bennett Avenue Historic District" (National Register of Historic Places Registration Form, 2007), 8:16.

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[39]Kalin, 25.

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[41]Fleming, 18-20.

[42]City of Ferguson, "Civic Calendar." (Unpublished, 1974 – copy available at Western Historical Manuscript Collection, University of Missouri-St. Louis, St. Louis County Collection [Ferguson], Box 10, Folder 73), np.

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F. ASSOCIATED PROPERTY TYPES

The following analysis is based upon the City of Ferguson's current historic inventory of the oldest section of the community completed in the 1980s (including an update of the inventory currently underway), a reconnaissance survey of the entire community which focused on areas not yet surveyed as well as newer buildings finished between 1930 and 1960, and the historic contexts developed in this document. The discussion of specific stylistic features is based upon the consultants' knowledge of late nineteenth and twentieth century American building styles and the following studies: Virginia and Lee McAlester's *A Field Guide to American Houses,* John J.-G. Blumenson's *Identifying American Architecture,* and Richard Longstreth's *The Buildings of Main Street.* In addition, "Historic and Architectural Resources of Kirkwood, Missouri" (MPD, 2002) prepared for another historic St. Louis County suburb by Deb Sheals, Linda Stockman and Deon Wolfenbarger proved valuable in developing the property types for Ferguson, since Kirwood began as an early railroad suburb of metropolitan St. Louis with similarly designed residences.

This analysis evaluates the four most prevalent property types associated with the historical development of the City of Ferguson:

- Residential Buildings
- Commercial Buildings
- Institutional Buildings
- Transportation-Related Resources.

Because of the preponderance of residential properties, residential property types are further divided into a series of subtypes based stylistic influences:

- Victorian Era Houses (which includes Italianate, Queen Anne, Shingle and Folk Victorian styles)
- Period Revival Houses (Colonial Revival, Neoclassical, Tudor Revival styles)
- Craftsman/Prairie Houses
- Mid-Century Modern Houses (which includes Streamline Modern, Minimal Traditional, Ranch)

Other Residential Building property types are based upon building forms as follows:

- Builder Style Houses (which includes Gable Front, Side Gabled, I-House, Gabled Ell, Pyramidal, Foursquare, and Commodious Box)
- Apartment Buildings
- Garages/Carriage Houses

This analysis does not discuss other related resources, even though they may exist since there appear to be too few remaining historic examples left to warrant the development of a property type analysis. These property types might include rural and agricultural resources, industrial buildings, or recreational facilities. These property types might also be related to ones of the historic contexts and would be evaluated individually, in a district, or as an auxiliary building to one of the identified property types. This analysis could be utilized to list either individual resources or historic districts, recognizing that the registration requirements are generally discussed for individual registration and that historic districts would not require as much individual building integrity since the collection of resources minimizes the visual impact of alterations. In addition the registration requirements for historic districts do not require the assessment or evaluation of interior building features since the district's viability is premised primarily on the appearance of the streetscape.

I. Property Type: Residential Buildings

Description

A few residential buildings in Ferguson may date as early as 1840, but the identified early homes that were built prior to 1880 have been substantially expanded and remodeled, reflecting later stylistic influences. Since the corporate limits of Ferguson has expanded numerous times and since the only historic survey data is limited to the historic core of Ferguson, it is possible that some of the historically rural properties from the early settlement period of Ferguson, and associated with the community because of commercial and transportation networks, may yet be identified. Most extant residences in Ferguson are more likely to have been built after 1880 and in the decades prior to 1960. The oldest buildings are scattered throughout town, but are concentrated near the center of town, especially in the area six blocks east and west of the intersection of Florissant Road and Church Street (which was near the Wabash Railroad Station) and between Hereford Avenue (Chambers Road) and Suburban (Paul) Avenue on the north and south, respectively. Conversely, residences built between 1940 and 1960 can be found throughout the corporate limits, although concentrations of these residences, especially complete subdivisions from these same decades are located further from the center of town.

Development patterns varied widely throughout Ferguson and the community, with streets, residential blocks, and subdivisions all laid out in asymmetrical patterns and shapes around a few arterial roads—Florissant Road, the earliest road, bisected Ferguson east and west with the Wabash Railroad cutting through the community from southeast to northwest. Later arterial streets added to this complex web of streets and blocks, most notably Elizabeth Avenue (a major north-south route more centrally located in what was incorporated as Ferguson by 1960), Hereford Avenue north of downtown which becomes Chambers Road and Airport Road, to the east and west, and Suburban Avenue near the south end of the community. Today, the community's expansion has extended to another north/south artery, West Florissant Avenue (which is east of Florissant Road) and to Interstate 270 which forms Ferguson's north boundary.

Unlike other streetcar and railroad suburbs and even early automobile suburbs, Ferguson lacks the cohesive residential developments that can readily be identified by street boundaries, stylistic influences or even socio-economic classes, at least until the late 1930s. Lot sizes are generally rectangular, especially in the pre-1960 sections of the community, but lot sizes for the pre-1940 residential areas varied widely, often even within one residential block. Some of the city's largest residential lots are located on the ridge along Elizabeth Avenue, which was developed in the 1880s for some of the community's wealthier residents. In contrast, the subdivisions built between 1940 and 1960 were generally laid with a series of similar sized, small rectangular lots and the latter subdivisions were less likely to be laid out on a modified grid, preferring instead to have restricted access to arterial streets with a series of gently curved streets and cul-de-sacs.

While some residences were built of brick, most of the homes built in Ferguson were frame structures prior to the 1930s because it was less expensive to transport lumber than brick or stone.Unlike the City of St. Louis or certain other early St. Louis County suburbs, Ferguson did not have nearby supplies of stone or clay. Most home foundations were stone or brick, but some featured a material made from cement, stone faced cement blocks, faux stone, because it could be simply manufactured on site with the use of a simple mold, water, cement and sand. In a few rare instances in Ferguson, entire houses were made of faux stone (for example, 6151 Emerson).

6151 Emerson

Beginning in the 1910s and especially after 1920, more homes were built of brick, especially the popular Craftsman and Tudor Revival designs, but most of Ferguson's residences today are still frame structures clad originally with wood siding or shingles. In the mid-twentieth century, especially in the Tudor Revival and nicer Ranch house subdivisions, these frame buildings were often partially faced with a brick or stone veneer, such as the entire Forest Wood Subdivision in southeast Ferguson.

Residential designs vary widely throughout Ferguson, with a wide range of styles and home sizes represented in most of the late nineteenth and earliest twentieth neighborhoods. During this time, few blocks could be distinguished by a specific style, size or prestige, although a few streets were closely identified with the city's wealthier residents and larger homes (Elizabeth, Darst, and Tiffin), just as the working class neighborhoods concentrated south of the city center and the African-American population centered around Eddy Avenue (in an area now serving as January-Wabash Park). In the nineteenth century, most of Ferguson's homes were built for its working class residents, with only limited stylistic features, usually concentrated on porch elements or at the eaves—only the wealthiest residents could afford elaborately detailed designs, which in the late nineteenth and first decade of the twentieth century in Ferguson meant variations of Italianate, Queen Anne, or commodious Colonial Revival designs.

As the community grew, more middle class residents moved to Ferguson, in part to take jobs within the local community and because of the easy commute provided by the Wabash and interurban lines, which, by the opening of the twentieth century, resulted in a larger market for more stylish designs for these middle class homes. The rapid increase in the middle class population in Ferguson coincided with changing tastes in residential styles, from the elaborately detailed Italianate and Late Victorian designs to the Period Revival Styles and Craftsman designs popular in the early twentieth century. Responding to this new market for middle class homes, increasingly, construction resulted in the creation of small subdivisions or completion of entire blocks by a single developer in clusters of homeogeneous styles and sizes of homes, a characteristic that would dominate residential housing patterns in Ferguson by 1930. Initially this led to concentrations of a few styles based upon the preferences of the subdivision developer, usually Craftsman or Tudor Revival houses which would be interspersed with similarly sized Colonial Revival design variants. Between 1940 and 1960, entire subdivisions of similar, or nearly identical, Minimal Traditional or Ranch style houses would dominate Ferguson's subdivision development.

In Ferguson, these Residential Buildings can best be divided into a series of Subtypes, identified by stylistic influences:

- Victorian Era Houses (which includes Italianate, Queen Anne, Folk Victorian, and Shingle styles)
- Period Revival Houses (Colonial Revival, Neoclassical, Tudor Revival styles)
- Craftsman/Prairie Houses
- Mid-Century Modern Houses (which includes Modernistic, Minimal Traditional, Ranch styles)

as well as certain building forms defined by their basic shapes or functions, which may or may not utilize stylistic influences from one of the styles already identified:

- Builder Style Houses (which includes Gable Front, Side Gabled, I-House, Gabled Ell, Pyramidal, the Foursquare)
- Apartment Buildings
- Garages/Carriage Houses

Subtype: Victorian Era Houses

Registration guidelines for the National Register of Historic Places identify a number of different Victorian era stylistic movements under the category Late Victorian, including Gothic Revival, Italianate, Second Empire, Queen Anne, Stick, Shingle Style, Romanesque, and Renaissance), but in Ferguson only three of these styles have been identified: Italianate, Queen Anne, and Shingle styles, along with house designs that utilize the stylistic elements of the Late Victorian era without falling into one of the high style classifications, what McAlester calls Folk Victorian. Named for the long reign of Britain's Queen Victorian, most of the Victorian styles were popular in American architecture from 1860 to 1900, in part because rapid industrialization and the growth of railroads led to drastic changes in house design and construction. The balloon frame and wire nails replaced heavy timbers and solid masonry construction, which in turn allowed house shapes to become more elaborate and less box-like since it simplified construction of corners, wall extensions, and roof overhangs. Industrialization led to the mass production of housing components, doors, windows, siding, roofing, and even the decorative detailing like brackets, porch supports and window hoods. As a result, Victorian Era Houses are most noted for their extravagant use of complex shapes and elaborate detailing. While the more elaborate examples of any of these styles would be those homes built for the wealthier residents, throughout Ferguson examples of Victorian Era stylistic influences can be found on large homes as well as small. By the late nineteenth century, especially after 1890, a less precise interpretation of historic detailing became popular, one that was not as dependent on the Romanic era's interpretation of Medieval precedents (as was the Italianate style) and these later Victorian interpretations made little attempt to mirror these Medieval prototypes.

These homes were noted for the multi-textured or multi-colored walls, strongly asymmetrical plans, steeply pitched roofs, and exuberant mixture of details. This can be seen in the Queen Anne, Shingle and Folk Victorian Houses that dominated the late nineteenth residential building designs in Ferguson. In most cases, the Victorian Era Houses in Ferguson were frame buildings, not masonry, resting on stone foundations. While many of these houses probably originally had metal or wood shingled roofs, now these are replaced with modern asphalt shingles. Most windows in these homes were wood sashed windows originally, in a variety of sizes (and some with transoms). While some are one-over-one sashes, the more popular choice, especially for the Italianate and Folk Victorian houses (as well as secondary elevations), was the two-over-two sashes. Usually these houses would feature at least one decorative leaded glass or stained glass window, often positioned at the front stairwell or near the front entry.

Italianate

Following the Civil War and through the 1880s, the Italianate style dominated residential architecture in the Midwest, a Romantic era interpretation of Medieval precedents, but in Ferguson there are only a few examples of this style. Italianate houses are distinguished by broader eaves supported by bracketed cornices, low pitched roofs, tall and narrow windows often with elaborate window hoods or round arched tops. Most Italianate houses had two-over-two sashed windows and in many cases the windows at the front porch extended completely to the porch floor, although they were still sashed windows. Some Italianate designs feature a square tower, cupola, or widow's walk. Exterior trim (in the eaves, brackets and window hoods) and detailing (such as corbelled chimney caps) is usually elaborate while wall surfaces were kept simpler, usually a simple clapboard on Ferguson's designs. In contrast, entries are usually more restrained, with simpler wood paneled doors, and smaller, less prominent porches. Porch supports are elaborately shaped slender post usually with similar brackets as seen in the cornices. House plans and shapes are generally asymmetrical, but not always, since Italianate style houses are more closely defined by the decorative elements. Most Italianate designs are larger homes, one of the reasons so few are found in Ferguson, but there are some known examples of front-gabled variant.

43 Almeda Place

Some of the other front-gabled houses in Ferguson appear to be restrained variations of simpler Italianate designs, but many of these are also currently clad with non-historic siding, which covers or replaced many of this style's most distinctive features. There also appear to be some larger, more asymmetrical, shallow pitched hipped roof Italianate residences that frequently had a cupola or widow's walk, although the known example at 219 Louisa seems to have had some of the detailing removed (such as the details on the porch posts and a cupola or widows walk).

Queen Anne

Queen Anne houses are generally noted for their steeply pitched, complex and irregularly shaped roofs usually a hipped roof with a front-facing gable, textured wall treatments usually in the form of contrasting sections of clapboard and shaped shingles (often fishscale or diamond patterns)—all designed to avoid a smooth-walled appearance. They also feature partial or full width porches that extend around onto at least one side wall. In Ferguson, some Queen Anne residences feature a tall corner tower.

202 S. Elizabeth

However, many of Ferguson's Queen Anne residences do not have towers, just the characteristic hipped roof with cross gabled bays.

123 N. Elizabeth

315 Church

As is characteristic elsewhere, most of Ferguson's Queen Anne designs feature spindlework or lace-like ornamentation in the gables, wall overhangs, and as a frieze below the porch ceiling as well as delicate turned porch supports often with cutwork brackets.

321 Hereford

However, some can be identified as Free Classic variants of the Queen Anne style by their use of classical columns rather than turned porch supports

114 N. Elizabeth

and some are the Half-Timbered variant.

205 Darst

Shingle

In contrast, Shingle houses appear much simpler, but they share many similar features. They have irregular, steeply pitched roofs, usually with cross gables and multi-level eaves as well as rooflines that may be continuous from the second floor down over the first floor wings or porch. The other distinctive feature is the wall cladding, which gives the style its name, wood shingles, without interruption at the corners by corner boards. Originally most of these houses also had wood shingled roofs, which have now been replaced by composition shingles, diminishing the impact of this continuous use of the same material on the walls and roof. Most have extensive porches. Ferguson has only a few of these homes that can still be easily identified by the merging roofs.

10 S. Elizabeth

Others are slightly simpler variations, without the complex roof shapes, but still distinguished by the shingle siding.

145 N. Clay

Since many Ferguson homes have been re-sided, covering up the what on this style would be its most distinguishing feature, more Shingle houses may be hidden underneath siding especially since the characteristic, massive front facing gable of many Shingle houses seems to be a feature found on many of the Ferguson homes currently sided with replacement aluminum or vinyl siding.

Folk Victorian

Folk Victorian residences utilized a variety of vernacular house forms, whether one or two stories, and applied porches with spindlework detailing, delicate turned porch posts, lace-like spandrels, and jig-saw cut trim to dress up the building. While usually less elaborate than the Victorian styles they are attempting to mimic, the details are inspired by Queen Anne or Italianate styles. Most of the detailing is located on the porch, cornice line, or gable ends. Often small sections will utilize the variations in wall treatments, especially mixing clapboards and shaped wood shingles. Numerous examples exist throughout Ferguson, although many appear to be missing pieces of the decorative detailing, especially the spandrels or spindlework friezes on the porches. Ferguson's Folk Victorian residences include larger examples.

3 Thoroughman

12 N. Clay

Many of the Folk Victorians are simple workman's cottages, such as these Gabled-Ell or quaint shotgun houses that are simply dressed up its façade with some lace-like millwork in the gable end or porch.

140 Cunningham

350 S. Harvey

These Folk Victorian residences utilized a wide variety of Builder Style house forms (described as a separate subtype later in this document). For example, 1 N. Clay is a good example of a Gabled Ell form.

1 N. Clay

Gable Front houses were extremely popular in Ferguson, although most are currently sided so it is difficult to tell whether or not they were Folk Victorian houses, another style, like Craftsman, or simple vernacular designs. Besides the Shotgun houses, other variations of the Gable Front house were also popular in Folk Victorian residences, whether in a two story version or Ferguson's extremely popular one-and one half story version with what proportionally is a very large gable dominating the facade.

18 Georgia

405 Hereford

Side gabled, one story houses, known as Hall and Parlor houses were not as popular, but at least one Folk Victorian example remains.

101 Tiffin

Besides the large, commodious hipped roof, Folk Victorians, there are examples of Foursquare houses in Ferguson that utilized the Folk Victorian detailing, generally with spindlework porch details and selective use of shaped shingle siding.

401 Carson

234 Tiffin

Subtype: Period Revival Houses

At the end of the nineteenth century, another trend toward copying earlier period styles grew in popularity. Registration guidelines for the National Register of Historic Places identify a number of period revival styles under the category Late Nineteenth and Twentieth Century Revivals, including: Beaux Arts, Colonial Revival, Classical Revival, Tudor Revival, Late Gothic Revival, Mission/Spanish Colonial Revival, Italian Renaissance, French Renaissance, and Pueblo styles. These styles drew heavily upon ancient and Renaissance era classical styles and other Medieval European designs, as well as styles popular in Colonial America, but unlike the preceding Victorian era, these increasingly popular period revival houses stressed relatively pure copies of these traditions as opposed to the stylistic mixtures that dominated the Victorian era. This movement began with European-trained architects who designed landmark period houses for their wealthy clients, usually in the Italian Renaissance, Chateauesque, Beaux Arts, Tudor, or Colonial Revival styles but their popularity gained momentum, especially after the 1893 Columbian Exposition in Chicago which stressed correct historical interpretations of European styles. These styles remained the dominant styles through the 1930s in communities across the United States. As was true across the nation, in Ferguson, the most popular of these styles would be the variants of the Colonial Revival style, which remained the dominant style of domestic building nationwide during the first half of the twentieth century. Because this town appears to have been less affluent than other sections of the St. Louis metropolitan area, few of the styles that remained closely identified with wealthier clients can be found in Ferguson, except for a couple of Neoclassical designs. Like elsewhere across the Midwest, in Ferguson this era of residential design closed with the increasing popularity of the Tudor Revival style, in part because it could be easily adapted to more modest sized residences.

Colonial Revival

As the name implies, Colonial Revival style houses drew upon the colonial American residential designs, which in turn were brought by the initial settlers on the Atlantic seaboard from their homes in Europe. The Georgian and Adams styles formed the basis for this revival with post-medieval English and Dutch Colonial influences evident as well. While the Philadelphia Centennial of 1876 sparked an interest in our colonial architectural heritage, McKim, Meade, White and Bigelow are credited with popularizing the revival of colonial designs after 1877 when they took a widely publicized tour through New England to study original Georgian and Adams buildings. The first designs they executed became landmarks of the two most popular variants of this style prior to 1910: the asymmetrical form that utilizes colonial details and a more authentic symmetrical hipped roof shape (sometimes referred to as Adamsesque, an earlier, early American, federal style based upon the work of the Adams brothers, two English designers). These Colonial Revival designs are not usually historically accurate copies, rather they use the details on colonial examples as inspiration. In the earliest examples of this style, beginning in the 1880s and extending to 1900, the Colonial Revival style was also heavily influenced by both the Queen Anne style

and form—thus the Queen Anne free classic variant and the earliest examples of the Colonial Revival style with its asymmetrical form are closely related. With newer, cheaper printing methods developed by the turn of the century, books published with extensive photographs and measured drawings of colonial buildings encouraged a better popular understanding of the prototypes upon which Colonial Revival residential designs were based and as a result, later Colonial Revival designs, especially those built after 1915, more closely resemble early colonial buildings. The Great Depression and World War II both strained building construction and post-World War II examples of the Colonial Revival style were often simpler in detail, merely referencing the colonial house form rather than embellishing them with similar detailing.

Identified most easily by the building and roof shape, Colonial Revival houses share a number of distinguishing features, principally in the details at the entrance, cornice and windows. Most notably, Colonial Revival designs have an accentuated front entry that is normally crowned with a decorative pediment and supported by flanking pilasters or even a pediment porch roof supported slender columns, sometimes in pairs. Often the doorways have fanlights and flanking sidelights. The entry detailing varies widely but is always drawn from some form of classical ornamentation with a pediment, entablature (often with a rectangular transom), or fanlight over the entry door. Pediments could take many shapes: triangular, arched top, broken, or swan's neck. Except in the some of the earlier examples, the facades are generally symmetrical with the doorway usually centered between balanced matching windows. Windows themselves are usually doublehung sashes, usually multipaned in the top or both sashes (six over six being the most common configuration) and sometimes made with a taller lower sash (resulting in a six over nine configuration). Although not found in the colonial precedents, bay windows are common. In some cases, the windows are grouped in pairs and they often have shutters. Besides the use of classical column forms and pedimented entries, Colonial Revival houses also frequently have other classically inspired details: Palladian style windows, cornice box returns that emulate broken pediments in the gable ends, pilasters and smaller pediments on dormers, modillions or dentils in frieze-like boxed cornices at the roofline, oval windows, and decorative urns on top of pediments or to accentuate the turned balusters on porches. As a contrast to these embellishments, Colonial Revival designs have simple wall finishes, unlike the preceding Victorian era designs, and most of the Ferguson examples are frame buildings with clapboard siding, although a few examples with brick walls do exist, primarily in the later Georgian Revival and Cape Cod buildings. In Ferguson, most examples of Colonial Revival are more restrained, and less likely to be heavily embellished, in keeping with the working class character of the community.

Colonial Revival houses continued to be extremely popular for more than a half-century, with an evolving series of forms. Numerous examples were built in Ferguson between the 1880s and 1940s, with the earliest examples being either asymmetrical or Adamesque variants. Later examples found in Ferguson, include a few Dutch Colonial (gambrel roofed) homes with many more of the Georgian Revival (side gabled roof) and Cape Cod (one story, side gabled roof) homes scattered throughout town. In Ferguson,

the asymmetrical form of the Colonial Revival style was as popular as it was elsewhere in the nation, large, rambling, free form houses that closely resemble the larger examples of the classic Queen Anne style.

430 Adams

434 Wesley

118 S. Clay

308 Hereford

However, there are also numerous examples where the house is little more than a simple box with small projecting full-height bays, asymmetrical window patterns or large front porches. Some took the form of side gabled houses, other are hipped roofed.

317 N. Elizabeth

319 Tiffin

25 S. Maple

31 Tiffin

One popular form in Ferguson was the one and one half story Colonial Revival house with a long, sloping, side gabled roof supported by columns that incorporates a full width front porch under the roof and a center front dormer.

208 Tiffin

311 Tiffin

The Adamesque or symmetrical hipped roof variant of the Colonial Revival style was also popular in Ferguson, even in the first decade of the twentieth century. This variant of Colonial Revival is defined by the symmetry of its façade and hipped roof. In some cases, these houses had front porches and in other examples, they simply had a simple entry stoop. What they share in common is the use of Colonial Revival stylistic details, whether that is columns, pediments or entablatures over the entry doors, and pedimental forms on gables. In most cases they have boxed cornices, sometimes supported by dentils or modillions. They could be either one or two stories tall.

521 Wesley

303Allen Pl.

414 Wesley

11 Tiffin

In Ferguson, a number of the symmetrical hipped roof variant of Colonial Revival utilized a popular vernacular house form, the American Four Square.

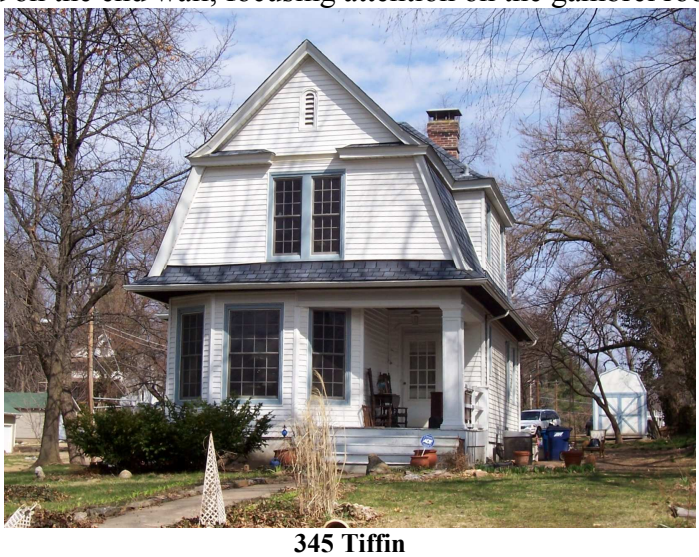
13 N. Clay

224 Tiffin

25 N. Elizabeth

12 Royal

The few Dutch Colonial designs in Ferguson were built between 1900 and 1925 and are most easily distinguished by their roof shape, the gambrel roof (popularly identified with barns). The façade of these buildings could be located on the end wall, focusing attention on the gambrel roof's shape.



345 Tiffin

However, in Ferguson, most appear to have the façade located along the long side of the gambrel roof, in which case they usually have a full width shed dormer and they were generally symmetrical, at least on the main body of the house.

24 Miller

218 Tiffin

Georgian Revival style houses, noted for their symmetrical, side gabled facades were especially popular in the 1920s and 1930s in Ferguson. Unlike many other variants of Colonial Revival, Georgia Revival houses do not have large front porches, rather than usually had an entry stoop leading to the entry with its pediment or entablature.

48 N. Maple

216 Harrison

Smaller, side gabled, Cape Cod designs, which were primarily one or one and one-half stories tall (usually with front dormers) became increasingly popular with builders since they provided a classically detailed alternative for a modest house design. Most Cape Cod houses are basically symmetrical with an entry stoop leading up to the entry door, which often had simple pilasters and an entablature or pediment. Although Cape Cod houses are scattered around Ferguson, primarily clustered with other modest houses (such as Minimal Traditional, Tudor Revival, or Streamline Modern houses), they are found in the subdivisions added to the community in the 1940s and early 1950s.

Looking south from 446 Dade Ave. near January

Some of the Cape Cods in Ferguson have shallow projecting wings on the façade, approaching the composition that would become the Minimal Traditional designs which were popular at approximately the same time, but still retaining distinctly Colonial Revival ornamentation. This is easily seen in the Cape Cod at 101 S. Hartnett, when compared to the similar design, but without the Colonial Revival details, at 115 S. Barat.

101 S. Hartnett

115 S. Barat

Neoclassical

Neoclassical style residences were extremely popular throughout the country during the first half of the twentieth century, but not nearly as popular as the closely related Colonial Revival homes of the same period. Interest in classical architectural models dates from the World's Columbian Exposition in Chicago in 1893 where the planners of the fair mandated a classical theme that resulted in a series of monumental colonnaded buildings around the central court which was widely photographed and attended. While the style is most commonly associated with public, institutional, and commercial buildings, the smaller pavilions at the fair were more domestic in scale, inspiring many residential designs around the nation, especially for a community's more affluent residents. With its formal symmetry and dominant, full height porch or portico supported by classical Corinthian or Ionic columns, these imposing residences were generally more ornate than their colonial era, Classical Revival or Greek Revival prototypes, in part because of the mass production techniques of the industrial revolution that could provide prefabricated columns and decorative details in plaster or composite materials, eliminating the need for highly skilled stone masons. The portico is the most distinguishing feature of this style, but the doorways were usually equally as elaborate with decorative surrounds of fluted pilasters or sidelights topped by a pediment. The cornices of Neoclassical houses are boxed eaves with a modest overhang usually with dentils or modillions underneath and there is usually a wide frieze band underneath. Windows were similar to Colonial Revival houses, with multipaned, doublehung sashes, but they often had a much more pronounced lintel or decorative window hood that drew upon classical details such as a broken pediment

or keystone flat lintel. Roof-line balustrades were also more common than in earlier styles and there were often porches and wings, including port-cocheres attached to the sides that also had pedimented roofs and decorative cornices. Balconies above the entries, but contained within the portico were a frequent embellishments. Since this style was most often utilized for larger and more palatial residences, there are few examples in workingclass Ferguson, but at least two different examples have already been identified, both dating from 1903-1904.

18 N. Elizabeth

117 S. Clay

Tudor Revival

Unlike the other Period Revival styles in Ferguson, the Tudor Revival designs gained popularity later in the first half of the twentieth century and is most closely associated with residences built in the 1920s and 1930s. The style is not precisely a revival of historic Tudor (early sixteenth century) English houses but is more loosely based on a variety of Medieval English examples that range from large manor houses to small thatched roof cottages. The American expression of this style focused on several key elements, especially the very steeply pitched roof with one or more cross gables of various sizes, often overlapping with eave lines of varying heights. Small dormers and projecting bays often add to the varied roofline and the appearance of a complex footprint. While tile or slate roofs (or modern simulations of slate or tile) are commonly found on Tudor Revival houses throughout the metropolitan area, in Ferguson, because most of these houses were designed as modest middle class residences, they usually adopted the less expensive, new roofing material—the three tab asphalt composition shingle. Eaves are generally narrower often with

vergeboards in the gable ends which might be cut to emulate worn wood (uneven or slightly scalloped edges). Decorative wall finishes were designed to evoke the Medieval precedents, usually with a mixture of a multitude of materials and rarely of simple clapboard. Except on the most modest examples, which might have simple clapboard, whereever wood siding was used, it was often cut to look like wavy, worn planks, something that architects at the time called end butt siding. Patterned brickwork, rock-faced stonework scattered on the façade and seeming to emerge from the ground, stucco, and false half timbering were common design elements. Massive chimneys, asymmetrical in shape and often embellished with additional decorative brick or stonework were commonly prominently placed on the façade and designed with several shafts and decorative chimney pots, even when the chimneys do not correspond to any working fireplaces but were simply used as flues or even just an exterior decorative element. Tall, narrow, multipaned windows, often metal casements as well as doublehung sashes were common and often in a variety of sizes and irregularly placed on the walls. In the St. Louis metropolitan area, Ferguson included, most Tudor homes were embellished with a few leaded or stained glass windows. Unlike other Period Revival Houses or the earlier Victorian Era designs, Tudor Revival houses do not usually have porches, at the most they had decorative stoops and the entries are minimized, often little more than a slightly recessed round arched opening with doors (also frequently round arched top) designed to look like they were made of wood planks with hand forged hardware. In some cases, the doorways are positioned in a small projecting bay that forms a small entry vestibule.

Like other houses in Ferguson, the Tudor Revival designs are generally the smaller cottages, not large manor-style residences, and the ornamentation was more restrained. Examples are spread out throughout Ferguson, often nestled into neighborhoods that also have older residences as well.

203 Darst Rd.

507 Wesley

124 Church

18 Hartnett

While most of Ferguson's Tudor Revival houses are masonry, some are at least partially masonry with half timbered and stucco wall sections. There are also a few that appear to be have had wood siding originally, but this has been covered with replacement siding, making it difficult to determine whether the original wall finishes included false half-timbering, simple clapboard, or irregularly formed lap siding, or a combination of wall treatments.

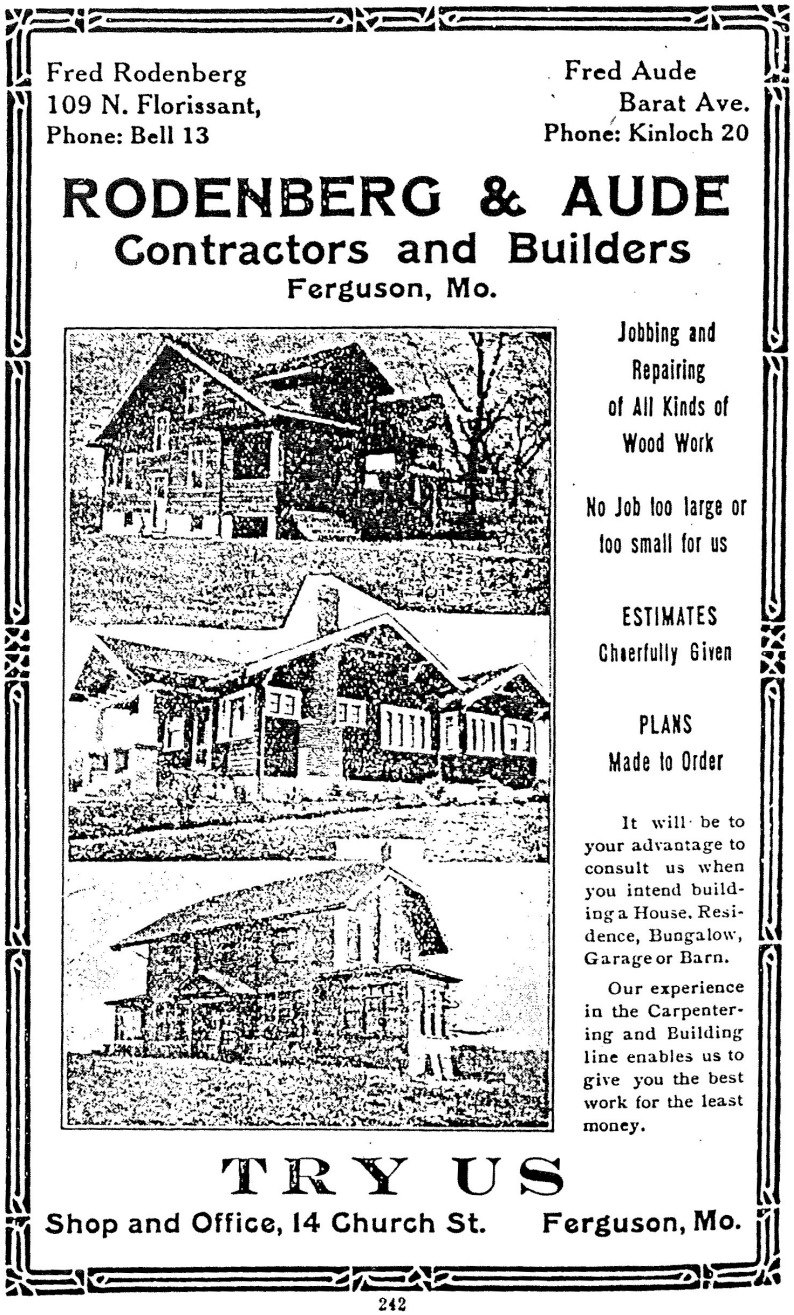
342 Tiffin

In some of the 1930s subdivisions, modest Tudor Revival houses are the predominant house style (such as the neighborhoods in the northwest corner of the city).

400 Block of Thomas

Subtype: Craftsman/Prairie Houses

Unlike the Colonial and Tudor Revivals or even the houses of the Victorian Era, the Craftsman/Prairie subtype have no direct historical precedents and could be argued to be truly American in origin. They became popular in the first decade of the twentieth century and examples were apparently frequently built in Ferguson even in the 1930s. Both styles spread rapidly in popularity in part because of the popularity of pattern books which often also sold pre-cut packages of lumber and detailing (such as those offered by Sears, Roebuck and Company as well as through a wide number of lumberyards), technological advancements which were made possible by the mass-production techniques, the convenient transportation provided by the rail transport network, and the advances in the printing industries that made cheaper printing techniques that allowed abundant use of illustrations and photographs to market the products and plans. Local builders could easily adapt and promote some stock plans that were easy to modify and finish with different exterior details.



242

Ad from Ferguson Historic Inventory Files.

In addition, the Craftsman bungalows and the vernacular Prairie designs, the versions most popularly adopted in Ferguson, often utilized similar building shapes and detailing, which emphasized clean lines, and a minimum of ornamentation, with only variations in a few key elements distinguishing the two styles, usually the roof shape and the treatments of the eaves, as well as the detailing on the porch supports and wall finishes. Both feature low pitched roofs with wide overhanging eaves that were lower

in height than earlier house styles since they often did not have the as much floor to ceiling height as earlier house styles. Besides the overhanging eaves, porches, wings, and other details emphasize the horizontal lines of the designs. While other roofing materials might have been used, asphalt shingles was most likely the original roofing material. Both styles generally have doublehung sashed windows with muntin patterns in the upper sash only, which could be a multipaned grid but these windows are more likely to be divided into three or four vertical lights, or into a diamond pattern or other design on the upper sashes. Massive square posts or battered piers supported the corners of the porches and many had masonry half-wall height railings, with the piers and railings extending to the ground level, rather than to the porch floor. Most of these designs were one story bungalows, but in some cases they were one and one-half stories tall. Some were even two stories in height, utilizing vernacular Builder Style house forms. Doors were usually simple in design and not ornately paneled. In Ferguson, most of these homes are still frame structures, with either lap siding or wood shingles, although some are masonry, predominantly brick and there are a few that are stucco.

Craftsman

Craftsman houses were inspired by the work of Greene and Greene, two California brothers who practiced in Pasadena in the late nineteenth and early twentieth century. By 1903, they were designing simple Craftsman style bungalows which quickly grew into commissions for exceptional landmark examples, often termed “ultimate bungalows.” There were several influences on this style, especially the English Arts and Crafts movement, Oriental wooden architecture, as well as the Greenes’ early training in manual arts and the coincidental rise of what would be termed Mission or Arts and Crafts furnishings, with its simple, functional lines that emphasized straight lines and less refined products and materials. Their residences as well a similar residences by other architects were given extensive publicity in both architectural magazines and the women’s magazines of that era and the style was popularized in a large number of pattern books and by companies offering complete pre-cut packages of lumber and detailing that could be assembled by local labor. The primary distinctions that differentiate Craftsman from Prairie School vernacular forms are that Craftsman houses are generally (although not always), gabled roofed and usually have exposed rafters often with rafter tails extending beyond the edge of the roof with notched or shaped ends to create a repetitious pattern along the sides of the roof. The gable ends usually have false beams or knee braces. Also, porch materials often contrast with the main body of the house, such as rock-faced stone porch piers and walls set against clapboard or brick façades of the house.

The term bungalow is usually associated with one story Craftsman houses as well as shallow pitched one and one half story houses. In Ferguson, these vary widely, including examples with battered piers that extend as corner supports at the porch roof down to the ground instead of to the porch floor.

45 Hartnett

34 N. Clay

Many of the bungalows are frame structures with lap siding or wood shingle siding. Some are quite simple in design, while others seem to glorify in the distinctive Craftsman detailing: exposed rafter tails, knee braces, and various shaped dormers as well as a wide variety of porch supports usually based upon some boxed shape (sometimes tapered) rather than columns or turned posts like earlier styles.

417 Harrison

110 Clark

214 Short

300 Hereford

At the same time that some local developers were building large, new subdivisions primarily consisting of Tudor Revival cottages, other developers were building bungalow subdivisions, some in brick and others as frame buildings, but generally small bungalows. Unlike the large subdivisions of Tudor Revival houses and later the entire subdivisions of Minimal Tradition or Ranch houses, Craftsman homes were usually clustered into small neighborhoods and more likely to be nestled into older sections of town on a single city block, in part because these modest homes were being built at a time that many of the workingclass residents were still dependent on the streetcar.

300 Block Harrison

44-40 Hartnett

In Ferguson, a number of Craftsman houses scattered throughout town were built slightly larger, and usually used a sloping side gable that incorporated the full width porch. These had a prominent, front facing dormer to create more room on the second floor.

25 N. Maple

103 Wesley

However, the distinguishing details of Craftsman designs are also found on Builder Style vernacular house plans described later, such as the Gabled-Ell and Gable Front, which were well adapted to the larger two story houses.

11 Miller

21 N. Maple

Prairie

Prairie School designs were initially developed by a group of Chicago architects, of which Frank Lloyd Wright's early work is most closely associated and synonymous with this style. Throughout the Midwest, numerous local architects designed good examples of Prairie School houses and its vernacular form spread throughout the county because of pattern books.

236 S. Hartnett

316 Carson

In its vernacular interpretations, of which there are only a few known examples in Ferguson, Prairie houses share many of the same basic forms as Craftsman bungalows, since these designs also emphasized the craft in the finish details, simplifying elements to their basic form. The primary distinctions that differentiate Prairie from Craftsman bungalows are the very shallow pitched hipped roof with wide eaves that are often enclosed (to create more of a horizontal cap to the building and other exterior treatments that emphasize the horizontal lines of the design, whether that is by banding windows in horizontal clusters, utilizing projecting stringcourses to form continuous sills around the house, dividing the façade with an elevated sill or lintel course with contrasting materials on the wall surfaces at that point to minimize the appearance of the second story, or even adding one story porches and wings with equally wide eaves and low pitched roofs. Unlike Craftsman houses, the porch piers are generally more rectangular, not battered, and the porches utilized materials and detailing continuous with the main house, creating a porch that is not as much of an appendage in its appearance. In some Prairie houses, porches are missing from the façade design or the prominence of the entry minimized, shifted to the side of the house. While most Prairie designs are one story, some two story houses, often American Four Squares, have Prairie roof forms, window patterns, and wall treatments. Until a thorough survey of the entire city of Ferguson is completed, it cannot be determined whether more Prairie houses will be identified, but it is possible that some of these other design variations common to Prairie houses will be found since the only known examples are nestled in neighborhoods with other style homes.

Subtype: Mid-Century Modern Houses

By 1920, modern architecture began to impact residential designs. Proponents of modern architecture argued for rationalism and utility in design—spaces that suit their functions, designed defined by their structural systems, utilizing contemporary products. Design theory discouraged the arbitrary use of symmetry or extraneous ornament. In reality, most homeowners were conservative and eschewed radical new designs, but the principals would be applied more readily to space planning on the interiors and in the use of materials. Especially encouraged by the depression of the 1930s, builders began to simplify designs to cut costs of construction (for example Georgian Revival houses without decorative cornices, pilasters flanking the entry and a much simplified pediment over the front door), but eventually these evolved into new Mid-Century Modern house styles. When examined closely, there are some exterior residential designs in Ferguson that are timid attempts at what are commonly called by the descriptive term, Streamline Modern or simply Moderne. More homes however, took existing popular styles, especially the Tudor Revival and Cape Cod forms to come up with a compromise known as Minimal Traditional that incorporated modern amenities and eliminated decorative details. From this style, and drawing upon the lessons of the Prairie School architects with their emphasis on horizontal, low profile designs, after World War II, the popularity of the Ranch style skyrocketed with large subdivisions built in Ferguson.

Mid-Century Modern was often the first time that modern materials were standard in the actual construction of houses in Ferguson, such as: asphalt shingles, asbestos tile siding, steel casement or aluminum framed windows, large plate glass “picture” windows, glass block windows, brick veneering techniques onto a frame substrate, poured concrete foundations or basement walls. It is also often the first time that garages were generally incorporated into the house, rather than as a separate ancillary building—especially a garage prominently positioned on the front façade with sidewalks usually extending from the driveway, nearly if not completely parallel to the façade, rather than from the street since visitors now are more likely to arrive by car. The automobile had come of age and homeowners proudly and conveniently located the storage for this necessary personal transportation. Other aspects of the Mid-Century Modern home designs in Ferguson that are less visible from the street also saw changes: plaster would give way to drywall, heating was no longer fueled by coal and was more likely to be gas or electric powered and radiators were replaced with forced air systems, moldings and trim were simplified, bathrooms and kitchens had Vitrolite or ceramic tile walls for easy cleaning. As Americans adjusted to mass production where they might have the exact same automobile or apparel as their neighbor, and because it cut both cost and time of production, Mid-Century Modern homes in Ferguson began the construction of large subdivisions where the house designs varied little, creating a repetitious appearance and a sense of commonality block after block that became the standard for successful and popular neighborhood development.

Streamline Modern

While modern styles initially were influenced by the widely publicized, 1922 competition for the Chicago *Tribune* design competition where the second prize went to the Art Deco design of Eliel Saarinen (and many thought he deserved the first place), no residential examples seem to exist in Ferguson, but a related style can be seen on a few scattered house designs in Ferguson. This Moderne style developed after 1930 which often used similarly shaped buildings and wall surface materials as other popular house styles, but was heavily influenced by the streamlined industrial design of ships, automobiles, airplanes and even appliances—thus the common name, Streamline Modern. These houses can be readily identified by their smooth surfaces (either stucco or brick without patterning), curved corners, limited exterior detailing with strong horizontal banding, corner windows, windows with horizontal muntins only, simple entry doorways with door designs based on horizontal sections or circular windows, chimneys that are broad with horizontal banding, metal railings made with more horizontal or large circular elements rather than the standard vertical balusters supporting a single top rail. They may have a flat roof to emphasis that horizontal, streamline appearance, but are more likely to have a low-pitched hipped roof given the climate in Ferguson.

213 Henquin Drive

204 Henquin Drive

Minimal Traditional

Primarily popular during the 1930s and through the early 1950s, Minimal Traiditonal houses are a compromise style that reflects the influence of Cape Cod houses (low and long side gable orientation, multipaned sashed windows, shutters, simple entry stoops instead of porches) and Tudor Revival designs (with their intersecting, cross gables often with overlapping gables that merge together on the façade), most Minimal Traditional designs will have little eave overhang, a front facing gable but with the predominant roofline being the long side gable, a simple entry stoop to the simple paneled door, and a low, and horizontal profile (often only one story or at the most one and one-half story in height) with the foundation kept low to the ground. In Ferguson, most of these houses were built with asbestos siding, not with a brick veneer. Windows might be multi-paned or simple one over one doublehung sashed windows, but they also might be divided horizontally as two over two sashes. These are asymmetrical designs and this is often accentuated by off-centered, often solitary dormers and by the façade windows, with one being a large picture window (sometimes flanked by narrow sashes similar to the Chicago style window). Not only is there minimal decorative detailing on the exterior, the windows and doors often have very minimal face trim if any. Large subdivisions entirely of Minimal Traditional houses were built in Ferguson, but because these were usually built as frame structures with the brittle asbestos tile siding, most of these houses have been drastically modified, with new siding that in no way reflects the width and pattern of the asbestos tiles and with replacement entry stoops or entire front porches. However, there are individual Minimal Traditional houses built elsewhere in Ferguson, often designed for more affluent residents which are more likely to be built of brick and to have retained their original design features since they frequently employed more sophisticated design combinations and were more spacious than their counterparts that were built in-mass within these subdivisions. Often mistakenly called Ranch houses, the Minimal Traditional designs are not as low and horizontal in design, are more likely to have some minor Colonial Revival features (multipaned windows and shutters), and they have no eave overhang, one of the characteristics of Ranch designs.

222 Catherine

20 Elizabeth Avenue

143-139 S. Hartnett

Ranch

Also originating in the mid-1930s from the work of several California architects, it was widely adopted in the 1940s, becoming the dominant house style throughout the nation in the post-war years, retaining its popularity into the late 1960s. These rambling houses were possible because of the automobile—streetcar suburbs like Ferguson had previously utilized small compact lots so residents could walk to nearby streetcar lines, but as automobiles became affordable and common to most American households, houses no longer needed to be compactly positioned and housing could sprawl on larger lots, often in former farm fields. The Ranch house emphasizes this sprawling form by maximizing its façade width (helped by the built-in garage at one end). Somewhat influenced by Spanish Colonial buildings and by Prairie School designs, it is asymmetrical with a very low pitched roof (either hipped or gabled), with an eave overhang, sometimes a very wide overhang. Some have a cross gable and the eaves can either have exposed rafters or be boxed. These frame buildings often have lap siding (sometimes wood but also possibly aluminum siding), usually with a wider board or asbestos tile siding, but Ranch houses are often brick.

111 Elizabeth

128 Highmont

Windows on Ranch houses are often grouped in horizontal bands with large picture windows. Windows might be multipaned, but are more likely to be sashes, sliding, or casement windows with single glass lights. The entry doors may be accessed by simple stoops or they may be recessed under the roof overhang, but in either case, there is seldom more than a single step or two up from the sidewalk to the door. Decorative iron or wooden porch posts support shed roofs where there are slender porches, but most incorporate the porch under the main house roof. Some Ranch designs even had built-in raised masonry planters on the façade, usually long and narrow, again emphasizing the horizontal nature of the design. In Ferguson, wing walls are common—projecting masonry or frame walls that might have stacked rectangular openings or an angled edge (like a reverse buttress) to emphasize the roof overhang. Like Minimal Traditional designs, Ranch houses usually have little if any trim around windows or doors, but some Ranch designs utilized geometric shapes, often stair-stepped to embellish the front doors or garage doors. Patios built at grade were a common feature, in direct contrast with the outdoor living areas of nineteenth and early twentieth century buildings which had large front and side porches. If there are chimneys, they are carefully tucked on end walls or on the interior, with a broad, low horizontal profile.

In Ferguson, at least one entire Ranch house subdivision, Forestwood Park, combined a brick façade that featured a stone veneer below the window sill level—emphasizing the horizontal lines of the building.

Royce Drive in Forestwood Park

Other subdivisions consist entirely of Ranch houses as well, although those with masonry facades have seen fewer alterations to the facades. Most Ranch house subdivisions have curvilinear streets, often with limited access to arterial streets to reinforce the cohesive nature of the neighborhood.

153 Fir at Newton

Perch South from Fir

Some of these Ranch house subdivisions are actually small cul-de-sac developments, like Mintert Court.

#3 Mintert Court

#7 Mintert Court

Subtype: Builder Style Houses (which includes Gable Front, I-House, Gabled Ell, Pyramidal, the Foursquare)

Builder Style Houses are modest, working class house forms that are readily identified by the shape of the house. While they often utilized very limited stylistic detailing, especially during the nineteenth century, these same house shapes often form the basis of the Folk Victorian, the more modest Colonial Revival and Craftsman influenced houses in Ferguson. When they lack enough of the stylistic details of a specific style, they are best identified by their form. In Ferguson, the following shapes have been identified:

- Gable Front
- Side Gabled
- I-House
- Gabled Ell
- Pyramidal
- Foursquare
- Commodious Box

While the ornamentation may vary, they share a number of basic characteristics in Ferguson. They were generally modest in size and only rarely were they built of brick; most often they had lap siding with cornerboards and simple trim around windows and doors. Some may have been clad originally in wood shingle siding, although none have been identified in surveys so far (in part because so many of these houses in Ferguson have been resided with vinyl siding in recent years). Some were either originally built or reclad in asphalt shingle siding that looked like brick, a new product that was popularized in the 1930s.

412 Abston

Although it was commonly used as a foundation stone, another innovative and inexpensive building product, faux stone concrete blocks, were infrequently used for wall construction in Ferguson and it was simple Builder Style houses that most commonly made use of this rusticated concrete block pressed into forms (often on the job site).

338 St. Louis

Foundations varied on Builder Style houses, in part depending on when they were built since late nineteenth century homes mostly likely had stone, or possibly brick, foundations, while faux stone became popular around the turn of the century and poured concrete foundations usually appeared after World War II. Most Builder Style houses also seem to have had one-over-one wood sashed windows originally, although some older, nineteenth century Builder Style houses had two over two windows and some of the later houses have vertical lights in the windows (a Craftsman feature). While some of the earlier Builder Style houses may have had metal or wood shingled roofs, the innovation of asphalt composition shingles became very popular as both a replacement roof material and in the construction of houses by the mid-twentieth century.

Gable Front

Gable Front designs are easily identified by the front facing gable. Initially influenced by the Greek Revival movement in the mid-nineteenth century which commonly used a pedimented façade, the shape persisted well into the twentieth century since they are well suited to narrow urban lots.

The smallest versions are only one room wide and usually one story in height, usually with three or four rooms stacked directly behind each other, thus gaining the name, Shotgun Houses, theoretically because opening the front and rear doors would allow you to shoot cleanly through the house. The Shotgun House was extremely popular in the most modest neighborhoods from the late nineteenth century through the

Great Depression. There are very few examples of shotgun houses in Ferguson and, ironically, one of the most modest of all house forms is also one of the few houses in Ferguson that was built in brick, usually a material left for the homes of wealthier residents.

350 S. Harvey

Most Gable Front Houses in Ferguson were larger than these tiny Shotgun houses, with one popular form being two rooms wide either one story in height with a broad front facing gable (many of which are simplified Craftsman designs sometimes with its porch incorporated in the corner under the gable) or one and one-half stories tall with a broad, front facing gable, sometimes with full length shed dormers on one or both sides.

30 Oliver

46 Oliver

111Wesley

40 N. Maple

Other Gable Front houses were a full two stories tall, either one room wide (sometimes with clipped corners to make the entire façade look like a bay window under a large gable) but more often a wider two room wide version, such as in these Craftsman influenced houses. These larger homes were more likely to be built of brick or a brick and stucco combination than smaller homes.

34 N. Maple

425 Church

Side Gabled

More than one room deep, the massed-plan, Side Gabled vernacular houses are one or one and one-half stories in height and build upon New England building traditions. The vernacular interpretation became popular as settlers moved west in the mid-nineteenth century, but they remained popular into the 1950s. Often they had a full width front porch, but could simply have a small entry stoop or porch. By the 1930s, these houses often utilized Craftsman detailing, such as open rafters, wider eaves and vertical lights in the windows or Colonial Revival details which were just as easily identified as modest Cape Cod houses. Later examples in the 1930s-1950s took the minimal ornamentation of modern residential designs to an extreme, with facades having little more than windows and an entry door with a small stoop. In Ferguson, this form was not as popular as the Gable Front houses, but there are some noteworthy examples. Like other Builder Style houses, these Side Gabled houses were usually frame structures with lap siding, but there is at least one faux stone example in Ferguson.

6151 Emerson

26 N. Maple

I-Houses

The I-House is a simple, two story, side gabled form that developed out of traditional British folk house forms and it became especially popular throughout the Midwest in the mid to late nineteenth century, hence the probable origins of its name because of its popularity in the settlement of the states of Indiana, Illinois, and Iowa. These houses were only one room deep, with a hall usually located between the two rooms of each floor. In Ferguson, a number of I-Houses were built in the closing decades of the nineteenth century and most of the Ferguson examples have a cross gable centered on the façade. It is common to see early additions added to the back of the house, sometimes a single story, but in Ferguson these rear additions were often two stories height and more than doubled the house size. This is a common

feature of I-Houses which were enlarged as the family prospered and as the family grew. The I-Houses are usually very simple designs with few embellishments, other than front porches and chimneys.

215 Redmond

405 Tiffin

Gabled Ell

Although Gabled Front buildings would dominate vernacular house styles in more congested urban areas, a related shape, the with a side gabled wing added to the Gable Front, created the more spacious Gable Ell shaped plan and could be utilized in suburban where lots were generally wider. Usually these were built with the porch nestled on the interior of the L, often with the roof continuous with the side gabled wing. These might be built in stages, as families grew, but more often the entire structure was built at once. Roof ridges of different heights are found, but often the wings share a uniform ridge. They are generally frame buildings, usually clad with wooden lap siding. As simple Builder Style houses, the Gabled Ell houses in Ferguson are generally single story homes, but the form was used for two story houses, usually with enough ornamentation to be identified as Folk Victorian or Colonial Revival. The popularity of this functional house plan in Ferguson extended from the late nineteenth century into the 1920s.

20 Compton

148 Spring

Pyramidal

When Builder Styles houses are rectangular, they generally have a side gabled roof, but square floor plans generally utilize a hipped roof, which is equilateral—a pyramid. Although it took greater skill to construct the more complex roof framing, it utilized less lumber and was less expensive to build. In Ferguson, these were less common than gabled house forms, especially in the one story houses, and the few identified examples were built in the 1890s through the 1910s. While most were frame houses, some were built of faux stone. In some cases, gabled bays or dormers were incorporated to add additional space by providing windows and living space on what otherwise would be simple attic space. Usually these have simple entry porches with either hipped or shed roofs. Most of the Ferguson examples were built without basement, with shallow foundations, often of stone or faux stone. While some may have utilized stylistic details, Victorian, Colonial Revival, or Craftsman, most of Ferguson's examples remain simple vernacular houses, with the window sash pattern serving as the only real ornamentation.

117 Spring

344 St. Louis

Foursquare

Because of its functional layout, the two story version of the square floorplan with its pyramidal or hipped roof became an extremely popular house form in the United States, named for its floorplan (four rooms per floor in a square plan), the Foursquare. Foursquare houses could be easily embellished with stylistic details, most often with Late Victorian, Colonial Revival, Craftsman, or Prairie features, especially in the porch treatments or in the wall finishes. Some Ferguson examples, however, are very simple and functional in design with few identifying stylistic details. Some have dormers that provided additional surfaces for ornamentation, depending on style. While most have basic symmetrical facades given the placement of windows in each room, some will deliberately asymmetrical in the fenestration pattern (usually by have larger or additional windows in the living room on the facade). While many have full-

width single story porches that enhance the symmetry, some Foursquare houses do have smaller porches, off-centered on the façade or no porch at all, just a simple entry stoop. Most are simple frame houses, especially in Ferguson and the house form remained popular from the 1890s through the 1930s.

199 N. Clay

206 S. Clay

313 Hereford

Commodious Box

Commodious Box is a descriptive term used for large, two story houses that appear at first glance to be Foursquare houses on the façade, but in reality they are deeper, not square in plan. Like Foursquare houses, they have a hipped roof, but the Commodious Box houses usually have at least one full-height bay extension, most often with a hipped rather than gabled roof. This often accommodated a larger, wrap-around porch. In Ferguson, these large homes were more popular and usually more highly styled than

Four Square houses with Victorian or Colonial Revival details, and rarely are they so simple in design that they need to simply be identified by the house form. Commodious Box designs are generally frame houses and share the design variations of Foursquare houses in the use of dormers and in having a wide variety of porch sizes.

11 Tiffin

13 N. Elizabeth

220 Hereford

221 Catherine

Subtype: Apartment Buildings

Unlike many of the inner suburbs and the City of St. Louis, Ferguson seemed to have shared the aversion to multi-family residences, specifically apartments, that was found in other railroad suburbs in St. Louis County (especially Kirkwood and Webster Groves). The first apartment buildings do not appear in Ferguson until the mid-twentieth century. They are usually two or three stories in height with brick walls, flat roofs with parapets or false gables on the facades, and a repetitious fenestration pattern with a limited number of entries. They have few stylistic embellishments, usually at the entry or near the roofline or in the patterns of muntins in the sashed windows. For example, known examples seem to utilize basic Colonial Revival stylistic details applied to simple rectangular buildings, primarily pediments on the entries and multipaned windows.

120 Church Street

222-210 Carson

Subtype: Garages/Carriage Houses

Detached garages are common throughout the pre-1940 areas of Ferguson, while newer homes often have garages built into the residential building. These detached outbuildings are generally frame, although some were built of brick or clay tile. Most are simple, one or two car designs, usually end gabled although some are side gabled or have a hipped roof. Some appear to have been sided with lap siding or board and batten siding originally. Some might had sliding or bi-fold wooden doors, but some of the 1920s and 1930s garages could have had overhead wood paneled doors originally. In some instances, decorative or stylistic embellishments match the style of the house. Usually these garages are positioned

near the rear of the property, but alleys are uncommon in Ferguson and as a result, the garage is usually accessed by a narrow driveway from the street.

25 N. Maple

3 Tiffin

Few carriage houses remain and there may have been few carriage houses originally since they would usually be associated with the residences of wealthier citizens. They are usually easily identified even though they have often been adapted to use with automobiles since they are more likely to have small casement windows or dormers for ventilation of the horse stalls, have higher ceiling heights to accommodate carriages or horse stalls, and may even have small hay lofts and hay loft doors. They usually would reference the stylistic features of the house with the roof shape and wall finishes. Like garages, they are usually positioned near the rear of the property.

Carriage House Located Behind House at 12 N. Clay

Significance

Intact Residential Buildings of the identified subtypes are significant under Criterion C: Architecture and may also be eligible under Criterion A: Community Planning and Development, if located within a residential district. Individual houses may be eligible as representative examples of the influence of one of these stylistic subtypes in shaping the appearance of Ferguson's residential development. Since this community attracted more working class and middle class residents throughout its development, it is significant that most residential buildings are representative of the most popular styles of their era, rather than the most innovative or elaborate examples of that time. Throughout its development, Ferguson retained many areas of working class cottages, one of the defining features of the community, which makes the changing vernacular residential styles of special significance to the appearance of Ferguson's residential development, often as Folk Victorian or Builder Style houses. Whether the individual house is a large, high style dwelling or simpler or smaller vernacular example that is readily identified as one of these subtypes, each of these residential buildings had an influence on the community's residential character and as such is significant to the historical development of Ferguson.

These subtypes represent the residential development in the community from its earliest settlement in the mid-nineteenth century through the massive expansion of the suburban community after World War II. Each of the stylistic subtypes are reflective of the different period of development of Ferguson , with the fewest examples being those associated with the early establishment of the town and the arrival of the railroad in 1855. As a railroad suburb, especially after the arrival of the Wabash line in 1879, residential development mushroomed, which corresponds to the rise in popularity of the Victorian Era subtype houses that became popular in Ferguson. With the arrival of the major Kirkwood-Ferguson streetcar line in the 1890s, Ferguson's development as a commuter suburb was assured. Ferguson's identify as a commuter suburb extended to the 1920s, and the Period Revival and Craftsman/Prairie house subtypes rose in popularity for the community's rapidly developing residential areas. It was only near the end of this period that Ferguson began to develop entire subdivisions in a cohesive style and scale. Especially prior to 1900, most of Ferguson's residential areas reflect a variety of stylistic influences, with houses of different massing often built in the same city block. In contrast, the rapid rise in popular after 1920 coincided with a shift in residential development in Ferguson, one that was less dependent on the streetcar and train for transportation and one that eagerly adopted the automobile for transportation. This led to the development of entire new subdivisions, built on the periphery of the community and these concentrated on a homogeneous continuity of design and style, initially Colonial Revival, Tudor Revival or Craftsman in design, by after World War II, the booming population turned to the Minimal Traditional and Ranch house designs built in large subdivisions in the newly annexed areas of the city.

Residential development in Ferguson was not only impacted by the changing transportation developments, but it also reflects the changes to the residential plan due to technological changes. The earliest houses had to be heated by coal, requiring radiators or hot air heat. The arrival of indoor plumbing, electricity, central heating (and later air conditioning), all would affect the interior arrangement of space. The use of mass-produced and machine made architectural detailing allowed for the creation of a wide variety of stylistic details. The innovations in printing technologies allowed for the dissemination of house plans and helped popularize the latest trends in architectural styles. The adoption of the automobile would change the size and distribution of residential lots in Ferguson, as well as impact the need for residential outbuildings, garages, even on more modest sized houses and later the inclusion of the garage as part of the main house's design. It would also impact the landscape of subdivisions as driveways became an increasingly important component in the site plan of lots. Innovations in building materials, whether that was the faux stone and later poured concrete that could be readily be used for foundations, to the ubiquitous asphalt composition roof shingle, became common features on houses, no matter what style or size. Other building materials especially after World War II, like asbestos tile and aluminum siding, as well as the development of masonry veneering techniques altered the appearance of houses, which had most commonly been wood clapboard or wood shingle siding throughout the earlier development in Ferguson.

In addition to individual buildings, intact residential neighborhoods are significant as historic districts under Criterion A: Community Planning and Development as well as Criterion C: Architect. Ferguson's history is closely tied to its residential character and the historic contexts in Section E of this document reflect a century of residential development in Ferguson. The intact historic neighborhoods serve as an important component in understanding the community's history and its development. Districts offer a visual clue into Ferguson's development patterns, first as a railroad suburb, then as a commuter suburb tied to the railroads, then as a major streetcar suburb, and ultimately as an automobile suburb. These neighborhoods are indicative of the importance and proximity of the then popular mode of transportation, as is the layout of the streets and sizes of the lots. The scattered development of a wide variety of styles and types of housing within a residential neighborhood is indicative of the earlier residential development in Ferguson just as the more homogenous subdivisions are reflective of the rise of speculative developments that came with the rapidly rising population and the adoption of the automobile. Residential districts also offer the best collection of a variety of residential styles, visually reflective of the changing tastes in house styles. The later, homogenous Tudor Revival, Craftsman, Minimal Traditional and Ranch subdivisions are especially effective as a snapshot in time, developed in a short period of time and illustrating the variations within a single style, rather than being dependent on a single individual homeowner or architect's preferences.

Outbuildings are an important element on residential properties, serving as reminders of the rapidly changing modes of transportation and the increasing importance placed upon the automobile as the primary means of transportation. Older examples, both as carriage houses, or early garages, are usually indicative of more affluence. Even the dimensions of smaller garages, which are usually not deep enough for most modern mid-sized cars, reminds us of the changes in the automobile industry, and some older garages have bump-out wings on the back end, added during the 1960s or 1970s when cars became much longer than most early automobiles. The placement of historic garages is usually discretely located at the rear of the property, not a prominent element in the streetscape. The inclusion of even a detached garage on a modest sized residential property helps determine the period of time when Ferguson's population became increasingly less dependent on the railroad and streetcar for their commute. Because of this, garages and carriage houses an important part of any property. Although it appears that there are not any examples of residential garages or carriages houses that would be individually eligible for listing in the National Register, on many residential properties where the house is individually eligible or in potential historic districts, these outbuildings should be evaluated and if they retain their historic integrity identified as a secondary, but contributing building within the nomination of the primary residence or district under Criterion C: Architecture.

Registration Requirements

While a comprehensive survey of the entire city limits of Ferguson has not been completed, the preparation of this MPDF was designed as a tool to form a basis for a thorough survey of the historic resources throughout the community. As a result, the registration requirements for residential buildings is currently dependent upon the existing historical survey documents completed in the 1980s as well as a windshield survey of the various neighborhoods. A comprehensive survey will be necessary to identify individual buildings as representative examples of particular styles of building, especially of the more vernacular forms that may not seem to have any distinctive stylistic features (those identified as Builder Style Houses) and the latter styles (especially the Craftsman, Tudor Revival, Minimal Traditional and Ranch styles) that are associated with the mass production of homes, especially of entire subdivisions in Ferguson. Registration requirements for individual listing is not only closely tied to the stringent assessment of the building's historical integrity, but is usually associated with the building's eligibility under Criterion C: Architecture as an especially good representative or highly distinctive and unusual example of a particular style or property type—to do that, a survey of the other buildings of that type or style is necessary. In fact, residences in the latter styles, which are frequently associated with mass production, may be best identified in context, within the mass produced neighborhoods of similar buildings which were built in a short period of time using a few common house plans, as well as similarity of scale and materials. Not only will the comprehensive survey identify more likely eligible or listable groupings of some of these styles, it will also clarify specific registration requirements for especially distinctive examples of these styles, which should be singled out for individual registration.

Individual Eligibility Requirements

Individual examples of Ferguson's residential buildings may be considered for inclusion in the National Register under Criterion C: Architecture if they are readily identified with (1) one of the residential building subtypes previously described, (2) retain the integrity of design associated with that subtype and are basically intact designs. Standards of integrity correlate directly to the frequency with which that subtype is found in Ferguson:

- A more stringent standard applies to those buildings that are represented by entire subdivisions (such as Tudor Revival or Ranch style houses).
- A more stringent standard also applies the very common, vernacular building types, especially those that can only be identified as Builder Style Houses, since they lack stylistic embellishments and the integrity of the original design is what makes the vernacular building readily identifiable and significant.
- More lenient integrity requirements are associated with subtypes that are generally under represented and they may be individually eligible despite alterations to some of the building's major features (such as missing exterior decorative elements on the porch or replacement windows).

Intact buildings are defined as those that retain their basic historic dimensions and form without changes to the roofline or drastic changes to the overall dimensions and massing of the building. They retain integrity if they retain most of their distinguishing features for that particular style or subtype and are readily identifiable with that period of development. Distinguishing features include but are not limited to the rooflines, wall treatment, window patterns, stylistic details, trim around windows and doors, the front porch details and entry design. Original materials should be mostly intact, including wall surfaces and stylistic details, although the exact replication of original materials where needed to replace missing or damaged materials will not negatively impact eligibility as much as missing elements or substituted materials (i.e., vinyl siding covering or replacing wood clapboards, shingles or other original wall finishes). Window and door openings, especially on the primary façade and side elevations where visible from a public street, should not be altered. Windows and doors are significant architectural details and should either be original or replicate the patterns, appearances and details of the originals. Original roofing is a significant textural and visual element, but given the popularity of replacement roofing in Ferguson, it will not be a major factor in determining integrity as long as the original rooflines and eave configuration is maintained.

In some cases, the original building was altered historically and, as such, the period of significance should relate to the period in which the building took its current form. For example, a house built in 1890, with a major façade alteration or an addition in 1910 would have a period of significance from 1890 to 1910. Major additions should not be visible from the street unless it is part of historically significant design changes. Additions and alterations on secondary elevations are acceptable as long as the basic massing of the original building is still readily apparent and not visually overpowered by the change. Missing historic

outbuildings or garages added to the property after the period of significance of the primary residence, whether attached or detached, will not significantly diminish the integrity of location and setting if they are set back to the rear of the house.

Because these buildings are eligible as good individually representative examples of a particular subtype or style, they need to not only retain their basic exterior features and form, but also the defining dimensions and characteristic features on the interior—the ceiling heights, the sense of volume and space in the more prominent rooms and hallways, as well as the original doors and interior trim. Other interior details that assist in defining the architectural style of the house should be intact: wall and ceiling treatments, the primary staircase and fireplace finishes. Some interior features may be modified without drastically impacting the interior integrity, such as flooring, lighting, heating systems, bathroom and kitchen details, as well as room divisions beyond the primary living areas of the house.

If the historic garage or carriage house retains its character defining features, especially the original roof form, dimensions and wall material, it would be a contributing building in the nomination. If the outbuilding has replacement siding, but it is similar in proportion to the original wall finish this alteration would not impact its eligibility, but drastic changes with wall finishes or changes to the historic dimensions of the garage would make the outbuilding non-contributing. Changes to the roof form or features (such as enclosing what was probably open eaves with aluminum sheathing or eliminating the roof overhang), a major component in identifying the historic shape and dimensions of the garage, would likely identify the garage as non-contributing, but the change in the roofing material is quite common (from wood shingles to asphalt, for example) and does not drastically affect the identification of the age and visual historic elements on garages. Doors are frequently replaced and by itself would not make a garage non-contributing to the historic nomination as long as the original door opening is retained, but the combination of several changes (such as siding, a new garage door, and changes to the roof line) would identify the building as non-contributing.

While most residential buildings that may be considered for listing in the National Register will be eligible under Criterion C: Architecture, research into some of the buildings may indicate other areas of significance. Such research may identify their association with the events (Criterion A) or a significant person (Criterion B) associated with one of the historic contexts outlined in this MPDF, but these would need to be evaluated on a case by case basis. In such instances, standards of historical integrity will not be related to an architectural style or building subtype--integrity of design will be relevant to the period of significance of the significant person or events for which it is being nominated for listing, not necessarily the original design. For example, that an Italianate style house that had design modifications in the 1920s may be identified through research as significant to a major community leader in the 1920s or later, and the loss of Italianate details would not constitute a loss of integrity. Buildings nominated under Criterion A or Criterion B, rather than Criterion C, may be individually eligible despite some loss of architectural integrity as long as the design of the building is not associated with the significant person or events and as long as the building is can still be readily identified with area of significance.

Residential Districts

To be eligible as a residential district, the bounded area must retain a reasonably intact collection of historic residences that convey a sense of time and place and must retain its basic stylistic features, landscape elements and street layout. Since a district is significant because of the way the resources relate to each other, individual buildings do not need to be outstanding examples of a specific style or subtype and they may have more alterations than the requirements for individual registration. However, the district should retain most of its buildings intact and they must retain their general integrity, including the primary stylistic elements and massing. Buildings that normally would not be individually eligible, may be contributing buildings within the district as long as the alterations to materials and design do not impact the district's streetscapes and the primary character-defining features of the façade are still intact. The integrity of interior building features will not impact district eligibility. The basic test on eligibility as a contributing building is whether or not it can be clearly identified with its historic period and style based upon its current exterior condition, even with some alterations.

To be eligible under Criterion A: Community Planning and Development, residential buildings must be part of an intact, clearly defined residential district. Eligible districts must represent a period of growth and development of the community, as identified in an established historic context. Eligible districts do not necessarily have to be eligible under Criterion C: Architecture, but in Ferguson, most residential districts will also be architecturally significant. To be eligible under Criterion C, the district must retain a good representation of the styles and types of residential buildings discussed in this document that historically characterized the district and its individual buildings must also retain integrity of design and materials on the exterior, including a preponderance of intact, original building materials. For pervasive subtypes, such as Minimal Traditional or Ranch styles, more stringent assessments of the district's individual building integrity and the overall district features (including the design, materials, workmanship, and setting) may be required since integrity will most likely separate the significant from the commonplace. The period of significance for the district will correspond to the span of construction dates of the contributing buildings within the district's boundaries. District boundaries will be identified by historic subdivision plats and associated development patterns, the shared period of development, and the visual cohesiveness of the residential development.

II. Property Type: Commercial Buildings

Description

Commercial buildings in Ferguson may date from as early as 1851, but no early examples have been identified. In 1895, a fire destroyed most of Ferguson's commercial district, especially the businesses on the lower end of Church Street near Florissant Road, where most commercial buildings were concentrated

at that time. Most likely commercial buildings date from the mid-1890s. In Ferguson, commercial development has been continuous since that time, but under historic contexts developed in this document, the period of development extends to 1960. However, most of the historic commercial buildings in Ferguson were built between 1890 and 1930.

Since the commercial development served the nearby residential neighborhoods of this suburban community most of the pre-World War II commercial buildings are concentrated along Florissant Road, with the original commercial center located near the railroad depot. The oldest commercial buildings are concentrated near the T intersection with Church Street, and the short section east of Florissant Road on Church Street was rebuilt between 1895 and 1925 and now comprises the oldest cluster of Ferguson's commercial buildings (NR listed in 1984).

Church Street Commercial District
100 Church Street **16, 12, 10, 8, 2 Church Street**

As the community matured, the commercial buildings spread out along Florissant Road as one of the primary automotive traffic corridors for St. Louis County and as the major access road into the community. The early buildings along Florissant also date from the 1920s at the same time that the automobile was starting to become the primary means of personal transportation.

West Side of Florissant Rd. South of Railroad Viaduct

Most intact historic commercial buildings are located south from the intersection with Church Street since a major urban renewal initiative beginning in the 1950s led to the demolition of many older commercial buildings on Florissant Road, especially in the area north of Church Street. With the increasing popularity of the automobile, businesses no longer needed to concentrate as close to the center of the city, and the commercial development extended to the city limits. Despite the development of other arterial streets as the community grew, few commercial businesses located away from Florissant Road until after 1960.

Most commercial buildings in Ferguson were designed to house retail or service businesses. The principal characteristic of the streetscape and business buildings in Ferguson is that of modest, one and two story, flat roofed commercial storefronts. Their designs reflect the vernacular designs commonly used on smaller commercial buildings of the last years of the nineteenth and first half of the twentieth century, primarily red brick with stone or glazed terra cotta details. After the 1895 fire, most businesses opted for brick buildings, rather than frame, and while mid-twentieth century buildings might not use red brick, they still opted for other masonry materials, such as glazed tiles, stucco or concrete blocks. Shaped parapets with brick corbelling or terra cotta cornices often are the only modest reference to stylistic influences. While the earlier commercial buildings, especially those built prior to World War II were most likely to be retail storefronts, either a single story building dominated by its display windows or a two part commercial building with storefront display windows on the first floor and private space (generally for offices or residential apartments) located on the second floor and clearly identified by the use of sashed windows.

21 S. Florissant Rd.

42 S. Florissant Rd.

As the automobile increased in popularity, business buildings were more likely to be built as single story buildings, to put the business at the eye level of the faster paced automotive traffic.

Usually, these commercial buildings abut the public sidewalk, but the density of development changes with buildings adjacent to each other near the intersection of Church and Florissant and more likely to be designed as freestanding buildings further away.

418 S. Florissant Rd.

This is also reflective of the changes in transportation—the pedestrian traffic generated by the train and streetcar encouraged a denser development, while the automobile provided the option of driving directly to a commercial establishment and required convenient parking areas. Some of the later commercial buildings, especially by the 1950s, were actually designed with large parking lots to accommodate the automotive traffic along the heavily traveled Florissant Road. Auto-related businesses, including garages, dealerships, and fueling stations, began to spring up away from this central commercial core by the 1920s, catering to the ever-growing number of drivers passing along the busy corridor and these required paved driveways to access the service areas. By the 1950s, Florissant Road also held small shopping centers and grocery stores with large parking lots, such as the Food Center located at the intersection of Hereford and North Florissant Road, which opened in 1954.

Specialty business buildings did exist in Ferguson by the early twentieth century, but most offices continued to be housed in or over commercial storefronts. One of the oldest examples of a business building constructed for a specific use, the United Missouri Bank built in the 1926 at the corner of Church and Florissant which was designed in the vault form, appropriate for a financial institution, where windows and entries are repetitious and are minimized, the entry becomes the focal point, and the design stresses the massiveness and enclosure of the interior space as the predominant feature of the building.

United Missouri Bank, 1 Church Street

Other buildings designed for specific functions would include the automotive related buildings constructed after 1920—service garages and gasoline stations which were generally simple functional structures with multiple garage doors and industrial style windows. These buildings were still generally constructed of masonry materials with display windows at the front of the building. Like service garages,

the automotive dealerships were simple buildings with large plate glass display windows in the showroom and large areas that could be easily accessed by a series of overhead garage doors.

Early Service Garage, 803 S. Florissant Rd.

Automotive Dealership, 236 S. Florissant Rd.

After World War II, offices, some for major area employers, were built in Ferguson and these utilized stylistic influences popular at that time to embellish flat roofed, rectangular buildings that consisted primarily of repetitious patterns of windows on one to three story buildings. For example, Southwestern Bell Telephone Company finished their offices at 330 North Florissant Road in 1955. The Universal Match Company finished its new, trapezoidal plan office building in a restrained International Style at the intersection of Paul and Bermuda, across from their factory complex.

Universal Match Company Offices

Whether built early in the century or after World War II, these buildings were divided by function, with the retail space or showroom located prominently behind display windows. As a result, the plate glass windows became the dominant feature of the façade. Exterior cladding was usually executed of a masonry material, most in brick until the mid-twentieth century. Large open spaces and high ceilings dominated the main interior spaces of the commercial storefronts, often with exposed structural columns. Early examples may have pressed metal ceilings, but most have simple plaster ceilings. Floors in early buildings were generally wood, but by the early twentieth century many would have concrete floors embellished with tile and some have terrazzo floors, especially in the retail areas. Offices, service areas, and storage areas were relegated to less prominent spaces on the upper floors or the rear of the building.

Significance

Commercial buildings are significant under National Register Criterion A: Commerce as the most important resources associated with the economic development of this commuter suburb. While many other St. Louis county suburbs developed simply as residential subdivisions, Ferguson's coincidental commercial development stands as a testament to the community's important role in providing the retail products and services needed by the local residents. While Ferguson's residents and commuters might take the train or streetcar, and eventually their automobile, to the major shopping centers elsewhere in the county, these commercial buildings provide a visual and physical reminder of the development of Ferguson and its transformation from a small railroad stop into a streetcar suburb and, after World War II, into a major suburban center in the northern part of metropolitan St. Louis. The changes in the character of businesses is also indicative of the changing nature of Ferguson's commercial development and the related changes to its target market, from its initial development of small retail and service businesses providing the basic necessities of early residents and for the requirements of commuters stopped at the depot to the introduction of auto-related businesses and the struggles of small retail commercial buildings with businesses facing the waves of large suburban shopping centers that drew customers away from Ferguson's historic commercial corridor along Florissant Road.

Registration Requirements

Individual buildings may be eligible for listing under Criterion A: Commerce or Criterion A: Transportation as the location of significant businesses in the historical development of Ferguson. Individual buildings may also be eligible under Criterion C: Architecture as good representative examples of commercial buildings from a particular era in Ferguson's commercial development or of a particular type of business significant in Ferguson's development. An individual building must retain it historic integrity from the period when it was associated with an important commercial business in Ferguson to be eligible under Criterion A and it must retain their architectural integrity from the period of construction to be eligible for their architectural significance. While it is expected that later businesses altered the building to suit their own needs, a resource must retain the exterior wall cladding, general massing and

exterior details from the period of significance. Since the display windows were critical elements in these businesses, the display windows should be readily apparent (even if they have been infilled, framed with more recent materials or boarded over). Exterior stylistic details and the upper level fenestration should be intact, even if the windows have been replaced. Character defining features from the period of its use as a significant commercial business in Ferguson should still be evident inside as well, such as the sense of volume, significant floor and ceiling treatments, primary wall partitions, staircases to the second floor, specific purpose features (such as the garage door opening on automotive buildings or a vault in a bank or other commercial business), skylights, and decorative features such as door and window trim.

In addition, concentrated collections of commercial buildings may be considered eligible as historic districts under Criterion A: Commerce and under Criterion C: Architecture as cohesive group of commercial buildings as significant in the commercial development of the community. Eligible districts must represent a period of growth and development of the community, as identified in an established historic context. Eligible districts do not necessarily have to be eligible under Criterion C: Architecture, but in Ferguson, most commercial districts will also be architecturally significant as a good representation of the styles and types of commercial buildings discussed in this document that historically characterized the district. The period of significance for the district will correspond to the span of construction dates of the contributing buildings within the district's boundaries and the period of significant commercial use of the buildings as part of the associated historic contexts. District boundaries will be identified by associated development patterns, the shared period of development, and the visual cohesiveness of the commercial development.

To be eligible as a commercial district, the bounded area must retain a reasonably intact collection of historic commercial buildings that convey a sense of time and place and must retain its basic stylistic features and street layout. Since a district is significant because of the way the resources relate to each other, individual buildings do not need to be outstanding examples of a specific style or related to a significant historic business and they may have more alterations than the requirements for individual registration. However, the district should retain most of its buildings intact and they must retain their general integrity, including the primary stylistic elements and massing. Buildings that normally would not be individually eligible, may be contributing buildings within the district as long as the alterations to materials and design do not impact the district's streetscape and the primary character-defining features of the façade are still intact. The integrity of interior building features will not impact district eligibility. The basic test on eligibility as a contributing building is whether or not it can be clearly identified with its historic period and style based upon its current exterior condition, even with some alterations.

III. Property Type: Institutional Buildings

Description

Institutional buildings in Ferguson were built to house the schools, fraternal organizations and churches important to the social and educational development of the community. These buildings may date from the community's initial settlement in the late 1850s, but are more likely to have been erected after the Civil War. The importance of these institutions is reflected in the quality of construction and the architectural design of these buildings. These buildings are prominent features in the streetscape, imposing buildings that are frequently mixed with commercial buildings strung along Florissant Road, but they are also located on other major arterial streets, and, in some cases, nestled into residential neighborhoods, usually on a corner lot where they stand in contrast to the surrounding residential buildings. They are generally built out of brick, but some are made of other masonry materials. Styles popular during the time period of construction are clearly evident in the design of the buildings, especially styles that are usually associated with prominent buildings with the late nineteenth and early institutional buildings utilizing popular period revivals.

Ferguson's original school, Central School (NR listed, 1984) utilized Renaissance Revival in the design of its original 1879 building (including the classical detailing of prominent masonry quoining, formal symmetry to the fenestration and façade, and the round arched openings) but had a fanciful and prominent bell tower more indicative of Victorian tastes. When a major addition was completed in 1908 Georgian Revival had gained in popularity (and evident in the boxed cornice with a series of dentils, the symmetry of the design, and the side gabled roof). Other school building designs in Ferguson also used the popular Colonial Revival style, including the Vogt School and Ferguson Junior High, both of which feature the formal symmetry, multipaned window sashes, boxed cornices, and pedimented entry. Later designs may also be significant in the community's educational development, but as of yet, none have been identified.

Ferguson Middle School, 701 January Ave.

Vogt School, 200 Church Street

Churches in Ferguson were usually built in the early decades of the twentieth century. They are generally built of brick, with large gabled roofs over the sanctuary and had stained glass windows prominently positioned in the building. Many had slate roofs originally and most are generally taller buildings, usually equivalent to two to three stories in height. Most utilized the popular Gothic Revival style and built in brick with prominent gothic arched windows or entries with tracery and stained glass, steeply pitched roofs, hood molds over windows, towers or battlements.

Ferguson United Methodist Church, 33 S. Florissant

Immanuel United Church of Christ, 124 Church

However, other institutional buildings also utilized more modest interpretations of the Gothic Revival style and some churches utilized other features from other popular revival styles, such as the Tudor Revival style. .

Ferguson Masonic Hall, 25 S. Clark

Zion Lutheran Church
{First Building} 107 Carson

Some of the newer, mid-twentieth century church designs are quite distinctive examples of modern architectural design that was strongly influence by the International style. These designs feature cantilevered projections, unornamented wall surfaces, asymmetrical facades, ribbon windows, floor to ceiling plate glass windows and entries, smooth wall surfaces, and simple geometric ornamentation.

Emmaus Bible Chapel, 900 Highmont

Our Lady of Guadalupe Catholic Church
1101-1115 S. Florissant Rd.

Significance

Educational and religious institutions are significant in Ferguson's history. Their designs reflect the importance and pride placed by local residents in these institutions and they served as a symbol and as a source of civic pride. Both educational resources and religious institutions are especially significant in suburban communities like Ferguson. They provided some of the central needs of the families that lived in Ferguson during its important periods of development in the century that spans from 1859 to 1960. These buildings served as focal points for social as well as educational or religious activities. As major institutions in the lives of the local residents, these buildings often became the focus for communal activities important in the lives of residents (serving as voting centers, as the locations for blood drives or for other social service requirements, and as a location for meetings of numerous organizations within the community) and as such were equally important in creating the sense of identify for Ferguson. In many instances, the distinctive designs and prominent location within the community help define the streetscape and served as focal points in the landscape.

Registration Requirements

Institutional buildings, both schools and churches, are most likely to be eligible for listing under Criterion C: Architecture as good representative examples of specific architectural styles as executed on larger institutional buildings. Schools may be considered eligible for listing under Criterion A: Education as one of the significant institutions of learning in Ferguson and representative of the educational development of the community as discussed in the historic contexts of this document. Churches are not normally eligible for listing in the National Register for their primary function, as a religious institution, but they may be eligible under Criterion A: Social History or Ethnic History if the church building complex played a significant role in the social life of the community or is associated with a specific immigrant or ethnic group which was an important part of Ferguson's historical development.

To be considered for eligibility, an individual building must retain its historic integrity from the period of significance for which it is being listed under Criterion A or it must retain its architectural integrity from the period of construction to be eligible for its architectural significance. Intact buildings will retain their basic historic dimensions and form without changes to the roofline or drastic changes to the overall dimensions and massing of the building. They need to retain most of their distinguishing features for that particular style and readily identifiable with that period of development. Distinguishing features include not only the rooflines, wall treatment, window patterns, stylistic details, trim around windows and doors, and entry design. Original materials should be mostly intact, including wall surfaces and stylistic details, although the exact replication of original materials where needed to replace missing or damaged materials will not negatively impact eligibility as much as missing elements or substituted materials. Window and door openings, especially on the primary façade and side elevations where visible from a public street, should not be altered. Windows and doors are significant architectural details and should either be original or replicate the patterns, appearances and details of the originals. Original roofing is a significant textural and visual element, but given the popularity of replacement roofing in Ferguson, it will not be a major factor in determining integrity as long as the original rooflines and eave configuration is maintained.

In some cases, the original building was altered historically, within the period of historical development identified as significant under Criterion A and these alterations or additions are considered significant in the development of the historic building's appearance. Major alterations must not be visible from the street unless that is part of the historical period of significance. Additions and alterations on secondary elevations are acceptable as long as the basic massing of the original building is still readily apparent and not visually overpowered by the change. Because these buildings are eligible as good individually representative examples of a particular style and/or building type, they need to not only retain their basic exterior features and form, but also the defining dimensions and most of the characteristic features on the interior—the ceiling heights, the sense of volume and space in the primary rooms well as the original doors, distinctive wall treatments (such as tile wainscoting), floor finishes, and interior trim. Other interior

details that assist in defining the architectural style and function of the building should be intact as well as distinctive features related to its historic function as well as character defining spaces; in schools this would be the primary staircases and hallway configurations as well as the auditoriums and gymnasiums and in churches this would be the features the identify the sanctuary, a choir or organ loft, the entry vestibule, and staircases. Some interior features may be modified without drastically impact the interior integrity, such as flooring, lighting, heating systems, bathrooms, as well as room divisions beyond the character defining spaces.

Some institutional buildings may be located within the boundaries of residential districts and would be evaluated as contributing to the district under Criterion C: Architecture as major resources significant in the development of the neighborhood. An institutional building located within historic districts can have a greater degree of alterations and/or additions, reflective of the evolutionary development of the institution and will still be evaluated as contributing as long as it retains its significant historic exterior features as prominent features on the streetscape and as long as the exterior alterations and additions do not dominate or overwhelm the appearance of the sections of the building finished during the period of significance of the district. The building should retain the character defining features as completed by the end of the period of significance of the district, including the fenestration pattern, the design details of the primary entry, the original wall finishes, the details on the street elevations that identify its stylistic features.

IV. Property Type: Transportation-Related Resources

Description

In Ferguson, where its historical development is so closely tied to the developments in transportation (the railroad, streetcar, and automobile), certain resources are primarily identified by their relationship to these transportation developments. The most obvious structures related to the transportation developments in Ferguson are the roadbeds, whether that is the train tracks or the actual streets of the city, but these are rarely listed on the National Register, except as a feature in a larger property. Few buildings remain that are directly related to the development of the railroads or the streetcar line. Since a thorough survey of the community has not been completed, it is difficult to determine all the potential resources types, but the most prominent and extant resources related to the railroad and streetcar are the frame depot building near Florissant Road and Carson as well as the viaducts that allow continued use of the wagon and automotive traffic under the rail tracks. These are generally wooden trestles with masonry embankments and steel supports around the rail bed. The depot dates from the late nineteenth century and the 1895 viaduct over Florissant Road being rebuilt when the road was widened in the 1930s.

Looking north on Florissant Road at Wabash viaduct and depot

Most other historic resources, the recreational club opened by the Wabash Railroad, other freight and depot buildings associated with the railroad have all been demolished. The streetcar company consistently had trouble with its attempts at construction within the city of Ferguson and even its loop for turning the cars for the return trip to Kirkwood were never completed.

While the automobile had a major impact on the development of Ferguson, there are relatively few resources associated with this transportation development. A few service stations and commercial service garages are still standing. There features are dominated by the garage bays, large windows which helped light the interiors, and simple masonry designs of their exteriors. Some early automobile dealerships may still exist, especially on Florissant Road south of the viaduct, but these look very similar to other commercial buildings and are described under that property type. At least one of the early automobile dealerships seems to sport a distinctive barrel vault roof behind the more traditional parapeted masonry commercial storefront. Future surveys may reveal other types of transportation resources; however, most of the major resources related to the railroad and streetcar have been demolished in recent years.

Early Service Garage, 803 S. Florissant Rd.

Automotive Dealership, 236 S. Florissant Rd.

Significance

Resources associated with transportation developments are especially significant in Ferguson's historical development, which is closely tied to the access provided by the railroad, then streetcar, and finally the automobile. These technological developments define the developmental patterns of this commuter suburb and are closely related to the major influxes of population. These resources could date from 1859 with the arrival of the railroad, but are more likely to be late nineteenth and early twentieth century resources. Their distinctive features serve as a visual reminder of the importance of these technological developments in Ferguson's history. Since most of the potential transportation resources have been demolished, the few remaining resources have exceptional significance as rare representative buildings and structures associated with these transportation developments in this commuter suburb.

Registration Requirements

Individual resources, whether buildings or structures, may be eligible for listing under Criterion A: Transportation. As an individual listing, it must retain its historic integrity from the period of significance for which it is being listed under Criterion A. Intact resources will retain their basic historic dimensions and form without changes to the primary structural and exterior features and it will not have drastic changes to the overall dimensions and massing. It needs to retain most of the distinguishing features for that particular building form or structure and readily identifiable with that period of development. Distinguishing features of buildings include, but are not limited to, the rooflines, wall treatment, window patterns, stylistic details, trim around windows and doors, and entry design. Distinctive features of viaducts include the structural supports and materials, as well as the masonry embankments. Original materials on individual resources should be mostly intact, including wall surfaces and stylistic details, although the exact replication of original materials where needed to replace missing or damaged materials

will not negatively impact eligibility as much as missing elements or substituted materials. Registration requirements for automobile service buildings and dealerships are reviewed under the property type of commercial buildings in the discussion about retail storefronts, but automotive business buildings should also retain the features that are unique to their use for automobiles, especially garage bay doors and large windows designed for displaying the merchandise or for lighting the service bays. Interior features might include distinctive showroom floors and wall treatments as well as large, open garage service bays. If other types of transportation resources are identified through future surveys, the general principal of these registration requirements applies to them as well—retaining the primary structural and exterior features, as well as the features that distinguish it as a transportation resource. Since so few transportation resources are likely to be found that relate to the railroad or streetcars, the integrity requirements within this MPDF for extant resources are more lenient than usually identified for individual listings on the National Register, although they must still be readily identifiable as to their original form and function.

G. GEOGRAPHICAL DATA

The geographical area includes all of the land located within the corporate limits of the town of Ferguson as of 2008. While the initial survey completed in 1984 primarily addressed historic resources within the original incorporated boundaries of the community in 1894, subsequent research has shown that the contexts identified in this cover document relate to historic resources throughout the city.

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

The multiple property listing, "Historic Resources in Ferguson, Missouri" builds upon the 1983-1984 historic survey of the community completed for the City of Ferguson which contracted with Beverly Fleming and the St. Louis County Department of Parks and Recreation. This survey resulted in an historic inventory of 315 historic resources as well as a narrative report that detailed the historical development of the town. The original survey documented historic resources built by 1930 that were within the original, 1894 corporate limits of the community, an area generally bounded by North Harvey Avenue on the west, Thoroughman Avenue and High Place on the north, North Hartnett Avenue on the east, and Randolph Street and Paul Avenue on the south. The survey primarily identified residential buildings built in Ferguson's three earliest periods of development: prior to the 1875 extension of rail service to the community, the early railroad commuter era (through 1900), and the height of the streetcar suburban development (1900-1930).

Over the past 25 years, the City of Ferguson's dedication to preserving its historic legacy has resulted in an active program of recognition of its valued historic resources. Through its local landmarks designation and its Century Homes program and plaques, as well as ongoing coordination with the Ferguson Historical Society, the community has successfully expanded upon the historical documentation of the initial survey. Based upon this initial survey and report, as well as the history prepared by the Ferguson Historical Society, "Ferguson, a City and Its People," the city further documented nearly 100 of these historic resources to designate them as Century Homes. The Ferguson Landmarks Commission has designated more than 20 local landmarks based upon this groundwork and its work has resulted in the listing of one small historic commercial district, The Church Street Historic District (NR listed, 8/23/84), as well as the listing of the Ferguson School-Central School (NR listed, 9/07/84) and the Wildwood House (NR listed, 4/05/06).

The community incorporated historic preservation goals in its 1998 city plan, stressing its aim to continue efforts to both preserve and enhance the significance historic resources of the community through education, historic designations, encouragement of renovation and reuse of historic resources, development of appropriate new construction adjacent to historically significant resources, as well as the

economic revitalization of both the historic residential and commercial areas. This has resulted in several successful historic rehabilitation projects, including the commercial development of the old depot and the small commercial district at the intersection of Florissant Road and Church Street, that is now listed on the National Register of Historic Places as the Church Street Historic District . In addition, the City of Ferguson recently initiated a Neighborhood Initiative plan to encourage the enhancement of its neighborhoods through the renovation and restoration of older homes in some of the city's oldest neighborhoods. To support homeowners in their efforts to make improvements, the initiative offers low interest home improvement loans and an Equity Assurance Program.

While this original historic survey has been a valuable tool for the Ferguson Landmarks Commission, its limitations have presented some difficulties for the City of Ferguson when trying to evaluate the historical significance of properties throughout the community. It did not include the development of historic contexts that could be easily converted into a Multiple Property Documentation Form (MPD), which could serve as a basis for future nominations. Also, the boundaries of the community had been extended many times before 1960, and the survey did not identify resources throughout the entire corporate limits of Ferguson. In addition, twenty years has passed since the survey was completed and in that time period the Ferguson Landmarks Commission, like preservation organizations elsewhere, has realized that many of its mid-twentieth century buildings could also be identified as significant historic resources. Because the initial historic survey concentrated on pre-1930 buildings and on residential buildings, the community has not adapted the dedication it has to its earlier resources to the broader city limits or to the numerous residential and commercial buildings that were added to the city with the adoption of the automobile as a primary means of transportation. As a result, some historic resources, such as some early twentieth century commercial buildings, have been drastically remodeled, without consideration to their potential historic significance. Increasingly, the Landmarks Commission has recognized the need to document historic resources outside the original survey area as well as to examine properties built in the mid-twentieth century during one of the major periods of expansion for the community.

This led the Landmarks Commission and the City of Ferguson to set aside some of the community's CDBG funds to match a 2007 Historic Preservation Fund grant from the Missouri State Historic Preservation Office (SHPO), in the Department of Natural Resources that would allow them to prepare the much needed MPDF as well as update their existing survey of the community. Since this seemed overly ambitious, the SHPO and the city agreed to scale back the project to the preparation of the MPDF based upon the existing historic survey and inventory as well as the documentation collected through the city's local landmarks and Century Homes designations. To supplement this, local volunteers and city staff have been updating the existing inventory of buildings with current photographs and inspections of the properties to document any changes to the building conditions since the 1983 survey. The city is also converting the historic inventory to an ACCESS database by scanning and transcribing the information currently stored in the paper version of the historic inventory files, which will allow for easier access to the information in the future.

The City of Ferguson contracted with Karen Bode Baxter and Ruth Keenoy, both architectural historians and historians, to prepare the MPDF. A public meeting was held on September 18, 2007 to acquaint the local community with the projected MPDF and survey update and solicit volunteers to help with the process. This meeting also explained the ramifications for the City of Ferguson of having the MPDF document on the historical development of the community for use in its planning and economic development strategies. Baxter also reviewed the MPDF's potential for encouraging as well as simplifying future nominations of additional historic districts as well as individual building nominations, and its potential use in conjunction with the state and federal historic tax credit programs to encourage building renovations.

The consultants helped train the volunteers to conduct the existing historic inventory updates. This process will extend beyond the scope and time requirements of the current grant, but will result in current photographs of each inventoried building and current exterior building condition data. Baxter and Keenoy also conducted a reconnaissance survey of the entire community to identify additional potential historic districts, property types, and individual resources. This survey also provided a basis for understanding the later historical development of the community, especially after the arrival of the automobile as a primary means of transportation for local residents. Based upon the findings of this reconnaissance survey, the historical research, and the initial reports of the volunteers updating the existing inventory, Baxter and Keenoy took additional photographs for this MPDF of property types and individual resources to supplement the photography of the existing building inventory.

The process of developing this MPDF also required the review of the information gathered from the previous survey, the assessment of the current historic building inventory and the supplemental information collected since 1983 by the Landmarks Commission on other historic resources, as well as a review of the St. Louis County Parks Department historic inventory files, the SHPO office archives and nominations of properties in Ferguson listed in the National Register. In addition, extensive historical research was completed utilizing the extensive archives of the Ferguson Historical Society, the Ferguson Public Library, the Missouri Historical Society, the Mercantile Library and the Western History Collection at the University of Missouri-St. Louis. Historic photograph collections at these institutions provided valuable information about the historic character of the buildings and the historic development of the community.

Besides examining historic maps of the city and its subdivision developments, the City of Ferguson's planning staff provided additional maps that helped with the assessment of the historical development of the community. These included a map of the various boundary incorporations within the city limits, which helped chart the growth of the city. They also utilized their GIS mapping system to provide maps to help analyze this historical development by plotting the decades of building construction for each property parcel (based upon the county assessor's estimated dates of construction).

Locally produced historical narratives proved extremely valuable, especially the final survey report prepared in 1984 by Beverly Fleming, "Ferguson, A Community Profile," the Ferguson Historical Society's 1976 study by Irene Sanford Smith, *Ferguson: A City and Its People,* and its 1994 pictorial history, *Ferguson: A City Remembered*, as well as studies prepared about specific local historical topics, such as the school history, church histories, and the Ferguson depot.

As a result, this MPDF is a collaborative effort, based upon the work compiled during the previous historical survey, the supplemental documentation compiled by the Landmarks Commission over the last 25 years, the ongoing work of the City of Ferguson's planning staff, and the research, evaluations, and analysis completed by Ruth Keenoy and Karen Bode Baxter. Despite the limitations of existing historic inventories and the initial historical survey, the subsequent work of the Landmarks Commission, the reconnaissance survey of the entire community completed by Keenoy and Baxter, and historical research completed as part of this project has provided ample understanding of the historical development of the City of Ferguson to complete this MPD. It is expected that the Landmarks Commission will utilize this MPDF as a tool for research and to recommend and conduct future surveys and historic district designations, as well as to identify and nominate individual buildings to the National Register of Historic Places.

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