

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*

Type all entries—complete applicable sections

1. Name

historic Tuxedo Park Station

and/or common

2. Location

street & number 643 Glen Road at Tuxedo Boulevard _____ not for publication

city, town Webster Groves _____ vicinity of

state Missouri code 29 county St. Louis code 189

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name 1. City of Webster Groves

street & number 4 East Lockwood Avenue

city, town Webster Groves _____ vicinity of state Missouri 63119

5. Location of Legal Description

courthouse, registry of deeds, etc. St. Louis County Recorder of Deeds

street & number 41 South Central Avenue

city, town Clayton state Missouri 63105

6. Representation in Existing Surveys

title Missouri State Historical Society has this property been determined eligible? yes nodate 1984 _____ federal state _____ county _____ localdepository for survey records Missouri Department of Natural Resources
P.O. Box 176

city, town Jefferson City, state Missouri 65102

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

The Tuxedo Park Station at 643 Glen Road sits on a curve in the street and aligned with the right of way of the Missouri Pacific Railroad adjacent to the west. It is at the head of but at a slight angle to Tuxedo Boulevard, the main street of the Tuxedo Park subdivision of Webster Groves. With its limestone structure and broadly overhanging roof, it is strongly reminiscent of the suburban stations of Henry Hobson Richardson near Boston.

The building is a one-story structure 28 by 33 feet, with three bays to a side and a fourteen-foot-square, two-story tower projecting seven feet from the center of the west elevation. The hipped roof extends ten feet beyond the walls of the station, the lower portion at a reduced angle giving the roofline a concave profile reminiscent of the French colonial structures of this region. The overhang is supported by arched brackets, four to a side, resting on rounded stone corbels. The brackets meet the overhang at a point slightly above its lowest descent. The roof is finished by a plain board frieze. The squared, rough-faced stones laid in broken courses are given a crisp appearance by raised red-stained ridges over the mortar joints. Corners have canted buttresses on both faces. Chimneys rise from the center of the east side and the south side of the tower. Doors flank the east chimney and the tower. The south door on the west side is double and has a closed transom; metal rails in the platform leading up to it suggest that it was designed for baggage. The north door on this side is single with a 2-by-6 pane window next to it. The north and south elevations of the building center on a grouping of four single-pane casement windows. Both these elevations also have in their east bays long narrow windows placed at a higher level.

The seventeen-foot-high tower with its low pyramidal roof has two square windows in each face of the upper level and a grouping of four windows on the ground level. Due to the drop in elevation from west to east, a granite retaining wall supports the east side of the platform. It has piers flanking the two staircases and is capped by concrete slabs, probably "granitoid."

The interior of the station has regained much of its original appearance with the recent removal of temporary partitions. It is dominated by a large waiting room focusing on the massive fireplace. This is red-glazed brick with a broad corbelled mantel, above which the brickwork recedes by courses like steps. A circular opening accommodated the pipe of a stove that once sat in the middle of the room. A wide opening leads into the office in the base of the tower. Both rooms have vertical tongue-in-groove paneling running floor to ceiling. A small toilet occupies the northeast corner of the station; a similar structure at the southeast corner has been removed.

The station was used for miscellaneous railroad activities from its closing as a commuter station in 1961 to its transfer to the City of Webster Groves in 1983. It will be maintained by the Webster Groves Historical Society.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1890

Builder/Architect unknown

Statement of Significance (in one paragraph)

On May 13, 1890, Lilburn G. McNair, grandson of Alexander McNair, first governor of Missouri, purchased all of the Brown Place subdivision from Dr. William Brown's children¹ to create a beautiful, exclusive, 200 acre, commuter suburb called Tuxedo Park. On November 7, 1890, he gave a lot for the Tuxedo Park Station to the Missouri Pacific Railway Company for one dollar.² The plat of the lot, included with the deed, shows the Tuxedo Station as it stands today, so McNair may have commissioned the station himself. The station is unique - a limestone, Richardson Romanesque building built at the time when all other commuter stations along the Missouri Pacific Railroad were frame.³ McNair arranged for free excursion trains out to Tuxedo Park for prospective residents⁴ just as P. Lorillard had done for the original Tuxedo Park, New York, in 1886.⁵ The station served commuters until the last commuter train was discontinued in December, 1961.⁶ Today, the Tuxedo Park Station is the last commuter station still standing between St. Louis and Kirkwood. The other remaining stations, Tower Grove, Webster Groves and Kirkwood, handled long distance and freight traffic.⁷ Tuxedo Park is a classic commuter station reminiscent of the small commuter stations designed by H.H. Richardson in Massachusetts in the 1880's.⁸ The Tuxedo Park Station has local significance under Criterion A, associated with events that have made a significant contribution to the broad patterns of our history. It is also locally significant under Criterion C, embodying characteristics of a classic style of architecture.

The station is a last reminder of the origin and development of Tuxedo Park and Webster Groves as exclusive commuter suburbs. The oldest neighborhoods in Webster grew up around commuter stations: Laclede, Lake Junction, Fairview, Tuxedo Park, Webster Park, Webster Groves and Algonquin on the Missouri Pacific, and Old Orchard, Selma, Shady Side and Glendale along the Frisco Railroad. Businessmen wanting to raise families in fresh country air before the streetcars of the 1900's and the automobiles of the 1920's had to live near a station.

Lilburn McNair had been the treasurer of the Kansas Pacific Railroad. He was a partner in McNair and Tracy, the first St. Louis brokerage to have telegraph connections with the New York Stock Exchange. He was a promoter of steam and street railways and, with his brother, John, the largest fruit grower in the state of Missouri.⁹ He belonged to the elite clubs of St. Louis, and like other members of society he probably read with interest about the original Tuxedo Park in Harper's Weekly.¹⁰ Pierre Lorillard built that seven-thousand-acre subdivision, forty miles northwest of New York City, with rustic cottages, clubhouse and guardhouse, as a private club. No one was admitted at the guardhouse or the station unless he was wearing a gold oak leaf pin - the badge of Tuxedo Park.¹¹ To advertise his St. Louis Tuxedo Park, Lilburn McNair published a brochure called Leaves of Tuxedo in the shape of an oak leaf. He created a popular, exclusive subdivision with deed restrictions against saloons, stores and houses costing less than \$1500 and with a fine station.¹² It was the finest station along the Missouri

9. Major Bibliographical References

1. Amory, Cleveland. The Last Resorts. New York: Harper Brothers, 1952.
2. Blumenson, John. Identifying American Architecture. New York: W.W. Norton and Company, 1977.

10. Geographical Data

Acreage of nominated property .169 acre

Quadrangle name "Webster Groves, Mo."

Quadrangle scale 1:24,000

UTM References

A

1	5	7	3	0	9	6	0	4	2	7	5	7	6	0
Zone			Easting					Northing						

B

Zone			Easting					Northing						

C

Zone			Easting					Northing						

D

Zone			Easting					Northing						

E

Zone			Easting					Northing						

F

Zone			Easting					Northing						

G

Zone			Easting					Northing						

H

Zone			Easting					Northing						

Verbal boundary description and justification Beginning at a point in the south line of the Right of Way of the Missouri Pacific Railway, 23 feet southwestwardly from the point of intersection of the line between lots numbered 1 and 55 in Block numbered 3 of the subdivision of Tuxedo Park according to plat book 2, page 95, on file in the office of Recorder of

List all states and counties for properties overlapping state or county boundaries

state Missouri code 29 county St. Louis code 189

state _____ code _____ county _____ code _____

11. Form Prepared By

name/title Ann Morris and Esley Hamilton

organization St. Louis Co. Dept. of Parks and Recreation date January 1984

street & number 41 South Central Ave. telephone (314) 889-3655

city or town Clayton state Missouri 63105

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Fred A. Lopez

title Director, Department of Natural Resources and State Historic Preservation Officer

date 2/8/84

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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

**National Register of Historic Places
Inventory—Nomination Form**

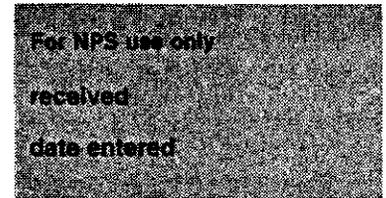
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date entered

Continuation sheet Tuxedo Park Station Item number 4 Page 1

2. Missouri Pacific Railroad Company
210 North Thirteenth Street
St. Louis MO 63103

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

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Continuation sheet Tuxedo Park Station

Item number

8

Page 1

Pacific Railroad until the Kirkwood Station was built in 1893, for an inventory of buildings owned by the Missouri Pacific in 1895 indicates that all other stations from St. Louis to Valley Park were frame, usually board and batten.¹³

An historical item from a "Looking Backward" column in the Watchman Advocate indicates that in December of 1892 the Missouri Pacific announced that it would close the Fairview Station, one stop east of Tuxedo Park, because the commuter trains were making too many stops. There was such an outcry from the Fairview commuters, since their station was older than Tuxedo Park, that in order to avoid a scene the railroad company sent a section crew to Fairview at midnight on a Saturday to remove the station from its foundation, place it on flat cars and carry it away.¹⁴

From then on the Tuxedo Station served the hundreds of businessmen, shoppers and families of Tuxedo Park. The ticket agent lived nearby and walked up to open the station before the first eastbound train in the morning, and he closed up after the eastbound shoppers' special at 1:23 pm.¹⁵ At the turn of the century commuters gravitated toward the station for ten daily eastbound trains starting at six in the morning,¹⁶ and in the evening they streamed home from the station walking and talking with the neighbors they had met on the train. On Saturday there were excursion trains out to the resorts at Meramac Highlands and Times Beach, returning Sunday evening, but residents of Tuxedo Park seldom rode those trains which were overflowing with rowdy people from the city.¹⁷ By 1921 the Missouri Pacific had reduced the number of daily eastbound trains to six¹⁸ and by 1940 to three.¹⁹ The fare was still only ten cents a ride.²⁰

After the Missouri Pacific discontinued its last commuter train in December of 1961, the railroad company gradually tore down all of its small, frame commuter stations.²¹ The substantial, stone Tuxedo Park Station was saved to store equipment for the railroad until 1980 when it was scheduled for demolition.²² Since that time Jack Cooper, the mayor of Webster Groves, has persuaded the Missouri Pacific Railroad to donate the station to the City of Webster Groves,²³ saving this classic reminder of the commuter origins of Webster Groves.

The heaviness, the massive, rough stone construction, the deep-set windows, the broad roof planes, the single tower of the station are distinctive characteristics of the Richardsonian Romanesque style.²⁴ Its flaired hip roof and broad eaves supported by massive wood brackets are similar to those on the Old Colony Railroad Station in North Easton, Massachusetts,²⁵ designed by H.H. Richardson in 1881.²⁶ The Old Colony Railroad Station was commissioned by F.L. Ames, a director of the Old Colony Railroad, and then given to the railroad as a gift²⁷ as Lilburn McNair seems to have done with the Tuxedo Park Station.

Although several prominent St. Louis architects designed Richardson Romanesque buildings, such as the Isaac Lionberger House by Shepley, Rutan and Coolidge²⁸ and Union Station by Theodore Link, the Tuxedo Park Station is the only example of Richardsonian Romanesque architecture in Webster Groves. After ninety years of constant use it has not changed; it still enhances our understanding of its style and our beginnings.

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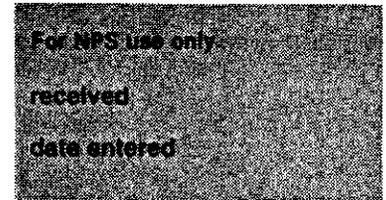
Continuation sheet Tuxedo Park Station Item number 8 Page 2

NOTES

1. St. Louis County Record Book 47, p. 390, located in Recorder of Deeds' Office.
2. St. Louis County Record Book 52, pp. 629 and 630.
3. "Missouri Pacific Railroad Bridges and Building Inventory," 1895, from Walter Fussner, Public Relations Department, Missouri Pacific Railway Co.
4. Tuxedo Park Land and Improvement Company, Leaves of Tuxedo (St. Louis: author, 1890), property of the Missouri Historical Society.
5. Cleveland Amory, The Last Resorts (New York: Harper Brothers, 1952), pp. 82-108.
6. Wayne Leeman, "Commuter Train Succumbs to Changing Times," St. Louis Post Dispatch Pictures, December 10, 1961, pp. 2-5.
7. Conversation with Wayne Leeman, 810 Providence Avenue.
8. Jeffrey K. Ochsner, H.H. Richardson Complete Architectural Works (Cambridge, Mass.: MIT Press, 1982), pp. 272, 321, 355, 361-366 and 401.
9. William Hyde and Howard Conard, Encyclopedia of the History of St. Louis (St. Louis: The Southern History Company, 1899), "McNair, Lilburn G.," pp. 1403-1404.
10. Amory, p. 86.
11. Ibid., p. 85
12. Leaves of Tuxedo.
13. "Missouri Pacific Railroad Bridges and Buildings Inventory."
14. Watchman-Advocate, "Looking Backward," December 18, 1942, found in the Kate Moody Collection, located at the Missouri Historical Society.
15. Conversations with Mrs. Virginia MacNish, 229 Bompert Ave.; Mrs. Harry Wolf, 519 Tuxedo Blvd.; and Mrs. Grace Wilfley, 617 Moseley Rd.
16. Missouri Pacific Railroad, "Suburban Time Tables," 1915, from the Kate Moody Collection.
17. Conversations with Mrs. Virginia MacNish, Mrs. Harry Wolk and Mrs. Grace Wilfley.
18. Missouri Pacific Railroad, "Suburban Time Tables," 1921, owned by Wayne Leeman.
19. Missouri Pacific Railroad, "Suburban Time Tables," 1940, owned by Wayne Leeman.

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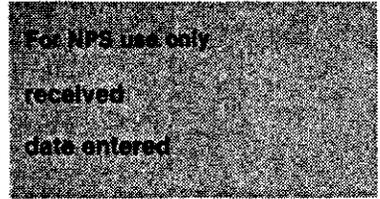


Continuation sheet Tuxedo Park Station Item number 8 Page 3

20. Ibid.
21. Conversation with Wayne Leeman.
22. St. Louis Globe Democrat, "Webster Groves Historic Group is Given Old Railroad Station," Sept. 10, 1983.
23. Ibid.
24. John Poppeliers, What Style Is It? (Washington, D.C.: Preservation Press, 1977), p. 28; John Blumenson, Identifying American Architecture (New York: W.W. Norton and Co., 1977), pp. 46 and 47.
25. Blumenson, p. 46.
26. Ochsner, p. 272.
27. Ibid., p. 270.
28. Ibid., pp. 425 and 426.
29. John Albury Bryan, Missouri's Contribution to American Architecture (St. Louis: St. Louis Architectural Club, 1928), p. 100; Carroll L.V. Meeks, The Railroad Station (Secaucus, N.J.: Castle Books, 1956), p. 107.

**United States Department of the Interior
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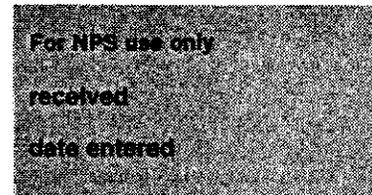


Continuation sheet Tuxedo Park Station Item number 9 Page 7

3. Bryan, John Albury. Missouri's Contribution to American Architecture. St. Louis: St. Louis Architectural Club, 1928.
4. Hyde, William and Conard, Howard. Encyclopedia of the History of St. Louis. St. Louis: The Southern History Company, 1899.
5. Leeman, Wayne. "Commuter Train Succumbs to Changing Times," St. Louis Post Dispatch, Pictures, December 10, 1961.
6. Meeks, Carroll L.V. The Railroad Station. Secaucus, N.J.: Castle Books, 1956.
7. "Missouri Pacific Railway Company Bridges and Buildings Inventory," 1895, from Walter Fussner, Public Relations Department, Missouri Pacific Railway Company.
8. Missouri Pacific Railroad "Suburban Time Tables." 1915, 1921 and 1940.
9. Ochsner, Jeffrey K. H.H. Richardson Complete Architectural Works. Cambridge, Mass.: MIT Press, 1982.
10. Poppeliers, John. What Style Is It? Washington, D.C.: Preservation Press, 1977.
11. St. Louis Globe Democrat, "Webster Groves Historic Group Is Given Old Railroad Station," September 10, 1983.
12. Tuxedo Park Land and Improvement Company. Leaves of Tuxedo. St. Louis: author, 1890.
13. Watchman-Advocate, "Looking Backward." December 18, 1942.

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Continuation sheet Tuxedo Park Station

Item number 10

Page 1

Deeds for St. Louis County, produced westwardly to said line of Right of Way. Thence in a southwesterly direction along said south line of Right of Way 238.2 feet to a point; thence in an easterly direction 62 and 25/100 feet to a point 40 feet southwardly from said Right of Way line measured at right angles thereto. Thence in a northeasterly direction parallel to said line of Right of Way a distance of 78 1/2 feet to a point. Thence northwardly 118 and 9/10 feet to place of beginning, encompassing 6,334 square feet, more or less.

Also beginning at a point on the south line of the Right of Way of the Missouri Pacific Railway 78.2 feet southwestwardly from the point first mentioned. Thence following a chain link fence diagonally 50 feet to the existing poleline parallel to the line of Right of Way and 25 feet southeast of the Kirkwood-St. Louis North Main Track. Thence southwestwardly 62 feet to a point. Thence south 50 feet to the south line of the Right of Way to the southernmost point of the property described in the first paragraph above; thence 160 feet northeastwardly along the Right of Way to the point of beginning, encompassing 1,221 square feet, more or less.

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date entered

Continuation sheet Tuxedo Park Station Item number 11 Page 1

2. James M. Denny, Chief, Survey & Registration
and State Contact Person
Missouri Department of Natural Resources
Historic Preservation Program
P.O. Box 176
Jefferson City,

January, 1984

314/751-4096

Missouri 65102

7361 III NW
(GREY COEUR)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF MISSOURI
GEOLOGICAL SURVEY AND WATER RESOURCES

90° 22' 30"
38° 37' 30"

729000m E

730

R. 6 E 1450 000 FEET (ILL.) 20'

733

7961 I
(CLAY)

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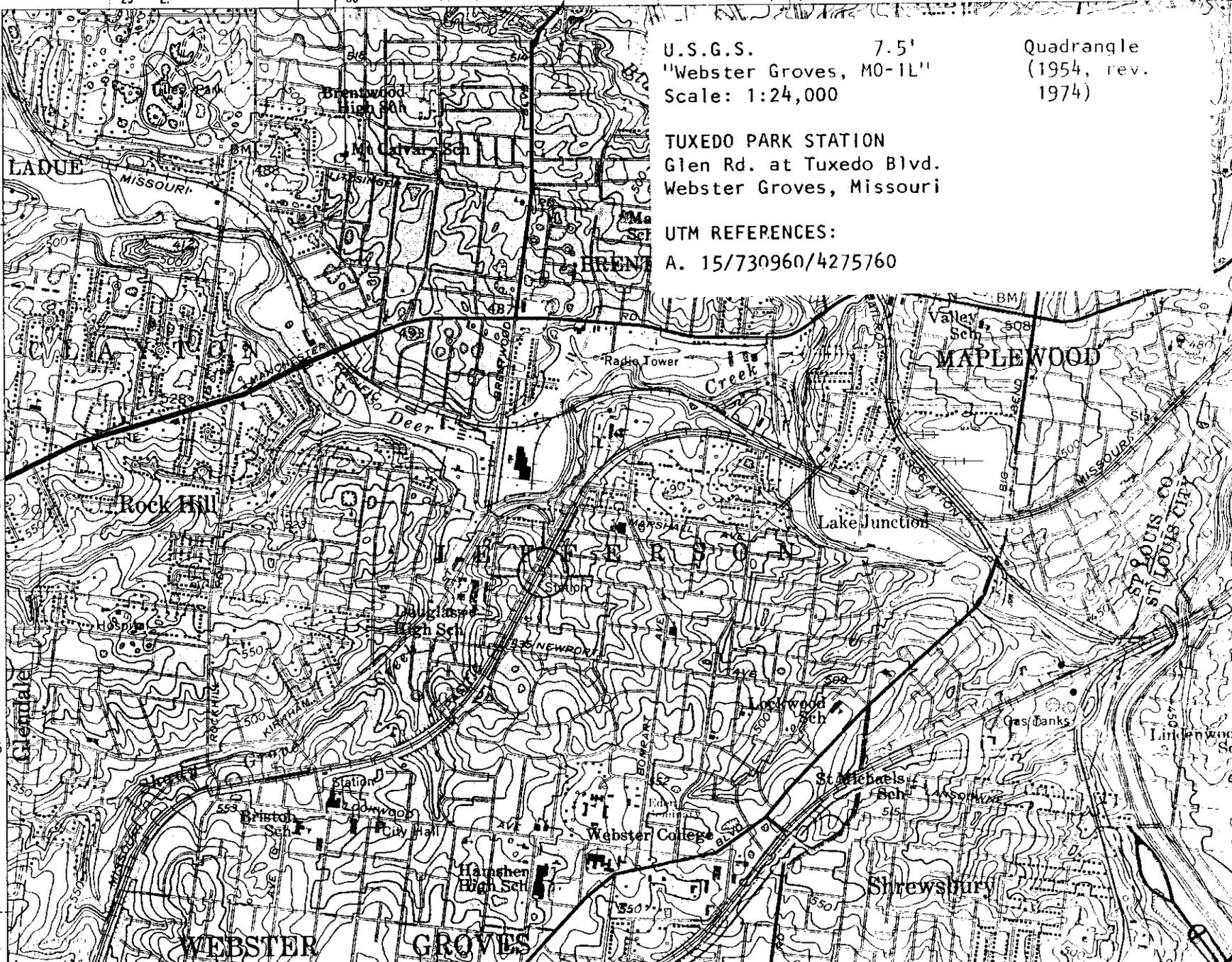
710 000 FEET
(ILL.)

4277

4275

T. 45 N

T. 44 N



U.S.G.S. 7.5' Quadrangle
"Webster Groves, MO-IL"
Scale: 1:24,000 (1954, rev. 1974)

TUXEDO PARK STATION
Glen Rd. at Tuxedo Blvd.
Webster Groves, Missouri

UTM REFERENCES:
A. 15/730960/4275760

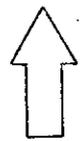


Photo Log:

Name of Property: **Tuxedo Park Station**

City or Vicinity: **Webster Groves**

County: **St. Louis County** State: **MO**

Photographer: **Wayne Leeman**

Date

Photographed: **Jul. 1982**

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

- 1 of 5. View of station from NW or track side.
- 2 of 5. View of station from N.
- 3 of 5. View of station from NE.
- 4 of 5. Interior of station, center of E wall.
- 5 of 5. View of station from N.









