



THE RAILWAY EXCHANGE BUILDING TURNS ONE HUNDRED YEARS OLD

by David J. Simmons

A marvel of its decade and a Twentieth Century icon of St. Louis' downtown business area, the Railway Exchange Building was the first St. Louis building to reach a height of twenty floors. Built in 1913, it turned 100 years old this year. It defined the downtown skyline, it transformed the shopping experience through the presence of Famous-Barr Department Store, and it offered new amenities and technological improvements in rental office space. Mammoth in scope, this building was both the culmination of the department store movement in St. Louis and the achievement of a railroad exchange to accommodate this city's railroad offices as the second largest railroad center in America.

THE BUILDING

Covering all of City Block 128 at the heart of St. Louis' central business district, the rectangular 21-story building rises to a height of 250 feet and rests on a foundation 100 feet below the surface. The Olive and Locust Street facades each measure 270 feet long with ten bays across, while the Sixth and Seventh Street facades cross nine bays and measure 228 feet. A steel frame, concrete floors and roof, and steel framed windows with wire glass contribute to the building's designation as fireproof. Clad on all four sides with glazed cream color terra cotta (a total of 182,978 pieces) manufactured by Winkle Terra Cotta Company, its surface employs fanciful Renaissance decoration with motifs of foliage, geometric shapes, Ionic and Corinthian details, S scrolls, and even human faces.



A detail of the Railway Exchange Building at 7th and Olive, showing how the windows and terra cotta differentiate the department store floors from the offices above. Note how the string courses wrap around the corners of the 5th and 6th floors.

An early published design for the building emphasized its Chicago commercial style with a three-story base, a fifteen-floor shaft, and a crown also with three floors. As built, however, the base and crown or cornice are limited to one story each, but the differentiation between the lower department store and the upper offices is marked by smaller windows and lower floor heights, emphasized by string courses and a change in fenestration. Terra cotta bands or stringcourses emphasize this functional division on the first, second, fifth, sixth, and twentieth levels. The street level has large marble-clad display windows as well as six outside entrances – four for the store and two for the office area.



The Railway Exchange Building seen from above at Sixth and Olive, revealing the central light court. This view also shows the heavier terra cotta cladding of the department store floors

The interior of the building originally accommodated more than 1,400 offices above seven floors (plus basement) of largely unpartitioned space for the department store. A bank of 38 elevators plus four escalators facilitated vertical movement. An interior light court above the seventh floor measured 75 feet by 108 feet. In part because of this feature, every one of the 105 offices on each of the upper floors had access to outside light and ventilation. Safety measures dictated an automatic sprinkler system designed to circulate water throughout the structure during a fire. If the sprinkler's water supply failed, a ground-level fire engine could pump water from an outside source into the sprinkler system. Each floor was self-contained, allowing it to be sealed off from the rest of the building in time of trouble. An interior fire escape system aided emergency egress. Sixty-five toilet rooms and a like number of drinking fountains served the building's renters and visitors. A total of 2,600 radiators distributed steam heat throughout the structure. The building's electrical system produced enough power to run

125 electric motors and sixty-eight thousand incandescent bulbs. Both the 18-foot-high basement and the twenty-foot-high first floor had mezzanine areas.

To support the main structure, an eight-story brick auxiliary building (60 feet front by 110 feet deep) was located one block north on the south side of St. Charles just west of Sixth Street. In the basement it contained the machinery to produce the steam heat and electric power needed by the Railway Exchange Building. The remainder of the auxiliary building acted as a warehouse with pick-up and delivery service for the department store. A tunnel 400 feet long and 18 feet below the street surface ran under Sixth Street connecting the two buildings. Besides the steam pipes and electrical wiring, the tunnel had an electrical conveyor system moving packages in and out of the department store.

THE ARCHITECTS

In 1912 the local architectural firm of John Mauran, Ernest Russell, and William de Forrest Crowell prepared the plans and supervised the construction of the exchange building. This firm had begun its operation at the close of 1900 as Mauran, Russell, and Garden, with Edward Garden as the third partner. Previously, Mauran had served for several years as a partner in the local branch of the Boston firm of Shepley, Rutan, and Coolidge. When the Shepley firm closed its St. Louis branch in 1900, Mauran established his own local firm. Garden left the firm in August 1909, and Crowell joined as junior partner in November 1911.



A postcard advertising the wire glass used in the Railway Exchange Building. From the Landmarks Association collection

During the first thirteen years of its existence, the new firm enjoyed unparalleled success, processing more than 115 commissions, many of which were major projects. In this period architects of the firm, especially Mauran and Garden, developed a reputation for excellent design work in a number of architectural styles, such as contemporary classic, Chicago commercial, Arts and Crafts, and Prairie School. A harbinger of the firm's success came during the first two years of its existence when ten public libraries in seven different states were designed. Residential work encompassed 17 West End houses with 12 having addresses on the four most prestigious private places. Among the five churches they designed were

First and Second Christian Science Churches, The Church of the Messiah, and Second Baptist Church, a masterpiece at "Holy Corners." More than their other buildings, their more than two dozen imposing commercial structures set them apart from the rest of their local competition.

A partial listing of their most important business buildings from this period confirms their achievement, which culminated in 1912-13 with the design and construction of the Railway Exchange Building:

1. Model Clothing Company Building, 7th and Washington, 8 floors, 1902
2. Monarch Realty Building, 12th and St. Charles, 8 floors, 1902
3. Carleton Dry Goods Company Building, 1145 Washington, 10 floors, 1903
4. Humboldt Building, 3604 Washington, 6 floors, 1905
5. Stix Baer and Fuller Building, 605 Washington, 8 floors, 1905
6. Liggett Building, 924-26 Chestnut, 8 floors, 1905
7. Cahokia Building, East St. Louis, Illinois, 6 floors, 1905
8. Butler Brothers Building, 17th and Olive, 6 floors, 1906
9. Metropolitan Building, Grand and Olive, 8 floors, 1907
10. New National Bank of Commerce Building, 200-8 North Broadway, 16 floors, 1907
11. Lesan-Gould Building, 1320-24 Washington, 8 floors, 1907
12. Butler Brothers Building, Dallas, Texas, 8 floors, 1910
13. Southern Illinois Bank Building, East St. Louis, Illinois, 10 floors, 1910
14. Jesse Jones Office Building, Dallas, Texas, 16 floors, 1910
15. Union National Bank Building, Houston, Texas, 12 floors, 1910
16. Laclede Gas Company Building, 1015 Olive, 10 floors, 1911
17. Merchandise Mart Annex Building, 1000 St. Charles, 10 floors, 1913

During this period, the firm also designed three hotels in Texas: the Gunter Hotel in San Antonio, 1909; the Rice Hotel in Houston, 1910; and the Hotel Paso de Norte with architects Trost and Trost in El Paso, 1913.

REBUILDING BARR

An idea of the Railway Exchange Building first germinated about 1905 in the thoughts of Thomas McKittrick, partner in the Hargadine and McKittrick Dry Goods Company, with help from William Holbrook, downtown real estate developer. (Nearly forgotten today, Holbrook seems to have been involved in many of the biggest projects of the era.) Project development covered a period of seven years between 1905 and 1912. A syndicate of wealthy local business leaders under the guidance of McKittrick and Murray Carleton, another dry goods merchant, purchased the Barr Dry Goods Store in 1905 for two million dollars. Barr Dry Goods traced its St. Louis origin to a branch store of a New York dry goods firm called Ubsdell and Pierson established locally at Third and Market in 1849. A year later the branch

changed its name to H. D. Cunningham Company and moved to the southwest corner of Fourth and Olive. In 1857 it relocated to a new building at Fourth and Vine. After several more name changes, it became Barr Dry Goods in 1870. During the mid-1870s the firm incorporated and built a large addition to their store designed by architect Henry Isaacs. Then in 1880 the firm secured quarters at Sixth and Locust in the newly completed four-story Julia Building (227 feet by 140 feet) owned by the Chouteau-Maffitt families and designed by the architectural team of Barnett and Taylor. By 1902 the store expansion covered the entire block, leasing space in other buildings besides the Julia Building.

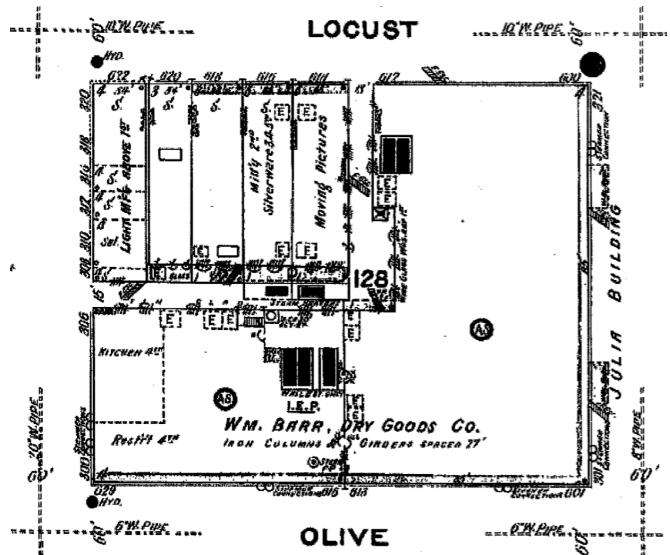


The Julia Building, home of Barr's, seen from Sixth and Olive

After purchasing Barr's store, McKittrick hired local architect Harry F. Roach, MIT graduate, to make plans for a new building to house Barr's at its current location. Real estate promoter Mr. Holbrook tried unsuccessfully to solicit support for the project from owners of the ground under the Barr block. They were unwilling to sell and hesitant to lease. Roach completed the preliminary plans for the new building before McKittrick cancelled the project. A year later Roach created the seventeen-story Syndicate Trust Building on the western half of the block bound by Locust and Olive between Ninth and Tenth Streets. Scruggs, Vandervoort, and Barney Department Store occupied the lower six floors in the new building. The rest was leased out for office space. Syndicate Trust served as a model for McKittrick's building ideas.

Aggressive expansion by Barr's rivals – Scruggs, Stix, and May Company, reduced its profit stream, diminished its market share, and magnified its need for a new building. By the end of the first decade of the new century, Holbrook had obtained the approval for a new building project from all but one of the eight Barr block land owners. As a result, the McKittrick syndicate formed the Monadnock Realty Company to restart the building project. Situated on three quarters of the Barr block, the new seventeen-story building with its combination store and office arrangement was to be called the Monadnock Building after the famous Chicago skyscraper of that name. To eliminate the financial problems surrounding the operation of Barr Dry Goods and to raise capital for the construction of the Barr Block skyscraper, McKittrick sold the Barr Company in February

1911 to May Department Stores Co. for \$1,835,000, with a stipulation that the merged Famous-Barr Store be relocated to the lower floors of the Barr Block skyscraper when completed.



The 1909 Sanborn Fire Insurance map showing the Julia Building on the right and a row of five narrow buildings along Locust. Moving pictures were shown at 614 Locust, while the building at Locust and Seventh had light manufacturing upstairs.

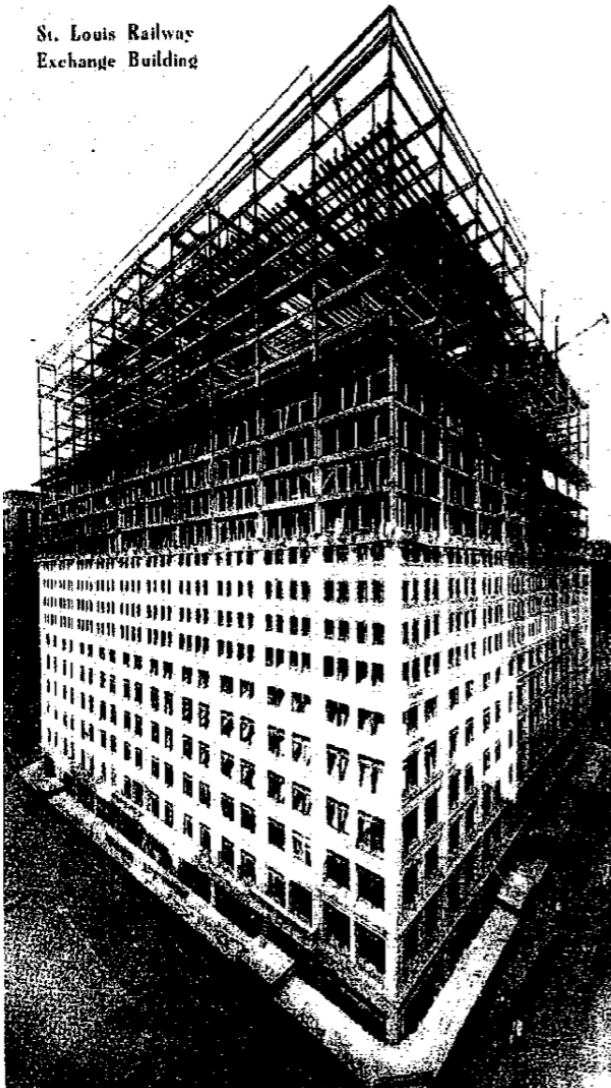
Once all the land and building owners in the Barr block agreed to support the project, the building plan expanded to encompass the entire block, with six floors on the eastern half and twenty-one stories on the western half. After Monadnock Realty announced that the new building would host a railway exchange, the building plan received its final revision, raising the entire structure to 21 stories.

Three companies dictated the arrangements for the new skyscraper. The Monadnock Realty Company supervised the entire project, operated and maintained the structure when completed, and leased its office space to tenants. The Railway Exchange Building Company financed, planned, and constructed the new building. Lease and purchase payments to the property owners were issued through the Annuity Realty Company from a sinking fund account held at St. Louis Union Trust Company. To finance the building's construction, the Exchange Building Co. sold \$4 million in stock equally divided between common and preferred. The stock's value was guaranteed by the long term leases negotiated with the building's principal tenants. When Mauran, Russell, and Crowell completed the plans, Westlake Construction Co. was selected to erect the building for \$3.5 million. The annex and tunnel added another half million dollars to the cost. Beginning in January 1912, the construction continued over a sixteen-month period ending in the spring of 1913 just \$100,000 over budget.

Famous-Barr Department Store and its parent the May Department Stores Company filled the lower seven floors and the basement of the new building, representing about forty percent of its total floor space. Above, the next half dozen floors catered to the local railroad community providing space for the headquarters of St. Louis' five major railroads – MoPac (Missouri Pacific), Frisco, Wabash, Katy, and Iron Mountain and Southern plus branch office space for more than a dozen

other railroads. Professionals and small businesses rented the remaining offices above.

St. Louis Railway
Exchange Building



*The Railway Exchange Building under construction,
from the National Register nomination*

THE MAY COMPANY AND FAMOUS-BARR

Following its completion, the building's history became intertwined with the fortunes of Famous-Barr Department Store and the May Company. The Famous-Barr Store had three sources – Barr Dry Goods Company (already discussed), Famous Clothing and Shoe Company, and the St. Louis May Company. Famous Clothing and Shoe Company had opened its doors at Main and Olive in 1873. Eight years later it occupied a new four-story building (60 feet by 150 feet) at Fifth and Morgan. Barnett and Taylor designed this \$60,000 building. Four years after that J.B. Legg built an addition to the store.

After fire destroyed that store in 1891, the May Company entered the St. Louis market. They purchased Famous and hired Shepley, Rutan, and Coolidge to design a new store for it at the same location. The May Company had been founded in 1877 at Leadville, Colorado and had moved to Denver.



An unbuilt design for the Railway Exchange Building

Crawford's Department Store entered bankruptcy in 1903. It was located in the five story Bradford-Martin Building at 555 Washington Avenue, designed in 1875 by Frances Lee and Thomas Annan. The May Company purchased Crawford's stock of goods and leased its building, thus establishing a second St. Louis department store, which it called the May Mercantile Company. Serving the public during the St. Louis World's Fair, May Mercantile earned huge profits leading to a store expansion in 1905. An expanded May Mercantile encompassed 165 feet on Washington, 225 feet on the east side of Sixth Street, and 145 feet on Lucas, where two additional buildings were occupied. One of these was the seven-story Meyer-Bannerman Building, erected in 1888 by the architectural firm John Bailey McElfatrick and Sons. Next door architect William Levy had recently built the other seven-story mercantile building for the Davis estate. May Mercantile was the first St. Louis store to have both electric escalators and elevators.

Three years passed. Famous acquired May Mercantile and operated it under the Famous name. Although May Department Stores was incorporated under New York State law, its headquarters remained in St. Louis after 1905. A year after May Company purchased Barr's, Famous and Barr merged, giving St. Louis its most celebrated department store, reigning monarch of retail sales for generations to come. In 1913, Famous-Barr served the public in its new quarters and crowds of shoppers flocked to its doors. During the first fifteen years of operation the store increased its space in the new building four times – 1917, 1920, 1922 and 1928. All these

alterations and additions were executed by architect William Levy. By 1928 Famous-Barr and May Company offices occupied twelve floors in the building, and the light court between the eighth and twelfth floors had been filled in to provide more space. Famous-Barr became the first American department store to be completely air conditioned in 1939 at a cost of \$700,000. At that time the company filled thirteen floors, about 75% of the building's total space.

After World War I inflation ravaged the real estate market, reducing the value of long-term leases by fifty percent. Finding themselves in financial difficulties because of inflation, the owners of the Railway Exchange filed for bankruptcy in 1923. The court cancelled the unprofitable long-term leases held by the tenants and land owners and negotiated new short-term profitable leases as their replacement. The May Company did buy the land under the Exchange in the 1950s.

THE SUBURBS

Following the Second World War, city dwellers began their exodus to the county. Attempting to attract this group's purchasing power, Famous-Barr decided to construct three branch stores outside the central business district. They were to complement rather than replace downtown shopping. For convenience, each modestly sized store had a large adjacent parking lot accommodating hundreds of automobiles. Situated at the northeast corner of Jackson and Forsyth, the three-story Clayton branch store was constructed in 1947. The architects of record were Mauran, Russell, Crowell, and Mullgardt, but the design was actually by the Chicago firm Samuel A. Marx, Noel L. Flint & Charles W. Schonne Associated Architects, with Flint as the lead designer and Marx handling interiors.

Built in 1951 for almost \$3 million, the Southtown store, with three stories and a mezzanine, occupied the northeast corner of Chippewa and South Kingshighway, still inside the city limits. Architecturally the most significant of the three stores, Southtown (320 feet by 260 feet) had five outside entrances, 25 display windows, and two special features – a cantilevered eleven-foot overhang for the second and third floors and an underground tunnel for pick-up and delivery. P. John Hoener, was the architect of record, although it is tempting to credit Messrs. Marx and Flint.



Southtown Famous-Barr, Chippewa & Kingshighway

Located at the junction of West Florissant and Lucas & Hunt Roads in Jennings, Missouri, the 1954 four-story Northland store differed from the other stores. It was part of a shopping

center which included fifty shops, supermarket, and bowling alley, the first of its kind in the region. The whole complex was designed by Russell, Mullgardt, Schwarz, and Van Hoefen.

Less than a decade passed before May Co. launched another group of Famous-Barr suburban branch stores placed in shopping mall developments. First came South County Mall in 1963 at Lemay Ferry Road and Lindbergh, designed by Victor Gruen and Associates of Los Angeles. Next the West County Mall appeared at Ballas and Manchester in Des Peres in 1969, designed by Raymond Loewy and William Snaith of New York. Three more local malls followed: Mid Rivers Mall in St. Peters, Missouri, Alton Square Mall in Alton, Illinois, and St. Clair Square Mall in Fairview Heights, Illinois.

As early as 1922 Famous-Barr realized the need for parking at the downtown store. They constructed a two-story parking garage along Seventh Street. Costing \$200,000, the garage had a capacity of three to four hundred cars. To resolve the ongoing parking problem, Famous-Barr in 1960 built a ten-story reinforced concrete parking facility in the block immediately south of the store. Designed by Schwarz and Van Hoefen, the parking garage covered three fourths of the block. Costing \$1.5 million, it housed retail on the basement and first floor and nine parking pads above, with a maximum capacity of 800 cars. The garage connected to the department store by an enclosed skywalk at the fourth floor of both structures.

DECLINE

Beginning in the 1960s downtown shopping experienced a significant decline. This trend continued through the next four decades. Most of the district's businesses either moved out of the area or closed up, while half a million city residents relocated to the county. Public transportation ridership dropped by 85%. Car ownership and travel multiplied many times over. County shopping centers and malls drew many shoppers away from downtown. The shopping experience also changed as most customers now preferred convenience and low price to quality and variety.

Specialty shops for men and women were the first to leave the downtown area, followed by department stores. Scruggs closed its doors in 1967, and Stix, Baer & Fuller (popularly known as the Grand Leader) was bought out in 1984 by Dillard's Department Stores. A year later downtown developers opened the St. Louis Centre, creating the mall format for downtown shopping. Designed by RTKL Associates of Baltimore, the four-story, two-block-long glass and steel mall ran from Locust to Washington between Sixth and Seventh, linking Famous-Barr and Dillard's with specialty shops between them. At first the new mall enticed crowds of shoppers back to the downtown area, but then its impact faded. During the 1990s Famous-Barr removed its escalators and down-sized its store. Dillard's closed its downtown location in 2001.

During the last decades of the Twentieth Century, the May Company concentrated on the growth of its department store empire through the acquisition of department stores across the nation. When the third millennium arrived, the May Co. had fifteen divisions with four to five hundred stores in thirty

different states. An anticipated buyout came in 2005. Federated Department Stores spent eleven billion dollars in stock to obtain the assets of the May Company. A year later the Famous-Barr stores were renamed Macy's.

Then in 2010 Macy's sold the Railway Exchange Building to the Bruce Development Corporation of Clayton, Missouri for \$18.5 million. Rick Yackey, president of Bruce, announced the company plans to rehab the building for \$111 million when additional tenants had been secured. At the same time, Macy's reduced the size of its downtown store from six floors to three levels of retail and the administration from three to two floors. Sales continued to drop at this location. Macy's closed its downtown operation on August 6, 2013.

Has the Railway Exchange Building become a relic of the past, a blossom in the dust lost in the pages of time? It is true; the building is on the verge of becoming a ghost town. Can it be reborn, resurrected with a new purpose? What about making it a complete community in a single building where people live, work, and play as we move beyond the age of the automobile and suburbia? What about making it the home of St. Louis entrepreneurship where new local firms have an opportunity to flourish and grow? The opportunities seem endless. Who will have the courage, intelligence, and vision to make the rebirth a reality? Is it you?

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NEW BOOK ON MARITZ AND YOUNG

Raymond Maritz and Ridgely Young were the most sought-after architects in St. Louis in the Twenties and Thirties, especially for their lavish houses in the traditional styles popular at the time. Their legacy is extensive. Fortunately it was documented in a two-volume monograph published in 1929. The firm's papers survive at Washington University, thanks to the foresight and generosity of Raymond Maritz, Junior.

Many of those photos and some of the plans are included in the new book, *The Architecture of Maritz & Young: Exceptional Historic Homes of St. Louis*, published by the Missouri History Museum. Kevin Amsler and L. John Schott have arranged the houses by geographical location, and on streets such as Forsyth and Carrswold there are considerable concentrations. The authors go beyond their sources to explain who the clients were. Since almost everyone wanted a house by Maritz & Young, the book also presents a broad social history of affluent St. Louis in those decades. This is an important addition to the relatively short shelf of books about St. Louis architecture.



Maritz & Young, George Taylor House, 6352 Forsyth Blvd, 1926, now Washington University's Newman Center.

Exhibit: “Context\Contrast: New Architecture in Historic Districts 1967-2009”

Opening Thursday, September 12, 5:30 to 8 p.m.
The Creative Exchange Lab, 3307 Washington

New York is often imagined as a perennially new city, yet in the four decades since the 1965 passage of the New York Landmarks Law, the city has become one of the most influential forces for historic preservation in the United States. Through photos, illustrations and essays, this exhibition explores how the Landmarks Preservation Commission’s charge to ensure “appropriate” new architecture in historic districts has allowed neighborhoods to evolve without endangering the essential character that makes them worth protecting. Phone 314-256-9317 for more information or e-mail info@centerforarchitecturestl.org

Tour: Modern STL visits the First Church of Christ, Scientist of Creve Coeur

Sunday, September 15, 1 p.m.
10939 Ladue Road at Graeser, Creve Coeur

The swooping green A-frame roof on the expansive green lawn at has been a Creve Coeur landmark since it was completed in 1963. This may be the masterpiece of architects Kromm, Rikimaru, & Johansen, who are less well known than they should be.

Missouri Preservation Conference 2013

Wednesday, September 18 to Friday, September 20
Boonville, MO

This year’s statewide conference is coming up soon. In addition to the full schedule of educational sessions, two full-day workshops will be conducted – one concerning historic building development and tax credits and the other historic storefront restoration. For the full schedule and registration, visit the dedicated conference website at www.preservemoconference.org

Tour: St. Charles Houses

Saturday, September 21, 1 to 4
Benton School, 400 N. Sixth St., St. Charles

The Saint Charles County Historical Society is sponsoring an afternoon tour of some of the most historical and beautiful late 19th-century residences in mid-town St. Charles. Guides will share family stories and history at each location. The tour begins at Benton School. Tickets may be purchased in advance for \$15 by visiting scchs.org, by e-mail at info@scchs.org, or by phoning 636-946-9828. You may also visit the Saint Charles County Historical Society Archives at 101 South Main Street in St. Charles on Mondays, Wednesday, Fridays and the 2nd and 4th Saturdays from 10 to 3.

Bus Tour: Richmond Heights History

Sunday, September 22, 11:45 to 5 p.m.
Starting at The Heights, the Richmond Heights Community Center, 8001 Dale Ave.

Maureen Kavanaugh narrates a history tour of Richmond Heights as part of the centennial celebration of the city. The tour includes lunch at Maggiano’s, so reservations will close on September 16. Phone the Heights at 314-645-1476 for reservations. Cost \$20.

Seminar: “The Legacy of Harvey Ellis”

Thursday, September 26, 6 to 9 p.m.
Dau Home Furnishings
15424 Manchester Rd., Ellisville

Our chapter president John Guenther, FAIA, is, among other things, a scholar of Harvey Ellis, the elusive architect who is credited with the designs of the entrance to Washington Terrace, the Compton Hill Water Tower, the City Hall of St. Louis, and the former St. Vincent Hospital in Normandy. Ellis’s furniture designs for Gustav Stickley are now collectors’ items, and he also contributed to Stickley’s magazine, *The Craftsman*. John’s lecture will begin at 7 p.m. This event is free and open to the public, but reservations are required. Phone Cara Dau at 636-394-3005. Dau Home Furnishings was founded in 1894 and is exclusive dealer for Stickley reproductions in the St. Louis area.

Exhibit: “Palace Builders: Great Architects from the Golden Age of Theatres”

Friday, October 4, to Saturday, January 25
Bernoudy Gallery of Architecture
Sheldon Galleries, 3648 Washington Ave.

Created in collaboration with the Theatre Historical Society of America, this exhibit features original watercolor and oil renderings of theaters, photographs, blueprints and artifacts from 1892 to the 1930s, designed by architects Adler and Sullivan, Walter Ahlschlager, C. Howard Crane, John Ebersson, Victor Hugo Koehler, Thomas Lamb, and Rapp and Rapp. The exhibit is drawn from the collections of the Theatre Historical Society of America and Mary Strauss.

DOCOMOMO Annual Tour Day:

Tour: Modernism on Hampton Avenue
Saturday, October 5, 2 p.m.
Meet at IBEW Local One Headquarters
5850 Elizabeth Avenue

Modern STL has been cooperating with the International Committee for the Documentation and Conservation of buildings, sites and neighborhoods of the Modern Movement (get it?) on an annual day of tours. This year’s walking tour will highlight the Mid-Century Modern commercial and industrial buildings along Hampton Avenue. The walk will include a behind-the-scenes tour of the 1957 headquarters of

IBEW Local One, the International Brotherhood of Electrical Workers, designed by W. A. Sarmiento (think of Lindell Boulevard's AAA Building and Archdiocesan Chancery). Following the tour, join the group for cocktails and conversation at the Hideaway Restaurant and Lounge, 5900 Arsenal.

Walking Tour: Richmond Heights History
Saturday, October 5, 9:30 to noon.
Meet at front desk, The Heights, 8001 Dale Ave.

Maureen Kavanaugh will lead this walking tour, covering less than two miles. Phone the Heights at 314-645-1476 for reservations. Cost \$10.

Talk: The Architecture of Frederick Dunn
Wednesday, October 23, 6:30 to 8 p.m.
Lewis & Clark Library, 9909 Lewis & Clark Blvd.

Frederick Dunn was from Montana, but his career in St. Louis before WW II with Charles Nagel and after the war on his own made him one of the most important modernists in our region, with a national reputation. Esley Hamilton will review his career using Dunn's own office photos. The evening is sponsored by Modern STL. It will begin with a brief tour of his only library. It is now threatened with demolition by the County Library board, and there will be time to discuss possible responses. The library is on the west side of Mo 367, north of Halls Ferry Circle and south of

I-270 in the small town of Moline Acres. The entrance is off the cross street Berwyn Drive.

Talk: "How Construction Materials Change in Historic Buildings, 1880-1920"
Thursday, October 24, 7 p.m.
Schlafly Branch Library, Lindell & Euclid

Paul Giacoletto, project manager for the Paric Corporation, has seen just about every type of 19th-century structural system in the course of rehabilitating many historic buildings on Washington Avenue and elsewhere in downtown St. Louis. The change during the period after 1880 from timber construction to steel is well known, but Giacoletto has observed a much more complex transition, involving these materials in combination with others, including cast iron, with concrete gradually becoming the dominant building material by 1920. This talk is the first in the St. Louis Chapter's 2013-2014 series.

Walking Tour: The West End of Richmond Heights
Saturday, November 2, 1 to 3:30 p.m.

The centennial celebration of Richmond Heights concludes with a tour of the institutions and fashionable neighborhoods extending west from the Galleria to McKnight Road. Meet at the northwest corner of the Galleria closest to the Church of the Immacolata.

**St. Louis and Missouri Valley Chapters
Society of Architectural Historians
Post Office Box 23110
St. Louis, MO 63108**

News Letter

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NewsLetter is published quarterly by the St. Louis and Missouri Chapters of Architectural Historians.

Please mail editorial correspondence and submissions for publication to: Esley Hamilton, Editor, 7346 Balson Avenue, University City, Missouri 63130 or contact him by telephone: (314) 615-0357 or by email ehamilton@stlouisco.com. Deadlines for submission of material for publication in **NewsLetter** are as follows:

Spring issue	15 February
Summer issue	15 May
Fall issue	15 August
Winter Issue	15 November

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