

DeBaliviere Station Garage
577 DeBaliviere
St. Louis, Missouri
St. Louis City

HAER No. MO-6

HAER
MO,
96-SALU,
75-

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Rocky Mountain Regional Office
Department of the Interior
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD

DeBaliviere Station Garage

HAER
MO,
96-SALV,
75-

Location: 577 DeBaliviere
St. Louis, Missouri

Latitude 38° 35' N
Longitude 90° 12' N

QUAD: Clayton, Missouri

Date of Construction: 1900-1902

Present Owner: Bi-State Development Agency
707 North First Street
St. Louis, Missouri

Present Use: Bus Garage

Significance: The buildings were part of a branch transportation
system which provided street car service to the
1904 World's Fair held in St. Louis, Missouri.

Historian: Dan R. Lang, September, 1983

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INTRODUCTION

The Bi-State Development Agency (Bi-State) is the regional transportation agency which operates the public transit system for the St. Louis metropolitan area. During the period July 1, 1982 to June 30, 1983, Bi-State served 48,139,300 customers within a 360 square mile service area. Bi-State operates 791 buses and until recently provided vehicle maintenance and storage facilities at five locations throughout the region. Bi-State is replacing and consolidating older maintenance facilities to improve reliability of the vehicle operations, improve worker conditions and reduce operating costs.

In conjunction with this consolidation program, two buildings at the DeBaliviere Station Garage are scheduled for demolition and replacement with a new facility. Three of the buildings on this site were converted from street car to bus maintenance operations during the 1950s.

As part of the environmental review prior to demolition the Missouri State Historic Preservation Officer (SHPO) was contacted concerning the historical nature of the buildings. The Missouri SHPO determined that in his opinion the property would be eligible for inclusion in the National Register (Appendix A).

The SHPO opinion indicated that the significance of the facility lay in the representative character of the architecture of the garage as well as its role as a branch transportation center possessing original design and site integrity. Specifically the SHPO stated:

"Because the DeBaliviere garage was constructed by United Railways to provide street car service to the nearby World's Fair and facilitate development of the City's western corridor and near northwest side during the booming Fair years, the complex is a cogent indicator of the transit system's influential role in St. Louis urban history and growth."

"Architecturally, the buildings document the tendency of turn-of-the century designers to apply historic styles whenever possible and dispense with classic embellishment for buildings with 'uncooperative' fenestration, such as the repair shop. Further importance derives from the buildings' effective contrast with the later-dated strip commercial development along Delmar Boulevard and from their compatibility with the surrounding housing stock."

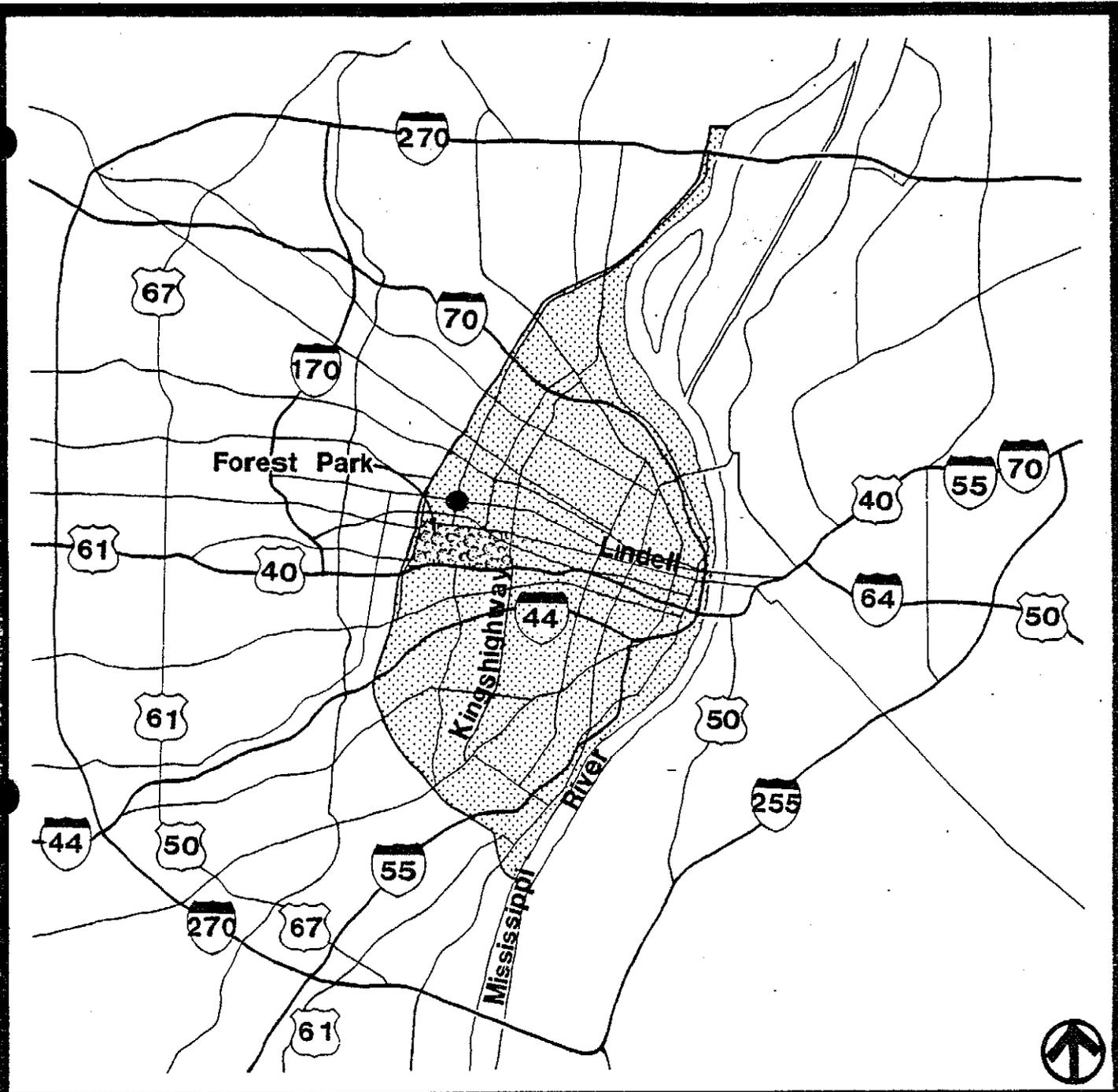
As a result of the opinion by the Missouri SHPO, a Memorandum of Agreement was developed between the National Park Service, U. S. Department of Interior and the Bi-State Development Agency concerning proper documentation of the buildings prior to demolition (Appendix B).

The documentation agreed upon is in accordance with the guidelines and directives set forth in the Historic American Engineering Record and contains information concerning the project description, project site, the relationship of the site with the surrounding area, and provides a description of the buildings to be demolished. In addition, 34 photographs have been submitted under separate cover to further document the architectural and engineering qualities of the buildings. The National Park Service has designated this project as Historical American Engineering Record Project No. MO-6.

PROJECT SITE DESCRIPTION

The DeBaliviere Station Garage site is located in the west central area of the City of St. Louis north of Forest Park. It is bounded on the north by commercial development along Delmar Boulevard, on the south by a residential and commercial redevelopment project, on the east by DeBaliviere Avenue, and on the west by Laurel Street, a residential area (Westminster Place) and the Hamilton Park School (Plates 1 and 2). The site is located along an area of strip commercial development which is dominant in the immediate area. The surrounding area can be primarily classified as residential.

The site is rectangular in shape and is 6,200 feet long, east to west and 435 feet wide north to south, covering approximately twelve acres. The northern boundary of the site, Delmar Boulevard, is a major arterial thoroughfare. DeBaliviere Avenue on the east is classified as a major collector street.



Legend

● Study Area

Plate 1

Regional Location

**Historical Documentation
DeBallviere Station Garage
BI State Development Agency
St. Louis, Missouri**

Three of the four major buildings on the site (Plate 2) were continuously involved in public transit operations and are described in this report. The three buildings include the maintenance garage, transportation office, and power house. Both the maintenance garage and the transportation office will be demolished to accommodate the new facility. The power house has significant historic value and will be renovated and used by Bi-State or a commercial business.

OPERATIONAL HISTORY

The first street car operations in St. Louis began in 1859 and consisted of five lines which were pulled by horses along single gauge track. Three companies, St. Louis Railroad Company, Missouri Railroad and Citizens Railway, operated these lines.

The Civil War limited construction of new lines during the 1860's; however, modest growth continued through the 1870's and 1880's. In 1883 St. Louis had 131 miles of track. By this time, the need for a more rapid method of transportation had developed, and in 1886, St. Louis welcomed its first cable car line. Of the five original street car lines in the City, only the Market Street line did not convert to cable power. The 1890's showed the most spectacular growth of mass transit in St. Louis history with the development of over 325 miles of track in the City and over 100 miles in the County.

In 1889 the first electric line connected St. Louis and East St. Louis over the Eads Bridge. During this period many of the small transit companies were unable to develop the necessary capital to convert to electricity, and were absorbed by the more prosperous companies. By 1898, most lines were controlled by four major corporations. The following year, a New York firm consolidated three of these corporations under one ownership, the United Railways Company of St. Louis.

During this time the land for the DeBaliviere Station Garage was acquired by the United Railways Company and construction of the existing buildings was initiated. The initial function of the power house was to provide power necessary for operations of street car service to the 1904 World's Fair held six blocks to the south in Forest Park. Initially, the lines at DeBaliviere were leased to the St. Louis Transit Company. St. Louis Transit was unable to meet the terms of their lease and returned control to the United Railways Company in 1904. Because of financial obligations incurred from consolidation, the United Railways Company went bankrupt in 1919 and was placed in receivership.

On December 1, 1927, after eight years of reorganization efforts, the United Railways Company became the St. Louis Public Service Company. The Company also ran into financial difficulties and went bankrupt in 1933, but returned to private operations on November 16, 1939. The buildings continued to provide service to street car operations until 1954 when the St. Louis Public Service Company converted the street car repair facility to bus garage operations. In 1963 Bi-State became the regional transportation authority and the owner of the DeBaliviere Station Garage.

According to information provided by Mr. John Lindhorst, Manager of Maintenance/Transit Expansion Team for Bi-State, the number of buses at the site has varied from 250 to 300, with an average of 275. Approximately 80% (220) of these buses were used during the weekday peak morning operation (5:00 - 7:00 AM) with 50% (137) used during the weekday peak evening operation (5:30 - 7:30 PM). Approximately 50% (137) of the buses would be in service on Saturdays and 30% (82) on Sundays.

Two access points exist at the site; one on DeBaliviere Avenue about 350 feet south of Delmar Boulevard and the other on Delmar Boulevard at the western boundary of the site adjacent to Laurel Street. Circulation at the site is generally through the DeBaliviere Avenue entrance, except during the early morning "pull-out" time when all buses depart the site at the western entrance. Currently no buses operate from this site.

The DeBaliviere Station Garage operated on a three shift schedule and involved both maintenance and operational personnel. The maintenance personnel consisted of approximately 90 persons involved in numerous activities including preventive maintenance, bus inspections and major overhaul and repair. In addition to the 90 persons employed in a maintenance capacity, there were 350 individuals who were involved in operations. The majority of these were bus drivers.

HISTORY AND DESCRIPTION OF THE BUILDINGS

DeBaliviere Transportation Office

The transportation office is located at 577 DeBaliviere at a location of latitude 38° 35' N and longitude 90° 12' W.

The transportation office building is not listed on the National Register of Historic Places nor is it a part of an established historic district. The structure has been used as an office since its construction in 1901. The original purpose of the building was to serve as an office for the United Railways Company of St. Louis which provided street car service to the 1904 World's Fair. In 1927 the building and grounds were subsequently sold to and held by the St. Louis Public Service Company in 1927 until purchased by the Bi-State Development Agency in 1963.

The building is a two-story brick structure fronting on DeBaliviere Avenue and is 58 feet wide by 100 feet deep with a basement and stone foundation. The walls are 18 inches thick on the first floor and 13 inches thick on the second floor. The roof is tar and gravel on wood sheathing and rests on 2 by 10 inch roof joists. The first floor is 4 inch concrete covered with asphalt tile with the second floor being of wood construction on 2 by 12 inch joists.

In addition to the main two-story structure, there is also an extension on the west side which measures 47 feet and 2 inches by 46 feet and 6 inches with a 30 foot-3 inch by 20 foot-6 inch second floor over the eastern end. The first floor of this extension was used for storage with the second floor used as a toilet room. The addition differs from the main structure by having a concrete foundation rather than a stone foundation. This addition is believed to have been constructed during the 1920's.

The building has an architectural style symbolic of the Renaissance tradition with entablatured window heads, a modillioned and dentilled projecting cornice and "quoins" which define the facade's openings, roof line and corners. A recent infilling of the window accentuates the uneven fenestration.

DeBaliviere Maintenance Garage

The DeBaliviere maintenance garage is also located at 577 DeBaliviere Avenue and access is gained from Laurel Street. As can be seen in Plate 2, the repair shop is southwest of the transportation office.

This building is not listed on the National Register nor is it a part of an established historic district. The building was originally constructed in 1903 by the United Railways Company of St. Louis and was used as a repair facility for street cars. Alteration and repair work continued from 1903 through 1928. From 1927 to 1963, the shop was owned by the St. Louis Public Service Company. The building was converted from a street car repair facility to a bus garage in 1954.

The building is a one-story red brick structure and measures 128 feet and 6 inches wide by 380 feet deep. It has no basement and rests on a stone foundation. The building is divided by a brick wall. The north section has a concrete floor with a partitioned boiler room in the northwest corner. The south section contains two inspection pits, 352 feet long and 134 feet long. Both inspection pits feature reinforced walkway slabs and structural steel track supports. Tracks over the pits have steel guard rails. Shop offices, a boiler room, wash and locker rooms and a storeroom are aligned along the south wall. The walls are 12 inches thick and 10 feet high. Floors in this area consist of terra cotta tile and a concrete beam mezzanine floor.

Both the north and south sections are heated by steam coils and steam unit heaters supplied by individual boilers in each section. Large electrically operated doors are located at both ends of the building to permit pull-through operations.

DeBaliviere Power House

The DeBaliviere power house, also known as the transformer building, is located at the southwest corner of Delmar Boulevard and DeBaliviere Avenue. The building was constructed in 1902 by the United Railways Company of St. Louis to provide power for streetcar service to the 1904 World's Fair.

Of the three structures reviewed, the power house has the most interest because of its historic significance and location. The two-story building measures 117 feet and 4 inches (east to west) by 45 feet and 11 inches (north to south). It rises to a height of 55 feet from a rubble foundation and partial high brick basement to the ridge of the slate clad gabled roof. The substructure consists of a reinforced floor, roof slabs on steel supports and load bearing red brick walls.

The brick walls are 17 inches thick with double pilaster piers set on 12 foot 8 inch centers. The west wall consists of corrugated iron siding on timber framing with wood lining on the inside. The interior of the brick walls has a 5 foot high enameled brick wainscot.

The roof and framing consists of slate roofing on a 6 inch "Breeze" concrete roof on I-beam purlins on steel roof trusses at 12 foot-8 inch centers. A copper framed skylight is located over the ridge of the building.

Architecturally, the power house compliments the turn-of-the-century residential and commercial buildings in a nearby rehabilitation project and contrasts with commercial buildings along Delmar Boulevard, especially the neighboring Art Moderne building. A crenelated tower with machicolation-like corbeling adds a fortified, medieval touch to the classical temple form. This is further enhanced by the panelled pilaster strips and a modified full entablature. Segmentally arched windows are also present.

In general, the building is in very good condition according to a value engineering study performed on June 2, 1983. The structure is basically sound with no bulges in the masonry walls. The exterior requires cleaning and tuckpointing on about 50% of the exterior walls. Numerous other minor repairs to gutters and downspouts and wood sashing are also needed.

Alternate uses for the 5,300 square foot power house are under consideration. The structure is eligible for listing on the National Register and could provide investment tax credits for private developers.

As a part of the Memorandum of Agreement between the U.S. Department of Interior and the Bi-State Development Agency, a preservation covenant was developed which specifically addressed the conditions for retention of the Power House building (Appendix C).

PARCEL HISTORY

The project area is within the Skinker-DeBaliviere Neighborhood which was originally a portion of a land grant awarded to Madame Marie Louise Chouteau Papin. Madame Papin was the fourth child of Madame Chouteau and sister of Auguste Chouteau, one of the founders of St. Louis. The land grant was given to Madame Papin in 1796 by the Acting French Lieutenant Governor of the Spanish Territory, Zenon Trudeau, so that she might have a farm, "on the bank of the River Des Peres, which her slaves might cultivate to provide food for her increasing family."

The land grant consisted of approximately 2,720 acres and was bounded by Maple Avenue on the north, Art Hill in Forest Park on the south, Union Boulevard on the east and Hanley Road on the west. It was recorded as Survey 378 following the Louisiana Purchase in 1803.

Madame Papin was married to Joseph Marie Papin in 1779. Joseph Papin was born in Montreal in 1741 and educated in France. He received a large inheritance when his father died in 1772 and was heavily involved in trading with the Indians. Prior to their decision to move to the farm on Survey 378, the Papin family home was on the corner of Main and Chestnut Streets, now a part of the Jefferson National Expansion Memorial. He died in 1811 and Madame Papin died in 1817.

Three years prior to his death, on August 29, 1808, Joseph Marie and Marie Louise Papin sold all of Survey 378 to their children. Subsequently, the entire area was subdivided into three major parcels: Kingsbury Farm, Catlin Tract and Deaver Tract. The Deaver track contained the project area.

The Deaver Tract was bounded by DeBaliviere on the east, Parkview Subdivision on the west, the southern side of Delmar Boulevard on the north and the northern side of Kingsbury on the south. Larkin Deaver, in 1842, was a clothing merchant whose business was located at Vine and First and lived on Olive between Fifth and Sixth Streets. On August 14, 1832, he married Francis Papin, daughter of Alexander Papin and granddaughter of Marie Louise Chouteau Papin. An 1873 plat of the area shows this tract to be owned by Julia Chouteau Maffit, Sophia Deaver and Maria F. Parker. An extensive search at the City of St. Louis Assessors Office revealed the ownership history of the parcel from that point forward. The entire parcel was further subdivided during the mid 1890's. Each individual parcel was then traced to its current ownership based upon the three structures under review (Appendix D and E).

REFERENCES

Hopkins. Atlas of the City of St. Louis, Missouri

Katz, Berl. One Hundred Years of City Transit in St. Louis, National
Museum of Transport. 1961.

Wayman, Norbury L., History of St. Louis Neighborhoods: Central West End
St. Louis Development Agency

St. Louis Globe Democrat. March 29, 1973.

STATEMENT OF THE OPINION OF THE STATE HISTORIC PRESERVATION
OFFICER CONCERNING THE ELIGIBILITY OF A PROPERTY FOR
INCLUSION IN THE NATIONAL REGISTER

I understand that the Urban Mass Transportation Authority, is requesting the opinion of the State Historic Preservation Officer concerning the eligibility of De Baliviere Complex, 577 DeBaliviere, St. Louis, Missouri for inclusion in the National Register and that my opinion may be submitted to the Secretary of the Interior with a formal request for a determination of eligibility of this property. This statement confirms my consultation as part of the determination of eligibility procedures.

- (1) In my opinion, the property is eligible for inclusion in the National Register.
- (2) In my opinion, the property is not eligible for inclusion in the National Register.
- (3) I have no opinion and prefer to defer to the opinion of the Secretary of the Interior.

Justification and comments:

Bi-State Redevelopment Agency's DeBaliviere complex, St. Louis, Missouri, is significant as a branch transportation center possessing original design and site integrity. Because the DeBaliviere garage was constructed by United Railways to provide street car service to the nearby World's Fair and facilitate development of the city's western corridor and near northwest side during the booming Fair years, the complex is a cogent indicator of the transit system's influential role in St. Louis urban history and growth. Architecturally, the buildings document the tendency of turn-of-the-century designers to apply historic styles whenever possible and dispense with classic embellishment for buildings with "uncooperative" fenestration, such as the repair shop. Further importance derives from the buildings' effective contrasts with the later-dated strip commercial development along Delmar Boulevard and from their compatability with the surrounding housing stock.

Bi-State Redevelopment Agency's DeBaliviere garage, consisting of an office building, power house and repair shop, occupies property bounded on the east by DeBaliviere Avenue, on the north by Delmar Boulevard, on the west by residential Laurel Street and on the south by residential Westminster Place. The buildings lie within one of the most densely populated areas in the region, in close proximity to heavily traveled Forest Park Expressway and Kingshighway.

The power house and office building, adjacently sited at the intersection of Delmar Boulevard and DeBaliviere Avenue, turn primary facades toward DeBaliviere; the maintenance shop is positioned to the southwest of the power house and office building, immediately behind commercial lots with Delmar Boulevard frontages. Architecturally, the power plant and office building benefit both from affinities with turn-of-the-century residential and commercial buildings in Pantheon's ongoing rehabilitation project to the south and from effective contrasts with nearby commercial buildings along Delmar Boulevard which run the gamut of revival styles in a variety of materials. Specifically, sharp contrasts with a neighboring Art Moderne building set off the historicized power house - the complex's

keynote building - to its best advantage.

The one story power house of 1902 measures 117'4" east-west by 45'11" north south and rises to a total height of 55' from the rubble foundation and high brick basement to the ridge of the slate clad gable roof. The substructure combines reinforced concrete floor and roof slabs carried on steel supports with a superstructure of load bearing red brick walls. A crenelated tower with machicolation-like corbeling adds a fortified, Medieval touch to the classical temple form which is enhanced by paneled pilaster strips and a modified full entablature. This invulnerable feeling is reinforced by the blind segmentally arched windows with pronounced, relieving arches.

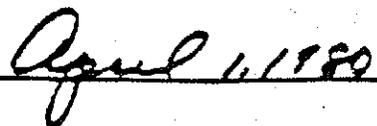
The office building of 1901 fronts 58' on DeBaliviere Avenue and extends in gradation to a total depth of 100' along the south face of the vacant power plant; this last measurement includes a one and two story rear wing measuring 47'2" east-west by a maximum width of 46'6" north south. Dissimilarities in materials between the principal two story section, which is of brick bearing wall construction carried on a stone foundation, and the rear wing, which combines brick bearing walls and structural steel framing above a concrete foundation, suggest that the wing was added. Decorative detailing, concentrated at the primary facade, subscribes to the Renaissance tradition, thus effectively rounding out the assortment of historic styles illustrated by the paired buildings. Entablatured window heads, a modillioned and dentilled projecting cornice and "quoins" define the facade's openings, roof line and corners in the Renaissance revival style. The recent infilling of the windows accentuates the uneven fenestration.

Built in 1903 with additions dating to 1928, the one story red brick repair shop (128'6" north-south by 380'0" east-west) is longitudinally divided into two sections by an internal brick wall. The southern section is subdivided into two bus inspection pits with reinforced concrete slab walkways and structural steel track supports in addition to a string of shop offices and boiler-, store- and locker-rooms aligned along the south wall and topped by a mezzanine floor. The space to the north of the partition wall is uninterrupted, except for an enclosed boiler room at the northwest corner. Large, electrically operated doors provide access to the shop from the east and west.

9K Signed:


State Historic Preservation Officer

Date:


April 1, 1980

MEMORANDUM OF AGREEMENT

WHEREAS, the Urban Mass Transportation Administration, (UMTA), Department of Transportation, proposes to fund the reconstruction of the DeBaliviere Bus Garage complex (project MO-03-0015) in St. Louis, Missouri; and,

WHEREAS, UMTA, in consultation with the Missouri State Historic Preservation Officer (SHPO), have determined that this undertaking as proposed would have an adverse effect upon the DeBaliviere Bus Garage Complex, inclusive of the maintenance repair shop, the operations office, and powerhouse buildings, a property eligible for the National Register of Historic Places, and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f), and Section 800.4(d) of the regulations of the Advisory Council on Historic Preservation (Council), "Protection of Historic and Cultural Properties" (36 CFR Part 800), UMTA has requested the comments of the Council; and,

WHEREAS, pursuant to Section 800.6 of the Council's regulations, representatives of the Council, UMTA and the Missouri SHPO have consulted and reviewed the undertaking to consider alternatives to avoid or satisfactorily mitigate the adverse effect;

Now, therefore, the Bi-State Development Agency, UMTA, the Missouri SHPO, and the Council agree that the undertaking should be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking of the historic properties.

UMTA will insure that the following stipulations are carried out:

Stipulations**1) Demolition and Recordation**

The demolition of the maintenance repair shop and operations office building will be required as part of this project.

Prior to the demolition of the maintenance repair shop and operations office building and the rehabilitation of the powerhouse building, Bi-State shall document the complex in accordance with Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) standards. The documentation will:

- a) include archival quality photographic documentation following the guidelines in the National Architectural and Engineering Record (NAER), Photographic Specifications for Contract Photographers;
- b) include a written narrative of the complex in accordance with HAER standards;

- c) include a site plan in accordance with HAER, Field Instructions; and
- d) be edited, cataloged and packaged according to HABS/HAER, Condensed Information on Transmittals Requirements.

2) **New Construction**

Bi-State will assure that new construction will be along the lines of the attached conceptual drawing. Significant deviations will be submitted to the Missouri SHPO for review and comment.

3) **New Landscaping**

Bi-State shall ensure that a landscaping plan for the Powerhouse is prepared in consultation with the Missouri SHPO, and is submitted to the Missouri SHPO for review and comment.

4) **Rehabilitation**

The Powerhouse building will be retained as part of this project.

In the event that the Powerhouse is used for mass transit purposes, Bi-State shall ensure that the rehabilitation of the powerhouse building is carried out in accordance with The Secretary of Interiors Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, and that design and specifications are developed in consultation with the Missouri SHPO and submitted to the Missouri SHPO for review and comment.

5) **Conveyance With Marketing**

In the event that the Powerhouse is not used for mass transit purposes, Bi-State will assure that the facility will be maintained and preserved in accordance with the recommended approaches in The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. To facilitate the transfer and rehabilitation of the Powerhouse, Bi-State, in consultation with the Missouri SHPO, shall develop a marketing plan for the property. Bi-State will ensure that the transfer of the property incorporates the preservation covenant attached.

6) **Notification**

The Keeper of the National Register will be notified within 90 days of any demolition action so that the affected buildings can be removed from the list of eligible National Register properties.

Execution of this Memorandum of Agreement evidences that UMTA has afforded the Council a reasonable opportunity to comment on the reconstruction of the DeBaliviere Bus Garage complex and its effects on historic properties and that UMTA has taken into account the effects of its undertaking on historic properties.

Robert Sawyer Aug 5, 1983
Executive Director (Date)
Advisory Council on Historic Preservation

Jim R. [unclear] 7/18/85
Urban Mass Transportation Administration (Date)
Department of Transportation

[unclear] July 11, 1983
Missouri State Historic Preservation Officer (Date)

William [unclear] 8/17/83
Chairman (Date)
Advisory Council on Historic Preservation

Concurrence:

[unclear]
Executive Director (Date)
Bi-State Development Agency

APPENDIX C

PRESERVATION COVENANT
FOR THE DeBALIVIERE GARAGE
POWER HOUSE BUILDING

The structure above described is hereby conveyed subject to the conditions, restrictions, and limitations hereinafter set forth that shall be considered as covenants running with the structure that the grantee, his heirs, and assigns covenant and agree, in the event that premises are sold or otherwise disposed of, will be inserted in the instrument of conveyance.

I. The structure will be rehabilitated and maintained in accordance with the recommended approaches in "The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings."

II. The above restrictions shall be binding on the parties thereto, their heirs, successors, and assigns in perpetuity; however, the Missouri State Historic Preservation Officer may, for good cause, modify or cancel any or all of the foregoing restrictions upon written application of the grantee, his heirs or assigns.

The acceptance of the delivery of this document shall constitute conclusive evidence of the agreement of the recipient to be bound by the conditions, restrictions, and limitations and to perform the obligations herein set forth.

Based on this agreement, it would appear that the Power House building will remain an historic focal point for many years-to come. The final outcome of the building will be the responsibility of the Bi-State Authority.

APPENDIX D
 OWNERSHIP HISTORY
 OF LAND PARCEL
 CONTAINING REPAIR SHOP

<u>OWNER</u>	<u>DEED RECORDED</u>	<u>REFERENCE NO.</u>
Bi-State Development Agency	March 10, 1963	1637.604
Joseph Mach, Sr. and Marina Mach, his wife	July 1, 1968	1583.335
C. C. Boyd and Nella Nae Boyd	May 4, 1954	1412.75
Helen Merry, widow of Horace C. Merry (dec'd)	August 30, 1944	1189.65
Clarence C. Boyd and Helen R. and A. Charles Giomi and Patricia G.	July 26, 1944	1187.85
St. Louis Public Service Corporation	July 31, 1943	1168.19
Daniel Evans, J. D. Evans, T. E. Francis, Samuel W. Greenland and W. T. Russell, President and Last Board of Directors	August 9, 1907	926.1
Mercey E. Barnes, widow	July 17, 1901	242.42
Edward S. Warner, Jr., single	February 15, 1901	242.42
DeBaliviere Realty Co.	August 12, 1899	224.36
Charles J. Franklin	October 22, 1897	206.14
William M. Blee and Martha, his wife	October 22, 1897	206.14
Allister K. Steward, Trustee	October 29, 1890	132.62
Culvin F. Collins and his wife	April 20, 1887	103.73
Joseph T. Donovan	September 9, 1886	102.123

APPENDIX D (continued)
 OWNERSHIP HISTORY
 OF LAND PARCEL
 CONTAINING REPAIR SHOP

<u>OWNER</u>	<u>DEED RECORDED</u>	<u>REFERENCE NO.</u>
Academy of the Visitation		
Joseph T. Donovan	July 12, 1886	98.89
George W. DeCamp	July 2, 1886	98.89
Lloyd G. Reed	June 29, 1885	91.47
George W. DeCamp	November 8, 1884	87.47
Bi-State Development Agency	March 27, 1963	1559.421
St. Louis Public Service Company	November 10, 1927	747.7
United Railways Company of St. Louis	April 28, 1900	229.95
Edward J. Costigau	April 19, 1900	229.50
Lester M. Hall and Lizzie B., his wife	April 7, 1900	228.10
The DeBaliviere Realty Company and the Fairsite Realty Company, by trustee	August 1, 1899	223.23
Herbert Wyatt	June 23, 1899	220.89

APPENDIX E
OWNERSHIP HISTORY
OF LAND PARCEL
CONTAINING TRANSPORTATION OFFICE AND POWER HOUSE

<u>OWNER</u>	<u>DEED RECORDED</u>	<u>REFERENCE NO.</u>
Bi-State Development Agency	March 27, 1963	1559.421
St. Louis Public Service Company	November 10, 1927	747.1
United Railways Company of St. Louis	September 19, 1899	223.72
Sindell Railway Company, by James Adkins	September 30, 1897	210.45
William M. Blee and Martha A., his wife	September 30, 1897	205.27
Allister K. Steward, Trustee	October 29, 1890	132.62
Culvin F. Collins and his wife	April 20, 1887	103.73
Joseph T. Donovan	September 9, 1886	102.123
Academy of the Visitation	July 12, 1886	98.89
Joseph T. Donovan	July 2, 1896	98.89
George W. DeCamp and his wife	June 9, 1885	91.47
Lloyd G. Reed	November 8, 1884	87.47
George W. DeCamp		