

ST. JOSEPH RAILWAY, LIGHT, HEAT & POWER COMPANY SHOPS  
BUILDING  
(St. Joseph Railway, Light, Heat & Power Company Car Barn  
St. Joseph Railway, Light, Heat & Power Company Car House)  
713-723 Highland Avenue  
St. Joseph  
Buchanan County  
Missouri

HABS No. MO-1930

HABS  
MO-1930

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

REDUCED COPIES OF MEASURED DRAWINGS

HISTORIC AMERICAN BUILDINGS SURVEY  
MIDWEST REGIONAL OFFICE  
National Park Service  
U.S. Department of the Interior  
1709 Jackson Street  
Omaha, NE 68102

## HISTORIC AMERICAN BUILDINGS SURVEY

**ST. JOSEPH RAILWAY, LIGHT, HEAT & POWER COMPANY SHOPS BUILDING**  
(ST. JOSEPH RAILWAY, LIGHT, HEAT & POWER COMPANY CAR BARN)  
(ST. JOSEPH RAILWAY, LIGHT, HEAT & POWER COMPANY CAR HOUSE)  
HABS No. MO-1930

**Location:** 713-723 Highland Avenue. The site is bounded by Moss Street on the north, Highland Avenue on the south, St. Joseph Avenue on the east, and a vacant alley on the west., St. Joseph, MO.

**Legal:** Southeast quarter section of 5, township 57 range 35 west; St. Joseph Extension Addition, Block 64, lots 9-16, and Nielson Place Lot 14.

**Quad:** St. Joseph North

**UTM:** Zone 15 E341140 N4405510

**Date of Construction:** 1902-03; with interior modifications in 1969 and 1978.

**Architect:** unknown

**Builder:** unknown

**Present Owner:** The city of St. Joseph, Missouri.

**Present Use:** vacant.

**Significance:** The St. Joseph Railway, Light, Heat and Power (SJRLHP) Company Shops Building, St. Joseph, Missouri, was used continuously as a transit and repair facility throughout the twentieth century, from the era of the golden age of the electric trolley (1890-1920) through the age of the gas and diesel powered bus. The entire transit system of St. Joseph was under the management of the SJRLHP Company at the time of the construction of this property in 1902-03. In addition, the SJRLHP Company Shops Building is significant as a representative example of a large-scale, turn-of-the-century urban trolley car barn and the oldest extant facility of its kind in St. Joseph, Missouri. Furthermore, the car barn directly reflected the economic growth and suburbanization of St. Joseph, Missouri. It is important to note that the electric traction system of St. Joseph was the first system west of the Mississippi and purportedly the last to operate in the country.

St. Joseph Railway, Light, Heat and  
Power Company Shops Building  
HABS No. MO-1930 (page 2)

Historian:

Cydney E. Millstein, Architectural and Art  
Historical Research, Kansas City, Missouri.

Date:

March 1997.

Chronology of the Public Transit System, St. Joseph, Missouri.

- October 17, 1865            Citizens Railway Company authorized to operate horse-drawn cars from Eleventh and Mitchell Avenue to Third and Felix Streets.
- 1875                        The Union Railway Company established, running horsedrawn cars from Market Square, north to New Ulm Brewery on St. Joseph Ave.
- 1878                        St. Joseph and Lake Railroad Company formed. The line was reorganized as the Frederick Avenue Railway Company.
- 1883                        First electric light in St. Joseph, Missouri. (Electric Light and Power Company)
- September 6, 1887        Frank Sprague, father of the electric railway, was working on installations in St. Joseph, Missouri and Richmond Virginia. Union Street Railway opened a line of Sprague electric cars in St. Joseph.
- October 10, 1887         Union St. Railway began experimenting with electric lines from its powerhouse at the southwest corner of St. Joseph Avenue and Highland.
- Citizens Line purchased by Corby; consolidated with the Frederick Avenue Line
- June 1887                 Wyatt Park Railway Company organized.
- July 17, 1888             It was announced that Wyatt Park Railway would build an electric line with Sprague technology extending from Seventh and Edmond Streets to Thirty-second and Penn Streets. The powerhouse was sited on the corner of Thirty-first and Lafayette streets.
- 1889                        The Wyatt Park Railway purchased and granted franchise to the St. Joseph Circle Railway.
- March 4, 1889            City Council issued the Wyatt Park Railway a franchise for an electric line on Jules Street, hereby ending any prospect of a cable system in St. Joseph.
- 1889                        St. Joseph had four street railways: Union, Wyatt Park and the combined Citizens and Frederick Lines

St. Joseph Railway, Light, Heat and  
Power Company Shops Building  
HABS No. MO-1930 (page 4)

and three power houses including the St. Joseph Electric Light and Power Company at Fourth and Mitchell, the Union Plant at Highland and St. Joseph avenues, and the Wyatt Park at Noyes and Lafayette streets.

Union Railway entered agreement with Globe Electric Company (supplier of St. Joseph's electricity) for Globe to use Union's powerhouse at Highland and St. Joseph avenues.

November 23, 1889

Union Railway Company issued building permit to construct a car barn on the northwest corner of Highland and St. Joseph avenues.

1890

The Wyatt Park Railway and Union Railway Company, purchased by the People's Street Railway, Electric Light and Power Company, became a part of the city's early and complete Sprague electrification system.

November 30, 1891

Fire destroyed the car barns at St. Joseph and Highland avenues.

April 27, 1893

St. Joseph Traction and Lighting Company was incorporated, and purchased Citizens and Frederick lines.

November 9, 1895

SJRLHP Company was incorporated as a consolidation of St. Joseph Traction and Light Company; Peoples Railway, Light & Power Company; Citizens Railway Co.; Union Railway Co.; St. Joseph & Lake Railway Company; and Wyatt Park Railway Company. W. T. Van Brunt named superintendent and general manager.

1902-04

W. T. Van Brunt formally announced his resignation of the St. Joseph Railway, Light, Heat and Power Co. J. H. Van Brunt succeeded; W. T. remained president. Four companies acquired: Lake Improvement Company; Lake View Railway and Land Company; St. Joseph Steam Heating Company and The Bevier Black Diamond Coal Company.

Between 1902 and 1904, more than \$500,000 was expended. During this period of reorganization, the new car shops and barns were built at the northwest corner of Highland and St. Joseph avenues.

St. Joseph Railway, Light, Heat and  
Power Company Shops Building  
HABS No. MO-1930 (page 5)

- June 24, 1903 SJRLHP Company issued permit to build car barns at Highland and St. Joseph avenues.
- 1928 Gas-fueled buses introduced.
- 1932 Trackless trolleys powered by electricity made their debut.
- July 31, 1932 Conversion begun from rail trolley cars to trolley-coaches and motor buses.
- January 23, 1938 Last rail trolley car run before final conversion of system.
- July 22, 1939 The Savannah & St. Joseph Interurban, the last of the SJRLHP Company's electric rail car lines, made its final run.
- December 27, 1944 St. Joseph Railway changed name to St. Joseph Light and Power Company.
- 1963 Trolley-coaches made their final runs on the Jules Street Line, the first to be converted to trackless.
- 1966 Diesel buses began to run on trolley-coach routes as the electrics aged and were gradually withdrawn.
- 1984 St. Joseph Power and Light operated its last transit service.
- 1991 City of St. Joseph contracted with Ryder/ATE Management Service Company to manage transit operations.

### Physical Description

The St. Joseph Railway, Light, Heat & Power (SJRLHP) Company Shops Building, commonly known as the "bus barn", located at 713-723 Highland Avenue, St. Joseph, Missouri, is a one-story, American bond brick facility measuring approximately 57,600 square feet. Wall construction of the "bus barn" is brick; supporting columns and roof members are composed of heavy timber and cast iron. The south or main facade at Highland Avenue is 193', the north elevation at Moss Street is 180', the St. Joseph elevation which faces east is 300' and the west elevation facing the vacated alley is 308'. Residential neighborhoods are sited to the west and north of the facility, while commercial areas are located to the south and east. Directly to the south of the main facade is a chevron-patterned brick surfaced parking lot that is partially covered with asphalt.

Facing south, the sloped main facade is divided by brick piers and cast-iron columns into eight distinct bays with seven overhead entrances. The principal unit is composed of three bays; the central bay features an original recessed, prominent multipaned, leaded glass fanlight crowning paired multipaned casement windows, and rises to a prominent arch. The fanlight has been obscured by paint and the casement windows have been covered with plywood. Flanking the arched unit at each subsequent bay is a pair of multipaned recessed, leaded glass oculii that have been covered with paint. With the exception of the second bay (counting west to east), the remaining bays with overhead entrances are marked with more modestly scaled oculii, now infilled with brick. At the far west end is a semi-hexagonal projecting bay that originally featured three six-over-nine, double-hung, sash fenestration with stone sills and header bond arched lintels. The lower sashes of the two western-most windows have been replaced with fixed plate glass and a metal door has replaced the third or eastern-most unit. The upper sashes of the original fenestration have been infilled with brick, while the original lintels and sills are intact.

The south facade is further characterized by a carved stone date block, carved with "1903" at the apex of the arch, and smaller, carved stone bay blocks with stall numbers "1" through "16", beginning at the far east bay; three blocks at the first and sixth bays (counting east to west) and two blocks at the remaining entrance bays. The original paired, tripartite, hinged multipaned accordion doors at each entry bay have been replaced with metal overhead garage doors at the second, third, seventh and eighth bays (counting west to east). The central unit, which has remained open since the buildings inception, is only protected by a chain link fence.<sup>1</sup>

Facing St. Joseph Ave. the east elevation is divided by brick piers into sixteen bays. The original segmental arched six-over-nine paired fenestration with stone sills at the first through twelfth bay (counting south to north) has

---

<sup>1</sup>Three historic photographs clearly illustrate the main facade of the building. See HABS photograph Nos. MO-1930-22, MO-1930-23, and MO-1930-24.

St. Joseph Railway, Light, Heat and  
Power Company Shops Building  
HABS No. MO-1930 (page 7)

been covered with plywood. The remaining fenestration at the thirteenth through fifteenth bays, as well as the entrance door, has been infilled. The northern-most bay has been modified with concrete block and a paneled, metal overhead door has been installed. The elevation angles to the northwest from the thirteenth bay, following the bend in St. Joseph Avenue.

The Moss Street, or north, elevation is divided into eleven bays by brick piers and features fenestration like that of the east facade; stone sills, segmental arched lintels and wood mullions are extant; glazing has been covered with plywood. The westernmost bay is composed of two separate, segmental arched window units, dissimilar in size, also concealed by plywood.

Fenestration displaying segmental arched lintels, wood mullions and stone sills of the east and north elevation is repeated at the west elevation. Bays (totaling twenty) are divided by brick piers. Moving south to north, fenestration at the four end bays have been infilled with brick. Fenestration at the fifth through ninth bays have been infilled with concrete block; at the eleventh through thirteenth bays with concrete block and plywood; and at the fourteenth through twentieth bays, units have been obscured by plywood. The central or tenth bay features a rectangular window unit with stone lintel, sill and multipaned transom, also covered with plywood.

Additional features of the SJRLHP Company Shops Building include gabled roof with parapet and skylights, molded stringcourse, corbeling, and sheet metal coping at the roof line. The original clerestory featured at the monitor ridge is no longer extant.<sup>2</sup> The foundation is brick. Consisting of extensively patched and deteriorated built-up asphaltic material, the roof was damaged in an October 1996 snow storm. Consequently, the east unit of the building has a large gaping hole. Light and water penetrate the roof throughout the remainder of the building. Presently, the building is in very unstable condition and has been condemned, with demolition scheduled for December 1996.

With the exception of the addition of office space in the southwest corner of the building, the interior of the SJRLHP Company Shops Building (including areas for a machine shop, carpentry work area, store room, paint shop, service and parking), is virtually as it was originally designed, although functions carried out in those spaces have changed from time to time. The Sanborn Fire Insurance Map of 1911, included in this report, illustrates the interior configuration basically as it exists at the time of this writing.<sup>3</sup> An hydraulic hoist, two grease pits, shelving and cabinetry are all, more than likely, contemporary with the building. Original trolley tracks, leading from St. Joseph Avenue to the east overhead door, also are extant.

---

<sup>2</sup>See historic photograph HABS No. MO-1930-25.

<sup>3</sup>For reasons unclear, the small storage room located at the northern portion of the interior, to the east of the men's and women's toilets, is not indicated on any historic maps or contemporary floorplans. Because of the physical elements of the opening, i. e. the headers and fire door, this feature probably dates to the original design of the building.

Statement of Significance

The St. Joseph Railway, Light, Heat and Power (SJRLHP) Company Shops Building, St. Joseph, Missouri, was continuously used as a transit and repair facility throughout the twentieth century, from the era of the golden age of the electric trolley (1890-1920) through the age of the gas and diesel powered bus. The entire transit system of St. Joseph was under the management of the SJRLHP Company at the time of the construction of this property in 1902-03. In addition, the SJRLHP Company bus barn is significant as a representative example of a large-scale, turn-of-the-century urban trolley car barn once prevalent throughout the United States and the oldest extant facility of its kind in St. Joseph, Missouri. Furthermore, the car barn had a direct correlation to the economic growth and suburbanization of St. Joseph, Missouri. It is important to note that the electric traction system of St. Joseph was the first system west of the Mississippi and purportedly the last to operate in the country.

Historical Context: Mass Transit in St. Joseph, Missouri

One of the most important influences on the early development of St. Joseph, Missouri, was the development of a transit system which began on October 17, 1865, with the establishment of the Citizens Railway Company, authorized to operate the first horse-drawn trolley cars in the city from Eleventh and Mitchell Avenue to Third and Felix streets.<sup>4</sup> A second railway company, the Union Railway Company, was formed in 1875, and by 1884, ran horse-drawn cars south to Sixth Street and Atchison, then the southern city limit of St. Joseph, through Market Square to New Ulm (now Krug) Park.<sup>5</sup> According to historical accounts, "this was the best street railway in the city, its horses being of a high quality and its cars equipped with stoves."<sup>6</sup> Union Railway Company, as explained below, was the predecessor of the SJRLHP Company.

Horse car lines, such as Citizens and Union, were common throughout the United States. Widespread adoption of these systems took place during the time of the Civil War. Although the horse trolleys quickly became popular, city governments had strong incentives to replace the horse-drawn systems with that of cable traction. Because of several factors including the slowness of travel (four to six miles per hour), pavement cleaning (a horse dropped

---

<sup>4</sup>Robert L. Slater, *St. Joseph Light & Power Company: A Century of Progress . . . a Century of Service, 1883-1883* (St. Joseph: St. Joseph Light & Power Company, 1983), 11; and C. H. Dunn & Co. *Illustrated Review of St. Joseph, Missouri; Comprising a Brief History of the Metropolis of the West* (St. Joseph: Lon. Hardman, 1887), 14.

<sup>5</sup>*St. Joseph Light & Power Company*, 12-13; David Bergstone, "Preliminary Research on Street Car Complex at St. Joseph and Highland" January, 1993, 1; and Dale E. Nimz, Historic Preservation Survey Report, "Commercial Districts: St. Joseph, King Hill, and Lake Avenues, St. Joseph, Missouri," 1988-1989, 8.

<sup>6</sup>Historic Preservation Survey Report, 8.

more than ten pounds of fecal material a day and drenched the pavement with urine), and fear of disease (the Great Epizootic, a respiratory and lymphatic disease of horses), horse trolley systems gave way to cable lines.<sup>7</sup> By 1882, cable traction was the most economic means of urban public transportation nationwide.<sup>8</sup>

Invented by Andrew Smith Hallidie in 1873, the cable car made its debut in San Francisco. According to George W. Hilton, author of the *Cable Car in America*,

Hallidie's original invention contained every basic element to appear in every later standard cable system: a wire rope running in a conduit with a narrow slot, a stationary power source, a device for maintaining tension in the cable, and a grip on the cars capable of providing a continuum from full release to a full hold at which the car moved at the speed of the cable.<sup>9</sup>

Hilton claims that the city of St. Joseph had two major projects for cable lines, yet neither were implemented. The St. Joseph Circle Railway (Cable Circle Railway), designed by Col. James Lillis of Kansas City, Missouri, was granted a franchise in April 1887, but the line was never placed into service. In 1889, Lillis's franchise was bought out by the Wyatt Park Railway, which in turn was issued a franchise on March 4, 1889, for an electric line on Jules Street, "thereby ending any prospect of the cable lines being built."<sup>10</sup> Consequently, it appears that St. Joseph went from using horse-drawn trolleys for mass transit directly to the electric traction line without ever implementing a functioning cable car system.

The main reason for the ultimate demise of the proposed cable traction systems was due to the fact that Frank J. Sprague was working on installations of his newly invented electric car in St. Joseph, Missouri, and Richmond, Virginia. "Although the Richmond line has always been considered Sprague's initial success, he put his installation on the Union Street Railway of St. Joseph in service on September 6, 1887."<sup>11</sup> The St. Joseph line became the first electric traction system west of the Mississippi River.<sup>12</sup>

---

<sup>7</sup>George W. Hilton, *The Cable Car in America* (Berkeley: Howell-North Books, 1971), 5.

<sup>8</sup>*Ibid.*, 31.

<sup>9</sup>*Ibid.*, 21.

<sup>10</sup>*Ibid.*, 469.

<sup>11</sup>*Ibid.*, 37.

<sup>12</sup>The Urbana Group, "Historic Resources of St. Joseph, Buchanan County, Missouri, as Amended," Multiple Property Submission, National Register of Historic Places Nomination, U. S. Department of the Interior, National Park Service, 1989, E21; and *The Cable Car in America*, 471. For an explanation of Sprague's invention see William D.

St. Joseph Railway, Light, Heat and  
Power Company Shops Building  
HABS No. MO-1930 (page 10)

On July 17, 1888, it was announced that the Wyatt Park Railway would be built as an electric line with Sprague technology by D. W. Guernsey of St. Louis. By September, 1889, the line was completed.<sup>13</sup> The Wyatt Park Railway and Union Railway Company were purchased by the People's Street Railway, Electric Light and Power Company, in 1890 and became a part of the city's complete Sprague electrification system. This change consolidated the entire streetcar system of St. Joseph under one management.<sup>14</sup>

The People's Street Railway, Electric Light and Power Company was reorganized as the St. Joseph Railway, Light, Heat and Power Company on November 9, 1895, with W. T. Van Brunt named as superintendent and general manager.<sup>15</sup> In 1902, the SJRLHP Company expanded its operations by acquiring four companies and, within two years, the company spent more than \$500,000 in its power plant and streetcar system. Attesting to the vast popularity of the system, it was documented that more than 12 million rode the electric rail line in St. Joseph on an annual basis.<sup>16</sup> As a result, this method of transportation had a direct effect on the housing patterns of St. Joseph allowing the well-to-do to live apart from the work place. "This trend, although obvious in St. Joseph, was not towards it becoming a suburban community in the modern sense, but rather for its new neighborhoods to be suburban, this is, less than fully urban."<sup>17</sup>

The popularity of St. Joseph's transit system followed national trends where investment in the street railway industry burgeoned from expenditures of \$400 million in 1890 to more than \$2 billion in 1902. In that year alone, more than 5 billion passengers traveled by electric transit. The result of this phenomenon, observes William D. Middleton in *The Time of the Trolley*, was that "the electric cars permitted the distribution of the [growing] population over a much wider area than would otherwise have been possible. More than

---

Middleton, *The Time of the Trolley* (Milwaukee: Kalmbach Publishing Company, 1967), 68; and *The Cable Car in America*, 37.

<sup>13</sup>*The Cable Car in America*, 471.

<sup>14</sup>*Daily News History of Buchanan County and St. Joseph, Missouri* (St. Joseph: St. Joseph Publishing Co., 1898), 147; "Historic Preservation Survey Report," 8; "Growth of St. Joseph Street Railway," St. Joseph Planning Division, 2; and "Historic Resources of St. Joseph," E21.

<sup>15</sup>*St. Joseph Light and Power Company*, 41. This consolidation included the St. Joseph Traction and Light Company, Peoples Railway, Light and Power Company, Citizens Railway Company, Union Railway Company, St. Joseph and Lake Railway Company, and Wyatt Park Railway Company.

<sup>16</sup>*St. Joseph Light & Power Company*, 52, 57, 58.

<sup>17</sup>Hugh Davidson and Deon Wolfenbarger, "Historic Resources of St. Joseph, Buchanan County, Missouri," Multiple Property Submission, National Register of Historic Places Nomination, U. S. Department of the Interior, National Park Service, 1988-1989, E11.

St. Joseph Railway, Light, Heat and  
Power Company Shops Building  
HABS No. MO-1930 (page 11)

any other single development, the electric railways contributed to the growth of the metropolitan suburbs."<sup>18</sup>

In general, travel by electric trolley began to wane in the late 1920s, due to the acceptance and imminent popularity of the automobile. St. Joseph, of course, was no exception, yet nonetheless, its electric rail system was purportedly the last to operate in the country.<sup>19</sup> Conversion of travel by electric rail trolley to trackless trolley coaches, powered by electricity, occurred in 1932. The last rail trolley car ran in St. Joseph on January 23, 1938, with twenty-eight passengers riding from downtown to the car barns located at Highland and St. Joseph avenues.<sup>20</sup>

The trolley coaches made their final run on the Jules Street Line, the first to be converted to trackless trolley, in 1963. Patronage on the St. Joseph transit system dropped to under 2 million in 1967, but bus service continued in spite of loss of revenue and decline in patronage. On December 20, 1984, St. Joseph Light and Power Company (formerly SJRLHP) operated its last transit service when operation was assumed by the city of St. Joseph, managed by National Transit Services. In 1991, the city contracted with Ryder/ATE Management Service Company to manage the transit operations.<sup>21</sup>

Architectural Context: Car Barns and Related Property Types

It appears that four car barns associated with the the electric trolley were constructed in St. Joseph, Missouri, and several related buildings, such as stables for horse-drawn trolleys and power houses, which dotted the streetscape throughout the city in the late nineteenth century. Nationally, there have been several car barns documented through the National Register of Historic Places process, Historic American Buildings Survey (HABS) and Historic American Engineering Record (HAER) programs, which help define the overall architectural context of this vanishing property type.

Some of the only earliest known buildings associated with mass transit in St. Joseph, Missouri, include stables and car sheds built for the Union Railway Company's horse-drawn trolleys, located at 715 Highland Avenue. As illustrated on the 1888 Sanborn Map of St. Joseph, a prominent, irregularly-shaped street car stable, street car house, street car shed, and ancillary stable formerly occupied the site of the St. Joseph Railway, Light Heat and Power Company Shops building.<sup>22</sup> Because the Union Railway Company was

---

<sup>18</sup>*Time of the Trolley*, 77.

<sup>19</sup>"Preliminary Research on Street Car Complex," 1.

<sup>20</sup>*ibid.*, 1;

<sup>21</sup>"Mass Transit in St. Joseph, Missouri", 10, 14; Files, St. Joseph Transit Company; and Greg Leslie, St. Joseph Transit Company.

<sup>22</sup>Sanborn Insurance Map Company, *St. Joseph, Missouri* (New York: Sanborn Map and Publishing Company, 1888), plate 2. A survey of the SJRLHP Company Building, 1989,



St. Joseph Railway, Light, Heat and  
Power Company Shops Building  
HABS No. MO-1930 (page 13)

organized in 1875, it is quite possible that this complex of buildings may have been constructed that same year.

In November 1889, the Union Railway Company constructed a new complex of buildings at the same location.<sup>23</sup> It was stated that the main structure measured 300 feet in length and featured an iron roof, although no archival sources substantiate this claim.<sup>24</sup> Apparently, this building was destroyed in a fire on November 30, 1891. It was reported that on this date a "blaze destroyed thirty-five cars and the 'immense barns'".<sup>25</sup>

A brief history of the site states that there is no evidence of a building or buildings constructed on this site after the fire of 1891 and prior to the construction of the 1902-03 car barn.<sup>26</sup> Nevertheless, according to the Sanborn Map of 1897, a complex of brick structures at this location (block 64, lots 9-16) is clearly illustrated, including a large one-story car house, a one-story machine shop, and a one-story printing and carpenter shop owned by the St. Joseph Railway, Light, Heat and Power Company.<sup>27</sup>

Another building campaign at this site took place in 1902-03. During the heyday of the SJRLHP Company, significant improvements were made including the construction of a more modern car barn building that probably replaced the three buildings at St. Joseph and Highland Avenues. The older structures were removed and operations were consolidated in the new building, which originally featured an office, machine, carpenter and paint shops, store room, and maintenance/storage facility.<sup>28</sup> This new facility, still extant at the time of this writing, handled all maintenance work on both trolleys and buses including cleaning, repairing, and painting. From time to time, both trolleys and buses were stored at this location.<sup>29</sup>

---

states that the earliest building permit for this property was issued to the Union Railway Company on November 23, 1889. Because they were running horse-drawn cars by 1884, the construction of a complex of buildings at an earlier date may be justified.

<sup>23</sup>Building Permit No. D-521, issued November 23. This complex of buildings survived from the use of the horse-drawn trolley to the advent of the electric trolley.

<sup>24</sup>"Preliminary Research on Street Car Complex", 1.

<sup>25</sup>*St. Joseph Light & Power Company*, 34.

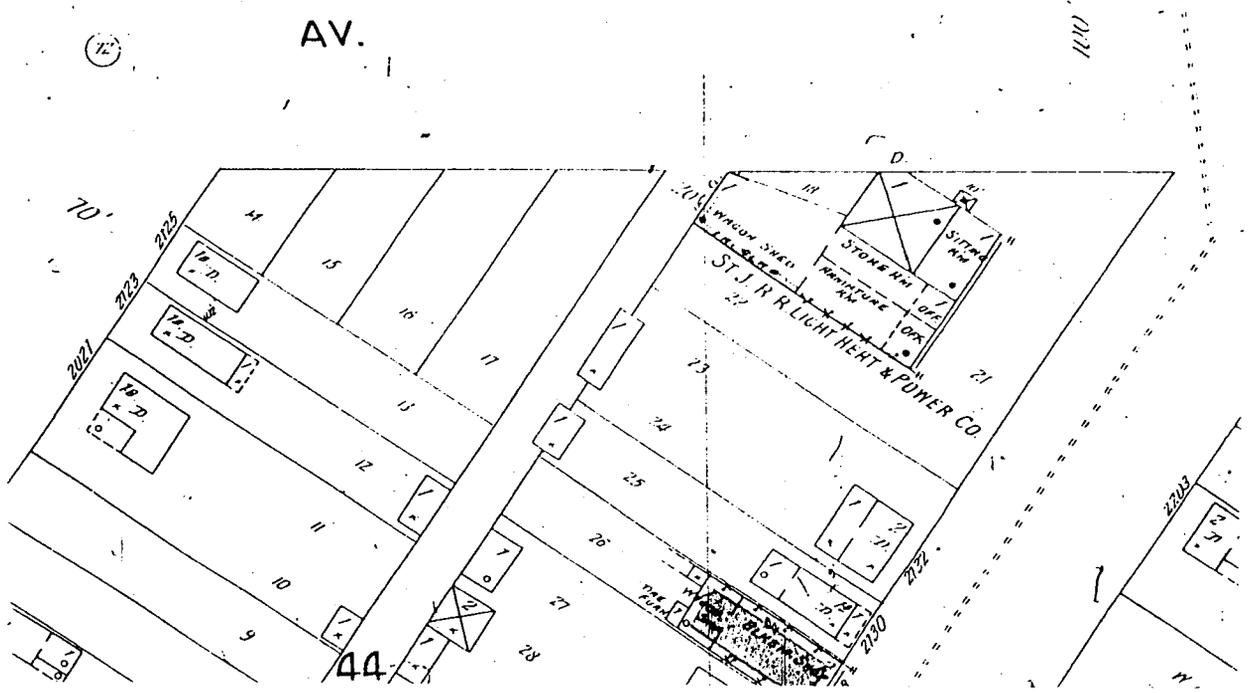
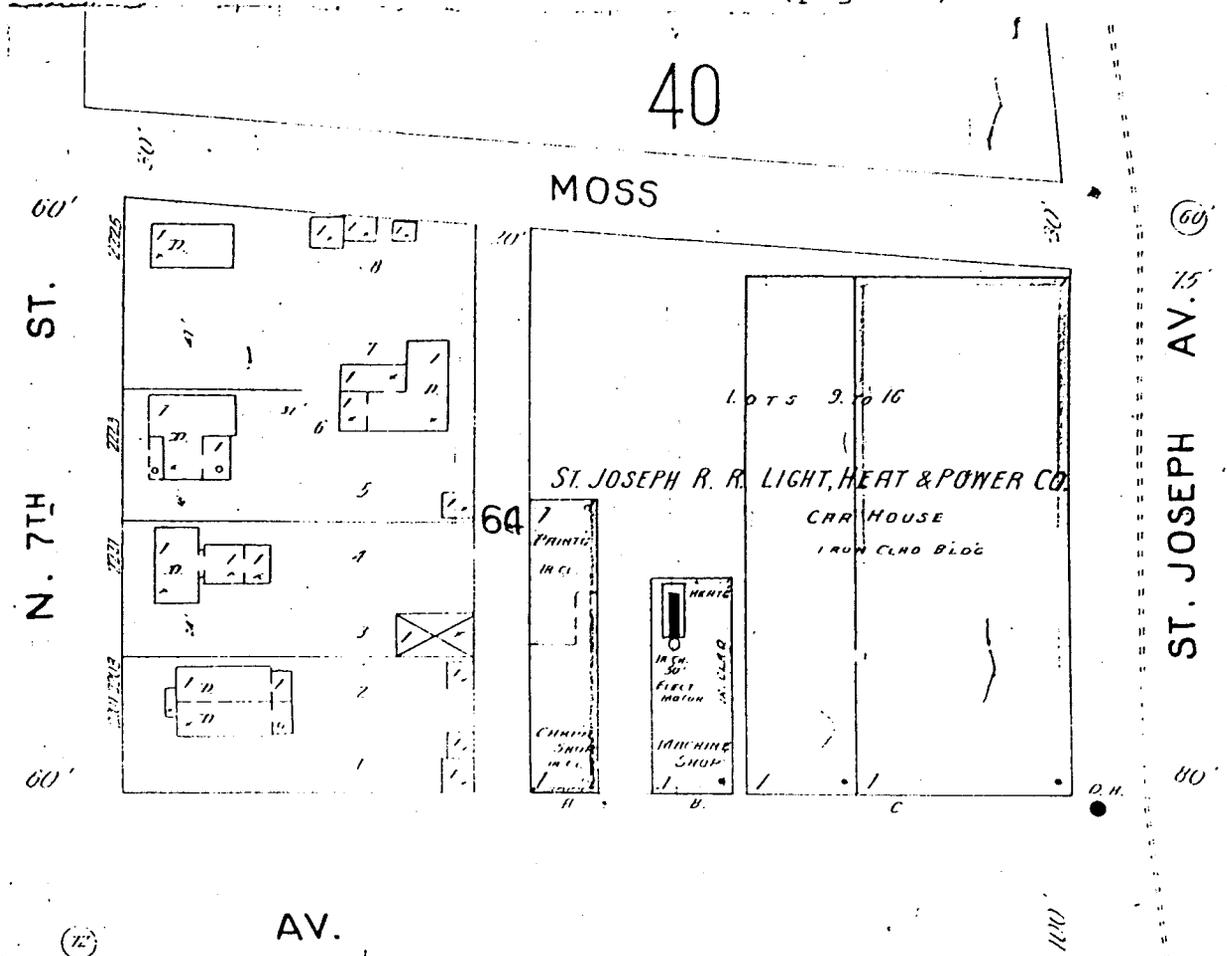
<sup>26</sup>"Preliminary Research on Street Car Complex", 1.

<sup>27</sup>Sanborn-Perris Map Company, *St. Joseph, Missouri* (New York: Sanborn-Perris Map Co. Ltd., 1897), plate 39. It would be difficult to assume that the Union Railway Company could function without a suitable, permanent location for more than a decade.

<sup>28</sup>Sanborn Insurance Map Company, *St. Joseph, Missouri* (New York: Sanborn Map Company, 1911), plate 90.

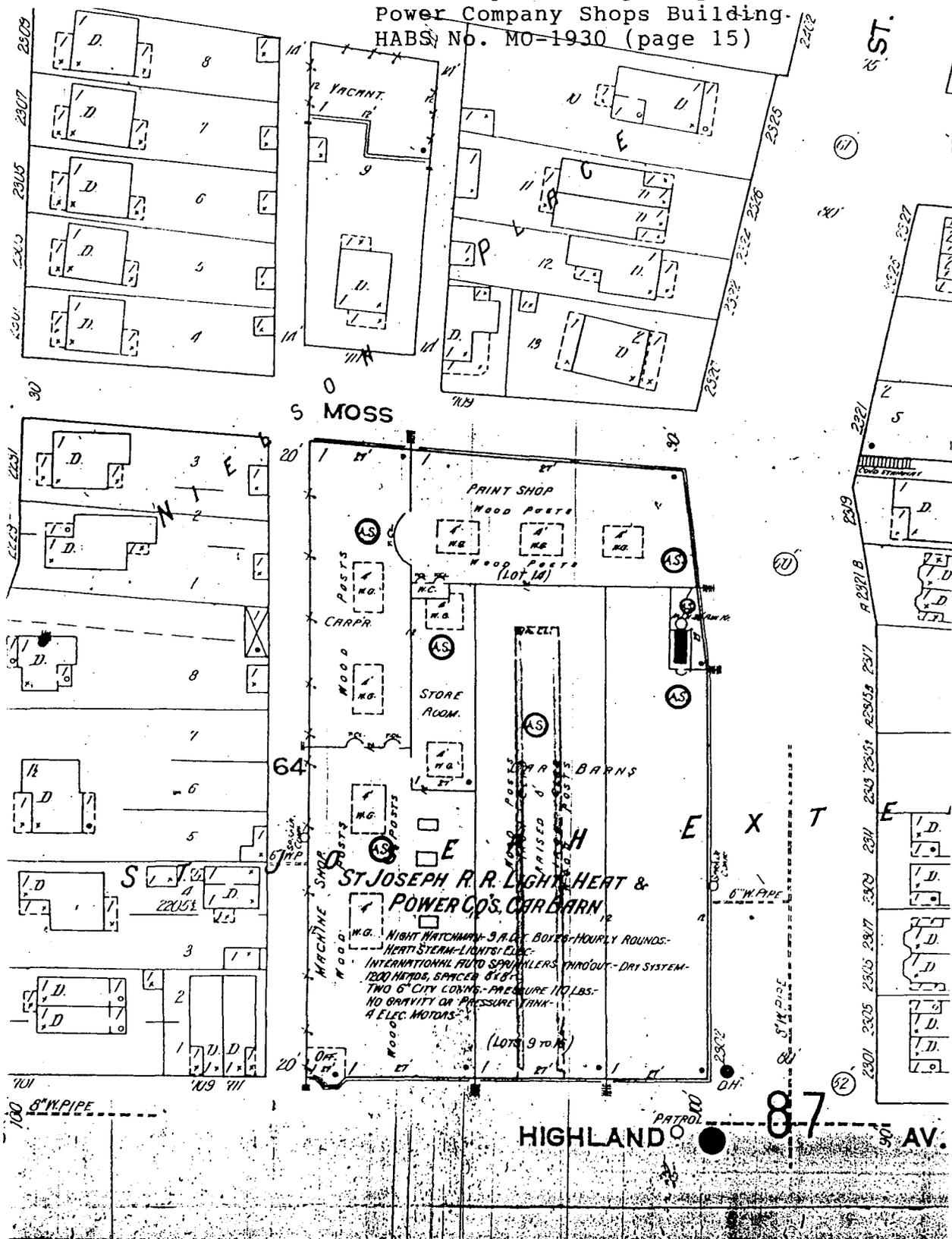
<sup>29</sup>The function of the car barn has remained essentially as it was when it was first constructed.

St. Joseph Railway, Light, Heat and Power Company Shops Building  
HABS No. MO-1930 (page 14)



St. Joseph Railway, Light, Heat and Power Company Car House  
Highland and St. Joseph Avenues  
Source: Sanborn Perris Map Company, 1897

St. Joseph Railway, Light, Heat and Power Company Shops Building.  
 HABS No. MO-1930 (page 15)



St. Joseph Railway, Light, Heat and Power Company Shops Building  
 Highland and St. Joseph Avenues  
 Source: Sanborn Insurance Map, 1911

St. Joseph Railway, Light, Heat and  
Power Company Shops Building  
HABS No. MO-1930 (page 16)

An additional car barn was constructed in St. Joseph by the SJRLHP Company. A one-story fireproof brick facility located at South Sixth Street and Edmond Avenue, built in 1917, features carved stone bay markers and iron columns similar to the car barn at 715 Highland Avenue.<sup>30</sup> Somewhat altered from the original design, the building is extant and owned by Kimmel Metals. The company faced a portion of the exterior with corrugated metal at some point during its ownership.

Related powerhouse buildings, some with attached or companion car barns of more modest scale, were located throughout St. Joseph. One, in particular, that of the complex located at 2130-2146 St. Joseph Avenue, was located directly south of the SJRLHP Company Shops. Constructed ca. 1887 for the Union Railway Company, the one-story brick building located at 2146 St. Joseph Avenue originally functioned as a power plant, housing the electrical generators for the electrified street car system at its inception. Two adjacent buildings, a combination car house and trainmen's hall (2136 St. Joseph Avenue), and a one-story car barn (2130 St. Joseph Avenue) were constructed by the SJRLHP Company after 1900.<sup>31</sup> This complex of buildings is no longer extant.

Nationally, there are several examples of related buildings originally constructed to house and maintain electric trolleys. Through an investigation of HABS and HAER documentation, and National Register of Historic Places nominations, it was found that the following properties share similar architectural and/or historical contexts with the SJRLHP Company Shops Building: The Newton Street Railway Car barn, Newton, Massachusetts (1890); The Union Street Railway Car Barn, New Bedford, Massachusetts (1897); The Metropolitan Car Barn, Washington, D. C. (1896); The Milwaukee Light Heat and Traction Company Car Barn, Milwaukee, Wisconsin (1903-04); and the Stamford Street Railroad Trolley Barn and Office Building, Stamford, CT (1902-1903). This last facility most closely parallels the SJRLHP Company Shops Building in terms of architectural style, function, and association with local mass transit and dates exactly from the same period of construction.

---

<sup>30</sup>Sanborn Insurance Map Company, *St. Joseph, Missouri* (New York: Sanborn Map Co., 1938), plate 20.

<sup>31</sup>Sanborn Insurance Map Company, *St. Joseph, Missouri* (New York: Sanborn Map and Publishing Co., 1888), plate 2; 1897, plate 39; 1911, plate 90. "Preliminary Research", 2.

## Bibliography

### Published Works

- Blake, Henry W. and Walter Jackson. *Electric Railway Transportation*. New York: McGraw-Hill Book Company, Inc., 1917.
- Buck, A. Morris, M. E. *The Electric Railway*. New York: McGraw-Hill Book Company, Inc., 1915.
- Daily News History of Buchanan County and St. Joseph, Missouri*. St. Joseph: St. Joseph Publishing Company, 1898.
- Dunn, C. H. & Company. *Illustrated Review of St. Joseph, Missouri*. St. Joseph: Lon. Hardman, 1887.
- Hilton, George W. *The Cable Car in America*. Berkeley, California: Howell-North Books, 1971.
- Middleton, William D. *The Time of the Trolley*. Milwaukee: Kalmbach Publishing Company, 1967.
- Sanborn Insurance Map Company. *St. Joseph, Missouri*. New York: Sanborn Map and Publishing Company, 1888, 1911, 1938.
- Sanborn-Perris Map Company. *St. Joseph, Missouri*. New York: Perris Map Company LTD, 1897.
- Slater, Robert L. *St. Joseph Light and Power Company: A Century of Progress . . . A Century of Service, 1883-1983*. St. Joseph: St. Joseph Light and Power Company, 1983.

### Unpublished Materials

- Bergstone, David. Preliminary Research on Street Car Complex at St. Joseph and Highland. January 1993. Copy. Community Services, Planning Department, City of St. Joseph, Missouri.
- Brown, T. Robins. "Metropolitan Car Barn." Washington, D. C. National Register of Historic Places Nomination Form, U. S. Department of the Interior, National Park Service. May 1973.
- Building Permits, 715 Highland. Community Services, Planning Department, City of St. Joseph, Missouri.
- Davidson, Hugh and Deon Wolfenbarger. "Historic Resources of St. Joseph, Buchanan County, Missouri." National Register of Historic Places Multiple Property Documentation, U. S. Department of the Interior, National Park Service, 1988-89.

St. Joseph Railway, Light, Heat and  
Power Company Shops Building  
HABS No. MO-1930 (page 18)

- Hatch, Kathlyn and Peter Stott. "Newton Street Railway Car barn." Newton, Massachusetts. National Register of Historic Places Nomination, U. S. Department of the Interior, National Park Service. January 1978.
- Jenkins, Candace, *et. al.* "Union Street Railway Car barn and Repair Shop." New Bedford, Massachusetts. National Register of Historic Places Nomination, U. S. Department of the Interior, National Park Service. August 1978.
- Martell & Associates, P.A. Floorplan, Existing Facilities, Bus Garage, St. Joseph, Missouri. III-I, February 21, 1986.
- Mass Transit in St. Joseph, Missouri. Files, St. Joseph Transit Company.
- Millstein, Cydney and Linda F. Becker. "The St. Joseph Heat, Light and Power Company Trolley Car Barn." Missouri Historic Property Inventory, State Historic Preservation Office, Department of Natural Resources, Jefferson City, Missouri. 1993.
- Nimz, Dale. Historic Preservation Survey Report. "Commercial Districts: St. Joseph, King Hill, and Lake Avenues, St. Joseph, Missouri." March-July, 1989.
- Nimz, Dale and Dennis Enslinger. "713-723 Highland Avenue, St. Joseph, Missouri." Missouri Architectural/Historic Inventory Survey, State Historic Preservation Office, Department of Natural Resources, Jefferson City, Missouri. June 30, 1989.
- "Street Railway" files. Community Services Department, Planning Division, City of St. Joseph, Missouri.
- The Urbana Group. "Historic Resources of St. Joseph, Buchanan County, Missouri, as Amended." National Register of Historic Places Multiple Property Documentation, U. S. Department of the Interior, National Park Service. 1989.

Historic Photographs

- Falkenbach, M. E. Raytown, Missouri.
- Short, David. North Kansas City, Missouri.