

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

Historic name Anderson Electric Car Company Building

Other names/site number Anderson Electric Car Company Kansas City Factory Branch; Albert Clark Motor Company

Name of related Multiple Property Listing N/A

2. Location

Street & number 3240 Main Street

N/A	not for publication
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City or town Kansas City

N/A	vicinity
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State Missouri Code MO County Jackson Code 095 Zip code 64111

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria: A B C D

B. K. De DEPUTY SHPO 10-26-22
Signature of certifying official/Title Date

Missouri Department of Natural Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain:)

Signature of the Keeper Date of Action

Anderson Electric Car Company Building
Name of Property

Jackson County, Missouri
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register:

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

COMMERCE/Specialty Store

Current Functions
(Enter categories from instructions.)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY
AMERICAN MOVEMENTS: Commercial Style

Materials
(Enter categories from instructions.)

foundation: Concrete
walls: Concrete
Brick
roof: Asphalt
other: Terra Cotta

NARRATIVE DESCRIPTION ON CONTINUATION PAGES

Anderson Electric Car Company Building
Name of Property

Jackson County, Missouri
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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

Areas of Significance

COMMERCE
ARCHITECTURE

Period of Significance

1911-1926

Significant Dates

1911

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Jackson & McIlvain, Architect
Swenson Construction Company, Contractor
Von Unwerth & Cooke, Consulting Engineers

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Kansas City Public Library; State Historical Society of Missouri

Historic Resources Survey Number (if assigned): _____

Anderson Electric Car Company Building
Name of Property

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10. Geographical Data

Acreeage of Property Less than one acre

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1 39.06775 -94.58575 3 _____
Latitude: Longitude: Latitude: Longitude:

2 _____ 4 _____
Latitude: Longitude: Latitude: Longitude:

UTM References

(Place additional UTM references on a continuation sheet.)

_____ NAD 1927 or _____ NAD 1983

1 _____
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description (On continuation sheet)

Boundary Justification (On continuation sheet)

11. Form Prepared By

name/title Kelsey Lutz, Principal

organization Historic LLC date April 11, 2022

street & number 3812 Wyoming St. Apt. 1 telephone (913) 449-0715

city or town Kansas City state MO zip code 64111

e-mail kelseynlutz@gmail.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:**
 - A **USGS map** (7.5 or 15 minute series) indicating the property's location.
 - A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Anderson Electric Car Company Building
Name of Property

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log:

Name of Property: Anderson Electric Car Company Building

City or Vicinity: Kansas City

County: Jackson County State: Missouri

Photographer: Richard Welnowski

Date
Photographed: January 23, 2022

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

- 1 of 14: Exterior, main or east façade; view facing west
- 2 of 14: Exterior, main and north façades; view facing southwest
- 3 of 14: Exterior, north façade; view facing south
- 4 of 14: Exterior, west and south façades; view facing northeast
- 5 of 14: Exterior, south façade; view facing north
- 6 of 14: Interior, first floor; view facing west
- 7 of 14: Interior, first floor; view facing north, northwest
- 8 of 14: Interior, first floor, detail of industrial sash windows; view facing north
- 9 of 14: Interior, first floor, detail of cast iron stairwell to second floor; view facing west
- 10 of 14: Interior, second floor; view facing east, northeast
- 11 of 14: Interior, stairwell between second and third floors; view facing northeast
- 12 of 14: Interior, third floor; view facing east, southeast
- 13 of 14: Interior, third floor; view northeast
- 14 of 14: Interior, third floor, view facing west

Anderson Electric Car Company Building
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Figure Log:

Include figures on continuation pages at the end of the nomination.

- Figure 1: Location and Site Maps (Lat./Long. 39.06775, -94.58575)
- Figure 2: 1909 Sanborn Map with 1951 Overlay. The nominated property is marked with a yellow star.
- Figure 3: Original architectural drawings, east and west elevations and cross section, 1911.
- Figure 4: Original architectural drawings, north elevation, 1911.
- Figure 5: Original architectural drawings, south elevation, 1911.
- Figure 6: Original architectural drawings, first floor plan, 1911.
- Figure 7: Original architectural drawings, second floor plan, 1911.
- Figure 8: Original architectural drawings, basement plan, 1911.
- Figure 9: Detail of basement floor plan (excavated portion) from original drawings, 1911.
- Figure 10: Key to photographs and current floor plan, exterior and first floor.
- Figure 11: Key to photographs and current floor plan, second floor
- Figure 12: Key to photographs and current floor plan, third floor.
- Figure 13: Current floorplan, basement.
- Figure 14: (Top) The Anderson Electric Car Company Building, 1911 .
- Figure 15: (Bottom) Interior of the Anderson Electric Car Company Building with a row of Detroit Electric cars, 1917.
- Figure 16: The nominated property as it appeared c. 1940.
- Figure 17: The nominated property as it appeared in 1981.
- Figure 18: (Top, Left) Detroit Electric Advertisement, 1912.
- Figure 19: (Top, Right) Ms. W. S. Hathaway driving a Detroit Electric car in an obstacle race, Elm Ridge Racetrack, Kansas City, Missouri, 1909.
- Figure 20: (Bottom) Woman driving a Detroit Electric, 1909.
- Figure 21: (Top) Advertisement for the Anderson Electric Car Company's Detroit Electric commercial vehicles, 1911; (Bottom) Four of the six Detroit Electrics in John Taylor Dry Goods Company fleet, Kansas City, 1915.
- Figure 22: Enframed Window Wall buildings designed by Louis Curtiss, no longer extant. (Left) 1114-16 McGee Street, photo taken 1981; (Right) 1105 McGee Street, photo taken 1940.
- Figure 23: (Left) 1616-18 Grand Ave (no longer extant), photo 1981; (Right) 1717 Walnut Street, 2022.
- Figure 24: The Boley Building, 1130 Walnut Street, Kansas City, Missouri, photo c. 1970s.
- Figure 25: Exterior, east façade, detail of curtain wall system, 2022.
- Figure 26: Interior, first floor; view facing east.
- Figure 27: (Left) Interior, second floor; detail of original curtain wall system, with inset second curtain wall components and mural board panels, 2022 (Right) Interior, third floor; detail of original curtain wall system, with inset second curtain wall components and mural board panels, 2022.
- Figure 28: The original freight elevator, located centrally along the western wall of the building, 2022.
- Figure 29: Original decorative tile outlines the showroom area at the northeast portion of the first floor, 2022.
- Figure 30: (Top, Left) Yellow arrows point to the original partitioning of the Dynamo Room at the northwest corner of the first floor. (Top, Right): remnants of the dynamo's connection to overhead electrical (alternating current) lines on the north façade. (Bottom) Interior of Dynamo Room with concrete platform. All photos taken 2022.
- Figure 31: Example of fire door egress at the third story, 2022.
- Figure 32: Third floor, view facing northeast, 2022.
- Figure 33: Third floor, view facing north, area with brick flooring and concrete ramp, 2022.
- Figure 34: Labeled view of a portion of the basement level, view facing northeast, 2022.
- Figure 35: (Top, Left) Original floor drain for parts washing system (covered with wood for safety). (Top Right) Remnants of the parts washing system tie ins with soil pipe. (Bottom) The yellow dashed line indicates the location of the infilled floor basins.
- Figure 36: The former Clark Motor Company and Baker Electric Sales Agency, 3105 Gillham Road, Kansas City, Missouri, 2022.

National Register of Historic Places
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Anderson Electric Car Company Building

Name of Property

Jackson County, Missouri

County and State

N/A

Name of multiple listing (if applicable)

Summary

Constructed in 1911, the Anderson Electric Car Company Building, located at 3240 Main Street, Kansas City, Jackson County, Missouri, was designed by the locally prominent architectural firm of Jackson and McIlvain. This three-story, reinforced concrete and glazed terra cotta Enframed Window Wall commercial building has a rectangularly-shaped plan and a flat roof (Figure 1; Photo 1). The original order and placement of the main façade's components read as originally intended. The entire main façade, including floor-to-ceiling curtain wall fenestration at the second and third stories, decorative spandrels, and the location of original freight door and pedestrian doors at the south bays of the first story, is unified by the prominent terra cotta coved surround. Thus, the main façade reflects the original design objective of the Enframed Window Wall building type as a "single compositional unit."¹ It appears that the original glazing of the building in the curtain wall section may have been replaced; it is unknown if this took place during the period of significance. The interior of the Anderson Electric Car Company Building is characterized by original, expansive, open spaces, necessary for the building's historic function as an electric car company factory branch (Photos 6, 12-14). Utilitarian spaces (with a capacity for a high live load), minimally articulated, were essential to daily business operations, including light assembly activities and the sales, storage, maintenance, and charging of the electric cars sold by the company (Figure 15). At an unknown time, wood paneling was affixed to the interior and exterior of the storefront windows at the first story. Sometime between 1940 and 1981, a removable, corrugated metal cladding was added to the north elevation to protect the large banks of multipaned industrial sash windows.² Historic building permits indicate there have been no additions to the building³; however, original architectural drawings illustrate the previous existence of a showroom area, restrooms, and an office, separated from the garage area by plaster partitioning (Figure 6). Despite the loss of the plaster partitioning in these spaces and the temporary coverings at the north façade and first story, the architectural integrity of the Anderson Electric Car Company Building, at both its exterior and interior, has been retained and effectively communicates its historic significance as an Enframed Window Wall commercial building. In this instance, the property is historically associated with Kansas City's early automotive industry, specifically that of the electric automobile. The character defining features of the Anderson Electric Car Building under Criterion A are the open spaces of the interior which allowed for garage, maintenance, repair, and electric car charging functions and the original showroom tile at the northeast corner of the first floor. The character defining features under Criterion C include the inset, curtain wall framing system and continuous, terra cotta surround that distinguishes the building as an Enframed Window Wall type.

¹ Richard Longstreth, *The Buildings of Main Street: A Guide to Commercial Architecture* (Washington, D.C.: Preservation Press, 1987), 68.

²The corrugated siding is present in a 1981 Kansas City Landmarks Commission slide photo (Figure 17) and absent in a 1940s Kansas City Tax Assessment photograph (Figure 16). Missouri Office of the Secretary of State, "Kansas City 1940 Tax Assessment Photographs," Missouri Digital Heritage website, accessed May 2022 (see bibliography for web address); "3240 Main," Folder 1, Box 1, Kansas City Landmark Commission Slide Collection, Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.

³ Kansas City Public Works Department, Building Permit 10179, May 13, 1911. Provided by the Historic Preservation Commission, Kansas City, Missouri.

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Anderson Electric Car Company Building

Name of Property

Jackson County, Missouri

County and State

N/A

Name of multiple listing (if applicable)

Setting

Sited near the southwest corner of Main Street and Linwood Boulevard, the Anderson Electric Car Company building fronts the west side of Main Street among other early and late 20th century commercial buildings, although not densely sited (Figure 1). A six-story brick and reinforced concrete warehouse and a two-story brick event hall abut the nominated property to the south and west, respectively. A drive-thru restaurant with surface parking is sited on the lot to the north of the building; an easement alleyway shared with the drive-thru property abuts the north side of the nominated property (Photos 2 and 3). The presence of wheel guards on original architectural drawings and a 1940s tax assessment photograph indicate that this paved easement was historically used by the nominated property as an alleyway for vehicles (Figure 4, Figure 16). Beyond the commercial buildings that line Main Street and Linwood Boulevard, the area is generally characterized by residential lots with single family homes and multi-family apartments, most dating from the early twentieth century. The infrastructure of the immediate streetscape outside of the nominated building's property boundary includes concrete sidewalks, curbs, and a variety of streetlights. To the east of the nominated property, across Main Street, is a large chain retailer commercial development, the result of the Glover Plan that was implemented in 2000 (discussed further in the integrity section, below).

Exterior Description

Main (East) Façade

Essential to its Enframed Window Wall form, the main façade of the Anderson Electric Car Company building is characterized by a recessed, centrally placed curtain wall system, separated by decorative spandrels between each floor and framed by a curved, rectangularly-banded terra cotta surround (Figure 3; Photo 1). With the exception of the recessed inset, this façade is clad in a light-colored glazed terra cotta. The main, asymmetrically placed entrance consists of a non-original double-leaf industrial metal door, placed to the north of a non-original industrial overhead garage door. These entrances remain in their historic location, despite a change in materials. A historic photograph indicates that an awning originally sheltered the garage entry (Figure 14). For security purposes, the storefront window openings and transoms are covered with paneling at the exterior and interior (Photo 1, Figure 26). It is inferred that the original storefront system components are extant under this paneling due to the configuration of the framing grid supporting the paneling; however, this cannot be confirmed without demolition of materials.⁴ The pattern of the storefront (from north to south, a bank of windows, support column, central entry, and garage bay), if not the original dimensions, is confirmed by an interior photograph (Figure 26).⁵

Terra cotta bulkheads terminate the terra cotta surround at the end bays. The original curtain wall system framing (which includes mullions, transoms, spandrels, and anchors) at the second

⁴ According to Jon Klocke, architect with Exact Architects, a framing support system was constructed (date unknown) to support the paneling of the first floor at both the interior and exterior. This framing is believed to attach to original components for stability.

⁵ By comparing the original architectural drawing of the building's main facade (Figure 3) to a 1911 photograph of the building (Figure 14), it appears that the original design was not implemented exactly to plan.

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Anderson Electric Car Company Building

Name of Property

Jackson County, Missouri

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N/A

Name of multiple listing (if applicable)

and third stories, consisting of six divisions at each floor, is original and intact. However, at an unknown date, the original 1911 glazing was removed and portions of an aluminum “stick type” curtain wall system, consisting of tubular metal mullions, rails, and glazing, was set inside of the original curtain wall system (Figure 25, Figure 27).⁶ Despite the addition of these supplementary materials, the historic curtain wall system is retained. At present, wood boards with a painted artistic mural, placed at the interior of the windows, can be seen through the glazing from the exterior at the second and third stories (Figure 27, Figure 32, Photo 1).⁷ A terra cotta cartouche with scrollwork is centrally placed at the apex of the Enframed Widow Wall surround and is set below the stepped, shaped cornice. Tile coping is present at the roofline.

North Façade

Sometime between 1940 and 1981, after the period of significance, the north façade was clad with removable, corrugated metal siding to protect the large banks of original industrial sash windows on each floor (Photos 2 and 3).⁸ These windows are visible from the interior of the building (Photos 8 and 10). Many of the glass panes of these original windows appear black either from the translucency of the glass revealing the absence of light due to the corrugated metal siding or from being painted black at an unknown date. As originally designed, the north façade consists of ten bays, nearly all of which contain single, bay-wide, multi-paned industrial sash windows units (Figure 4), supported by the reinforced concrete structural grid. The vast majority of the original industrial sash windows that make up the north façade are intact, except for two sets of paired, one-over-one aluminum units with transoms at the far east bay of the third floor.

West Façade

The first and second stories of the west façade are obscured by an adjoining building. The visible portion of this façade (third floor), marked by a concrete and brick structural grid, features original multipaned industrial sash and fixed fenestration at the stairwell (Figure 3; Photo 4).

South Façade

The southeastern half of the south façade is obscured by the adjacent six-story building (Figure 5; Photos 4 and 5). The exposed, southwestern portion of this façade, which is roughly four bays wide, generally reads as a reinforced concrete structural grid and brick masonry wall with single, original, multipaned industrial sash window units centered within each of the bays at the second and third stories. The first story consists of an offset, non-original (although possibly historic) single leaf, steel-clad fire door entry, placed to the east of a solid masonry wall bay and reached by a small platform and set of concrete stairs. The first story's third bay (from west to east) features two, multipaned industrial sash window units (similar but taller versions of the fenestration found on the second on third stories of this façade); the east window unit has been modified to contain a louvered ventilation fan. An additional unit of the same window type found at the third bay is asymmetrically placed (offset to the east) at the fourth bay. Fenestration at

⁶ Francis D. K. Ching, *A Visual Dictionary of Architecture* (Hoboken, NJ: J. W. Wiley & Sons, Inc., 2012), 287.

⁷ These mural panels are not affixed to the building and are simply set against the glass.

⁸ This date range was calculated by comparing the 1940s tax assessment photograph of the property (Figure 16) with a 1981 Kansas City Landmark Commission photograph of the property (Figure 17).

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Anderson Electric Car Company Building

Name of Property

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N/A

Name of multiple listing (if applicable)

this elevation is in fair condition. The original elevator penthouse, located adjacent to the southwestern corner of the roof, is extant and in good condition.

Interior Description

As dictated by the original purpose and design, the interior of the Anderson Electric Car Company Building is utilitarian and consists of wide, open spaces needed for the operation of an electric car dealership, including the sales, maintenance, and assembly of electric cars and the renewal their batteries. All floors are characterized by original concrete piers and slab floors, as part of an early reinforced concrete beam-and-girder method of construction (typical examples in Photos 6 and 14).⁹ The original freight elevator (Figure 28) and iron staircase (Photos 9, 11), located centrally along the western wall of the building (Figure 3) remain in good, operable, condition and provide access to all floors and the basement.

First Floor

The original showroom, located in a section of the northeast corner of this floor, originally featured plaster partitioning that separated the space from the maintenance and garage functions of this floor (Figure 6, Figure 10). Although this partitioning is no longer extant, the showroom space contains original decorative ceramic showroom tile (Figure 29). Portions of the original showroom tile were at one time covered by linoleum flooring; however, at present, the non-original linoleum flooring has deteriorated to a point where the original ceramic tiles have been exposed. Architectural plans indicate there was also a women's restroom, private office, and stock room area on this floor. Additionally, an early electric generator called a dynamo, which converted alternating current electric power (in this case, from overhead electric lines) to the direct current used to charge the electric car batteries, warranted its own partitioned space at the northwest corner of this floor (Figure 6).¹⁰ Although the dynamo has been removed from this space, portions of the original partitioning and the dynamo's concrete platform are extant (Figure 30). Vestiges from the connection of the dynamo to the overhead power lines can be seen at the building's exterior (Figure 30).

Second Floor

The second floor of the Anderson Electric Car Company Building is open and unornamented, true to the original design (Figure 7, Figure 11). The concrete structural elements (slab floors and ceilings, beams, etc.) as well as the masonry elements (brick) are exposed and unfinished, which gives this space an industrial feeling (Photo 10). This utilitarian space was primarily used for charging electric vehicles and remains much as it during the period of significance. Original architectural drawings indicate a number of multi-plug electrical cabinets on this floor (Figure 7), which were used in charging electric vehicles. At an undetermined time, fire door accesses were added at the second and third floors (a single opening on each floor) at the southwest section of the party wall shared with the adjacent building to the south; original steel-clad rolling fire doors are placed at these egress points (Figure 31). Although a later addition, a similar version of these fire doors, manufactured by the Geo. W. Johnson Manufacturing Co., Kansas City, can be seen in the 1913 *Sweet's Catalogue*

⁹ Argyle E. Robinson, "A Modern Fireproof Warehouse," *Fireproof Magazine* 11 (July 1907): 10.

¹⁰ "Three More Electric Starters," *The Motor World* 29 (December 14, 1911): 802.

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*of Building Construction.*¹¹ It is unknown why or when these egress points were added, but there is no indication that the Anderson Electric Car Company operated in any parts of the adjoining building.¹²

Third Floor

Similar to the second floor, the third floor of the Anderson Electric Car Company Building features utilitarian, open, space with exposed concrete and masonry structural elements (Figure 12, Photos 12, 13, and 14). As previously mentioned, the third floor features a fire door access with a rolling fire door, identical in size and placement to that on the second floor (along the southwest section of the party wall with the adjacent building). An area, approximately 48' x 21' at the northeast corner of the third floor, features decorative brick pavers with a concrete ramp (Figure 32, Figure 33). Although original architectural drawings for the third floor are absent from current records, this bricked area may represent additional showroom space, as cars displayed in this area would be highly visible from multiple vantage points along Main Street and Linwood Boulevard.¹³

Basement

The basement level (Figure 13), a portion of which is unexcavated, contains the same concrete slab floors, ceilings, beams, and girders as other floors of the building. Original architectural drawings indicate that the basement was where the electric car batteries were renewed and a workshop area was located (Figure 8, Figure 9). Additionally, the building's boiler and coal room were located at this level. Some of the original automated water jet parts washing system components (labeled as such on the original architectural drawings), which may have been used for the renewal of electric car batteries, are extant in this area, including some trenched floor drains, plumbing, and infilled basins (Figure 34, Figure 35). Evidence of partitioning to the coal room remains on the floor and walls, as does the original coal chute (Figure 34).

Integrity

The Anderson Electric Car Company Building retains integrity of location, design, materials, workmanship, feeling, and association to convey its significance as an Enframed Window Wall commercial building. Original character-defining features of the exterior are extant, including the curtain wall system components (mullions, transoms, spandrels, and anchors) at the upper stories (and presumably first floor, see above), the coved, terra cotta surround, the cartouche near the roofline, bulk heads and shaped cornice of the main façade, and the original, expansive multi-paned industrial sash fenestration of the north façade, generally in fair condition (Photos 7, 8, 10, 12). The open, utilitarian floorplan, vital to operations as an early

¹¹ The Architectural Record Co., *Sweet's Catalogue of Building Construction: Architects and Builders Edition for 1913* (NY: The Architectural Record Co., 1913): 748.

¹² The installation of these egress points is not indicated in building permits for the Anderson Electric Car Company or the adjoining building. There is no indication that the Anderson Electric Car Company or its successors operated outside of the 3210-3212 Main Street address (now 3240 Main Street), either in city directories, company advertising, or local newspaper articles. The two Sanborn Fire Insurance maps available for this area, a 1909 map and a 1909 map with a 1951 overlay, were either published before the construction of the building or did not show these openings, respectively (See Figure 2).

¹³ Berry Map Company, *1914 Map of Greater Kansas City* [Map], no scale given, Kansas City, MO: Berry Map Company, 1913.

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N/A
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electric vehicle retailer and made possible by the beam-and-girder method of reinforced concrete construction, are present at each floor. Other character defining features of the interior related to commerce, such as portions of the original showroom tile on the first floor, the freight elevator, and the iron stairwell are also intact and in good condition (Photos 1, 7, 9-12).

The Anderson Electric Car Company Building has lost some original materials due to modifications, as mentioned above. At the exterior, the original glass windowpanes of the main façade were replaced at an unknown date. Without demolition of paneling at the interior and exterior of the first story level, the state of the historic storefront windows is unable to be confirmed (see f.n. 4). Additionally, corrugated metal siding currently protects the original windows at the north façade. At the interior, changes have occurred to the original layout of the building, primarily at the first floor, due to the loss of original plaster partitioning; however, some of these spaces can still be inferred by remnants of original materials, such as hexagonal showroom tile. Despite the loss of some original materials, the Anderson Electric Car Company Building communicates its historic function as an Enframed Window Wall commercial building.

It should be noted that the nominated property's setting has been partially compromised directly to the east of the nominated property by the implementation of the Mid-Town Redevelopment Plan of Kansas City (also known as the Glover Plan) in 2000, whereby buildings lining Main Street were raised for commercial development in order to significantly revitalize the area. This loss of a portion of the original setting has not impacted the ability of the Anderson Electric Car Company Building to convey its historic significance.

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Anderson Electric Car Company Building
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Jackson County, Missouri
County and State
N/A
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Summary

The Anderson Electric Car Company Building, located at 3240 Main Street, Kansas City, Jackson County, Missouri, is eligible for listing in the National Register of Historic Places and is locally significant under Criterion A in the area of COMMERCE and under Criterion C in the area of ARCHITECTURE. As the factory branch of The Anderson Electric Car Company, the nominated building is one of the last surviving vestiges from Kansas City's important but short-lived electric vehicle industry, which contributed to the broader pattern of development of the automobile industry in Kansas City. Constructed during the height of early electric automobile popularity nationwide in 1911 and serving a six-state territory, the Anderson Electric Car Company Building was one of the first branch houses for electric cars established in Kansas City.¹⁴ Prominent local businesses depended on Anderson Electric trucks in their daily business operations for reliable transportation that could run between eighty and one hundred miles on a single charge.¹⁵ In addition to sales of Anderson's premier brand of electric cars and trucks in Kansas City and the surrounding area, electric vehicles of all makes and models were serviced and maintained from the nominated building, including the renewal of the cars' electric batteries.¹⁶

Designed in 1911 by the noted architectural firm of Jackson & McIlvain, and constructed that same year by Swenson Construction Company, the Anderson Electric Car Company Building is significant as an exceedingly rare, multi-story example of an Enframed Window Wall commercial property type in Kansas City. Now uncommon as a building type in general due to demolition, there are few remaining multi-story examples of Enframed Window Wall commercial buildings in Kansas City. The unification of the primary façade with a single, recessed block of windows enframed by a surround, as seen in the Anderson Electric Car Company Building, is a character defining feature of this building type and a distinct departure from more segmented traditional commercial building forms like the Two-Part Commercial Block.¹⁷ The recessed block of curtain wall windows at the main façade is a surviving example of early curtain wall construction in Kansas City.

The period of significance is from 1911, the date of construction, until 1926, when operations for electric cars ceased at the nominated property.

Commerce

The Advent of the "Horseless Age"

During the latter part of nineteenth and into the early twentieth century, three methods of propulsion (steam, electric, and gasoline power) for the "horseless carriage" developed simultaneously in a bid to gain prominence in a competitive transportation market. Electric

¹⁴ Kansas City Press Club, *Men of Affairs in Greater Kansas City* (Kansas City, MO: Gate City Press, 1912), 12; Anderson Electric Car Company, Advertisement, *The Kansas City Star*, October 30, 1911: 11. This full-page advertisement lists the Kansas City branch servicing the following states: Kansas, Missouri, Oklahoma, Arkansas, Nebraska, and Texas.

¹⁵ Anderson Electric Car Company, Advertisement, *The Kansas City Star*, October 30, 1911: 11. See also: "To-Day's [sic] Car of Utility and Economy," *The Saturday Evening Post* 190 (October 27, 1917): 48.

¹⁶ "Concerning Cars," *The Independent* 36 (February 10, 1917): 13.

¹⁷ Longstreth, *The Buildings of Main Street*, 68.

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vehicles were poised to overtake steam and gas-powered vehicles due to their easily started, crankless engines. The development of electrical power infrastructure in the United States during the early years of the twentieth century, along with the increasing popularity of the electric railway/streetcar system, made the electric car a potentially viable transportation option.¹⁸ However, the invention of the electric starter for gasoline powered engines and the advent of the assembly line, which made gasoline powered cars more affordable to the masses, largely ended the viability of the electric car industry by 1922.¹⁹ Although relatively short lived, the early electric car industry represents an important transition in transportation from horse-driven carriages to self-propelled vehicles.

The Early Automobile Industry in Kansas City

In 1900, approximately 4,100 automobiles were sold nationwide; by 1910, this number grew to 186,000.²⁰ Mirroring national trends, Kansas City also experienced an increase in automobile related businesses and sales. In 1900, there was but a single listing under the “automobiles” heading in the Kansas City, City Directory; by 1910, there were approximately seventy automobile related businesses listed to serve the estimated 3,500 “motor cars” in Kansas City at that time.²¹ With more than 75 miles of macadam roads and an attractive, interconnected park and boulevard system, Kansas City was an ideal place for motorists.²² Rally and track racing were popular ways for automotive firms to prove that their vehicles were roadworthy.²³ Supported by two (at times, contentious) motor clubs and the site of annual automobile exhibitions with attendees numbering in the thousands, Kansas City was ranked third nationally for the distribution of automobiles by 1909.²⁴ The Anderson Electric Car Company was an exhibitor at Kansas City’s first automobile shows.²⁵

Automobiles driven by several propulsion methods were available to Kansas City buyers, including steam, gasoline, electric, and even “friction driven” cars.²⁶ The hilly terrain of Kansas

¹⁸ Kerry Segrave, *The Electric Car in America, 1890-1922: A Social History* (Jefferson, NC: McFarland & Company, Inc., Publishers, 2019), 5.

¹⁹ Ernest Henry Wakefield, *History of the Electric Automobile: Battery-Only Powered Cars* (Warrendale, PA: Society of Automotive Engineers, 1994), 231.

²⁰ Ibid. See also: Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Boston, MA: Little, Brown & Company, 1985), 77.

²¹ Elizabeth Rosin, “1901 McGee Street Automotive Service Building,” National Register of Historic Places Nomination Form, Kansas City, Jackson County, Missouri, 2008, 8:3; “Kansas City the Motoring Doorway to the Car Trade of the Great Southwest,” *Motor Age* 20 (December 14, 1911): 24.

²² “Well Entertained at Kansas City,” *Motor Age* 16 (August 5, 1909): 19; “Kansas City the Motoring Doorway to the Car Trade of the Great Southwest,” *Motor Age*, 24-25.

²³ Kansas City hosted stops on the Glidden Tour, an automotive touring event sponsored by the American Automobile Association, where representatives from major automobile manufacturers tested their vehicles. Additionally, track racing was popular at racetracks like the Elm Ridge Racetrack, see Figure 14.

²⁴ “Well Entertained at Kansas City,” *Motor Age* 16: 19.

²⁵ Anderson Electric Car Company, Advertisement, *The Kansas City Star*, February 12, 1911: 22.

²⁶ “Motors & Motorists,” *The Kansas City Star*, December 6, 1908: 2C; Gate City Directory Co., *1911 Kansas City Directory* (Kansas City, MO: Gate City Directory Co., 1911), 1799.

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City was a challenge for most vehicle propulsion methods; however, electric powered vehicles climbed the hills with ease.²⁷

Kansas City's rapidly growing automobile industry led to the establishment of automobile rows— distinct commercial districts focused on the automobile. Automobile rows were located outside of the hustle and bustle of the city's center, but still along major traffic arteries for easy access by car. Lured by cheaper land prices and ample space, the automobile row often began with the construction of a single dealership. Following the same logic, another dealership would be constructed nearby, then other automobile related businesses would fill the spaces between, creating a car-centered commercial corridor.²⁸ Kansas City's first automobile row was located "along the north-south arteries of Main, Grand, McGee and Locust streets between 11th and 18th streets," where more than half of the city's automobile businesses were grouped by 1906.²⁹ Although many automobile businesses were first centered around this area, other automobile rows in the city developed, including an area centered at 33rd (now Linwood Boulevard) and Main streets. By 1911, the year of construction for the Anderson Electric Car Company building, several automobile firms purchased property or were in the process of relocating to the 33rd St. and Main Street area where the nominated property is located.³⁰

Early Electric Vehicle Retailers of Kansas City

The history of electric vehicles in Kansas City is often lumped into general Kansas City automobile industry history or altogether overlooked. As such, little has been formally written on the topic. By piecing together research from a variety of sources, a general list of the Anderson Electric Car Company's major competitors can be approximated.

Trying to isolate which dealers sold electric vehicles for a comparison to the Anderson Electric Car Company is nearly impossible by city directory listings alone. This is due to the fact that all automobile related businesses (dealers, suppliers, garages, etc.) are listed under the heading of "automobiles." Without more context, or some clue in the company name, such as the word "electric," the fact that a company sold electric vehicles cannot be verified only by their name listing.³¹

Newspaper and trade periodicals contemporary to the time provide more information about which companies in Kansas City sold electric vehicles. As previously mentioned, the Anderson Electric Car Company was an exhibitor in Kansas City's popular car trade association automobile shows. An advertisement for the 1910 automobile show in the local newspaper, *The Kansas City Star*, features a listing of exhibition cars and their respective dealers, listed by type of propulsion.³² According to this advertisement, there were seven dealers of electric vehicles at

²⁷ "Electrics in the West," *The Power Wagon* 71 (October 1910): 31. The Detroit Electric, the main automobile sold by the Anderson Electric Car Company, was also known for its hill climbing ability due to its chainless direct shaft drive. See: Anderson Electric Car Company, Advertisement, *The Kansas City Star*, February 12, 1911: 22.

²⁸ Liebs, *Main Street to Miracle Mile*, 83.

²⁹ Rosin, "1901 McGee Street Automotive Service Building," 8:7.

³⁰ "Kansas City the Motoring Doorway to the Car Trade of the Great Southwest," *Motor Age*, 24.

³¹ The following years of Kansas City, Missouri, city directories were consulted: 1911, 1913, 1915-1917, 1919, 1923, 1926, and 1929. A more complete citation can be found in the bibliography.

³² "Automobile Show," *The Kansas City Star*, September 25, 1910: 48.

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the show, which would have represented the best of Kansas City's electric vehicle dealers. The dealers were listed as follows: The Clark Motor Company; The Columbus Buggy Company; Fletcher Cowherd Jr., Automobile Company; Bruening Bros.; Dodge Motor Company, and the Anderson Carriage Company (the predecessor to the Anderson Electric Car Company, see further discussion, below). All of these retailers were still in business in 1911, as evidenced when the list was compared with the 1911 city directory; only one had changed address (Anderson Electric Car Company moved to its permanent location in the nominated building). Additionally, Kansas City city directories were consulted in verifying the existence of these companies across multiple years.³³ Below is a listing of the six known competitors of the Anderson Electric Car Company and a brief description of each.

The Clark Motor Company, 3105 Gillham Road, was established in October 1910 as a general dealer of vehicles, one of which was the Baker Electric.³⁴ In February 1911 it was announced that Baker Electric leased the Clark Motor Company, with plans to turn the location into an exclusive Baker factory branch.³⁵ Additionally, founder of the Clark Motor Company, Albert T. Clark, became a manager of the Anderson Electric Car Company Kansas City factory branch at this time.³⁶ By 1915, the building at 3105 Gillham was listed as The KC Baker Sales Agency in advertisements.³⁷ Over their tenure, Baker Electric operated under several monikers, including Baker & Elberg and Baker, Rauch & Lang (sometimes shortened to Baker R & L). The Baker Sales Agency was closed by 1921, when the Cooperative Dairy Association leased the building.³⁸ The building that housed the Clark Motor Company and its successors at 3105 Gillham Road, a two-story brick commercial building (now clad with stucco), is extant (Figure 36). Along with the Anderson Electric Car Company Building, 3105 Gillham Road is one of the few remaining properties where early electric vehicles were sold.

The Columbus Buggy Company, a long-standing tenant of 810 Walnut Street (no longer extant), was a general dealer of vehicles of all types, including bicycles.³⁹ As options for personal transportation expanded, Columbus Buggy began to carry electric wagons; by 1908 the company carried two and four passenger Columbus-branded electric cars alongside their lines of wagons and carriages.⁴⁰ 810 Walnut Street is no longer extant and has been replaced by a modern, multi-story office building and parking garage.

The Fletcher Cowherd Jr., Automobile Company, 3206-3210 Troost Avenue (no longer extant), was a large dealer of multiple types of automobiles, including those powered by steam, gasoline, and electricity.⁴¹ Incorporated in 1907, this dealer was a known agent for the Rauch &

³³ City directories from 1910-1929 were examined; see bibliography for the citation of individual directories.

³⁴ Clark Motor Co., Advertisement, *The Kansas City Star*, Sept. 25, 1910: 14C.

³⁵ "A Baker Electric Branch Here," *The Kansas City Star*, February 16., 1912: 9A.

³⁶ "New Name for Motor Firm," *The Kansas City Times*, February 13, 1919: 4.

³⁷ The KC Baker Sales Agency, Advertisement, *The Kansas City Star*, April 4, 1915, 8.

³⁸ Ibid.

³⁹ Columbus Buggy Company, Advertisement, *The Kansas City Star*, August 24, 1896: 3.

⁴⁰ Columbus Buggy Company, Advertisement, *The Kansas City Star*, November 8, 1908.

⁴¹ An advertisement for this dealer lists several of the vehicles offered, including the "Stanley Steam Car" and the "Rauch & Lang Electric." See: Fletcher Cowherd Jr., Automobile Company, Advertisement, *The Kansas City Star*, January 26, 1908: 8A.

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Lang Electric as well as the Peerless Motor Car (gasoline powered).⁴² The site where the Fletcher Cowherd Jr. Automobile Company once stood is now an empty lot.

Originally located "at the corner of Armour and Broadway,"⁴³ The Bruening Brothers Automobile Company were agents for Waverly electric vehicles and Apperson gasoline powered automobiles.⁴⁴ In 1914, Bruening Brothers constructed a multi-purpose garage for both gasoline and electric powered vehicles at 3515-17 Broadway Boulevard.⁴⁵ None of the buildings occupied by The Bruening Brothers Automobile Company are extant, including their sales office at 1712 Grand Boulevard.⁴⁶

The Studebaker Bros. Manufacturing Company originally erected a combination salesroom, warehouse, and office building in the West Bottoms in 1903. The company opened an additional sales outlet at 1620-1622 Grand Avenue in 1908.⁴⁷ The Studebaker Bros. Manufacturing Company produced and marketed both electric and gasoline vehicles.⁴⁸ By 1914 the Studebaker factory branch at 1620-1622 Grand Avenue was succeeded by the Bruening Brothers Automobile Company, although Bruening Brothers remained an agent for Studebaker after taking occupancy.⁴⁹

The Dodge Motor Company (no relation to the Dodge Chrysler⁵⁰), 3313-3315 Troost Avenue (no longer extant), was a general vehicle dealer. Gasoline vehicles sold by the company included the Moon Motorcar and the Alco, as well as the Gleason Commercial Car, a Kansas City-made open body commercial truck.⁵¹ The Dodge Motor Company was also an agent for the Woods Electric brand of electric vehicles.⁵²

From 1911-1929, only two other companies besides the Anderson Electric Car Company used the word "electric" in their company names under the "automobiles" heading in the Kansas City city directories, that of Baker Electric and Ohio Electric.⁵³ Baker Electric, also known as Baker R

⁴² "This Month's New Incorporations," *Motor* 3 (November 1907):104. Also: Fletcher Cowherd Jr., Automobile Company, Advertisement, *The Kansas City Star*, June 22, 1910: 7.

⁴³ The company's numerical address is not listed in city directories, Sanborn maps, or company advertisements.

⁴⁴ "Watch the Souvenir Hunters," *The Kansas City Star*, January 20, 1910: 5.

⁴⁵ "A Deluxe Garage in Missouri," *The Horseless Age* 37 (February 15, 1916): 170-172.

⁴⁶ "New Garages and Salesrooms," *The Automobile Trade Journal* 18 (April 1914): 176.

⁴⁷ Melanie Betz, "1320 West 13th St.," Survey Form, Central Industrial District Survey, Kansas City, Jackson County, Missouri, 1988; Cydney Millstein and Elizabeth Rosin, "Walnut Street Warehouse and Commercial Historic District," National Register of Historic Places Nomination, November 2007, 7:3.

⁴⁸ "Missouri-Kansas City," *The Automobile Trade Directory* 8 (October 1910): 588.

⁴⁹ Bruening Brothers Automobile Company, Advertisement, *The Kansas City Star*, September 6, 1914: 14.

⁵⁰ The name of this company is derived from its owner, O. V. Dodge, and has no relation to either the Dodge Brothers Motor Company of Detroit, Michigan, or Dodge Chrysler. See: *The Independent* 23 (May 21, 1910): 15.

⁵¹ Dodge Motor Co., Advertisement, *The Kansas City Star*, October 23, 1910: 15C; "The Gleason Commercial Car," *Cycle and Automobile Trade Journal* 15 (October 1, 1910): 191-192.

⁵² *Ibid.*

⁵³ See f. n. 31.

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& L, 3105 Gillham Road, is discussed above.⁵⁴ Little information could be located for the Ohio Electric Car Company's activities in Kansas City. It appears the company sold their line of electric vehicles through dealers, as agents for the Ohio Electric Car are listed in the 1912 city directory.⁵⁵ An independent storefront was established for the company at 3342 Main Street (no longer extant) for the 1916-1917 year; by 1918 the company was no longer listed in the city directory.⁵⁶

A source asserts that chemist William Morrison, an early inventor of batteries for electric applications, moved a branch of his company, The American Battery Company, to Kansas City in 1910.⁵⁷ This source assumes that American Battery Company manufactured electric vehicles using Morrison's electric batteries. This fact cannot, however, be independently corroborated. Although the American Battery Company may have moved to Kansas City in 1910, no evidence has been found suggesting that the company manufactured or sold electric cars in Kansas City. Additionally, Morrison Electric Company or the American Battery Company are not listed in Kansas City city directories under the automobile heading from 1910-1929.⁵⁸

Comparisons of Other Electric Vehicle Dealers to the Anderson Electric Car Company

Similar to today, early twentieth century automobile dealers were either agents for several makes of vehicles or specialized in carrying a single brand.⁵⁹ The majority (five of the six) of the known competitors of the Anderson Electric Car Company were the former, selling a range of vehicles with different propulsion methods. As a factory branch, the Anderson Electric Car Company distinguished itself from other dealers in Kansas City by exclusively selling one brand of electric vehicles. In comparison, only one other of Anderson Electric Car Company's competitors during this time, a successor to the Clark Motor Company, exclusively sold electric

⁵⁴ An additional Baker Electric sales location at 3501 Main Street is listed in 1915 city directory. This address, possibly a rental property, was the former temporary storefront of the Anderson Electric Car Company before the construction of the Anderson Electric Car Company Building. 3501 Main Street is no longer extant.

⁵⁵ Gate City Directory Co., *Kansas City Missouri City Directory* (Kansas City, MO: Gate City Directory Company, 1912): 1916.

⁵⁶ Gate City Directory Co., *Kansas City Missouri City Directory* (Kansas City, MO: Gate City Directory Company, 1916, 1917, 1918): 1974, 2194, 2023.

⁵⁷ Missouri State Historic Preservation Office staff referenced a Wikipedia article, and later, an open collaboration website stating that the Morrison Electric Car Company moved to Kansas City in 1910. See Missouri SHPO, "Anderson Electric Car Co. Bldg—EAJA214" Eligibility Assessment Route Form, November 29, 2021, 3. After consulting the source, the originally referenced primary source document from the Wikipedia article was found, speculating that a single Morrison Electric car "may have remained in the hands of the American Battery Company," although it does not specify where or how the car was acquired. Car manufacturing by the company is not mentioned. The source does state that an American Battery Company branch was relocated from Chicago to Kansas City in 1910, but lacks additional information about what activities took place at the new location. This information is incorrectly interpreted in the previously referenced Wikipedia article, which appears to be the source for additional articles, perpetuating the incorrect information. See: Keith McClellan, "The Morrison Electric: Iowa's First Automobile," *Annals of Iowa* 36 (Spring 1963): 567-568.

⁵⁸ See f. n. 31.

⁵⁹ A comparison can be drawn to a car dealership that sells Dodge, Chrysler, and Jeep vehicles, versus a specialized dealer such as Tesla.

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vehicles. The Clark Motor Company was first established as a general vehicle retailer and then was later bought out by Baker Electric, becoming a Baker Electric factory branch in 1912.⁶⁰

Of the above six locations where early electric vehicles were sold, only two besides the Anderson Electric Car Company remain; the former Clark Motor Company, 3105 Gillham Road, and the former Studebaker Bros. Manufacturing Company sales outlet, 1620-1622 Grand Avenue. The Anderson Electric Car Company survives as one of the few properties in Kansas City from which electric vehicles were sold, and potentially as Kansas City's last remaining exclusively electric factory branch location.

The Anderson Electric Car Company- Kansas City Factory Branch, 1911-1919

Anderson Carriage Company was established in Port Huron, Michigan, in 1888. A successful and popular enterprise, the company relocated to Detroit, Michigan, in 1894.⁶¹ Aware of new technological developments in the self-propelled vehicle and the pending end of horse-drawn transportation, founder W. C. Anderson invested in the production of an electric carriage to augment his regular business in 1896.⁶² The electric carriages were popular, and in 1906, the company developed what would soon become its hallmark product, an electric car called the Detroit Electric.

Several features made the Detroit Electric superior to other automobiles of the time. The electric motor, driven by the patented Edison Battery, was rechargeable, which eliminated fuel costs. With only three pedals and tiller steering,⁶³ the Detroit Electric was easy to operate, quiet, and clean. Unlike gasoline models, which required strength to start with dangerous, sometime unreliable cranks, the Detroit Electric started instantly.⁶⁴ For these reasons, the Detroit Electric was first marketed to wealthy urban women as "Society's Town Car" (Figure 18, Figure 19, Figure 20).⁶⁵

With carriage and buggy popularity dwindling and the new Detroit Electric exceeding sales expectations, the company ceased production of its namesake carriages in 1909 and changed its name to The Anderson Electric Car Company in 1910 to better reflect its main product.⁶⁶ At this time, the company invested more rigorously in the manufacturing and distribution points for its electric vehicles, including opening factory branches in New York, Chicago, and Kansas City.⁶⁷

⁶⁰ "A Baker Electric Branch Here," *The Kansas City Star*, February 16., 1912: 9A.

⁶¹ "Anderson Carriage Co. Changes its Corporate Name," *The Central Station* 10 (February 1911): 227.

⁶² "Detroit Electric Development: Early History and Recent Methods of Distribution in the Central District," *Electric Vehicles* 8 (January 1916): 3.

⁶³ Tiller steering utilizes a lever instead of a wheel for maneuvering and is commonly seen on boats.

⁶⁴ The instant starting capabilities of the Detroit Electric made it a popular choice for doctors, as they could get to emergency situations faster. Detroit Electric, "History: The Future Began in 1907," The Detroit Electric Group, 2020, accessed March 31, 2022, <https://detroit-electric-group.com/company.html>.

⁶⁵ Anderson Electric Car Company, Advertisement, *Cosmopolitan Magazine* 53 (August 1912): 103.

⁶⁶ Ibid.; Wakefield, *History of the Electric Automobile*, 229; *The Kansas City Star*, October 31, 1909, 13. See also: Michigan Department of Licensing and Regulatory Affairs, Business Record for Anderson Carriage Company, accessed April 2, 2022, <https://cofs.lara.state.mi.us/corpweb/CardSearch/ViewPDF.aspx>.

⁶⁷ "Detroit Electric Development," *Electric Vehicles* 8 (January 1916): 4.

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The locations of these factory branches were based on finding the “greatest cities wherein topographical conditions were advantageous for the operation of the electric automobile.”⁶⁸ Kansas City was a logical place for a factory branch as it was already an established distribution point for goods and its hilly terrain was an ideal place to demonstrate the electric car’s ability to climb steep grades.⁶⁹ Before the construction of the Anderson Electric Car Company factory branch in Kansas City, the Anderson Electric Car Company sent representative Julian G. Kirsten from the Detroit headquarters to establish operations in August 1910.⁷⁰ First conducting limited business from a storefront at 3501-05 Main Street,⁷¹ the construction of the official Anderson Electric Car Company Kansas City factory branch began in May 1911, with the company taking occupancy of the building September 15th of the same year (Figure 14).⁷² With its opening, the Kansas City Branch of the Anderson Electric Car Company was hailed as the first factory branch for electric automobiles in the city.⁷³ It appears that the Anderson Detroit Electrics sold from the nominated property were customized for the Kansas City market and included larger battery cells for extra hill-climbing power and two sets of brakes, also due to the hills.⁷⁴

The Anderson Electric Car Company Building, located at what was then 3310-12 Main Street, was far more than the average automotive retailer.⁷⁵ Touted as a complete one stop electric automobile shop, the first floor contained a stock and small display/sales area, as well as a women’s restroom (it is important to remember that the Detroit Electric was at first marketed towards female drivers). The rest of the first floor space was for garage and service activities (Figure 6).⁷⁶ The second floor was primarily devoted to charging electric vehicles, as evidenced by the great number of electrified, multi-plug cabinets on the original architectural drawings (Figure 7).⁷⁷ The cars’ electric batteries were renewed in the basement, which featured an auto

⁶⁸ Ibid.

⁶⁹ David Beecroft, “Making it Easy to Own and Operate an Electric,” *Electric Vehicles* 6 (May 1915): 197; “Electrics in the West,” *The Power Wagon*, 31.

⁷⁰ “Motors and Motorists,” *The Kansas City Star*, August 21, 1910, 40.

⁷¹ The Anderson Carriage Company, Advertisement, *The Kansas City Star*, September 4, 1910, 15. 3501 Main Street is no longer extant.

⁷² “Garage Notes,” *The Horseless Age* 28 (September 6, 1911): 369.

⁷³ Multiple sources make the claim that the Anderson Electric Car Company Kansas City factory branch was the first factory branch for electric cars in Kansas City. See: Kansas City Press Club, *Men of Affairs in Greater Kansas City*, 212; see also: “Concerning Cars,” *The Independent* 36, (February 10, 1917): 13. Although dealers sold other brands of electric automobiles alongside gasoline-powered cars, it appears that the Anderson Electric Car Company was the city’s first branch built exclusively for electric cars.

⁷⁴ “Motors and Motorists,” *The Kansas City Star*, January 19, 1910: 2.

⁷⁵ The original address of the Anderson Electric Car Company Building was 3310-12 Main Street; this address is seen on multiple advertisements and on the original building permits. At an unknown time, address numeration changed along Main Street in the general vicinity.

⁷⁶ “Detroit Electric into New Quarters,” *The Kansas City Star*, October 11, 1911: 4. This can also be confirmed on the original floorplans.

⁷⁷ Jackson & McIlvain, “3310-12 Main Street, Kansas City, Missouri,” architectural drawings, 1911, Missouri Valley Chapter-Society of Architectural Historians Architectural Records (K0006), State Historical Society of Missouri-Kansas City Research Center.

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parts wash and floor drains for this purpose (Figure 8, Figure 35).⁷⁸ The Anderson Electric Car Company Kansas City factory branch also sold used and refurbished electric vehicles,⁷⁹ provided necessary electric vehicle maintenance and repair, and took potential customers for demonstration rides (Figure 21).⁸⁰ An article from a 1916 issue of *The Horseless Age*, an automotive trade periodical, suggests that one of the Anderson Electric Car Company's competitors, the Bruening Brothers Automobile Company, had electric charging stations installed into their newly constructed combination gasoline and electric service garage as early as 1914.⁸¹ The addition of these stations into the Bruening Brothers garage came at least four years after the construction of the Anderson Electric Car Company Building, in which these electric charging stations were included in the original construction.

Setting it apart from other automobile sales operations who only sold cars, the Anderson Electric Car Company Kansas City factory branch offered services specifically tailored to their electric car clientele. An "individual rapid transit" service was offered from the nominated property, in which employees delivered the customer's car to their door at the beginning of the day, fully charged, and returned at night to drive the car back to the Anderson Electric Car Company Kansas City factory branch for charging.⁸² Service contracts indicate that a variety of maintenance and inspection activities took place at the Anderson Electric Car Company Building for Kansas City's electric cars, including (but not limited to) greasing, oiling, chain and brake rod adjustments, and alignments.⁸³

In addition to the sale and service of electric passenger automobiles, the Anderson Electric Car Company Kansas City factory branch also sold and serviced commercial electric vehicles.⁸⁴ Some of Kansas City's most prominent local businesses, such as the Kansas City Electric Light Company, the George B. Peck Dry Goods Company, the Jaccard Jewelry Company, the John Taylor Dry Goods Company, and the Aaron Poultry and Egg Company purchased fleets of the commercial variety of the Detroit Electric (Figure 21).⁸⁵ Costing less for maintenance than gasoline-powered trucks and able to easily navigate the hilly inner city, the manager of the John Taylor Dry Goods Company was especially enthusiastic about his commercial fleet of six Detroit Electrics:

We find it a great advantage to use the electrics for the reason that there is no waste of time in getting out onto the route and back again... our electrics travel over hills and hollows and cover the routes handily.⁸⁶

⁷⁸ Ibid., sheet 3. Portions of these structures are still extant.

⁷⁹ Anderson Electric Car Company, Advertisement, *The Kansas City Star*, February 11, 1912: 23.

⁸⁰ Anderson Electric Car Company, Advertisement, *The Kansas City Star*, November 28, 1911: 8.

⁸¹ "A Deluxe Garage in Missouri," *The Horseless Age* 37 (February 15, 1916): 170-172.

⁸² Anderson Electric Car Company, Advertisement, *The Kansas City Star*, January 29, 1911: 36. This service was especially helpful for those without vehicle storage space.

⁸³ "Monthly Inspection and Service Contract," *Motor World* 55 (April 3, 1918): 22.

⁸⁴ Anderson Electric Car Company, Advertisement, *The Kansas City Star*, November 28, 1911: 8.

⁸⁵ Anderson Electric Car Company, Advertisement, *The Kansas City Star*, October 30, 1911: 11.

⁸⁶ George E. Quinsenberry, "Kansas City Trucks Lead a Strenuous Life," *The Commercial Vehicle* 33 (September 15, 1915): 22-23.

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As the Detroit Electric became a noted name for electric cars, the Anderson Electric Car Company Kansas City factory branch experienced a sharp increase in business and sales during the second decade of the twentieth century. In the first six months of 1916, manager Albert T. Clark reported a 281 percent increase in sales and business for the Kansas City area. This noted increase was credited to salesmen reaching new customers in smaller, surrounding towns, an untapped market at the time.⁸⁷ Under Clark's astute leadership, the Anderson Electric Car Company in Kansas City thrived as one of Kansas City's two exclusively electric car garages and sales operations.⁸⁸ It is estimated in that in 1916 there were between 800 and 850 electric passenger cars operating in Kansas City.⁸⁹

In 1917, the operations conducted at nominated property required fifty-seven employees and Detroit Electric sales were expected to outpace those of gasoline engines in Kansas City.⁹⁰ As a factory branch, company operations also included dominion over what was termed the Southwest Territory, which included Missouri, Kansas, Arkansas, Texas, and Nebraska.⁹¹

The Albert Clark Motor Company, 1919-1921, and the Russell Electric Car Company, 1921-1926

In 1919, W. C. Anderson, founder of the Anderson Electric Car Company, resigned after heading the company for thirty years.⁹² The company then reorganized under the name of Detroit Electric Car Company.⁹³ At this time, long time manager of the Anderson Electric Car Company Kansas City factory branch, Albert T. Clark, bought the company's assets in Kansas City and organized a new company, the Albert Clark Motor Company.⁹⁴ The company continued to be a Detroit Electric dealership for the southwest territory at the nominated property until 1921, when Albert T. Clark moved to the Weaver Motor Company, distributor of the Lincoln 8-cylinder motor car.⁹⁵ Soon after, the Albert Clark Motor Company was absorbed by a new business, the Russell Electric Car Company. Headed by Phil A. Russell, the new company diversified their electric car offerings, adding the Milburn Electric to augment the tried-and-true Detroit Electric lines.⁹⁶

⁸⁷ "Brevities of the Business," *Electric Vehicles* 9 (July 1916): 36.

⁸⁸ There were only two electric car sales garages in Kansas City, the Anderson Electric Car Company, Baker R. & L.; a third electric garage did not sell cars. See: George S. Quinsberry, "The Big 5 of the Kansas City Territory," *Motor Age* 29 (February 17, 1916): 24.

⁸⁹ *Ibid.*, 23.

⁹⁰ "Concerning Cars," *The Independent*, 13.

⁹¹ Anderson Electric Car Company, Advertisement, *The Kansas City Star*, October 20, 1911: 11.

⁹² "W. C. Anderson Resigns," *Implement & Tractor Trade Journal* 34 (January 18, 1919): 46.

⁹³ Curtis D. Anderson and Judy Anderson, *Electric and Hybrid Cars: A History* (Jefferson, NC: McFarland & Company, Inc., 2010), 41.

⁹⁴ "Southwest," *Motor World* 59 (May 7, 1919): 37. See also: "New Name for Motor Firm," *The Kansas City Times*, February 13, 1919: 4. Clark's previous company, the Clark Motor Company, operated at 3105 Gillham Road before becoming the Baker Sales Agency.

⁹⁵ "Albert Clark to Lincoln Co.," *The Kansas City Star*, April 3, 1921: 2.

⁹⁶ "Absorbs Albert Clark Co.," *The Kansas City Star*, May 29, 1921: 8.

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Even with the new assortment of electric car makes and models, the popularity of the electric was on the decline from its production peak in 1912.⁹⁷ After the invention of the electric starter for gas-powered vehicles and the implementation of cost-cutting assembly line manufacturing, the gas-powered car moved into a position of prominence over the electric car.⁹⁸ The last electric car related business at the nominated property, the Russell Electric Car Company, ceased operations in 1926.⁹⁹

Architecture

Early Automobile Industry and the Factory Branch

In the late 1890s and early 1900s, automobiles were largely considered tinkerer's toys or playthings for the rich—their experimental nature and high price put owning an automobile out of reach for much of the general public.¹⁰⁰ As manufacturers began producing automobiles on a larger scale, direct sales from the factory to the consumer were commonplace in the highly volatile, developing industry. The direct sales method was briefly sustainable when the ratio of cars to consumers was low; however, as automobiles became more affordable and demand increased, new marketing and distribution systems were needed.¹⁰¹

Stores already catering to transportation, such as carriage and bicycle shops and livery stables, were logical first venues for automobile sales. Yet, as the automobile became more commonplace and more units were sold, these established businesses were soon overwhelmed.¹⁰² Automobiles had different requirements than horses or bicycles—warranting the construction of new, separate facilities chiefly for automobiles sales, service, and maintenance.¹⁰³ The predecessor to the modern automobile dealership was the factory branch. These facilities were owned and operated by specific manufacturers and were built to accommodate the assemblage, service, maintenance, and sales of the manufacturer's brand of automobile. The Anderson Electric Car Company is an example of one of these factory branches, an important building type in the early years of the automobile.

Several elements were considered in the design of these new buildings specifically constructed for the nascent commercial automobile industry along Main Street. To lend an air of trustworthiness and credibility to what many considered “fly-by-night” operations, early automobile dealers and factory branches were designed with architecture referencing permanent institutions of Main Street, such as banks and offices.¹⁰⁴ This can be seen in the Anderson Electric Car Company Building's Enframed Window Wall typology and exterior glazed terra cotta cladding. Points of access for vehicles were also essential to business operations

⁹⁷ Wakefield, *History of the Electric Automobile*, 228, 231.

⁹⁸ *Ibid.*, 231.

⁹⁹ Gate City Directory Co., *Polk's Kansas City, Missouri, City Directory* (Kansas City, MO: Gate City Directory Co. 1926), 2216.

¹⁰⁰ Segrave, *The Electric Car in America*, 1.

¹⁰¹ Robert Genat, *The American Car Dealership* (St. Paul, MN: Motorbooks International, 2004), 17. The institution of financing is one factor that made cars more affordable to the public.

¹⁰² Liebs, *Main Street to Miracle Mile*, 75.

¹⁰³ *Ibid.*, 77.

¹⁰⁴ Liebs, *Main Street to Miracle Mile*, 79.

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and were often incorporated into the main façade, as is the case with the nominated property. Windows were an important consideration, as they provided natural light for business activities and provided a view of interior operations, a passive form of advertisement.¹⁰⁵ This is evident in the Anderson Electric Car Company Building by the expansive curtain wall glazing, storefront windows, and the multitude of nearly bay-wide windows at the north façade. Located along several streetcar lines running on both Main Street and Linwood Boulevard, and an interurban railway line on Main Street, an interior glimpse of the Anderson Electric Car Company's offerings and operations was caught by many pedestrians.¹⁰⁶

Ample interior space was needed for marketing and sales, storing inventory and parts, and for garage and maintenance services to keep the vehicles in tip-top condition. Some assembly space was also necessary, as component parts for new cars were often shipped separately by rail from the factory.¹⁰⁷ The housing/servicing of multiple automobiles per floor required more robust construction methods due to the increased structural demand of higher live loads. Fire prevention was a top concern, as sparks from combustible fuels could easily ignite wood floors.

Reinforced concrete construction proved ideal for the early automotive factory branch, as is evidenced in the Anderson Electric Car Company Building.¹⁰⁸ The reinforced concrete structural grid provided the needed strength to support the weight of the automobiles and was fireproof. Additionally, the strength of the reinforced concrete allowed for the inclusion of two character-defining design elements of the Anderson Electric Car Company Building—the large “daylight” factory windows of the north façade (Photos 8, 10) and the large, inset expanses of glazing of early curtain wall construction, the latter distinguishing the building's Enframed Window Wall typology (Photo 1).

The Enframed Window Wall

Departing from the more traditional, segmented style of the two-part commercial block, the Enframed Window Wall building type is characterized by a unified, recessed, glazed center section, surrounded (enframed) by a broad, uninterrupted, border. This border unifies the main façade, making the window wall section read as “a whole compositional unit.”¹⁰⁹

Rare as a building type in general, the Anderson Electric Car Company Building is an exceedingly rare, multi-story version of this commercial building type. Architectural Historian Richard Longstreth states that “Multi-story versions [of the Enframed Window Wall] built in the early 20th century tend to demarcate each level with spandrels; however, the emphasis given to this enframed section makes it read as if it were an insert, remaining subordinate to the surround.”¹¹⁰ This can be seen in the Anderson Electric Car Company Building, with spandrels

¹⁰⁵ Ibid., 76.

¹⁰⁶ Berry Publishing Co., *Greater Kansas City and Suburbs*, [map], 1:36 (Kansas City, MO: Berry Publishing Co., 1912).

¹⁰⁷ Genat, *The American Car Dealership*, 20.

¹⁰⁸ The building to the south is also constructed using the beam-and-girder method of reinforced concrete construction.

¹⁰⁹ Longstreth, *The Buildings of Main Street*, 68.

¹¹⁰ Longstreth, *The Buildings of Mainstreet*, 69.

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dividing the floors in the recessed, curtain wall section, enframed by the glazed terra cotta surround (Photo 1).

Jackson & McIlvain, Architects

Frederick E. McIlvain formed a partnership with Frank Jackson in 1908, establishing the architectural firm of Jackson & McIlvain. Both men had prior architectural experience with noted Kansas City firms. Jackson studied under Van Brunt & Howe; McIlvain spent seventeen years under the tutelage of prominent architect Louis Curtiss. The influence of Curtiss on McIlvain's architectural style is palpable, especially in regard to the Anderson Electric Car Company Building. Similarities to designs by Curtiss include the use of glazed terra cotta, recessed glazing and surrounds typical of the Enframed Window Wall building type, and the use of early curtain wall glazing. Constructed in 1909 and designed by Louis Curtiss, the Boley Building (NRHP 1970) is the earliest known example of curtain wall architecture (Figure 24).¹¹¹ The Anderson Electric Car Company Building is also an early example of the use of the curtain wall, constructed in 1911, two years after the Boley Building. Architectural historian Sherry Piland describes McIlvain's work thusly:

Although Frederick McIlvain had the opportunity of working a number of years with one of Kansas City's most imaginative architects, he never advanced beyond the style of Curtiss. His own designs, rather than being innovative, were pleasant derivations of the work of his mentor.¹¹²

In partnership, Jackson & McIlvain designed all types of buildings, including the well-known Elms Hotel in Excelsior Springs, Missouri (NRHP 1984). The firm was dissolved in 1916 with Jackson dying a year later.¹¹³

Conclusion

The Anderson Electric Car Company building remains as one of the last surviving links to Kansas City's short-lived electric car industry. The building effectively communicates its Enframed Window Wall building type and is an extant example of both early reinforced concrete and curtain wall construction in Kansas City. Additionally, the original open spaces crucial to the operations of an early electric vehicle retailer are intact, as are portions of original showroom tile and artifacts from the servicing of electric vehicles (remnants of the parts washing system, drains, dynamo platform, etc.). The building retains its integrity of location, design, materials, workmanship, feeling, and association to convey its historic significance.

¹¹¹ Fred T. Comee, "Louis Curtiss of Kansas City," *Progressive Architecture* 44 (August 1963): 133.

¹¹² Sherry Piland, "A Kansas City Architect: Frederick McIlvain," *Historic Kansas City Foundation Gazette* 9 (January/February 1985): 2.

¹¹³ Sherry Piland and Ellen Ugucconi, "The Elms Hotel," National Register of Historic Places Nomination Form, Excelsior Springs, Clay County, Missouri, 1984, 8:5.

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VERBAL BOUNDARY DESCRIPTION: SEC 17-49-33 NW1/4 SW1/4 HYDE PARK LOT 3 (EX N 4') BLK 2

BOUNDARY JUSTIFICATION: The nominated property includes the entire parcel historically associated with the Anderson Electric Car Company Building.

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Figure 1: Location and Site Maps (Lat./Long. 39.06775, -94.58575)

Source: City of Kansas City, Missouri, Government, KIVA Parcel Viewer [GIS Database]. Accessed Feb. 8, 2022. <http://maps.kcmo.org/apps/parcelviewer/>.



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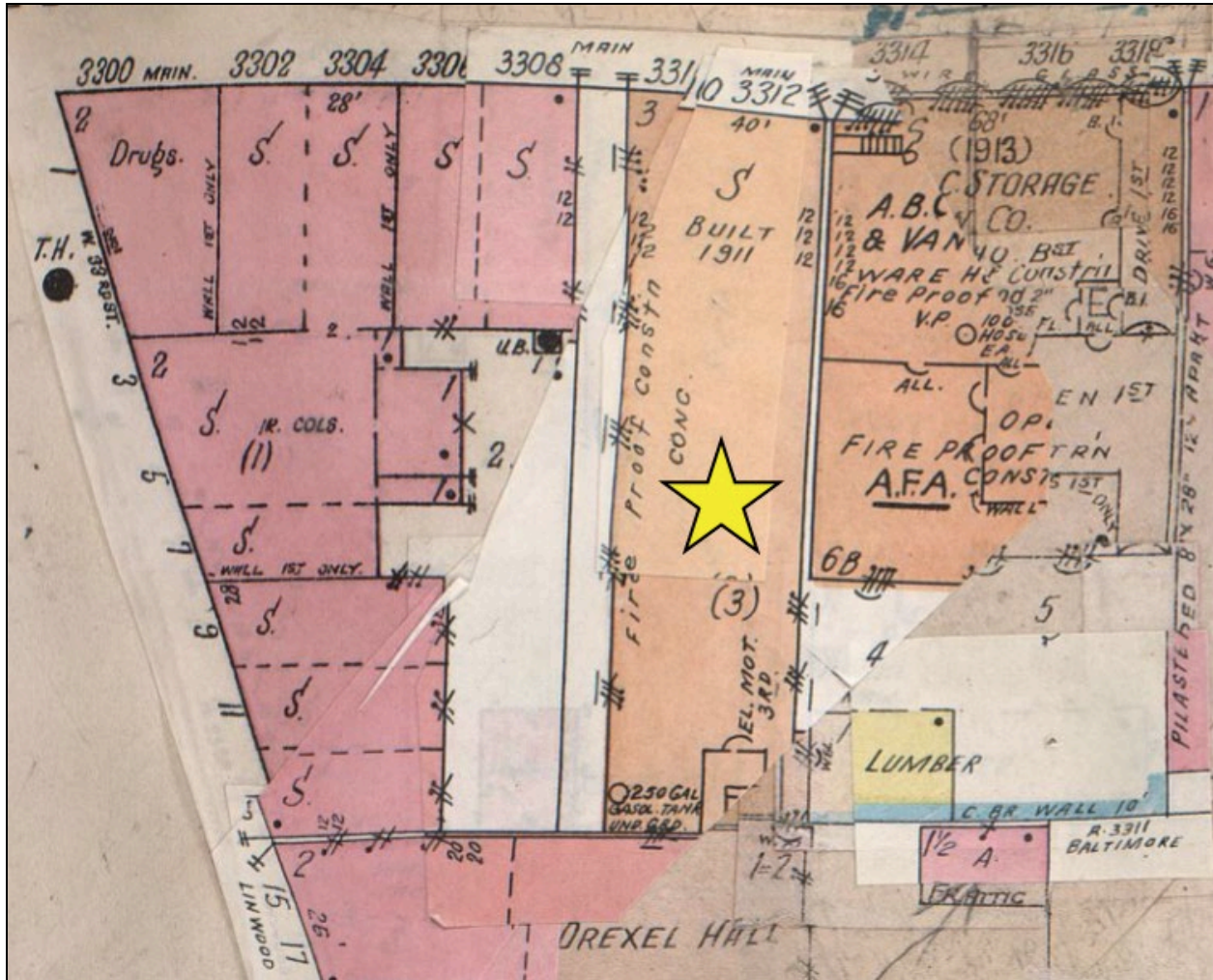


Figure 2: 1909 Sanborn Map with 1951 Overlay. The nominated property is marked with a yellow star.

Source: Sanborn Map Company, *Insurance Maps of Kansas City, Missouri*, vol. 4 (NY: Sanborn Map Company, 1909), 458.



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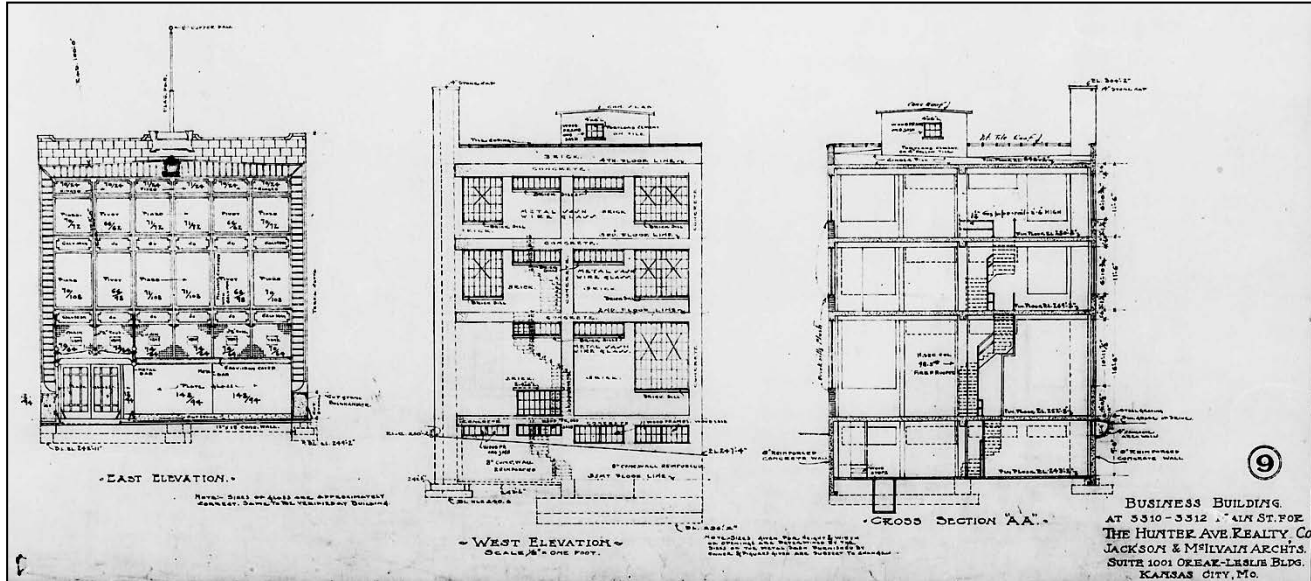


Figure 3: Original architectural drawings, east and west elevations and cross section, 1911.
 Source: Jackson & Mcllvain, "Business Building at 3310-12 Main St.," sheet 9, Missouri Valley Chapter-Society of Architectural Historians Architectural Records (K0006), State Historical Society of Missouri-Kansas City Research Center.

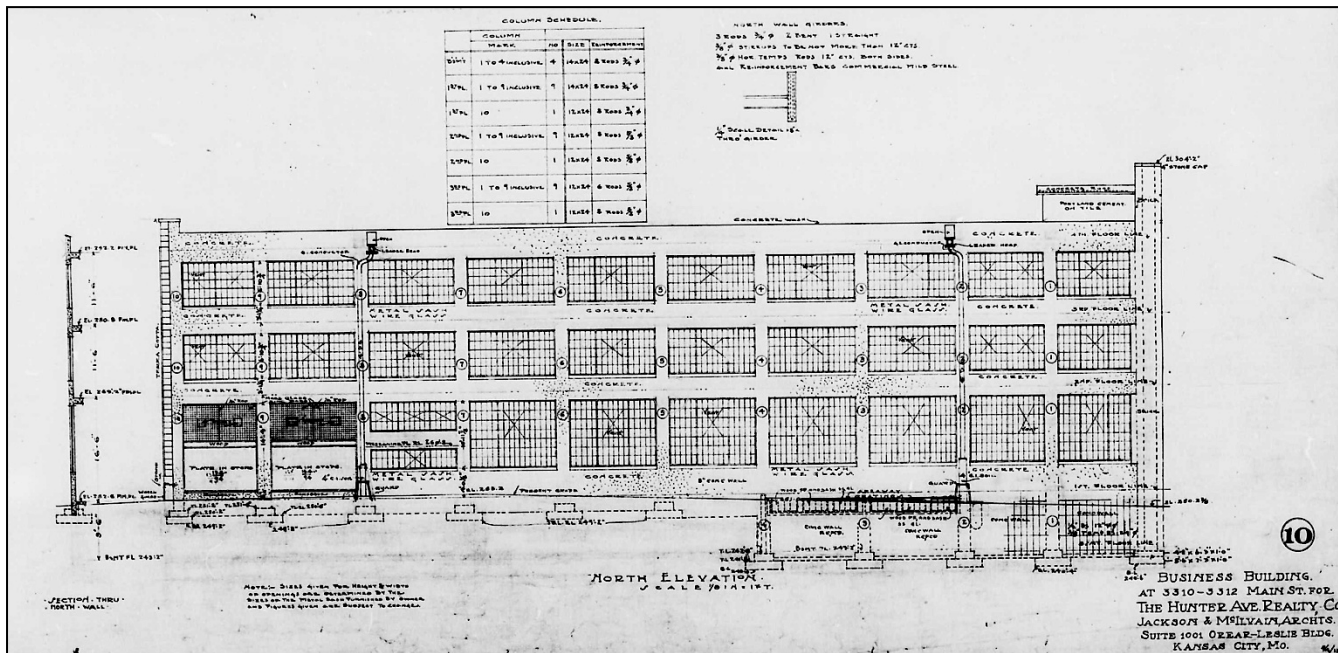


Figure 4: Original architectural drawings, north elevation, 1911.
 Source: Jackson & Mcllvain, "Business Building at 3310-12 Main St.," sheet 10, Missouri Valley Chapter-Society of Architectural Historians Architectural Records (K0006), State Historical Society of Missouri-Kansas City Research Center.

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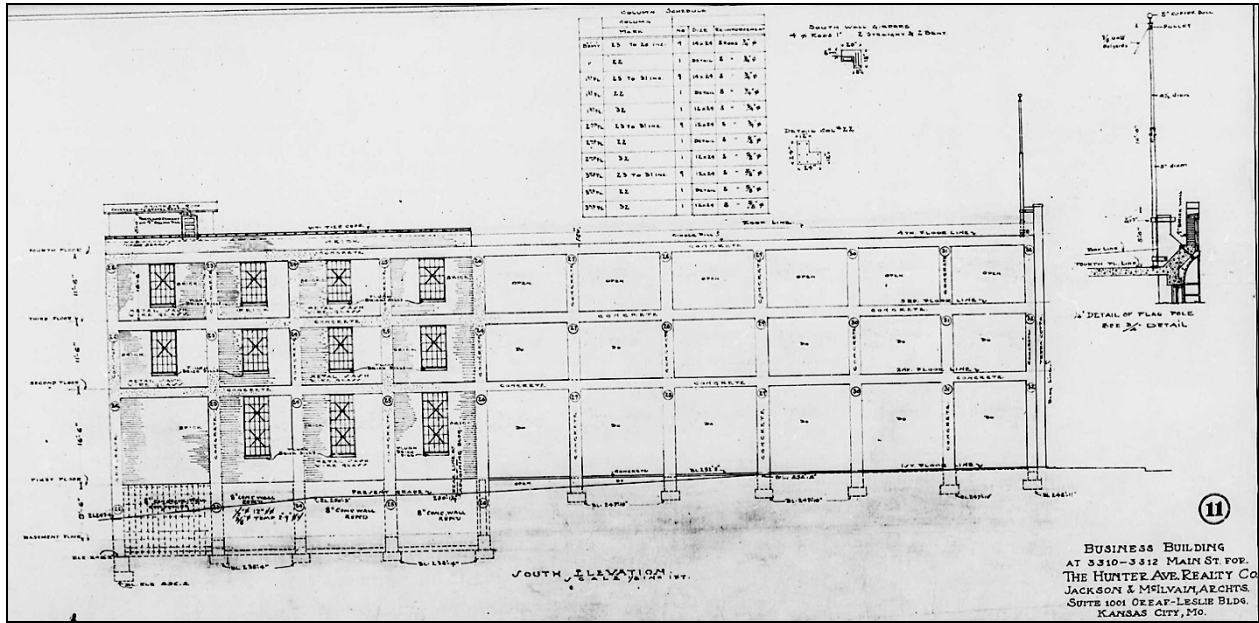


Figure 5: Original architectural drawings, south elevation, 1911.
Source: Jackson & McIlvain, "Business Building at 3310-12 Main St.," sheet 11, Missouri Valley Chapter-Society of Architectural Historians Architectural Records (K0006), State Historical Society of Missouri-Kansas City Research Center.

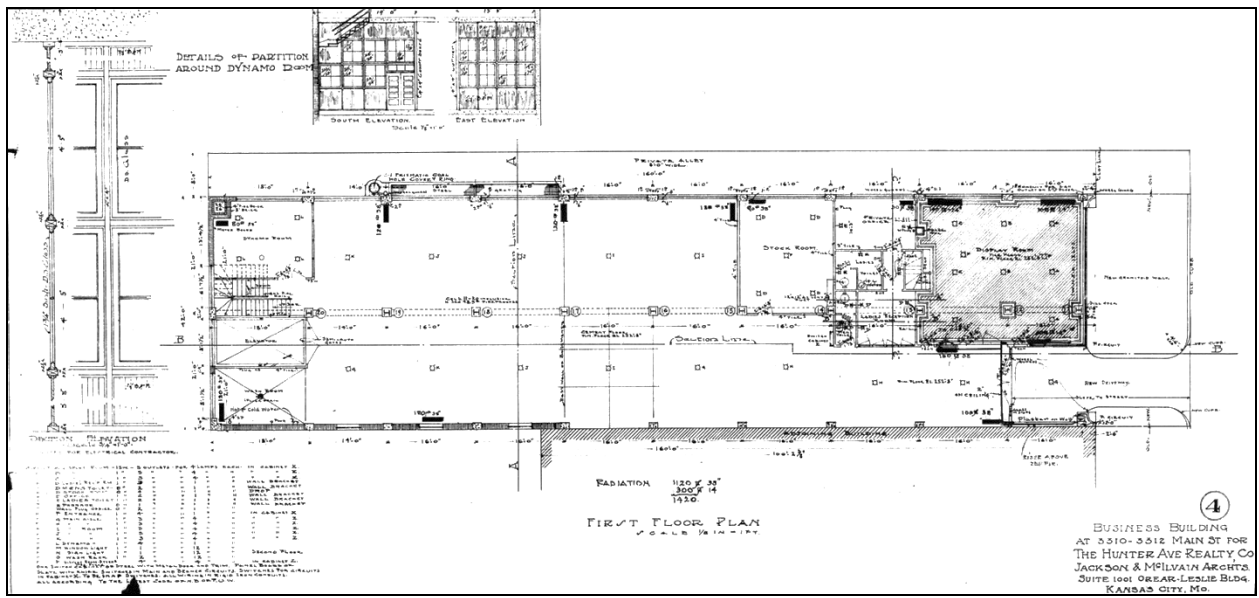


Figure 6: Original architectural drawings, first floor plan, 1911.
Source: Jackson & McIlvain, "Business Building at 3310-12 Main St.," sheet 4, Missouri Valley Chapter-Society of Architectural Historians Architectural Records (K0006), State Historical Society of Missouri-Kansas City Research Center.

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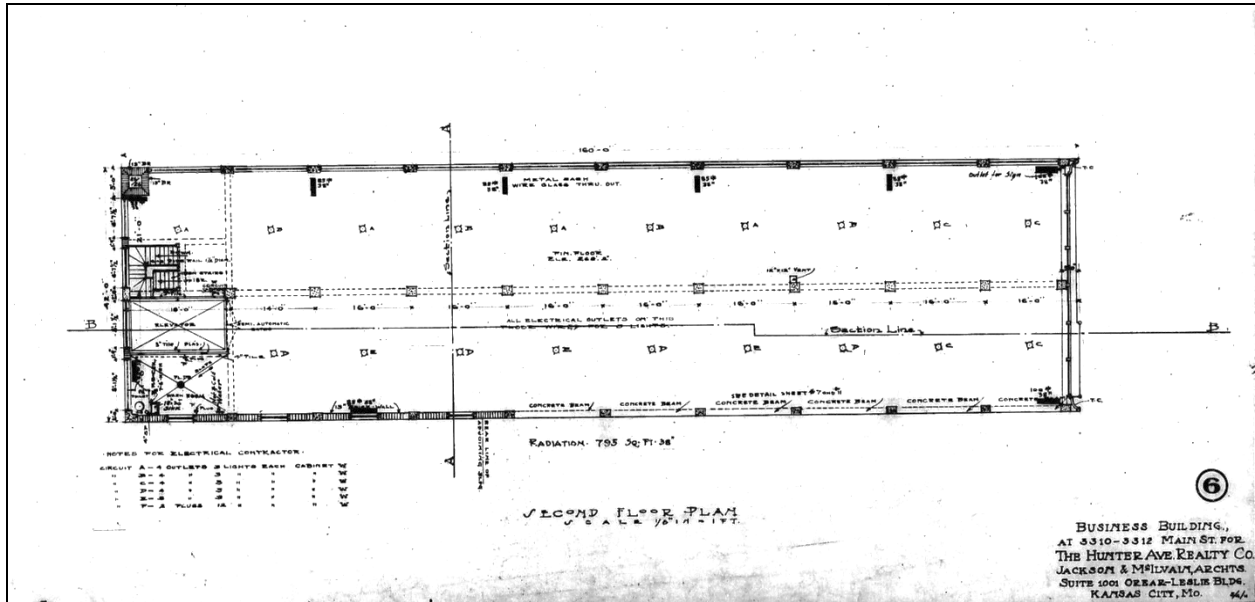


Figure 7: Original architectural drawings, second floor plan, 1911.

Source: Jackson & Mcllvain, "Business Building at 3310-12 Main St.," sheet 4, Missouri Valley Chapter-Society of Architectural Historians Architectural Records (K0006), State Historical Society of Missouri-Kansas City Research Center.

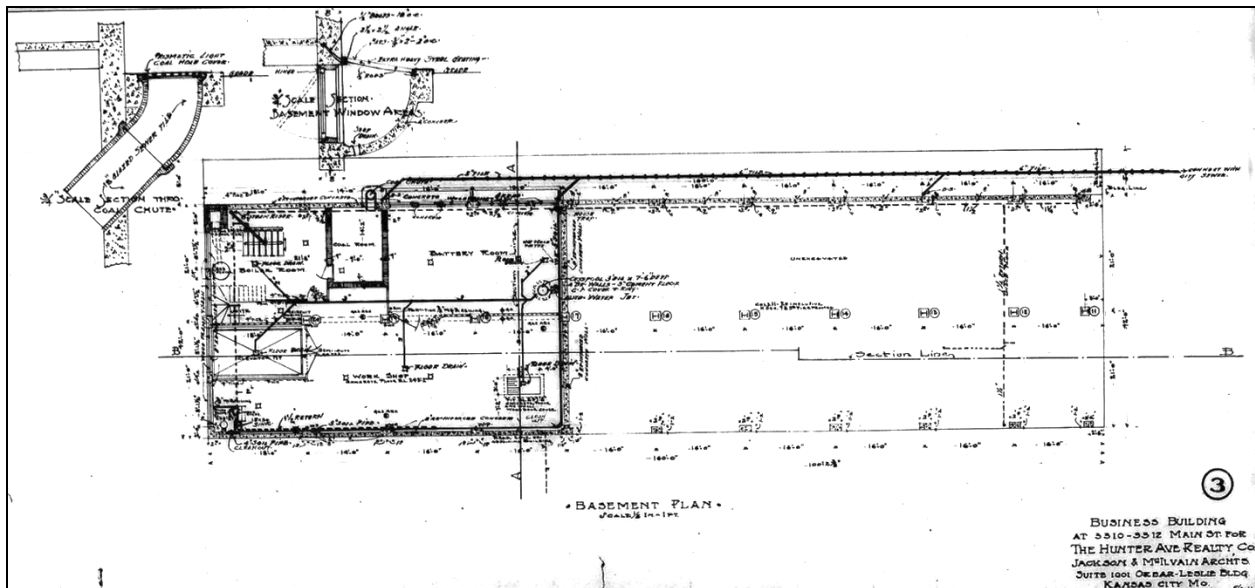


Figure 8: Original architectural drawings, basement plan, 1911.

Source: Jackson & Mcllvain, "Business Building at 3310-12 Main St.," sheet 10, Missouri Valley Chapter-Society of Architectural Historians Architectural Records (K0006), State Historical Society of Missouri-Kansas City Research Center.

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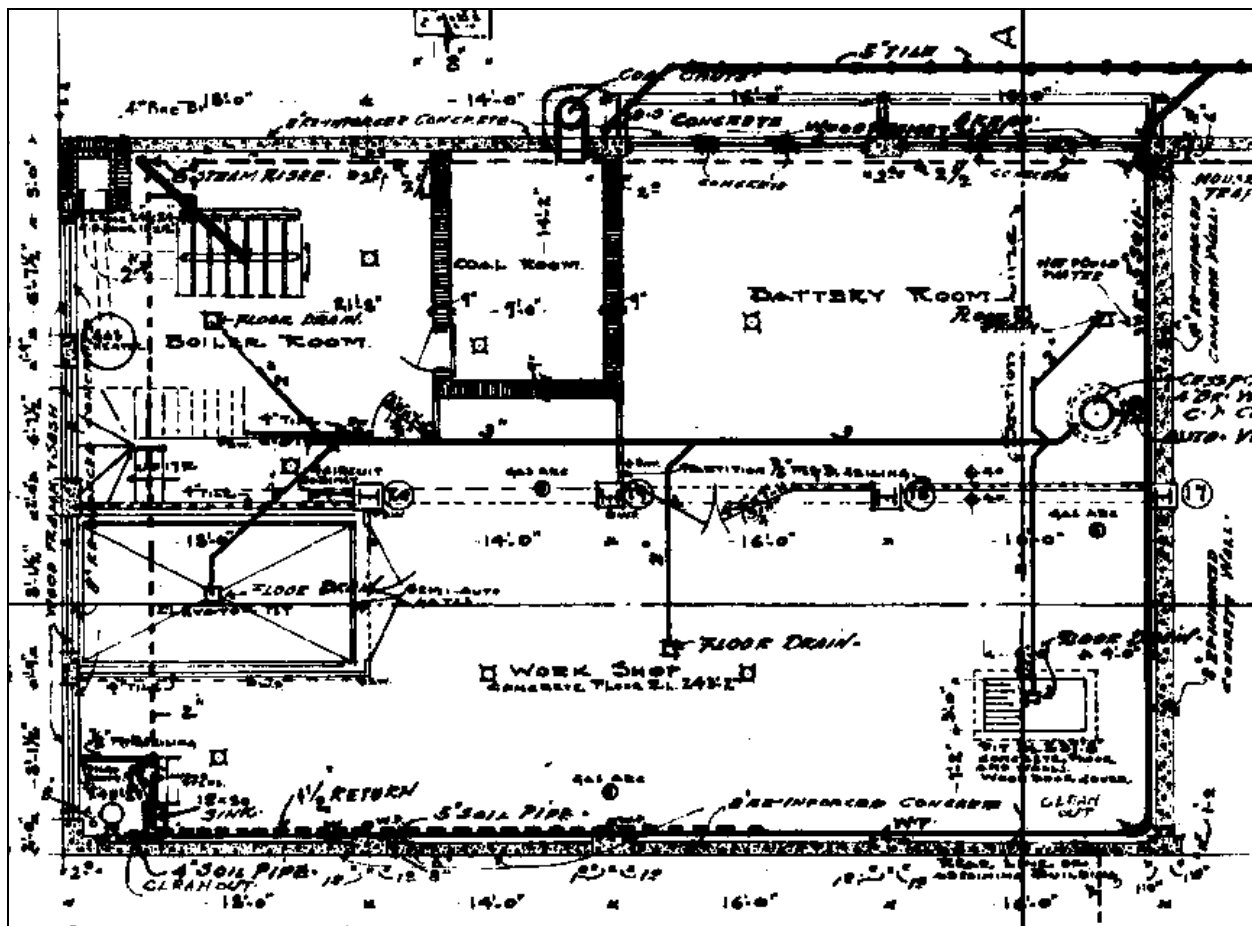


Figure 9: Detail of basement floor plan (excavated portion) from original drawings, 1911.
Source: Jackson & McIlvain, "Business Building at 3310-12 Main St.," sheet 10, Missouri Valley Chapter-Society of Architectural Historians Architectural Records (K0006), State Historical Society of Missouri-Kansas City Research Center.

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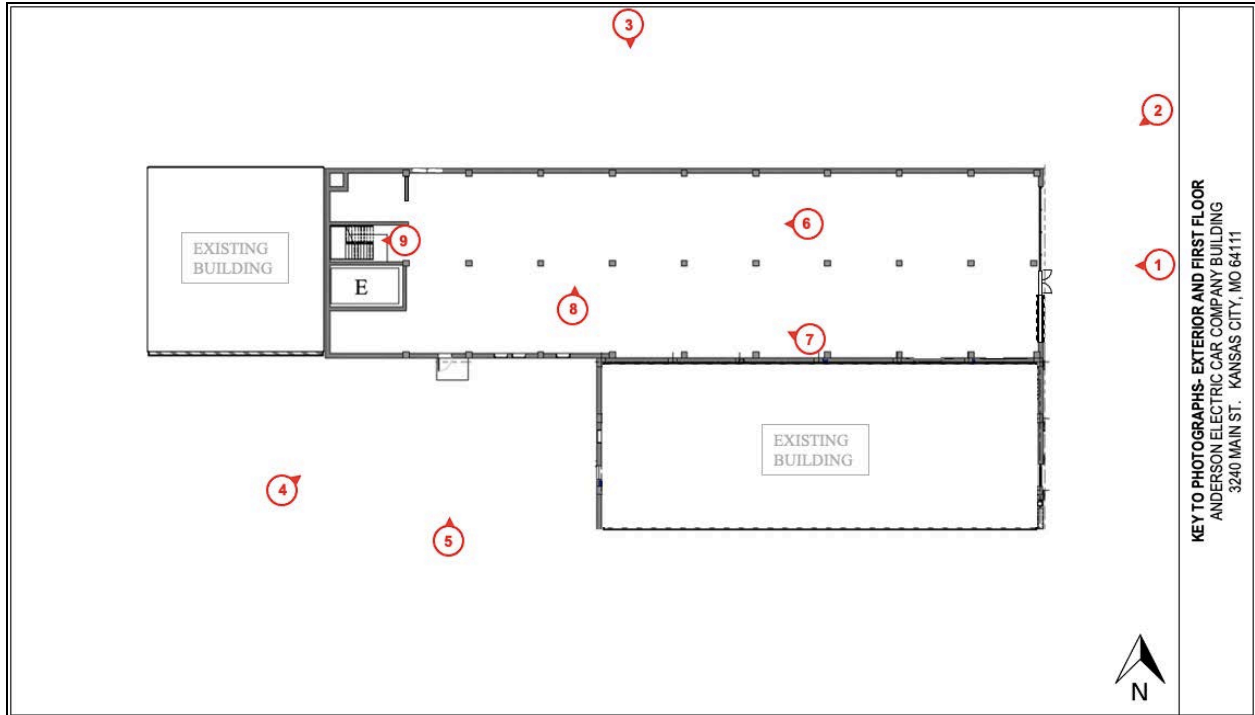


Figure 10: Key to photographs and current floor plan, exterior and first floor.

Source: Plan from Exact Architects, modified by Kelsey Lutz, 2022.

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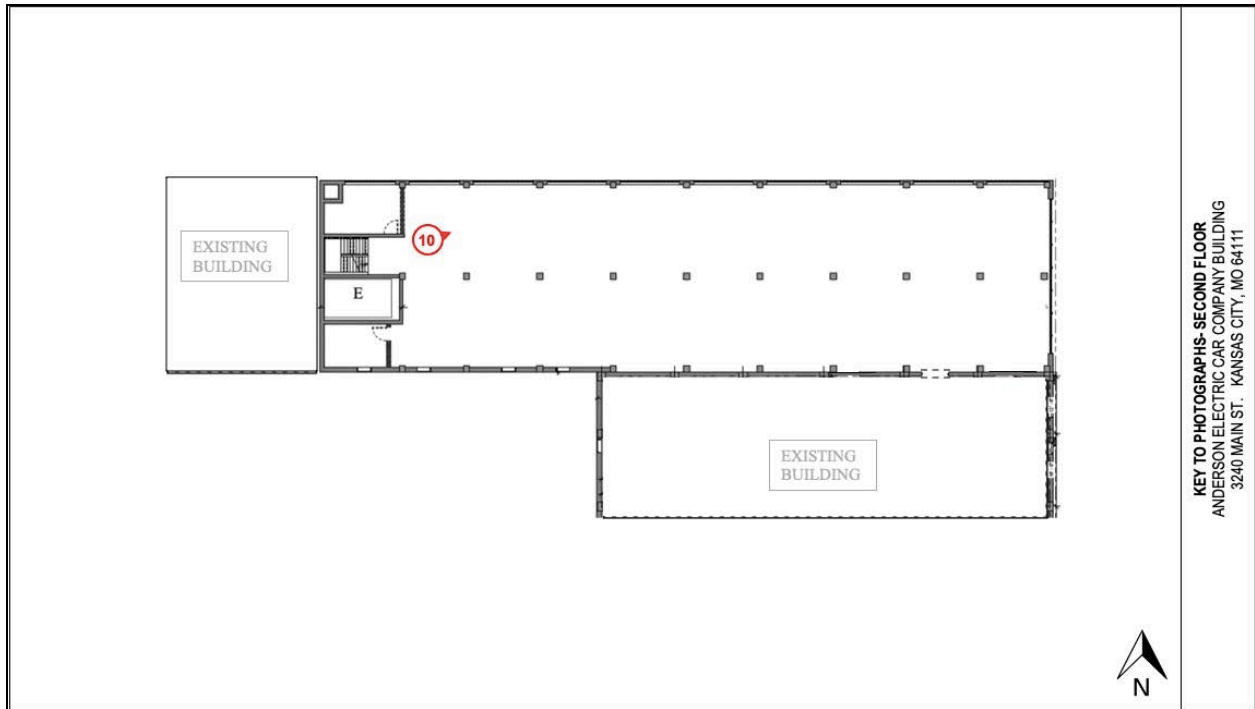


Figure 11: Key to photographs and current floor plan, second floor

Source: Plan from Exact Architects, modified by Kelsey Lutz, 2022

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N/A
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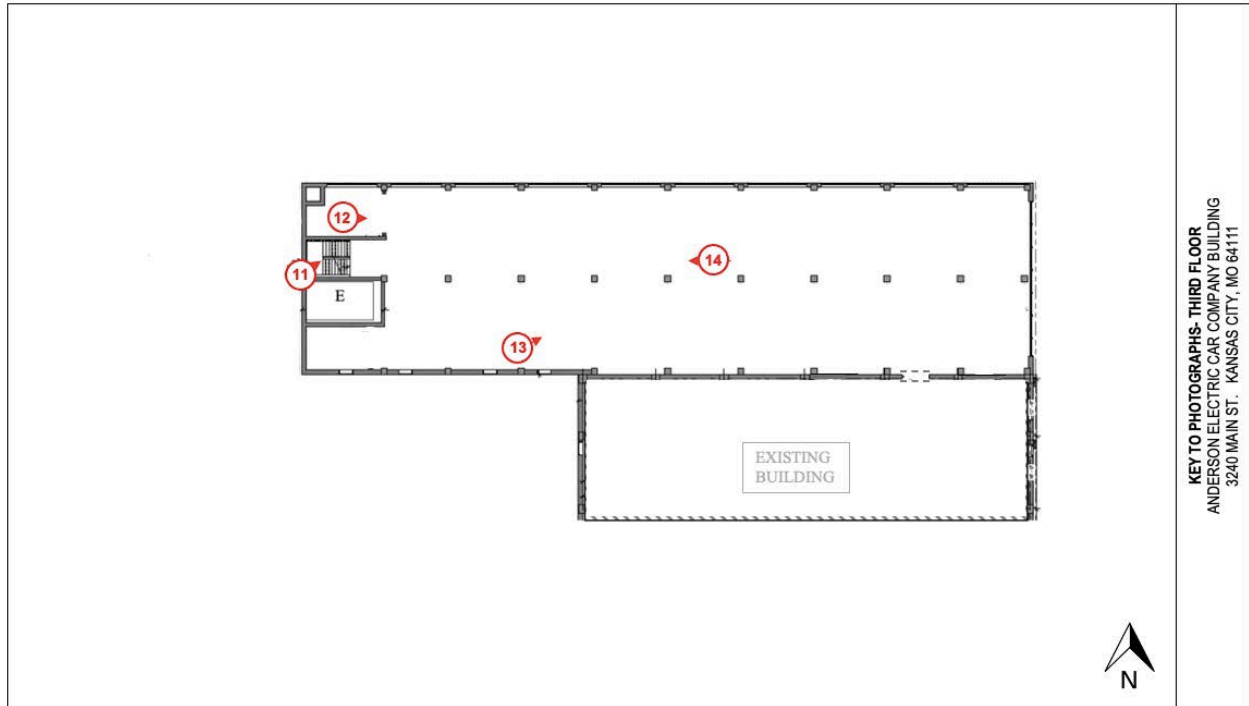
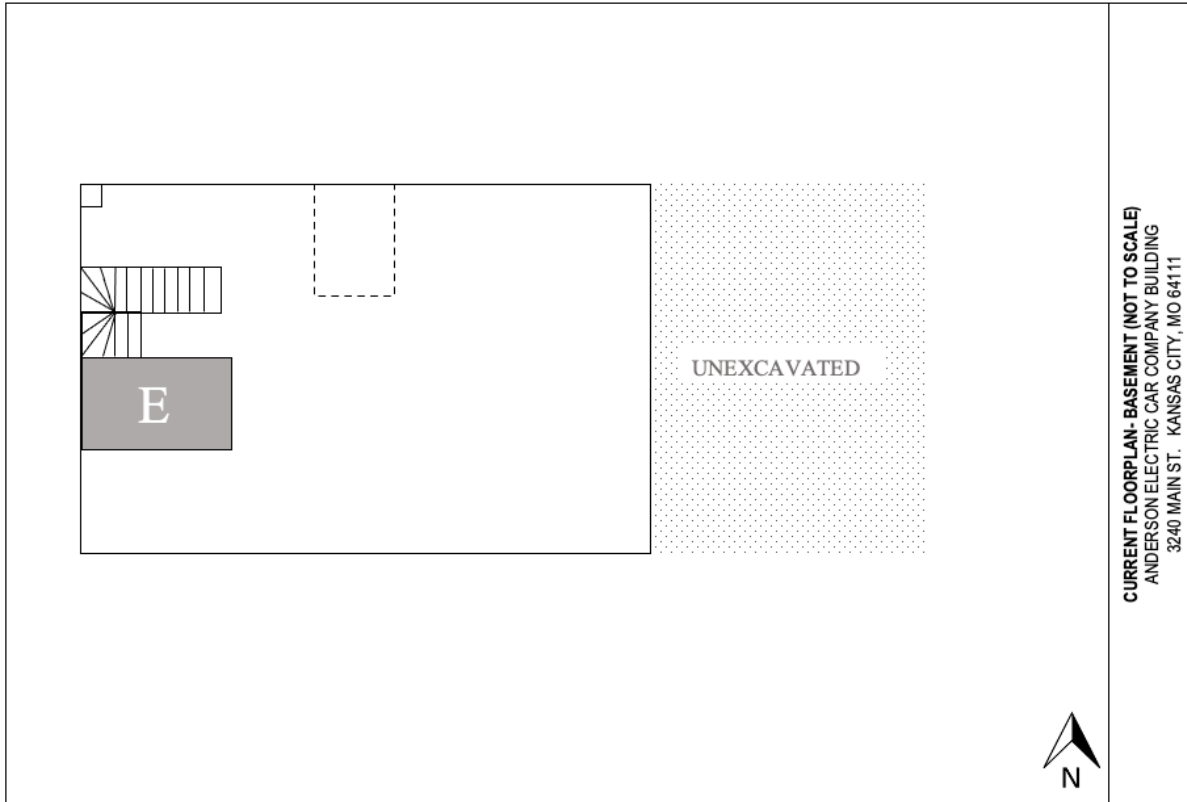


Figure 12: Key to photographs and current floor plan, third floor.
Source: Plan from Exact Architects, modified by Kelsey Lutz, 2022.

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CURRENT FLOORPLAN - BASEMENT (NOT TO SCALE)
ANDERSON ELECTRIC CAR COMPANY BUILDING
3240 MAIN ST. KANSAS CITY, MO 64111

Figure 13: Current floorplan, basement.
Source: Kelsey Lutz.

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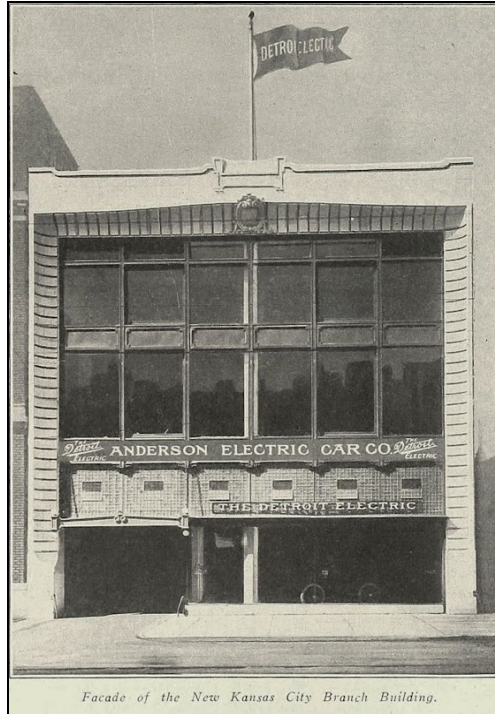


Figure 14: (Top) The Anderson Electric Car Company Building, 1911 .

Figure 15: (Bottom) Interior of the Anderson Electric Car Company Building with a row of Detroit Electric cars, 1917.

Sources: Top: "Among the Makers & Dealers," *Motor Age* 20 (October 19, 1911): 42.

Bottom: "Making the Garage Fireproof," *Electric Vehicles* 11 (July 1917): 25.

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Figure 16: The nominated property as it appeared c. 1940.

Source: Missouri Office of the Secretary of State, "Kansas City 1940 Tax Assessment Photographs," Accessed May 2022. <http://cdm16795.contentdm.oclc.org/cdm/landingpage/collection/>.

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Figure 17: The nominated property as it appeared in 1981.

Source: "3240 Main," Folder 1, Box 1, Kansas City Landmark Commission Slide Collection, Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.

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Figure 18: (Top, Left) Detroit Electric Advertisement, 1912.

Figure 19: (Top, Right) Ms. W. S. Hathaway driving a Detroit Electric car in an obstacle race, Elm Ridge Racetrack, Kansas City, Missouri, 1909.

Figure 20: (Bottom) Woman driving a Detroit Electric, 1909.

Sources: Figure 13: Anderson Electric Car Company, Advertisement, *Cosmopolitan Magazine* 53 (August 1912): 103. Figure 14: Laznarak Collection, Special Collections, Detroit Public Library. Figure 15: National Automotive History Collection, Special Collections, Detroit Public Library.

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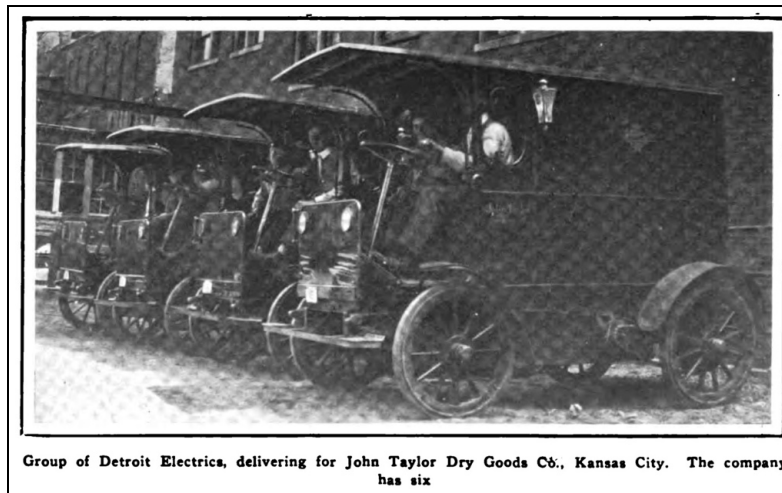


This Car, a One-Ton Wagon, Has Made 6,000 Miles Since June 1
*Electric Delivery Is Best Appreciated in Severe Weather
and Unfavorable Road Conditions*

THE Detroit ELECTRIC **Commercial Vehicles**
are equipped **ONLY** with the wonderful
EDISON (NICKEL STEEL) STORAGE BATTERY
"BUILT FOR SERVICE"

Mr. Merchant, Do You Know—
That street conditions such as today are ideal for a test of the electric equipped with Edison batteries.
Pick out some real bad day and phone us for a demonstration
You can put enough current in an Edison battery in 30 minutes to run a 1-ton truck 15 miles—and without injury to the battery.
Think of this! Let us show you. You will not obligate yourself to buy. We are glad to call and tell you the story of modern delivery.

Anderson Electric Car Company
Commercial Vehicles
3310-3312 Main St., Kansas City, Mo. Both Phones So. 3668



Group of Detroit Electrics, delivering for John Taylor Dry Goods Co., Kansas City. The company has six

Figure 21: (Top) Advertisement for the Anderson Electric Car Company's Detroit Electric commercial vehicles, 1911; (Bottom) Four of the six Detroit Electrics in John Taylor Dry Goods Company fleet, Kansas City, 1915.

Sources: Top: Anderson Electric Car Company, Advertisement, *The Kansas City Star*, November 28, 1911: 8. Bottom: George E. Quinsenberry, "Kansas City Trucks Lead a Strenuous Life," *The Commercial Vehicle* 33 (September 15, 1915): 22-23.

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Figure 22: Enframed Window Wall buildings designed by Louis Curtiss, no longer extant. (Left) 1114-16 McGee Street, photo taken 1981; (Right) 1105 McGee Street, photo taken 1940.

Sources: Sherry Piland, "1114-16 McGee," Missouri Historic Inventory Form, Central Business District Architectural Survey (JA-AS-005), Kansas City, Jackson County, Missouri, 1981; Jackson County Tax Assessor's Office, Tax Assessment Photographs, Missouri Digital Heritage.



Figure 23: (Left) 1616-18 Grand Ave (no longer extant), photo 1981; (Right) 1717 Walnut Street, 2022.

Sources: Sherry Piland, "1616-18 Grand," Missouri Historic Inventory Form, Midtown Architectural Survey (JA-AS-008), Kansas City, Jackson County, Missouri, 1981; Kelsey Lutz, photographer.

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Figure 24: The Boley Building, 1130 Walnut Street, Kansas City, Missouri, photo c. 1970s.

Source: Folder 66, Series 5, Historic Kansas City Foundation Collection (SC224), Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.

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Figure 25: Exterior, east façade, detail of curtain wall system, 2022.
Source: Kelsey Lutz, photographer.



Figure 26: Interior, first floor; view facing east.
Source: Kelsey Lutz, photographer.

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Figure 27: (Left) Interior, second floor; detail of original curtain wall system, with inset second curtain wall components and mural board panels, 2022 (Right) Interior, third floor; detail of original curtain wall system, with inset second curtain wall components and mural board panels, 2022.

Source: Kelsey Lutz, photographer.

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Figure 28: The original freight elevator, located centrally along the western wall of the building, 2022.

Source: Richard Welnowski, photographer.



Figure 29: Original decorative tile outlines the showroom area at the northeast portion of the first floor, 2022.

Source: Kelsey Lutz, photographer.

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Figure 30: (Top, Left) Yellow arrows point to the original partitioning of the Dynamo Room at the northwest corner of the first floor. (Top, Right): remnants of the dynamo's connection to overhead electrical (alternating current) lines on the north façade. (Bottom) Interior of Dynamo Room with concrete platform. All photos taken 2022.

Source: Kelsey Lutz, photographer.

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Figure 31: Example of fire door egress at the third story, 2022.
Source: Kelsey Lutz, photographer.



Figure 32: Third floor, view facing northeast, 2022.
Source: Richard Welnowski, photographer.

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Figure 33: Third floor, view facing north, area with brick flooring and concrete ramp, 2022.
Source: Kelsey Lutz, photographer.



Figure 34: Labeled view of a portion of the basement level, view facing northeast, 2022.
Source: Richard Welnowski, photographer; photo labeling Kelsey Lutz.

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Figure 35: (Top, Left) Original floor drain for parts washing system (covered with wood for safety). (Top Right) Remnants of the parts washing system tie ins with soil pipe. (Bottom) The yellow dashed line indicates the location of the infilled floor basins.

Source: Kelsey Lutz, 2022

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Figure 36: The former Clark Motor Company and Baker Electric Sales Agency, 3105 Gillham Road, Kansas City, Missouri, 2022.
Source: Kelsey Lutz, photographer.





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