

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Kansas City Southern Railway Building

other name/site number N/A

2. Location

street & town 114 W. 11<sup>th</sup> Street N/A not for publication

city or town Kansas City N/A vicinity

state Missouri code MO county Jackson code 095 zip code 64105

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 ☐ nationally ☐ statewide ☒ locally. ( ☐ See continuation sheet for additional comments.)

Mark A. Miles  
Signature of certifying official/Title Mark A. Miles/Deputy SHPO

03/18/04  
Date

Missouri Department of Natural Resources  
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ( ☐ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

☐ entered in the National Register.  
☐ See continuation sheet.

☐ determined eligible for the  
National Register  
☐ See continuation sheet.

☐ determined not eligible for the  
National Register.

☐ removed from the National  
Register.

☐ other, (explain): \_\_\_\_\_

Kansas City Southern Railway Building  
Name of Property

Jackson County, MO  
County and State

## 5. Classification

**Ownership of Property**  
(check as many boxes as apply)

- ☒ private  
☐ public-local  
☐ public-State  
☐ public-Federal

**Category of Property**  
(check only one box)

- ☒ building(s)  
☐ district  
☐ site  
☐ structure  
☐ object

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

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

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

**Number of contributing resources previously listed  
in the National Register**

0

Railroad Related Historic. Commercial and  
Industrial Resources in Kansas City, MO

## 6. Function or Use

**Historic Function**  
(Enter categories from instructions)

COMMERCE/TRADE: Business

**Current Function**  
(Enter categories from instructions)

COMMERCE/TRADE: Business

## 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 brick

roof asphalt

other terra cotta

## Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

☒ See continuation sheet(s) for Section No. 7

**8. Description****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 of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**Areas of Significance**

(enter categories from instructions)

TRANSPORTATION

**Period of Significance**

1913-1954

**Significant Dates**

1914

1924

**Significant Persons**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

McKecknie, John W., architect

Carroll, Martin, builder

☒ See continuation sheet(s) for Section No. 8

**9. Major Bibliographical References****Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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 # \_\_\_\_\_

**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

☒ See continuation sheet(s) for Section No. 9

Kansas City Southern Railway Building  
Name of Property

Jackson County, MO  
County and State

## 10. Geographical Data

Acreage of Property less than one acre

### UTM References

(Place additional boundaries of the property on a continuation sheet.)

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

2 / / / / / / / / / /  
Zone Easting Northing

3 / / / / / / / / / /  
Zone Easting Northing

4 / / / / / / / / / /  
Zone Easting Northing

### Verbal Boundary Description

(Describe the boundaries of the property.)

Property Tax No.

### Boundary Justification

(Explain why the boundaries were selected.)

☐ See continuation sheet(s) for Section No. 10

## 11. Form Prepared By

name/title Cyndey E. Millstein and Mary Ann Warfield

organization Architectural and Historical Research, LLC

date August 25, 2003

street & number P.O. Box 22551

telephone 816.363.0567

city or town Kansas City

state MO zip code 64113

## Additional Documentation

Submit the following items with the completed form:

### Continuation Sheets

**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.

**Photographs:** Representative black and white photographs of the property.

**Additional items:** (Check with the SHPO or FPO for any additional items)

## Property Owner

name/title Broadway Square Partners, LLP

street & number 333 W. 11<sup>th</sup> Street

telephone 816.843.1071

city or town Kansas City

state MO zip code 64105

**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. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 1

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

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**SUMMARY**

The Kansas City Southern Railway Building, located at 114 W. 11<sup>th</sup> Street, Kansas City, Missouri, is an eight-story, tapestry brick and terra cotta building designed by prominent local architect John W. McKecknie and constructed in 1913-1914 by Martin Carroll, Kansas City. Designed in the Two-Part Vertical Block, the first story, modified over the years, rests below a shaft or upper zone, crowned by a terra cotta, geometric-patterned parapet. The upper story windows and first floor cladding and fenestration pattern have been modified over the last 50 years, but these changes are consistent with the registration requirements for "Industrial Facilities and Commercial Distribution" buildings as defined in the MPS cover document, "Railroad Related Historic, Commercial and Industrial Resources in Kansas City, Missouri."

The building is located in the Central Business District. To the east is the Phillips Hotel (listed in the National Register), to the north and south are parking garages and to the west across 11<sup>th</sup> Street is a large surface parking lot.

**ELABORATION**

The façade of the Kansas City Southern Railway Building faces south, a recessed entry with non-original double-leaf doors is placed at the 3<sup>rd</sup> bay (moving east to west). The first floor has been faced in granite and has bands of fixed windows. The 2<sup>nd</sup> through 8<sup>th</sup> story has three vertical divisions. The upper stories are fenestrated with bands of paired and tripartite non-original industrial sash windows at the 2<sup>nd</sup> to 4<sup>th</sup>, 6<sup>th</sup> and 8<sup>th</sup> stories. The 5<sup>th</sup> and 7<sup>th</sup> story fenestration is fixed. The first and fifth bays of the main façade are slightly taller than the center section and are capped by shaped parapet. The parapet is outlined in terra cotta, as is a decorative panel that marks the cornice area of the parapet wall. Decorative terra cotta also outlines the shorter center section creating a large frame around the bands of windows. The design of the main façade is repeated at the western façade. While similar in detail, the West façade is much wider and includes 8 bays of windows. The interior of the Kansas City Southern Railway Building has been modified over the years and few historic features are extant.

Fenestration at the 1<sup>st</sup> story is non-original fixed, while a non-original single-leaf door is placed at the 4<sup>th</sup> bay (moving north to south). The 5<sup>th</sup> story units are fixed, as is the unit at the far south bay of the 7<sup>th</sup> floor. The fenestration of the alley or east façade as well as the north façade has been modified with glass block.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 2

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

The east and south elevations are plain brick walls with randomly placed windows. Both these facades are blocked from view by neighboring buildings.

Construction of the building located at the northeast corner of 11<sup>th</sup> and Wyandotte streets began shortly after August 1913, when a building permit was purchased under the name of owners, Mary B. and George B. Case.<sup>1</sup> The new building, designed by prominent local architect John W. McKecknie, was constructed according to the needs of the Kansas City Southern Railway Company and was named after the company.<sup>2</sup> On August 20, 1913, the Martin Carroll Company, of 121 W. 8<sup>th</sup> Street, was given the contract for the excavating and concrete work. The six-story building, measuring 142 x 90 feet, is constructed of reinforced concrete with brick and terra cotta detailing. Cost of construction was estimated at \$150,000 at the time that bids were opened.<sup>3</sup>

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<sup>1</sup> Kansas City Building Permit No. 11024, August 14, 1913. Landmarks Commission, City of Kansas City, Missouri. Although a native of Kansas City, Mr. Case later became a prominent lawyer in Boston and New York.

<sup>2</sup> "Southern Railroads," *The Kansas City Journal* 10 May 1914, n. p. Clippings, Special Collections, Kansas City Public Library, Kansas City, Missouri.

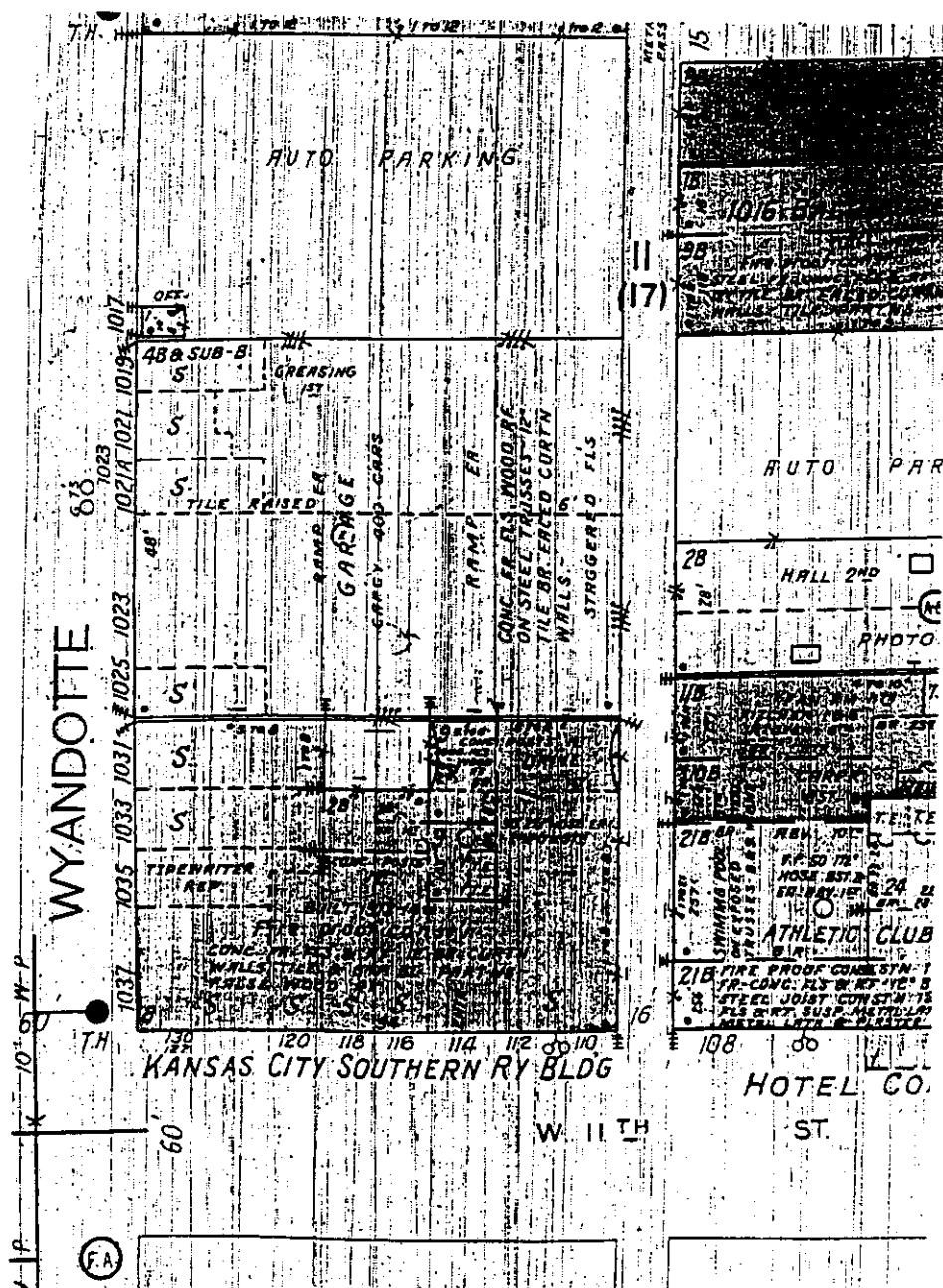
<sup>3</sup> *Western Contractor* 25 (20 August 1913), 29.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



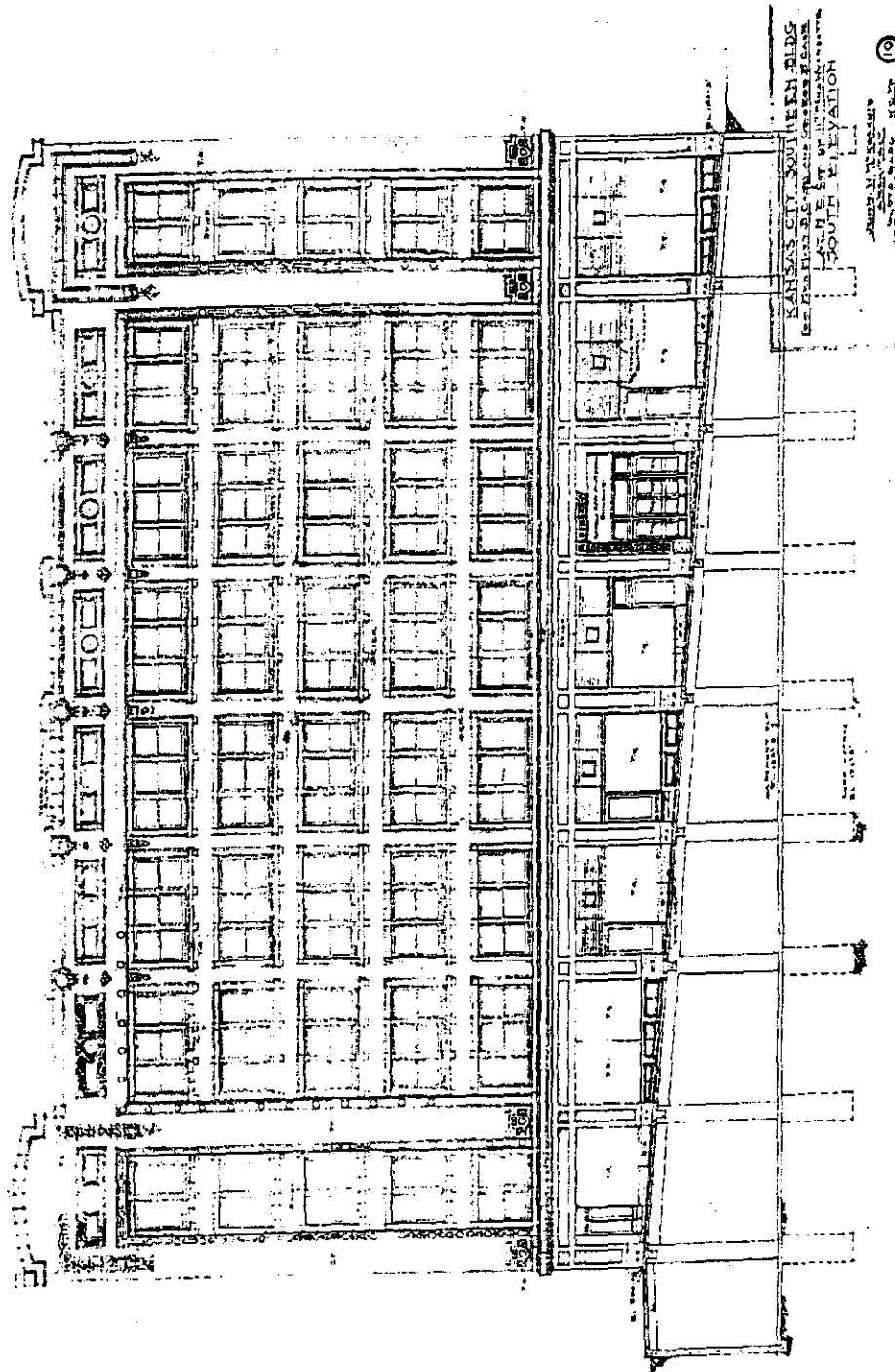
Source: 1939 Sanborn Insurance Map

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 4

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



South Elevation

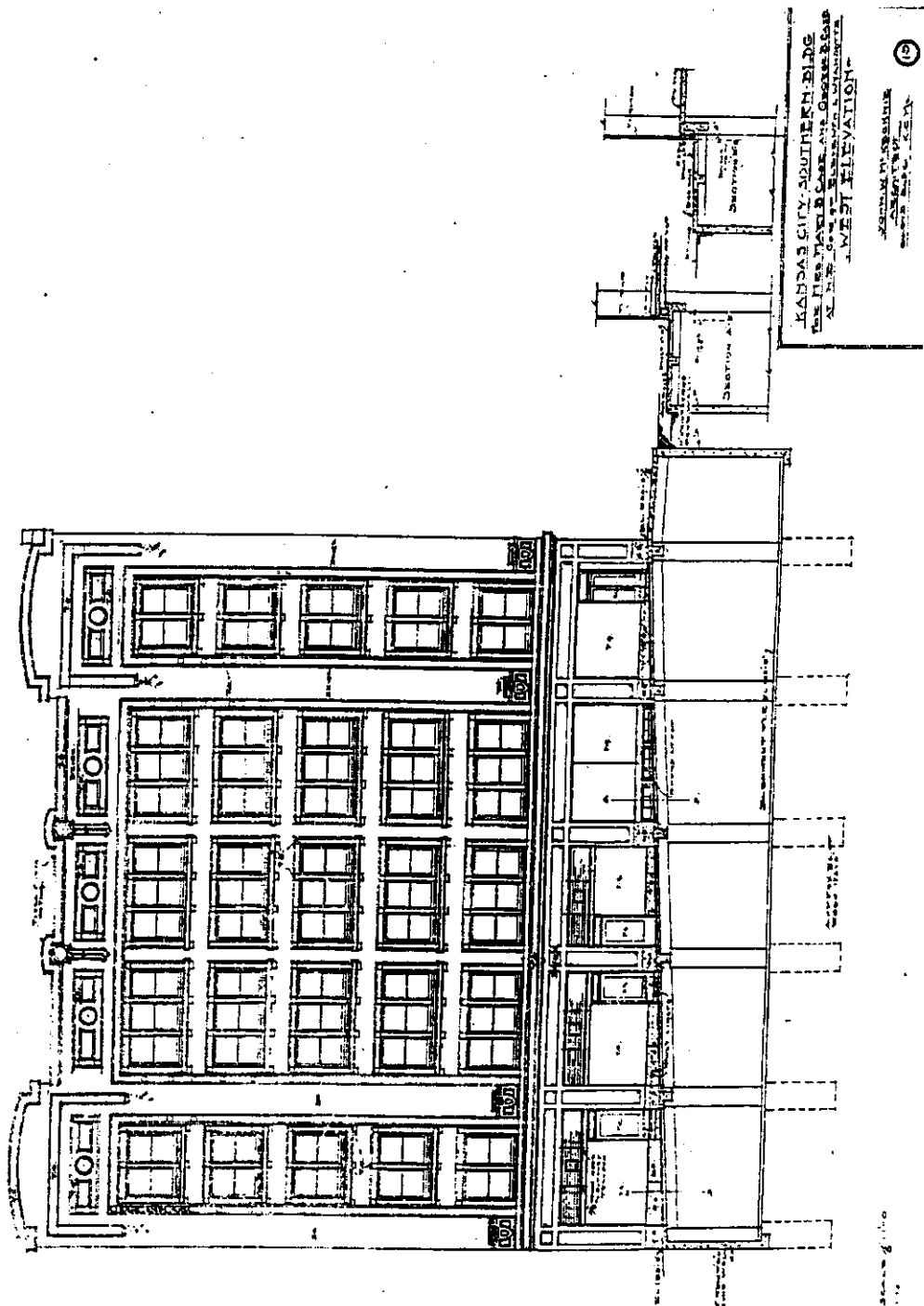


United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 5

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



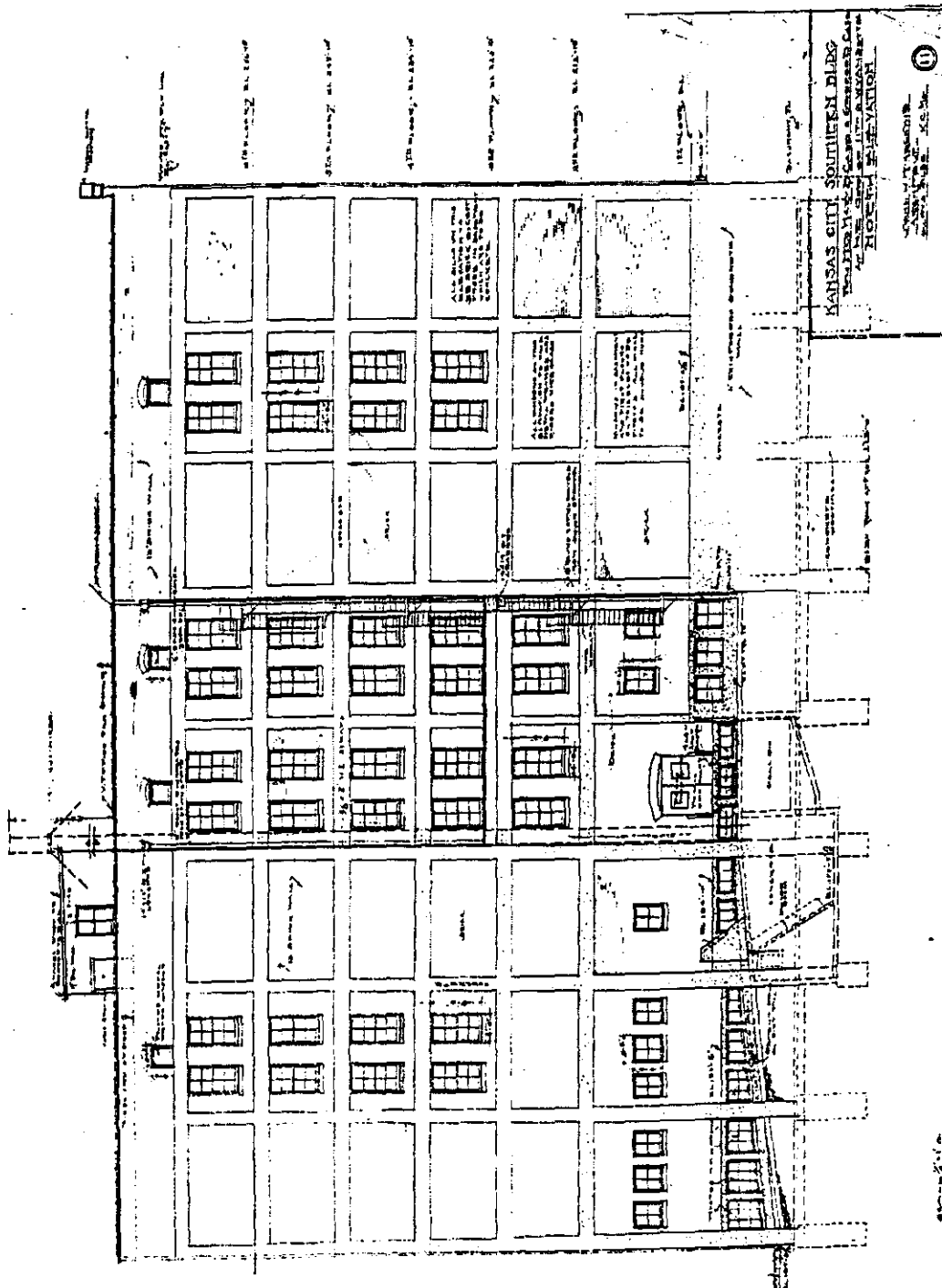
West Elevation

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 6

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



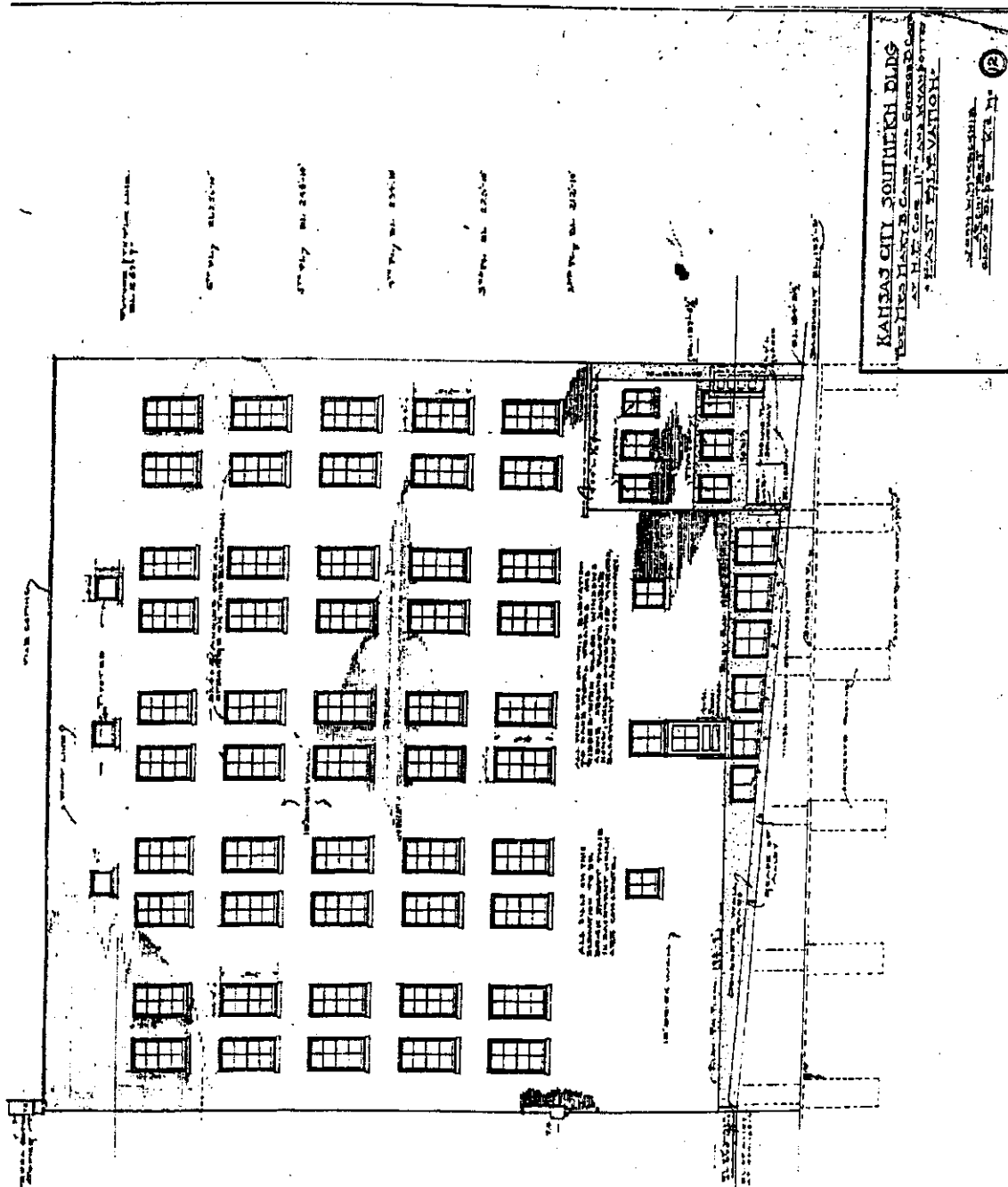
North Elevation

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National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 7

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri

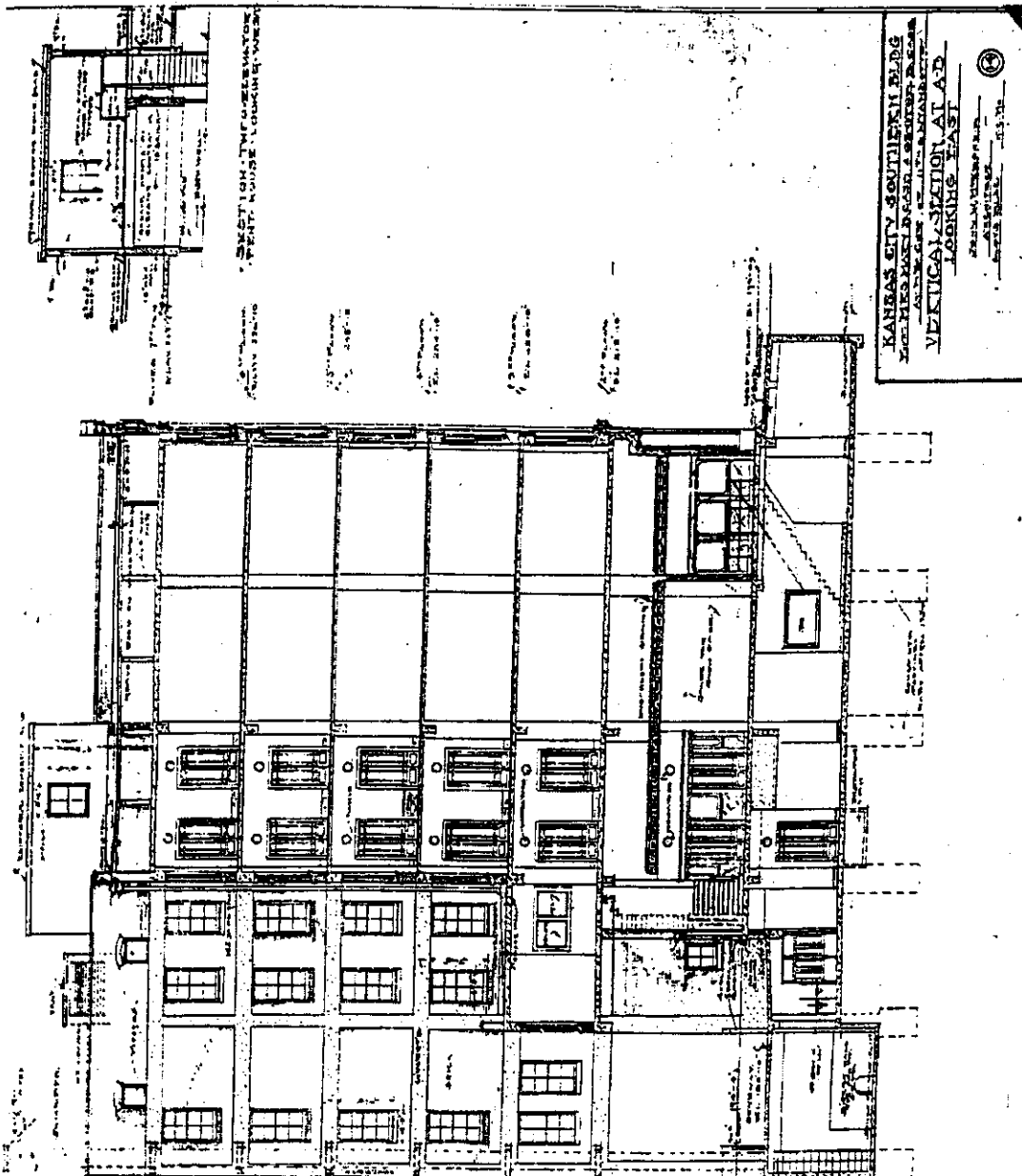


United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 8

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



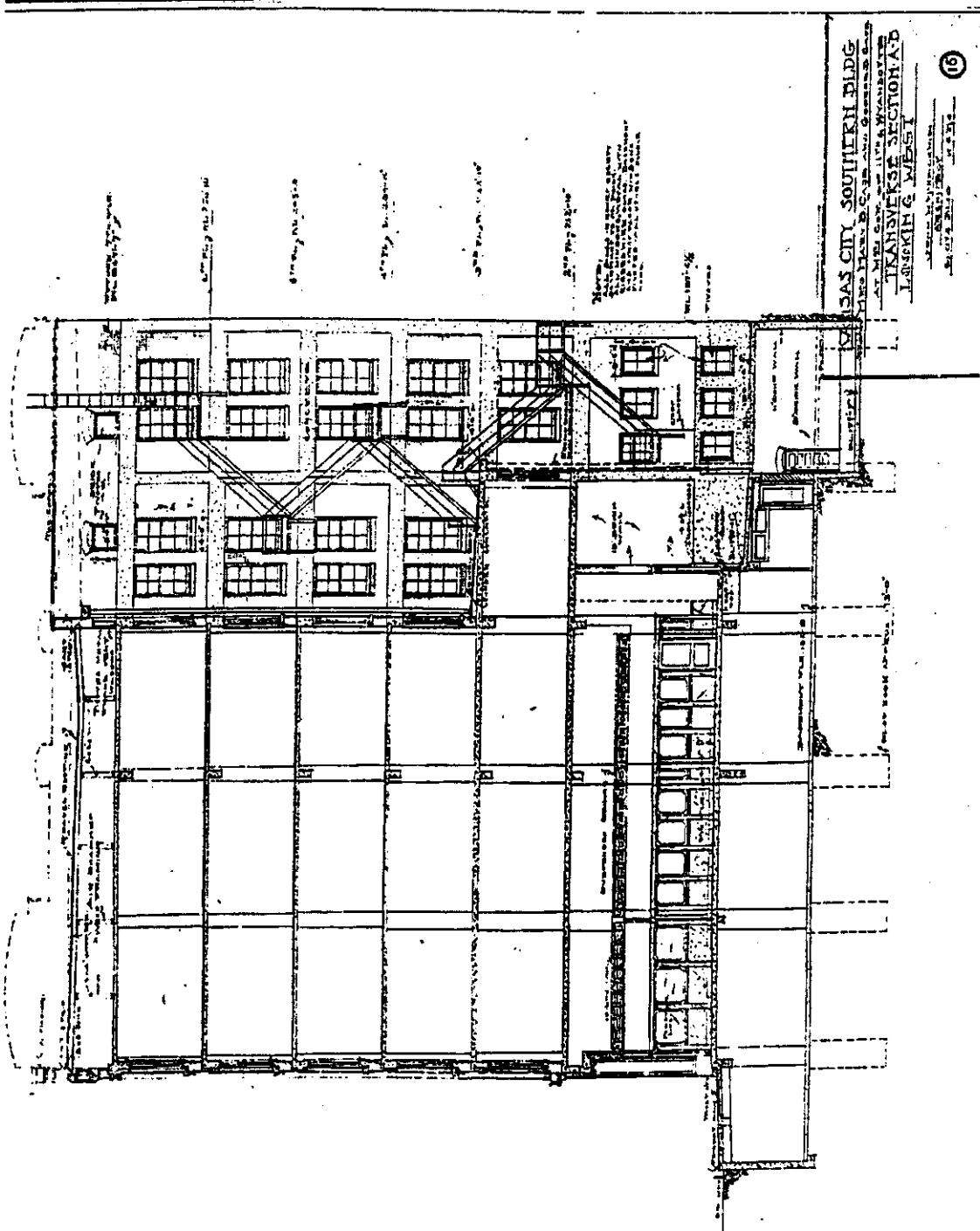
Vertical Section Looking East

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National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 9

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



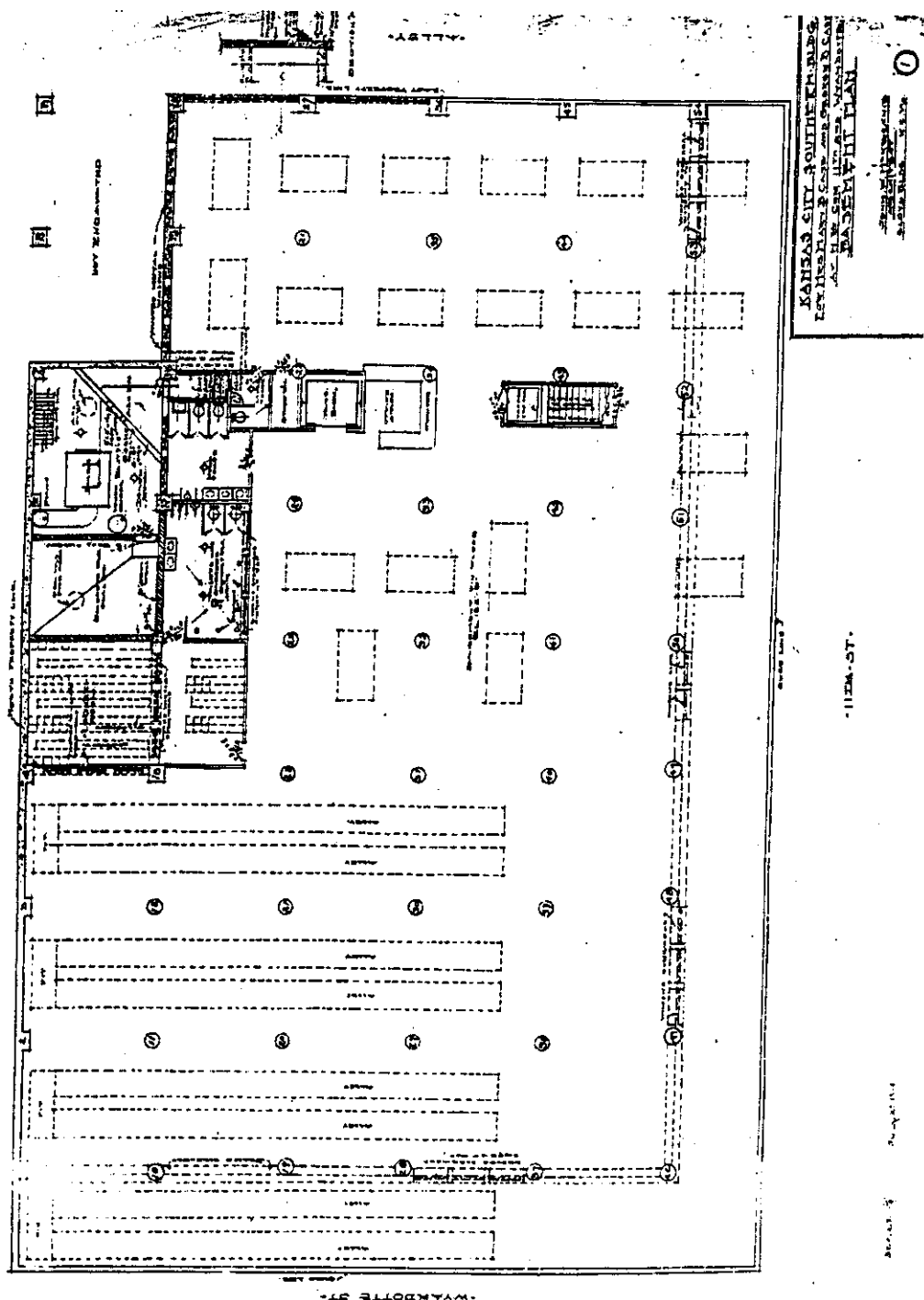
Transverse Section Looking West

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 10

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



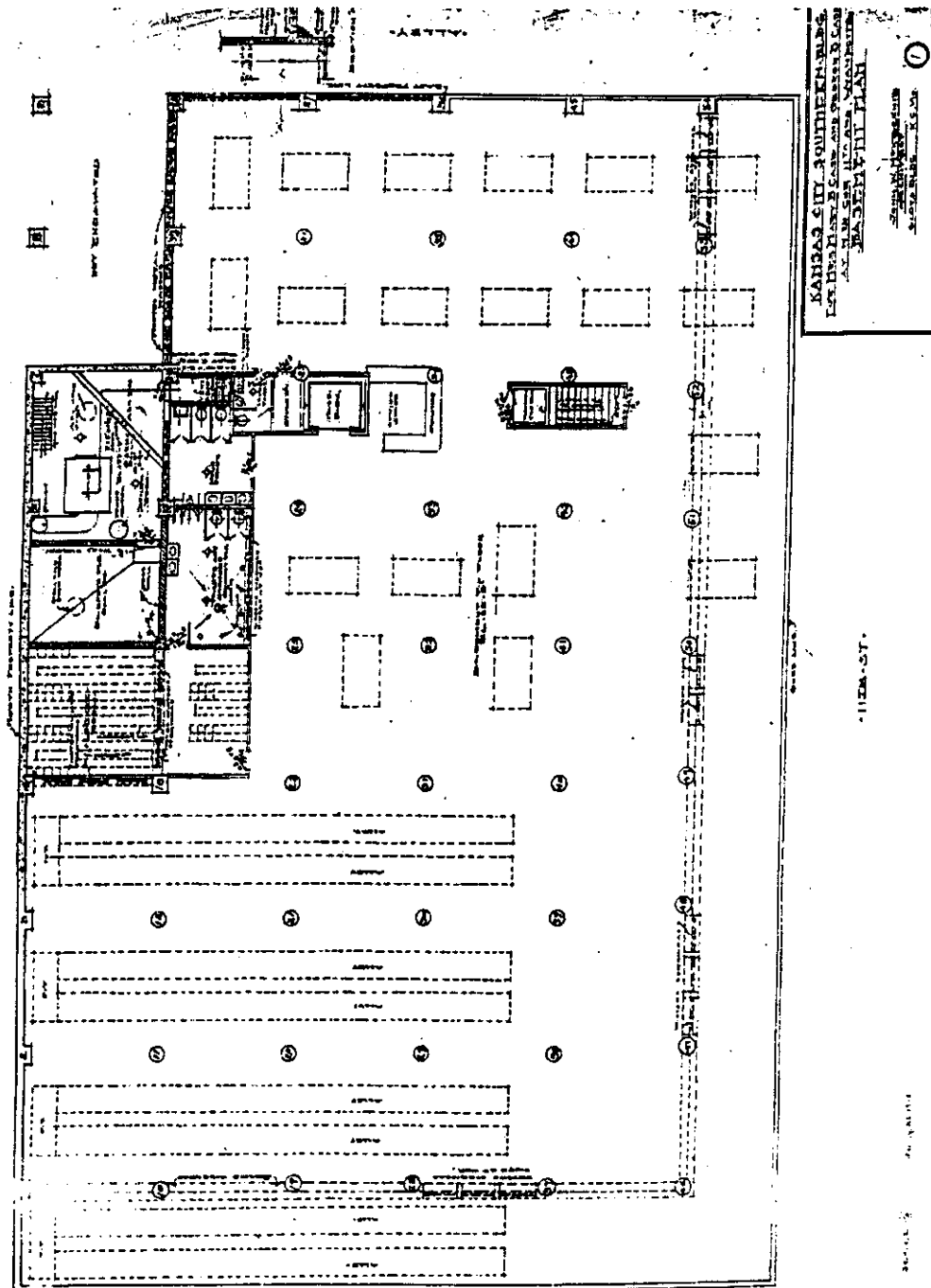
Basement Plan

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National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 11

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



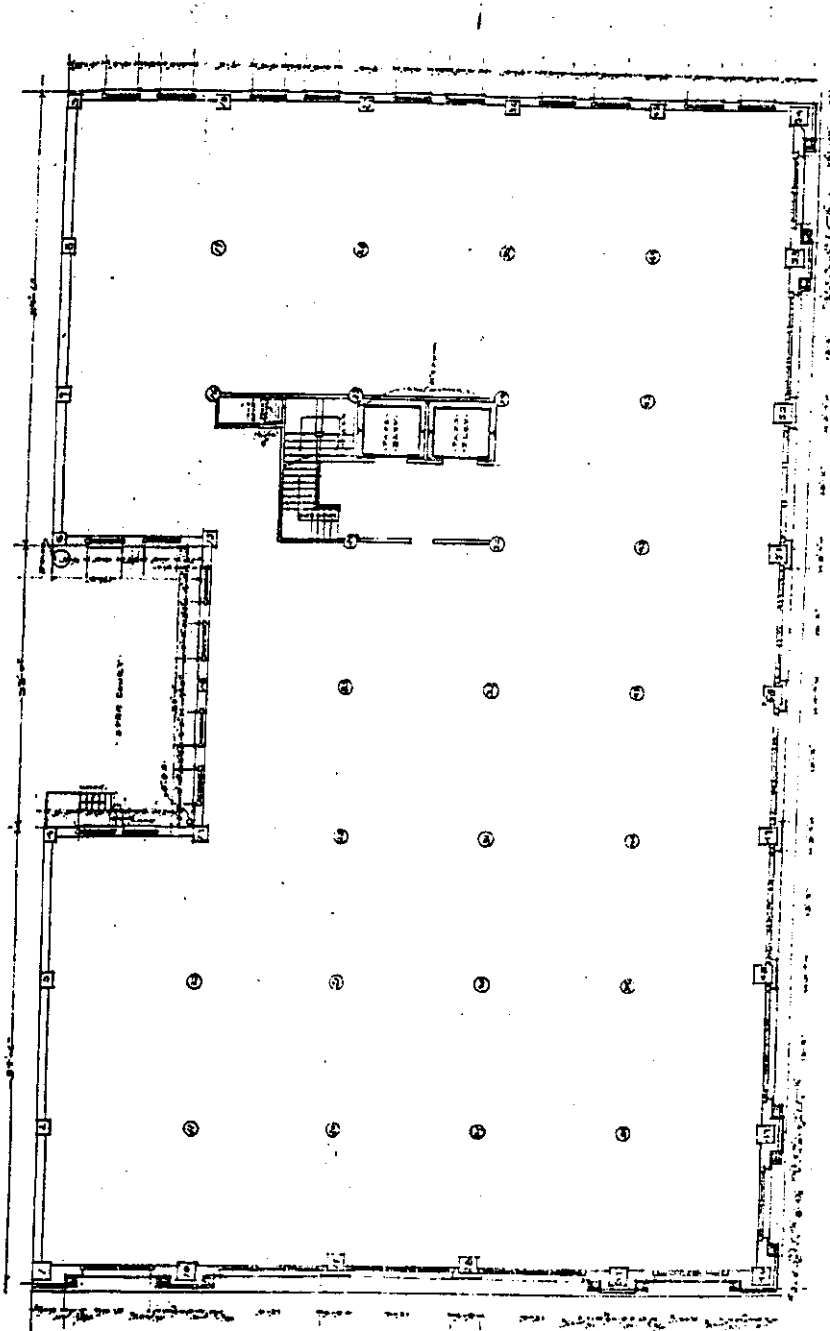
First Floor Plan

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 12

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



KANSAS CITY SOUTHERN RY BLDG  
- 2nd FLOOR PLAN -  
AS SHOWN IN 1924  
SECOND FLOOR PLAN  
- DRAWN BY -  
- DATE -

Second Floor Plan

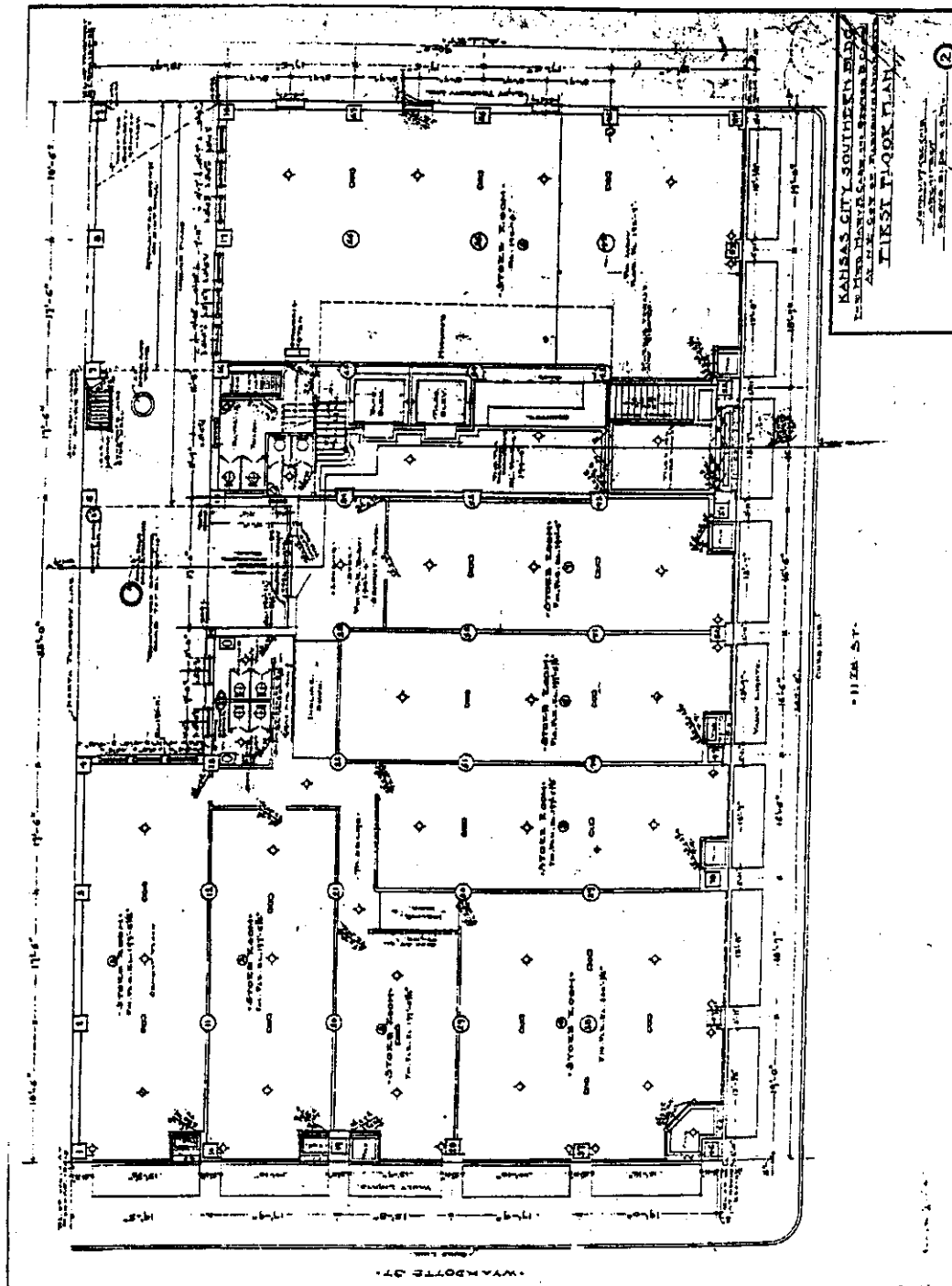


United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 13

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



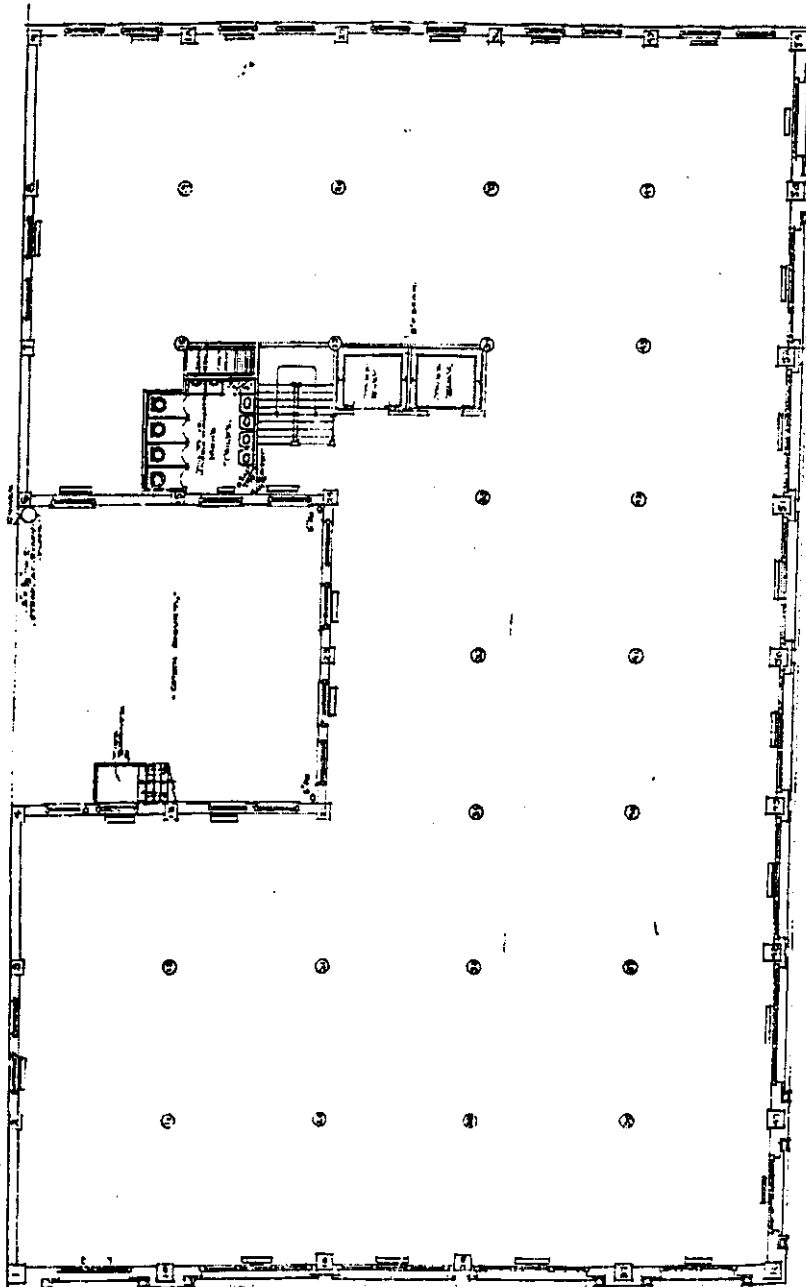
Third Floor Plan

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 14

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources in Kansas City, Missouri"  
Jackson County, Missouri



KANSAS CITY SOUTHERN RAILWAY  
Bldg. 4th Floor Plan  
At Historic Resources Survey  
Fourth Floor Plan

— 100 ft. by 100 ft. —  
— 100 ft. by 100 ft. —  
— 100 ft. by 100 ft. —

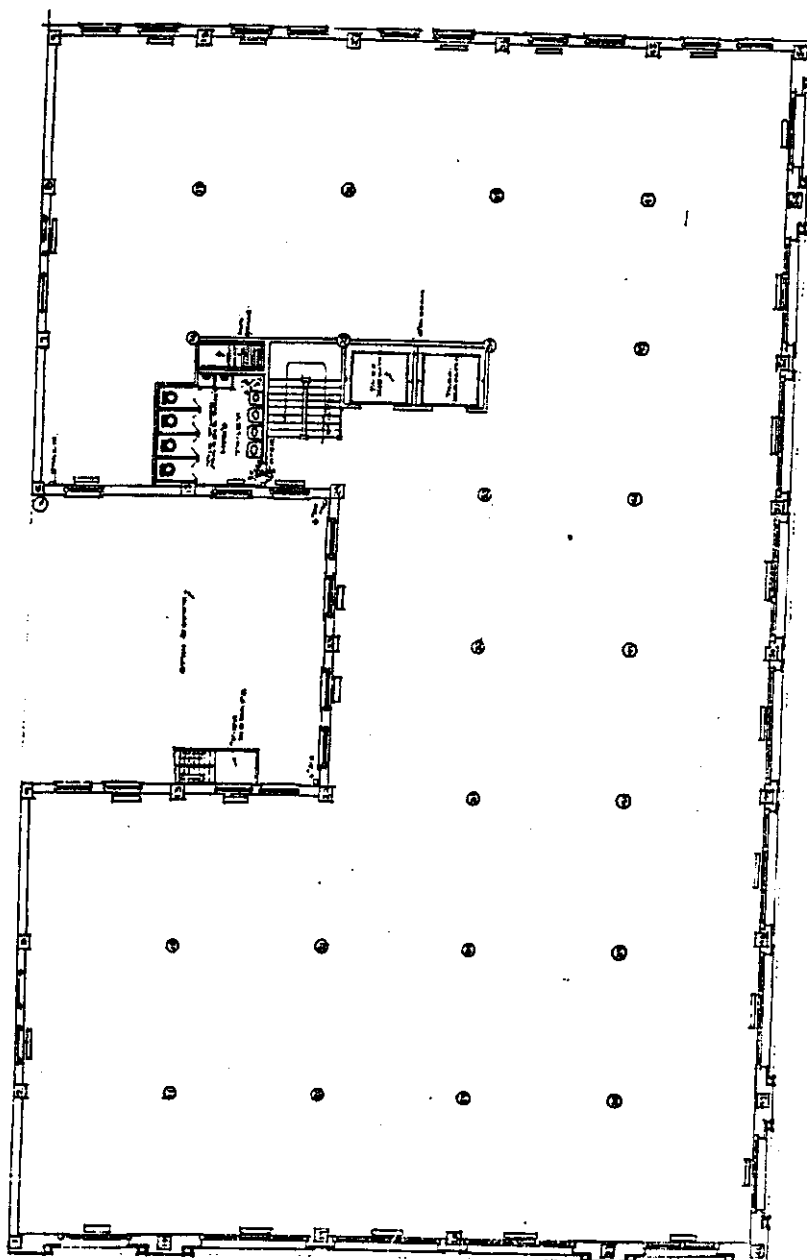
Fourth Floor Plan

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 15

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



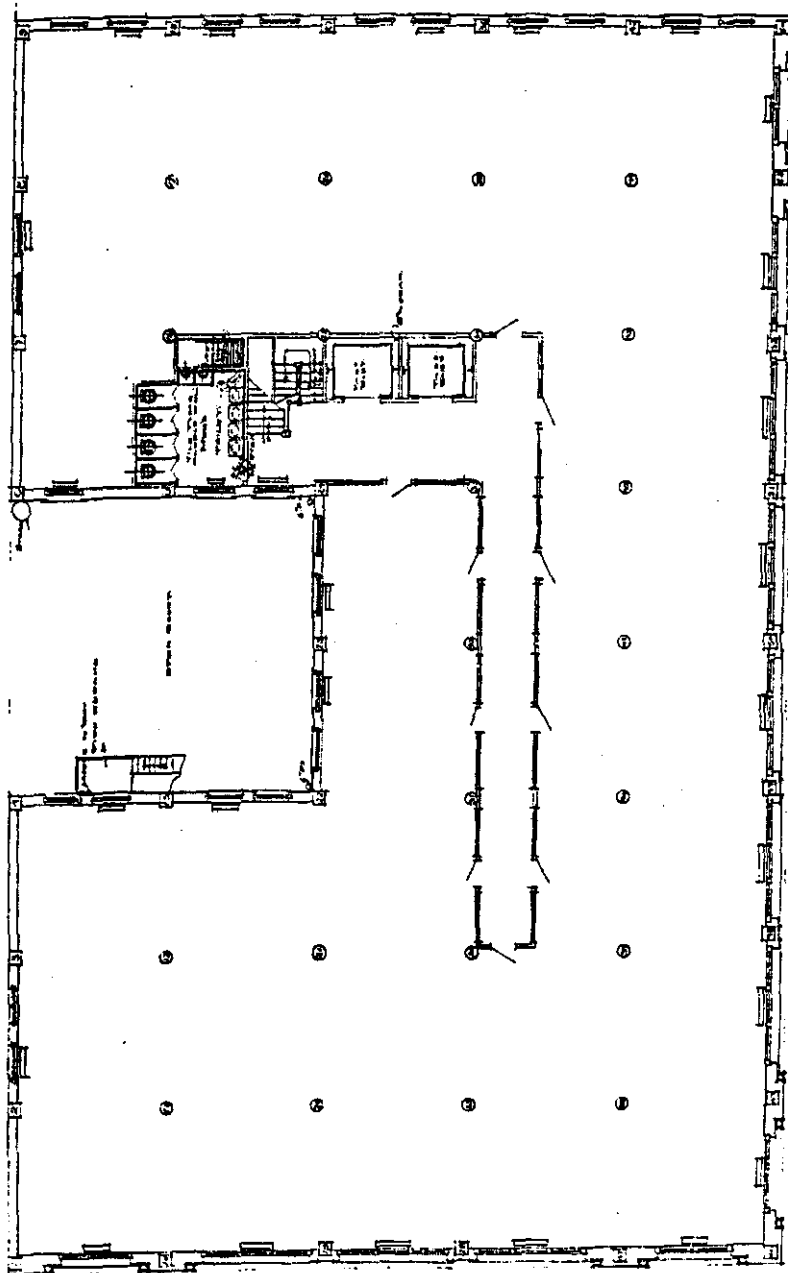
Fifth Floor Plan

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National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 16

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri



KANSAS CITY SOUTHERN RLY BLDG  
SIXTH FLOOR PLAN  
ARCHITECT: J. H. HARRIS  
DATE: 1930  
SHEET NO. 7

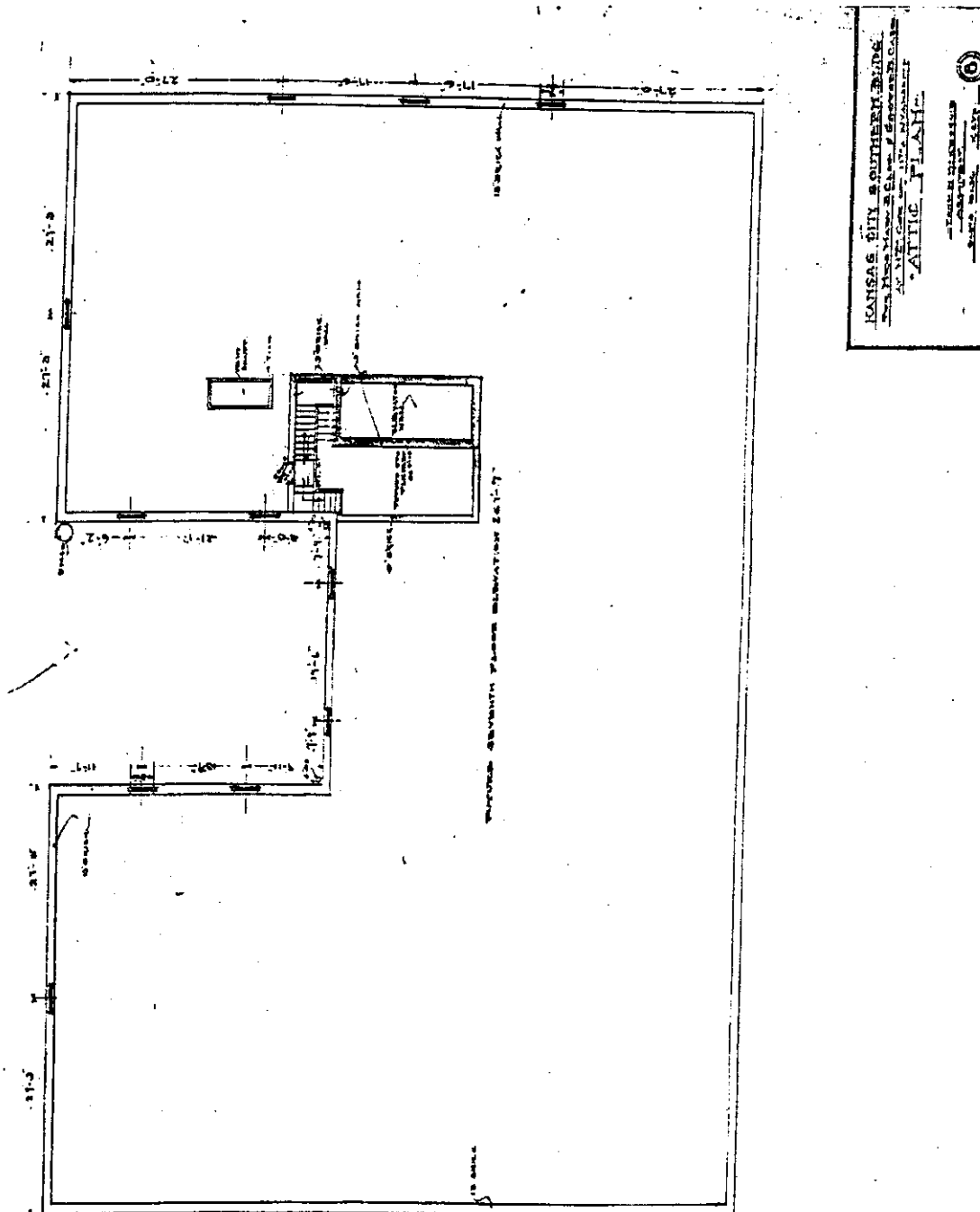
Sixth Floor Plan

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 17

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources in Kansas City, Missouri"  
Jackson County, Missouri



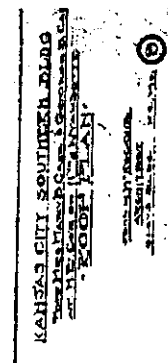
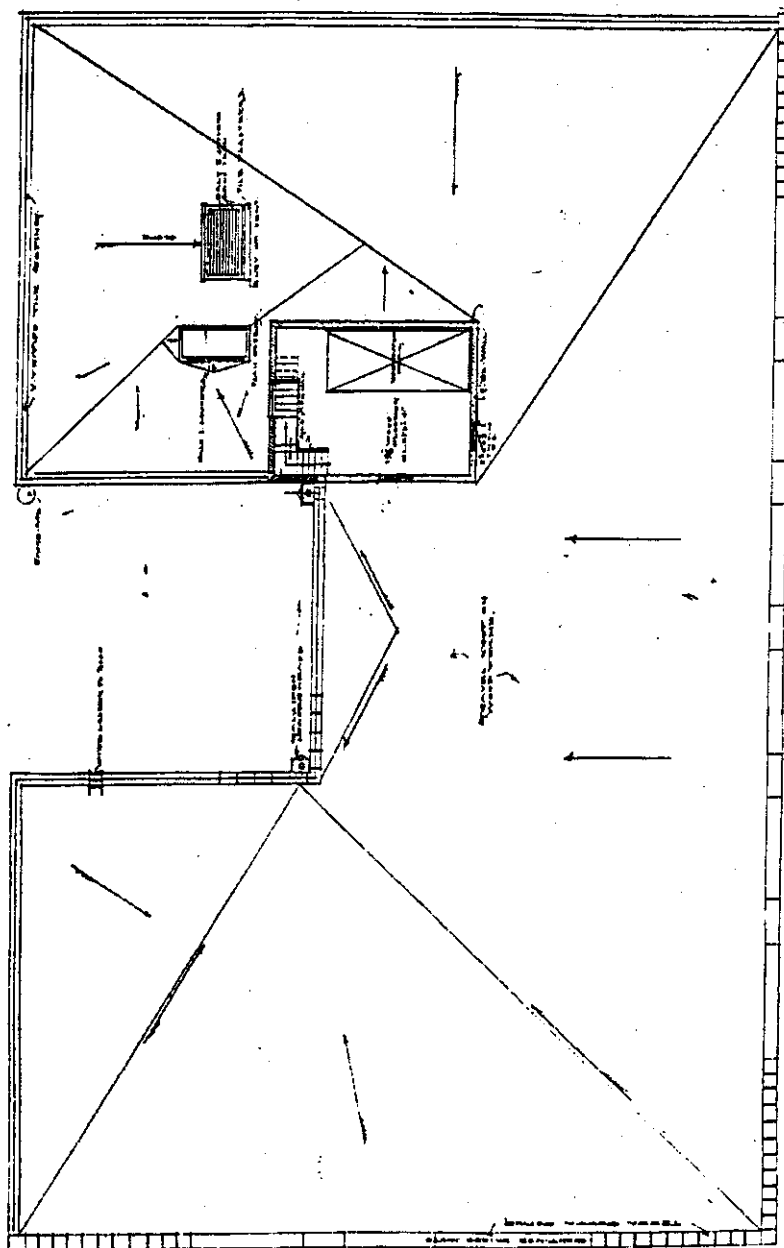
Attic Plan

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 18

Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources in Kansas City, Missouri"  
Jackson County, Missouri



Roof Plan

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 19

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

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**SUMMARY**

The Kansas City Southern Railway Building is eligible for listing in the National Register of Historic Places under Criterion A and is significant in the following area: TRANSPORTATION: Established in 1887, Kansas City Southern grew to become one of the most successful hometown railroads in railroad history. Shipping wheat, petroleum and timber throughout the Midwestern and southern states, Kansas City Southern was located at 114 W. 11<sup>th</sup> Street from 1914 until 2002, when the company moved to a new facility just east of the original location.

Although Kansas City Southern Railroad (KCS) does not belong to the first generation of railroads that opened the territory west of the Missouri River, it was nonetheless important because of its contribution to the many new cities and towns that it helped to establish along its 1,711 miles of track. Among the cities is Port Arthur, Texas, now one of the nation's largest shipping ports. The success of KCS stems from growing productivity, especially, in petroleum, throughout the region. This railroad began in Kansas City in 1887 when Arthur Stillwell and E.L. Martin incorporated the Kansas City Suburban Belt Railroad Corporation and immediately began expansion efforts. Its operation began on August 18, 1890, along 40 miles of track between Argentine, Kansas and Independence, Missouri. The KCS Building at 114 W. 11<sup>th</sup> Street, built in 1913-14 and occupied by KCS until 2002, is representative of the company's continuous and successful operation in Kansas City, Missouri. It remained the company's headquarters throughout this period of occupation. The development of the Kansas City Southern Railway Building coincides with historic contexts as identified in the MPS cover document "Railroad Related Historic, Commercial and Industrial Resources in Kansas City, Missouri.": "The Evolution of the Kansas City Railroad Freight Industry, 1859-1950," and "Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1950."

The period of significance is 1913-1954, from the date of construction to the arbitrary fifty-year cut-off limit set by the National Register of Historic Places.

**ELABORATION**

**Kansas City Beltline Railway: Precursor of the Kansas City Southern Railroad Company**

In 1879 Arthur E. Stilwell, age 20, arrived in Kansas City and began working in a print shop that specialized in railroad timetables. His interest in railroads developed at an early age through the influence of his grandfather, Hamblin Stilwell, who was one of the founders of the

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 20

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

New York Railroad, as well as a builder of the Erie Canal. While Stilwell was working in an insurance office in Hartford, Connecticut, he investigated shipping produce and grain from Kansas City to the coastal ports of the Atlantic, over 1,400 miles of rail line; in contrast, it was only 800 miles to the Gulf of Mexico. To Stilwell, shipping from the Gulf instead of the east coast, translated into a highly profitable potential in savings from shipping grain and other Mid-western products. Subsequently, he resigned his position with the insurance firm and announced that he was moving west to build a railroad.<sup>4</sup>

In order to realize his dream, Stilwell needed working capital. During the mid-1880s, Arthur founded a trust company that built low-cost housing on the installment plan. His trust company prospered due to a provision that the entire debt would be canceled upon the death of the home buyer. E. L. Martin, a former mayor of Kansas City, was the first person to buy stock in Stilwell's trust company that eventually led to their later partnership in the Kansas City Suburban Beltline Railroad.<sup>5</sup>

In 1886 E. L. Martin told Stilwell that he held an option on the construction rights for a belt line railroad through Kansas City. Martin had only two more days to raise money for the construction before his option was to expire. Stilwell took immediate action. He convinced a contractor to stand by to begin grading track line at a moments notice. He then left for Philadelphia. The following day, Stilwell met with one of the leading bankers, A. J. Drexel. Like Stilwell and Martin, Drexel saw the possibilities of the belt line and subscribed to \$50,000 in shares on the spot. Money for the new belt line was secured and Stilwell sent a telegram to the contractor to start grading. In two short days the Kansas City Belt Line Railway was under construction.<sup>6</sup>

By 1890, with Martin as president and Stilwell as vice president, the Kansas City Suburban Beltline Railroad was up and running. The beltline consisted of 40 miles of track that connected Argentine, along the Kansas River, to Independence, Missouri. It was an important factor in the economic growth of Jackson County, Missouri. Not only did the belt line connect all

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<sup>4</sup> Charles Pitcher, "The Kansas City Southern Lines," *Saga of Kansas City Southern Lines*, (Adapted and updated from the KCS Newsfolder, July 1950), [Online] [www.kcshs.org](http://www.kcshs.org) Accessed 21 July 2003.

<sup>5</sup> Wilda Sandy, "Arthur E. Stilwell: 1859-1928, Railroad Builder," *Here Lies Kansas City* (Kansas City: Bennett Schneider, 1984), 141.

<sup>6</sup> Charles Pitcher, "The Kansas City Southern Lines," [Online].



United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 21

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

the major railroads in the city, it also supplied valuable switching services to packing houses, grain elevators, mills and the stockyards.<sup>7</sup>

Also in 1890, the beltline constructed the Grand Central Station at the corner of Second and Wyandotte Streets in Kansas City. This served as an early Kansas City passenger terminal until 1914 when the monolithic Union Station opened on the corner of Pershing and Main Streets. Grand Central was torn down in the early 1930s. The Beltline also was instrumental in the construction of Fairmount Amusement Park, a resort between Kansas City and Independence, which helped to spur passenger travel.

In a short period of time, the Beltline emerged as a success and Martin suggested that the line be extended into the coal mining areas of Hume, Missouri, some 80 miles south of Kansas City. Stilwell suggested that they not stop at Hume but extend to Pittsburg, Kansas, where additional coalfields were located. Stilwell maintained that the line should then turn to Joplin, Missouri, to serve the zinc and lead mines before turning south to the Arkansas and Oklahoma coalfields and beyond. To this end, in 1891, Stilwell and Martin organized the Kansas City, Nevada and Fort Smith Railroad. Stilwell raised \$2,500,000 in just six months to finance the construction. By October 1891 track reached Hume, Missouri, and by 1893 the line reached Joplin, Missouri.<sup>8</sup>

**Mergers and Expansion of the Kansas City Beltline Railroad**

W. L. Whitaker, a pioneer lumberman and railroad builder in Texarkana, Texas, suggested to Stilwell that his Texarkana and Fort Smith Railroad would be an excellent addition to Stilwell's line, giving Stilwell additional rail to reach his goal as a Gulf-line railroad. Whitaker had planned to extend the line himself but did not have the strong financial backing that Stilwell possessed. The Texarkana and Fort Smith was acquired by Stilwell and reorganized as the Kansas City, Pittsburgh and Gulf Railroad.

With the acquisition of Whitaker's line and tracks reaching Joplin in 1893, Stilwell and Martin acquired another small line The Kansas City, Fort Smith and Southern which was owned by Matthias Splitlog (1810-1897) a very wealthy Indian Chief. The line was called the "Splitlog" line and ran from Joplin to Goodman, Missouri, and then on to Splitlog City, a town that Splitlog himself was developing. Chief Splitlog became disillusioned through a series of swindles and

<sup>7</sup> Ibid, n.p.

<sup>8</sup> Ibid, n.p.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 22

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

sold his short line to eastern investors. They had extended the Splitlog Line as far as Sulphur Springs, Arkansas, when Stilwell acquired it.<sup>9</sup>

Having acquired most of the rail necessary to complete the expansion to the Gulf of Mexico, there was still a gap between Sulphur Springs and Little River, Arkansas, and the extension of the line from Texarkana to the Gulf. Stilwell faced his biggest challenge during the financial Panic of 1893 under President Grover Cleveland's administration. The financial stress was so heavy that many railroads went into receivership. Investment capital in the United States was non-existent. However, Stilwell proved to be shrewd in financial matters. He convinced his stockholders to allow him to travel to Holland, on a hunch, to sell a \$3,000,000 stock issue.

When Stilwell arrived in Amsterdam, the prospects looked bleak as the Dutch complained about their losses in American railroad stocks. Stilwell, not to be discouraged, decided to speak to a coffee merchant named Jan DeGoeijen whom he had met years earlier. DeGoeijen did the unexpected and sold his coffee business to sell stock in the Kansas City, Pittsburg and Gulf (P&G). With the sale of the \$3,000,000, the foreign capital allowed the P&G to complete one-third of the total new track mileage.<sup>10</sup>

As the railroad advanced into the Arkansas, new town sites were being established. To show appreciation for their help, Stilwell began naming towns after the Dutch investors. To make the names easier for Americans, the names were given in the nearest pronunciation: DeQueen, Arkansas, was named for DeGoeijen; Mena, Arkansas, was named for his wife. Other cities carrying names in appreciation for the Dutch are, Vandervoort, Arkansas; Bloomberg, Texas; Hornbeck and DeRidder, Louisiana, and Amsterdam, Missouri.<sup>11</sup>

By 1896 Stilwell's dream was about to go into receivership once again but Stilwell persuaded his investor's to wait. He quickly contacted potential investors including George M. Pullman, who had once worked as a mule driver for Stilwell's grandfather on the Erie Canal. Consequently, Pullman and others invested in Stilwell's railroad and expansion continued.

In 1900, Stilwell was given the opportunity to purchase the Houston, East, West Texas Line that ran from Shreveport to Houston and Galveston, Texas. On yet another hunch, the night before the deal was to close, Stilwell advised the board of directors not to ratify the deal. On

<sup>9</sup> Ibid, n.p.

<sup>10</sup> Ibid, n.p.

<sup>11</sup> Ibid, n.p.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 23

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

September 8, 1900, a hurricane destroyed much of Galveston with 5,000 lives lost. Stilwell next persuaded the board of directors to build a city on the shore of Lake Sabine which offered a landlocked harbor safe from Gulf storms with access through a canal deep enough to service ocean going vessels connected to the Gulf of Mexico. The town was called Port Arthur after Stilwell's given name.<sup>12</sup>

The company purchased 40,000 acres of land on the north shore of Lake Sabine, where later, a town was platted and developed. The area was found to be uniquely suitable to rice farming, and in honor of the Dutch, the town was named Nederland, Texas. Arrangements were made to help Dutch families migrate from Holland to grow rice in Texas.<sup>13</sup> Eventually the city of Nederland and Port Arthur were completed, including ship side tracks and a half-million bushel grain elevator. Equipment was also built to transfer coal, coke, and soda ash directly from the railroad cars to the waiting cargo ships. The last spike connecting Kansas City to Port Arthur took place on September 11, 1897. The new shorter route greatly enhanced Kansas City's position in the grain market and primary wheat market of the nation.<sup>14</sup>

**The End of the Kansas City, Pittsburg and Gulf Railway**

Almost immediately, the P & G was earning \$5,000 a mile a year. Stilwell was appointed president of the line in 1897, the high point of his career. Besides grain products that were shipped along the Gulf route, other agricultural products sought the services of the P & G, in addition to coal and timber producers. In spite of this demand and use, P & G lacked adequate rolling stock to serve the growing needs of the lumber industry. As a result of this situation, Stilwell again contacted George Pullman.

Pullman advised Stilwell to gather everyone who shared an interest in the P & G to meet with him in New York. When they arrived, Pullman announced that he would supply P & G. with \$3,000,000 for the purchase of new rail cars. Before Stilwell could get Pullman's signature, Pullman suddenly died. The cars had been ordered but the company had no funds to pay the bill. Without Pullman's signature, they found themselves requiring refinancing.

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<sup>12</sup> Ibid.

<sup>13</sup> Ibid, n.p.

<sup>14</sup> Ibid, n.p.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 24

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

Within a year of his loss, Stilwell established the Kansas City, Mexico and Orient Railroad (KCM&O) which later became part of the Atchison Topeka and Santa Fe System.<sup>15</sup> This line, as well as several other ventures, kept Stilwell busy until his death September 26, 1928. His wife Jennie, of 49 years took her own life 13 days after Arthur's death.<sup>16</sup> Stilwell died with only \$1,000 to his name.<sup>17</sup>

**The Kansas City Southern Railway Company (KCS)**

The Kansas City, Pittsburg and Gulf went into receivership and was reorganized on April 1, 1900. Three Eastern financiers dominated the new line: Ernest Thalman, John W. Gates, and E. H. Harriman. Colonel Samuel W. Fordyce was named president. The name of the line was changed to the Kansas City Southern Railway Company.<sup>18</sup>

In 1901 America's first oil gusher took place in Beaumont, Texas. This boom meant new sources of revenue for the KCS. In 1907 when the rest of the country was suffering from the depression that began in the latter part of the year, KCS was continuing to bring in revenue from petroleum products and the transportation of agricultural crops, southern pine, and hardwood timber. On November 16, 1907, the State of Oklahoma was formed and supplied the KCS with a high volume of business as well.

In 1913, KCS began construction of their new office building at 114 W. 11<sup>th</sup> Street. The building's uniqueness stems from the fact that it was designed specifically for the use of The Kansas City Southern Railway Company as their national headquarters. The entire building, with the exception of several store areas on the ground level, was occupied by the railroad company. In May 1914, the railway company began moving from their old headquarters located at the corner of 9<sup>th</sup> and Broadway. The company employed nearly four hundred people when the new building opened. The walls and foundation had been strengthened to permit the addition of three additional stories for future expansion.<sup>19</sup> Final construction costs totaled \$225,000.

<sup>15</sup> Sherry Lamb Schirmer and Richard McKenzie. *At the River's Bend* (Woodland Hills, California: Windsor Publications, Inc., 1982), 313.

<sup>16</sup> Charles Pitcher, *The Kansas City Southern Lines*, [Online].

<sup>17</sup> Sandy, *Here Lies Kansas City*, 141.

<sup>18</sup> Ibid, n.p.

<sup>19</sup> "Southern Railroads," *The Kansas City Journal* 10 May 1914, n. p.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 25

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources in Kansas City, Missouri"  
Jackson County, Missouri**

Other unique design elements were utilized in the construction. Halls were treated with tile while the floors were maple laid over concrete. Indirect lighting was achieved by installing a ceiling that reflected light back into the room. The glass windows were made to prevent glare from the sun. Filtered water was piped throughout from the purification plant located in the basement.<sup>20</sup> The building housed several activities including ticket sales, accounting and land acquisition. The KCS executive offices were also located at this facility.

The floor plan was designed to house the accounting office on the sixth-floor. The fifth floor was reserved for then President, J. A. Edson; Chief Engineer, C. E. Johnston; and Purchasing Agent, W. B. Atkinson. The traffic department was placed on the fourth floor, while the operating department was placed on the third floor. The second floor was reserved for the treasury department.<sup>21</sup> In 1924 two floors were added to the existing six story building. The exterior treatment was retained with the new addition.<sup>22</sup>

Over the years, Kansas City Southern became one of the most successful home town railroads in rail history. Around 1929, KCS constructed several large concrete viaducts along a new line between Leeds and Grandview, Missouri, operating as the Kansas City and Grandview Railway Company. The viaducts are located across deep ravines in western Jackson County, one of which is located on 63<sup>rd</sup> Street that stands 110 feet high and 875 feet long.<sup>23</sup>

In 1941, William N. Deramus was appointed president. He began with the company as a telegraph operator in 1909. Deramus was dedicated to keeping KCS in Kansas City as well as improving its services in a competitive industry. Under his direction, KCS was a leader in the

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<sup>20</sup> "Southern Railroads, General Offices," *The Kansas City Times*, 8 May 1914, n. p. Clippings, Special Collections, Kansas City Public Library, Kansas City, Missouri.

<sup>21</sup> *Ibid*, n.p.

<sup>22</sup> Sherry Piland, "Kansas City Southern Railway Building," *Kansas City Historic Resources Survey*, Landmarks Commission, Kansas City, Missouri, 1994.

<sup>23</sup> Schirmer and McKenzie, *At the River's Bend*, 313.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 26

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

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changeover to diesel power and the development of radio-telephone communications. Three generations of the Deramus family have presided over KCS. In 1961 his son William Deramus III succeeded his father as president until 1973. Later, his son William IV would serve as president as well.<sup>24</sup> Today, the KCS home office is located at 427 W. 12<sup>th</sup> Street.

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<sup>24</sup> *Ibid.*

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 9 Page 27

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

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United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 9 Page 28

**Kansas City Southern Railway Building**  
**MPS Listing "Railroad Related Historic Commercial**  
**and Industrial Resources In Kansas City, Missouri"**  
**Jackson County, Missouri**

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Piland, Sherry. "Kansas City Southern Railway Building." *Kansas City Historic Resources Survey*. Kansas City, Missouri: Landmarks Commission, 1994.



United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 10 Page 29

**Kansas City Southern Railway Building  
MPS Listing "Railroad Related Historic Commercial  
and Industrial Resources In Kansas City, Missouri"  
Jackson County, Missouri**

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**Verbal Boundary Description**

Ashburn's Addition, Lots 12-14 and South 15' of Lot 15, Block 17.

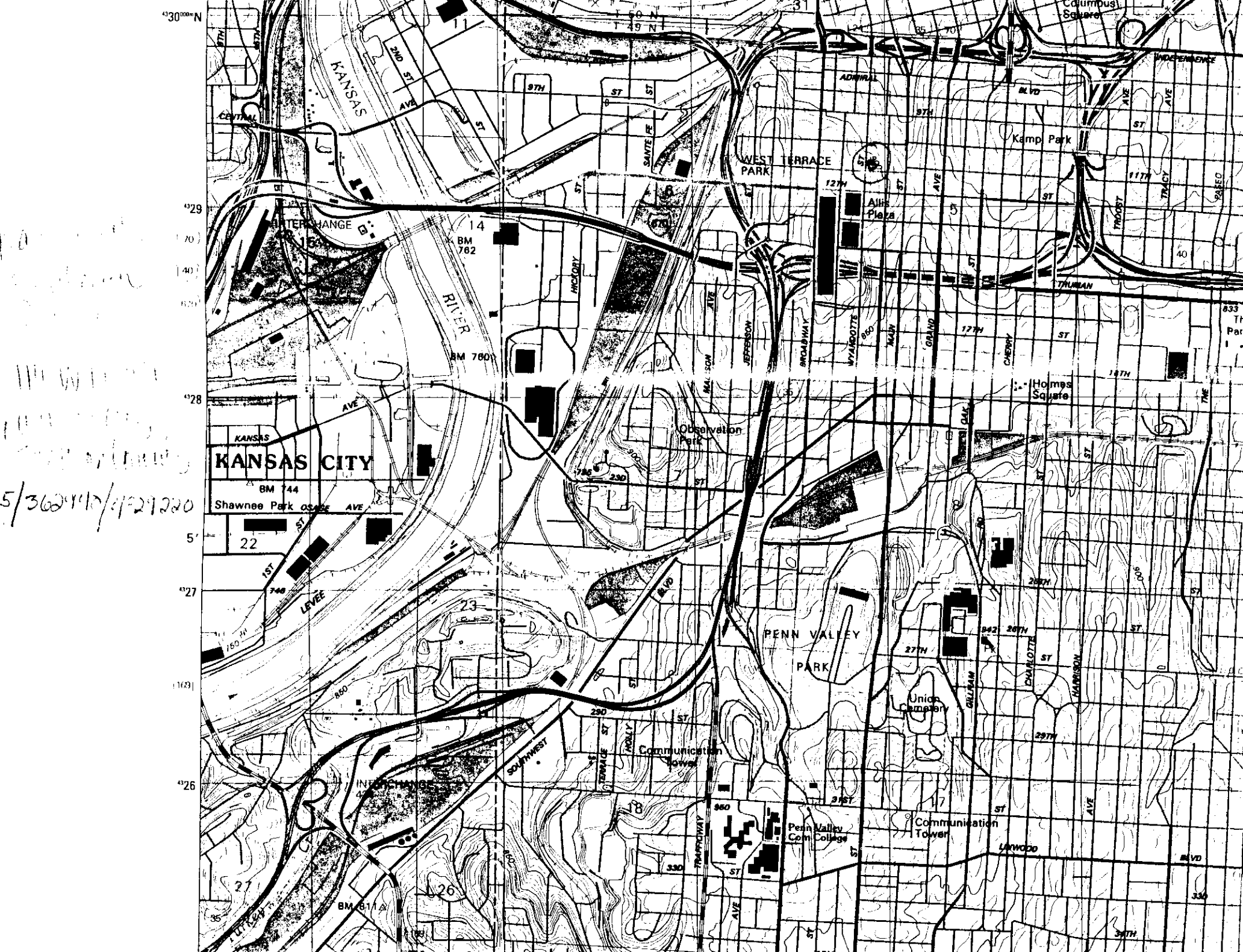
**Boundary Justification**

The nominated property includes the entire parcel historically associated with the Kansas City Southern Railway Building, Kansas City, Jackson County, Missouri.

**Key to Photographs**

Len Fohn, photographer, September 2003.

1. The west and south façades; view facing northeast.
2. Detail of the main entry; view facing north.
3. The main (south) façade and a portion of the alley façade; view facing northwest.
4. The west façade; view facing east.
5. West façade and portion of the north façade; view facing southeast.
6. Detail of the west façade; view facing east.



43°30'00" N  
109°00'00" W  
42°29'00" N  
42°28'00" N  
42°27'00" N  
42°26'00" N

5/362440/4/29220

KANSAS CITY

Shawnee Park

22

150

LEVEE

23

800

27

26

INTERCHANGE

27

26

27

14

BM 762

760

760

760

760

760

760

760

760

760

760

760

760

760

760

760

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Observation Park

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PENN VALLEY PARK

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Union Cemetery

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Communication Tower

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MATT SH

