

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 West Bottoms Historic District (Boundary Increase)

Other names/site number n/a

Name of related Multiple Property Listing Railroad Related Historic Commercial and Industrial Resources in Kansas City, MO

2. Location

Street & number Bounded by St. Louis Ave, Santa Fe St, W. 14th St, Liberty St, North & East Rail Lines n/a not for publication

City or town Kansas City n/a vicinity

State Missouri Code MO County Jackson Code 095 Zip code 64101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X 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 X local

Applicable National Register Criteria: X A B C D

B. K. De DEPUTY SHPO 8-8-22
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

West Bottoms Historic District (Boundary Increase)

Jackson County, MO

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
39	6	buildings
1		sites
2		structures
		objects
42	6	Total

Number of contributing resources previously listed in the National Register

9

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

COMMERCE/TRADE/business

COMMERCE/TRADE/warehouse

INDUSTRY/manufacturing facility

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

COMMERCE/TRADE/business

COMMERCE/TRADE/warehouse

INDUSTRY/manufacturing facility

VACANT/not in use

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN/Romanesque

LATE VICTORIAN/Italianate

LATE 19TH AND EARLY 20TH CENTURY

AMERICAN MOVEMENTS/Commercial Style

MODERN MOVEMENT/Art Deco

Materials

(Enter categories from instructions.)

foundation: STONE/Limestone, CONCRETE

walls: BRICK

CONCRETE

roof: ASPHALT

other: METAL/Steel/Cast Iron/Tin

☒

NARRATIVE DESCRIPTION ON CONTINUATION PAGES

West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

County and State

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

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 # _____

Historic Resources Survey Number (if assigned): _____

Areas of Significance

COMMERCE

Period of Significance

c. 1880-1970

Significant Dates

n/a

Significant Person

(Complete only if Criterion B is marked above.)

n/a

Cultural Affiliation

n/a

Architect/Builder

See Continuation Page

10. Geographical Data

West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

County and State

Acreage of Property 41.8

Latitude/Longitude Coordinates

See Sec. 10 p. 117 for full list of coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1 39.103338 -94.600262
Latitude: Longitude:

3 39.103452 -94.597498
Latitude: Longitude:

2 39.103291 -94.597758
Latitude: Longitude:

4 39.102890 -94.596914
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 Michael Fleenor, Rick Sicha & Marcia Moll

organization Historic Preservation Group, LLC

date 4/11/2022

street & number 2425 W. 11th Street, Suite 4

telephone 216-302-3517

city or town Cleveland

state OH

zip code 44113

e-mail michael@hpgroup-llc.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.

West Bottoms Historic District (Boundary Increase)

Jackson County, MO

Name of Property

County and State

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: West Bottoms Historic District (Boundary Increase)

City or Vicinity: Kansas City

County: Jackson

State: Missouri

Photographer: Heather Rudge

Date

Photographed: December 2021

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

Photo 1 of 24: W. 11th, c.d. SW. East and north elevations of Resource 1.

Photo 2 of 24: W. 11th at Liberty, c.d. SE. Resources 5, 4, and 3.

Photo 3 of 24: Santa Fe, c.d. SE. Resource 6—the Twelfth Street Trafficway Viaduct.

Photo 4 of 24: W. 12th at Santa Fe, c.d. NW. Resources 7 and 8.

Photo 5 of 24: W. 12th, c.d. NE. Resources 10 and 8.

Photo 6 of 24: W. 12th at Mulberry, c.d. NW. Resource 11.

Photo 7 of 24: W. 12th, c.d. NW. Resources 13 and 14.

Photo 8 of 24: W. 12th at Hickory, c.d. NW. Resource 15.

Photo 9 of 24: W. 13th c.d. SW. Resource 24.

Photo 10 of 24: W. 13th at Hickory c.d. NE. Resource 21 west and south elevations, lower floors. The tower is visible in Photo 13.

Photo 11 of 24: W. 13th at Hickory, c.d. SE. Resource 25.

Photo 12 of 24: W. 13th at Hickory, c.d. SW. Resource 27, which extends south on Hickory and has a one-story addition to the west.

Photo 13 of 24: Hickory at W. 13th Terrace, c.d. N. The east elevation of Resource 27 is to the west and Resource 33 is to the east. The tower of Resource 21 can be seen to the northeast.

Photo 14 of 24: W. 14th Street from the large, paved parking lot under the interstate, c.d. SW. Resource 28.

West Bottoms Historic District (Boundary Increase)

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Photo 15 of 24: W. 14th, c.d. NW. Resources 29 and 30.

Photo 16 of 24: Liberty, c.d. NW. Resource 34 and the back of Resource 20.

Photo 17 of 24: Liberty, c.d. N. East side of Resource 20. Resources 19, 18 and 17 can be seen on the other side of the Viaduct.

Photo 18 of 24: W. 11th at Santa Fe, c.d. SW. Resource 38. Resources 40 and 7 can be seen to the south.

Photo 19 of 24: Santa Fe, c.d. N. Resource 41.

Photo 20 of 24: Union at Santa Fe, c.d. W. Resource 43 is to the south and Resource 42 is to the north..

Photo 21 of 24: Union, c.d. SW. Resource 43.

Photo 22 of 24: Union, c.d. SW. Resources 44, 45, and 46 are to the south.

Photo 23 of 24: Union at Mulberry, c.d. SW. Resources 48 and 49 (both Non-contributing)

Photo 24 of 24: Union at Liberty, c.d. SE. Resources 53, 54, and 55.

Figure Log:

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

Figure 1. Vicinity map. Source: Google Maps.

Figure 2. Site map. Source: Google Maps.

Figure 3. Location map, West Bottoms, Westport, and Westport Landing. Source: National Park Service, Santa Fe National Historic Trail, Westport Landing, Town of Kansas Exhibits.

Figure 4 – Kansas City Bridge and relationship to West Bottoms Historic District (Boundary Increase). Source: H. T. Wright, *Wright's Map of Kansas City*, 1881.

Figure 5. *Map Showing Kansas City as a transportation center with its 18 systems and 34 lines of railway.* Source: *Factory Facts: A book of comparative statistics for the manufacturer and the business man*, 1908, following page 20.

Figure 6. West Bottoms from the bluff at West 12th Street, 1876, looking southwest. Source: *Kansas City Then & Now*, p. 24.

Figure 7. *Panoramic View of the West Bottoms, Kansas City, Missouri and Kansas, 1895.* West Bottoms – North Historic District (Boundary Increase) roughly represented by the yellow circle. Source: Library of Congress.

West Bottoms Historic District (Boundary Increase)

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Figure 8. *West Bottoms, looking southwest from [West] Tenth Street (now West Eleventh Street), 1900.* Source: *Art Work on Kansas City, Mo. and Vicinity*, p. n.p.

Figure 9. *West Eleventh Street (now West Twelfth Street), East from Liberty (Street) and Union Avenue, East from Mulberry (Street), 1903.* Source: *Kansas City As It Is*, p. n.p.

Figure 10. *Cars Loaded with Agricultural Implements*, from railroad yard east of Joy Street terminus (now West Thirteenth Terrace), 1903, looking northwest. Right foreground to background: Buford & George Manufacturing Co. (Resource 23); Parlin & Orendorff Resources 24, 25); Nichols & Shepard (Resource 33), and John Deere Plow Co. (Resource 27). Source: *The Weekly Implement Trade Journal's Kansas City Flood Souvenir*, p. 1.

Figure 11. *The Burlington Freight Yards and West Thirteenth Street*, from railroad yard east of West Thirteenth Street terminus, 1903, looking southwest. Foreground to background: Buford & George Manufacturing Co. (Resource 23); Parlin & Orendorff (Resources 24, 25); and John Deere Plow Co. (Resource 27). Source: *The Weekly Implement Trade Journal's Kansas City Flood Souvenir*, p. 19.

Figure 12. *New 12th St. Viaduct, Kansas City, Mo.*, postcard, ca. 1912, looking northwest (Resource 6). Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.

Figure 13. View of West Bottoms in the vicinity of the Twelfth Street Trafficway Viaduct, 1925, looking west. Source: Central Industrial District brochure, Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, vertical file.

Figure 14. Streetcar stop at Hickory Street on Twelfth Street Trafficway Viaduct, February 11, 1918, looking west. Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.

Figure 15. Streetcar staircase from Hickory Street on Twelfth Street Trafficway Viaduct to West Twelfth Street, 1949, looking west. Source: *Kansas City Star*, May 13, 1949, p. 14.

Figure 16. Central Industrial District map, 1945. West Bottoms – North Historic District (Boundary Increase) roughly represented by the yellow polygon. Source: Central Industrial District brochure, Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, vertical file.

Figure 17. Santa Fe Avenue looking south from St. Louis Avenue, rendering, F. Miller, 1937. Source: *Kansas City Star*, April 4, 1937, p. 66.

Figure 18. View of flooding from West Twelfth Street west of Liberty Street, 1951, looking northeast. Left to right: Two buildings at far left demolished; Gustin-Bacon Manufacturing Co. (Resource 19); Creamery Package Manufacturing Co. (Resource 18); Flint & Walling Manufacturing Co. (Resource 17); and Campbell & Cutler Paint & Glass Co. (Resource 15). Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.

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Figure 19. Railroad related districts in Kansas City. Source: Sally Schwenk, National Register of Historic Places Multiple Property Documentation Form, *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, (Kansas City, 2010), Figure 1.

Figure 20. Holsum Products (Resource 7), 1940, looking northwest. Source: Missouri Digital Heritage. Kansas City 1940 Tax Assessment Photographs.

Figure 21. C. A. Murdock Manufacturing Co. (Resource 46), 1900. Source: *Imperial Kansas City*, p. 59.

Figure 22. Campbell Paint & Glass Co. (Resource 15), 1896. Source: *Hughes' Kansas City Views*, 1896, p. 30.

Figure 23. Deere, Mansur & Co., advertisement. Source: *Kansas City Times*, August 10, 1880, p. 5.

Figure 24. John Deere Plow Co. (Resource 27), ca. 1895, looking southwest. Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.

Figure 25. John Deere Plow Co., advertisement, 1903. Left rendering: Resource 25; Right rendering: Resource 20. Source: Source: *Kansas City As It Is*, p. n.p.

Figure 26. Harbison Manufacturing Co. (Resource 1), advertisement, 1917. Source: *Implement & Tractor Trade Journal*, June 16, 1917, p. 25.

Figure 27. Parlin & Orendorff Co. (Resources 24, 25), advertisement, 1896. Source: *Hughes' Kansas City Views*, 1898-99, p. 43.

Figure 28. M. Rumely Co. (Resource 10), advertisement, 1902. Source: *Kansas City Times*, January 15, 1902, p. 9.

Figure 29. U. S. Wind Engine & Pump Co., trade card, after 1881 (Kansas City branch house listed). Source: unknown.

Figure 30. Kansas City Hardware Co., 1412-14 West 11th St. (now West 12th St.) (Resource 19), advertisement, later Gustin-Bacon Manufacturing Co, 1889. Source: *Kansas City Times*, April 5, 1889, p. 13.

Figure 31. Henney Buggy Co. (Resource 26), advertisement, 1896. Source: *Hughes' Kansas City Views*, 1897, p. 41.

Figure 32. International Harvester Co. (Fire Dept. – Engine House #7) (Resource 29), 1940, looking northwest. Source: Missouri Digital Heritage. Kansas City 1940 Tax Assessment Photographs.

Figure 33. Perfection Stove Co. (Resource 42), 1940, looking northwest. Source: Missouri Digital Heritage. Kansas City 1940 Tax Assessment Photographs.

West Bottoms Historic District (Boundary Increase)

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Figure 34. Studebaker Brothers Co. (Resource 21), advertisement, later Stowe Hardware & Supply Co., 1908. Source: *Annual Review of Greater Kansas City Illustrated*, p. 128.

Figure 35. Westinghouse Electric Co. (Resource 9), advertisement, 1962. Source: *Kansas City Star*, January 7, 1962, p. 114.

Figure 36. Crooks Terminal Warehouse, Inc. (Brokers Building) (Resource 41), ca. 1940s, looking southeast. Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.

Figure 37. Webb Belting Co., postcard, ca. 1909 (1302 Union Avenue, demolished). Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.

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West Bottoms Historic District
(Boundary Increase)

Name of Property

Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial
Resources in Kansas City, Missouri (2010)

SUMMARY

The West Bottoms – North Historic District (NR 16000771) was listed in 2016. This nomination proposes to expand the West Bottoms—North Historic District with a BOUNDARY INCREASE to the south to take in similar warehouse and industrial buildings. It is concurrently being proposed through separate documentation to rename the original West Bottoms--North Historic District as the West Bottoms Historic District since this proposed Boundary Increase more than doubles the size of the district. The district boundary expansion is located west of Kansas City's Central Business District (Figure 1) in an area roughly bounded by the Union Pacific Railroad tracks on the north, by Santa Fe Avenue and the Burlington, Northern and Santa Fe Railroad tracks on the east, W.14th Street on the south, and Liberty Street on the west (Figure 2). The boundary expansion excludes large pockets of vacant land, parking lots, and non-historic construction on the edges of the proposed historic district expansion area. The district reflects the growth and change of Kansas City and the larger West Bottoms neighborhood as a manufacturing, warehouse, and distribution hub in the late-19th and 20th centuries. The proposed West Bottoms Historic District Boundary Increase has 39 Contributing buildings; 2 Contributing structures (the Twelfth Street Trafficway Viaduct and the Union Pacific Railroad Track); 1 Contributing site (a foundation); 8 Previously Listed buildings (Resources 18, 19, 23, 32, 35, 36, 42, 46); 1 Previously-Listed site (vacant lot U); 6 Non-Contributing buildings (Resources 12, 31, 37, 48, 49, and 50); 5 Non-Contributing Structures (parking lots), which are described but not counted; and 21 Non-Contributing sites (vacant lots), which are described but not counted. Buildings in the district have been modified over time for new uses, with loading bays converted to storefronts, for example, yet the district still conveys its industrial past through its architecture, setting of curving streets and ubiquitous rail tracks. Each building has some degree of alteration but none so significant that the original design is not identifiable or that it does not meet the criteria for registration described in the National Register of Historic Places Multiple Property Documentation Form, *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*. Kansas City, 2010.

Setting

The West Bottoms Historic Boundary Increase is associated with the manufacture, distribution and storage of goods and merchandise for later distribution that relied on railroad freight service. Adjacent to the Kansas and Missouri Rivers, the West Bottoms area developed into one of the distinct commercial/industrial districts in Kansas City. This low-lying, level topography enabled the area to become a hub of railroad activity after the 1869 opening of the Hannibal Bridge across the Missouri River, which linked the economic networks of St. Louis and Chicago through Kansas City to states and territories further west.

The area is west of Downtown Kansas City and accessible via the W. 12th Street Viaduct. The most concentrated collection of historic buildings in the West Bottoms is in the middle section, roughly

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West Bottoms Historic District
(Boundary Increase)

Name of Property

Jackson County, MO

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Railroad Related Historic Commercial and Industrial
Resources in Kansas City, Missouri (2010)

bounded by West 9th St./Forrester Rd. (north), railroad lines and the bluff/Beardsley Rd. (east), West 14th St. (south), and the Missouri/Kansas state line (west). The northernmost portion of the area just described, roughly between West 9th Street (north) and St. Louis Ave. (south) was listed in the National Register of Historic Places in 2016 (West Bottoms – North Historic District, NR 16000771). The subject of this nomination is to expand the district to designate the remainder of the middle section of the West Bottoms, roughly between Union Avenue (north) and West 14th St. (south).

Like the north district, the West Bottoms Historic District Expansion is industrial in feeling and appearance, with active rail lines running diagonally from southwest to northeast at the northwest boundary, the raised Twelfth Street Trafficway Viaduct running through the district, and a large railyard as the eastern boundary. Remnants of rail sidings run all through the district, along alleys between buildings, and into and through a few buildings. The district is generally laid out on a grid but modified to fit the constraints of the viaduct and the railyard. Most of the buildings are located at the sidewalk's edge and have recessed entrances and loading docks. Raised, concrete loading docks are common on select elevations throughout the district, some facing streets and others in alleys adjacent to old rail siding locations.

The buildings in the West Bottoms Historic District Expansion are larger and more often architect designed than in the previously listed West Bottoms—North District. Romanesque Revival is the most common architectural style, although there are also excellent examples of Early 20th Century Commercial Style. While almost every block was originally built out with rows of brick warehouses of varying sizes, demolition on some blocks has left vacant, unimproved parcels in various locations in the district.

W. 12th Street west of Liberty is primarily filled with non-historic warehouses, gas stations, mini markets, and large parking lots. Likewise, south of I-670—with the exception of Resources 28-30—is filled with large non-historic manufacturing, warehouse, and government buildings (the former Missouri Division of Employment Security); parking lots; and vacant land.

Integrity

The proposed West Bottoms Historic District Expansion retains integrity of location, setting, feeling, association, materials, design, and workmanship. Every building in the district is in its original location and meets the threshold for integrity of location. The setting features buildings laid out on a grid at the sidewalk or at a raised dock, with railroad tracks cutting diagonally through and around the neighborhood and rail sidings bisecting the area between buildings—typically via alleys. While some dock openings have been converted to storefronts or altered in other ways, the feeling evoked is that of an industrial warehouse area, with trains passing through regularly and often stopped and blocking street crossings. While less active and populated than it would have been in the decades of the late 19th and early 20th Centuries, the association of the district is with the manufacture and distribution of goods and the industrial history of Kansas City.

As compared to the original district, the West Bottoms Historic District Expansion has generally larger, more elaborate, and primarily architect-designed brick buildings built during the late 19th and early 20th

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West Bottoms Historic District
(Boundary Increase)

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centuries. The buildings range from one to ten stories, with most being two or five stories. There are an almost equal number of one, three, four, six and seven story buildings as well. The Richardsonian Romanesque Architectural style is the most common in the district, while the Early Twentieth Century Commercial Style is also well represented. Buildings are typically brick, with stone or terra-cotta details. Brick corbeling and tapestry details are also quite common.

While many buildings have windows boarded with plywood or storefronts updated, with exception of six Non-Contributing buildings (Resources 12, 31, 37, 48, 49, and 50), none are so altered that the original design intent of the architect is no longer evident. Furthermore, original windows, storefronts, terra cotta and stone ornament are also evident. The combination of location, setting, feeling, association, materials, design, and workmanship still convey the history and importance of the district in the industrial and commercial history of Kansas City and the greater Midwest region. The nomination includes 39 Contributing Buildings, 6 Non-Contributing Buildings, 2 Contributing Structures, 1 Contributing Site, and 9 previously listed resources (8 buildings, 1 site). There are 21 Non-Contributing Sites and 5 Non-Contributing Structures that have been described but not counted.

Note on Alterations: The Multiple Property Documentation Form (MPDF) *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri, 2010*, identifies three Property Types: 1) Industrial Facilities and Commercial Distribution Buildings (industrial manufacturing facilities and warehouses, commercial distribution offices and warehouses, and commercial warehouses); 2) Office and Sales Buildings; and 3) Auxiliary Support Resources (government buildings, utilities buildings, and transportation resources).

For all three Property Types the MPDF discusses the standards needed, related to façade arrangement, fenestration, and additions, to qualify as a Contributing resource in a historic district under Criterion A. The resources identified as Contributing in this nomination have been determined to meet the standards identified below at the time of nomination preparation.

Industrial Facilities and Commercial Distribution Buildings

Sufficient stylistic and structural features should remain to link the property with its period of significance. Specifically, integrity of facade arrangement and fenestration is important. Individual window openings do not have to be extant as long as the rhythm of the fenestration bays is evident and the recession of the window opening has been maintained. Window infill and replacement should not destroy or obscure the original masonry openings. Additions to the main building are acceptable if they are subsidiary to the original and are located on secondary facades. Alterations to primary facades of larger buildings are acceptable if they do not alter a significant portion of the façade and the original appearance of the façade can be restored.¹

Office and Sales Buildings

The resource should retain sufficient stylistic and structural features to link the property with its period of significance. Specifically, integrity of façade arrangement and fenestration is important. The primary

¹ Sally Schwenk, National Register of Historic Places Multiple Property Documentation Form, *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, (Kansas City, 2010), section F, p. 5 (Registration Requirements).

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façade should have sufficient character defining elements to retain the distinct separation of upper floors from the ground floor. Individual window openings do not have to be extant as long as the rhythm of the fenestration and bays is evident or the recession of the window opening has been maintained. Window, door and storefront infill or replacement should not destroy or obscure original openings. Additions to the main building are acceptable if they are on secondary elevations and are subsidiary in size, scale and massing to the original building. Alterations to primary facades of larger buildings (three to four stories) in this property type are acceptable if they do not alter a significant portion of the façade and the original appearance of the façade can be restored. Alterations to the façade of simple small examples (one to two stories) of this property type should be minimal and should not significantly impact the original appearance of the building.²

Auxiliary Support Resources

Buildings, structures, sites, and objects in this property type that are eligible for listing as contributing properties to a district must, at a minimum, retain architectural and structural features that tie the property to its original function and period of significance. Parts of larger systems, such as railroad tracks, must be of sufficient size and integrity to communicate their function as part of the larger system. Alterations to primary facades of larger buildings are acceptable if they do not alter a significant portion of the façade and the original appearance of the façade can be restored. If infill of original fenestration openings occurs, it should not destroy or obscure the original openings. The property must also be a representative example of its property sub-type, possessing the distinct characteristics that qualify it as this sub-type.³

Individual Building Descriptions

In this nomination, bays are described as vertical divisions of the elevation. Those divisions often vary on the ground floor as well as the top floor.

Note: Information not footnoted in Sections 7 and 8 regarding building construction/addition dates, architects, and builders was obtained from two sources. The first source was the 1988 survey conducted by the Kansas City Missouri Landmarks Commission (Melanie A. Betz, *Central Industrial District Survey, Final Report*). The 1988 survey included research in municipal building permits and water permits, as well as material held at Missouri Valley Special Collections, Kansas City Public Library. The second source was Sanborn Fire Insurance Maps available online through the Library of Congress or Missouri Valley Special Collections.

W. 11th STREET

RESOURCE 1

1215-1231 W. 11th Street

Smith Building

CONTRIBUTING BUILDING

Photo 1

² Schwenk, Section F, p. 8 (Registration Requirements).

³ Schwenk, Section F, pp. 12-13 (Registration Requirements).

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Name of Property

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Railroad Related Historic Commercial and Industrial
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Built: 1894

Architect: Walter C. Root

Dominating half a block of W. 11th Street between Mulberry and Santa Fe, this large structure is six-stories, ten-bays-wide and five-bays-deep. The entire building was constructed in 1894 with three internal masonry walls for fire proofing. The building is rectangular in plan and has a flat roof. An historic concrete loading dock runs across the front of the building and around the Mulberry elevation. On the first floor, every two bays on the W. 11th elevation have three large double hung windows taking up the right bay and an entrance door and dock door taking up the left bay. The four western-most bays were different. Both the first and upper floors have narrow bays flanking two bays that match the others on the building. The Mulberry elevation is the same, with narrow bays flanking three normal bays. On W. 11th, the ground floor has a bay of two double-hung windows with masonry bulkheads, a bay of three double-hung windows, an entrance door and dock door in one bay, and another bay that has been covered in corrugated metal. On the Mulberry elevation, there are two double-hung windows over a brick bulkhead to the north, a bay that has a brick bulkhead with non-historic wood infill where windows would have been, a bay with an historic transom/sidelight assembly but non-historic door, and a bay that has been infilled with corrugated metal and a non-historic door. On both the Mulberry and West 11th elevations, piers between bays have metal guards at the ground level and terminate in simple red terra-cotta modillions with dentils in between.

Above the storefront level, a soldier course of brick supports a recessed spandrel framed by a thin terra-cotta bead molding. A series of copper scuppers framed in stone are evenly placed across the spandrel (two per bay). Above this spandrel another terra cotta molding and corbeling forms a minor cornice that supports rusticated stone sills at the bank of second story windows. The upper façade has is divided in a tripartite manner, with another cornice above the third floor—broken by recessed relieving arches and then a major cornice divides the fifth and sixth stories. The four bays from the west have a slightly different treatment from the remainder of the building. The first bay has two vertical recesses with windows on the second and third floors separated by paneled spandrels in between. The windows in these bays were originally one-over-one but have been replaced on the second floor by three stacked lights. The next two bays are recessed up to the third level at Diocletian windows. The sides of the arches on this type of window all along the north and west elevations have been boarded and it is not clear whether the windows are partially covered or if they have been replaced. The second-floor windows have been replaced and the third floor are original two-over-twos. On the fourth floor, the first and fourth bays from the west have two single double hung windows, while the second and third are the Diocletian arches. The fifth floor has three double-hung windows groups in each bay (although the windows are slightly smaller in the narrower bays. These groups are framed by denticulated terra-cotta moldings. A row of copper scuppers repeats across the elevation at every floor above the windows. Above the fifth-floor windows there is a major cornice of terra-cotta modillions. The sixth floor has groups of three double-hung sash below denticulated discharging arches.

After the first four bays, the next six repeat the treatment found in the center bays of the first section. On the Mulberry elevation, the north and south bays both repeat the treatment of narrow recessed one-over-ones, while the center three bays have the arched treatment most common on the remainder of the building. The east elevation is raw brick where a building was demolished decades ago. On the south

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elevation the upper floors extend out several feet from the back wall of the first floor and are supported by large columns (metal, concrete-over-metal, and concrete-over-brick). A loading dock is tucked into the southwest side. The upper floors have simple tall, narrow double hung windows—most being two-over-two, but some also three-over-three and four-over-four. On the southern end of the Santa Fe elevation, the parapet has been poorly rebuilt in mismatched brick in recent decades.

The main tenant in this building was initially Beckham, Mercer & Co, which occupied the entire western section. Subsequent tenants were Robinson, Harrison, Thompson Implement Co. (Sanborn map 1895-1907); Harbison Manufacturing Co. implement warehouse (Sanborn map 1909-1938); K. C. Terminal Warehouse Co (Sanborn map 1949-1957).

RESOURCE 2

1308 W. 11th Street

Kansas City Pump Company

Built: ca. 1950

Architect: Unknown

CONTRIBUTING BUILDING

The only building remaining on the north side of this block, this building was once part of a streetscape of older warehouse buildings. Now flanked by vacant gravel lots (D & C), the building has a flat roof and is two stories tall and seven bays wide. A concrete loading dock in the front now has a contemporary black metal railing. Double-leaf doors on either side of the building have been replaced in recent years with doors slightly smaller than the opening. Between the doors are five small rectangular windows that share a continuous stone sill and a soldier course lintel that continues over the doors. The west side of the building shows the roofline of a one-story building that once stood on this location. Toward the rear of the building are five non-historic windows of various sizes and infill that appears to be where there were once doors or taller windows at this elevation. On the east side, it appears there had been a two-story building. This wall is blank except for two non-historic door openings.

RESOURCE 3

1409-1411 W. 11th Street

Abner Hood Chemical Company

Built: 1902

Architect: Adriance Van Brunt

CONTRIBUTING BUILDING

Photo 2

This five-story flat-roofed building is three-bays wide and has an office entrance with a large original fanlight over a non-historic door and sidelight assembly in the first bay to the east. In the center bay is an original tripartite window assembly with a nine-over-nine double hung sash in the center and six-over-six sidelights. In the third bay is a loading dock door—also with a historic transom but non-historic door. All of the first-floor windows on this building have been stripped of their paint. The masonry is laid in a running bond pattern, but on the first floor, every fifth row is recessed and laid in a lighter colored brick. The entrance door has a semicircular fanlight with a masonry arch. The stone abutments upon which the arch sits have the address of the building carved in them—“1409” on the east side of the door

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and "1411" on the west side. There is a keystone in the center. The window assembly in the middle bay and the transom over what had been a dock door have the same stone used as sills. Over these openings there are steel lintels and voussoirs composed of slender brick. Another row of recessed brick separates the storefront from the upper façade, which is separated into three bays by four pilasters from which three recessed arches spring at the fifth level. On floors two through five, large rectangular window openings are separated by spandrels of tapestry brick. All the windows but the top floor in the middle bay is currently boarded with plywood and a non-historic slider installed in the center. The one window that is not blocked down is one large pane of glass, also not historic. On the upper part of the fifth floor, the three recessed arches each have an oculus in the center.

The initial tenant was Abner Hood Chemical Company, and the building was used for chemical storage. The building was later used as a loading dock for the Dye Candy Company.

RESOURCE 4

1413-1415 W. 11th Street

Butler Manufacturing Company

Built: 1890

Architect: Unknown

CONTRIBUTING BUILDING

Photo 2

This building is four stories tall, six bays wide, and totally covers the lot. A large Romanesque arch dominates the center two bays of the first floor. The arch is brick with rusticated stone trim and sits upon stone piers. An original wood Diocletian arch assembly is recessed within the masonry arch and has non-historic double-leaf entry doors within an historic multi-light transom and sidelight assembly above a paneled bulkhead. The sidelight assembly has been boarded up on the east side. On either side of this arched opening are two original, tall, and narrow nine-over-one light windows with voussoirs with brick keystones. On the second level, the first two bays are recessed between brick pilasters. The windows have slight arches and voussoirs that are flat at the top. The two center bays project out slightly and the window have segmental arches with five rows of bricks. The last two bays to the west repeat the treatment of the first two bays. All the windows on this elevation are non-historic vinyl in a one-over-one configuration. A rusticated stone sill, painted white, runs the entire width of the façade. On the third level, the first two bays have windows with rusticated stone lintels that are joined. Each window on this level has an individual rusticated stone sill, painted white. Over these lintels, decorative corbeling anchors the bottom of the spandrel and larger corbeling at the top of the spandrel supports the sills of the fourth-floor windows and have the appearance of crenellated battlements. The two windows in the center of the building have Romanesque arches over a blind arch laid in a herringbone pattern. Like the first level, the last two bays repeat the treatment found on the first two. The fourth floor is slightly recessed and may have been added after the original building date, although before 1907. (Only three floors are shown on the 1895 Sanborn map, but 4 floors on the 1895 map corrected to 1907). This floor has six windows with individual rusticated stone lintels, but a continuous stone sill. A simple corbeled cornice finishes off the top and is covered in metal flashing. It is not known if there was ever a more elaborate pediment. The vinyl replacement windows have been pieced together with varying sized transoms to fill the historic openings. Star anchor medallions are in place on each side of the central two bays on the first three levels.

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RESOURCE 5

1417-1419 W. 11th Street

Reeves & Company

Built: 1903

Architect: Unknown

CONTRIBUTING BUILDING

Photo 2

This three-story building is located at the corner of Liberty Street and W. 11th. Like the neighboring buildings the Reeves & Company building fronts on an historic concrete loading dock with a painted pipe railing. The red brick building is three-bays-wide and divided into corbeled panels with brick pilasters. At the storefront level the first bay has a large window opening, which is now filled with four non-historic vinyl windows. It appears that a heavy transom bar and vertical muntin are historic, making the original transom almost as large as the storefront window below. This window assembly has a stone sill. The central bay has non-historic double-leaf doors of unpainted wood with a half-circle of glass in each door is installed in the historic opening, which has a brick arch with a keystone in the center. Within the brick arch is an original four-part fanlight with fine muntin. The third bay has a modified storefront like the first bay.

On the second and third floors, each bay contains two tall and narrow segmental-arched window openings with stone sills. Within these openings are non-historic nine-over-nine vinyl replacement windows. Between pilasters, there are three rows of corbeled brick. A simple brick cornice five courses higher is terminated by a brick parapet that is higher in the center bay. There is ghost signage across the parapet from the Gustin Bacon Co. that later occupied the building. In 1927, Gustin Bacon built a bridge at the third floor between this building and Resource 19 to the south. Although the bridge is still extant on the exterior, the two buildings are no longer joined on the interior.

W. 12th STREET

RESOURCE 6

Twelfth Street Trafficway Viaduct

Built: 1915; restored 1965

Architect/Engineer: Waddell and Harrington

Builder: Groff Construction Co., Seattle

CONTRIBUTING STRUCTURE

Photo 6

Reinforced concrete two-level Concrete Deck Arch-type viaduct bridge extends from Summit to Liberty. The upper deck is a four-lane roadway and is the primary means of accessing the West Bottoms. This viaduct replaced a steel structure built in 1887. Originally the upper deck had two vehicular lanes and two streetcar lanes, but the streetcar tracks were removed in the 1965 restoration. It has both fixed and approach spans and fixed concrete girders.

RESOURCE 7

1200-1204 W. 12th Street

CONTRIBUTING BUILDING

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Western Storage & Warehouse Company

Built: 1893

Architect: Walter C. Root

This flat roofed rectangular building is located at the intersection of W. 12th Street and Santa Fe Street. The five-story building faces the 12th Street Viaduct and the street-facing elevations have been painted red. A new concrete loading dock fronts the building, wraps the corner, and continues the full Santa Fe elevation. The 12th Street elevation is four-bays-wide with each bay is clearly separated by wide pilasters. On the first floor the entrances to two commercial/office spaces are grouped together centered under the eastern three bays. Five brick pilasters with an entablature/sign board above separate the two windows with entry doors on either side. An additional narrow window stands alone on the west side of this assembly and a door opening on the east side. The eastern office has aluminum blocking down the door entry with a non-historic door and completely filling the window opening to the west and the door opening to the east. The assembly to the west is intact, as is an additional door and garage opening at the west side of the front elevation, although this bay does have a non-historic over-head door. The ground floor level and the upper face are separated by a cornice of corbeled brick.

On second to fourth levels, there are four bays, each made up of two vertical columns of windows, separated vertically by thin brick pilasters and horizontally by recessed brick spandrels. The bays are then separated by wide pilasters. All but two of the second story windows are infilled with aluminum panels, painted red. One of the two original windows has a metal fire escape that ends at that level. On the third level, four windows have been infilled with the red aluminum; three have been partially blocked and smaller white vinyl windows installed; and one historic multi-paned window remains at a fire escape. On the fourth level, the windows have rounded arches. Five of the arched windows are infilled with the painted aluminum (one with a portable air conditioning unit sticking through) and three of the window openings have the original six-over-one sash. Above the arched windows, a major cornice of corbelled brick completes the tripartite division of the façade and delineates the fifth floor. Each of the four bays on the fifth level are made up of three grouped one-over-one windows with a cottage sash configuration (the upper sash is one-third, and the bottom sash is two-thirds). The rusty fire escape continues to this level. A ghost sign in white paint reads "Holsum Food Products" across the parapet, and items such as "Preserves, Peanuts, Pickles, Extracts, Mustard, Salad Dressing, Coffee, Tea, Olives, Syrup, Honey, Peanut Butter" are listed down the pilasters on each side of the south elevation.

The east elevation continues the same treatment as the front of the building, but in ten bays divided by wider pilasters. The first three bays on the ground floor are narrow window openings with stone sills. The lower half of these openings have been filled with cinderblock, and a window air-conditioning unit protrudes from the center window. A narrow window is between the second and third bays and in the pilaster on the second level. The one at the second level has a radiating voussoir. The fourth bay is a dock opening infilled with corrugated metal with a flush door inserted to one side. The fifth bay has a window like the first three bays. The lower half is filled with block and the upper half by corrugated metal. The sixth and ninth bays are dock openings with non-historic roll-down doors. The seven, eight and tenth bays have the same type windows with the lower half blocked. On the upper façade, each bay on the second and third levels have a narrow window with brick spandrels above. On the fourth floor, the window openings have rounded arches. Almost all of the window openings are filled with corrugated

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metal—some with smaller vinyl windows installed within the opening. An historic multi-light sash is still extant in the third bay from the south on the fourth level. On the fifth level, each bay has two one-over-one wood sash. Like the front elevation, this elevation terminates in a brick parapet with ghost signage.

A small gap exists between the building and the building to the north (Resource 40). It appears that this building was joined to the building to the north via a speed-tile hyphen on the upper floors, but the two buildings remain separate parcels have separate construction and use histories and are considered two buildings for the purpose of this nomination. A former rail car siding separates the building from its neighbor to the west. Both buildings are angled to accommodate the track that once existed at this siding. The brick is unpainted on these elevations. The west elevation also has ten bays and simple segmentally arched windows.

RESOURCE 8

1208-1220 W. 12th Street

Kansas City Wholesale Grocery Company

Built: 1913

Architect: John McKecknie

Builder: Martin Carroll Construction Company

CONTRIBUTING BUILDING

Photos 4, 5

The Kansas City Wholesale Grocery Company building is separated from the building to the east by an alley that is about ten feet wide, now closed off by a chain-link gate, but sits flush beside the building to the west. The rectangular building has a flat roof and is covered in a brown brick veneer that wraps one-bay around the east side. Seven stories tall, the building is six-bays-wide, and each bay has a large rectangular window opening. On the first floor, the first bay to the west has a large rectangular window opening framed in tapestry brick with small terra-cotta corner blocks. Within this opening, the historic wood windows are six-light sash. The next three bays appear to have been dock doors historically and had sidelights with a similar tapestry brick detail. These doors have been widened to accommodate a larger door opening and have non-historic roll down doors. A new concrete loading dock runs in front of the two eastern bays. The fifth bay has a historic door opening with windows on either side. Today, a non-historic sidelight, door and transom assembly fills the large opening. The window to the west has been blocked in with a small opening left for a portable air conditioner. The window opening to the east has non-historic windows covered by a metal grate.

On the upper façade, the first and sixth bays have the original three-window divisions with historic six-light windows. The muntins between windows appear to be wrapped in aluminum. The second-story window in the sixth bay has been infilled with block. In the four middle bays, each window opening has four non-historic windows with three-stacked-lights. A tripartite division of the facade is achieved by corbeling that frames the fenestration on the first two levels, the upper five levels, and that delineates the cornice and pilasters. Tabs of smaller terra-cotta shields form modillions along the roofline and are punctuated by larger terra-cotta shields that serve as drop finials at the top of the pilasters. The field brick and the cornice wrap the east corner for one bay, but the tapestry details are not repeated. The historic windows are three-over-three-light and metal on this façade. There are eight bays beyond the brick and the western wall surface is the poured concrete skeleton of the building with common brick

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infill. A bit of ghost signage can be seen at the top of the façade. There are ten historic transom windows along the east elevation, and the areas below the transoms have been infilled with brick. These were originally dock doors that opened up to the railroad siding that ran along this side of the building.

RESOURCE 9

1215-1229 W. 12th Street

Westinghouse Electric Company

Regional Offices and Distribution/

Chicago, Burlington & Quincy Railroad Freight Depot

Built: 1962, Westinghouse Electric Company; 1899, C.B. & Q.

Architect: Unknown

CONTRIBUTING BUILDING

This is a large warehouse building bounded by W. 12th St. and the Viaduct to the north, Mulberry St. to the west, and the railroad yards to the east and south. The building sits directly at the sidewalk on W. 12th Street and the entrance is set back from a parking lot at the northeast corner. Built in 1962 for Westinghouse Electric Company (Figure 35), the building expanded at an unknown date by taking in the neighboring 19th Century freight depot and covering it in a brick façade painted white. In recent years, the current owner has begun to peel off the brick façade to reveal the 1899 C.B. & Q Freight Depot.

The main entrance is at a parking lot at the east end of the building. Fronting on W. 12th is a white-painted brick box with two louvers. A one-story loading dock projects off the east elevation and is five bays deep, with four garage door openings and an entrance bay that has a metal door with a small square window, accessed via a metal stoop with five metal steps and a pipe rail. The wall above the loading dock is solid painted brick. At the south end of this section is a penthouse that juts above the roofline and intersects a three-story section located south of the loading dock. Located west of the three-story section is a two-story section in a Mid-century style. The north elevation of this section is eight bays wide and divided vertically with aluminum frames. Six bays are located over a bulkhead tiled with small green tiles with a concrete sill, above which are six painted panels, six one-light windows. To the east of this assembly are two silver aluminum doors with two windows above them that have been obscured by a metallic film. A small horizontal frame then delineates a spandrel of eight painted panels that are rectangles turned on end. Above this assembly are six on-light windows with two painted panels in between. Finally, above the windows are a series of eight painted panels. That run across this elevation. On the building's east elevation, the northern section is blank painted brick, then there are five bays that repeat the treatment of the front with on-light windows and painted panels. The next twenty bays going south have the grid of windows and panels at the upper third and painted brick at the lower two thirds. The final three bays have a double door with sidelight and transom assembly at the first floor, three painted panels, windows, and more panels.

Back to W. 12th Street, the blank brick wall over a parged foundation ends and a rusticated cut stone foundation begins—obviously from a much older building. Above this foundation, there are protruding sections of painted brick wall. To the west the older building is visible, as the painted brick cladding has been removed on the two western bays. The building is dark red brick with painted stone trim. On the two exposed bays, small narrow windows have been infilled with cinderblock. On the second story, new

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windows have been installed, except in one opening facing W. 12th, which is now infilled with brick of mixed colors. In between, are spandrels of tapestry brick. At some point, the parapet and pilasters have been rebuilt in a mismatched brick. A large square at the southwest corner of the W. 12th elevation has been cut out and replaced with gray cinderblock. From markings on the cinderblock, it is evident that this material had been covered by the white painted brick panels. Whereas the foundation at W. 12th Street is large blocks of rusticated cut stone, the foundation along Mulberry is a more random mix of stacked stone, but with a cut stone top.

At Mulberry St. the first two bays are like the W. 12th elevation with a large square infilled with gray cinderblock and then sections of rusticated stone sills and lintels at the first and second levels with a tapestry brick spandrel in between. Like the W. 12th Street elevation, the second story windows have been replaced and the first-floor windows and doors are infilled with cinderblock. At the third and fourth bays to the south, the first-floor treatment is different with tall narrow door and window openings with segmental arches. There is a window opening, a door opening, and two more window openings—all infilled with gray cinderblock. The next bay has a tall and wide door opening with a segmental arch. Then there are two door openings followed by three smaller dock door openings, again, all infilled with cinderblock. The treatment of the upper façade continued with the spandrels of tapestry brick and restored windows, except for the sixth bay to the south, where the second story windows are infilled with brick. Old Sanborn Fire Insurance maps indicate this building was part of the 1899 C., B. & Q Railroad Freight House.

To the south of the two-story section, there are ten bays that are one story. Here the walls of white painted brick also protrude out, potentially indicating that they too cover an older building. The south elevation has a gabled roof and is infilled with painted cinderblock. The stacked stone retaining wall/foundation continues by the parking lot and may have been part of the station that stood on the site.

By the 1960s, the building had ceased to be used by the Chicago, Burlington & Quincy Railroad and was occupied by the Westinghouse Electric Company. Although now presenting an odd juxtaposition of mid-20th Century and late 19th Century architecture, the resource still conveys its original design and illustrates how buildings in the district have changed and adapted for new uses over time.

RESOURCE 10

1222-1226 W. 12th Street

M. Rumely Company

Built: 1900; 1956, overhead doors installed on facade

Architect: Unknown

CONTRIBUTING BUILDING

Photo 5

Built for the M. Rumely Company, a large manufacturer of portable and traction engines and threshing machines, this building faces the Viaduct and has a large warehouse building immediately to the east (Resource 8). Another building originally was located immediately to the west but has been demolished and a parking lot is now located on the site. Flat-roofed, the building is rectangular and six stories tall.

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The front elevation has a tripartite treatment of storefront, upper façade, and cornice. Large square fluted posts anchor the east and west ends of the first level, while octagonal posts with Scamozzi capitals separate the five storefronts. The second column from the west has been modified to allow for a roll-down door and the capital removed. The historic storefront to the east side is still partially in place, although modified. Original transoms have had glass replaced with painted plywood. The storefront window at the east end has been modified as a walk-up ticket window reached by a crude stoop built of lumber. The window to the west is covered in painted T-111, the next has a non-historic slider, and the next is also T-111. Recessed stairs that lead to a door are thought to be original. Bulkheads have been replaced with cinderblock. The next storefront also has original transoms, with the glass changed out and more reflective. The storefront itself is infilled with natural wood, arched, multi-light French doors with scrolling metal railings, and a wooden deck. The next storefront has been replaced with a roll-down metal door. A recessed doorway with stair to the west is like the eastern storefront. The last storefront to the west has also been completely rebuilt below the transom with an unpainted wood French door and window assembly and seven wooden steps that run across the storefront. These have four unpainted wood railing with scrolling metal infill much like the other storefront. The storefront level has a brick sign band running across the entire elevation. A stone cornice separates the storefront level from the upper façade.

The upper façade is separated into five bays vertically by brick pilasters with stone bases and caps. Between pilasters a bank of three windows with brick molds capped in stone originally filled each bay. These windows are still extant on the eastern two bays (fourth and fifth) of the second floor (although the top sash of each window is covered in painted T-111). In the first and third bays of the second floor, white vinyl sliding windows have been installed in an opening filled in on the sides by concrete tile. The remainder of the window openings on the front elevation have been infilled with this same non-historic concrete tile and have a small vinyl slider in the upper center to serve as ventilation. Above these banks of windows, the fifth floor has a series of five arched openings—one capping each bay. The arches are stone and have equally spaced quoins terminating at a keystone. The arches rest upon the stone cornice of the pilaster. Within the openings, these windows had Diocletian windows, which are common in the district, but now are infilled with concrete tile like the others. The field around the arches is the same brick as the rest of the front façade and has small inset medallions in stone. A continuous stone sill with decorative tabs separates the fifth and sixth floors. On the sixth level, short brick pilasters with stone caps separate the five bays. Between the brick piers, there is a bank of three window openings. These openings are flanked on the east and west by smaller brick pilasters with stone caps that sit next to the larger pilasters. Round stone pilasters with Ionic capitals separate the window openings, which, like others on the building, are infilled with concrete tile. The larger center window openings have the vinyl vent. Above the sixth-floor windows, terra cotta ornament sits atop the brick and stone pilasters. At the east and west end of the building, the ornament is a shield shape, whereas the four in the center of the building are a wreath and bow motif. There is corbeling in brick above the window openings. This corbeling and the brick parapet above have been rebuilt and/or repointed and are now much redder than the rest of the front façade, which is brown. On the roof—offset in the second bay—is a flat-roofed staircase penthouse with a single one-over-one window to the south. The brick, which matches the rest of the façade, and the corbeling indicate that this is an original feature, but its asymmetrical placement is odd.

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The west side of the building is a blank wall, except for three ghost signs. Two say "Advance-Rumely Thresher Company," while the third, not entirely legible, reads "XXX Plow Works/XXX Bros. Wagon Co./Staver Carriage Co." There is a small rooftop penthouse in brick at the back of the building, marks of the outline of a demolished building, and a small roll-down loading dock door toward the rear of the west elevation. The roll-down door is a non-historic addition, along with tern metal at the north elevation that has been used to enclose a recessed loading dock on the first floor. The upper floors are supported by large concrete posts at the loading dock. The north elevation has simple segmentally arched windows and a series of rusty metal fire escapes. The brick alley between the building and the building to the north was once a loading zone.

The building was initially used as a wholesale warehouse for the M. Rumely Company. Subsequent occupants were Allis Chalmers Manufacturing Company and Jacobs Warehouse.

RESOURCE 11

1300-1302 W. 12th Street

George T. Webb Woodenware Building

Built: 1888

Architect: Unknown

CONTRIBUTING BUILDING

Photo 6

This building sits at the corner of W, 12th and Mulberry and is six bays wide and seven bays deep. The main entrance is recessed inside a tall Romanesque arch, now hidden behind an over-sized canvas canopy. The tall storefront window openings have been infilled with glass block, but original metal piers are extant. The storefront window openings have stone lintels, and the brick is striated at the entrance with rusticated stone trim. Brick corbeling and a continuous stone sill separate the storefront level from the upper façade, not visible due to the metal frame awning that covers the façade and wraps the first bay on the east elevation. The central two bays project slightly from the bays on either side. The second story has six segmental arched window openings with non-historic three-light windows in a stacked configuration. The central bay has three rows of recessed brick between and beside the two windows. A frieze of corbeled brick, field brick, and corbeled brick repeated at the central projection and the side piers culminates in a stone cornice that runs the width of the building. The third floor has the same segmentally arched window openings on the side bays with the same non-historic windows, but these have corbeled brick panels above them. The two windows in the center bay are not arched, but instead share a continuous stone lintel that is topped by a stone sill and a large Romanesque arched opening—now filled with glass block. Brick pilasters that begin at the third floor, terminate in the middle of the arch on the fourth floor. They have stone caps and banding made of three rows of recessed brick like the detail found on the second floor. Smaller Romanesque arches on the side bays of the fourth floor have been infilled and non-historic one-over-one windows installed. A band of brick corbeling tops the central projecting bay as well as the pilasters at the east and west side of the fourth floor. It continues in the field brick in the side bays. A stone cornice below the fifth level serves as a continuous sill for the windows above. On the sixth level, the side bays each have two segmental arched windows, but the center bay has three Romanesque arched windows, but with the non-historic flat-topped windows like the other Romanesque openings. There are corbeled panels above the windows, a soldier course of brick and then a frieze of corbeled panels near the roofline. This detail is somewhat obscured by a sign

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made of wire letters covered in lights that read "The Edge of Hell" that advertises the haunted house within the building. Two non-historic gargoyles, painted white, anchor the east and west ends of the roof. The east elevation has seven bays of segmental arched window openings, infilled with glass block, which are separated by two raised brick pilasters. Each bay terminates in corbeled brick with the paneled brick frieze above, like the front façade, yet the frieze has been painted a salmon pink color on the side. The tall segmental arched windows continue the first floor for the first three bays south, then there is another recessed doorway, within a large Romanesque arch that is accessed via a concrete loading dock and steps with a wrought iron rail. To the north of this entrance is another recessed loading dock with non-historic double doors and another segmental arched window infilled with glass block. There are several basement window openings at this elevation that have been infilled with brick. The north elevation has a concrete ramp and three door openings with large Romanesque arches. The first has been bricked in and an electrical service installed. The second has been blocked down and has a flush metal door added, and the third has also been infilled with brick. Above the blocked-in door is a series of segmental arched windows, one of which has been infilled with plywood and a louver. Above the operable door are flush metal doors within segmental arched openings accessed via a non-historic metal fire escape that extends in front of the third arched door opening at the first-floor level. Another building had historically been located west of the Webb Woodenware Building. This elevation is now parged and has a spiral slide installed in the north end (evidently part of the haunted house operation.)

After the George T. Webb Woodenware, the Cutler & Neilson Paint & Color Company occupied the building.

RESOURCE 12

1315 W. 12th Street

U.S. Wind Engine Company

Built: 1965

Architect: Unknown

NON-CONTRIBUTING BUILDING

Built as an addition to two older warehouse buildings (built in 1881 and 1899) that have since been demolished, this flat-roofed, rectangular building remnant has a blank cinderblock wall that faces the alley and the neighboring building on Hickory. The elevation that faces Hickory Street is two bays: one with a garage door that has been blocked down with T-111 but originally was taller and had the railroad siding running through the building. Another bay has a small concrete stoop with a metal railing that leads to a flush metal door with a single light window. On the second level, the same type of door opens out to a small balcony with a metal pipe railing and a fire escape that comes about half-way down the façade. Otherwise, this elevation is face brick. The 12th Street façade has seven louvered vents on the second level and three garage doors that are at the east end of the building. The easternmost bay is sided in gray tern metal that also covers the elevation facing the parking lot. It is not known when this enclosure was installed. A recessed loading dock runs a little more than half of the south side of this elevation. The back wall of the building visible through the loading dock appears to be older painted brick, likely the party wall to one of the demolished buildings.

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U.S. Wind Engine & Pump Company was later known as U.S. Supply Company and U.S. Water & Steam Supply Company.

RESOURCE 13

1324 W. 12th Street

Dempster Mill Manufacturing Company

Built: 1900

Architect: Adriaance Van Brunt

CONTRIBUTING BUILDING

Photo 7

This light brown brick building is five stories tall and three bays wide. Originally, there was another building to the east and the front façade was the only visible elevation. Like many buildings in the district, the front elevation is divided horizontally into a tripartite treatment of storefront, three floors of upper façade, a minor cornice, and an embellished top floor and major cornice. The storefront level is divided by tall masonry piers with decorative terra-cotta caps. To the west a recessed stair leads to the entry door. The bays to the east have non-historic roll-down garage doors. Each bay has an original transom, although one to the east is now infilled with painted plywood and the one to the west is covered by a sign board. The center transom is higher than the two on the side. The original configuration of the storefronts and whether there was always a dock door here is unclear. Within the recessed entry to the west there is an historic three-quarter light door flanked by large sidelights. The walls of the entry vestibule have been paneled with non-historic diagonal wood boards. Above the storefront level is a masonry signboard and a terra-cotta cornice. The sign board has a painted sign that dates from the era when the building was part of the Kansas City Bolt, Nut & Screw Co. and reads, "Branches—Dallas, Texas-Omaha, Neb."

On the second level, the western and center bays have pairs of historic one-over-one double hung sash, while the bay to the east has an original metal multi-light industrial window with an operable six-light pivot. All the windows have metal lintels and stone sills. Brick pilasters are three stories tall and terminate at the top of the fourth floor in terra-cotta caps like those on the storefront piers. Above the second story windows, the pilasters have scrolling metal anchor bolts in the center; and above these, signs are painted on the pilasters at the third level that read "Bolts, Nuts, Screws, Washers." These also date to the Kansas City Bolt, Nuts & Screw Co. period. Between the pilasters, masonry spandrels are delineated by terra-cotta corbelling. The spandrel between the third and fourth levels is covered in a wooden sign board, although the lettering is mostly gone and is illegible. The remainder of the windows on this elevation are original multi-light metal industrial sash. The fourth floor terminates in a projecting terra-cotta cornice. The fifth floor has three multi-light windows, but these are differentiated with stone surrounds. There are four rows of corbeled brick and a larger cornice of terra-cotta that terminates the parapet.

RESOURCE 14

1326 W. 12th Street

Whitman & Barnes Manufacturing Company

Built: 1886

CONTRIBUTING BUILDING

Photo 7

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Architect: Unknown

This five-story building was constructed over a raised basement and sits at the sidewalk facing the viaduct to the south. Unlike many other buildings in the district, the building has large basement window openings at the sidewalk level (approximately three feet high), although all but one has been infilled with plywood and it has a large metal louvered vent. All the basement windows are also covered by non-historic metal grates. Also unusual in the district, the recessed entrance to the east side of the building is accessed via a wide pressed metal staircase rather than stone or concrete. The three bays of the building are delineated on the first floor by large, rusticated stone columns that terminate at a stone cornice above the painted masonry sign board that reads, "1326 Kansas City Bolt – Nut & Screw Co. 1324." At the east side of the first floor, the recessed entry has an original door, transom, and sidelight assembly, but they have been stripped of paint and now have a worn natural finish. In the storefront openings between the stone piers, a non-historic brick bulkhead and stone sill were added and a horizontal glass-block window with two small vinyl sliders in each opening. Above these windows, the opening has been infilled with brick. The stone cornice and windowsills and pilaster bases above are badly spalled. The four pilasters continue to the fourth floor, where they terminate in three Romanesque arches of brick and terra-cotta. Between the pilasters are original three-part metal window and transom assemblies that are very deteriorated and rusty. The second level has non-historic one-light infills, and the second and third floors have deteriorated metal sash. The stone sills at the fourth level, pilaster capitals, and continuous stone sill separating the fourth and fifth levels are also badly spalled. Terra-cotta drop finials at the arches are missing, but terra-cotta medallions between the arches are still intact. At the fifth and top level, each bay has three arched window openings with original double-hung one-over-one windows. The bays are separated by smaller pilasters and inset in panels that terminate in smaller Romanesque arched corbels. The rooftop parapet of corbeled brick is reminiscent of the machicolations used in crenellated buildings. The neighboring building to the west was demolished sometime after 1988 and two brick and stone piers with the brick lintel were left standing on the first floor as well as an entire pilaster of the south wall up to the parapet.

RESOURCE 15

1400-1402 W. 12th Street

Campbell & Cutler Paint & Glass Company

Built: 1888

Architect: Frederick B. Hamilton

CONTRIBUTING BUILDING

Photo 8

This building is located at the corner of Hickory Street and W. 12th and shares Romanesque architectural details popular in the district. The building is five stories tall and three bays wide. The storefront level has four brick piers with rusticated stone details and spalling sandstone bulkheads. The entry door is to the far west side and windows are non-historic infill with milled aluminum mullions. The transom retains the original dimensions but has also been infilled with glass and plywood. A denticulated stone cornice also forms a continuous sill across the façade. Brick pilasters continue to the fourth level, where they terminate in decorative corbeled caps. The second and third floors have banks of window openings that have been infilled with plywood and non-historic sliding windows. The fourth floor originally had Diocletian windows within the arches, as do several other buildings in the district, but these too have

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been infilled with plywood and non-historic sliders. Between and above these arched openings, an unusual tapestry detail has been created of stretcher bricks laid in a way that they project from the flush surface to create striated lines that increase in width. Corbeled brick is used to form brackets that support the stone sills of the windows on the fifth level. On the fifth level, three Romanesque blind arches fill each bay between brick pilasters. Within these arcaded openings, corbeled brick forms unusual, striated brackets. Originally, two drop finials joined these brackets and the center arch in the arcade, but they are gone and exposed concrete visible. At the parapet, two rows of corbeled brick and a projecting cornice terminates the parapet. A decorative cornice has been removed.

The east elevation is seven wide bays between pilasters that terminate at the fifth level with three arches, like the front elevation. The foundation wall recesses in with a corbeled water table. The ground floor level bays one, three, five, and six have tall narrow window openings, although the openings have been blocked down with plywood and non-historic windows, metal grates and portable air-conditioners installed within the openings. The second bay at the ground floor is brick without a window and fourth bay has a double-size window opening with non-historic windows. The seventh bay has an arched entry with a non-historic vinyl door assembly reached via a wooden stoop with stairs to the north and south. This bay had originally been a loading dock. A corbeled cornice separates the first floor from the upper façade. Tall narrow window openings have been infilled with painted plywood at the top and non-historic sliding windows on all the upper floors. The corbeled cornice repeats between the fourth and fifth floors. The major cornice above the fifth floor is like the cornice on the front elevation, with the striated brackets and raw concrete where (presumably terra-cotta) drop finials had been.

The north elevation is three bays. On the ground floor, there is a large Romanesque arch on the east and west bays of the building. The one to the east is partially bricked up and electrical service meters installed on the wall. The one to the west has a roll-down dock door installed. In the center bay is a tall, narrow window with a six-over-nine-over-nine window. Next to it is a tall narrow door opening with a transom. A second transom and a smaller door has been installed within the original door opening. This door and the loading dock are accessed via a non-historic wood stoop. On the upper floors, tall narrow segmentally arched window openings are in groups of two in each bay. Like the other elevations, these openings have been infilled with plywood and smaller sliding windows. A metal fire escape covers windows on one side of the center bay. Ghost signs are visible that run horizontally between rows of windows and down the parapet wall at Hickory Street. Brick is delaminating from the corbeling at the roofline at the north elevation.

RESOURCE 16

1401 W. 12th Street

Columbian Steel Tank Company

Built: 1941; addition to west built 1943

Architect: Unknown

CONTRIBUTING BUILDING

The galvanizing plant is located just south of the 12th Street Viaduct at the intersection of Hickory Street and the access road that runs beside the viaduct. The building is three bays wide and seven bays long and sits on a concrete floor. The structure is block and brick with a steel frame supporting Corrugated

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metal cladding on the western wall, end gables and monitor. The north elevation has two corrugated metal doors on the side bays and an altered window in the center with a section of steel sash combined with non-historic windows. The south elevation has roll-down doors on the end bays and an original multi-light window in the center bay. The Hickory Avenue elevation has seven multi-light steel-sash with the glass obscured with paint. Seven smaller multi-light windows on the corrugated metal monitor correspond to those windows below. There are two windows in the monitor's north and south ends. There are six turbines on the monitor roof. At the railroad siding that runs south of the building, a shed-roofed metal addition built in 1943 joins the original galvanizing plant from 1941 with another new section. It has a man-door and a narrow roll-down door, each with multi-light sash above. The west elevation of the 1941 building has metal walls, but otherwise has the same multi-light industrial sash windows found on the east elevation. A windowless corrugated metal wall runs at an angle and connects the 1941 building with the 1943 addition. The addition is a simpler building with a gabled roof and three metal turbines. The north elevation of the addition has five bays--three with smaller multi-light windows, a sliding corrugated door that has been moved to the open position, and an altered bay with wood infill and a man-door accessed via a small ramp. The west elevation of the addition is ten-bays-wide, and each bay has a multi-light metal sash window with an operable six-light awning window. The south elevation is five bays, with four multi-light metal windows with a roll-down garage door in between.

RESOURCE 17

1404-1406 W. 12th Street

Flint & Walling Manufacturing Company

Built: 1884

Architect: Unknown

CONTRIBUTING BUILDING

Photo 17

Four stories high, this flat-roofed brick building is three bays wide. Four brick pillars with smooth stone banding are supported by a weathered sandstone bulkhead. The main entry door is located at the west side of the front elevation. The storefront has been rebuilt over time and neither door, transom nor display window are historic. Above the storefront, brick corbeling, and a terra-cotta frieze support a replacement stone lintel. Pilasters that continue to the roofline have two inset panels and a decorative band at the second level, a different banding at the third, and a brick capital with a rosette medallion and simple terra-cotta cornice at the fourth. Windows on the second and third levels are paired within segmentally arched openings. They are wood and may be original but are deteriorated. The stone sills have been replaced on all the windows on this elevation. On the second floor, the segmental arched opening is topped by a flat arch of voussoir. A row of bullseye inserts in terra-cotta decorate the wall surface about two-thirds of the way up the window. A band of pressed brick separates the second and third floors. At the third level, the segmental arched openings are simpler than the second level but are finished in a simple terra-cotta band that aligns with a row of brick pressed in a dog-tooth pattern. On the fourth level, Romanesque-arched windows are inset in groups of three with a continuous, non-historic stone sill. There is elaborate corbeling at the top of the pilasters, in rows above the window bays, and in the arcaded frieze that supports a terra-cotta cornice.

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At the north elevation, the building is five bays wide and has two columns of tall, narrow segmentally arched windows on both the east and west of the central bay. In the center bay, the upper floors have paired windows within a single, segmentally arched opening. The windows to the west have a rusty fire escape in front of them. The upper sash on the eastern window on the second floor is boarded up with painted plywood. On the first level, there is a large loading dock door opening, also with a segmental arch, in the center. The two ground floor windows to the east have been blocked up, as have windows to the far east on both the second and third floors. Otherwise, the two-over-two windows look to be original.

RESOURCE 18

1408-1410 W. 12th Street

Creamery Package Manufacturing Company Building

Built: 1886

Architect: Frederick B. Hamilton (attribution)⁴

Builder: Willis M. Prather

PREVIOUSLY LISTED

NR 16000764

Photo 17

The Creamery Package Manufacturing Company is Romanesque Revival in style, like its neighboring buildings. Four stories in height, the building is three bays wide. The first-floor storefronts were replaced in 1952 following the 1951 flood.⁵ Thick brick piers on stone bulkheads separate the three storefront bays. In each bay, the original transom windows have been replaced with brick. The two western bays, which were originally storefront display windows, were replaced with wooden overhead dock doors. The stone bulkheads have had cast iron corner guards added and painted iron plates attached to the inside edges of the outer piers and around the center pier. The bay to the east has a multi-light transom over a half-light door with stacked light sidelights. This door assembly is recessed within the original opening and a milled-aluminum storefront system on a brick bulkhead with stone sill is flush with the storefront opening. Both the second and third floors have three large, deeply recessed window openings segmental arches with new stone sills. The original wood windows have been replaced with glass block—with added vents in the outside bays. A new stone sill runs the width of the façade above the third level. On the fourth floor, each bay contains three narrow segmentally arched window openings, also infilled with glass block. A string course above the fourth-floor windows is topped by an elaborate corbeled and denticulated cornice.

RESOURCE 19

1412-1418 W. 12th Street

Marty, Albert Building

Built: 1886

Architect: Van Brunt & Howe

Builder: Willis M. Prather

PREVIOUSLY LISTED

NR 12001257

Photo 17

⁴ National Register of Historic Places, Creamery Package Manufacturing Company, Jackson County, Missouri, NR16000764, pg. 3.

⁵ Kansas City Landmarks Commission, Building Permit Records: Building Permit No. 31954 (3/28/1952).

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Located at the intersection of Liberty Street and W. 12th Street, this five-story building is six bays wide. The main entrance is located at the last bay to the west. Thick brick columns rise four stories to an arcade of Diocletian windows in Romanesque arches. A paneled-half-light door is surrounded by painted glass-block. This assembly has a non-historic bracketed stone header within the original opening with iron lintel and terra-cotta corbeling. The five storefront window openings have also been rebuilt with stone sills and glass-block infill, also painted white. The first and fourth bays from the east have small square vent openings that now have window air-conditioners. The iron lintels and terra-cotta corbeling continue across the façade. The upper story windows have been replaced. Each segmental arched opening with decorative pilasters is now filled with two one-over-one windows with square transoms. The sills are stone. At the fourth level, the spring arches have decorative corbeled capitols for each pilaster. A corbeled cornice runs the width of the elevation. On the fifth level four one-over-one windows fills each bay. An elaborate corbeled cornice terminates the top of the façade.

The west elevation is ten bays wide. Seven bays have segmental-arched openings that have been blocked at the top with brick and infilled with glass block. A garage added to the north end has two bays. On the upper façade, tall one-over-one windows with segmental arches are placed in a somewhat irregular pattern, with one second floor window between the first two bays, single windows on third through fifth floors in the third and eight bays, and windows on the second to fifth floors in the sixth bay. At the top of the west wall, a painted sign reads, "Columbia Burlap Bag Co." The north elevation has an overhead dock door in the center bay of the ground floor flanked by arched openings that have been partially blocked and have multi-light metal sash in the center. On the upper façade, a segmentally arched one-over-one window fills each bay of every floor. One on the third level has been modified for a bridge that joins this building with Resource 5. The bridge was added in 1927 but is no longer connected on the interior.

RESOURCE 20

1501-1507 W. 12th Street

United States Post Office Station A

Built: 1920

Architect: Smith, Rea & Lovitt

Builder: Swenson Construction Company

CONTRIBUTING BUILDING

Photo 16, 17

This Early Twentieth Century Commercial Style Building is rectangular in plan and has two-street facing elevations: the main entrance at West 12th Street and a loading dock for carriers at Liberty Street. The W. 12th elevation has five bays, each delineated within a frame of tapestry brick and separated by pilasters with panels of tapestry brick. The main entrance is in the center bay and has a brick and stone surround with a stone entablature that reads, "United States Post Office Station A" beneath a stone cornice and pediment. The doorway and sidelight openings have been infilled with painted block. The sidelight openings have stone lintels and sills and brick bulkheads with stone corner-blocks. Each other bay also has a bulkhead of tapestry brick with stone corner-blocks. All the storefront windows have been infilled with block. The western bay has a doorway with an entablature that reads, "Office Entrance." A non-historic flush door is inset within a block infill. The original transom is still extant in this bay. The window opening to the west is smaller than the others but is also infilled. Below the brick bulkheads, a smooth

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stone water table runs the length of the north and east elevations (except for the loading dock bays). Below the water table, the large windows originally had two three-light basement windows at the sidewalk with a brick mullion in between, but over time, many of these have been boarded with plywood or infilled with block.

Above the storefront window openings, six stone insets have a diamond shape in the center. A smooth stone sill runs the length of the façade and is in excellent condition. The five window openings have the same tapestry brick frame detail and stone corner blocks with diamond shapes at the storefront openings. Four of the bays have been altered with three non-historic windows. The bay to the west retains the original four four-over-one wood windows. Six circular stone insets are located at the top of each second-story pier in line with the square insets below. A denticulated stone cornice runs the length of the north façade and a shaped parapet—a hallmark of the Early 20th Century Commercial style, terminates the front roofline.

The east elevation, which fronts on Liberty Street and is as visible as the north elevation, has much the same stylistic treatment. This elevation is five bays wide. The two first-floor bays to the south have tall, narrow window openings that have been infilled with block. All the eastern bays are framed in tapestry brick details, but the bulkheads are simpler and lack the stone details. The next three bays are loading docks with door openings with tall window openings to the north of the third bay and to the south of the fifth bay with medium sized window openings in between and square transom window openings above—all but the transom openings infilled with block—but creating an interesting fenestration pattern for a loading zone. Non-historic pull-down doors fill the first two openings, and the one to the south is infilled with block. Of the six basement window openings in the two bays to the north, all the historic windows are extant except one, which is infilled with block. Above the ground floor level, square stone insets have a diamond-shaped inset in the center, like the north elevation. The smooth stone sill runs the length of the east elevation, but all the window openings but one on the second level are infilled with block. The fourth bay to the south still has five four-over-one windows. The brick tapestry details in the window bays have diamond shaped corner blocks. Above the windows, each brick pilaster has a circular stone inset. The same stone denticulated cornice as the north elevation runs the length of the east elevation. The stone parapet above is straight and terminates in a stone coping.

The south elevation is a lighter common brick within a concrete frame and an exposed concrete block foundation and is five bays wide. From Liberty Street, the first bay has a window opening on the first floor that has been infilled with glass block. The second bay has a wooden dock door with a crosshatch on the first level and a window opening infilled with brick on the second. The third bay has a non-historic dock door within what appears to be an original opening. Non-historic brick fills a square opening above the dock door and a second-story window is infilled with glass block on the second level. The third bay has a non-historic flush door and small steel window and a window infilled with glass block on the second level. The south elevation has no parapet. The roof is slanted to this elevation and accesses a gutter and downspout. A brick elevator penthouse and chimney are visible at the southern end of the roof.

The west elevation is a concrete frame with brick infill and was never meant to be seen as another larger building originally was located on the site, now the location of a gas station. Although there have been a

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number of window openings blocked on this building, the fenestration pattern is clear, and the changes are reversible. Therefor the building is Contributing to the district.

W. 13th STREET

RESOURCE 21

1300 W. 13th Street

Studebaker Brothers Manufacturing Company

Built: 1903; 1947, rear addition; 1951, addition

Architect: Root & Siemens (1903); S. J. Callahan (1951)

Builder: Taylor & Winn; Long Construction Co., 1947; Universal Construction Co., 1951

CONTRIBUTING BUILDING

Photos 10, 13

This massive building dominates the northern side of W. 13th Street between Hickory Street and Mulberry Street. Six bays wide, the storefronts are remarkably well preserved. Wide fluted piers with Scamozzi capitals are located at the east and west ends of the original building. One bay in from the east is a smaller fluted pier. The bulkhead of that bay is paneled, but the other bays moving west have bulkheads with glazing—either three or four lights. This eastern most storefront was originally a dock door for truck delivery. The storefront display windows primarily have large expanses of glass, although a couple windows have been rebuilt with two sheets of glass in place of one. Above the storefront windows is a terra-cotta cornice with a fleur de lis design. A spandrel of brick separates this cornice from a larger one with terra-cotta ornament that continues in insets down into the brick field. Floriated brackets support several layers of cornice that are striated, fluted, beaded and smooth. In the center of the first level—between the third and fourth bays, a smooth-cut ashlar stone entrance has ornate round Corinthian columns supporting a Romanesque arched opening. On either side of the arch are stylized finials that feature shields with the dates 1852 and 1903, wings, ribbons, and tractor wheels. Between these finials is a stone cornice with foliated brackets. Doors have been removed so that the vestibule is now open to the sidewalk. It has terrazzo floors, a marble wainscot, and a coffered ceiling. Brick is exposed on the inner arch where the door casing has been removed.

On the second level, there are two windows in each bay. These appear to be primarily historic one-over-one, and each window has a heavy terra-cotta lintel. An ornate dentilated terra-cotta cornice separates the second level from the upper façade. On the upper elevation, each bay has two historic six-over-six windows and steel lintels and stone sills. The brick spandrels between windows are unornamented. This treatment repeats from the second to the seventh floor. At the seventh level, the paired windows each have a white terra-cotta lintel and a shield-like medallion with the letter “S” on it caps the top of the thin pilasters between windows. A bracketed terra-cotta cornice runs the width of this elevation. On the eighth story, windows are paired six-over-six and the major cornice is arcaded with corbeled brick brackets supporting the terra-cotta cornice.

A “L”-shaped addition to the east of the building was added in 1951. The south wall of the office section of the addition originally had a four-bay-wide midcentury style clerestory window with glass-block, but a door and small storefront windows have been added at this elevation in recent years. The same four-bay clerestory window is on the east side of the front section of the building. The next ten bays—set back

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north of a parking lot-- are over-head dock doors and a single man door off of a loading dock located a few feet below the grade of the street. The east side of the addition is simple with a single over-head door. The upper levels on the original building's east elevation is a blind wall with "Nickols Equip. Co." painted on it and a billboard painted on the brick. The three large buildings that had been on the east side of this building early in the 20th century were all destroyed by fire and demolished by the late 1930s (according to Sanborn maps).

The west elevation is six bays wide. A historic storefront window with transom assembly has the sign "Stowe Hardware and Supply Co." on a sign board above it and is located between the two southernmost bays. Then there are two bays with small historic one-over-one windows high on the wall. These both have stone sills. A recessed loading dock has a stone lintel, like the storefront display window. Within the loading dock is a flush man door and what appears to be half of a historic crosshatch loading dock door. This entrance is accessed via a non-historic wooden stair assembly. Moving north there is a wide section of brick wall, a small narrow window with stone sill and then a non-historic storefront with double-leaf doors, transom, and display windows between fluted piers like those found on the south elevation. There is a piece of tin above the storefront window. This assembly was incorporated into a train siding in recent years. Three basement window openings have been bricked in with non-matching red brick. Above the first floor, the same minor cornice below the sign board area and ornate, major cornice design as is found on the front elevation continues across this elevation. On the second level, the first bay has paired one-one-one windows. The second bay has one one-over-one and then a double-hung sash where the upper sash is made up of small panes of prismatic glass over a single pane. The third bay has paired double-hung windows where the upper sash is prismatic glass. The next bay has one six-over-six window. The next bay has a narrow four-over-one window with a stone lintel with keystone, as compared to the terra cotta lintels on the other windows. The last bay has two windows with the prismatic glass upper sash.

Above the second level, the ornate dentilated cornice from the front elevation wraps around this side. On floors three to eight, each bay has two six-over-six windows, except bays four (which has a single s-x-over-six on each floor) and bay five (which is the stair tower, where windows are narrow four-over-ones with stone lintels. Windows are located on alternating sides of the bay.) At the top of the stair tower, there are three arched windows. Windows are slightly larger in the first bay. Windows on the eight level have the large terra cotta lintels with shield-like finials. Above the eight level, there is an ornate terra-cotta cornice. On the ninth level. The windows are also six-over-six but have brick voussoirs rather than terra-cotta lintels. A corbeled cornice creates an arcaded effect similar to crenellation both at the roofline of the main building and at the tower. The north (alley) elevation has windows across each floor and a metal fire-escape close to Hickory Street.

RESOURCE 22

1309 W. 13th Street

C.B. & Q. Freight House Dock Foundation

Built: 1917

Architect: Unknown

Contractor: J.R. Vansant Construction Company

CONTRIBUTING SITE

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This foundation is from the freight house that once stood on the site. The foundation is concrete and approximately 32 and a half feet wide and 328 feet long. Brick remnants of walls are still visible.

RESOURCE 23

1311-1315 W. 13th Street

Adams, Charles Francis Jr., Building

Built: 1894; 1947 brick repair, NE corner; 1965, one-story addition, south side⁶

Architect: Van Brunt & Howe

PREVIOUSLY LISTED

NR 100004985

Photos 6, 7

The Charles Francis Adams Building faces north on W. 13th Street. Three bays wide, the ground floor retains original cast iron piers, but the storefronts have been infilled with brick and modern windows. The recessed entry is to the west and is accessed via five steps. Double leaf doors and transoms are not historic. Brick corbeling separates the storefront and second floors and repeats in a simpler form below the third level. Each bay from the second to the fourth floor has two segmentally arched window openings. Originally, each opening had two two-over-two wood windows on the second floor and four-over-four on upper floors. While the wood mullions are extant, the window openings on this elevation are infilled with corrugated polycarbonate sheets. On the fifth floor, above a corbeled cornice, each bay has four narrow window openings, originally four-over-four lights. A corbeled cornice repeats at the roofline. The one bay at the northeast corner was repaired in 1947 in a much lighter redder brick. The east elevation has nine bays. The storefront wraps two bays onto the east side of the building. While this elevation also has three original cast-iron piers, the storefront is infilled with brick and modern windows like the front elevation. The first bay to the south has three pairs of window openings on the second through fourth floors and six narrow window openings on the fifth floor. These openings had originally had segmental arches like the remainder of the building but were rebuilt at some unknown time. The second and third bays have single segmental arched window openings flanking a dock opening on the first floor and double window openings with segmental arches on floors two through four. The ground floor openings have non-historic overhead freight doors and one-over-one windows, the remainder of the window openings on this elevation are infilled with corrugated polycarbonate sheets. Originally, all the window openings on this elevation were four-over-four like the upper floors on the north elevation. The corbeled cornices found on the front elevation repeat on the east elevation. Ghost signage is extant in both horizontal and vertical bands.

In 1965, a one-story cinderblock addition was added to the south side of the building. The flat roofed addition has five over-head dock doors facing west and two facing east. A non-historic overhead dock door has also been cut into the south elevation of the main building, next to an historic door opening with an arched transom. The south elevation is three-bays-wide. Each bay has three segmentally arched window openings on each floor. Two columns of windows on the east side have been bricked in,

⁶ National Register of Historic Places; Adams, Charles Francis Jr., Building; Jackson County, Missouri; NR100004985; pg.8. Kansas City Landmarks Commission Building Permit Records; Building Permit No. 19839A (8/22/1947); No.11670 (8/5/1965).

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whereas all the other openings are either infilled with corrugated polycarbonate sheets of plywood. A rusty fire escape runs from the western most window opening of the middle bay at the fifth and third levels to the center window opening in the western bay at the fourth and second levels. Ghost signs are also extant horizontally on this elevation.

RESOURCE 24

1321 W. 13th Street

Parlin & Orendorff Company

Built: 1895

Architect: Shepard & Farrar

CONTRIBUTING BUILDING

Photo 9

This large, six-story, flat-roofed warehouse is five bays wide and sits mid-block facing north. The first floor has original brick piers with rusticated stone bulkheads. The first bay to the east has a non-historic rustic- looking storefront within what had been the dock door opening. There is an original four-light transom of prismatic glass over this storefront assembly. The three middle display windows are filled with non-historic glass, but also have original three-light prismatic glass transoms. The office entrance is via a recessed entry at the west end of the building. Brick wing walls extend from the rusticated stone bulkhead and lead to a vestibule with a doorway. This opening also has an historic three-light prismatic glass transom. Both this entrance and the storefront at the other end of the building have simple non-historic canopies over the doors. Inside the recessed entry is a rectangular window with prismatic glass that is offset within the space and a door on the eastern wall. A simple brick cornice separates the first level from the second. Currently the brick is painted black on most of the first level and white on the upper floors. On the second level, the rectangular window openings each have a bay of three historic projecting windows. Floors three through five have paired window openings with non-historic vinyl windows of varying single light, sliding, and four-light configurations. These windows were historically multi-light four-over fours. Windowsills are stone. The tall brick pilasters terminate in simple capitals and a Classical frieze. The five historic window openings on the sixth floor are embellished with tapestry brick frames below a row of brick modillions. A metal cornice has been removed at the rooftop level.

The south elevation is also five bays wide, although the three bays to the west have been rebuilt with two large loading dock doors. The fourth bay has been rebuilt as a smaller dock door and the fifth bay made larger, but then infilled with block to accommodate a man door. On the upper façade, all the paired window openings have been infilled with assorted vinyl windows like the front façade. On the top floor, the window openings have segmental arches on this elevation.

RESOURCE 25

1323-1331 W. 13th Street

Parlin & Orendorff Company

Built: 1898

Architect: Shepard & Farrar

CONTRIBUTING BUILDING

Photo 11

United States Department of the Interior
National Park Service

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Six-stories tall and six bays wide, the second Parlin & Orendorff Company building anchors the corner of W. 13th and Hickory Street with its projecting tower. East of the tower, the W. 13th elevation has five symmetrical bays with a recessed entry in the center. The entrance has an ornate stone surround with round Tuscan columns. A midcentury sign above the entry reads, "Central Bag Company." Several steps up, half-light paneled doors have original decorative transoms and sidelights. The vestibule also has original wainscot and paneled walls and ceiling. On either side of the entrance are two original display windows with multi-light transoms and sidelights on smooth stone bulkheads. The glass has been replaced on the two eastern windows and has been infilled at the bottom to reduce the size. Pilasters between windows and the corner tower have rusticated stone foundations. Above the storefronts, there is brick corbeling and a continuous stone sill. The second level has five recessed brick openings with three-part projecting bays with one-over-one windows, except for the bay to the west of the tower. This larger one-over-one has been replaced with two smaller one-over-ones. Each of these bays in floor three through five have groups of three four-over-four windows with stone sills. Brick pilasters that go to the fifth floor terminate in brick caps. On the sixth level, each bay has two four-over-four windows that share a continuous stone sill that runs the width of the building and wraps the tower. These windows have decorative tapestry frames of brick. The windows closest to the tower are boarded with painted plywood. A corbeled cornice of brick is topped by a decorative cast iron cornice. Above this cornice, moss is growing on the brick parapet and some stone coping is missing.

The tower has a rusticated stone foundation. The brick on the first level is laid in Flemish bond with tapestry details of projecting bands and stretcher brick in a darker color. These bands terminate in keystones for an arched window with a stylized voussoir on the first level. On the second level, a pair of One-over-one windows have stone voussoir. Floors three to five have single six-over-six windows with stone sills and lentils. Brick quoins mark the corners of the tower up to the sixth level. The stone sill wraps around the tower and a stylized stone finial projects from the corner. The sixth level has two windows with Romanesque arches and a Tuscan pilaster with an Ionic capital. These windows are boarded with plywood. The cast iron cornice also wraps around the tower and down the Hickory Street elevation. The Hickory Street side of the tower has the same treatment as the front, except the second-floor window has the simpler stone lintel. At the ground floor level of the tower, a non-historic natural wood door and sidelight assembly is accessed via a wooden set of steps. This had been a dock door opening.

The rusticated stone foundation continues across the Hickory Street elevation. There is an arched window opening in the third and seventh bays that have been infilled with plywood and/or non-historic windows. Between the fourth and sixth bays is another entrance with a non-historic natural wood door and sidelight assembly accessed via a wooden ramp. There is another entrance like this at the ninth bay. All the entrances at this elevation had been dock door openings. The last bay on the ground level is a blank brick wall. A continuous stone sill runs the length of this elevation and separates the first floor from the upper façade. From the second to the fifth levels, all ten bays contain four-over-four double-hung sash in a segmental arched opening, except the first—in the tower—and the ninth, which is blank brick wall. Above the fifth level there are several bands of brick corbeling and then the continuous brick sill that runs across this elevation and wraps the southwest corner. On the sixth level, windows have a flat top and tapestry brick framing rather than the segmental arches found on the other levels. Three windows to the north are boarded with plywood. Like on the front façade, brick modillions and a cast

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iron cornice terminate the top of the façade and wrap the corner one bay. The alley elevation is common brick. Each bay has a four-over-four window in a segmental arched opening. The windows on the upper two floors are boarded.

RESOURCE 26

1400-1404 W. 13th Street

Henney Buggy Company

Built: 1892

Architect: Unknown

CONTRIBUTING BUILDING

Located on the northwest corner of W. 13th and Hickory Streets, the Henney Buggy Company building is three stories tall and six bays wide on the front (south) elevation, although modifications at the entrance now make the ground floor read as five bays. The raised basement is brick and four window openings with rusticated stone lintels and smooth stone sills are evenly set in the outer two bays on each side of the entrance. The windows are filled with non-historic glass block. The entrance fills two bays in the center of the elevation. Brick pilasters with terra-cotta insets and ornamental copper caps sit upon smooth stone blocks and support a Romanesque arch that is topped by two corbeled spandrels. Inside the arched opening infill of non-historic brick—some painted black—surrounds a non-historic three-quarter door installed flush in the opening, with brick infill on either side. There are two large multi-light industrial steel casement windows on either side of the entrance. Sills are brick and the pilasters on either side of the windows are banded with tapestry details. There is a corbeled band above the large shop windows and below the second story windows. All but the basement windows appear to be historic. On the upper facade, the end bays have two narrow twelve-light windows on the second floor and ten-lights on the third. The remainder of the windows on this elevation are double-hung, steel nine-over-nines. The windows on the second level have segmental arched voussoirs with brick keystones. The windows on the third level are arched and are within Romanesque arched openings. Pilasters terminate in caps of beaded terra-cotta and Greek-Key coronas. The double windows in the end bays have panels above with small brick pilasters and cornices of pressed brick in a design of overlapping circles reminiscent of the work of Louis Sullivan. There is modest corbeling and then a brick parapet with clay coping.

The Hickory Street elevation is thirteen bays wide. The first bay at the corner repeats the treatment found on the south elevation, except the storefront window has been almost entirely filled in by a sign board. The next storefront bay has two flush metal doors set within non-historic infill accessed via a wood and metal deck. The next four bays are multi-light steel sash. The last two bays have a triple-hung multi light window and historic dock door opening. There are basement window openings below the stone water table all along this elevation, but they have been partially blocked down with brick and/or infilled with glass-block. On the upper façade, the bays after the first one each have a multi-light industrial steel sash. The windows on the second floor have eighteen lights and voussoirs with brick keystones, like the front façade. The third level have Romanesque arched windows like those found on the front. Decorative pilasters across this elevation also have the decorative terra-cotta caps with beading and Greek Key design. In the middle of this elevation, there is a gabled penthouse with two square six-light steel windows. At the north end of the east elevation there is another penthouse on the

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roof with stepped sides at the east and north. The roof-top structures also have clay tile coping. The north elevation has a rustic stone foundation, an over-head loading dock door, and two multi-light segmentally arched windows toward the west side. The west elevation is mostly blank, as there had been a one-story building originally located here. There are two multi-light sashes in the upper façade and some ghost signage from the companies that had been located here.

RESOURCE 27

1401-1407 W. 13th Street

John Deere Plow Company

Built: 1890; 1898, South Building and 6th floor North Building; 1930, 1-story addition

Architect: Walter C. Root, attributed (1890), Root & Siemens (1898)

CONTRIBUTING BUILDING

Photos 12, 13

Six stories high on a raised basement and five bays wide, this building dominates the southwest corner of W. 13th and Hickory Streets. The main building was constructed in 1890 and was five stories tall and six bays south on Hickory Street. In 1898, an addition added seven more bays on Hickory and the sixth floor. An additional one-story addition to the west was added in 1930.

The front (north) elevation is five bays wide. A large Romanesque arch of brownish red terra-cotta in the center bay delineates the recessed entry. Two stone steps lead to five cast iron steps up to a double-leaf door assembly with sidelights. The side walls within the vestibule and the transom opening are covered with non-historic rusticated concrete blocks. The terra-cotta arch rests on a stone foundation and is flanked by original cast-iron columns. The arch had beaded and egg and dart moldings and terminates in a keystone decorated with an Acanthus leaf. The corners above the arch have a foliated, Acanthus-leaf design and plaques with the dates "1837" and "1902." The plaques are flanked by non-historic copper lanterns. Historically, the raised basement had three windows with brick pilasters between them. The bulkheads were panelized brick; and the storefront windows had transoms. Today, the basement windows have been infilled with mismatched brick and the window openings have been filled with glass-block. Both bays to the west of the arch have been infilled with the striated concrete block with glass-blocks windows set into the center. To the east of the arched opening, a third of one bay has been infilled. The remainder of the bays are glass storefronts still. The storefronts and the second level project out slightly from the brick pilasters on either side. A decorative steel lintel and terra cotta cornice separate the first and second levels. On the second floor, each bay has three grouped double-hung one-over-one windows with transoms separated by decorative mullions and pilasters. The center bay as two thinner windows in one opening. Each bay also has one continuous stone sill. Above the second-floor windows, a steel lintel, terra cotta cornice, and continuous stone sill separates the upper façade. On the third and fourth floors, each bay has two double-hung, one-over-one sash with transoms and ornate mullions, a stone lintel that spans both windows, a brick spandrel, stone sill, and a pair of two-over-two windows with segmental arches. On the fifth floor, each bay contains a pair of two-over-two windows with a decorative mullion and a flat arch. A corbeled cornice marks what had been the top of the building before another floor was added in 1898. The sixth floor has three grouped one-over-one windows in each bay with tapestry details in between bays. An ornate cast iron cornice and a high parapet terminate the top of the building.

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The east elevation has six bays in the original building. The first floor has a rusticated stone foundation. The second bay has a non-historic natural wood door and sidelight assembly under a historic four-part transom. The door is accessed via a non-historic wooden deck. The next two bays to the south have over-head dock doors beneath original four-part transoms. The next bay has a non-historic door and sidelight assembly under a four-part transom that is partially covered by wood. This entrance is also accessed via a non-historic wooded stair assembly. The upper elevation repeats the treatments found on the front elevation, with a few differences. On the first bay of the second floor, and decorative oriel bay is a surprising element on this corner. Windows on the second level have been changed out for vertical stacked light and one-light windows. Most of the windows on the upper floors are two-over-twos, although there are also some one-over-ones.

The 1898 addition added an additional seven bays to the south on Hickory Street. The first bay was a pass-thru between the original building and the addition. A steel lintel supports the five floors above, but the ground floor level was open. Today, there is a wooden gate at this opening and a wood deck that accesses a door in the north wall of the addition. Above this opening, each floor has three grouped two-over-two windows, with those on the fourth level being in segmental arched openings like the other elevations. The sixth floor has a group of four one-over ones, with tapestry brick squares between bays and ornate cast-iron cornices above. The next five bays repeat the treatment found north of the pass-thru, with pairs of windows in each bay and groups of three one-over-ones on the sixth level. Most of the paired windows are two-over-two lights, although some are boarded, and some are one over ones. There are two pairs of windows on the second level that have been boarded and smaller one-over ones installed within the boards, with window air-conditioners installed above. There are two windows on the fourth level where bottom two-light sash have been replaced with six-light sash. On the first floor, the second bay to the south has an over-head dock door, the next two have been rebuilt with non-historic door assemblies accessed via wooden decks, and the next three are overhead dock doors with original four-light transoms.

On the south elevation, there are nine bays. On the ground floor, every other bay from the east had an overhead dock door opening under an original four-light transom, for a total of four. All are extant except for the one furthest to the west, where the opening has been filled and a paneled door installed. The last bay to the west is a large window opening has a decorative cast-iron lintel and stone sill, but the opening has been filled with concrete block. On the upper façade, each bay contains one window. On the second and sixth floors, the windows are one-over-one. On the other floors, they are two-over-two. The decorative cast-iron cornice continues on this elevation and there is ghost signage on the brick parapet that reads, "Implements, Vehicles, Wagons." There are additional windows on the west side of the hyphen/pass-three and within the small courtyard between the 1890 building and the 1898 addition, but this area is cordoned off with a chain-link fence and is not accessible.

The west elevation of the addition is a blank brick wall except for a non-historic entrance with a shed roof, double-leaf metal doors, and a concrete porch and handicap ramp. The west elevation of the original building is also a blank brick wall. Near the parapet is a painted sign that reads "John Deere" and a second sign on the addition that reads "Plow Company."

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A one-story addition added in 1930 projects off the west side of the original building, fronting on W. 13th Street. It is eight bays wide. Originally eight segmentally arched windows, the openings have been partially infilled with concrete block to create smaller openings and glass-block installed within the openings. The fifth and sixth windows have had a non-historic door and sidelight assembly added under them. The sidelights have been infilled with glass-block and the door accessed via a non-historic wooden deck. The two window openings to the west have been reduced in size and the bottoms of the openings infilled with spandrels of rough-hewn wood. The parapet steps down slightly in the middle of the building. The west elevation is seven bays and is a blank wall as another building once stood in this location. The south elevation has four segmental arched window openings to the east. These have been infilled with concrete block to reduce the size of the opening and glass-block installed. The next two bays are filled with a large segmentally arched opening that was originally a dock door but has been infilled with rough-hewn wood and a non-historic door assembly. This door is reached via a wooden deck and ramp. West of the entrance are two more segmental arched window openings that have also been blocked down with concrete block and infilled with glass-block.

W. 14th STREET

RESOURCE 28

1413 W. 14th Street

International Harvester Company

Built: 1900; 1911, addition

Architect: Unknown

Builder: Kansas City Construction Company (1911)

CONTRIBUTING BUILDING

Photo 14

Facing W. 14th Street to the north, the International Harvester Company Building is six stories and five bays wide in the front. The first two stories on the front elevation are rusticated brick, and this treatment wraps one bay on either side. The raised basement is smooth ashlar cut stone and has three large window openings on the front, currently boarded. Almost all of the window openings on the building are currently boarded, except for the east side of the two-story section and two first-story windows on the west side. A centrally located entrance has paired stone pilasters on either side of a door opening, which is currently boarded. The entablature has "McCormick" carved in the center and rosette medallions over the pilasters. The cornice features large stone dentils. There are four equal-sized window openings to the west of the entrance and three to the east. In the first bay to the east, a roll-down loading dock door fills the first-floor opening. The windows on the first two levels are segmentally arched with voussoirs that are part of the rusticated treatment of the masonry. Each of these windows has a smooth stone keystone and a stone sill. The keystones on the third-level windows form brackets for a continuous stone sill that runs the width of the elevation and one bay on each side elevation. On the third and fourth levels, the middle three bays have flat-topped windows. Spandrels of tapestry brick separate floors in the middle bays. There appears to be three-windows in each opening, but the windows openings are currently boarded. Windows in the first and fifth bays have segmental arches and there appear to be two window openings. The windows on the third to fifth levels have stone sills. The fifth level windows are all segmentally arched, and there are two window openings in the end bays and three in the middle bays, but like the others, these windows are currently boarded. The middle bays

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have red terra-cotta keystones. On the sixth level, there are two window openings on the end bays and three in the middle bays, but these are not grouped together, and instead have brick mullions in between. These windows share a continuous red terra-cotta sill that runs the width of the elevation and one bay on either side. Above these windows is a minor, bracketed cornice and an entablature with round, red terra cotta ornament. The major cornice is dentiled and finished with red terra-cotta coping. Both minor and major cornices wrap the sides one bay.

The east elevation has nine six-story bays and eight two-story bays. Windows on the first five stories have segmental arches and are two-windows wide. The window openings on the first two levels are larger than the next three levels. The sixth level has nine groups of two windows that are separated by brick mullions. The two-story addition to the south has eight bays. On the first level, there, each bay contains two, two-pane clerestory windows. Above each of these is a segmental arched opening with two four-paned windows. The east elevation faces a gravel lot and the rail yard.

The west elevation is right on Liberty Street. The fenestration pattern is slightly different on this elevation. The first bay that wraps the corner has the same treatment as the front elevation. The second bay has single, segmental arched window openings on each floor. The third bay has a loading dock door with a single, double-hung window opening offset above it. The remainder of the bay for the first fifth floors are the same as the west side with larger segmental arched windows on the first two floors and slightly smaller segmentally arched window openings above—all boarded. The sixth floor has the paired windows with brick mullions like the other two elevations. The two-story addition has dock door openings on the first level and segmental arched double window openings on the second floor. The south elevation has six bays at a concrete loading dock with a shed roof. There are three dock doors and two boarded windows on the first level and five boarded double-size window openings and one single on the second level. On the south wall of the six-story section, there is one bay of two-over-two windows and painted signage.

RESOURCE 29

1500 W. 14th Street

Fire Department-Engine House #7

Built: 1907

Architect: Root & Siemens

Builder: J.F. Deveney

CONTRIBUTING BUILDING

Photo 15

This two-story, former fire station is eighth bays wide on W. 14th Street. The eastern bay has stone and brick bulkhead. The brick is red and does not match the historic brown brick of the building. The bulkhead is part of a door and window assembly that once filled the opening. It is not clear what the fill material is, but a small square glass-block window now fills a small portion of the opening. The seven bays to the west have roll-down doors of metal. Each bay is separated by a brick and stone buttress, and a stone lintel runs across the elevation. This lintel originally continued around the Liberty Street side of the building, but the southern section of that elevation has been rebuilt with brick. Above the brick sill is brick up to a continuous stone sill beneath the second story windows. Each bay contains two window openings that now contain non-historic one-over-two sash. A continuous stone lintel runs the length of

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the W. 14th Street elevation and across the Liberty Street elevation. Above each window pair, a stone block and stylized stone vent decorates the parapet. In the center of the W. 14th Street elevation, a large stone entablature reads "Fire Station" and is topped by a decorative cartouche of laurel wreath and fire houses. Above the cartouche, the parapet is stepped and topped with stone coping. Stone console brackets flank the stepped parapet and the corner pilasters. At the W. 14th side of the end pilasters, a small stone pilaster on the brick buttress at the east end of the elevation terminates in a small Corinthian capital.

The Liberty Street (east) elevation has five bays. A stone foundation runs across this elevation. The four bays to the south are infilled with red brick that does not match the brown brick building and concrete block. The area above the lintels of the three southern bays has been rebuilt with the same red brick. The two bays to the north have stone above the lintel that matches the stone trim on buttresses at this elevation. The northern most bay appears to have been a window opening, but it to has been infilled with painted block. A continuous stone separates the first and second levels. The two end bays on the second level had large window openings, while the center bay had two smaller window openings. All these window openings are now infilled with concrete block painted in a reddish-brown color. Above the second-floor window openings large stone lintels run the width of the building. Above each second story window opening is a stone vent like those on the front elevation. In the center of the building, above the two smaller window openings, an entablature reads "Fire Station" and has a carved stone cartouche above with a laurel wreath and fire hoses. This cartouche is surrounded by a stepped parapet of brick with stone coping. Like the front elevation, stone console brackets flank the parapet and the pilasters at the ends. There is a grassy lawn surrounded by a low fence at this side of the building.

RESOURCE 30

1555 W. 14th Street

A Reicher & Sons

Built: 1949

Architect: Alfred Binberg

Builder: H. H. Fox Construction Company

CONTRIBUTING BUILDING

Photo 15

This simple garage building was constructed in 1949 for A. Reicher & Sons. It faces W. 14th Street to the south and has the west side of the former Fire Engine House #7 just a few feet away. The brick building has a flat roof with terra-cotta coping. The front elevation has three bays with simple overhead garage doors. The center door has a single gooseneck light fixture over it. The east façade is four bays, and each bay has a rectangular steel industrial sash window. The west elevation has two smaller steel sash windows, which are also covered in security grates. The back of the building is somewhat over-grown and not visible from the street.

A yard to the west is historically associated with the garage. It is surrounded by a chain-link fence and overgrown with trees and shrubs on the perimeter. The lot is filled with auto parts, trucks, and a dumpster. It is not visible enough to determine if it is paved or dirt.

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HICKORY STREET

RESOURCE 31

1026 Hickory

Rust Sash & Door Company

Built: 1955

Architect: Herbert E. Duncan

Builder: Fogel-Anderson Construction Company

NON-CONTRIBUTING BUILDING

Built in 1955 as an addition to an older building to the south that has since been demolished, this four-story building on a raised foundation has a clipped corner at the southwest corner at the intersection of Hickory Street and Union Avenue. The building has a concrete foundation and concrete belt courses at the top of the first, second and third levels. The building has a bay facing the corner and five bays facing Hickory Street. At the corner, there is a non-historic sliding window on the second floor. At the fourth floor, EIFS has been installed over the brick that continues south on the Hickory Street elevation. The first floor has a recessed entry with stone surround and flat metal canopy at the third and fourth bays. There is a man door and a roll-down dock door with a brick pilaster in between. The fifth bay was a large three-story opening originally—a siding for a rail car. This opening has been blocked down with metal infill and a roll-down dock door installed. On the upper façade, three non-historic vinyl windows fill the first three bays on the second level. Smaller rectangular windows fill the second level and even smaller ones on the third level. The fourth bay has small one-over-ones on each level. A wide clerestory window fills the fifth bay on the fourth level. There are six bays on Union Avenue. At the first level, there are three rectangular window openings high on the wall that are now filled with glass-block. A flush door in the fifth bay is accessed via a small metal dock. On the second level, there are four larger horizontal window openings with non-historic replacement windows. The last two bays are small one-over-ones. On the third and fourth levels, all six bays have small one-over-one double-hung sash. The south elevation is covered with EIFS and has a graphic painted on it with the address over a non-historic wooden canopy that covers the back entrance. There is one small, non-historic slider window high on the wall. The west elevation is only visible from the railyard. This building is non-contributing to the district because of the level of alteration and the loss of the building of which it was constructed as an addition.

RESOURCE 32

1105-1107 Hickory Street

Crane Company Building, The

Built: 1905

Architect: Louis S. Curtiss

PREVIOUSLY LISTED

NR 00002424

The Crane Company Building is six stories tall and faces west on Hickory. Five bays wide, the first floor has four brick pilasters with stone bases and caps framing the end bays. The southern bay is a dock door covered in a roll-down metal screen. The bay to the north side of the elevation is infilled with brick. Between the decorative pilasters, One-over-one window openings with stone sills are also infilled with brick. The door opening contains non-historic double leaf wood door surrounded by contemporary tile

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laid on the diagonal. On the second level, there are groups of three one-over-one sash at the end bays and over the door opening. On either side of the window assembly over the door opening, vertical spandrels of tapestry brick separate bays of single one-over-ones on each side. Above the brick sign band, rowlock bricks form dentils in the cornice beneath a continuous brick windowsill. The upper elevation has two one-over-one double hung sash windows in the south bay, a single window, a three-window grouping, another single window and then a bay of two windows. This pattern is repeated from the second to the fourth floors. On the fourth floor, the three windows in the center have been changed out and are now single pane rather than double-hung windows.

The north elevation is brick that has received CMU and parging. At the east end of this elevation, a one-story wing projects to the north. A stacked stone loading dock runs across the west elevation and wraps around the north side. The structure is five bays wide and has a brick parapet on a steel lintel with brick below and then parging on the lower wall in the first three bays, then a non-historic roll-down dock door, and then a brick wall with a man door. A rusty metal canopy runs across this elevation. A bit of brick survives on the west end of the north elevation, but the rest of this wall is also non-historic concrete block. A non-historic roll-down door is in the center of this elevation. The north elevation is primarily brick, and two segmental arched window openings with brick infill are evident. The south end of this elevation is concrete block. At the transition from brick to block, there is another dock door opening that has been infilled with block. The north elevation of the main Crane Company building is brick, and a chimney is located on the northeast corner.

RESOURCE 33

1319-1323 Hickory Street

Nichols & Shepard Company

Built: 1882

Architect Unknown

CONTRIBUTING BUILDING

Photo 13

Facing Hickory Street to the west and W. 13th Terrace to the south, this building is four stories over a raised basement. Rectangular, the narrow side faces Hickory, the flat-roofed building originally had a castellated parapet at the front, but it has been removed, and the brick and stone has been painted red on all four elevations. The front is four bays wide, and the entrance is in the second bay from the north. On the first floor, each bay contains two, tall narrow flat-topped windows over a large basement window (now infilled with masonry and a vent). An original wooden pier separates the non-historic door from the window opening next to it, which was likely a second door originally. Heavy corbeling terminates the top of each ground floor bay and a corbeled cornice runs the length of the façade. On the upper façade, the window openings have segmental arches. There are also arched hoods over the second and third floor windows on the Hickory Street elevation and the first through fourth floors on the W. 13th Terrace elevation. The second and third levels have brick corbeling over each bay. Above the fourth floor the bays are arcaded, and a corbeled cornice wraps around two sides of the building. The first-floor windows are covered in corrugated polycarbonate sheets, as are two on the second floor and four on the third floor. A few original two-over-two windows are extant on the second level of the Hickory Street elevation.

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The south elevation is fourteen bays wide on the second level and fifteen on the first, counting the addition. The western half has wider window openings in between narrow ones and a former dock door opening—all boarded with corrugated polycarbonate sheets. In the center of this elevation, a former dock door opening is now reached via a new concrete stair with a metal railing and has tall double-leave doors in the openings. The remainder of the window openings on this elevation are filled with non-historic windows.

The north elevation is a blank wall, except for three large openings on the first level that are now infilled with brick (two are arched). The east elevation has a non-historic, one-story addition with a flat roof and tin siding. This addition has a shed roof draining to the east. Two small, square windows to the south are covered in tin. To the east, there are two more covered windows, two roll-down dock doors, and two horizontal windows that are in former dock door openings. The upper façade is eight bays wide, with second floor windows covered in corrugated polycarbonate sheets and upper windows with non-historic replacements.

LIBERTY STREET

RESOURCE 34

1280 Liberty Street

Advance Thresher Company

Built: 1907; metal additions to north, west, and south sides (1951)

Architect: James Oliver Hogg

CONTRIBUTING BUILDING

Photo 16

Facing east on Liberty Street, this five-story building over a raised basement has a highly articulated north elevation facing W. 13th Street. With a smooth ashlar-cut stone foundation, four large basement window openings face east—now infilled with metal louvers. The recessed doorway is off-set to the north end of a stone panel that covers the center four bays of the first floor. The recessed entry has a non-historic roll-down garage door. A large rectangular window opening that filled the bulk of the middle four bays has been made smaller with a non-historic aggregate tile infill around glass-block. The transom over the door opening is also filled with non-historic glass-block and the window openings to the north and south of the stone panel have been also made smaller with aggregate block and glass block. The brown brick around the window is laid in a banded pattern of recessed and flush brick. The windows have stone sills. On the upper façade, the first and sixth bays are framed by tapestry brick. The second, third, and fifth floors have paired non-historic one-over-one windows (originally two-over-two). The fourth floor has large terra-cotta plaques that have person holding a banner that says “Advance”—a symbol related to the Advance Thresher Company. The four center bays are organized by five simple brick pilasters with stone bases and capitals. Four one-over-one windows between pilasters (originally three-over-three vertical sash) are separated horizontally by spandrels of tapestry brick. Tapestry details are also located at the top of the larger pilasters flanking the first and sixth bays. A shaped parapet runs the width of the center four bays and has white terra-cotta coping stones and console brackets. There are small square terra-cotta insets in the top of each pilaster.

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The north elevation has five bays. The first bay is much like the end bays on the front elevation, including the terra-cotta plaque and tapestry details. On the north side, historic windows are still extant. The next two bays each have three two-over-two windows (except for one window on the second story that was shortened at an unknown time. The third bay has a single three-over-three window, and the fourth bay has a pair of three-over-three windows. On the first floor, the windows on the first three bays have been blocked down and infilled with aggregate tile and glass block like the front façade. The last two bays of the north façade have been covered with a metal shed with a shed roof. The shed joins a two-story flat-roofed corrugated metal structure at the west elevation and a gable roofed corrugated metal structure at the south. All of these metal additions date to 1951.

The flat-roofed two-story metal shed continues across the west elevation. On floors three to five, the original three-over-three windows are extant. The west elevation is eight bays wide. A brick penthouse projects above the roofline from bay four to six. It has a pair of two-over-two windows. Ghost signs can be seen between the rows of windows. The south elevation is a blank wall except for the remnant of a ghost sign that is not legible. Across this façade is a non-historic metal shed with a gabled roof. It has small, multipaned clerestory windows on the south elevation and a roll-down dock door to the east.

MULBERRY STREET

RESOURCE 35

933 Mulberry Street

Ridenour-Baker Grocery Company Building

Built: 1910; 1915, 9-story addition; 1918, 2-story addition; 1919, 1-story addition

Architect: McKecknie & Trask

Addition: 1918 Architect: McKecknie & Trask

Addition: 1919; 1928 (front remodeled)

PREVIOUSLY LISTED

NR 14000161

Individually list in the National Register, this reinforced concrete building has an irregular footprint, with the front facing west on Mulberry Street. There is a small lot at the corner where the railroad tracks cut diagonally across St. Louis. The front is three bays wide and nine stories tall. A tower adds a tenth story at the northern bay. On the first floor, the entrance is in the northern bay and entered through a stone portal via a recessed entry. A loading dock door is in the southern bay and the middle bay is a rectangular window that is now partially boarded and partially filled with glass-block. There were five bulkhead windows beneath this window, but they are now infilled. On the second level, there are wide, horizontal window openings, but the windows are gone. On the upper floors, the middle bay is concrete, and the flanking bays have the same wide horizontal window openings with non-historic windows, mostly broken or missing. From the front elevation, the building goes back three bays and then north two bays. A small one-story, two bay garage bumps out at the inset of the building. There are two four-light transoms over each overhead door—one infilled with a louver. On the ninth floor, the window openings are differentiated with concrete mullions and are more vertical. On the north elevation, there are ten bays--seven bays are reinforced concrete and of the same design as the front elevation. The last three bays are brick and were added in 1915. The second bay on the ground floor is covered in corrugated metal and might have been an overhead dock door. The sixth through tenth bays have a

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concrete loading dock and overhead dock doors and transoms. The first two bays have the same window treatment as the rest of the reinforced concrete section. The last two brick bays have two small one-over-one windows in the center bay and a window and brick in the outer bays. The east elevation is mostly blank with a few window openings. The south elevation is thirteen bays, with the second, third, fifth, six, eight, and ninth being blank concrete; glass is broken out of most of the windows. This part of the building is in poor condition due to vandalism and being open to the weather.

A two-story addition facing Union Avenue was built in 1918 and is seven bays wide. The three bays to the east are original with overhead door openings (now boarded with T-111) on the first floor, a pair of segmentally arched clerestory windows over each garage bay (now boarded with plywood), and two segmentally arched window openings at each bay on the second floor. The next three first floor bays to the west have been altered, with the dock door openings having been enlarged into the area where the clerestory windows had been. The last bay has an original door opening, wider than those at the east end of the building, and still has the segmentally arched clerestory window openings that have been boarded with plywood. Starting at the first bay to the east, the second story openings are a small square opening, a larger opening that would have been a double-hung window, five bays of two small, square openings and then a bay of two larger openings at the west end of the building. On the second level, all the windows have been removed and the window openings are not boarded. A one-story garage building is at the west end of this building. There are window openings at the second level of the west elevation that have also been removed. There appear to be trees growing in the roof of this building, the parapet is failing, and the building is in overall poor condition.

Another simple one-story Early Twentieth Century Commercial Style addition that fronts on Union Avenue was constructed in 1919 to the west of the 1918 two-story addition. The front was remodeled in 1928. The addition is four bays wide with an open front forming a recessed parking area. A secondary wall had originally been multi-paned industrial sash, but these openings are all blocked up and painted. The simple, stepped parapet on the front has tapestry details of rectangles on the front. The western wall is in rough condition with the brick from the party wall of a demolished building, framing inserted in openings between the buildings, and boards of damaged plywood and corrugated metal.

RESOURCE 36

1015 Mulberry Street

The Moline Plow Company Building

Built: 1906

Architect: Root & Siemens

Builder: Collins Bros. Construction Company

PREVIOUSLY LISTED

NR 100004065

The Moline Plow Company Building is located at the northeast corner of Mulberry Street and W. 11th Street. Seven stories tall, the brick buildings front (west) façade is five bays wide. The ground floor has a centrally located entrance with double leaf doors, sidelights, and transom. These are in very poor condition. Octagonal columns on stone plinths support a stone entablature with "MOLINE" carved in the center. On either side of the entrance is a large display window with terra-cotta sill. The windows are boarded with T-111. On either side of the display windows, a large bay on each end contains non-historic

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roll-down metal doors. Above the first level, a cast stone stringcourse has a helix pattern. Each bay on the second level contains a pair of double-hung windows. On the upper levels, each bay contains a pair of square one-light windows. Originally, these windows were six-lights each, as six-light windows are extant on two other elevations.⁷ The west elevation is divided vertically above the first level. Projecting piers on the end bays form frames around the entire bay that recess twice more. The paired windows and stone sills are lined up within these frames. The middle three bays are divided by four brick pilasters with white cast stone bases and caps. At each bay, the windows have cast stone lintels and sills. The pilasters terminate in decorative cast stone capitals that support a cast stone cornice. There are bands of decorative cast stone at the top of the end bays and then an elaborate cast stone cornice runs the entire width of the building.

The north and south elevations are ten bays each. On the W. 11th elevation, there are two overhead garage doors on the west end of the elevation. There are double clerestory windows in the first bays and an expanse of blank brick wall between door openings. The five eastern bays on the first floor also have the clerestory windows. Like the front elevation, the second level has double-hung sash—except in the third and fourth bays. The remainder of windows are the paired rectangular window that had been six-light awning style. The decorative cast stone cornice runs the length of this elevation and wraps slightly onto the east elevation.

A concrete loading dock runs the length of the north elevation. The double-hung windows on the second level are two over twos and the square windows on the upper façade are also four-lights rather than six. A metal fire escape runs down the center of this elevation. The east elevation is five bays wide, and the center bay is slightly narrower than the others. Most window openings are rectangular and have six-light awning type windows. In the middle bay, the windows are primarily four-lights. A shed awning and a concrete dock run across this elevation. On this elevation, each bay has on first floor contains a non-historic roll-down dock door.

A dirt and gravel lot at the rear of the property has remained unimproved and is listed as a Contributing Site in the The Moline Plow Company Building NRN.

RESOURCE 37

1100 Mulberry Street

The Aultman & Taylor Machinery Company

Built: ca. 1902 (3rd, 4th, and 5th floors removed after 1983 fire)

Architect Unknown

NON-CONTRIBUTING BUILDING

At the southwest corner of Mulberry and W. 11th Street, this two-story building was constructed in 1902 with five stories, but three floors were demolished after a fire in 1983, making this building non-contributing.⁸ The front elevation is six-bays-wide. Starting at the sound end of the front (west) elevation, the first bay is a small roll-down dock door that meets the sidewalk. The next bay is a dock

⁷ The Moline Plow Company Building, C. 1907. Albert Schoenberg Papers, Box 7, folder 2: 2/10/1928 thru Miscellaneous Files CID; 73.98. Jackson County Historical Society, Independence, Missouri.

⁸ The Kansas City Star, October 19, 1983, page 7.

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door opening over a rubble stone foundation--now infilled with block. The third bay is a recessed dock door. The stone foundation has been rebuilt with brick. The next bay was a door, transom and window combination that has been infilled with block.

The next bay is a door, transom, and window assembly where the window and transom have been infilled with block, but a non-historic door fills the door opening. The final bay is a large window opening also infilled with block. On the second level, one window opening has been infilled with block, but the other five large window openings still have three four-over-four windows in each opening.

At W. 11th, on the first floor there is a door, transom and window opening; a large window opening; and a large loading dock door opening all infilled with block. To the west is a loading dock door opening with a non-historic door and a concrete dock with a flat wood canopy. On the upper floor, the first and third bays have originally windows—two four-over-fours and three four-over-fours respectively. The second bay has been blocked down and a loading dock door added at the second level. The fourth bay is a large window opening that has been infilled with block. The east elevation is a blank wall. The north (alley) elevation has three large window openings and a loading dock opening all infilled with block on the first floor. On the second floor, two window openings are blocked up and two have original windows extant.

SANTA FE STREET

RESOURCE 38

1100 Santa Fe Street

Avery Manufacturing Company

Built: 1902

Architect: Charles Cleves, Omaha, NE

CONTRIBUTING BUILDING

Photo 18

This massive building is rectangular, and the narrow (front) end faces Santa Fe and the rail yard to the east. Seven stories high, the building has a prominent north elevation, as well, and is another example of the Richardsonian Romanesque style. The brick appears to have been a light gray color originally, but now is mottled with swaths of brown paint. The front (east) elevation is three bays wide, and the center bay has projecting pilasters that go five stories and terminate in a Romanesque arch at the fifth level. The first level is on a raised basement and is accessed via a ramp and non-historic metal stairs to a concrete dock. The brick is laid in a running bond pattern and every seventh course is recessed. The southern bay has two large wooden dock doors. The center bay has non-historic double-leaf paneled doors with grated box-office windows on either side and painted plywood filling the upper part of the bay. The northern bay has a door opening with a non-historic metal door and plywood infill above. To the north is a window opening also covered in painted plywood. The north and south bays on the upper façade have a square one-over-one window within a corbeled terra-cotta. The window openings on the southern bay have been boarded on the inside and horizontal bars installed to the exterior. On the north bay, the window on the fourth floor is extant, but others are boarded with aluminum or plywood. The center bay has a Romanesque arch that is six-stories tall. Each floor has a tripartite window and transom assembly with paneled brick spandrels in between. Although the windows appear to be original, the glass has been boarded or replaced with plywood or aluminum panels. The sixth-floor window has a

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Diocletian arch common in the district. A brick cornice separates the sixth and seventh floors. The center bay on the seventh-floor projects. Each bay has two square windows with corbeled terra-cotta frames. The windows in the center bay are non-historic one-lights; to the south, they are boarded with aluminum, and to the north, they are boarded, and smaller non-historic windows are installed within the openings. A minor cornice above the seventh-floor windows is beginning to delaminate. A major corbeled cornice then terminates the parapet, which is also in need of repair.

The north elevation is six bays wide. The ground floor has non-historic double hung windows in the first two bays and garage openings in the next three with non-historic doors. These dock door openings have been partially blocked by a non-historic fire escape that goes to the second level, fourth bay, and required by code for the haunted house that most recently occupied the building. The last bay is an historic door opening that has been blocked down and a non-historic flush door inserted. On the upper façade, the treatment found on the front is repeated, with end bays that have single square windows and the four center bays made up of an arcade of Romanesque arches that fill five stories. The seventh floor has eleven window openings—four boarded with plywood: three with non-historic vinyl windows, and four with original windows. Metal fire-escapes cover the western most bay. Like the eastern elevation, the original windows are extant on the north elevation, but glass has been changed out with plywood on most openings. The west elevation is a blank brick wall, as another building historically stood on this location. The south elevation has a five-story building constructed on a part wall.

The triangular yard on the north side of the building is historically associated with this resource, which had platforms on the north and east sides of the building and a siding that made it possible for a train to back up in front. The curve of the yard is due to the alignment of the railroad track, as the Union Depot property started immediately east of Santa Fe, and W. 11th was the westward route in and out of the depot.

RESOURCE 39

1101 Santa Fe Street

Switch House – Kansas City Terminal Railway

Built: 1955

Architect Unknown

Builder: Lapham & Hartman Construction Company

CONTRIBUTING BUILDING

This mid-century railroad switch house is two stories tall over a raised basement and faces south, with the railyard running southwest to northeast. The building has a flat roof and a wide overhang. The south elevation is two bays wide. At the ground level, concrete knee-walls and a few steps lead down to double-leaf half-light doors that access the basement. These doors are beneath a metal stoop and a single half-light metal door that is accessed via a metal flight of stairs that are located at the south side of the building. A small square milled aluminum window with three vertical lights and with a stone sill is in the first bay to the east. The second floor has three windows with two stacked lights under a large transom of glass block. Over the doorway is another simple square window with three stacked lights. The smooth stone sill continues across this elevation and around the building. The west elevation at Santa Fe is three bays wide with basement and first floor windows in the first bay (with three stacked-

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lights each) and a pair of two-light windows with transom on the second floor. At the third bay, the first floor has a three-light window, and the second floor has the two-light and glass block assembly found elsewhere on the building. The northern elevation is symmetrical with a small chimney in the center, a three-stacked light window in each bay on the basement and first-floor levels, and the pair of two-lights with glass-block transom assembly on the second level. The east side of the building is only visible from the railway.

RESOURCE 40

1104-1106 Santa Fe Street

Deere, Mansur & Company

Built: 1879

Architect Unknown

CONTRIBUTING BUILDING

Photo 18

Like 1200 W. 12th Street across the alley to the south, this five-story building is three bays wide and is divided into a tripartite treatment of ground floor, upper façade, and attic story. On the ground floor, the northern bay contains the entrance opening with a non-historic metal door and boarded transom, next to a window opening that is now boarded with aluminum. The two bays to the south were dock doors that have been partially infilled and now have non-historic roll-down doors in the openings. On the upper façade, large flat-topped window openings on the second level are smaller on the third and then terminate in even smaller windows with Romanesque arches on the fourth level. On the second level, openings have been blocked down and the opening partially filled with aluminum panels around smaller, non-historic windows. The historic windows are extant on the third and fourth levels. Windows are separated horizontally by brick spandrels with ghost signs. Vertically, the bays are separated by wide pilasters between bays and small pilasters between windows. The end bays each have two wide window openings separated by a smaller brick pilaster. The middle bay is comprised of three more-narrow window openings separated by smaller pilasters. The fourth floor is topped by a brick corbeled cornice and then the attic story has non-historic vinyl one-over-one windows with transoms—three on each end bay and four in the center bay. Above the fifth level are a series of brick panels and then a simple parapet, painted white.

It appears that a speed-tile hyphen joins this building and Resource 7 on the upper floors. The buildings were built at separate times for separate uses and are considered two resources for the purpose of this nomination.

UNION AVENUE

RESOURCE 41

1104 Union Avenue

Brokers Building

Built: 1912; 1951, addition

Architect: John McKecknie (1912); Voskamp & Slezak (1951)

Builder: George Siedhoff (1912); H. H. Fox Construction Company, 1951

CONTRIBUTING BUILDING

Photo 19

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This seven-story, flat-roofed warehouse/commercial building is located on the northeast corner of Santa Fe and Union Avenues and faces south and the railyards across Union Avenue. The building is rectangular with the shorter ends facing the street frontage, and the main entrance has two storefront windows on either side. The non-historic door assembly is framed by an ornate terra-cotta surround with pearl molding. The storefront windows have been blocked down, infilled with red brick at the top and glass block at the bottom. They are flanked by pilasters of buff-colored brick and terra-cotta and have buff-colored brick above. The storefront level is separated from the upper façade by a terra-cotta cornice. Above this level, the building is red brick, but the buff-colored brick is used as window surrounds for the windows. The multilight industrial sash are grouped in rectangles of three windows and squares of two. Replacement single-light windows have been installed on the second and third floors at the front of the building and north three bays on the Santa Fe elevation. On the south elevation, between the fourth and fifth floors, a section of masonry has been painted black and has white letters with the words "York Air Conditioning Co." Between the seventh level and the parapet, a similar sign in a different font style, reads "CFM Distributing Inc." The south and west elevations terminate in a shaped parapet with terra-cotta ornament and coping. The corner towers are capped by terra-cotta shields with a torch motif that are framed by triglyphs. The other two non-street-facing elevations have flat parapets and composed of the exposed concrete framing and brick. A loading dock runs along the west side of the building at Santa Fe Street.

The one-story 1951 addition is connected to the east side of the main building by a blank red-brick hyphen then angles with the street. It is divided into eight garage bays. The garage bays have eleven stacked-light windows with three panes each grouped to the west. These windows have a stone lintel and sill, and the sill continues across the façade. The facade is red brick and has a parapet that wraps the corner. The remainder of the east wall of the garage and the higher wall of the warehouse are parged masonry, painted white. An irregular-shaped fenced yard is to the east of the 1951 addition. The north side of the 1951 warehouse is curved to conform to the railroad tracks that once came through this location. The west side of the addition is a wall that appears to have been part of the building that once sat where a small fenced in parking lot is today. A pilaster from that building is extant at the corner.

RESOURCE 42

1200 Union Street

Perfection Stove Company Building

Built: 1919

Architect: George S. Rider Co., Cleveland, OH

Builder: Austin Company

PREVIOUSLY LISTED

NR14000376

Photo 20

Located on the northwest corner of Union Avenue and Santa Fe, this three-story flat-roofed building of red brick with stone coping and sills was constructed in 1919 for Perfection Stove Company. The building is seven bays wide and six bays deep and is brown brick with terra cotta and limestone details. The front door with stone surround is offset in the second bay from the east. The southeast and southwest corners have shaped parapets and teal terra cotta insets in tapestry brick and stone spandrels. The bays of the building are separated by brick pilasters with rounded terra cotta caps and limestone pendants.

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The windows have been removed and the building is open, but originally the windows were industrial steel sash with fifteen-lights and pivoting sash in the center. The second floor at the Santa Fe elevation originally had six-over-one double-hung sash in what must have been the office suite. There is a concrete loading dock with a flat metal canopy that extends across the Santa Fe elevation.

RESOURCE 43

1201-13 Union Street

Crooks Terminal Warehouse Company

Built: 1930

Architect: The Walter Co., Chicago, IL

Builder: W. K. Martin Construction Company

CONTRIBUTING BUILDING

Photo 20, 21

This five-story building is ten bays wide and eight bays deep and is brown brick with gold brick tapestry details around the industrial steel sash windows. The recessed entrance at the far west end of the north elevation has double leaf doors with full-door-size sidelights with three vertical lights. The door is flanked by stone pilasters that frame a tapestry brick spandrel of brown brick laid in a basketweave pattern framed by a soldier course of brick. In the upper center of the spandrel, a ziggurat-shaped stone shield has an inlay of gold brick laid in stacked bond. This and other inlays at the tops of the pilasters between windows resemble Native American motifs often used in Art Deco architecture. Other gold brick tapestry details form flat "brackets" that appear to support the stone sill above. Capping the stone pilasters are blocks with a fan motif carved in the inner corners. At the ground floor level, the two bays to the west of the entrance a soldier course of brick frames the original window opening. These openings have been blocked down with what appears to be EIFS and three smaller double-hung windows installed in each opening. The next five bays have large roll down shutters that cover loading docks. On the upper façade, the two bays above the entrance each have a sixteen-light industrial sash window framed by gold brick and with stone sills and steel lintels. The same treatment is repeated on the two bays at the east end. The two windows on the second level above the door received a slightly different treatment with stone corner blocks and a stone inlay in the middle—forming an over-door treatment at the entrance. In the six bays in the middle, groups of three sixteen light windows form a rectangle framed in gold brick. On the fifth level, the windows have a stone sill instead of the gold brick. Beneath the lintel gold brick is used to form brackets. Between the sixth-floor windows on these middle six bays, a stone ziggurat-shaped limestone shields and pendants with a gold brick inlay in the center. These bays terminate in a shaped parapet with stone coping and gold brick tapestry ornament.

The same six-bay treatment and use of brown and gold brick is continued on the east elevation at Santa Fe, except most of the ground floor bays appear to have been loading docks originally. Today, one of those bays is infilled and four have non-historic garage doors. It appears that the second bay from the south was always infilled with masonry at all levels. The south and west elevations are plain, with the exposed concrete structure and brick walls. The south elevation also has three loading docks and there are at least three that have been infilled.

RESOURCE 44

CONTRIBUTING BUILDING

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1215 Union Avenue

Photo 22

Fire Station #1

Built: 1928

Architect: Michael J. O'Connor

Builder: Joseph F. Dunn

The former fire hall is two-stories and five bays wide. The building is buff-colored brick and with terra cotta ornamentation in the form of a band of scrolling acanthus leaves and rosettes over the first level and flanking each window. The 6/6 windows have bracketed sills of terra cotta, and the center window has a wrought iron railing and an entablature above that is inscribed "Fire Station #1" that is inset in a parapet of small, square gold terra-cotta tiles. Above the terra-cotta, a cornice with dentils of the same buff-colored brick terminates the front facade. The first level has one truck bay with a modern door and an entrance door with decorative sidelights and transom.

RESOURCE 45

1219 Union Street

Simmons Bed Company

Built: 1922

Architect: Unknown

Builder: F. Crites

CONTRIBUTING BUILDING

Photo 22

This two-story building sits mid-block and was constructed in 1922 as the Simmons Bed Company. The flat-roofed building is six bays wide and built over a raised concrete basement. The entrance with double-leaf doors, a transom, and a stone lintel is in the center bay and is offset by a six-over-nine window. To the west of the door are two garage bays. The one to the east is original but has been modified with a door and transoms. The one to the right is an older wooden over-head door. There are doors with industrial sash windows that wrap around one side at both the east and west ends of this elevation. The door to the east is a ¾ light like the double leaf entrance doors and opens to a staircase. The door to the far west is an older four-panel and light. It is unknown if any of the doors are original. The large windows are industrial steel sash and have brick sills and a soldier course of brick over the steel lintels. Pilasters separating bays terminate in a triangular stone cap. The end bays have segmental arches over the windows and terminate in stepped parapets with stone coping that extends across the entire roof. The building shares a party wall with the taller building to the west. On the east side, the small fire hall (Resource 4) sits back several feet, but the common brick end wall is unadorned. This wall has terra cotta coping. The south elevation on the alley has a tin and corrugated metal addition on the first level and a neon sign that reads "The ship." On the second level, there are large multi-light windows. There is a bump up in the middle bay that is likely for roof-top access.

RESOURCE 46

1225 Union Avenue

Murdock, C. A., Manufacturing Company Building

Built: 1887; 1918, fire damage repair

PREVIOUSLY LISTED

NR16000234

Photo 22

United States Department of the Interior
National Park Service

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Architect: Frederick B. Hamilton (attributed, 1887); Smith Rea & Lovitt (1918)⁹

Builder: Van Sant Construction Company, 1918

This five-story building faces north on Union Avenue and has buildings on either side. Three bays wide, the entrance is recessed in the center bay. Five steps lead to a vestibule within a wooden storefront assembly with dentilated transom. Brick piers with stone foundations and rusticated stone banding delineate the entrance and the storefront display windows on each side. The storefront bulkheads are smooth cut ashlar stone. Chamfered brick pilasters rise three stories and terminate in Romanesque arches at the fourth level. On the second and third levels, each bay has two two-over-two windows with a simple brick pilaster in between. Floors are separated by spandrels of brick corbels. The fourth floor has three large Romanesque arches with Diocletian windows. A stone sill runs the width of the elevation above the fourth floor. On the fifth level, pilasters with paneled cut-outs separate bays of three Romanesque one-over-one windows. East and west elevations on the upper floors are blank, except for painted ghost signage. The south elevation has an overhead door on the west end of the first floor at a concrete loading dock, a stationary overhead door, and an entrance door with sidelights in the eastern most bay accessed via a ramp or concrete steps. The upper façade has six one-over-one segmental-arched windows on each of the upper four floors.

RESOURCE 47

1229-1231 Union Avenue

Built: 1920

Architect: Unknown

CONTRIBUTING BUILDING

This Early Twentieth Century Commercial Style Building is located on the southeast corner of Union Avenue and Mulberry Street. The Union Avenue elevation is four bays wide. The building originally had a recessed corner entrance. Although the iron pier is still extant, the vestibule has been enclosed with glass-block on two sides. The two middle bays have a three-part window and transom assembly with larger windows in the center. The eastern bay is also infilled with glass-block around a non-historic door. The first level terminates at a stone belt course. There are also stone belt courses above and below the second level. The second-floor window openings have tapestry brick frames. The end bays have single window openings, and the two center bays have double window openings with the wood mullion still in place and stone sill. The openings have non-historic windows now, a mixture of double-hung one-over-ones and single-lights. Above the second-floor windows, a stone belt course runs the length of the façade and down the Mulberry Street elevation as well. Five stylized stone brackets with an acanthus leaf motif and stone guttae. The brackets sit beneath the larger cornice and are connected by a belt course of dentils. In the center of the north elevation is a shaped brick parapet with a decorative stone medallion inset in the center. The coping at the parapet is stone.

⁹ National Register of Historic Places; Murdock, C.A., Manufacturing Company Building; Jackson County, Missouri; NR16000234; pg. 3. Kansas City Landmarks Commission Building Permit Records; Building Permit No.64411 (6/25/1918).

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The Mulberry Street elevation is eight bays wide. The first bay at the ground floor is the recessed corner entry, now infilled with glass-block. The next four bays are tripartite windows like those found on the front, followed by a single window with transom. The final two bays are recessed loading docks bays that border the alley. On the second level, a bay with a single double-hung window is followed by four bays that have tripartite window openings with double-hung windows flanking a full-light window. The next bay has a single window opening that now has a full-light window. A section of brick wall is followed by a pair of double hung windows. All the windows on this elevation have the tapestry detail framing each window opening and stone sills. A stone belt course runs on this elevation above the first floor and both below and above the second-floor windows. Six decorative brackets can be found on the west elevation. A shaped parapet like the one on the front elevation is in the center of this elevation as well. A brick chimney projects from the roof, interrupting the stone cornice between the bays containing windows and the two loading dock bays. On the south elevation the cornice turns the corner slightly. This elevation is mostly a blank wall of common brick. A window with a segmental arch has been bricked in the center of the elevation. There are two small segmental arched windows on the east end of the first level and two larger, narrower double-hung windows.

RESOURCE 48

1301 Union Avenue
Built: ca. post 1988
Architect: Unknown

NON-CONTRIBUTING BUILDING

Photo 23

The is a corrugated metal shed on a concrete foundation. The north facing elevation has a roll-down loading dock door and a metal man door. The elevation to the east is a blank wall. The west side is attached to the neighboring building (1305 Union) and terminates on the roof and behind the front parapet of that building.

RESOURCE 49

1305 Union Avenue
Built: 1907; 1910, rear addition; 1930, roof raised
Architect: Unknown
Builder: Charles S. Summerson

NON-CONTRIBUTING BUILDING

Photo 23

This simple two-story building is six bays wide. A non-historic metal door with a transom that is boarded with plywood fills the first bay. The next five bays are non-historic vinyl one-over-one double-hung windows. The window and door assembly have a soldier course of bricks over the metal lintel, which is not visible. On the second level, a group of six, non-historic, white, one-over-one windows are grouped beneath another soldier course of brick. Originally, all the windows on the building were multi-light industrial steel casements. Simple tapestry brick details and a shaped parapet complete the elevation. The neighboring metal building is built over the east end of this building and the parapet on that side removed. On the south elevation, a non-historic roll-down door fills much of the wall. A non-historic penthouse on the roof has slanting walls and is covered in aluminum siding. This appears to be an alteration of an earlier (1930) monitor. The resource no longer has integrity of design--with alterations

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to the parapet, fenestration, and roof—and no longer conveys its historic setting with demolitions, new construction, and alterations of neighboring buildings. Therefore, it no longer contributes to the district.

RESOURCE 50

1309 Union Avenue

Built: ca. 1905

Architect: Unknown

NON-CONTRIBUTING BUILDING

Although built in the early part of the Twentieth Century, this building is so altered, it no longer contributes to the district. The front elevation is three bays wide and has been covered in EIFS or Dryvit. A large black aluminum display window with a newly poured concrete bulkhead has five window divisions with transoms, all filled with highly reflective glass. The next bay is a door, sidelight, and transom assembly of black aluminum with the same reflective glass. The last bay is a black roll-down garage door. The west elevation is a blank brick wall, the neighboring building having been demolished. The south elevation is brick and has segmental arched windows openings that have been infilled with brick.

RESOURCE 51

1317 Union Avenue

Built: 1890; 1968 addition

Architect: Unknown

CONTRIBUTING BUILDING

Constructed in 1890, this building is two-stories tall and four bays wide. The first-floor level has been rebuilt with non-historic block with hexagon shapes that project from the surface. An original iron lintel with decorative iron rosettes runs across all four storefront bays. Brick pilasters between bays have bands of smooth stone that line up with brick corbeling. At the second level, stone bands in the pilasters line-up with the stone windowsills. The four large window openings have been infilled with non-historic milled aluminum windows. The parapet terminates in a simple brick corbel. The south elevation is common brick and retains four large multi-light industrial sashes on the second level and two multi-light industrial sashes on the first level along with original dock door openings, now filled with non-historic replacement doors.

RESOURCE 52

1321 Union Avenue

Built: 1890 (1957-2nd and 3rd floors removed after fire)

Architect: Unknown

CONTRIBUTING BUILDING

Built for Smith, Bartlett & Company as a three-story building, a 1957 fire destroyed the upper floors, and the first floor was rebuilt as a garage with cinderblock infilling the storefront to accommodate an overhead garage door.¹⁰ The brick piers on the sides are still extant, as well as an original iron lintel with

¹⁰ *Kansas City Times*, February 1, 1957, page 10.

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decorative rosettes. Corbeled brick is the only embellishment to the simple, flat parapet. This corbeling and the lintel are the same on 1317-1319 Union to the east (Resource 51). A mid-Twentieth Century metal sign projects from the roofline. The south façade is brick and has a second overhead garage door opening. There is a non-historic rooftop penthouse visible from the south.

RESOURCE 53

1323 Union Avenue

Greenlees, Russell & Company

Built: 1886

Architect: Unknown

CONTRIBUTING BUILDING

Photo 24

First occupied by Greenlees, Russell & Company, this small warehouse was later home to H.J. Heinz. Three stories tall and three-bays-wide, the building retains two original cast iron piers at the storefront. Two first-floor bays have two-light transoms over four-light storefronts and paneled wooden bulkheads. The brick signboard has been painted black and terminates at a corbeled cornice. A stone belt course runs across the elevation under a group of three segmentally arched windows with chamfered pilasters and corbeling. Above this assembly are three spandrels of corbeled brick and a continuous stone sill for the three segmentally arched one-over-one windows. The parapet terminates in an arcaded cornice and further elaborate corbeling. A third level was destroyed in a 1937 fire.¹¹

The south elevation is parged with segmental arched windows on the second and third floors and an entrance door and sidelight in the middle bay. The door is accessed via a non-historic wood deck with a wood and metal railing.

RESOURCE 54

1329 Union Avenue

George T. Webb Woodenware

Built: ca. 1883

Architect: Unknown

CONTRIBUTING BUILDING

Photo 24

This four-story building is six bays wide and shares a raised concrete dock with the buildings on either side. The dock, with ramp to the sidewalk to the east and steps to the sidewalk to the west, appears to be historic, but has had a new top pad and iron railings installed in 2019, when the buildings (Resource 54 and 55) were rehabilitated. On the ground floor, there are two storefronts, each with non-historic double-leaf entrance doors and a storefront window on either side. Historic square cast-iron piers separate each bay. The building was rehabilitated at the same time as the building to the west. Similar storefront and masonry details make the two buildings read as one, although they were built at separate times. On the upper facade, each bay contains a one-over-one segmental arched window with a simple stone sill. Ghost signage is extant between floors but is no longer legible. The building terminates in a corbeled cornice.

¹¹ *Kansas City Star*, June 4, 1937, page 5.

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The south elevation faces a brick loading dock. There are two large segmental arched dock openings flanked by one-over-one windows. The larger opening to the east now contains a storefront door, sidelight and transom assembly, while the one to the west has a glass overhead dock door. Each bay on the upper façade contains one one-over-one sash with a segmental arched opening. The window openings are large on the second level, shorter on the third level, and narrower on the fourth. There is a rooftop access penthouse that is sided in corrugated metal. One window opening on the second level has been infilled with brick and louvered metal vents. A metal fire escape between the first two bays to the east goes from the bottom of the second floor all the way to the roof.

RESOURCE 55

1331 Union Avenue

Richard & Canover Hardware Company

Built: 1884

Architect: Foster & Liebbe, Des Moines, IA

CONTRIBUTING BUILDING

Photo 24

Facing the corner of Union Avenue and Hickory Street, this building is four stories tall and three bays wide at the corner. Brick piers with smooth stone banding delineates the corner entrance. Brick bulkheads and a display window and transom flank two original cast iron piers. Between the piers, a few steps lead up to the door within the recessed entry. Each floor on the upper façade has three, segmental arched double-hung windows. Above the fourth floor, a corbeled cornice is crowned by a pedimented parapet with corbeled detail in the center. Going east on Union Avenue, the next bay also has an original cast iron pier between two rebuilt windows on brick bulkheads. Several steps lead up to a concrete dock where the next bay has a window, an historic cast iron pier, and a door and transom. Between bays are brick columns with smooth stone banding. The upper façade repeats the treatment of the corner, with each bay having two segmentally arched windows, with continuous sills on the second level and shared sills on the upper levels. The roofline has a corbeled cornice and a high parapet.

Back to the Hickory Street elevation, there are six bays. On the ground floor, these have been altered. On all the bays, window openings have been blocked with brick and smaller windows installed—some clerestory windows high on the wall. The last bay is a recessed loading dock with a segmental arched transom. The upper façade is less altered, with one-over-one segmental arched windows in five of the six bays on the second floor and in three bays on the third and fourth floors. The south elevation has three bays with a large segmental arched opening in the center. Originally a loading dock, this opening now contains a storefront door. A small arched door is to the east and a window to the west. On the upper façade, each bay contains a segmental arched window opening. One opening in the second level has been infilled with brick and louvered vents.

Resource 56

Union Pacific Railroad Tracks

CONTRIBUTING STRUCTURE

Railroad tracks in the familiar southwest-northeast alignment through the West Bottoms commercial/industrial area have existed since the 1860s. Today there are three Union Pacific Railroad tracks located along the northwest edge of the Boundary Increase area (Resource 56). The tracks extend

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westward into Kansas and eastward through Kansas City. At-grade crossings exist at the St. Louis Avenue/Mulberry Street and Union Avenue/Hickory Street intersections.

Parking and Vacant Lots

W. 11th STREET

VACANT LOT A

1207 W. 11th Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of the Avery Planter Company, built ca. 1884. The building demolition date is unknown. Currently, the parcel is an unimproved lot with a solid fence spanning the street frontage between Resources 38 and 40 on the east and Resource 1 on the west.

VACANT LOT B

1307 W. 11th Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of Walter A. Wood Harvester Company (1886), the National Lead Company (c.1900) and the Crane Company (c.1915). The demolition date of the three buildings is unknown. Currently, the parcel is an unimproved dirt lot between Resource 37 on the east and Resource 32 on the west.

VACANT LOT C

1308 W. 11th Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of Dick & Bros. Quincy Brewing Company (ca. 1887, ca. 1900) and the Kansas City Pump Company (ca. 1888). The building demolition date of the two buildings is unknown. Currently, the parcel is an unimproved dirt lot on the northwest corner of W. 11th and Mulberry.

VACANT LOT D

1316-1322 W. 11th Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of the Furst & Bradley Company (1884). The building was demolished ca. 1945. Currently, the parcel is an unimproved dirt lot west of Resource 2.

VACANT LOT E

1409 W. 11th Street

NON-CONTRIBUTING SITE

(Described, not counted)

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The parcel is the previous site of a storage building (1902) used by the Abner Hood Chemical Company, the business that originally occupied the adjacent building (Resource 3) to the west. The building demolition date is unknown. Currently, the parcel is an unimproved dirt lot with a construction fence around it that abuts Vacant Lot Q to the east.

W. 12th STREET

VACANT LOT F

1228 W. 12th Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of the Western Paint & Oil Company (1884). The building demolition date is unknown. Currently, the parcel is an unimproved dirt lot west of Resource 10 on the northeast corner of W. 12th and Mulberry.

VACANT LOT G

1304 W. 12th Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of a multi-tenant building (1889) for agricultural implement wholesalers. The building demolition date is unknown. Currently, the parcel is an unimproved dirt lot that abuts Resource 11 on the east and Vacant Lot H on the west.

VACANT LOT H

1310 W. 12th Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of a multi-tenant building (ca. 1885) for agricultural implement wholesalers. The building demolition date is unknown. Currently, the parcel is an unimproved dirt lot that abuts Vacant Lot G on the east and Resource 13 on the west.

PARKING LOT I

1315 W. 12th Street

NON-CONTRIBUTING STRUCTURE

(Described, not counted)

Now part of the Resource 12 parcel and parking for the business located there, the paved and fenced parking lot is the previous site of the Standard Implement Company (1882). The building demolition date is unknown.

VACANT LOT J

1324 W. 12th Street

NON-CONTRIBUTING SITE

(Described, not counted)

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The parcel is the previous site of another Crane Bros. Manufacturing Company building that was linked by bridges over the alley to Resource 32. The building demolition date is unknown. At the front of the parcel, abutting the sidewalk and Resource 10 to the east, two brick piers and a partial lintel remain in place as a remnant of the lost building. The rest of the parcel is an unimproved dirt and gravel lot on the northeast corner of W. 12th and Hickory.

W. 13th STREET

VACANT LOT K

1300 W. 13th Street

NON-CONTRIBUTING SITE

(Described, not counted)

Now part of the Resource 21 parcel and used as a storage yard, the fenced, unimproved lot is on the northwest corner of W. 13th and Mulberry. It is unclear if the parcel was ever developed but it was being used as a parking lot by the 1950s.

VACANT LOT L

W. 13th Street (No address assigned)

NON-CONTRIBUTING SITE

(Described, not counted)

This parcel is the previous site of a Chicago, Burlington & Quincy Railroad Freight Depot House (1917). The building demolition date is unknown. Currently, the parcel is partially fenced, unimproved gravel and dirt lot that abuts Resource 23 on the west, W. 13th Street Terrace on the south, and Resource 22 on the east, which is a freight house dock foundation for the same railroad.

VACANT LOT M

1408 W. 13th Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of the National Lead Company (1906). The building demolition date is unknown. Currently, the parcel is an unimproved dirt lot that abuts Resource 26 on the east and Vacant Lot N on the west.

VACANT LOT N

1412 W. 13th Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of the Columbian Steel Tank Company (ca. 1940). The building demolition date is unknown. Currently, the parcel is an unimproved dirt lot on the northeast corner of W. 13th and Liberty that abuts Vacant Lot M on the east.

HICKORY STREET

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PARKING LOT O

1027 Hickory Street

NON-CONTRIBUTING STRUCTURE

(Described, not counted)

Located on the northeast corner of Hickory and W. 11th, the parcel is part of the previous site of the Furst & Bradley Company (1884), as is the adjacent Vacant Lot D. However, this parcel has been recently improved with asphalt paving that is well outside the Period of Significance. The parking lot is now associated with the row of buildings to the north (Resources 53-55). The building demolition date is unknown.

VACANT LOT P

1028 Hickory Street

NON-CONTRIBUTING SITE

(Described, not counted)

The parcel is the previous site of Benjamin McLean & Company (ca. 1877). The building demolition date is unknown. Currently, the parcel is an unimproved dirt and gravel lot on the northwest of Hickory and W. 11th that appears to be used by Resource 31 for storage and parking.

VACANT LOT Q

1100 Hickory Street

NON-CONTRIBUTING SITE

(Described, not counted)

The original building on this parcel appears to have been built ca.1888 but the first occupant is unknown as is the building demolition date. Currently, the parcel is an unimproved dirt lot on the southwest of Hickory and W. 11th that abuts Vacant Lot E on the west.

VACANT LOT R

1319 Hickory Street

NON-CONTRIBUTING SITE

(Described, not counted)

The history of this parcel is unknown as is the building demolition date. Currently, the parcel is a fenced, unimproved gravel and dirt lot used for storage and parking by one of the adjacent building owners. The parcel is between Resources 24 and 25 on the north and Resource 33 on the south.

PARKING LOT S

Hickory & I-670

NON-CONTRIBUTING STRUCTURE

(Described, not counted)

Located between Liberty and Hickory under I-670, new brick pavers cover the large parking lot recently installed.

MULBERRY STREET

VACANT LOT T

NON-CONTRIBUTING SITE

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West Bottoms Historic District
(Boundary Increase)

Name of Property

Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial
Resources in Kansas City, Missouri (2010)

930 Mulberry Street

(Described, not counted)

The small, unbuildable, triangular parcel is adjacent to the railroad tracks on the west side of Mulberry.

VACANT LOT U

938 Mulberry Street

NON-CONTRIBUTING SITE

(Described, not counted)

The original building on this parcel appears to have been built ca.1883 but the first occupant is unknown as is the building demolition date. Currently, the parcel is a partially paved and fenced lot on the northwest corner of Mulberry and Union.

VACANT LOT V

1015 Mulberry Street

CONTRIBUTING SITE

Previously Listed NR 100004065

The vacant, unimproved dirt lot is listed as a Contributing Site in the Moline Plow Company Building NRN (Resource 36).

ST. LOUIS AVENUE

VACANT LOT W

St. Louis Avenue (No address assigned)

NON-CONTRIBUTING SITE

(Described, not counted)

The small, unbuildable parcel is adjacent to the railroad tracks and abuts the property lines of Resource 46.

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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources
in Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Architects/Builders:

Cleves, Charles L.
Curtiss, Louis Singleton
Foster & Liebbe
Hamilton, Frederick B.
Hogg, James Oliver
McKecknie & Trask
George S. Rider Co.
Root, Walter Clark
Root & Siemens
Shepherd & Farrar
Smith, Rea & Lovitt
Van Brunt, Adriance
Van Brunt & Howe
Waddell & Harrington
The Walter Co.

Statement of Significance

West Bottoms Historic District (Boundary Increase)

SUMMARY

The West Bottoms Historic District (Boundary Increase) is eligible for listing in the National Register of Historic Places under Criterion A for COMMERCE at the local level of significance. The buildings in the boundary increase retain a strong degree of integrity of association and location and are situated in an area of Kansas City associated with the manufacture, distribution and storage of goods and merchandise for later distribution that relied on railroad freight service. The West Bottoms commercial/industrial area, several square miles in size, developed on floodplain adjacent to the Missouri and Kansas Rivers. This low-lying, level topography enabled the area to become a hub of railroad activity after the 1869 opening of the Hannibal & St. Joseph Railroad bridge in a north-south orientation across the Missouri River, which linked the economic networks of the upper Midwest and Chicago through Kansas City to states and territories further south and west. The proximity of the railroad bridge, less than one mile northeast of the West Bottoms area, funneled railroad activity toward that area on the south bank of the Missouri River, and the 1878 opening of the Union Depot in the northeast portion of the West Bottoms area firmly established the area as the region's primary manufacturing and distribution center for the next half century.¹²

¹² Sally Schwenk, National Register of Historic Places Multiple Property Documentation Form, *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, (Kansas City, 2010), section E, pp. 4-5.

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West Bottoms Historic District (Boundary Increase)

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The most concentrated collection of historic resources in the West Bottoms commercial/industrial area is in the area roughly bounded by West 9th St./Forrester Rd. (north), railroad lines and the bluff/Beardsley Rd. (east), West 14th St. (south), and the Missouri/Kansas state line (west). A portion of this area, roughly between West 9th St. (north) and St. Louis Ave. (south) was listed in the National Register of Historic Places in 2016 (West Bottoms – North Historic District, NR 16000771). The subject of this Boundary Increase nomination is the remainder of the area described above, roughly between Union Ave. (north) and West 14th St. (south). The area represented in this nomination shares many characteristics with the area in the 2016 historic district, such as development context, land use pattern, and appearance.

The business roster of the West Bottoms Historic District and the Boundary Increase area illustrate the breadth of the economic activity in the West Bottoms commercial/industrial area, as it became a sales, processing, and transshipment point for both commodities and finished goods. Immense quantities of manufactured goods, such as agricultural implements, arrived for temporary storage in warehouses of specific companies or in multi-tenant buildings. In turn, these goods were forwarded to dealers or retail customers. The Boundary Increase area had an extensive inventory of distribution warehouses of companies in the agricultural implements industry, including the most important names of that period, such as John Deere, Studebaker Brothers, and International Harvester. A variety of agricultural crops also arrived from regional sources, including grains, fruits, and vegetables, as well as imports such as coffee and spices. Some commodities were broken down from railroad boxcar loads into smaller quantities to be sold at the retail level. Commodities shipped from small producers were aggregated, improving marketability by increasing available quantities. Finally, some commodities were processed, adding value and creating goods ready for sale. The end products were either used locally or shipped to other markets, primarily to the south or west of Kansas City. Steps in this production chain were often facilitated by wholesale grocers and brokers – individuals, small firms, or large companies – that both bought and sold goods and products for customers.¹³

In addition to association of economic activities evident in both the West Bottoms Historic District and the Boundary Increase area, the building stock and environment continues to create a distinct sense of location through the important shared physical characteristics outlined in the Multiple Property Documentation Form (MPDF) *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, 2010. First, the dominance of railroads in the Boundary Increase area is illustrated by the presence of multiple railroad lines, many building elevations having physical evidence of prior railroad sidings and platforms, and examples of building elevations constructed to conform to the layout of pre-existing railroad sidings.

Second, the building stock in both the West Bottoms Historic District and the Boundary Increase area forms a dense and distinctive environment. The Boundary Increase area has a compact, mostly orthogonal street network, with blocks that are both short in length and shallow in depth. Almost all buildings are rectangular in shape, constructed to the street edge or sidewalk line, and some building elevations with street frontages have physical evidence of docks. Almost two-thirds of existing buildings are four or more stories in height and often exceed 100,000 square feet of internal space.

¹³ National Register of Historic Places, West Bottoms – North Historic District, Kansas City, Jackson County, Missouri, NR 2016, # 16000771, Section 8, p. 28.

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Finally, the West Bottoms Historic District and Boundary Increase area have a common building stock appearance, illustrating similar late 19th and early 20th century architectural styles and a vocabulary of building materials dominated by red or brown bricks for walls and decorative work, along with stone and terra cotta accents.

The buildings in the Boundary Increase area reflect the three Historical Contexts described in the MPDF – Section E: The Evolution of Kansas City Railroad Freight Industry, 1859-1970; Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1970; and Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts, 1869-1970. The buildings in the Boundary Increase area also meet the criteria for the following Associated Property Types described in the MPDF – Section F: Industrial Facilities and Commercial Distribution Buildings (Industrial Manufacturing Facilities and Warehouses, Commercial Distribution Offices and Warehouses, and Commercial Warehouses); Office and Sales Buildings; and Auxiliary Support Resources (Government and Transportation Buildings).

The period of significance for the Boundary Increase area is c. 1880-1970. The c. 1880 date represents the construction date of the earliest existing building in the Boundary Increase area (Resource 40) and aligns with the original West Bottoms Historic District period of significance. The 1970 end date for the period of significance is specified by the MPDF *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, 2010. Research for this nomination documents that the patterns of commerce in the Boundary Increase area continued through 1970, reflecting the Historical Contexts outlined in the MPDF.

ELABORATION

Location: The Driving Force for Kansas City and the West Bottoms Area¹⁴

The establishment and successful development of Kansas City and the West Bottoms commercial/industrial area can be attributed in large part to its location. As stated in the 1881 *The History of Jackson County, Missouri*: "the situation now is as advantageous as in the beginning, and will be in the future, as in the past, maintain for this city a controlling position."¹⁵ Situated at the confluence of the Kansas and Missouri Rivers, adjacent to the Kansas state line, and located at approximately the center point of the country, Kansas City was from its earliest days, strategically sited to promote commerce, facilitate ease of transportation, and provide protection.¹⁶ Over the generations, Kansas City and the

¹⁴ Background information in this section pertaining to historical events and general trends is derived from: National Register of Historic Places, West Bottoms – North Historic District, Kansas City, Jackson County, Missouri, NR 2016, # 16000771, Section 8, pp. 30-36.

¹⁵ *The History of Jackson County, Missouri* (Kansas City, Missouri: Union Historical Company, Birdsall, Williams & Co., 1881), p. 612.

¹⁶ George Ehrlich, *Kansas City, Missouri, An Architectural History, 1826-1990* (Columbia, Missouri: University of Missouri Press, 1992), pp. 3-4.

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West Bottoms area continued to capitalize on its location, resources, and ability to adapt to changing times and technologies to generate economic growth.

Becoming Kansas City

Originally inhabited by Indigenous peoples, including the Osage Native American Tribe, the region was visited by French fur traders and explorers since the 1700s, who were drawn to the area due to the juncture of the two rivers and the ease of transporting goods, both by water and land.¹⁷ In 1803 the United States acquired the land that comprises present-day Missouri from France as part of the Louisiana Purchase.¹⁸ Shortly afterward, at the request of the United States government, Meriwether Lewis and William Clark, along with an exploration party of 43 men, set out to explore the new acquisition, and “camped for two days on the low plain where the Kaw [Kansas] River flowed into the muddy Missouri,” close to present-day Kansas City. William Clark noted in his journal that the physical and locational attributes of the site, both in terms of access for trading with Native American tribes, as well as providing a secure lookout, would make it a perfect location for a fort.¹⁹

Four years later, as recommended by Clark, Fort Osage was established high on a cliff, about 30 miles downstream from Lewis and Clark’s original encampment.²⁰ The few inhabitants at the Fort farmed the land and traded fur and hides. The Fort remained operational for about fourteen years before Congress was “pressured by private fur companies to stop competing with private enterprise.”²¹ In 1821, just prior to the Fort’s closure, Francois Chouteau (1797-1838),²² a trader of French descent with ties to traders in St. Louis, established a trading post “at the mouth of the Kaw [Kansas] River...[which provided] access to the valleys of the Kaw, Missouri, and Platte, and by overland portage, to rivers to the southwest.”²³ The same year, Missouri became the 24th state in the Union. Jackson County was incorporated on December 15, 1826, and the town of Independence, founded on March 29, 1827, became the county seat.²⁴

John Calvin McCoy (1811-1889),²⁵ considered the patriarch of Kansas City, also helped to establish settlements both near the river (Westport Landing) and in the hills (Westport)²⁶ (Figure 3). With the opening of the Westward Trails to settlers (which included the Santa Fe Trail, the Oregon Trail, and the

¹⁷ Sherry Lamb Schirmer and Richard McKinzie, *At the River’s Bend, An Illustrated History of Kansas City Independence and Jackson County*, (Produced in association with the Jackson County Historical Society, Woodland Hills, California: Windsor Publications, Inc., 1982), p. 13.

¹⁸ Henry C. Haskell, Jr. and Richard B. Fowler, *City of the Future – A Narrative History of Kansas City, 1850-1950* (Kansas City: Frank Glenn Publishing, 1950), p. 21.

¹⁹ Schirmer and McKinzie, pp. 11-13.

²⁰ Schirmer and McKinzie, p. 11.

²¹ Schirmer and McKinzie, p. 13

²² Kansas City Public Library, Missouri Valley Special Collections, Digital Collection, <https://kchistory.org/islandora/object/kchistory%253A115526>.

²³ Schirmer and McKinzie, p. 13.

²⁴ Roy Ellis, *A Civic History of Kansas City, Missouri* (Springfield Missouri: Elkins-Swyers, 1930), p. 3.

²⁵ Kansas City Public Library, Missouri Valley Special Collections, Digital Collection, <https://kchistory.org/islandora/object/kchistory%253A115322>.

²⁶ Ellis, p. 3.

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California Trail), enterprising men such as McCoy and Chouteau capitalized on the steady stream of settlers who needed to purchase supplies before heading west.²⁷

Ferry and steamboat travel began at about the same time as the opening of the west and was utilized both as a means to ship supplies to the trading posts, as well as to transport settlers.²⁸ In 1834, McCoy, who was also a trade store proprietor, ordered goods from the East. Instead of the usual river delivery route to Independence, and an arduous land trip back, McCoy persuaded the captain of the steamboat *John Hancock* to unload the cargo on the riverbank of Westport Landing. McCoy had to clear a road from his store through the forest to the riverbank to retrieve his shipment.²⁹

The spot McCoy designated in Westport Landing had the advantage of two navigable rivers, as well as a far superior natural rock levee at the juncture, making travel much easier, faster, and less expensive than traveling by wagon, even if it was only for part of the trip. Additionally, when compared to the southern routes, the land on the riverbanks made for an easier passage for wagons, and the high divides offered plenty of grass and water for oxen and horses. During the Mexican-American War (1846-1848), soldiers routinely utilized this travel route, as did settlers on expeditions to California, Utah, and Colorado.³⁰

In 1838, McCoy and Chouteau and a number of other partners formed the Town of Kansas Company and succeeded in purchasing the 271-acre farm owned by Gabriel Prudhomme's estate. This land acquisition removed the hindrance to development, and expansion around Westport Landing was finally able to continue. In 1839 the area was renamed the Town of Kansas. Jackson County incorporated the Town of Kansas on June 3, 1850. The town had its first newspaper (the now-defunct *Kansas Ledger*) in 1851 and its first telegraph service in 1858.³¹

On March 28, 1853, the state of Missouri officially incorporated the Town of Kansas as the City of Kansas. In the ensuing years, the city continued to grow dramatically, instituting some of the mechanisms needed to become a major metropolitan area. A courthouse was built, a city market was established, and a Chamber of Commerce was formed in 1856.³²

In the 1850s, the majority of residential and commercial buildings in the Town of Kansas were still situated below the bluff along the south bank of the Missouri River.³³ The 1860 population of 4,418 persons lagged the growth of nearby cities to the north, Leavenworth, Kansas (7,429) and St. Joseph, Missouri (8,932). Community leaders knew that "if the infant Town of Kansas was to grow at all, it had to break out

²⁷ Schirmer and McKinzie, pp. 26-27.

²⁸ *The History of Jackson County, Missouri*, p. 612.

²⁹ Ellis, p. 3.

³⁰ *The History of Jackson County, Missouri*, p. 612.

³¹ Ellis, p. 43; Emma Serl, Alice Lanterman, and Virginia Shaeff, *The Story of Kansas City, the City at Work*, 3 vols. (Kansas City Board of Education, 1945), 3:89.

³² A. Theodore Brown and Lyle W. Dorsett, *K.C.: A History of Kansas City, Missouri* (Boulder, Colorado: Pruett Publishing Company, 1978, p. 15; Wikipedia, History of the Kansas City metropolitan area - City of Kansas, https://en.wikipedia.org/wiki/History_of_the_Kansas_City_metropolitan_area, Accessed March 2022.

³³ Schirmer and McKinzie, p. 30.

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of its entrapment and surmount the bluffs that hedged it in along the river.”³⁴ Movement from river level to the land above the bluffs was limited to a single natural ravine, which was still difficult. To spur population growth and development, city officials systematically let contracts during the 1850s and 1860s to excavate trenches, at some locations 40 feet deep, to remove the bluff’s soft soil down to bedrock and create connections to the existing street grid south of the bluff. In the late 1850s, north-south excavations connected Market Street (the natural ravine; now Grand Boulevard), Main Street, Delaware Street, and Broadway to the river level area. The development impact was immediate. In the late 1850s officials approved almost twenty land additions, plus new corporate limits resulting in an eight-fold increase in the size of the community.³⁵

These north-south street excavations favored the section of the community toward the West Bottoms, and additional decisions reinforced that intent. In about 1854-55, the street at the base of the bluff (not extant) was extended westward into the northeast corner of the West Bottoms. In 1865, city officials issued \$60,000 in bonds to finance east-west excavations for Third, Fourth, Fifth, and Twelfth Streets into the West Bottoms from the commercial district above the bluff, all of which facilitated future West Bottoms growth, such as railroad activity.³⁶

Railroads, Prosperity, and the Building Boom

The economy slowed just before the Civil War due to uncertainty and mixed political loyalties. Because Missouri was admitted to statehood as a slave state (1821) and Kansas was admitted as a free state (1861), tensions along the border remained high throughout the war and many areas saw intense military activity.³⁷ After the War, “exiles returning to Jackson County found that eleven years of border war and civil war had changed the way home looked. Houses lay in ashes. Neglected farms stood in disrepair. Businesses, cut off from the trails, the farms, and the river for so long had either disappeared or verged on ruin.”³⁸ Hope came in the form of the long-awaited railroad.

The Pacific Railroad of Missouri started construction in 1852 in St. Louis, intending to build a cross-state line to Kansas City. On September 21, 1865, “the Pacific Railroad of Missouri...finally completed trackage into the city...[which] extended on to the West Bottoms [area], where a second depot, State Line Station, marked its junction with the Union Pacific.”³⁹ This meant that the Pacific Railroad of Missouri (renamed the Missouri Pacific in 1876) and the Union Pacific (which entered Kansas City in 1864 as the Union Pacific-owned Kansas Pacific Railway), had adjacent West Bottoms trackage in the southwest-northeast alignment still familiar today (Resource 56). The two railroads developed adjacent railyards and operated freight houses west of Liberty Street, with the Missouri Pacific having frontage on St. Louis Avenue and the Union Pacific having frontage on West 12th Street (Figure 7, center). Those two railroads, and others, operated railroad tracks in the streets and alleys of the Boundary Increase area, providing freight service directly to businesses.

³⁴ Schirmer and McKinzie, p. 30.

³⁵ Shortridge, pp. 21-22.

³⁶ Shortridge, p. 20; Ehrlich, p. 29.

³⁷ Schirmer and McKinzie, pp. 35-39.

³⁸ Schirmer and McKinzie, p. 39.

³⁹ Shortridge, p. 31.

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As George Ehrlich wrote in *Kansas City, Missouri, An Architectural History*:

The attributes that once made Kansas City the paradigm of a frontier river town were being submerged. A new Kansas City, one that would be the railroad hub and regional merchandiser – with all of the attendant services and buildings that this required – was beginning to take its place. There was preparation for growth in size and wealth that everyone was sure would come.⁴⁰

Discussions ensued on ways to attract other railroads to Kansas City, but the lack of access across the Missouri River via a bridge was a huge impediment to the negotiations.⁴¹ The Missouri River, roughly flowing in a generally west-to-east direction across Missouri and joining the Mississippi River in St. Louis, was wide, deep, and navigable by steamboats.

With financial assistance from a Boston financial alliance (affiliated with the Hannibal & St. Joseph Railroad), support from the West Kansas Land Company, and assistance from Robert T. Van Horn, a former newspaper editor and U.S. Congressman who obtained federal authorization for the bridge, construction of the Kansas City Bridge – its original name – began in 1867.⁴² It was finished July 3, 1869. The bridge, constructed roughly in a northwest-southeast orientation, had a pivoting center span that enabled steamboats to pass. The construction of approach tracks concurrent with bridge construction enabled the bridge to be put into use right away (Figure 4).

The impact of the bridge was immediate: “Trains crossing the bridge on the Hannibal & St. Joseph line joined the Missouri Pacific where it snaked along the south bank into the West Bottoms [area]. . . . Their success spawned other lines like the Kansas City, St. Joseph and Council Bluffs, and the Kansas City, Pittsburg and Gulf. . . . By 1872, seven railroads established Kansas City as the great transportation hub on the eastern edge of the Great Plains.”⁴³ By 1881, thirteen railroads had been established, radiating from Kansas City to all parts of the country.⁴⁴ The number of railroads increased to seventeen by 1900.⁴⁵ The Kansas City Bridge, which became known as the Hannibal Bridge for its railroad company owner, created a significant direct connection between Chicago and the Upper Midwest through Kansas City to states such as Kansas, Oklahoma, Texas, and through the Southwest to California (Figure 5).

The growth of the railroads spurred business development in Kansas City, particularly in the livestock, manufacturing, wholesaling, warehousing, agricultural, and distribution sectors. In 1870, just a few years into the start of the economic boom, the annual value, by selected commodity, was: \$9 million for wholesale dry goods; \$7 million for wholesale groceries; \$2 million for wholesale ready-made clothing; \$1 million for wholesale hardware; \$200,000 for wholesale furniture; \$1.25 million for wholesale drugs, oils, and paint; and \$2 million for wholesale liquors.⁴⁶

⁴⁰ Ehrlich, p. 27.

⁴¹ Shortridge, p. 34.

⁴² Shortridge, pp. 34-35.

⁴³ Schirmer and McKinzie, p. 43.

⁴⁴ *The History of Jackson County, Missouri*, pp. 615-16.

⁴⁵ *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Company, 1900), p.16.

⁴⁶ *Kansas City, Missouri, City Directory*, 1870, pp.17-18.

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The value of commodities increased considerably over the ensuing years, and by 1900 the annual value, by selected commodity, was: \$13 million for wholesale dry goods; \$13 million for wholesale groceries; \$4.25 million for wholesale ready-made clothing; \$5.75 million for wholesale hardware; \$4 million for wholesale furniture; \$9.8 million for wholesale drugs, oils, and paint; and \$11 million for wholesale liquors.⁴⁷

During this period, Kansas City's population increased dramatically as well, and by 1870 the U.S. Census put the City's population at 32,260 persons, a 620% increase since 1860.⁴⁸ By 1880 the population in Kansas City grew to 55,785 persons, increasing by 1890 to 132,716 persons and by 1900 to 163,752 persons, a 408% increase over the 30-year period.⁴⁹

Industry and Commerce in the West Bottoms Area

In the 1850s, the West Kansas Land Company, organized by a group of investors from Independence, sought to develop the river-bottom lands west of the Town of Kansas. Charles E. Kearney and other prominent citizens owned the majority of the West Bottoms area, having acquired control of the West Kansas Land Company during the Civil War.⁵⁰ Although largely vacant, the area had tremendous potential for major industrial development due to its proximity to the railroad lines that traversed it.⁵¹ The West Kansas Land Company struck an alliance with James F. Joy, president of the Hannibal & St. Joseph Railroad, to acquire "enough shares so that he himself could direct the company, and through it, the future of the entire West Bottoms [area]."⁵²

Before the Civil War, farming was the primary economic activity in the West Bottoms area, but after the first railroad was opened in 1869 and "as investors arrived by the hundreds, the city not only boomed, but also began to reconfigure its internal geography" (Figure 6). Now the West Bottoms area "provided the required space for the necessary shops, sidings, depots and freight houses."⁵³ Industries dependent on freight railroads sprang up in Kansas City, particularly in the West Bottoms area. Some of the types of industries that located there included livestock (stockyards), meat processing and associated businesses, grain, wholesaling and warehousing, manufacturers, and specialized businesses supporting the commercial and industrial sectors.

Additionally, agricultural commodities and agriculturally related products were stored and processed in the West Bottoms area: "Kansas City's economic development was very much the byproduct of its

⁴⁷ *Kansas City, Missouri, City Directory*, 1900, pp. 21-22.

⁴⁸ U.S. Bureau of the Census, Population Division, *Population of the 100 Largest Cities and Other Urban Places in the United States: 1790-1990* (Washington, D.C., June 1998), Table 10 (1870), <https://www.census.gov/library/working-papers/1998/demo/POP-twps0027.html>, accessed March 2022.

⁴⁹ *Population of the 100 Largest Cities and Other Urban Places in the United States: 1790-1990*, Table 11 (1880), Table 12 (1890), Table 13 (1900).

⁵⁰ Charles N. Glaab, *Kansas City and the Railroads, Community Policy in the Growth of a Regional Metropolis* (Lawrence, Kansas: University Press of Kansas, 1993), pp. 147-48.

⁵¹ Shortridge, p. 34.

⁵² Shortridge, p. 34.

⁵³ Shortridge, p. 35.

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bountiful hinterland . . . [located] to the south and west [of the city] – [businesses took] livestock, grain, timber, seed, or minerals, and turned them into things people needed.”⁵⁴ Many of these businesses had direct access to a railroad siding and loading docks for ease of loading and unloading commodities and finished products. The following excerpt from the *1870 City Directory* provides a view of daily life in the West Bottoms area:

In 1870 there were four beef and pork packing houses in West Kansas, two of which have been in active operation last year. The third and fourth are building, and will be ready to begin slaughtering the first intimation of cold weather. . . . There are the termini of six railroads, at which are building suitable offices for the various roads, in the immediate vicinity of which hotels, boarding, and private houses spring up like magic. Here are machine shops, boiler works, saw mills, packing houses, marble works, from early dawn to bed time, nothing is heard but the shrill whistle of the engine, the reverberating sound of the anvil, and the contented song of the mechanic and laborer. Two years ago this place, or in other words, the western portion of Third and Fourth had a population of 400, today it has a population of 4,000. Here are located principal offices and machine shops belonging to different railways, and here are a contented and thrifty people. Lots that were sold eighteen months ago for \$175 today are sold for \$800 and \$1,000, some as high as \$2,000 - special corner lots.⁵⁵

Initially, the West Bottoms area attracted residents as well as businesses. Homes, churches, and schools were built, and “within a few years a horse-drawn street railroad on Fifth would provide, via Bluff Street, a public transit link between the Union Depot in the West Bottoms [area] and downtown.”⁵⁶ In the late 1890s to early 1900s, the Kansas City Cable Railway installed a cable system at Ninth Street to transport people from the Union Depot in the West Bottoms to downtown on the bluffs. By 1900 most of the West Bottoms area was wholesale and manufacturing businesses, with just a few enclaves of residential lots (Figures 7, 8, 9). The population by then was composed primarily of Irish and African American persons, most of whom were laborers.⁵⁷

On May 29, 1903, a disastrous flood struck Kansas City and environs. The several square-mile West Bottoms area was especially hard hit. The Kansas River overflowed its banks during the night, and shortly afterward, the Missouri River also reached flood stage: “Most of the city’s factories shut down; its water service was gone; martial law was proclaimed at noon on Sunday; and saloons were ordered closed. They did not re-open until June 8. It was estimated that 15,000 to 20,000 people were homeless.”⁵⁸ Private relief efforts by area churches and others provided meals, clothes, and medical assistance to residents stranded by the floodwaters. City crews, in a herculean effort, provided restoration of basic city services and cleaned-up all debris from the stockyards, thus avoiding an epidemic⁵⁹ (Figures 10, 11). The U.S.

⁵⁴ Schirmer and McKinzie, p. 47.

⁵⁵ *Kansas City, Missouri City Directory*, 1870, pp. 24-25.

⁵⁶ Ehrlich, p. 29.

⁵⁷ Brown and Dorsett, p. 42.

⁵⁸ Brown and Dorsett, p. 129.

⁵⁹ Schirmer and McKinzie, pp. 181-184.

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Census put Kansas City's population at 248,381 persons in 1910.⁶⁰ By 1920, the population grew to 324,410 persons, a 31% increase over the decade.⁶¹

The one major public works project in the Boundary Increase area was the construction of the Twelfth Street Trafficway Viaduct (also known as the Twelfth Street Viaduct). The bluffs that separated downtown Kansas City and its residential districts from the industrial lowlands of the West Bottoms always presented a formidable transportation challenge. A viaduct built of steel, using cable cars, was opened in 1887 to try and improve traffic movement. The structure connected to the street network at Mulberry St. Heading eastward, the track rose to a height of 25 feet at Santa Fe and continued at that level above railroad tracks for 700 feet. At that point, the ascent up the bluffs was a 14% incline⁶² (Figure 7, left edge; Figure 8, left edge).

The rapidly developing area in the vicinity of Twelfth Street and its traffic demands left the 1887 structure inadequate within twenty years. Improved engineering and materials technology enabled the reimagining of the transportation facility. The Twelfth Street Viaduct, opened in 1915, is a double-deck reinforced concrete structure that overcame approximately 118 feet of vertical elevation change at an approximately 5% incline (Figures 12, 13). The upper deck is 2,278 feet in length between the top of the bluff and where it meets the surface street network at Liberty Street, several blocks west of the 1887 structure.⁶³

A leading engineering journal described the Viaduct in 1915 as

"a reinforced concrete structure consisting of girder spans supported by columns founded in part on rock, in part on soil, and in the main part on concrete piles. Over eight railway tracks in Santa Fe Street, a long span is provided by the construction of an arch. . . . The columns are in pairs transversely, and are placed so that the upper deck, which has a total width of 60 ft., cantilevers beyond the columns on each side, and the lower deck roadway passes between them. The upper deck provides a roadway 30 ft. wide paved with creosoted blocks, a sidewalk 5 ft. wide, and a street-car space 22 ft. wide. The roadway is separated from the street-car space by a concrete curb, and on each side of the structure there is a concrete hand-rail. The two street-car tracks are built with the usual wooden cross-ties set in ballast, so that no other traffic can use the area which they occupy. . . . Iron trolley poles on each side of the street-car space support the usual overhead trolleys. Stairways are provided at Hickory and Mulberry Streets to give access for pedestrians to the roadway from the ground surface."⁶⁴ (Figures 14, 15).

During a 1965 rehabilitation, the upper level was changed from streetcar tracks plus one vehicular lane in each direction to two vehicular lanes in each direction separated by a median. The streetcar tracks were

⁶⁰ *Population of the 100 Largest Cities and Other Urban Places in the United States: 1790-1990*, Table 14 (1910).

⁶¹ *Population of the 100 Largest Cities and Other Urban Places in the United States: 1790-1990*, Table 15 (1920).

⁶² "The New Half-Million Cable," *Kansas City Star*, February 24, 1887, p 1.

⁶³ "The New Bridge is Open," *Kansas City Star*, March 18, 1915, p. 1.

⁶⁴ E. E. Howard, "The Twelfth Street Trafficway Viaduct, Kansas City, Missouri," *Transactions of the American Society of Civil Engineers*, Paper 1357, vol. LXXX (1916): 486-87.

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removed.⁶⁵

There are several aspects to the Viaduct's significance. First, the Viaduct "comprised the main part of the Twelfth Street Trafficway, which was historically the main east-west route through the city, connecting uptown Kansas City with the West Bottoms. . . . Until the Twelfth Street Trafficway was built, these sections of the city were connected only by three indirect routes."⁶⁶ Second, the Viaduct utilized reinforced concrete. Different than "many Midwestern states, Missouri did not employ reinforced concrete extensively for construction of vehicular bridge superstructures in the 1910s. The various counties and, to a lesser extent, the state highway department continued to prefer steel for bridge superstructures well after concrete had received widespread acceptance elsewhere. The notable exception to this was in the large urban areas, where concrete's intrinsic rigidity under heavy vehicular and rail traffic offset its increased cost over steel. Several concrete viaducts and overpasses were built in Kansas City after the turn of the century, but none were larger than the Twelfth Street Trafficway."⁶⁷ Third, the Twelfth Street Viaduct was designed by the Kansas City-based firm Waddell & Harrington, an internationally known bridge engineering firm. The viaduct was constructed by Groff Construction Co., Seattle, Washington.

In summary, "the structure's double-deck configuration and through arch span are unique in Missouri and uncommon in the country. Given its importance to Kansas City transportation and its technological significance, the Twelfth Street Viaduct can be considered Missouri's foremost urban viaduct."⁶⁸

The Viaduct project also resulted in several street name changes in the Boundary Increase area, as documented in Sanborn Fire Insurance Maps. Prior to the Viaduct, West 11th and West 12th Streets were separated by a narrow strip of one- and two-story buildings. Twelfth Street was to the south of this strip of buildings, with Eleventh Street to the north. The Viaduct project demolished those buildings. The street on the south side of the Viaduct remained Twelfth Street, however the street on the north side was changed from Eleventh to Twelfth. The Eleventh Street name moved one block north, displacing Tenth Street, which no longer existed after the Viaduct project. This name changes also resulted in the adjustment of street numbers in a one-block section on the north-south streets (Santa Fe, Mulberry, and Hickory Sts.).

A major fire in 1918 destroyed a number of buildings in the northeast portion of the Boundary Increase area, resulting in a concentration of buildings constructed in the 1919-1930 period. On "April 4, 1918, a fire alarm was received at 5:40 p.m. for the southwest corner of St. Louis Ave. and Santa Fe St. . . , where Abernathy Furniture Co. rented an inactive warehouse for the storage of furniture that was crated and wrapped in paper. . . . An estimated twenty buildings and their contents were totally destroyed, while adjacent properties suffered considerable damage resulting in an estimated \$5.5 million dollar payout on

⁶⁵ Aerial photo and caption, *The Kansas City Star*, April 9, 1965, p. 1.

⁶⁶ Clayton B. Fraser, "Twelfth Street Trafficway," Missouri Historic Bridge Inventory, Missouri Highway and Transportation Department, 1994, <https://historicbridges.org/missouri/12thstreetviaduct/inventory.pdf>

⁶⁷ Fraser, Missouri Historic Bridge Inventory.

⁶⁸ Fraser, Missouri Historic Bridge Inventory.

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insurance.”⁶⁹ The official incident report⁷⁰ noted that automatic sprinkler systems in four buildings assisted in containing the fire: C. A. Murdock Bldg. (Resource 46), Moline Plow Co. Bldg. (Resource 36), Ridenour-Baker Grocery Co. (Resource 35), and the Brokers Building (Resource 41). Buildings constructed after the fire were Resource 42 (1919), Resource 43 (1930), Resource 44 (1928), Resource 45 (1922), Resource 47 (1920), and two additions to Ridenour-Baker Grocery Co. (Resource 35), fronting on Union Avenue (1918 and 1919.)

In December 1923, the Central Industrial District Association was formed, and the several square-mile area’s commonly known name, West Bottoms, was changed to the Central Industrial District, reflecting the area’s long-term industrialized uses.⁷¹ Today both “Central Industrial District” and “West Bottoms” are used to refer to the area (Figure 16).

The West Bottoms in the Mid-20th Century⁷²

By the 1930s and 1940s, some of the once thriving industrial establishments in the Central Industrial District (West Bottoms area) started to become less competitive due to a number of factors, including changing modes of transportation, improvements in manufacturing technology, shifting markets, and changing business models such as the advent of chain-store franchises. Over the next several decades, truck transit displaced much of the railcar shipping, automobiles replaced passenger trains and streetcars, “small [livestock] sale barns...and automated specialty plants near the sale barns, [that were] closer to their meat supply” replaced large urban stockyards and full-line packing houses; even the “Mom-and-Pop” stores would be replaced by “gleaming and spacious supermarkets.”⁷³ Even with the onset of changes, a 1937 rendering of Santa Fe Avenue shows how densely active the West Bottoms remained, with the weaving of transportation types into a crowded and undoubtedly noisy setting (Figure 17): a freight train moves northward in the middle of Santa Fe Avenue and boxcars sit on sidings adjacent to buildings; a tractor trailer truck waits to enter Santa Fe Avenue, while a delivery truck is parked on the street; both levels of the Twelfth Street Viaduct are busy with vehicular traffic plus a streetcar; and finally, pedestrians navigate sidewalks, stand in the street, or balance on top of the moving train.

This overall shift in commerce patterns during this period was reflected in the West Bottoms Boundary Increase area. During the 1930s and 1940s, storage and transfer warehouses significantly increased their

⁶⁹ National Register of Historic Places, The Murdock, C. A., Manufacturing Company Building, Kansas City, Jackson County, Missouri, NR 2016, # 16000234, Section 8, p. 11.

⁷⁰ *Twenty-Third Annual Report of the Board of Fire and Water Commissioners For Year Ending April 21, 1919*, (Kansas City: City Board of Commissioners, 1919), pp. 102-112, cited in National Register of Historic Places, The Murdock, C. A., Manufacturing Company Building, Kansas City, Jackson County, Missouri, NR 2016, # 16000234, Section 8, pp. 11-12.

⁷¹ Brown and Dorsett, p. 187; “West Bottoms’ No More,” *Kansas City Times*, 13 December 1923, p. 1.

⁷² Background information in this section pertaining to historical events and general trends is derived from: National Register of Historic Places, West Bottoms – North Historic District, Kansas City, Jackson County, Missouri, NR 2016, # 16000771, Section 8, pp. 36-38.

⁷³ Schirmer and McKinzie, pp. 223-224.

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presence in the Boundary Increase area, either constructing new buildings or taking over buildings formerly occupied by wholesale businesses. The companies were attracted to buildings with large floor plates and large freight elevators, which corresponded to buildings of five or more stories.

- Kansas City Terminal Warehouse Company took over two very large buildings in the late 1940s/early 1950s: The wholesale Ridenour-Baker Grocery Co. (1910, 1915, Resource 35) and the multi-tenant Smith Building warehouse, whose primary tenants had been agricultural implement makers (1894, Resource 1).
- In 1933 the Rairdon Transfer & Warehouse Co. took over the warehouse built for the Aultman & Taylor Machinery Co., a Mansfield, Ohio manufacturer of stationary steam engines, steam tractors, and threshing machines (ca. 1902, Resource 37).
- Crooks Terminal Warehouse Co. bought the multi-tenant Brokers Building in 1922, which Crooks expanded with a large addition in 1951 (1912, 1951, Resource 41). Crooks opened a new five-story building in 1930, constructed on its behalf by the Union Pacific Railroad for freight and commodities storage, such as sugar (Resource 43). Union Pacific switch tracks abutted the rear of the building. In 1931, Crooks operated fourteen warehouses in Chicago and three in Kansas City. The other Kansas City location was 1405 St. Louis Ave., a Contributing resource in the 2016 West Bottoms – North Historic District nomination.⁷⁴
- The Moline Plow Co. building (1906, Resource 36) became the home of the H. H. Smith Storage Co. in the 1930s, and in 1947 became a warehouse for the Sears Roebuck Co. department store chain.
- The Jacobs Warehouse Co., founded in 1947, acquired or leased a number of buildings in the Boundary Increase area in the late 1940s/early 1950s. Their building inventory included the warehouse constructed by the Avery Manufacturing Co., a grain thresher and steam traction engine maker based in Peoria, Illinois (1902, Resource 38); the M. Rumely Co. warehouse building, a LaPorte, Indiana-based maker of grain threshers, steam traction engines, and kerosene-fueled tractors, later occupied by Allis Chalmers Manufacturing Co., who purchased Advance-Rumely in 1931 (1900, Resource 10); and the warehouse buildings built by the Crane Co., makers of pipes, valves, fittings, and plumbing and heating materials (1905, Resource 32, other Crane Co. buildings demolished). In 1963, Jacobs moved out of the West Bottoms to a new one-story 104,000-square foot building elsewhere in Kansas City.⁷⁵

Meanwhile, the population of Kansas City continued to increase, albeit at a slower pace. The U.S. Census put Kansas City's population at 399,746 persons in 1930. The population increased to 456,622 persons by

⁷⁴ "To Build a New Warehouse," *Kansas City Star*, February 2, 1930, p. 2; "Build for Commodities," *Kansas City Star*, May 11, 1930, p. 57; "A Monument to Commerce in the Central Industrial District," *Kansas City Star*, June 7, 1930, p. 10; "Another Crooks Terminal Warehouse for Kansas City," *Kansas City Star*, January 25, 1931, p. 50. The January 25, 1931 advertisement listed a fourth Kansas City warehouse, 1001 Santa Fe, which can not be confirmed in city directories or Sanborn Insurance maps).

⁷⁵ "Warehouse Firm Adds – The Jacobs Company Buys Five Buildings," *Kansas City Star*, May 7, 1950, p. 83; "Ahead on New Construction – Jacobs Warehouse Co. Building for Kansas City, North," *Kansas City Star*, July 14, 1963, p. 77.

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1950 and to 507,087 persons in 1970.⁷⁶

Another disastrous flood struck the West Bottoms on July 13, 1951. The Kansas and Missouri Rivers submerged the Central Industrial District (West Bottoms area) with flood waters “sometimes thirty to forty feet deep, destroyed millions of dollars worth of property, crippled hundreds of businesses which lost inestimable millions in shutdowns and short shifts, left 20,000 homeless, rendered drinking water unsafe, and destroyed an estimated 5,000 to 6,000 hogs and cattle”⁷⁷ (Figure 18). The Kansas City Stockyards, once a major force in the Central Industrial District (West Bottoms area), was decimated, and operations dwindled over the next twenty years.⁷⁸ The community rallied and a Disaster Corps was quickly mobilized: “For eight days the Disaster Corps organized and employed men to remove dead cattle, open debris-laden streets, and protect the city from the hazards of fire and water contamination that so often accompany floods.” While federal and city authorities continued the cleanup and reconstruction activities business activity had difficulty recovering. Some companies closed their doors permanently, while others moved to another neighborhood or out of the city altogether and to more modern facilities in the suburbs.⁷⁹

The 1950s and 1960s were a period of both business departures and reinvestment in the Boundary Increase area. Flooding and fire threats, aging multi-story buildings with small floorplates, and a transportation network based on railroad sidings and horse-drawn wagons were disincentives for some businesses to remain. The emergence of the interstate highway system opened suburban land for development, such as construction of single-story warehouse distribution buildings readily served by tractor-trailer trucks to transport products directly to destinations. The businesses that moved out of the Boundary Increase area included the Crane Co. 1905, Resource 32), which relocated in 1951 to a Kansas City location about four miles southeast of the West Bottoms. Feeders Supply Co. (renamed Royal Feeders Supply Co. in 1955) was organized in 1906 and milled and blended grain and other crops into cattle, hog, and poultry feed.⁸⁰ The company moved out of the West Bottoms about 1960 (demolished). Perfection Stove, a Cleveland, Ohio-based manufacturer of portable kerosene heaters and cook stoves, relocated their West Bottoms warehouse by the late 1950s. The Kansas City Wholesale Grocery Co. (1913, Resource 8) was purchased in 1951 by the Hershey Wholesale Grocery Co., which merged the two firms at a new 100,000-square foot, one-story facility in North Kansas City.⁸¹ The West Bottoms building became a Macy’s department store warehouse. Finally, John Deere occupied several warehouses. Its main building is Resource 27 (1890, 1898). In the early 1950s, the company moved about twelve miles south to a new one-story building in a developing area that had railroad access on-site and highway access in proximity. At the time of its relocation, the Kansas City branch was the distributor for Missouri, Kansas, Oklahoma, and Texas.⁸² Resource 27 became a Sears Roebuck Co. furniture and general merchandise warehouse and handled mail orders.

⁷⁶ *Population of the 100 Largest Cities and Other Urban Places in the United States: 1790-1990*, Table 16 (1930), Table 18 (1950), Table 20 (1970).

⁷⁷ Brown and Dorsett, p. 259.

⁷⁸ Schirmer and McKinzie, pp. 223.

⁷⁹ Brown and Dorsett, p. 259.

⁸⁰ “Feed Firm Deal,” *Kansas City Star*, November 20, 1955, p. 80.

⁸¹ “Site to Hershey,” *Kansas City Star*, July 20, 1952, p. 74.

⁸² “Albert W. Tytler Dies,” *Kansas City Times*, April 12, 1955, p. 17.

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In contrast to these departures, several businesses invested in the area with new construction, continuing the traditional manufacturing and wholesale distribution functions of the West Bottoms. Manufacturer Rust Sash & Door Co. built a four-story warehouse addition on the north side of their large factory in 1955 (Resource 31 earlier portion demolished). Crooks Terminal Warehouse Co. handled freight and commodities on behalf of railroads. It expanded the former multi-tenant Brokers Building, which it bought in 1922, with a large 1951 addition (1912, 1951, Resource 41). U.S. Supply Co., a wholesaler of plumbing and heating supplies, constructed a large addition on the west side of their warehouse in 1965 (Resource 12). Columbian Steel Tank Co., founded in the 1890s, manufactured steel and iron tanks for water and oil storage, steel granaries, steel silos, portable steel garages, and sheet metal specialties. A 1938 catalog also showed small steel buildings ready for assembly, such as tourist camps, small offices, hamburger stands, summer cottages, garages, barns, engine houses, ice cream parlors, and small homes. The factory buildings were primarily west and southwest of the Boundary Increase area (demolished). Expanding eastward, in 1941 the company built a galvanizing plant (Resource 16) and at about the same time occupied two buildings for storage (1892, Resource 26; 1882, Resource 33).⁸³ Finally, Westinghouse Electric Co. purchased the Chicago, Burlington & Quincy Railroad Freight Depot and freight house (1899,⁸⁴ Resource 9) and incorporated it into a wholesale warehouse distribution building for appliances, televisions, heating and air conditioning equipment, and electrical supplies. The 1962 building included 146,000 square feet of warehouse space plus district offices, and was promoted as the Kansas City area's first all-electric major commercial building.⁸⁵

Even with individual company changes, the business patterns of the Boundary Increase area continued to reflect the Historical Contexts described in Section E of the MPDF, supporting a 1970 end date for the Period of Significance. A review of the 1971 *Polk's Kansas City Directory* illustrates that in the Boundary Increase area, there were approximately 97 listed addresses, with only nine addresses noted as vacant. The approximately 97 addresses housed about 102 businesses, including firms in categories familiar through the decades in the Boundary Increase area, such as wholesaling, manufacturing including food products, and warehousing.

Long-time firms still present as of 1971 included manufacturers Central Bag Co. and Columbian Steel Tank Co.; food products producer Holsum Foods; warehouse distribution operators Creamery Packaging Manufacturing Co., Gustin-Bacon Manufacturing Co., Stowe Hardware & Supply Co., and U.S. Supply Co.; and warehouse businesses Crooks Terminal Warehouse and Kansas City Terminal Warehouse.

The range of products manufactured in the Boundary Increase area as of 1971 included burlap bags, cabinets, furniture, lead products, and paint.

⁸³ "Columbian Steel Tank Company," Kansas City Public Library, Missouri Valley Special Collections, <https://kchistory.org/image/columbian-steel-tank-company>, accessed February 2022; "Columbian Steel Tank Company," Kansas City Manufacturers Exposition, 1912, www.vintagekansascity.com, <http://www.vintagekansascity.com/conventionhall/whoswho>, accessed February 2022.

⁸⁴ *Kansas City Journal*, December 3, 1899, p. 5.

⁸⁵ Advertisement, *Kansas City Star*, January 7, 1962, p. 114.

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The range of products wholesaled in the Boundary Increase area as of 1971 included hardware/fasteners/plumbing supplies/electrical supplies; paper/packaging/greeting cards; furniture (home and office)/burial caskets; roofing; appliances (home and commercial); heating/hot water/air conditioning units; industrial insulation; machinery/Belting; tires; food products; pet supplies; and chemicals.

The railroad related nature of the Boundary Increase area also continued beyond 1970. In the early 1980s, the Missouri Pacific, Union Pacific, and Western Pacific merged, operating as Pacific Rail Systems. In 1997 the Missouri Pacific and Union Pacific merged, with the Union Pacific as the surviving entity. The Union Pacific tracks continue to be in active use today.

Other Railroad Related Districts in Kansas City

The Multiple Property Documentation Form (MPDF) *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, 2010 identified four districts in Kansas City (Figure 19):

- The original river landing "Old Town" area east of the Kansas City Bridge (later known as the Hannibal Bridge (National Register of Historic Places, Old Town Historic District, NR 1978, # 78001656);
- The West Bottoms, a low area west of the city's business center where the Kansas and Missouri Rivers merge (a portion of the area was listed in the National Register of Historic Places, West Bottoms – North Historic District, NR 2016, # 16000771);
- The Mid-Town "Crossroads" area north of the 1914 Union Station Terminal and its associated yards and tracks to the east, west and south (National Register of Historic Places, Crossroads Historic Freight District, NR 2000, # 00001565); and
- The Blue River Valley in the eastern part of the city roughly bounded by Independence Avenue on the north and U.S. Route 40 on the south.

The MPDF identified each of these areas as containing a collection of commercial and industrial property types such as manufacturing and processing facilities, industrial and commercial warehouses, energy and communication facilities, agricultural storage facilities, rail-related and road-related structures and objects, office buildings, financial institutions, government buildings, specialty stores, hotels, saloons, and restaurants. Many of the resources share a continuum of architectural styles dating from the late 1870s through the post-World War II time period and ending in 1970, when the railroad as a primary mover of freight and passengers was ending. As a whole, they have associations with the evolution of the city's industrial and commercial development and, because of the integrity of their character defining features, serve as tangible symbols of the impact of the railroad on Kansas City's evolution from a frontier settlement to a nationally significant rail center.⁸⁶

⁸⁶ Schwenk, section E, p. 1.

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Historical Contexts

The buildings in the Boundary Increase area meet the criteria for Historical Contexts as described in Section E in the Multiple Property Documentation Form (MPDF) *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, 2010.

In terms of the Evolution of the Kansas City Railroad Freight Industry, the Boundary Increase area was directly impacted by the opening of the Hannibal & St. Joseph Railroad bridge in 1869. Real estate activity and business development increased, and a wide variety of wholesale and manufacturing businesses were established in the Boundary Increase area by the early to late 1880s. These early West Bottoms companies utilized railroads to bring in commodities and finished products, process or hold the items, and ship them out via railroad to other locations, setting the pattern for larger companies that followed:

Campbell & Cutler Paint & Glass Co., paint manufacturers, plus wholesale paints and glass (Resource 15);

Deere, Mansur & Co., a Kansas City business partnership of Deere & Co. and Alvah Mansur, both of Moline, Illinois, to manufacture and sell agricultural implements, as well as sell carriages (Resource 40);

Flint & Walling Manufacturing Co., manufacturer of windmills and well components, based in Kendallville, Indiana; (Resource 17);

Greenlees & Russell Co., merchandise brokers (Resource 53);

C. A. Murdock & Co., wholesale coffee and spices (Resource 46);

Nichols & Shepard Co., Battle Creek, Michigan maker of grain threshing machines (Resource 33);

Richards & Conover Hardware Co., general line of hardware (Resources 54, 55);

George T. Webb Woodenware (Resource 11); and

Whitman & Barnes Manufacturing Co., manufacturer of farm tools and equipment based in Akron, Ohio (Resource 14).

Many firms sought to make their operations as efficient as possible by building railroad sidings abutting their buildings or coming inside their buildings. During the 1920s and 1930s, the Boundary Increase area also reflected the advent of the trucking industry used in combination with railroads for shipping and the increasing number of firms in the transfer and storage business.

In terms of Commercial and Industrial Businesses Located near Rail Freight Facilities, the businesses in the Boundary Increase area reflected the major industries described in the MPDF.

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The Grain Industry, and more broadly companies involved in the processing and distribution of agricultural crops and processed products, was represented by

Dye Candy Co., producers of candy, specializing in peanut products⁸⁷ (Resource 3);

Feeders Supply Co. (renamed Royal Feeders Supply Co. in 1955), organized in 1906, milled and blended grain for livestock feed (demolished);

Holsum Food Products, producers of preserves, syrup, honey, peanuts, peanut butter, pickles, olives, mustard, salad dressing, extracts, coffee, and tea (Resources 7, 40);

Kansas City Wholesale Grocery Co., including on-site coffee roasting and canning or packaging of its house brand products (fruits, vegetables, grains) under the "Pickwick"⁸⁸ name (Resource 8);

C. A. Murdock & Co., wholesale coffee and spices (Resource 46); and

Ridenour-Baker Grocery Co. wholesale grocers, including on-site coffee roasting, spice milling, production of items such as cereals, baking powder, and vinegars, as well as canning or packaging of its house brand products (fruits, vegetables, grains) under the "F.F.O.G." ("First Fruit of the Garden") name (Resource 35).

Wholesale and Warehousing Industries were an important part of the business roster in the Boundary Increase area.

Wholesale and Warehousing Industries - Farm Implement Industry, were represented by:

Advance Thresher Co. (Resource 34);

Allis Chalmers Manufacturing Co. (Resource 10);

Aultman & Taylor Machinery Co. (Resource 37);

Avery Manufacturing Co. (Resource 38);

Beckham, Mercer & Co. (Resource 1);

Butler Manufacturing Co. (Resource 4);

Chandler Pump Co. (Resource 18);

⁸⁷ "Expansion for Peanuts," *Kansas City Star*, April 4, 1937, p. 60; "Open House at Candy Plant," *Kansas City Times*, July 10, 1937, p. 8.

⁸⁸ Advertisements, *Kansas City Star*, various dates in 1910.

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Creamery Package Manufacturing Co. (Resource 18);

Deere, Mansur & Co. (Resource 40);

John Deere Co. (Resources 26, 27, 33);

Dempster Mill Manufacturing Co. (Resource 13);

Flint & Walling Manufacturing Co. (Resource 17);

Harbison Manufacturing Co. Resource 1);

International Harvester Co. (formerly McCormick Harvesting Machine Co. when the building was constructed) Resource 28);

Moline Plow Co. (Resource 36);

Nichols & Shepard Co. (Resource 33);

Parlin & Orendorff Co. (Resources 24, 25);

Reeves & Co. (Resource 5);

Richards & Conover Hardware Co. (Resource 54, 55);

Robinson, Harrison, Thompson Implement Co. (Resource 1);

M. Rumely Co. (Resource 10);

Smith, Bartlett & Co. (Resource 52);

Twin City Tractor Co. (Resource 13);

U. S. Wind Engine & Pump Co. (later U. S. Supply Co.) (Resource 12); and

Whitman & Barnes Manufacturing Co. (Resource 14).

Wholesale and Warehousing Industries - Wholesale "Jobber" Industry

Wholesale businesses not in the farm implement industry were represented by:

Abner Hood Chemical Co. (Resource 3);

Crane Co. (Resource 32);

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Fairbanks, Morse & Co. (Resource 34);

Greenlees, Russell & Co. (Resource 53);

Gustin-Bacon Manufacturing Co. (Resource 19);

Henney Buggy Co. (Resource 26);

International Harvester Co., truck dealership (Resource 29);

Kansas City Bolt, Nut & Screw Co. (Resource 13);

Perfection Stove Co., Cleveland, Ohio-based manufacturer of portable kerosene heaters and cook stoves,
(Resource 42);

A. Reicher & Sons Co. (Resource 30);

Simmons Bed Co. (Resource 45);

Stowe Hardware & Supply Co. (Resource 21);

Studebaker Bros. Manufacturing Co. (Resource 21);

U. S. Supply Co., (earlier U. S. Wind Engine & Pump Co.), wholesaler of plumbing and heating supplies
(Resource 12);

George T. Webb Woodenware (Resource 11);

Western Storage & Warehouse Co. (Resource 7); and

Westinghouse Electric Co., wholesale distributor for appliances, televisions, heating and air conditioning
equipment, and electrical supplies (Resource 9).

Wholesale and Warehousing Industries - The Warehouse Industry, were represented by:

Crooks Terminal Warehouse Co. (Resources 41, 43);

H. H. Smith Storage Co. (Resource 36);

Jacobs Warehouse Co., (Resources 10, 32, 38);

Kansas City Terminal Warehouse Company (Resources 1, 35);

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Macy's department store (Resource 8);

Rairdon Transfer & Warehouse Co., (Resource 37); and

Sears Roebuck Co. Resources 27, 36).

Manufacturers were represented by:

Buford & George Manufacturing Co., saddlery (Resource 23);

Campbell & Cutler Paint & Glass Co. (later Campbell Paint & Glass Co.) (Resource 15);

Columbian Steel Tank Co., manufacturer of steel and iron tanks for water and oil storage, steel granaries, steel silos, portable steel garages, and sheet metal specialties, and later ready-to-assemble small steel buildings (Resources 16, 26, 33);

Cutler & Nielson Paint & Color Co. (Resource 11);

John Deere Plow Co. Harness & Saddlery Dept. (Resource 23);

Rust Sash & Door Co. (Resource 31);

Velie Saddlery (Resource 23); and

Webb Belting Co. (Resource 20).

Specialty Businesses

These entities provided services to other businesses in commercial and industrial areas, such as retail services, government functions, or transportation, and were represented by:

1305 Union Ave., a small building with retail tenants that opened as a lunch room in 1908 and housed other tenants such as a barber, restaurant, and hardware store (Resource 49);

Fire Department – Station #1 (Resource 45);

Fire Department – Engine House #7 (Resource 29);

U.S. Post Office (Resource 20); and

Chicago, Burlington & Quincy Railroad Freight Depot (Resource 9).

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In terms of Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts, the discussion here and in Section 7 convey that in the Boundary Increase area, the building stock continues to create a distinct sense of location through important shared physical characteristics.

First, the dominance of railroads in the Boundary Increase area is illustrated by multiple railroad lines along the northeast and east edges of the area, as well as railroad freight houses at the southern edge. Many building elevations have physical evidence of prior railroad sidings and platforms for boxcar shipping and receiving. There are also examples of building elevations constructed to conform to the angled or curving layout of pre-existing railroad sidings.

Second, the building stock in both the West Bottoms – North Historic District and the Boundary Increase area forms a dense and distinctive environment. The Boundary Increase area has a compact, mostly orthogonal street network, with blocks that are both short in length and shallow in depth. Almost all buildings are rectangular in shape and are constructed to the street edge or sidewalk line. Almost two-thirds of existing buildings are four or more stories in height and often exceed 100,000 square feet of internal space. Some building elevations with street frontages have physical evidence of docks, which facilitated loading and unloading of horse-drawn wagons and later trucks.

Finally, the West Bottoms Historic District and Boundary Increase area have a common building stock appearance, illustrating similar late 19th and early 20th century architectural styles and a vocabulary of building materials dominated by red or brown bricks for walls and decorative work, along with stone and terra cotta accents.

Associated Property Types

The buildings in the Boundary Increase area meet the criteria for Associated Property Types as described in Section F in the Multiple Property Documentation Form (MPDF) *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, 2010. The following discussion illustrates how the businesses in the Boundary Increase area reflect the types of industries that existed in Kansas City associated with the manufacture, distribution and storage of commodities and products whose transportation in and out of the West Bottoms relied on railroad freight service.

The discussion includes significant building occupants, such as the company who constructed the building and/or initially occupied it, or subsequent occupants on the premises for a number of years. It is not a comprehensive list of businesses that occupied each building. Research also indicates that businesses often moved from one building to another in the West Bottoms Historic District and the Boundary Increase area as space needs changed or buildings suffered fire damage. This discussion will not trace movements of a business through multiple locations. A Resource number may appear more than once. There may have been more than one significant building occupant, or an occupant change may have resulted in a change of property use type.

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Dates and time periods of occupancy noted in the discussion have been developed using listings in Kansas City, Missouri *city directories and Sanborn Fire Insurance Maps*, unless noted otherwise.

Industrial Facilities and Commercial Distribution Buildings

Industrial Manufacturing Facilities and Warehouses

At least seven companies were located in contributing buildings that manufactured food products. These businesses packaged and/or processed commodities such as coffee, spices, fruit, vegetables, sugar, peanuts, and grains into other products. Within its building, a company stored commodities, conducted processing operations, and stored finished goods for shipment.

Beckham, Mercer & Co., organized in 1881, was a leading Kansas City wholesale grocery company in the late 19th century and may have become part of the Kansas City Wholesale Grocery Co.⁸⁹ (Resource 1);

Dye Candy Co., producers of candy, specializing in peanut products, such as salted peanuts, peanut candies, and peanut brittle⁹⁰ (Resource 3);

Feeders Supply Co. (renamed Royal Feeders Supply Co. in 1955), organized in 1906, milled and blended grain and other crops into cattle, hog, and poultry feed (demolished);

Holsum Food Products, wall signage advertises the company as producers of preserves, syrup, honey, peanuts, peanut butter, pickles, olives, mustard, salad dressing, extracts, coffee, and tea (Resources 7, 40), (Figure 20);

Kansas City Wholesale Grocery Co., including on-site coffee roasting and canning or packaging of its house brand products (coffee, spices, cereals, jams, jellies, salad dressing, soup, canned vegetables and fruits, etc.) under the "Pickwick" name⁹¹ (Resource 8);

C. A. Murdock & Co., a wholesale grocer organized in 1882, manufactured flavoring extracts, baking powder, and prepared mustard, plus spices and several coffee blends⁹² (Resource 46), (Figure 21); and

Ridenour-Baker Grocery Co. wholesale grocers, including on-site coffee roasting, spice milling, production of items such as cereals, baking powder, vinegars, and flavoring extracts, as well as canning or packaging of its house brand products (coffee, spices, fruits, vegetables, grains, peanut products, etc.) under the "F.F.O.G." ("First Fruit of the Garden") and Punch names, plus additional coffee brand names.⁹³ (Resource 35).

⁸⁹ Theodore S. Case, ed., *History of Kansas City, Missouri* (Syracuse, New York: D. Mason & Co., 1888), p. 237; "J. W. Mercer Dies Suddenly," *Kansas City Times*, March 14, 1906.

⁹⁰ "Expansion for Peanuts," *Kansas City Star*, April 4, 1937, p. 60; "Open House at Candy Plant," *Kansas City Times*, July 10, 1937, p. 8.

⁹¹ Advertisements, *Kansas City Star*, various dates in 1910.

⁹² "C. A. Murdock Manufacturing Company," *Kansas City Manufacturers Exposition*, 1912, www.vintagekansascity.com.

⁹³ "Ridenour-Baker Grocery Company," *Kansas City Manufacturers Exposition*, 1912, www.vintagekansascity.com.

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At least eight companies were located in contributing buildings that manufactured products other than food. These businesses processed items such as hides and leather, paint components (linseed oil, clay, natural colorants), steel and iron, and lumber into other products.

Buford & George Manufacturing Co., saddlery (Resource 23), (Figure 11);

Campbell & Cutler Paint & Glass Co. (later Campbell Paint & Glass Co.) (Resource 15), (Figure 22);

Columbian Steel Tank Co., manufacturer of steel and iron tanks for water and oil storage, steel granaries, steel silos, portable steel garages, and sheet metal specialties, and later ready-to-assemble small steel buildings (Resources 16, 26, 33);

Cutler & Nielson Paint & Color Co. (Resource 11);

John Deere Plow Co. Harness & Saddlery Dept. (Resource 23);

Rust Sash & Door Co. (Resource 31);

Velie Saddlery (Resource 23); and

Webb Belting Co. (Resource 20).

Industrial Facilities and Commercial Distribution Buildings

Commercial Distribution Offices and Warehouses

This property type involves associations with wholesale commercial businesses. For example, a business could distribute the products of many companies, or handle only products it manufactured itself. There were at least forty significant distribution warehouse operations located in contributing buildings, accounting for many entire buildings in the Boundary Increase area. Within its building, a company received and stored finished goods for shipment or delivery.

Kansas City traced its roots in the agricultural implement trade to the 1860s, as the Civil War ended and settlers moved in greater numbers into Kansas: "The early pioneer in Kansas and Missouri might do without houses and barns and even without wife and children, but plows and wagons he had to have in order to realize his chief asset – the land."⁹⁴ Kansas City's growth as a distribution center for farm implements grew steadily, and by 1895 the city had 67 "agricultural implement houses," with a combined annual sales of about \$16 million (the equivalent of more than \$450 million in 2022) and almost 1,200 employees. A survey by the Commercial Club determined that Kansas City's 67 agricultural implement

⁹⁴ "Rivals Outclassed – Kansas City's Implement Trade Immense and Growing," *Kansas City Times*, January 5, 1896, p. 26.

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houses in 1895 far exceeded the numbers in other Midwest cities: St. Louis (39), Omaha (36), Dallas (31), Minneapolis (26), Council Bluffs, Iowa (27), Des Moines (18), Peoria (15), St. Joseph (13), and St. Paul (11). The general pattern for a manufacturer arriving in Kansas City was to “usually occupy a corner of someone else’s warehouse. Business comes and they find it necessary to acquire property and put up warehouses of their own, thereby indissolubly connecting themselves with the future of the city. This has been the experience of nearly every big firm at present located in Kansas City.”⁹⁵ A review of city directories showed that this development pattern existed in the Boundary Increase area, with companies moving within the West Bottoms as more space was required, often resulting in new construction. Business failures and mergers also impacted building occupancies and locations.

The farm implement industry was heavily represented in the Boundary Increase area, with at least 23 distribution warehouse operations.

Advance Thresher Co. (Resource 34)

The Battle Creek, Michigan-based firm manufactured threshers, separators, and engines and opened their Kansas City branch in 1892. At that time, the company occupied a building at Hickory and West 12th,⁹⁶ later occupying their new building (Resource 34) starting in 1907.

Allis Chalmers Manufacturing Co. (Resource 10)

By 1900, the Wisconsin-based firm manufactured a variety of industrial products, including boilers, engines (steam and internal combustion), blowers, and air compressors.

Aultman & Taylor Machinery Co. (Resource 37)

The Mansfield, Ohio-based firm manufactured threshers, steam engines, and saw mills. The firm arrived in Kansas City in 1888.⁹⁷

Avery Manufacturing Co. (Resource 38)

The Peoria, Illinois-based firm manufactured threshers, combine harvesters, and steam traction engines.

Butler Manufacturing Co. (Resource 4)

Established in 1901 in Kansas City, the firm manufactured steel livestock watering tanks and became well known for its grain silos, known as “Butler Bins.” The company became very successful in the mid-20th century by manufacturing small steel buildings.⁹⁸

Chandler Pump Co. (Resource 18)

The Cedar Rapids, Iowa-based company, established in 1890, manufactured water well components, such as iron pipe, well casing, hand-operated pumps, and plumbing supplies. The company opened its Kansas City location in Resource 18 in 1902 and exited the city in 1921.⁹⁹

⁹⁵ “Rivals Outclassed – Kansas City’s Implement Trade Immense and Growing,” *Kansas City Times*, January 5, 1896, p. 26.

⁹⁶ *Pen and Sunlight Sketches of Kansas City and Environs* (Chicago: Phoenix Publishing Co., 1892), p. 184.

⁹⁷ *Imperial Kansas City*, 1900), p. 87.

⁹⁸ “Butler Manufacturing Co.,” www.encyclopedia.com, accessed March 2022.

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Creamery Package Manufacturing Co. (Resource 18)

The Rock Falls, Illinois (later Chicago) -based firm, established in 1882, manufactured dairy product packaging, such as butter and lard tubs, pails, wood containers, and related supplies for creameries, cheese factories, and milk dealers, plus egg cases. The company expanded into equipment for refrigeration and ice-making. The company opened its Kansas City branch in 1885 and occupied various locations in the Boundary Increase area for over almost a century.¹⁰⁰

Deere, Mansur & Co. (Resource 40)

Established in 1869 in Kansas City, the firm was a business partnership of Deere & Co. and Alvah Mansur, both of Moline, Illinois, to manufacture and sell agricultural implements, particularly the "John Deere Original Moline Plows," as well as sell hay machinery, wagons, and carriages. Mansur later relocated to St. Louis and the Kansas City business disbanded in the late 1880s¹⁰¹ (Figure 23).

John Deere Co. (Resources 26, 27, 33)

Established in 1837, the Moline, Illinois-based John Deere & Co. manufactured steel plows, expanding into gasoline tractors (1910s) and combine harvesters (1920s). A distribution branch opened in Kansas City in 1869 and occupied the 1879 Resource 40 under the partnership Deere, Mansur & Co. That partnership disbanded in the late 1880s, and Deere opened its own branch warehouse in 1890 (Resource 27), eventually expanding to multiple buildings in the Boundary Increase area¹⁰² (Figures 24, 25).

Dempster Mill Manufacturing Co. (Resource 13)

The Beatrice, Nebraska-based firm, founded in 1878, was a leading manufacturer of windmills for many decades.¹⁰³

Flint & Walling Manufacturing Co. (Resource 17)

The Kendallville, Indiana-based company began manufacturing windmills and well components in 1874 and in 1878 patented their Star Wind Engine, which eventually had an international market. The firm opened a Kansas City office in 1886.¹⁰⁴

⁹⁹ Excerpt from National Register of Historic Places, Creamery Package Manufacturing Company Building, Kansas City, Jackson County, Missouri, NR 2016, # 1000764, Section 8, pp. 13-14.

¹⁰⁰ *Kansas City: Its Commercial Progress and Importance* (Kansas City: Enterprise Publishing Co., 1886), p. 146; excerpt from National Register of Historic Places, Creamery Package Manufacturing Company Building, Kansas City, Jackson County, Missouri, NR 2016, # 1000764, Section 8, p. 10.

¹⁰¹ *Kansas City: Its Commercial Progress and Importance*, 1886), p. 93; *The Industries of Kansas City* (Kansas City: J. M. Elstner & Co., 1888), p. 223.

¹⁰² *Imperial Kansas City*, 1900, p. 84.

¹⁰³ Dempster Mill Manufacturing Company Archives, National Park Service, Homestead National Historical Park, Nebraska, <https://www.nps.gov/home/learn/historyculture/dempster-mill-mfg-co-archives.htm>, accessed March 2022.

¹⁰⁴ *Kansas City: Its Commercial Progress and Importance*, 1886), p. 126; excerpt from National Register of Historic Places, Creamery Package Manufacturing Company Building, Kansas City, Jackson County, Missouri, NR 2016, # 1000764, Section 8, p. 12.

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Harbison Manufacturing Co. (Resource 1)

The Kansas City company was a large early 20th century distributor of a variety of agricultural implements and tools, including shovels, plow blades, grindstones, tanks, troughs, bins, lawn mowers, and porch furniture (Figure 26).

International Harvester Co. (formerly McCormick Harvesting Machine Co. when building was constructed) (Resource 28)

McCormick Harvesting Machine Co., established in Chicago in 1847, became a major manufacturer of harvesting machines. The Kansas City building was constructed in 1900, and in 1902, five harvesting machine companies merged to form International Harvester. International Harvester continued to use the building as a distribution warehouse into the 1950s. Beginning in the 1910s, the company expanded its product lines to include tractors, which expanded considerably over the ensuing decades.

Moline Plow Co. (Resource 36)

This Moline, Illinois-based manufacturer established a location in Kansas City about 1870. Prior to the construction of this building for their use, the company was at Mulberry and 13th. In addition to plows, the company produced implements such as stalk cutters, wagons, rakes, drills, harrows, corn planters, and cultivators. They also represented other manufacturers for products such as farm wagons.¹⁰⁵

Nichols & Shepard Co. (Resource 33)

Established in 1848, the Battle Creek, Michigan firm manufactured threshing machines, portable engines, along with weighing, bagging, and measuring accessories. The Kansas City branch opened in 1882 for the company.¹⁰⁶

Parlin & Orendorff Co. (Resources 24, 25)

Established in 1842, the Canton, Illinois-based firm manufactured Canton brand plows, cultivators, harrows, planters, hay rakes, mowers, reapers, corn shellers, and fanning mills. The company also carried carriages and farm wagons. The Kansas City branch opened in 1884. The firm touted their 1898 building in advertisements, noting that it had four acres of floor space, three 4000-pound capacity freight elevators, office space finished with quarter-sawn white oak and cherry wood, and marble and tile floors, as well as "a show room which is an exposition in itself"¹⁰⁷ (Figure 27).

Reeves & Co. (Resource 5)

Established in 1874 in Columbus, Indiana, the firm manufactured large farm machinery, including traction engines, threshing machinery, clover hullers, corn shellers, and saw mills. The firm was in Kansas City by 1880.

Richards & Conover Hardware Co. (Resources 54, 55)

¹⁰⁵ *Kansas City: Its Commercial Progress*, 1886, p. 90; *Pen and Sunlight Sketches*, 1892, p. 127.

¹⁰⁶ *The Industries of Kansas City*, 1888, p. 193; *Imperial Kansas City*, 1900, p. 31.

¹⁰⁷ *The Commerce of Kansas City in 1886* (Kansas City: S. Ferd. Howe, 1886), pp. 139-40; *Hughes Annual Kansas City Views*, 1901 (Kansas City: The Hughes Publishing Company, 1901), p. 61.

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The J. F. Richards & Co. was established in Leavenworth, Kansas in 1857 and set up a Kansas City office in 1875. The name changed to Richards & Conover in the early 1880s. The company obtained domestically and imported cutlery, nails, builder's and mechanic's tools, and represented other companies for scales, safes, circular saws, barbed and plain wire fences, tinware, and wagon components (springs and axles). The 1884 building served as the warehouse for their large retail location in downtown Kansas City.¹⁰⁸

Robinson, Harrison, Thompson Implement Co. Resource 1)

The firm is listed in the 1905 Kansas City *City Directory*.

M. Rumely Co. (Resource 10)

This LaPorte, Indiana company, established in 1853, manufactured threshing machines, portable and steam traction engines, and kerosene-fueled tractors¹⁰⁹ (Figure 28).

Twin City Tractor Co. (Resource 13)

The Minneapolis, Minnesota-based company produced threshing machines, kerosene-fueled tractors, and traction engines in the early 20th century. The Twin City tractor brand was introduced in 1908. The company produced trucks in the 1920s. The Twin City Co. was the name of the sales organization of the Minneapolis Steel & Machinery Co.¹¹⁰

U. S. Wind Engine & Pump Co. (Resource 12)

This Batavia, Illinois-based company, established in 1859, manufactured wind mills, pumps, and tanks, and also sold gas pipe fittings, brass goods, belting, hose, steam pumps, engines, and boilers. The company opened a Kansas City branch in 1881.¹¹¹ The firm later operated under the names U.S. Water & Steam Supply Co. and U. S. Supply Co. (Figure 29).

Whitman & Barnes Manufacturing Co. (Resource 14).

This manufacturer, established in the late 1860s in Akron, Ohio, produced mower, reaper, and harvester knives, sickles, colters, and other agricultural supplies. By 1900, the firm also carried bicycle tires, rubber carriage/wagon tires, and rubber goods. The Kansas City branch opened in 1883. The company was the first occupant of Resource 14, and the first manager was Col. J. G. Stowe, who became president of Stowe Hardware & Supply in 1894.¹¹²

Distribution warehouse operations other than the farm implement industry were also commonly represented in the Boundary Increase area, with at least seventeen operations.

Abner Hood Chemical Co. (Resource 3)

¹⁰⁸ *The Commerce of Kansas City in 1886*, p. 214; *Kansas City: Its Commercial Progress*, 1886, p. 116.

¹⁰⁹ *Imperial Kansas City*, 1900, p. 65.

¹¹⁰ "Minneapolis Steel & Machinery Co.," http://jetstar.minneapolis-moline.com/twin_city.htm, accessed March 2022.

¹¹¹ *Kansas City: Its Commercial Progress*, 1886, p. 122; *The Industries of Kansas City*, 1888, p. 157.

¹¹² *The Industries of Kansas City*, 1888, pp. 204-05; *Imperial Kansas City*, 1900, pp. 50, 68.

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This company first appears in Kansas City newspaper items about 1906. A 1918 advertisement states that the company is "headquarters for heavy chemicals for industrial purposes."¹¹³

Crane Co. (Resource 32)

The Chicago, Illinois-based firm manufactured pipes, valves and fittings, and represented firms that produced steam pumps, leather and rubber belting, hose, packing, and engineering supplies.¹¹⁴

Fairbanks, Morse & Co. (Resource 34)

The firm became known worldwide in the 19th century under the name Fairbanks & Co. for its scales, particularly platform scales used in commercial and industrial settings. Fairbanks also represented companies that produced engines, boilers, steam and hand pumps, and water tanks, towers, and windmills. The Kansas City office opened in 1876, where the company both sold and repaired scales. By the end of the 19th century, the firm had become Fairbanks, Morse & Co.¹¹⁵

Greenlees, Russell & Co. (Resource 53)

Established about 1881, this commission, storage, and merchandise brokerage house represented eastern and southern sugar refineries, Arbuckle Brothers of New York City, a large coffee wholesaler, and Proctor & Gamble of Cincinnati, Ohio, in the late 19th century the largest soap manufacturer in the country.¹¹⁶

Gustin-Bacon Manufacturing Co. (Resource 19)

The firm was established in Kansas City in 1904 as a wholesaler focused on the railroad and packing house industries, including leather and rubber belting; water, steam, air, fire, mill and garden hose; packing; clamps; valves; pulleys; and various railroad-related and mill supplies. In the 1910s the firm began manufacturing their own products, and the company's customer base expanded to include the automobile, aircraft, and oil and gas industries. The company began marketing fiberglass insulation in the 1930s, which became an important product line. The company was located in the building from 1914-1961¹¹⁷ (Figure 30).

Henney Buggy Co. (Resource 26)

Established in 1854 in Cedarville, Illinois, but relocated to Freeport, Illinois in 1879, the company manufactured fine carriages and buggies, commercial vehicles such as wagons, and funeral coaches. The company exited the carriage industry in 1916¹¹⁸ (Figure 31).

International Harvester Co. (Resource 29)

In 1928, the fire station at 1500 West 14th Street became an International Harvester truck sales and service dealership (Figure 32).

¹¹³ Advertisement, *Kansas City Times*, January 1, 1918, p. 4.

¹¹⁴ *Imperial Kansas City*, 1900, p. 66.

¹¹⁵ *The Industries of Kansas City*, 1888, p. 187; *Imperial Kansas City*, 1900, p. 54.

¹¹⁶ *Kansas City: Its Commercial Progress*, 1886, p. 79; *The Industries of Kansas City in 1888*, p. 203.

¹¹⁷ Excerpt from National Register of Historic Places, Albert Marty Building, Kansas City, Jackson County, Missouri, NR 2012, # 12001257, Section 8, pp. 8-15.

¹¹⁸ Henney Buggy Co., <http://www.coachbuilt.com/bui/h/henney/henney.htm>, accessed March 2022.

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Kansas City Bolt, Nut & Screw Co. (Resource 13)

This Kansas City-based company wholesaled a variety of types of fasteners.

Perfection Stove Co. (Resource 42)

The Cleveland, Ohio-based Buckeye Foundry Co. (later Cleveland Metal Products Co.) began manufacturing a line of oil heating and cooking stoves in 1888. Its most popular product was Perfection Oil Cook Stoves, aided by promotion from the Standard Oil Company to spur kerosene consumption. The Kansas City branch opened in 1918 in a portion of the Studebaker building. The company's new 1919 building was specifically built for Cleveland Metal Product Co's. use by a Cleveland architect and general contractor¹¹⁹ (Figure 33).

Simmons Bed Co. (Resource 45)

Tracing its roots to the 1870s in Wisconsin, the company was an early innovator in mattress design, enabling mattresses to be more widely affordable. The company began advertising nationally in 1916. In 1920, Simmons introduced a nationwide program under which retail stores could only carry samples of Simmons products, and the customer would receive direct delivery from a Simmons warehouse. The Kansas City warehouse was built in 1922, likely in response to this program.¹²⁰

Stowe Hardware & Supply Co. (Resource 21)

Established in 1894, the Kansas City-based wholesaler carried agricultural implements, hardware, and blacksmith supplies. The company occupied the Studebaker building beginning in 1918, shared space with Studebaker for a few years and then became the sole occupant. Stowe remained there until the late 20th century¹²¹ (Figure 34).

Studebaker Bros. Manufacturing Co. (Resource 21)

This South Bend, Indiana-based firm, established in 1852, manufactured a wide variety of carriages, buggies, and commercial and farm wagons. The company opened a showroom and offices in downtown Kansas City in 1884, and had a warehouse in the West Bottoms by the same date. The company introduced electric automobiles in 1902 and gasoline automobiles in 1904, so the West Bottoms warehouse may have stored both autos and carriages¹²² (Figure 34).

U. S. Supply Co., (earlier U. S. Wind Engine & Pump Co.) (Resource 12)

This Batavia, Illinois-based company, established in 1859, initially focused on agricultural, commercial, and industrial customers. The company opened a Kansas City branch in 1881.¹²³ The firm later operated under the names U.S. Water & Steam Supply Co. and U. S. Supply Co. Over time the company's marketing started to include the residential market, such as a display ad in the 1930 Kansas City *City Directory*

¹¹⁹ Excerpt from National Register of Historic Places, Perfection Stove Company Building, Kansas City, Jackson County, Missouri, NR 2014, # 14000376, Section 8, pp. 7-8.

¹²⁰ Simmons Company history,

<https://web.archive.org/web/20081210105706/http://www.simmons.com/company.cfm>, accessed March 2022.

¹²¹ *Imperial Kansas City*, 1900, p. 50; *Kansas City, Missouri, City Directories*, various years.

¹²² *Pen and Sunlight Sketches*, 1892, p. 183; *Imperial Kansas City*, 1900, p. 37.

¹²³ *Kansas City: Its Commercial Progress*, 1886, p. 122; *The Industries of Kansas City*, 1888, p. 157.

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emphasizing the residential bathroom market. The company shifted to become a wholesaler of plumbing and heating supplies.

George T. Webb Woodenware (Resource 11)

Established in 1872, this Kansas City-based firm wholesaled woodenware and willowware, cordage, twines, paper, paper bags, brooms, brushes, notions, tobacco, and cigars.¹²⁴

Western Storage & Warehouse Co. (Resource 7)

In 1893, the company provided both office space and warehouse space to brokers in the wholesale trade who wished to use Western Storage as their delivery and shipment address.¹²⁵

Westinghouse Electric Co. (Resource 9)

The company opened a wholesale distribution operation for appliances, televisions, heating and air conditioning equipment, and electrical supplies in the early 1960s (Figure 35).

Industrial Facilities and Commercial Distribution Buildings

Commercial Warehouses

Only one contributing building was constructed as a transfer warehouse for the original occupant. Crooks Terminal Warehouse Co. opened a new five-story building in 1930, constructed on its behalf by the Union Pacific Railroad for freight and commodities storage, such as sugar (Resource 43). Union Pacific switch tracks abutted the rear of the building.

During the 1930s and 1940s, a shift occurred in the Commercial Warehouse type in the Boundary Increase area. The number of Commercial Warehouses and their square footage increased, influenced, at least in part, by changing business patterns such as the growth of freight shipments by truck. Buildings formerly occupied by warehouse distribution operations became transfer warehouses, an easy transition for buildings designed for heavy floor loads, large floor plates, and large freight elevators. Commercial Warehouse operators who took over space for their own purposes were:

Crooks Terminal Warehouse Co. (Resources 41, 43);

H. H. Smith Storage Co. (Resource 36);

Jacobs Warehouse Co., (Resources 10, 32, 38);

Kansas City Terminal Warehouse Company (Resources 1, 35);

Macy's department store (Resource 8);

¹²⁴ *Kansas City: Its Commercial Progress*, 1886, p. 99; *The Industries of Kansas City*, 1888, p. 118.

¹²⁵ "Building Plans," *Kansas City Times*, February 15, 1893, p. 8.

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Rairdon Transfer & Warehouse Co., (Resource 37); and

Sears Roebuck Co. Resources 27, 36).

Office and Sales Buildings

This property type involves associations with specific professional services in freight handling areas, such as commodity and grocery brokerage firms. The Brokers Building (Resource 41) housed food brokerage firms. Tenants identified in the 1915 city directory included Henry R. Farnum, who continued to work as a food broker for more than fifty years (1880s-1930s) and was still running his company at age 85. He became known as the dean of Kansas City food brokers and had a business card reading "Canned Foods Specialist."¹²⁶ The Gabel-Johnson-Harwood Brokerage Co. was the Kansas City agent for Borden Products and Temtor Corn & Fruit Products Co. of St. Louis, makers of jams, jellies, and syrups.¹²⁷ The Russell Brokerage, along with the Meinrath Brokerage, handled significant amounts of sugar for the Kansas City market.¹²⁸

The building was purchased by Crooks Terminal Warehouse Co. in 1922, who maintained the building for brokers (Figure 36). The 1925 city directory listed seventeen brokerage firms and company agents in the Brokers Building, including Hills Bros. coffee and Quaker Oats. Other occupants included Carey Salt Co., Kansas City Salt Fish Co., and T. E. Leonard & Co., coffee importers. Barney & Cook, Inc. were distributors in Missouri, Kansas, and Oklahoma for "PEN-JEL," a pectin powder for use by home cooks in jam and jelly making.¹²⁹

Auxiliary Support Resources

Government Buildings

There are three buildings in the Boundary Increase area associated with government functions: two fire stations and a post office branch. Fire Department – Engine House #7 (Resource 29) was built in 1907 at the southwest corner of the Boundary Increase area. The seven-bay station building was situated at an important location, with the densely developed West Bottoms warehouses immediately to the north and northeast and railroad freight houses and the stockyards district extending southward. The station consolidated the operations of two existing stations in the West Bottoms, one of which was at Liberty Ave. and West 16th St. The building housed four companies and brought a variety of equipment – an aerial ladder truck, a water tower, hose company, and steamers – to one location. Five frame houses were previously on the site.¹³⁰ Engine House #7 at 1500 West 14th St. was retired in 1925.¹³¹ In 1928, the fire

¹²⁶ "Food Show Judge at 85 – For Fifty Years He has Been Selling His Merchandise Along the Missouri-Tells of Gains in Canning," *Kansas City Star*, March 15, 1935, p. 20.

¹²⁷ Advertisements, *Kansas City Star*, various dates in 1920.

¹²⁸ Multiple articles, *Kansas City Star*, various dates, September-October, 1919; "Subpoena Sugar Firms Here," *Kansas City Times*, April 5, 1928, p. 5.

¹²⁹ Advertisement, *Kansas City Times*, May 15, 1922, p. 8.

¹³⁰ "West Bottoms Fire Plans," *Kansas City Times*, September 26, 1905, p. 8; "For a New Fire Station," *Kansas City Star*, January 25, 1906; "To Sell a West Bottoms Fire Station," *Kansas City Times*, January 30, 1906; "Clearing Fire

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station became an International Harvester truck sales and service dealership. Also in 1928, the City opened a new Fire Department – Station #1 at 1215 Union Ave. (Resource 44). A fire station at 1312-14 Union Ave. was then sold to the abutting business, Feeders Supply Co. (demolished). Michael J. O'Connor's name has been associated as architect of the new 1928 fire station. The 1928 city directory lists O'Connor as the Fire Department's superintendent of buildings. It is possible that the building was designed in-house under his supervision, or he may have been the person in whose name the city permits were issued. Station #1 at 1215 Union Ave. was closed by the City of Kansas City in 1937.¹³²

The Post Office has always had an important role in the Boundary Increase area and the West Bottoms generally. For example, in 1895, Kansas City only had two Post Offices: the main Post Office downtown, and Station A, 1329 Union Avenue (demolished), in the Boundary Increase area. Station A occupied several different locations over the decades, and in about 1920, the federal government decided to enlarge its leased space. The Post Office Department had been leasing 6,000 square feet of space at 1329 Union Ave. (southeast corner of Hickory St.). In 1920 the department leased 15,000 square feet of space in the basement and first floor in a new building constructed to its specifications at the southwest corner of West 12th St. and Liberty Ave. (Resource 20). Upon its opening, the station handled 25 to 30 tons of mail daily. The building remained a post office until the early 1940s. When the building opened, the second floor was occupied by Webb Belting Co., an industrial leather belt manufacturer established about 1904. When the Post Office relocated, Webb took over the entire building until moving to another Kansas City location in 1961¹³³ (Figure 37).

Architects

Many buildings in the Boundary Increase area were constructed prior to the institution of the municipal building permit system, which began at the turn of the 20th century, meaning architects are often not known. The roster of known architects for buildings in the Boundary Increase area however, includes prominent Kansas City firms and sole practitioners, who focused much of their work on commercial and industrial buildings. There are also several buildings designed by architects from other Midwest cities.

Charles L. Cleves

Resource 38. Avery Manufacturing Co. (1902)

Charles Cleves (1846-1932) was born in Prussia and came to the United States in 1880 with his family. He settled in Omaha, Nebraska, and he and his younger brother August opened an architectural firm, Cleves

Station Site," *Kansas City Star*, March 16, 1906, p. 2; "A New Fire Station Ready," *Kansas City Star*, September 4, 1907, p. 3.

¹³¹ "Fire Station Info," Kansas City Public Library, Missouri Valley Special Collections, vertical file, 'Fire Department,' 1995.

¹³² "Fire Station Info," Kansas City Public Library, Missouri Valley Special Collections, vertical file, 'Fire Department,' 1995.

¹³³ "Postal Substations Grow," *Kansas City Times*, July 9, 1919, p. 20; "Inspect a New Post Office," *Kansas City Times*, January 13, 1921, p. 4; "Urge Appeal to Congress," *Kansas City Times*, March 30, 1921, p. 3; "New Location for Webb Belting Co.," *Kansas City Star*, March 26, 1961, p. 75.

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Brothers, in the early 1880s. The partnership dissolved in 1896, and Charles Cleves opened his own office. Both with the partnership and on his own, Cleves was known for designing commercial and warehouse buildings.¹³⁴

Louis Singleton Curtiss

Resource 32. Crane Co. (1905)

Louis Singleton Curtiss (1865-1924) designed buildings in Kansas City and the western United States over a thirty-year career. He was born in Belleville, Ontario and studied at the University of Toronto. As a young adult, he added an extra "s" to his surname. Curtiss arrived in Kansas City in 1887 and worked as a draftsman for architect Adriance Van Brunt. In 1889 he began a ten-year partnership with Frederick C. Gunn. Curtiss also served as the Superintendent of Buildings of Kansas City, working with Simeon E. Chamberlain. Gunn and Curtiss designed several significant Kansas City buildings including the Progress Club (NR 1993) and the Virginia Hotel (NR 1992). In 1899, Curtiss began his solo practice. In 1900, he designed the Standard (Folly) Theater (NR 1974). Curtiss also had a long relationship with the Santa Fe Railway in designing more than 30 depots, hotels, restaurants, and office buildings along the railway's system. He was also an early practitioner of curtain wall design, shown in both the building in which he had his studio, 1118-1120 McGee St. and the Boley Clothing Company building. In 1911, Curtiss completed another project for Crane Co., designing their horse barn – later truck garage – at 1234 Jefferson St. (demolished).¹³⁵

Foster & Liebbe

Resource 55. Richards & Conover Hardware Co. (1884)¹³⁶

William Foster (1842-1909) and Henry F. Liebbe (1851-1927) were an architectural partnership in Des Moines, Iowa. William Foster is considered to be one of Iowa's most important 19th century architects. He was born in Long Island, New York, where his father was a ship carpenter. William reportedly was apprenticed to Richard Upjohn, the prominent New York architect and founder of the American Institute of Architects. Foster operated a planing mill in Flushing, New York before relocating to Des Moines, Iowa by 1867, where he and Samuel Foster established Foster Bros., a sash and door factory. William Foster was also practicing architecture by 1867. Foster completed several major commissions in Nebraska in the early 1870s, including the State Penitentiary at Lincoln, Nebraska Asylum for the Insane, and the Lancaster County Jail. Henry F. Liebbe came to Muscatine, Iowa as a small child when his parents emigrated from

¹³⁴ "Charles L. Cleves," Nebraska State Historical Society, [www.e-nebraskahistory.org/index.php?title=Charles_L._Cleves_\(ca._1846-_\)](http://www.e-nebraskahistory.org/index.php?title=Charles_L._Cleves_(ca._1846-_)), Architect, accessed March 2022. All vital records, including U.S. and Nebraska Censuses, as well as a U.S. passport application, list Cleves' date of birth as 1846. The Find a Grave record is incorrect.

¹³⁵ Excerpt from National Register of Historic Places, The Crane Company Building, Kansas City, Jackson County, Missouri, NR 2018, # 100002424, Section 8, pp. 17-19.

¹³⁶ Building Date: *American Architect & Architecture*, September 27, 1884, p. 156, building contract award.

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Germany. He joined Foster's firm in 1873 as a draftsman, and became a partner in 1883, forming Foster & Liebbe. The partnership ended in 1899. The firm designed commercial, religious, and institutional buildings throughout Iowa and were particularly known for their courthouse designs. Many of their buildings are listed in the National Register. Liebbe served as the State Architect in Iowa for many years until his death.¹³⁷

Frederick B. Hamilton

Resource 15. Campbell & Cutler Paint & Glass Co. (1888)¹³⁸

Resource 18. Creamery Package Manufacturing Co. (1884, attribution)

Resource 46. C. A. Murdock Co. (1887, attribution)

Frederick B. Hamilton, FAIA (1844-1928) was born in Whitewater, Wisconsin. He was educated in Chicago and started an architectural partnership in that city with the firm of Dixon & Hamilton. He relocated to Kansas City during the late 1870s and practiced independently for nearly forty years, retiring in 1920. During the 1910s he served as Superintendent of Public Buildings for Kansas City. His major works were business and commercial structures in Chicago, Kansas City, and neighboring cities.¹³⁹ He also designed the Seavey & Flarsheim Building (1902) in the West Bottoms – North Historic District.

James Oliver Hogg

Resource 34. Advance Thresher Co. (1907)

James Oliver Hogg (1858-1941) was born and raised in Hannibal, Missouri. He graduated with an architecture degree from the Illinois Industrial University (later University of Illinois). In 1881-82, he dropped out of college and worked as an architect at the Pullman Palace Car Co.'s Works in Chicago, before returning to finish his degree program. In 1883 he joined his father's general contracting business in Palmyra, Missouri, near Hannibal. In 1885, he joined the Kansas City architectural firm of V.W. Coddington. In 1887 he was a partner in the firm Nier, Hogg & Bryan. From about 1889 to 1894, he led the firm Hogg & Rose. From 1895 onwards, he was a sole practitioner. In addition to Kansas City projects, he also designed buildings in other Missouri towns, as well as Kansas, Nebraska, and Texas. He designed a variety of building types, including commercial, industrial, warehouse, institutional, churches, single-family homes, and apartment buildings. He also designed several buildings at Park College in Missouri.¹⁴⁰

¹³⁷ "William Foster," Nebraska State Historical Society, [www.e-nebraskahistory.org/index.php?title=William_Foster_\(1842-1909\),_Architect](http://www.e-nebraskahistory.org/index.php?title=William_Foster_(1842-1909),_Architect), accessed March 2022; "State Architect, Formerly of Muscatine, Dead," *Quad-City Times* (Davenport, Iowa), June 3, 1927, p. 1.

¹³⁸ Architect: *Kansas City Star*, November 30, 1888, p. 1.

¹³⁹ National Register of Historic Places, West Bottoms – North Historic District, Kansas City, Jackson County, Missouri, NR 2016, # 16000771, Section 8, p. 45.

¹⁴⁰ James Oliver Hogg, Family Tree, <https://www.ancestry.com/family-tree/person/tree/152798306/person/382148498205/facts>, accessed March 2022; *The Daily Illini* (Urbana, Illinois), October 1, 1881, p. 12 and April 29, 1882, p. 10; "James Oliver Hogg," www.newspapers.com, various articles in

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McKecknie & Trask

Resource 8. Kansas City Wholesale Grocery Co. (1913)

Resource 35. Ridenour-Baker Grocery Co. (1910, 1915, 1918)

Resource 41. Brokers Building (1912)

John W. McKecknie (1852-1934) and Frank E. Trask (1882-1968) started their architectural firm about 1914. Trask had worked as a draftsman in McKecknie's office since 1903 before becoming a partner. Building upon McKecknie's established career in Kansas City, the firm gained a reputation for their innovative designs. Their notable projects in Kansas City include the Continental Hotel (1917-24), University Club (1922-23) and the second Board of Trade Building (1923-24). The partnership ended in 1934 with McKecknie's death, although Trask continued to practice on his own.

John W. McKecknie was born in Clarksville, Ohio. After studying at Wilmington College in Wilmington, Ohio for two years, he attended Princeton University for four years, graduating in 1886. After graduation he received two years of architectural training at the Columbia University School of Mines in New York City and worked at the New York firm of Cady, Berg, and See, architects of the Metropolitan Opera House. Upon graduation McKecknie studied art and worked in various architectural offices in New York City. McKecknie settled in Kansas City in 1898, working for the Hucke and Sexton Contracting and Building Co., opening his own practice in 1900. McKecknie earned a reputation for his use of reinforced concrete construction, an emerging construction method. He designed Kansas City's first reinforced concrete building (Gumbel Building, 1904, NR 1979) and skyscraper, the twelve-story Gloyd Building (1912). Other designs showcase his talents as an architect able to adapt to various forms and styles, such as the Kansas City Southern Railway Building (1913-14, NR 2004), Grand Avenue Temple (1909-11, NR 1985), as well as residences and apartment buildings. McKecknie designed more than 120 buildings in the Kansas City area over his career.

Frank Trask was born in Axtell, Kansas. He graduated from the Columbia School of Architecture in New York, returning to Kansas City after graduation. Beginning in 1903, he worked as a draftsman for McKecknie, before joining in partnership with him in about 1914. After McKecknie's death, Trask continued his work as an architect, which included designing the Board of Trade Garage/Centennial Block (1946).¹⁴¹

George S. Rider Co.

Resource 42. Perfection Stove Co. (1919)

Missouri, accessed March 2022; *Kansas City, Missouri City Directories*, various years; "James Oliver Hogg Dies," *Kansas City Star*, March 25, 1941, p. 13; Find A Grave, www.findagrave.com/memorial/225442819/james-oliver-hogg, accessed March 2022.

¹⁴¹ Excerpt from National Register of Historic Places, The Ridenour-Baker Grocery Company Building, Kansas City, Jackson County, Missouri, NR 2018, # 14000161, Section 8, pp. 16-17.

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George Smith Rider (1858-1917) was born in Cranston, Rhode Island. An engineer, he came to Cleveland, Ohio in about 1899 and started a business as a consulting engineer. His namesake firm designed a large number of factories in Cleveland, as well as several hospitals. The firm continued in business until the early 21st century. The Kansas City commission occurred because Perfection Stove was headquartered in Cleveland.¹⁴²

Walter Clark Root

Resource 1. Smith Building (1894)¹⁴³

Resource 7. Western Storage & Warehouse Co. (1893)¹⁴⁴

Resource 27. John Deere Plow co. (1890, attribution)¹⁴⁵

Root & Siemens

Resource 21. Studebaker Brothers Manufacturing Co. (1903)

Resource 27. John Deere Plow co. (1898, addition)¹⁴⁶

Resource 29. Fire Dept. – Engine House #7 (1907)

Resource 36. Moline Plow Co. (1906)

Walter Clarke Root (1859-1925) and George M. Siemens (1864-1951) arrived in Kansas City from different cities and formed one of the city's leading early 20th century architectural firms. Walter Clarke Root was the younger brother of John Wellborn Root, Daniel Burnham's architectural partner in Chicago (Burnham & Root). Walter Clarke Root, a native of Atlanta, grew up in New York City and graduated from the City College of New York. He joined his brother's Chicago firm in 1880. He moved to Kansas City in 1886 to supervise several of the firm's projects, including the Kansas City Board of Trade Building (1888), Midland Hotel Building (1888), and the American National Bank Building (1888), all demolished. Root opened his own practice in 1889. In 1896 he formed a partnership with George M. Siemens, a native of Jefferson City, Missouri.

George Siemens, born in Jefferson City, Missouri, graduated from the Cornell University architectural program. He worked as a draftsman for the firm Eckel & Mann in St. Joseph, Missouri during the early 1880s to 1892. He opened his own office in St. Joseph in 1893. He arrived in Kansas City in 1896 as an architect experienced in residential designs. The firm's hundreds of designs over the next thirty years were wide-ranging, encompassing residential, commercial, industrial, educational, ecclesiastic, and institutional buildings, mostly in Missouri and Kansas. Their projects included the Scarritt Building (1907,

¹⁴² Cleveland Architects Database, planning.clevelandohio.gov/landmark/arch/archDetail.php?afil=&archID=204&phrase=rider&anyallexact=all&button=Search, accessed March 2022.

¹⁴³ Architect: *Kansas City Star*, February 20, 1895, p. 2.

¹⁴⁴ Architect: *Kansas City Times*, February 10, 1893, p. 3.

¹⁴⁵ Architect: *Kansas City Times*, April 20, 1890, p. 6.

¹⁴⁶ Architect: *Kansas City Times*, August 7, 1898, p. 5.

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NR 1971), Institutional Church (1905, demolished), two buildings at the University of Kansas and ten buildings at St. Mary's College in St. Mary's, Kansas.

Their partnership continued until Root's death in 1925, and Siemens then became a sole practitioner. Root & Siemens designed three buildings for Abernathy Furniture in the West Bottoms – North Historic District: 1517-23 West 9th St. (ca. 1905, attributed), which is almost identical in design to 1523-27 West 9th St. (1911), plus 915-19 Wyoming Ave. (1917).¹⁴⁷

Shepard & Farrar

Resource 24. Keystone Implement Co. (1895, attribution; 1898 6th floor addition)¹⁴⁸

Resource 25. Parlin & Orendorff Co. (1898)¹⁴⁹

Charles E. Shepard (1863-1932) was born in Stuart, Iowa and educated at the University of Iowa. He was associated with five architectural firms over his career: Vrydagh & Shepard (est. 1887); Shepard & Farrar (est. 1895); Shepard, Farrar & Wiser (est. 1911); Shepard & Wiser (est. 1919), and Shepard & Pickett (est. 1927). Shepard and his partners designed a variety of building types over the decades, particularly hotels, apartment buildings, churches, and large residences. The firms designed residences in the Sunset Hills and Mission Hills developments, as well as the Mission Hills Country Club Clubhouse. Wiser was particularly interested in hotel projects, and while work focused on Kansas City, it did extend to Oklahoma, Kansas, such as the Kansan Hotel in Topeka, and hotels in the Amarillo, Texas area. In the Kansas City metropolitan area, it is documented that Shepard left a rich tradition of architecture, including the design of over 600 residences located in Hyde Park, Mission Hills and the Country Club District.

Ernest H. Farrar arrived in Kansas City and was employed as a draftsman in the architectural office of Van Brunt & Howe (1885-87) and Adriance Van Brunt (1891-92). He had his own practice in 1893-94 and then became Shepard's partner in 1895.

Albert Charles Wiser (1883-1937) was born in Rochester, New York and was educated at the University of Pennsylvania and the Columbia University School of Architecture.

Fred Clarkson Pickett (1880-1946) studied at the University of Kansas and University of California. He worked in the offices of Howe, Hoit & Cutler and Root & Siemens. He joined Shepard & Farrar about 1908. He had been chief of staff at Shepard & Wiser before becoming a partner in Shepard & Pickett.¹⁵⁰

¹⁴⁷ Henry F. Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (deceased)*, "Root, Walter C.," (Los Angeles: New Age Publishing Co., 1956), p. 526; "G. M. Siemens, Sr., Dies," *Kansas City Star*, 7 November 1951, p. 44; George M. Siemens, passport application, 1888, Ancestry.com, accessed March 2022. *Kansas City, Missouri City Directory*, 1889, and *St. Joseph, Missouri City Directories*, 1880s-1890s, www.ancestry.com, all accessed March 2022; Christy Davis, "Almost Famous – The 'Other' Root Brother and His Humble Design," Kansas Historical Society, https://www.kshs.org/resource/ks_preservation/kpjanfeb04root.pdf, accessed March 2022. See also National Register of Historic Places, The Moline Plow Company Building, Kansas City, Jackson County, Missouri, NR 2019, # 100004065, Section 8, pp. 19-20.

¹⁴⁸ Architect: *Kansas City Star*, June 19, 1898, p. 7.

¹⁴⁹ Architect: *Kansas City Star*, June 19, 1898, p. 7.

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Smith, Rea & Lovitt

Resource 20. Post Office – Station A (1920)

Resource 46. C. A. Murdock Co. (1918, repair fire damage)

The architectural firms of Smith & Lovitt and Smith, Rea & Lovitt were part of the long career of architect Charles Ashley Smith (1866-1948).

Charles A. Smith was born in Huron County, Ohio and his family moved to Des Moines, Iowa, when he was eight. Smith began work at the age of sixteen in the architectural office of Bell & Hackney in Des Moines. He arrived in Kansas City in 1887 as a draftsman for the newly opened firm headed by William Hackney, and Smith became his partner within five years. Hackney served as architect to the Kansas City School Board from 1887 until his death in 1898. Smith was then named as his replacement, a position he held for 38 years.

Smith and Lovitt shared the same office space by 1909. The partnership of Smith, Rea and Lovitt existed from about 1910 to 1921. The partnership ended with the untimely deaths of Lovitt (1874-1920) and Rea (1873-1921). Over his career, Smith and his partners produced designs for dozens of Kansas City area buildings, as well as projects in other states. Smith was also responsible for more than 50 school buildings for the Kansas City School District.¹⁵¹ In the West Bottoms – North Historic District, the firm designed the Security Building (1909, 1912 attribution due to an almost identical design) and a one-story addition for the Emerson-Brantingham Building.

Adriance Van Brunt

Resource 3. Abner Hood Chemical Co. (1902)

Resource 13. Dempster Mill Manufacturing Co. (1900)

¹⁵⁰ "Charles Shepard Dies," *Kansas City Star*, August 9, 1932, p. 6. The article also states that architects Charles E. Shepard and Clarence E. Shepard were not related; *Kansas City, Missouri City Directories*, various years, www.ancestry.com, accessed March 2022; "Vrydagh & Shepard Dissolve," *Kansas City Star*, September 55, 1894; AIA Historical Directory, "Albert Charles Wiser," AIA Historical Directory, <https://aiahistoricaldirectory.atlassian.net/wiki/spaces/AHDAA/pages/38020471/ahd1049176>, accessed March 2022; "About Real Estate," *Kansas City Star*, February 27, 1927, p. 64; Find A Grave, <https://www.findagrave.com/memorial/82110640/fred-c-pickett>, accessed March 2022; City of Kansas City Historic Preservation Office, *A Study to Determine the National Register Eligibility of Properties in the Country Side Neighborhood East Kansas City, Missouri*, 2009, pp. 20-21.

¹⁵¹ National Register of Historic Places, West Bottoms – North Historic District, Kansas City, Jackson County, Missouri, NR 2016, # 16000771, Section 8, p. 45.

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Adriance Van Brunt, FAIA (1836-1913) and his younger brother John Van Brunt (1854-1924) formed an architectural partnership in the early 1880s that lasted about thirty years. Based on city directory listings, the firm name was Adriance Van Brunt, which changed in about 1902 to A. Van Brunt & Bro. The name changed again in about 1909 to A. Van Brunt & Co., when Adriance Van Brunt retired from active business, and the firm was managed by John Van Brunt and Benjamin J. Lubschez, who had been employed at the firm since the early 1890s.

Both men were born in Englewood, New Jersey. Adriance served in the Civil War and then returned to his home city to practice architecture. Both men apparently received training in architecture, but the details are not known. Adriance came to Kansas City in 1878, and John is first listed in the 1882 city directory, in partnership with his brother.

Adriance's obituary focused on his role as a member (1892-1902) of the city's first active Park Board and was instrumental in the creation of the boulevard system of Kansas City. Following his service on the Board, Van Brunt designed several park buildings and structures. After the 1908 flood in the West Bottoms area, Van Brunt promoted the idea that the area was undesirable for residents and that the dwindling number of houses in the area should be replaced to allow complete evolution into a business district.

The firm received numerous residential and commercial commissions. John's obituary noted that he "did most of the designing for the firm." He was particularly interested in residential work and English architectural designs. As an architect on the Kansas City Park Board, he designed almost all of the Paseo pergola and fountain work from 8th to 18th Streets, the Swope Park gateway and shelter houses, and the Observation Park pergola.¹⁵² In the West Bottoms – North Historic District, the firm designed 1321-27 St. Louis Avenue (1909, 1910 attribution due to an almost identical design).

Van Brunt & Howe

Resource 19. Albert Marty Building (1886, attribution)

Resource 23. Charles Francis Adams, Jr. Building (1895)

Henry Van Brunt (1832-1903) and Frank Maynard Howe (1849-1909) were partners in the nationally recognized architectural firm of Van Brunt & Howe. Van Brunt was a native of Massachusetts who

¹⁵² Henry F. Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (deceased)*, "Van Brunt, Adriance" and "Van Brunt, John," pp. 614-15; Susan Jezak Ford, *Adriance Van Brunt*, Missouri Valley Special Collections: Biography, accessed February 2022. Ford notes that Adriance Van Brunt and John Van Brunt (brothers) were not a relation of Henry Van Brunt. Her view is supported by available genealogy materials, such as newspaper obituaries of the three men, as well as family information posted at Find A Grave memorials (Withey mistakenly refers to the three men as brothers in John Van Brunt's entry, based on correspondence received in 1941 from an ex-business partner of John Van Brunt's several decades earlier); "Adriance Van Brunt Dead," *The Kansas City Times*, November 13, 1913, p. 2; "Succeeds A. Van Brunt & Co.," *Kansas City Times*, February 28, 1914, p. 6; "Funeral of John Van Brunt," *Kansas City Star*, March 6, 1924, p. 3; *The AIA Historical Directory of American Architects*, "Van Brunt, Adriance," and "Van Brunt, John," accessed March 2022.

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graduated from Harvard College in 1854. He worked in the Boston office of George Snell and then in the New York office of Richard Morris Hunt. Van Brunt became a partner in Ware & Van Brunt (1863-81), a firm that designed important buildings in Boston and Massachusetts, including Memorial Hall at Harvard (completed 1878). When Ware was appointed by Columbia University to establish an architecture school, Van Brunt formed a partnership with Frank M. Howe in 1881. Howe, also born in Massachusetts, was a member of the first class in the newly formed Architectural Department of the Massachusetts Institute of Technology (1866). Howe worked for Ware & Van Brunt and then in the office of Arthur H. Dodd, forming a partnership with Van Brunt in 1881.

In 1884 Van Brunt's friend, Charles Francis Adams Jr., became president of the Union Pacific Railroad and hired Van Brunt & Howe to design Union Pacific railroad stations across the United States. Howe relocated to Kansas City in 1885 to open the firm's branch office, and Van Brunt followed in 1887. In addition to railroad work, the firm developed an active practice in Kansas City. Van Brunt's East Coast work focused on university buildings and churches, but the Kansas City commissions reflected the commercial and industrial interests of a rapidly growing metropolitan area. The firm designed many local warehouses and commercial buildings during the latter part of the 19th century and although credited with designing at least fifty buildings in Kansas City, few survive. Van Brunt & Howe's railroad stations included buildings in Sioux City, Iowa; Omaha, Nebraska; Denver, Colorado; and Portland, Oregon (NR 1975). The firm also designed the Electricity Building at the World's Columbian Exposition (Chicago, 1893, demolished) and planned several buildings for the Louisiana Purchase Exposition (St. Louis, 1904). After Van Brunt's death in 1903, Howe joined in partnership with Henry F. Hoit and William Cutler to form the firm Howe, Hoit & Cutler, later Howe & Hoit, where he practiced until his death in 1909.¹⁵³

Waddell & Harrington

Resource 6. Twelfth Street Traffic Way Viaduct (1915)

John Alexander Low Waddell (1854-1938) and John Lyle Harrington (1868-1942) formed a bridge engineering firm that existed for less than a decade (1907-15), but is nationally recognized. The firm was based in Kansas City, with offices in Portland, Oregon and Vancouver, British Columbia.

J. A. L. Waddell was born in Port Hope, Ontario, Canada. He earned a degree in civil engineering from Rensselaer Polytechnic Institute in 1875. Waddell held a series of short-term engineering-related positions and taught at both Rensselaer and Tokyo Imperial University, before opening a private engineering practice in 1887 in Kansas City. Waddell had a series of junior partners, including Ira G.

¹⁵³ Henry F. Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (deceased)*, "Howe, Frank M.," and "Van Brunt, Henry," pp. 303, 614; *Boston, Massachusetts City Directory*, 1882; "Ware & Van Brunt," Oxford Reference, Oxford University Press, <https://www.oxfordreference.com/view/10.1093/oi/authority.20110803120954290>, accessed March 2022; Massachusetts Institute of Technology, School of Architecture and Planning, <https://sap.mit.edu/history>, accessed March 2022; National Register of Historic Places, Adams, Charles Francis Jr., Building, Kansas City, Jackson County, Missouri, NR 2020, # 100004985, Section 8, pp. 17-18.

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Hedrick, John L. Harrington, Needham E. Waddell (his son), and Shortridge Hardesty. In addition to his U.S. work, Waddell designed bridges in Canada, Mexico, Europe, and New Zealand.

John L. Harrington was born in Lawrence, Kansas and earned a degree in civil engineering from the University of Kansas in 1895. While in college, Harrington spent two summers as an intern at Waddell's firm. He furthered his education throughout his career, earning a master's degree (1908, McGill University in Toronto, Ontario, Canada) and a Doctorate of Engineering (1930, Case School of Applied Sciences, Cleveland, Ohio). Harrington became chief engineer and manager for the Locomotive and Machine Company in Montreal. He compiled and edited a volume of Waddell's articles on engineering in 1905 and in 1907 became Waddell's business partner. Harrington is credited with a number of mechanical refinements, detailed in patents shared by both men, that made Waddell's vertical-lift bridge designs more practicable. While it existed as Waddell & Harrington, the firm designed about two dozen vertical-lift bridges for highways and railroads, as well as fixed bridges, such as the reinforced concrete Colorado Street Bridge in Pasadena, California. In Kansas City, the firm also designed the Armour-Swift-Burlington (ASB) Bridge (1911).

In 1915, Harrington, plus Frank Cortelyou, Ernest Howard, and Henry Tammen left the firm and established Harrington, Howard & Ash. In 1928, Harrington and Cortelyou left to form a new firm. Harrington is credited with more than 200 bridge designs during his career, in a variety of locations, including the U.S., Canada, New Zealand, Japan, China, Manchuria, and Russia. Many of the firm's bridges are listed in the National Register.¹⁵⁴

The Walter Co.

Resource 43. Crooks Terminal Warehouse Co. (1930)

A limited amount of information has been identified. The Walter Co. was an engineering and construction firm in Chicago, Illinois, located at 38 S. Dearborn St. The company president was George S. Walter (1878-1948), who was born in Cincinnati, Ohio. A 1919 announcement for a new factory in Chicago listed George S. Walter as the architect and The Walter Co. as the general contractor. Over time, George Walter variously listed his occupation as engineering contractor (World War I Draft Registration Card), building contractor (1920 Census), and architect (1930 Census). The Kansas City commission may have occurred because Crooks Terminal Warehouse was headquartered in Chicago and The Walter Co. may have previously worked for Crooks.¹⁵⁵

¹⁵⁴ "John A. L. Waddell, A Bridge Engineer," *The New York Times*, March 3, 1938, p. 21; "John Harrington, Bridge Builder, 73," *The New York Times*, May 21, 1942, p. 19; Historic American Engineering Record, "Pittsburgh, Fort Wayne & Chicago Railway, Calumet River Bridge," HAER No. IL-156, 2001, p. 15; "Movable Bridge Hall of Fame Page – John Lyle Harrington," excerpt from Kathi Ann Brown, *Diversity by Design: Celebrating 75 Years of Howard, Needles, Tammen & Bergendorff – HNTB 1914-1989*, <https://web.archive.org/web/20150223000200/https://heavymovablestructures.org/assets/Uploads/Harrington.pdf>, accessed March 2022.

¹⁵⁵ *Chicago, Illinois City Directories*, 1917 and 1921; *American Contractor*, November 1, 1919, p. 51; Find A Grave, www.findagrave.com/memorial/104479917/george-shirley-walter, accessed March 2022.

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Conclusion

The West Bottoms is one of the distinct commercial/industrial districts in Kansas City that developed on floodplains adjacent to waterways. This low-lying, level topography enabled the area to become a hub of railroad activity after the 1869 opening of the Hannibal & St. Joseph Railroad bridge. The 1878 opening of the Union Depot established the West Bottoms area as the region's primary manufacturing and distribution center for the next half century.¹⁵⁶

The Boundary Increase area retains a strong degree of integrity of association, situated in an area of Kansas City connected with the manufacture, distribution and storage of goods and merchandise for later distribution that relied on railroad freight service. The businesses in the Boundary Increase area illustrate the breadth of the economic activity, as it became a sales, processing, and transshipment point for agricultural commodities, raw materials, and finished goods. In addition to the connection through association of uses and economic activities that is evident in the Boundary Increase area, the building stock continues to create a distinct sense of location through important shared physical characteristics, as confirmed through the MPDF criteria.

The buildings in the district reflect the three Historical Contexts described in Section E of the Multiple Property Documentation Form *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF), 2010. The contexts are: The Evolution of Kansas City Railroad Freight Industry, 1859-1970; Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1970; and Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts, 1869-1970.

The buildings in the district also meet the criteria for the following Associated Property Types as described in Section F of the MPDF. The property types are: Industrial Facilities and Commercial Distribution Buildings (Industrial Manufacturing Facilities and Warehouses, Commercial Distribution Offices and Warehouses, and Commercial Warehouses); Office and Sales Buildings; and Auxiliary Support Resources (Government Buildings).

The period of significance for the Boundary Increase area is c. 1880-1970. The c. 1880 date represents the construction date of the earliest existing building in the Boundary Increase area (Resource 40) and aligns with the original West Bottoms Historic District period of significance. The 1970 end date for the period of significance is specified by the MPDF *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, 2010. Research for this nomination documents that the patterns of commerce in the Boundary Increase area continued through 1970, reflecting the Historical Contexts outlined in the MPDF.

The West Bottoms Historic District (Boundary Increase) is eligible for listing in the National Register of Historic Places under Criterion A for COMMERCE at the local level of significance.

¹⁵⁶ Schwenk, section E, pp. 4-5.

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Verbal Boundary Description

The proposed West Bottoms Historic District (Boundary Increase) is as shown on the attached boundary map and described as follows:

Beginning at the northeast corner of the map at the northeast corner of Resource 41 property line and proceeding west on St. Louis along the northern property line of Resource 41 and Parking Lot X, across Santa Fe Street, and along the northern property line of Resource 46 across Mulberry Street and the railroad tracks (Resource 56) to the northwest property line of Resource 56; then southwest along the northwest property line of Resource 56 to Hickory Street; then south over the railroad tracks along east side of Hickory Street to the intersection with Union Avenue; then southwest along the south side of the railroad tracks along the northwest property line of Resource 31 and Vacant Lot P to the intersection of Liberty Street and the western property line of Vacant Lot P; then south along the western property line of Vacant Lot P, across W. 11th Street and along the east side of Liberty Street; then south on Liberty Street across W. 12th Street at the base of the Twelfth Street Trafficway Viaduct (Resource 6) to the south side of 12th Street and the northern property line of Resource 20; then west along the northern property line of Resource 20 to the western property line of the same; then south along the western property line of Resource 20 to the northern property line of Resource 34; then west along the northern property line of Resource 34 to the western property line of the same; then south along the western property line of the same; then east along the southern property line Resource 34 to the east side of Liberty Street; then south along Liberty Street, under I-670, to where it intersects with the northern property line of Resource 29; then west along the northern property lines of Resources 29-30; then south along the west property line of Resource 30; then east along the southern property lines of Resources 29 and 30 to the east side of Liberty Street; then south across W. 14th Street to the intersection of the northern and western property lines of Resource 28; then south along the western property line of Resource 28 to south elevation; then east along the south elevation of the same to the east elevation; then north along the east elevation of Resource 28 to the north side of W. 14th Street; then east along W. 14th Street to the intersection with Hickory Street; then north on Hickory along Parking Lot T under I-670 to the intersection with the north side of W. 13th Terrace; then east along the southern property line of Resource 33, Vacant Lot L, the southern foundation of Resource 22 and the southern property line of Resource 9 where it intersects with the adjacent railroad parcel to the east; then north along the eastern property line of Resource 9, under the Twelfth Street Trafficway Viaduct (Resource 6) to the eastern property line of Resource 7; then north along the eastern property lines of Resources 7, 40 and 38 to the intersection with the south elevation line of Resource 39; then across Santa Fe Street along the south elevation of Resource 39; then north along the east elevation of the same; then west along the north elevation of Resource 39 to the west side of Santa Fe Street and the eastern property line of Resource 38; then north across W. 11th Street and along the eastern property lines of Vacant Lot V and Resource 43 to the intersection with the north side of Union Avenue; then east across Santa Fe Street and east along the southern and eastern property lines of Resource 41 and back to the point of origin.

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Boundary Justification

The proposed Boundary Increase is adjacent to and just south of the original West Bottoms-North Historic District (NR 16000771), which was listed in 2016. Because the proposed Boundary Increase is so significant, more than doubling the size of the original historic district, it is being concurrently proposed through separate documentation to change the name of the original West Bottoms--North Historic District to the West Bottoms Historic District, dropping "North" from the name. This nomination proposes a Boundary Increase to that renamed historic district.

The proposed Boundary Increase to the West Bottoms Historic District includes an area of historic buildings in the central core of the West Bottoms, roughly bounded by the Union Pacific Railroad tracks on the north, by Santa Fe Avenue and the Burlington, Northern and Santa Fe Railroad tracks on the east, W.14th Street on the south, and Liberty Street on the west (Figures 2, 4, 7, 16). The nominated area excludes expanses of vacant land, parking lots, and non-historic construction on the edges of the proposed historic district boundary increase.

Longitude/Latitude Coordinates:

1	39.103338 -94.600262	2	39.103291 -94.597758
3	39.103452 -94.597498	4	39.102890 -94.596914
5	39.102443 -94.597647	6	39.102438 -94.598245
7	39.100735 -94.598351	8	39.098576 -94.599970
9	39.098741 -94.601533	10	39.097844 -94.601577
11	39.097833 -94.601983	12	39.097029 -94.602016
13	39.097035 -94.602474	14	39.097903 -94.602481
15	39.097977 -94.603513	16	39.098319 -94.603493
17	39.098261 -94.602272	18	39.099351 -94.602408
19	39.099382 -94.603015	20	39.099864 -94.603019
21	39.099969 -94.602692	22	39.100350 -94.602850
23	39.100494 -94.602404	24	39.101641 -94.602322
25	39.102052 -94.602268	26	39.102469 -94.601365
27	39.102906 -94.601300	28	39.102936 -94.600670
29	39.103094 -94.600279		

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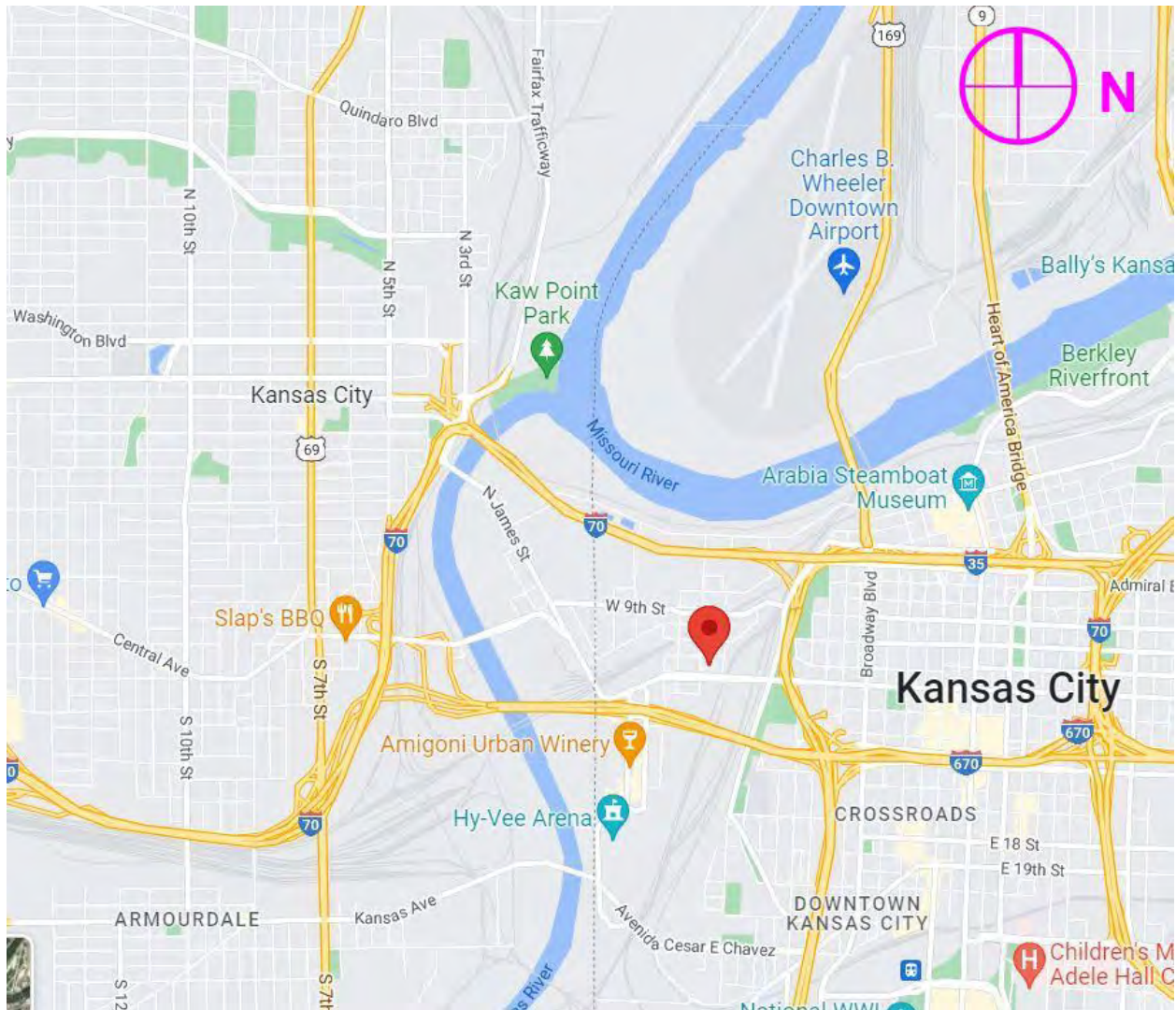
Jackson County, MO

County and State

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Figure 1. Vicinity map. Source: Google Maps.



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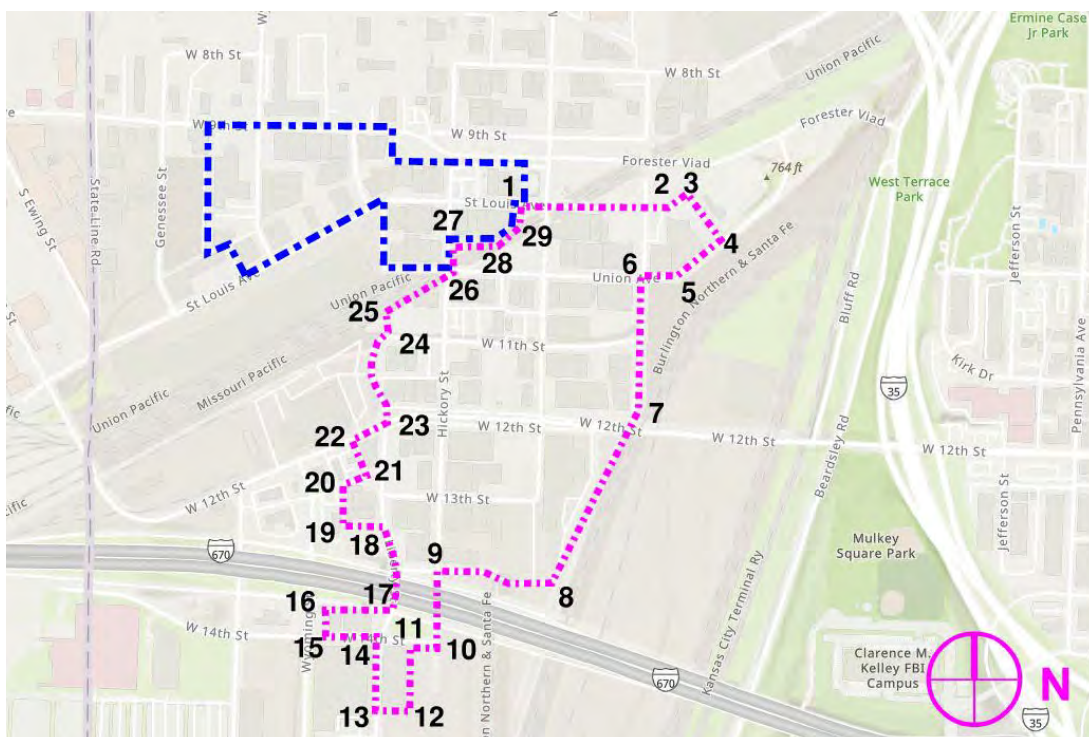
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Figure 2. Site map. Source: Google Maps. West Bottoms – North Historic District is blue;
Boundary Increase is pink. Vertices in Section 10, pages 114-115.



Longitude/Latitude Coordinates:

1	39.103338 -94.600262	2	39.103291 -94.597758
3	39.103452 -94.597498	4	39.102890 -94.596914
5	39.102443 -94.597647	6	39.102438 -94.598245
7	39.100735 -94.598351	8	39.098576 -94.599970
9	39.098741 -94.601533	10	39.097844 -94.601577
11	39.097833 -94.601983	12	39.097029 -94.602016
13	39.097035 -94.602474	14	39.097903 -94.602481
15	39.097977 -94.603513	16	39.098319 -94.603493
17	39.098261 -94.602272	18	39.099351 -94.602408
19	39.099382 -94.603015	20	39.099864 -94.603019
21	39.099969 -94.602692	22	39.100350 -94.602850
23	39.100494 -94.602404	24	39.101641 -94.602322
25	39.102052 -94.602268	26	39.102469 -94.601365
27	39.102906 -94.601300	28	39.102936 -94.600670
29	39.103094 -94.600279		

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West Bottoms Historic District (Boundary Increase)

Name of Property

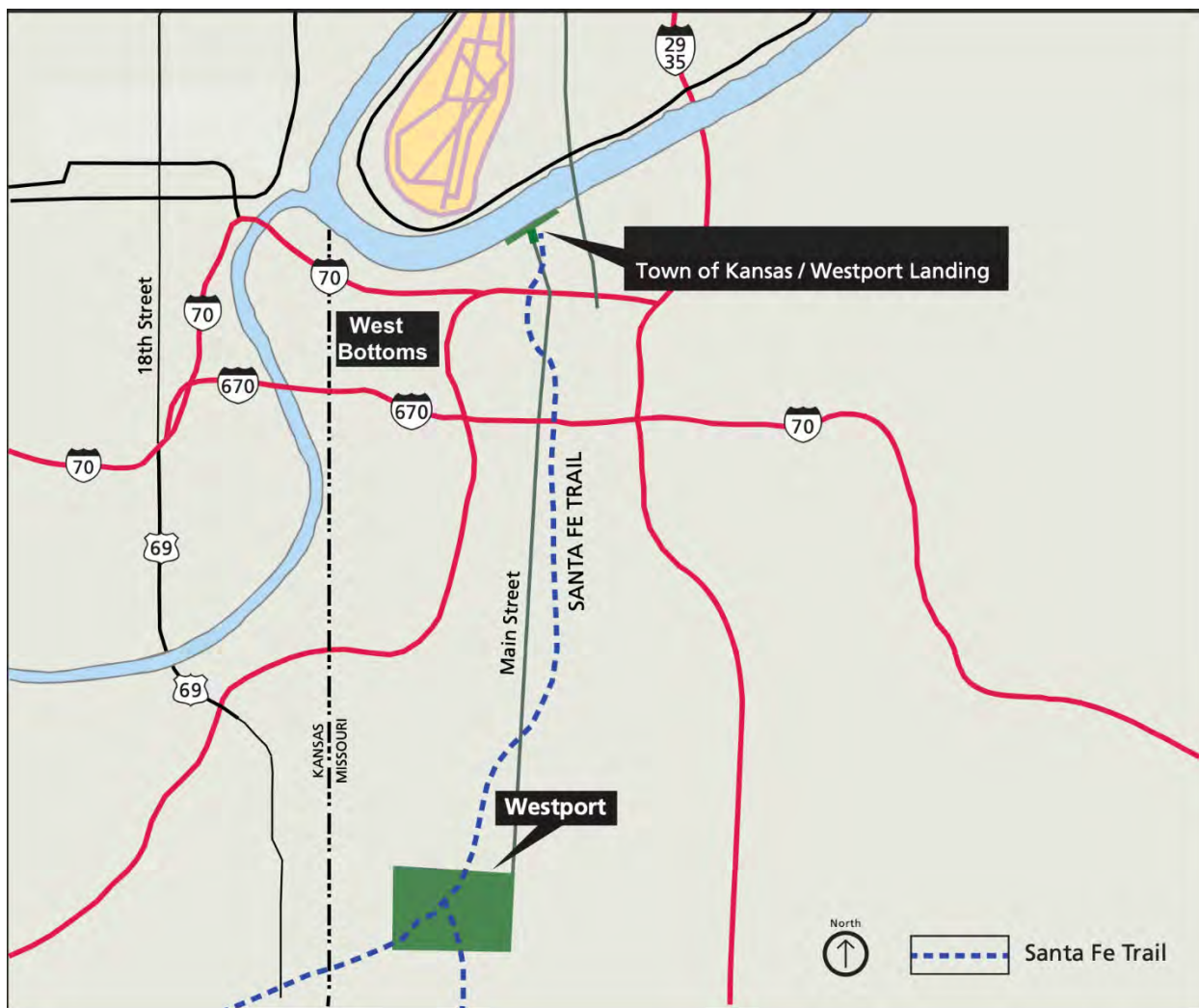
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 3. Location map, West Bottoms, Westport, and Westport Landing. Source: National Park Service, Santa Fe National Historic Trail, Westport Landing, Town of Kansas Exhibits.



National Register of Historic Places
Continuation Sheet

Section number Figures Page 119

West Bottoms Historic District (Boundary Increase)

Name of Property

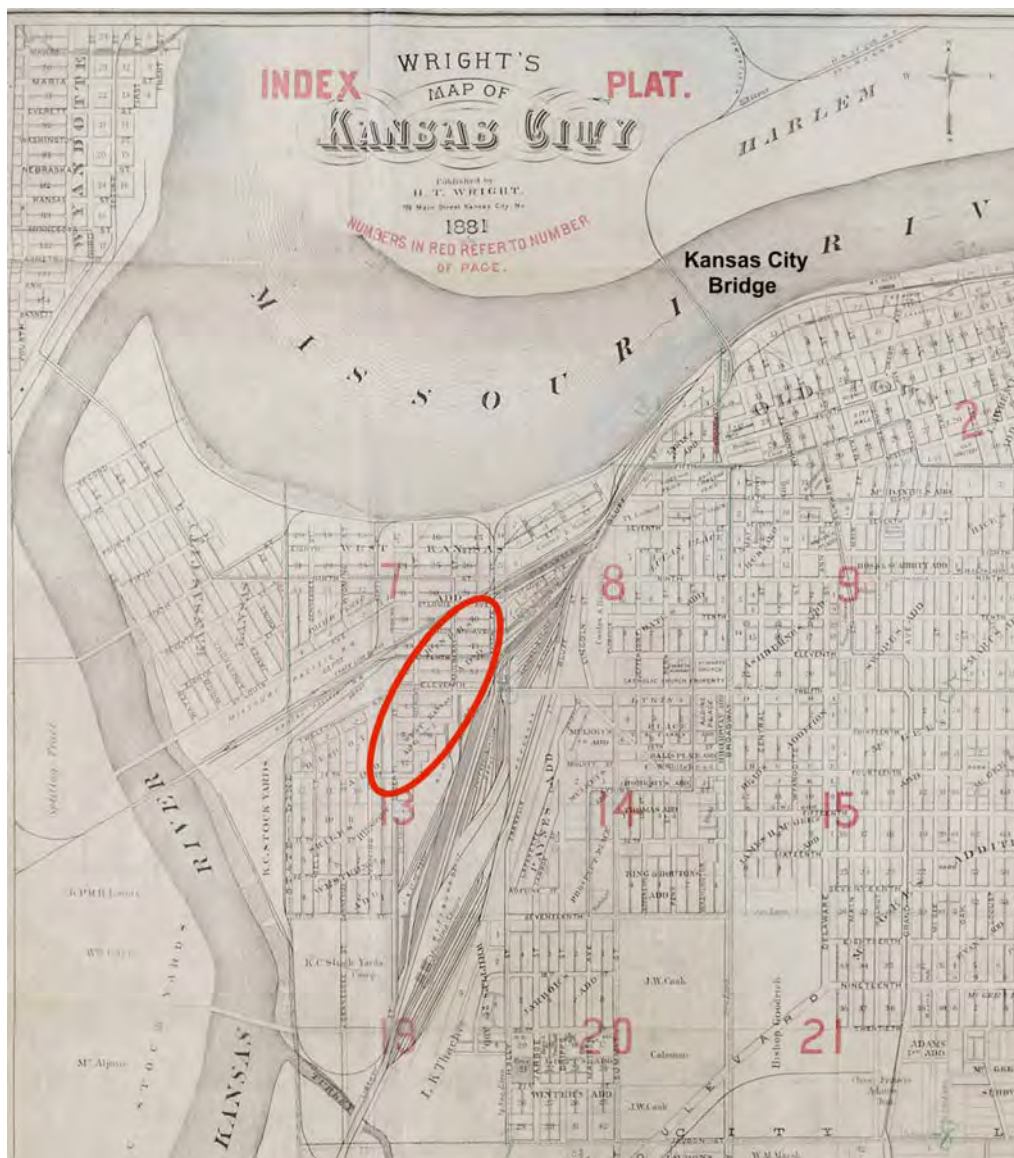
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 4 – Kansas City Bridge and relationship to West Bottoms – North Historic District (Boundary Increase). Source: H. T. Wright, *Wright's Map of Kansas City*, 1881.



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Section number Figures Page 120

West Bottoms Historic District (Boundary Increase)

Name of Property

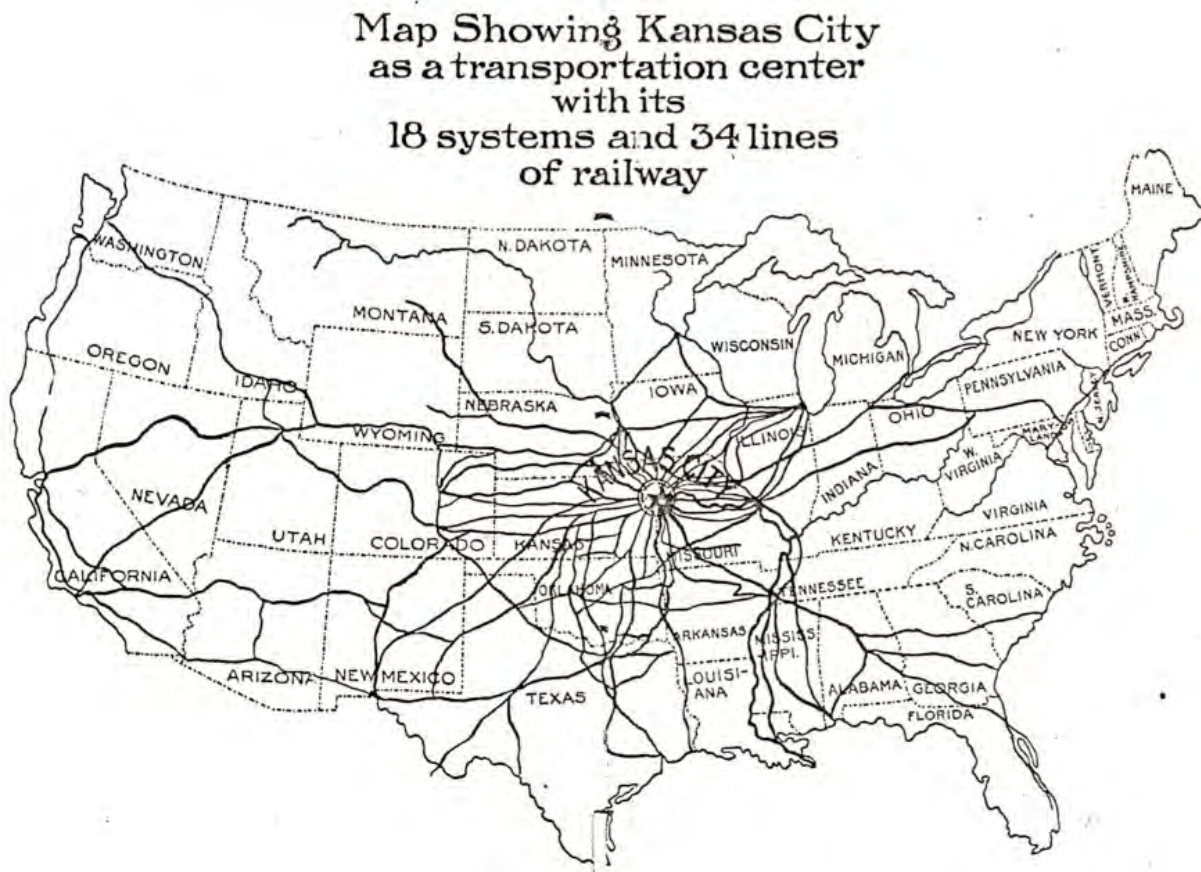
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 5. *Map Showing Kansas City as a transportation center with its 18 systems and 34 lines of railway.* Source: *Factory Facts: A book of comparative statistics for the manufacturer and the business man*, 1908, following page 20.



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Section number Figures Page 121

West Bottoms Historic District (Boundary Increase)

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Figure 6. West Bottoms from the bluff at West 12th Street, 1876, looking southwest. Source: *Kansas City Then & Now*, p. 24.

W E S T B O T T O M S
1 8 7 6



In only a few years, the arrival of the railroads transformed the West Bottoms from a farming area with only a smattering of small homes into the economic heart of Kansas City. The change was under way by the time this photograph was made. Although homes and churches remained, commercial buildings were rising. Deere,

Mansur & Co., distributors of farm machinery, was open for business in the right center of this photo, which was taken from the west bluffs at 12th Street. The view is to the southwest.

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Continuation Sheet

Section number Figures Page 122

West Bottoms Historic District (Boundary Increase)

Name of Property

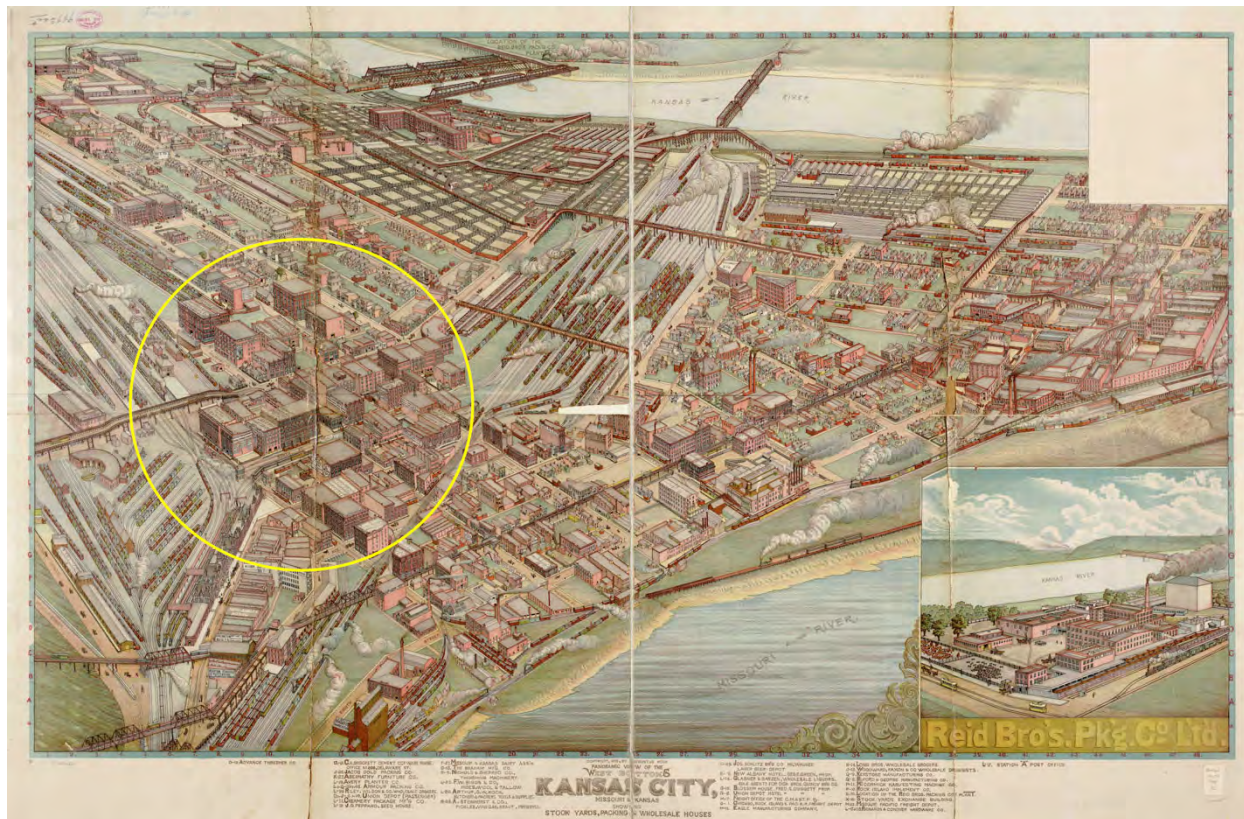
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 7. *Panoramic View of the West Bottoms, Kansas City, Missouri and Kansas, 1895.* West Bottoms – North Historic District (Boundary Increase) roughly represented by the yellow circle. Source: Library of Congress.



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West Bottoms Historic District (Boundary Increase)

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Figure 8. *West Bottoms, looking southwest from [West] Tenth Street (now West Eleventh Street), 1900.* Source: *Art Work on Kansas City, Mo. and Vicinity*, p. n.p.



WEST BOTTOMS, LOOKING SOUTHWEST FROM TENTH STREET.

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West Bottoms Historic District (Boundary Increase)

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Figure 9. *West Eleventh Street (now West Twelfth Street), East from Liberty (Street) and Union Avenue, East from Mulberry (Street), 1903. Source: Kansas City As It Is, p. n.p.*



Eleventh Street, East from Liberty.

Union Avenue, East from Mulberry.

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West Bottoms Historic District (Boundary Increase)

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County and State

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Name of multiple listing (if applicable)

Figure 10. *Cars Loaded with Agricultural Implements*, from railroad yard east of Joy Street terminus (now West Thirteenth Terrace), 1903, looking northwest. Right foreground to background: Buford & George Manufacturing Co. (Resource 23); Parlin & Orendorff Resources 24, 25); Nichols & Shepard (Resource 33), and John Deere Plow Co. (Resource 27). Source: *The Weekly Implement Trade Journal's Kansas City Flood Souvenir*, p. 1.



CARS LOADED WITH AGRICULTURAL IMPLEMENTS.

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Section number Figures Page 126

West Bottoms Historic District (Boundary Increase)

Name of Property

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Kansas City, Missouri (2010)

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Figure 11. *The Burlington Freight Yards and West Thirteenth Street, from railroad yard east of West Thirteenth Street terminus, 1903, looking southwest. Foreground to background: Buford & George Manufacturing Co. (Resource 23); Parlin & Orendorff (Resources 24, 25); and John Deere Plow Co. (Resource 27). Source: The Weekly Implement Trade Journal's Kansas City Flood Souvenir, p. 19.*



THE BURLINGTON FREIGHT YARDS AND WEST THIRTEENTH STREET.

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Section number Figures Page 127

West Bottoms Historic District (Boundary Increase)

Name of Property

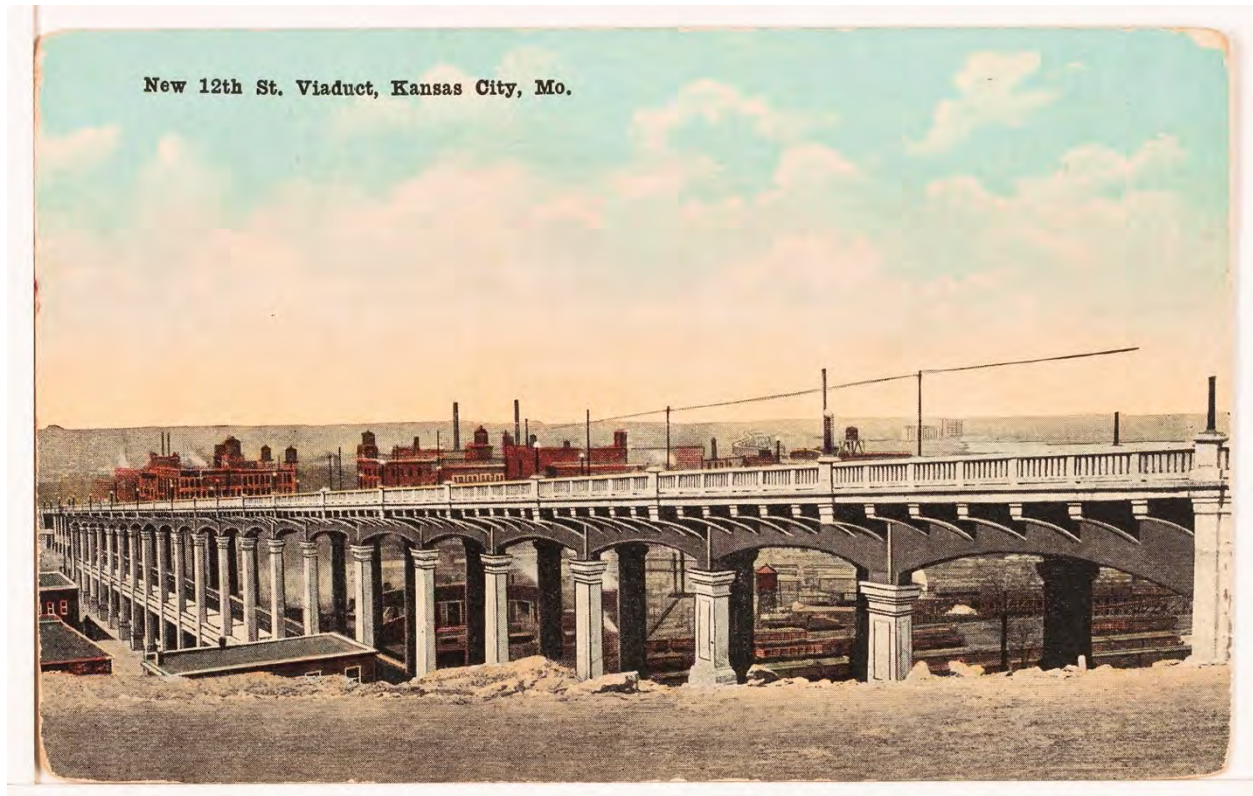
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 12. *New 12th St. Viaduct, Kansas City, Mo.*, postcard, ca. 1912, looking northwest (Resource 6). Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.



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Section number Figures Page 128

West Bottoms Historic District (Boundary Increase)

Name of Property

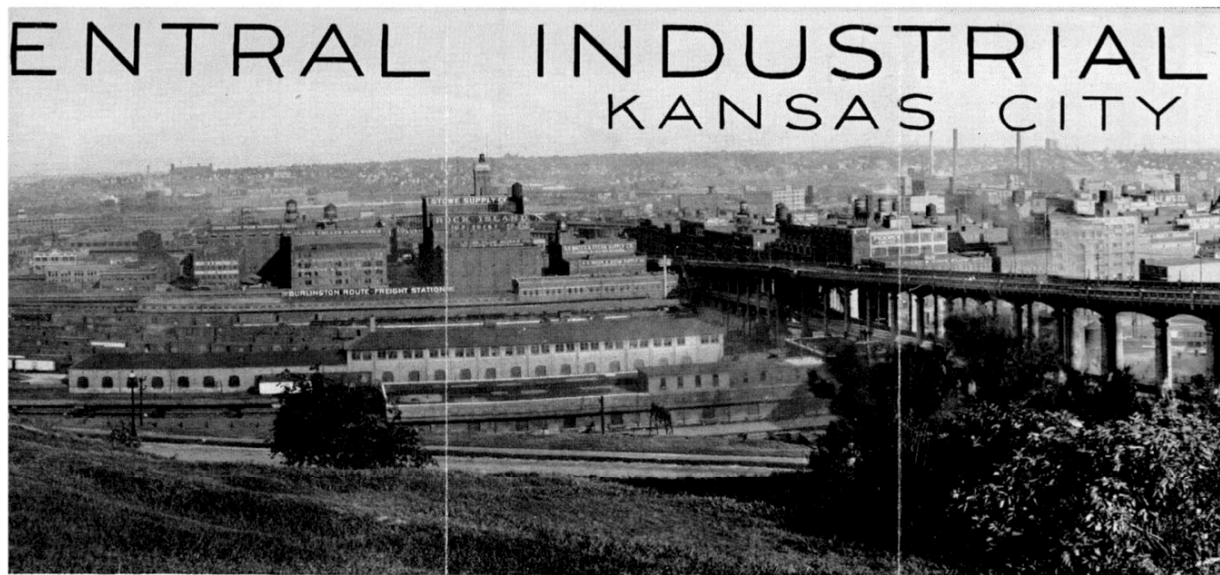
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 13. View of West Bottoms in the vicinity of the Twelfth Street Trafficway Viaduct, 1925, looking west. Source: Central Industrial District brochure, Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, vertical file.



Address	Location on Map	Name	Address	Location on Map	Name	Address	Location on Map	Name	Address	Location on Map
FEE BROKERS		FURNITURE MANUFACTURERS AND JOBBERS			North & Co., 755 Live Stock Exch. Bldg.	K-16	Lee Live Stock Comm. Co., 132 Live Stock Exch. Bldg.	K-16		
1, Louis Ave.	N-9	Abernathy Furniture Co., 1515 West 9th St.	L-8		Worth, L. C., Commission Co., 925 State Line	L-8	Marwell, J. E. Jr., 403 Live Stock Exch. Bldg.	K-16		
MASTERS - WHOLESALE		Holmes Manufacturing Co., 8th & Bluff Sts.	R-6		HAY PRESS MANUFACTURERS		Patterson & Brooks, 920 Live Stock Exch. Bldg.	K-16		
Hickory St.	M-10	Hoywood Wakefield Co., 1306 West 8th St.	N-8		Admiral Hay Press Co., 1216 West 8th St.	O-8	Producers Comm. Assn., 100 Live Stock Exch. Bldg.	K-16		
1219 W. 10th St.	P-10	Houghton, F. W. Furniture Co., 1302-4 Union Ave.	O-10		Kansas City Hay Press Co., 4th St. Viaduct	R-6	Ryan & Robinson Comm. Co., 425 Live Stock Exch. Bldg.	K-16		
3 St. Louis Ave.	M-9	Vanden-Boom, H. J. Furniture Co., 1316 West 8th St.	N-8		HORSE BARN		Schwartz Feaman Nolan Co., 961 Live Stock Exch. Bldg.	K-16		
RS - CAKES - CANDY		GARAGES	K-17		Platt, Fred, 1615 Genesee St.	L-16	Swift, H. Henry Live Stock Comm. Co., 140 Live Stock Exch. Bldg.	K-16		
100 West 8th St.	Q-7	GRAIN ELEVATOR AND FLOUR MILL MACHINERY			HORSE SHOEING		Tamblyn, G. L., 250 Live Stock Exch. Bldg.	K-16		
AND DAIRY SUPPLIES		Great Western Mfg. Co., 1400 West 12th St.	N-11		Horstman, C. J., 1600 West 9th St.	L-8	Western Bros. Live St. Com. Co., 420 Live St. Ex. Bldg.	K-16		
o., 1408 West 12th St.	M-11	GROCERS - RETAIL	M-8		HOTELS	K-17	Wright Bird Nichols Com. Co., 525 Live Stock Exch. Bldg.	K-16		
o., 1311 West 13th St.	N-12	Piggly Wiggly Bird Co., 1705 West 9th St.	J-8		Yeager, J. M., 1618 Genesee St.	K-17	MEAT PACKERS			
GISTS - RETAIL		Fisher, W. M., 1309 West 9th St.	N-9		ICE	M-8	Armour & Co., Central Ave. & Joy St., K. C. Kas.	J-8		
203 West 16th St.	L-16	GROCERS - WHOLESALE AND IMPORTERS			INDUSTRIAL DEVELOPMENT & CONSTRUCTION		Bedwell Dickson Packing Co., 1st & Meyer Ave., K. C. Kas.	H-9		
Genesee	L-8	Green Bros. Merc. Co., 1325 Union Ave.	N-10		FINANCE		Coughlan, J. H. Packers Agents, 1060 Union Ave.	P-10		
West 9th St.	L-8	Green, T. Grocers Co., St. Louis Ave. & Santa Fe	P-9		WOODS BROS. CORPORATION	4th Floor Security Bldg.	Fowler Packing Co., Spitting & James St., K. C. Kas.	H-8		
West 9th St.	J-8	Kansas City Wholesale Grocery Co., 1208 West 12th St.	P-11		IMPLEMENT SUPPLIES & AUTOMOBILE		Morris & Co., 3rd & Pacific St., K. C. Kas.	F-10		
LIGHT AND POWER		Missouri-Kansas Mercantile Co., 1400 Union Ave.	N-10		ACCESSORIES	O-10	MACHINE SHOP			
1330 Grand Ave.	O-8	Ridenour Baker Groc. Co., St. Louis Ave. & Mulberry.	M-9		JEWELER	L-8	Kansas City Machine Works, 1305 West 8th St.	O-8		
CAL CONTRACTOR		Ryley Wilson Groc. Co., 1500 St. Louis Ave.	J-8		LEAD PRODUCTS	M-12	NEWSPAPER			
1302-4 West 9th St.	O-8	HARDWARE - RETAIL			National Lead Co., 1406-8 West 13th St.	K-16	Daily Drivers Telegram, 1005 Genesee St.	L-15		
ITION BUILDING	K-16	Stoelzing Hdw. Co., 11 Central Ave., K. C. Kas.	J-8		LIVE STOCK		Cleveland Metal Products Co., 1500 Union Ave.	P-10		
1 Show		HARDWARE - WHOLESALE	N-12		Alexander Conover & Martin, 129 Live Stock Exch. Bldg.	K-16	PAINT AND VARNISH			
MANUFACTURERS		Timmer Hardware Co., 909 State Line	J-8		Burlington Live St. Com. Co., 726 Live Stock Exch. Bldg.	K-16	Lowe Brothers Co., 1300 West 12th St.	N-11		
118 West 9th St.	M-8	HARDWARE - HEAVY - WHOLESALE	P-8		Black Atkinson Live Stock Corp., 1613 Genesee St.	K-16	Sewall Paint & Glass Co., 1009 West 8th St.	P-8		
ive Stock Exch. Bldg.	K-16	HAY AND GRAIN DEALERS			Clay, John & Co., 200 Live Stock Exch. Bldg.	K-16	Sherwin Williams Paint & Varnish Co., 1400 St. Louis Ave.	M-11		
o., Kaw Station, K. C. Kas.	H-11	Carlisle Commission Co., 736-46 Live Stock Exch. Bldg.	K-16		Drum Standish Comm. Co., 361 Live Stock Exch. Bldg.	K-16	PAPER BAGS AND PAPER PRODUCTS	N-12		
FLOUR		Dehoney Hay & Grain Co., 1528 St. Louis Ave.	L-9		Farmers Un. Live St. Com. Co., 410 Live Stock Exch. Bldg.	K-16	Cole, J. H. & Co., 13th & Hickory	O-10		
Co., 911 Mulberry St.	O-8	FURNACES	K-16				Willis & Weber Paper Co., 11th & Mulberry St.	N-8		
Co., 1306 W. 8th St.	Q-9						PLUMBERS			
							Warmholts, W., 9th & Mulberry St.	N-8		

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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
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Name of multiple listing (if applicable)

Figure 14. Streetcar stop at Hickory Street on Twelfth Street Trafficway Viaduct, February 11, 1918, looking west. Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.



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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

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Railroad Related Historic Commercial and Industrial Resources in
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Name of multiple listing (if applicable)

Figure 15. Streetcar staircase from Hickory Street on Twelfth Street Trafficway Viaduct to West Twelfth Street, 1949, looking west. Source: *Kansas City Star*, May 13, 1949, p. 14.



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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

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Name of multiple listing (if applicable)

Figure 16. Central Industrial District map, 1945. West Bottoms Historic District (Boundary Increase) roughly represented by the yellow polygon. Source: Central Industrial District brochure, Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, vertical file.



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Section number Figures Page 132

West Bottoms Historic District (Boundary Increase)

Name of Property

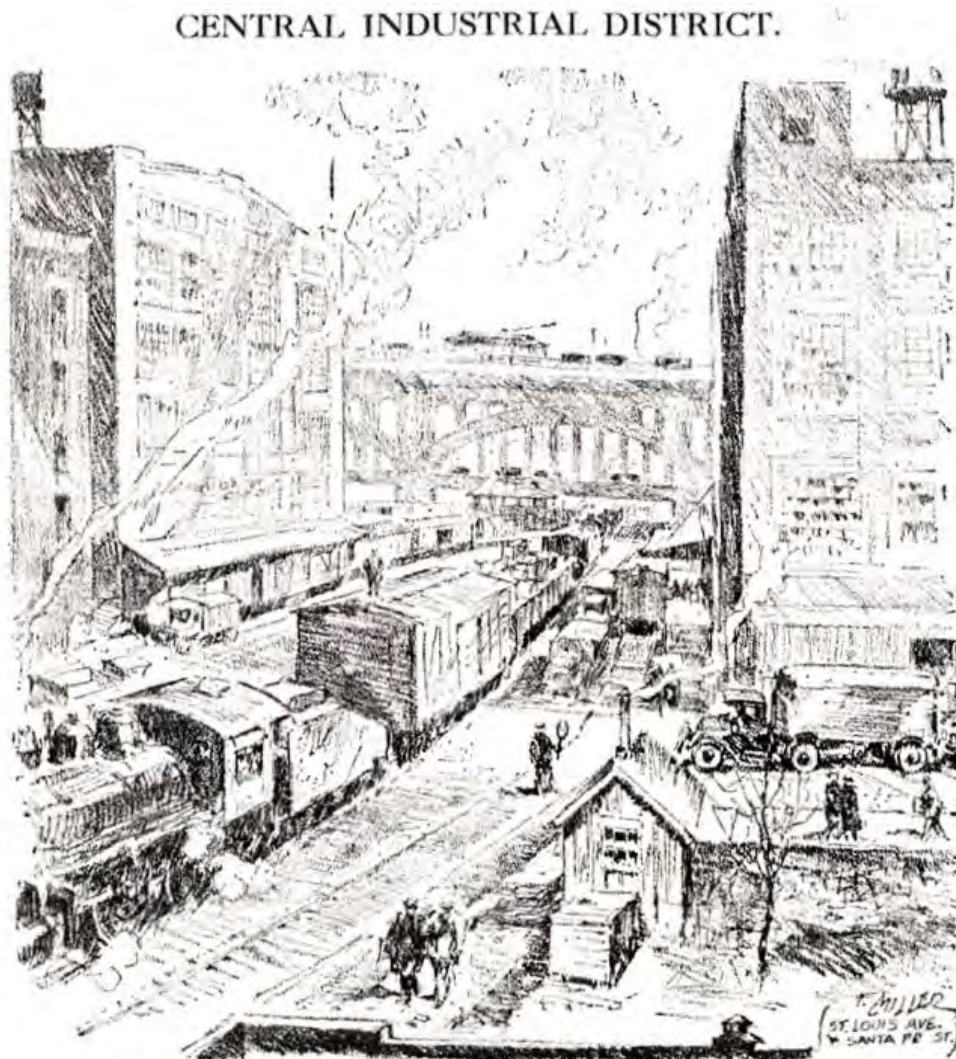
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 17. Santa Fe Avenue looking south from St. Louis Avenue, artist's rendering, 1937.
Source: *Kansas City Star*, April 4, 1937, p. 66.



An artist of The Star's staff visits a busy corner. At St. Louis avenue and Santa Fe street he sketches a characteristic scene displaying three means of transportation, the railroad, the truck and the street car.

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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

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Name of multiple listing (if applicable)

Figure 18. View of flooding from West Twelfth Street west of Liberty Street, 1951, looking northeast. Left to right: Two buildings at far left demolished; Gustin-Bacon Manufacturing Co. (Resource 19); Creamery Package Manufacturing Co. (Resource 18); Flint & Walling Manufacturing Co. (Resource 17); and Campbell & Cutler Paint & Glass Co. (Resource 15). Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.



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Continuation Sheet

Section number Figures Page 134

West Bottoms Historic District (Boundary Increase)

Name of Property

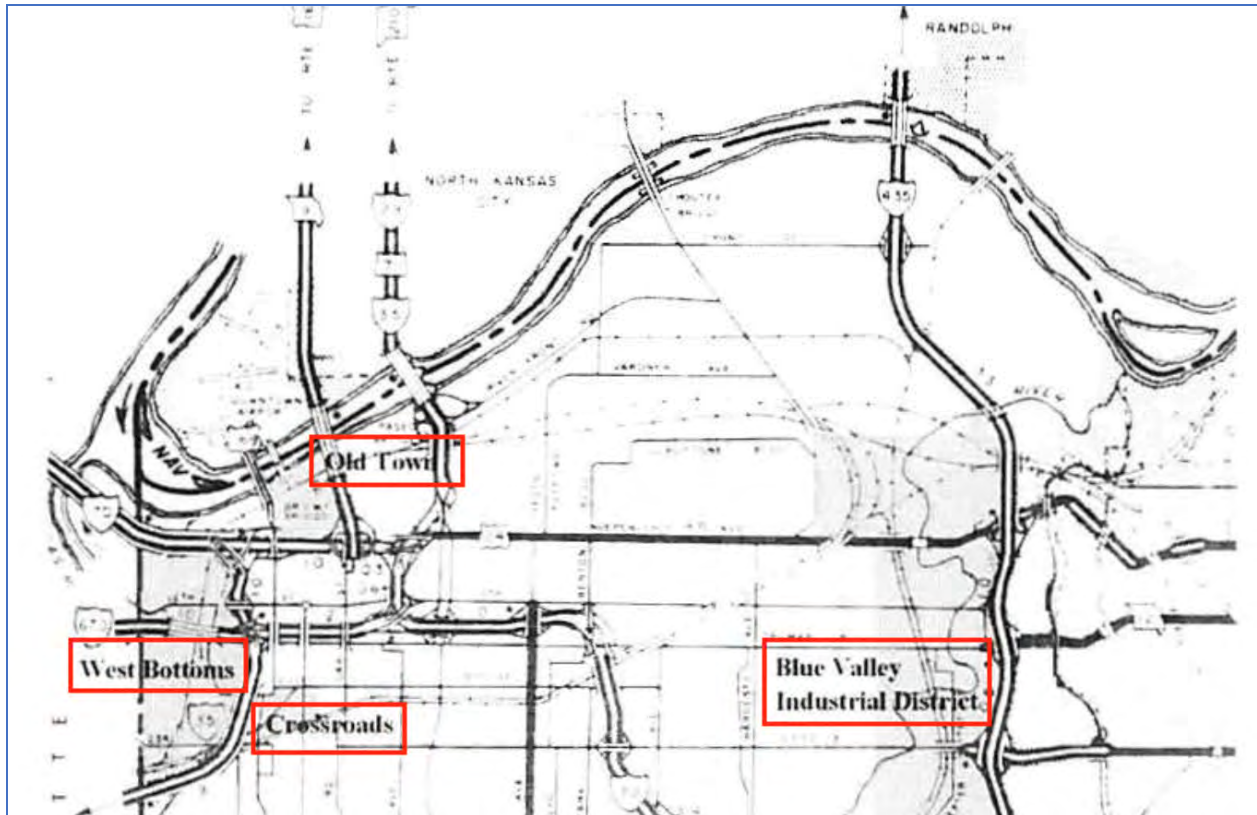
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 19. Railroad related districts in Kansas City. Source: Sally Schwenk, National Register of Historic Places Multiple Property Documentation Form, *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, (Kansas City, 2010), Figure 1.



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Section number Figures Page 135

West Bottoms Historic District (Boundary Increase)

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Jackson County, MO

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Figure 20. Holsum Products (Resource 7), 1940, looking northwest. Source: Missouri Digital Heritage. Kansas City 1940 Tax Assessment Photographs.



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Section number Figures Page 136

West Bottoms Historic District (Boundary Increase)

Name of Property

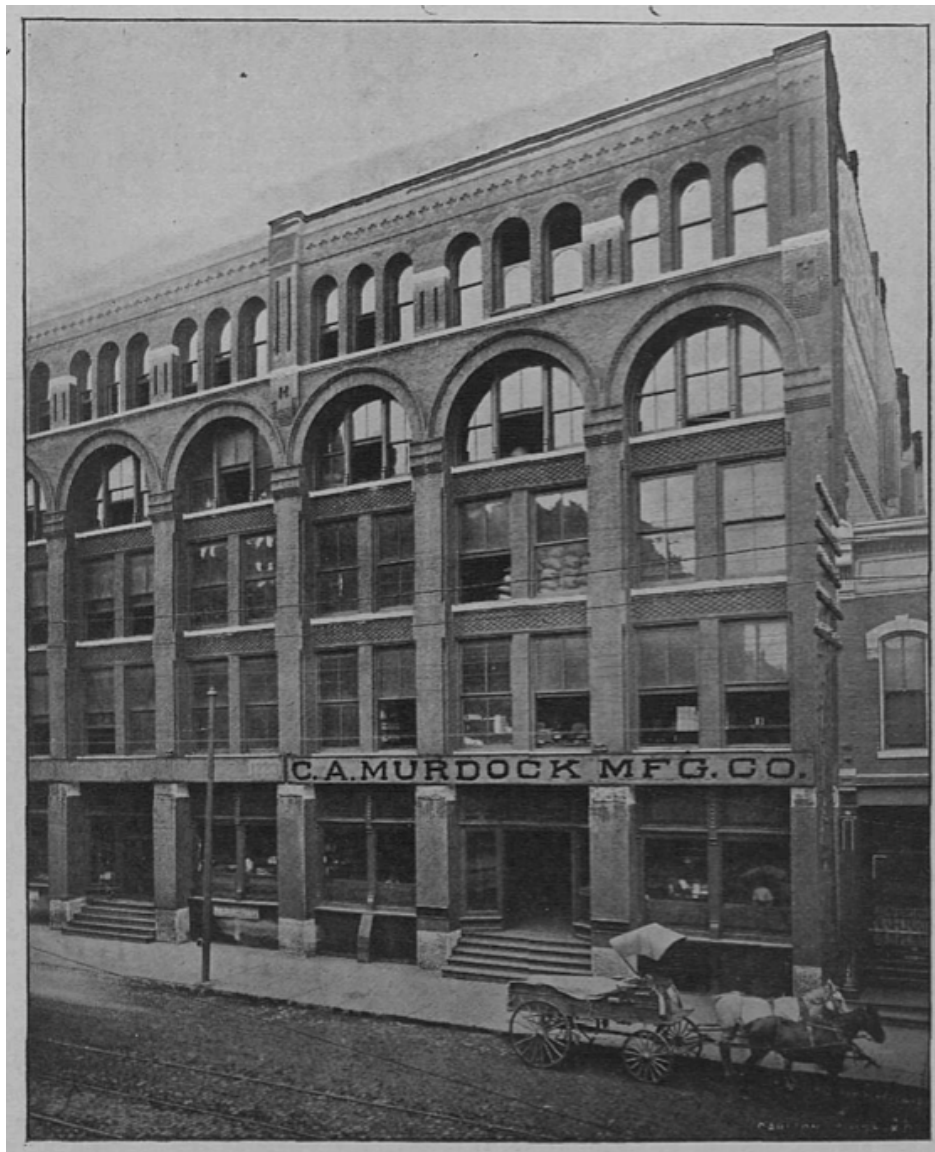
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 21. C. A. Murdock Manufacturing Co. (Resource 46), 1900. Source: *Imperial Kansas City*, p. 59.



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West Bottoms Historic District (Boundary Increase)

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Name of multiple listing (if applicable)

Figure 22. Campbell Paint & Glass Co. (Resource 15), 1896. Source: *Hughes' Kansas City Views*, 1896, p. 30.



WHOLESALE STORE, 11TH AND HICKORY STS., KANSAS CITY, MO.

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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

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Figure 23. Deere, Mansur & Co., advertisement. Source: *Kansas City Times*, August 10, 1880, p. 5.



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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 24. John Deere Plow Co. (Resource 27), ca. 1895, looking southwest. Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.



RVSC, Kansas City Public Library, Kansas City, Missouri

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Section number Figures Page 140

West Bottoms Historic District (Boundary Increase)

Name of Property

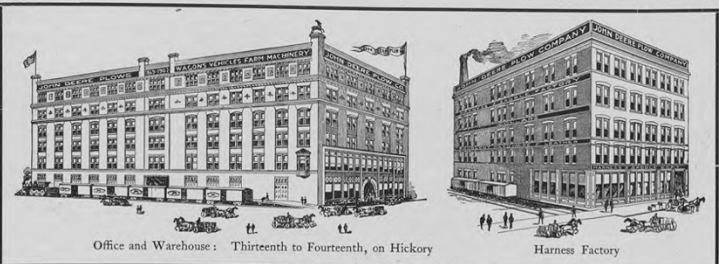
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
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Name of multiple listing (if applicable)

Figure 25. John Deere Plow Co., advertisement, 1903. Left rendering: Resource 25; Right rendering: Resource 20. Source: Source: *Kansas City As It Is*, p. n.p.




Office and Warehouse: Thirteenth to Fourteenth, on Hickory

Harness Factory

John Deere Plow Co.

MANUFACTURERS AND JOBBERS OF

Farm Implements, Vehicles
Wagons, Harness, Saddlery
Leather, Gasoline Engines
Drills, Cream Separators
Hay Machinery, Etc., Etc.



CORRESPONDENCE SOLICITED
CATALOGUES GLADLY FURNISHED

KANSAS CITY :: DENVER

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Figure 26. Harbison Manufacturing Co. (Resource 1), advertisement, 1917. Source: *Implement & Tractor Trade Journal*, June 16, 1917, p. 25.

IMPLEMENT & TRACTOR TRADE JOURNAL 25

OUR NEW HOME.



S. E. Corner 10th and Mulberry Sts.
57,750 sq. ft. of Floor Space.

We Are Getting Settled In Our New Location

We have increased facilities for looking after your wants in the Supply and Specialty line. This building contains the largest stock in our history.

Cultivator Shovels	Harrow Teeth	Porch Furniture
Weeder Shovels	Garden Implements	Lawn Mowers
Lister Shares	Stock Tanks	Lawn Hose
Plow Shares	Feed Troughs	Wagon Boxes
Disc Blades	Grain Bins	Spring Seats
Disc Pins	Sickle Grinders	Sprocket Chains
Grindstones	Lawn Swings	Harvest Supplies

**IF YOU HAVEN'T GOT OUR NO. 18
GENERAL CATALOG WRITE FOR IT**

Louden Barn Equipment
Machine Repairs
Hardware Specialties

HARBISON

MFG CO.

**Implement, Automobile
and
Threshing Machine Supplies**

S. E. CORNER TENTH AND MULBERRY STS., KANSAS CITY, MO.

National Register of Historic Places
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West Bottoms Historic District (Boundary Increase)

Name of Property

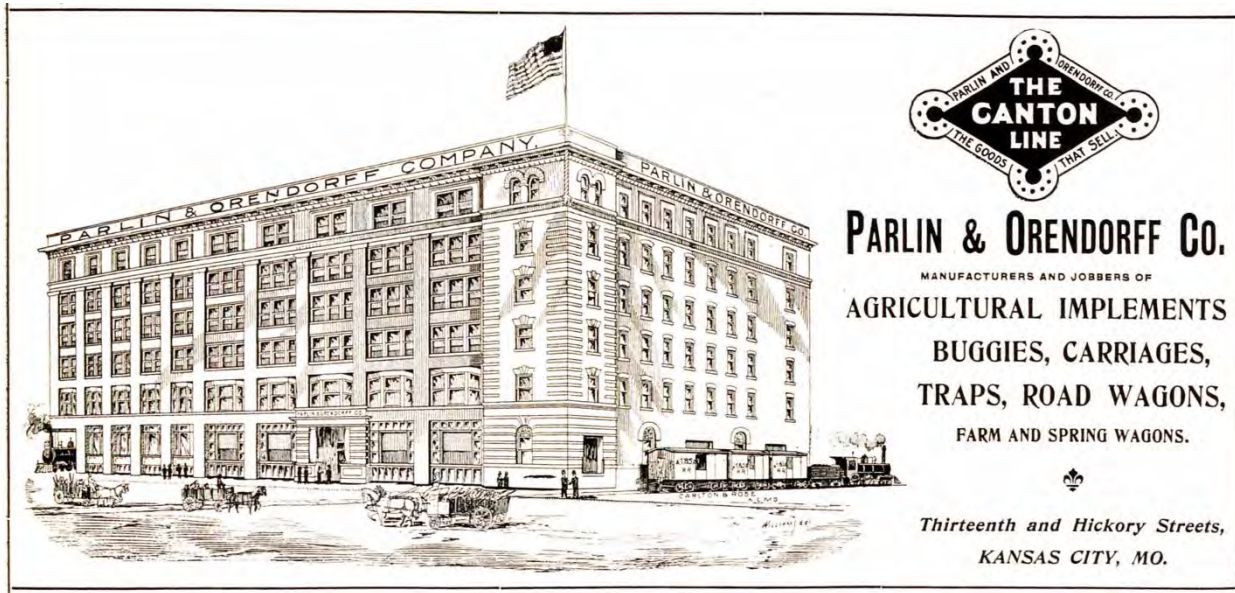
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 27. Parlin & Orendorff Co. (Resources 24, 25), advertisement, 1896. Source: *Hughes' Kansas City Views*, 1898-99, p. 43.



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West Bottoms Historic District (Boundary Increase)

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Jackson County, MO

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Name of multiple listing (if applicable)

Figure 28. M. Rumely Co. (Resource 10), advertisement, 1902. Source: *Kansas City Times*,
January 15, 1902, p. 9.

M. Rumely Co.

MANUFACTURERS OF

Rumely Portable and
Traction Engines,
New Rumely
Threshing Machines,
Horse-Powers, Straw Stackers, Boilers, Etc.

1222-1224-1226 West 11th St.,
STATION A,
KANSAS CITY, MO.

H. J. CONNICK, - - - - - MANAGER.

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West Bottoms Historic District (Boundary Increase)

Name of Property

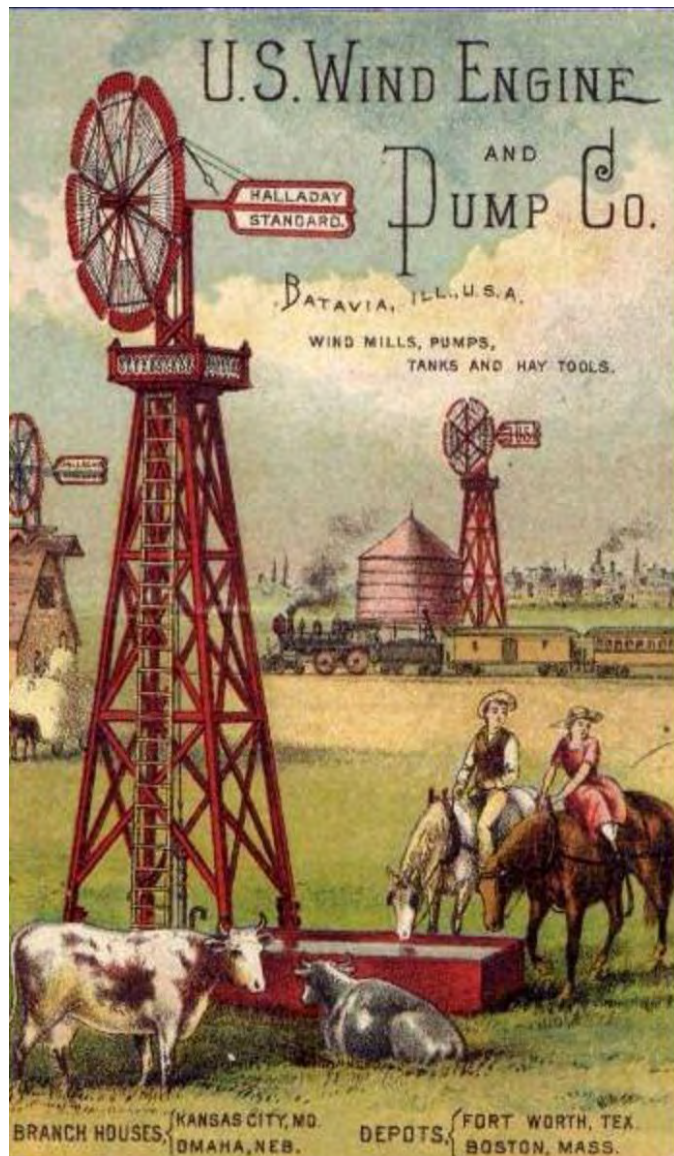
Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 29. U. S. Wind Engine & Pump Co., trade card, after 1881 (Kansas City branch house listed). Source: unknown.



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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 30. Kansas City Hardware Co., 1412-14 West 11th St. (now West 12th St.) (Resource 19),
later Gustin-Bacon Manufacturing Co, 1889. Source: *Kansas City Times*, April 5, 1889, p. 13.



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West Bottoms Historic District (Boundary Increase)

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Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
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Name of multiple listing (if applicable)

Figure 31. Henney Buggy Co. (Resource 26), advertisement, 1896. Source: *Hughes' Kansas City Views*, 1897, p. 41.



HENNEY BUGGY CO., 13TH AND HICKORY.

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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 32. International Harvester Co. (Fire Dept. – Engine House #7) (Resource 29), 1940, looking northwest. Source: Missouri Digital Heritage. Kansas City 1940 Tax Assessment Photographs.



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West Bottoms Historic District (Boundary Increase)

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Jackson County, MO

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Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

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Figure 33. Perfection Stove Co. (Resource 42), 1940, looking northwest. Source: Missouri Digital Heritage. Kansas City 1940 Tax Assessment Photographs.



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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

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Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 34. Studebaker Brothers Co. (Resource 21), advertisement, 1908. Source: *Annual Review of Greater Kansas City Illustrated*, p. 128.



EVERYTHING THAT IS

NEW

STYLISH and

GOOD in

VEHICLES

CAN BE FOUND AT

OUR REPOSITORY

“Old Fashioned Quality. New Fashioned Styles”

STUDEBAKERS

13th and Hickory Streets
Take 12th Street Car West

KANSAS CITY, MO.

United States Department of the Interior
National Park Service

National Register of Historic Places
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West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

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Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 35. Westinghouse Electric Co. (Resource 9), advertisement, 1962. Source: *Kansas City Star*, January 7, 1962, p. 114.



Westinghouse
CONTINENTAL ELECTRIC CO.

Just unwrapped...

NEW WAREHOUSE AND OFFICE BUILDING

FOR CONTINENTAL ELECTRIC COMPANY AND WESTINGHOUSE

Continental has just moved into their new building . . . Kansas City area's first total electric major commercial structure. The warehouse facilities include 146,000 square feet . . . enough space for Continental to consolidate its entire Westinghouse distributing operation in this one building. Now the entire Westinghouse television and appliance line . . . the builder equipment department . . . heating and air-conditioning . . . plus the complete stock of apparatus and electrical supplies is warehoused, displayed and distributed from under this one roof. And Westinghouse Missouri Valley district offices are now located in the same new structure. This means that Continental and Westinghouse customers

can place entire orders, large or small, transact all business, with just one stop or one phone call for one complete line, and in addition, receive complete Westinghouse engineering service. Continental Electric Company distributes more products for more divisions of Westinghouse than any other distributor.

Thanks to this impressive new building, conveniently located adjacent to the downtown area on a seven-acre tract with parking accommodations for 437 cars, Westinghouse dealers and contractors in this growing Midwest area will be able to serve their customers better . . . just one more reason **YOU CAN BE SURE . . . IF IT'S WESTINGHOUSE!**

Special Note to Continental Electric Company and Westinghouse customers, suppliers and friends—Grand opening to be announced at a later date.

CONTINENTAL ELECTRIC COMPANY

FULL LINE WESTINGHOUSE AGENT-DISTRIBUTOR
WHOLESALE APPARATUS, APPLIANCES AND SUPPLIES

1221 WEST 12th STREET KANSAS CITY, MO. GRand 1-1100

National Register of Historic Places
Continuation Sheet

Section number Figures Page 151

West Bottoms Historic District (Boundary Increase)

Name of Property

Jackson County, MO

County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 36. Crooks Terminal Warehouse, Inc. (Brokers Building) (Resource 41), ca. 1940s, looking southeast. Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.



National Register of Historic Places
Continuation Sheet

Section number Figures Page 152

West Bottoms Historic District (Boundary Increase)

Name of Property

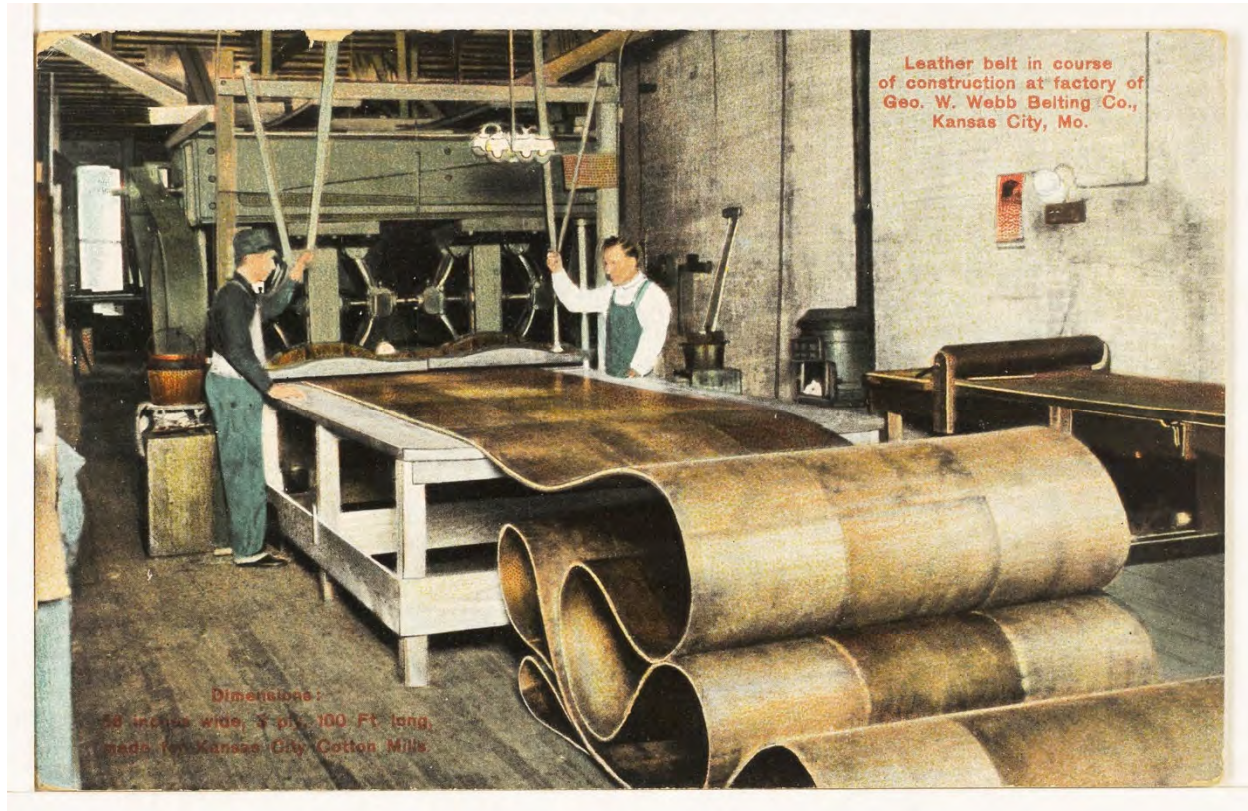
Jackson County, MO

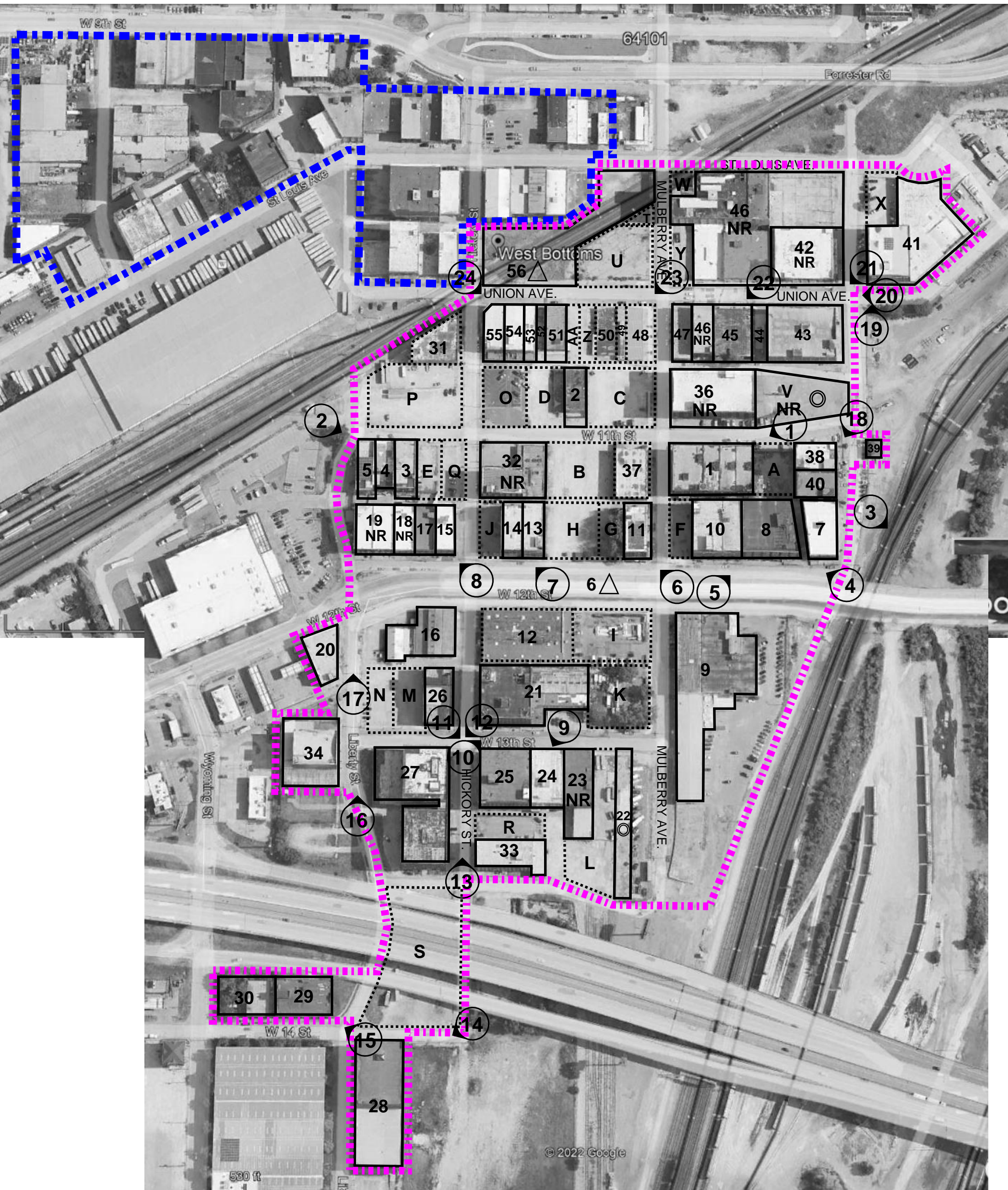
County and State

Railroad Related Historic Commercial and Industrial Resources in
Kansas City, Missouri (2010)

Name of multiple listing (if applicable)

Figure 37. Webb Belting Co., postcard, ca. 1909 (1302 Union Avenue, demolished). Source: Kansas City Public Library, Missouri Valley Special Collections, Kansas City, Missouri, digital collection.





West Bottoms - North Historic District Boundary Increase Photo Key

**WEST BOTTOMS - NORTH HISTORIC DISTRICT
BOUNDARY INCREASE
KANSAS CITY, MO**

National Register Nomination
Photo Key - NTS
Spring 2022

MAP LEGEND

West Bottoms - North Historic District

West Bottoms - North Historic District
Boundary Increase

NR

Individually Listed in the National Register

1

Resource Numbers

HP GROUP LLC
HISTORIC PRESERVATION GROUP

2425 West 9th Street, Suite 4
Cleveland, OH 44113

PHOTO KEY

Photo Numbering

A

Vacant/Parking Lots

Non-Contributing

Contributing Sites

Contributing Structures









12th St











1 W. 13TH

1321

1321

1321

1321



STOWE HARDWARE AND SUPPLY CO.

Serendipity

TO
70

Hickory St



























