

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Kansas City Live Stock Exchange

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

1600 Genessee Street

NOT FOR PUBLICATION

CITY, TOWN

Kansas City

CONGRESSIONAL DISTRICT

STATE

Missouri

VICINITY OF

29

CODE

COUNTY

Jackson

CODE

015

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED☒ N/A

## STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☒ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Mr. Preston Kerr Stockyards Preservation Co.

STREET &amp; NUMBER

1600 Genessee

CITY, TOWN

Kansas City

VICINITY OF

STATE

Missouri 64102

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Jackson County Recorder of Deeds

STREET &amp; NUMBER

415 E. 12th Street

CITY, TOWN

Kansas City

STATE

Missouri 64106

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Preliminary Survey Information

DATE

1975 to present

☐ FEDERAL ☐ STATE ☐ COUNTY ☒ LOCALDEPOSITORY FOR  
SURVEY RECORDS

Landmarks Commission, 26th Floor, City Hall

CITY, TOWN

Kansas City

STATE

Missouri 64106

# 7 DESCRIPTION

## CONDITION

☐ EXCELLENT  
☒ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

## CHECK ONE

☒ UNALTERED  
☐ ALTERED

## CHECK ONE

☒ ORIGINAL SITE  
☐ MOVED      DATE \_\_\_\_\_

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

### KANSAS CITY LIVESTOCK EXCHANGE

The Kansas City Livestock Exchange, 1600 Genessee Street, was constructed in 1910 as the central headquarters of the Kansas City stockyards. The building was designed by the architectural firm of Wilder and Wight and built by the Swenson Construction Company.

The Livestock Exchange Building is located strategically in Kansas City's West Bottoms in a central location to the stock yards. The Kansas state line is approximately 500' to the west. The site is a historic one, being the location of the first Exchange Building, a frame structure 24' square erected in 1971. The Livestock Exchange is surrounded on all sides by the evidences of a once-giant industry. Both the Missouri River to the north and east and the Kansas River to the west have long provided water as well as transportation. At the turn of the century the stock yards covered 207 acres with accommodations for 70,000 cattle, 40,000 hogs, 45,000 sheep and 5,000 horses and mules daily.<sup>1</sup> By 1871 seven railroads were operating in the stock yards; today there are over ten miles of track inside the yards excluding acres and acres of track to the east and west.

Nine stories in height, the Live Stock Exchange rises above the flat flood plain to dominate the landscape in this part of the industrial bottom land. In an "E" plan, the primary facade faces east and fronts directly on Genessee Street. The three wings of the building extend to the west, overlooking the Kansas River. The building covers 31,000 square feet of ground, with a total floor space of 213,751 square feet. Rising from the street level to a height of 117 feet, the Stock Yards Exchange presents a massive, severely classical facade.

#### Exterior

The Live Stock Exchange Building is of a very functional design with very little ornamentation. The frontal elevation consists of a central slightly projecting bay flanked on each side by identical facades. Hydraulic pressed brick, maroon in color, is the primary building material.

The first two floors of the building are distinguished from the remaining seven floors by a Bedford cut stone which extends around the east, north and south facades. The cornice over the inset entry vestibule features dentils and the words "Kansas City Live Stock Exchange" cut in stone. Two rusticated brick columns are free-standing, attached

FHR-8-300A  
(11/78)

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at their base to three sets of two-door entry ways which extend back into the vestibule. These wooden double doors, with their glass transoms and flanking glass panels, were no doubt designed to accommodate large amounts of traffic going in and out of the building. Above the vestibule, a small light well is created by the recession of the entry. The elevation features large 2/2 light sash flanked on each side by narrower 2/2 light sash to create a tripartite window treatment. Just below these windows brick is arranged in a decorative manner in a circle framed by a rectangle on each side, just above the top of the entry vestibules.

This tripartite window treatment is consistent for two floors on all three major facades. The windows feature Bedford stone sills.

The remainder of the facade features 1/1 light double hung sash in severe symmetrical rows, rising to a stone stringcourse at the ninth floor before continuing to a bracketted terra cotta cornice and a small vertical attic story with "Kansas City Livestock Exchange" painted in large letters. The only other distinguishing feature is the placement of four plain circular stone medallions at the fourth floor level, beneath the windows of the central pavilion.

The north and south facades are of the same design as the primary facade.

### Interior

The interior of the Live Stock Exchange continues in a severe, functional design with little ornamentation. The impression that the building was designed and built for the convenience of working men is prevalent. All stairs, including the treads, handrails, and baluster, are of iron, and fitted with "Mason Safety Tread."<sup>2</sup>

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The entry lobby features a large stairway extending to the second floor, supported by massive and simple iron columns. The floors are of white tile with a green Grecian key border throughout the building. All interior finish is of quarter sawed oak. A typical office elevation would consist of double doors with central lights, flanked by one-half length windows, with all three details crowned by separate glass transoms. Glass is of an obscure maze type. In the lobby Tennessee marble wainscoting is featured. The building opened with, and still retains, six hydraulic elevators.

Primarily used for office space, corridors consist of simple door/flanking window elevations throughout the building, all featuring quarter sawed oak. Total length of halls and corridors is one mile.<sup>3</sup> There were originally 475 offices in the building. The first floor today consists of a cafeteria, bank, a restaurant, and other miscellaneous offices. There are no other distinguishing features.

### Alterations

1. Four of the tripartite windows belonging to the Golden Ox Restaurant space have been altered with the addition of large single light glass panes and aluminum sash.
2. Ceilings have been lowered on several floors on the interior and wall partitions have been remodeled to provide larger continuous surfaces.
3. The Exchange Hall and Hoof and Horn Club do not retain their original interiors. They have been remodelled to resemble a Victorian decor.
4. A small butler-style building which serves as a vestibule and bar for the Golden Ox has been attached to the south facade. The first floor primary elevation for several feet north from the southeast corner has had aluminum placed over the original rusticated brick.
5. The west elevation appears to have had some inexpert tuckpointing done.

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Condition

The building is in good structural condition and is not in need to structural maintenance.

Present Status

The Stock Yards Exchange Building was purchased by Mr. Preston Kerr in 1983. His plans are to renovate the structure.

Footnotes

- 1 The History of the Kansas City Livestock Market and The Kansas City Stock Yards Company, 1871-1974, p. 7. Landmarks Commission Files
- 2 "First Exchange Was Only 24 Feet Square," the Kansas City Daily Drover, 9 March 1931
- 3 Ibid.

## 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES     1910

BUILDER/ARCHITECT     Wilder & Wight

### STATEMENT OF SIGNIFICANCE

The Kansas City Livestock Exchange is very significant as a monument to the growth, development and decline of Kansas City as a major United States trading center in the livestock industry. The current building, constructed in 1910, is the single most important structure that Kansas City still has to tell the story of the powerful role it played in the development of the West.

In the May-June 1943 issue of the Hereford Swine Journal, the history of the stock yards was compiled from "old timers then living who remembered the incidents and the men who really made livestock history in the great southwest." This history is reproduced, with some editing, in the following pages.

"The founding and development of the Kansas City Stock Yards was an integral part in the growth of the livestock industry, most of the packing plants, and the transportation west of the Mississippi River. While historians have argued that some one of the four was more important in the development of the west than the other three, it is evident that all had their foundation in the fact that the west possessed ability for production in excess of home demand, and that the rapid increase in population east of the Mississippi River afforded an outlet for western production. Transportation and proper handling from south, southwest and west to the east and northeast was the problem that became apparent as early as 1845 when cattle from east Texas, on hoof, moved to New Orleans, and as far north as Sedalia, Mo.

The twenty-five years, 1845 to 1870, was a more or less chaotic period. It covered a Civil War, the westward trek of the pioneer and start of western mining, and finally the pushing of the railroads into the wilderness. It is hard to say whether the pioneer builders of transporta stock yards and packing houses had even a faint idea of what was to be later. However, each group in its respective sphere was able to lay essential foundations on which a great structure of efficient service later was created.

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Each new factor that entered into the growth of the livestock industry west of the Mississippi River was an improvement over anything that had been previously known in that region. Thus, each year brought new facilities and new service that, in connection with natural conditions in a vast land area, developed livestock production as a major industry.

As early as 1840 east Texas and Arkansas had the bulk of the cattle west of the Mississippi River, with no dependable market except the few that New Orleans could handle each year. Joseph C. Irwin, one of the most extensive freighters across the plains in the early days, remembers as early as 1845 seeing Texas cattle grazing south of old Westport. A great many of these long horned Texas steers were bought for oxen and worked across the plains. The practice was to use two tame oxen as "wheelers," two for "lead," and place the unbroken yoke in the middle. The freighting firm of Irwin, Jackman & Company alone at one time ran 4,000 wagons across the plains, six oxen to each wagon, making a required 24,000 cattle. There were many other freighters so that the required number of cattle reached a large figure. In 1849 appreciable numbers of Texas and Arkansas cattle trailed north into central and western Missouri to where Sedalia now stands. They were grazed there temporarily and later crossed the Missouri River at Boonville to the prairies of north and northeastern Missouri. When fat on grass they were marketed in Hannibal and Chicago.

In 1851 and 1852 Texas cattle crossed the Missouri River at Lexington, Missouri. Farmers in that region protested and during the years 1853 to 1855 the trail crossing was at Blue Mills Landing north of Independence. There are no records of any drives of southern cattle into Missouri in the years 1856 to 1865. The Civil War accounts for the cessation during 1860 to 1865. In 1866 around 260,000 Texas cattle were trailed to Sedalia, Missouri, where a railroad was contacted for eastern shipping, but following this movement Texas fever became so widespread among native herds of cattle that farmers interposed armed resistance and stampeded herds. To avoid this some Texas cattle owners headed their drives to Baxter Springs in southeastern Kansas, and others headed their herds farther west through the Flint Hills of Kansas, where they were surprised at the rapid weight gains on the blue stem grass. In 1868 several droves reached St. Mary's, Kansas, and from there were driven to St. Joseph, Missouri, where rail shipping was available.

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In the early forties and through into the late sixties Indians, squatters and farmers in western Missouri and eastern Kansas came into the willow flats in what was known as the West Bottoms, now the Central Industrial District of Kansas City, an area south of the Missouri River, to do their trading in livestock, grain, furs, and any other salable commodities. Easy access to water in the Kaw River seems to have been one factor for this congregation. It was also good camping ground and convenient for traders to assemble desirable commodities for transfer to the steamboat landing at the foot of Main Street, Kansas City, Missouri. W. A. Rogers, one of the first livestock commission men at the Stock Yards, said that on a visit to Kansas City in 1867 he found livestock trading going on from the south bank of the Missouri River to what later was the site of Argentine, Kansas. In 1862 when the Kansas Pacific began building its road bed west of the Kaw River this variegated and job lot trading became more or less centralized on the east bank of the Kaw River at 12th Street. The town site of old Kansas City, Kansas was laid out north of the Kansas Pacific tracks. With a townsite north of the track and the trade in livestock (herded in the open area south of the track) the Kansas Pacific became the first central line in the West Bottoms.

Into this section in 1867 the Kansas Pacific (completed to Topeka in 1866 and tracks being laid between Topeka and Junction City) brought 35,000 cattle to be unloaded for rest, feed and water. They were unloaded into temporary fenced enclosures. In 1868-69 the number of cattle unloaded was about doubled.

Anticipating a still further increase in 1870, Col. L. V. Morse, then superintendent of the Hannibal & St. Joseph Railroad (not related to Col. C. F. Morse of later date) and James F. Joy mapped off five acres of ground, and early in 1870 constructed eleven pens, fifteen unloading chutes, and installed a pair of Fairbanks scales. That year some 100,000 cattle were handled with these limited facilities. The movement of 1870 attracted considerable attention, and early in 1871 a fully organized Stock Yards Company, christened the "Kansas Stock Yards Company" came into being. It began the erection of facilities in March, 1871, on a trace of 13 1/2 acres of land, on the east bank of the river south of the Kansas Pacific Railroad tracks.



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That same year the first Exchange Building, a frame structure 24 feet square, a story and a half high, was erected. It had no commission men's offices, but was used more as a shelter and drying place for traders. In the spring of 1872 this building was enlarged by elevating the roof, creating a two-story building and office space for commission men.

Late in 1875 eastern capital became interested in the Kansas Stock Yards, and in 1876 there was a reorganization and the name was changed to the Kansas City Stock Yards. New officers elected were Charles Francis Adams, Jr., of Boston, president; L. B. Morse, superintendent; E. E. Richardson, assistant secretary and treasurer; and H. P. Child, yard master. It was through Mr. Adams and Col. Morse that large investments of eastern, especially Boston, capital was attracted to and around Kansas City.

The first moves of the new company were to erect a new Exchange Building and acquire more land. This building, the third Livestock Exchange, was slightly west of State Line at Sixteenth Street. Its dimensions were 105x127 feet, three stories high, and cost \$35,000. Its construction was begun May 1, 1876, and completed in late November that year. It provided commission men's and Stock Yards Company offices, two bank rooms, restaurant, billiard hall, barber shop and bath room. In current comments on this building it was stated that "a handsome grass plat, with fountains at each end" was along the east side of the building.

The thirteen and one-half acres in the original Kansas Stock Yards tract, together with other purchases, totaled 35.85 acres south of the Kansas Pacific tracks, formed a triangle whose apex was 19th Street, the base on State Line, the arm the Kansas Pacific right-of-way, and the Hypotenuse the Kaw River. 19.94 acres north of the Missouri Pacific track, four blocks comprising the southwest corner of the town site of old Kansas City, Kansas, gave the Kansas City Stock Yards, in the first year of its operation under that name, a land area of 55.79 acres.

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On this plot new pens were erected, docks were built on both the Kansas Pacific and Missouri Pacific tracks, four 60,000 pound scales were installed. In 1878 and 1886 land holdings were extended east into Missouri. The Livestock Exchange Building was enlarged until in 1895 this building had 380 office rooms. The State Line passed through the west side of the last building at the west end of the hall leading from the east entrance into the main lobby of the building. A tile marker at this point designated the State Line.

In the nineties Kansas was a dry state, Missouri wet. Thus it was that many a race was staged over the line in the Exchange Building. A certain district known as Toad-a-Loop was noted for its number of tough characters. They would ply some rough stuff on Bell, Genessee or Wyoming Street, and when pursued by a policeman make a run west on Sixteenth Street, enter the Exchange Building and cross the State Line. There the Missouri chase ended. However, it is known that on several occasions the offenders found Kansas officers who would not let them over the line and they were caught by the Missouri officials.

As early as 1883 native owners complained about tick infected cattle being yarded with native cattle. As a result of these complaints the Kansas City Stock Yards purchased in 1886 a tract of land on the west bank of the Kaw River. There in 1887 through 1888 Texas cattle were yarded. These yards had pen space, receiving and shipping facilities for 150 cards of cattle daily. The first Stock Yards bridge over the Kaw River was built in 1887 between the native, or east side, and the west, or quarantine side. The Kansas City Stock Yards was the first Stock Yards to provide separate yarding facilities of tick infected cattle. Therefore, it was well prepared when in 1889 the United States Department of Agriculture established its first quarantine line.

The "fever tick," however, was a live problem, and in the early nineties when Hell, Whisky, Carrie Nation and populism were rampant in Kansas, the Kansas legislature decided to take a hand in stock yards affairs. So, "In 1894," an old story goes, "the bewhiskered Kansas legislature (all legislators wore whiskers in those days) held an inspection tour of the Kansas City Stock Yards and immediately thereafter passed a law that only 15 cents a head should be charged for yarding Texas cattle." The stock yard's established yardage charge at that time was 25 cents, so that the Kansas legislative act declaring 15

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cent yards brought into existence the United States Quarantining Stock Yards in 1895. This was a subsidiary of the Kansas City Stock Yards Company. Ground for its operation embraced the first yarding of the 11.34 acres Nicholas McAlpine tract, plus 7.14 acres adjoining it on the north purchased from the Union Pacific Railroad Company. When the United States Quarantine Stock Yards Company began operation it charged 15 cents for yardage plus 10 cents for quarantine service.

While the interference of the Kansas legislature was responsible for the growth of the quarantine yards on the west bank of the Kaw, it was the direct cause of the last addition of the Exchange Building being constructed east of the State Line and of subsequent enlargements of stock yards business on the Missouri side. It was the fever tick that caused the unsettled and fluctuating course of the northern cattle drives, and likewise the Texas fever tick was the beginning of Missouri's accretion of a major part of the Kansas City Stock Yards business.

Earliest efforts centered around the cattle trade, but by 1872 hogs were calling for attention and the first yardings were made in open pens. Sheep came into the picture. In 1876 shed buildings were erected for both. 1885 saw a frame hog house two stories high. A new hog house was built in 1916 - the present four-story reinforced concrete building.

On the completion of the last Exchange Building most of the native cattle, sheep and horses and mules were yarded on the Missouri side of the line, hogs west of the State Line, and quarantine cattle on the west bank of the Kaw River.

Acquiring property and erecting buildings and facilities, in job lot and piece-meal fashion, characterized the whole period from 1871 to 1909. The new nine-story reinforced concrete brick faced Exchange Building was the apex of the period's achievements, but inbound shipments of livestock, though coming in enlarged volume, were decreasing in number of head per ownership. In that period cattle came in ownership of one person in train load lots. After 1910 there was a noticeable drop to more owners and smaller lots. The open range had

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passed. The farmer and small feeder was becoming the source of supply, hence more scales, more alleys, more sorting pens, and a reduction in the size of the pens became an evident need. The board of directors of the Kansas City Stock Yards Company felt that the time had come not only for a general reorganization in the company itself but in the active management of the property under an aggressive leader.

The third (present period) began its administration of the stock yards business at the end of a forty-one year period that had rendered most of the handling equipment and pen arrangement obsolete. The problem was to modernize the entire stock yards plant and create high efficiency in service. To do this it was necessary to rearrange and rebuild the railroad tracks, cattle pens, viaducts, hog houses, receiving and shipping divisions, and the weighing system, so that a free flow of livestock from the unloading chutes to the sales pens and from the sales pens over the scales to packing houses, traders' pens and shipping divisions could be effected in the least possible time. In the six-year period ending 1918, practically the entire work had been accomplished at an expenditure of 2 1/2 million dollars. These facilities, when completed, made the Kansas City Stock Yards the most modern stock yards plant in America."

The Kansas City Livestock Exchange still survives, amid a panorama of railroad tracks and stock yards, as a reminder of an industry that began and grew in Kansas City and had a truly significant impact upon the city's growth and development as well as the westward expansion of the country.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

"First Exchange Was Only 24 Feet Square," Kansas City Daily Drover, 9 March 1931.

"History of the Kansas City Stock Yards," Hereford Swine Journal, Hay-June 1943.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY LESS THAN ONE ACRE

QUADRANGLE NAME KANSAS CITY, MO-KAN

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 15 36 11 80 43 28 280

B                     

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C                     

D                     

E                     

F                     

G                     

H                     

### VERBAL BOUNDARY DESCRIPTION

Starting at the northeast corner of 16th Street and Genessee, cross Genessee to the west. This will place you in front of the Livestock

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

## 11 FORM PREPARED BY

NAME / TITLE

1. Mary J. Matthews

ORGANIZATION

Phoenix Companies

DATE

July 1, 1983

STREET & NUMBER

3838 Main Street

TELEPHONE

816/881-5907

CITY OR TOWN

Kansas City

STATE

Missouri 64111

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL   

STATE   

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*Fred A. Saper*

TITLE Director, Department of Natural Resources and  
State Historic Preservation Officer

DATE

1/18/84

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

DATE

ATTEST:

CHIEF OF REGISTRATION

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

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received

date entered

Continuation sheet KANSAS CITY LIVESTOCK EX. Item number 10

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Exchange Building. Proceed north 100 feet to the northeast corner of the Building. Turn west 120 feet to the northwest corner; proceed south 250 feet to the southwest corner of the building; proceed east 120 feet; hence north 150 feet to the original starting point. Cross Genessee going east to the northeast corner of Genessee and 16th.

Item number 11

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2. James M. Denny, Chief, Survey & Registration  
and State Contact Person  
Department of Natural Resources  
Historic Preservation Program  
P.O. Box 176  
Jefferson City,

July 1, 1983  
314/751-4096

Missouri 65102



KANSAS CITY LIVESTOCK EXCHANGE  
1600 Genessee  
Kansas City, JACKSON Co. Mo.

U.S.G.S. 7.5 Quadrangle  
KANSAS CITY, MO-KAN Scale 1:24,000

UTM Reference:

15/361180/4328280

**Photo Log:**

Name of Property: **Kansas City Live Stock Exchange**

City or Vicinity: **Kansas City**

County: **Jackson County** State: **MO**

Photographer: **Mary J. Matthews**

Date

Photographed: **Jul. 1983**

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

1 of 10. E primary façade. Fronts on Genessee St. Small golden ox addition is to the S.

2 of 10. N façade.

3 of 10. Postcard dated 1915. NE corner and E primary façade. Courtesy of MO Valley Room, KC Public Library.

4 of 10. Entry detail, primary E façade.

5 of 10. Lobby detail. Columns are of iron, as are the rails, balusters, and stairs. Tile floor has inset green Grecian key border.

6 of 10. Typical office configuration, with golden oak enframements, obscure maze glass, and tile floor.

7 of 10. View of the stockyards to the SW.

8 of 10. The first Exchange Building on the same site as the present building, constructed in 1871. Of frame construction, it was 24' square. Courtesy of MO Valley Room, KC Public Library.

9 of 10. The second Exchange Building, constructed at Sixteenth and State Line in 1876. Courtesy of MO Valley Room, KC Public Library.

10 of 10. The second Exchange Building after several additions in 1890. Courtesy of MO Valley Room, KC Public Library.







Wyoming St  
Gate B

Gate A or  
Gate B

American Royal Dr  
Gate A

  
**Charter  
Bank**  
LIVESTOCK  
NATIONAL

CUSTOMER PARKING  
AND  
DRIVE-IN ENTRANCE

LIVESTOCK NATIONAL BANK



KANSAS CITY LIVE  
ART FILE

Kansas City Live  
Kansas C

M17942





KANSAS CITY LIVE STOCK EXCHANGE

Charter  
Bank  
LIVESTOCK  
NATIONAL  
SECOND FLOOR

Charter  
Bank  
LIVESTOCK  
NATIONAL  
SECOND FLOOR





EXCHANGE HALL.

905

AUCTION



SWIFT & HENRY









