

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking x in the appropriate box or by entering the information requested. If 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 entries and narrative items on continuation sheets (NPS Form 10-900a) Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

Historic name: Kansas City Terminal Railway Company Roundhouse Historic District

Other name/site number: _____

2. Location

street & number 27th Street & Southwest Boulevard n/a not for publication
city or town Kansas City n/a vicinity
state Missouri code MO county Jackson code 095 zip code 64111

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 nationally statewide X locally. (See continuation sheet for additional comments.)

Signature of certifying official *Claire F. Blackwell*

18 Dec. 00
Date

State or Federal agency and bureau _____

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

Signature of commenting or other official _____

_____ Date

State or Federal agency and bureau _____

3. National Park Service Certification

I, hereby, certify that this property is:

 entered in the National Register.

 See continuation sheet

 determined eligible for the National Register.

 See continuation sheet

 determined not eligible for the National Register.

 removed from the National Register.

 other, (explain:)

Signature of Keeper _____

_____ Date of Action

Property Name Kansas City Terminal Railway Company Roundhouse Historic DistrictCounty and State Jackson County, MissouriPage 2

5. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	contributing	noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>4</u>	<u>3</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>2</u>	<u>2</u> structures
	<input type="checkbox"/> object	<u> </u>	<u> </u> objects
		<u>7</u>	<u>5</u> Total

Name of related multiple property listing:
(Enter "N/A" if property is not part of a
multiple property listing.):N/ANo. of contributing resources previously
listed in the National Register-0-

6. Functions or Use

Historic Functions
(Enter categories from instructions.)TRANSPORTATION: rail-related

Current Functions
(Enter categories from instructions.)VACANT/not in use

7. Description

Architectural Classification
(Enter categories from instructions.)OTHER:railroad design

Materials
(Enter categories from instructions.)

Foundation	<u>CONCRETE</u>
Walls	<u>BRICK</u>
	<u>WOOD</u>
Roof	<u>ASPHALT</u>
Other	<u>METAL:steel</u>
	<u>LIMESTONE</u>

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

USDI/NPS NRHP Registration Form

Property Name Kansas City Terminal Railway Company Roundhouse Historic District

County and State Jackson County, Missouri

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8. Statement of Significance

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

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

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

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

Areas of Significance

Enter categories from instructions.)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1914-49

1941-49

Significant Dates

1914

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Hanna, John

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

Kansas City Terminal Railway Company Roundhouse Historic DistrictJackson County, MissouriPage 4**9. Major Bibliographical References**

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

Previous documentation on file (NPS):

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

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☒ Other

Specify repository:

City of Kansas City, Missouri

Department of Planning and Development

Record # _____

10. Geographical DataAcreage of property 22 acres

UTM References

A	<u>15</u>	<u>361910</u>	<u>4327200</u>	B	<u>15</u>	<u>361630</u>	<u>4326850</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>15</u>	<u>361410</u>	<u>4326920</u>	D	<u>15</u>	<u>361470</u>	<u>4327040</u>

____ See continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared Byname/title Sally F. Schwenkorganization Historic Preservation Services, LLCdate December 1, 1999street & number 818 Grand Boulevard, Suite 1150telephone (816) 221-5133city or town Kansas Citystate Missouri zip code 64106**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

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

Property Owner (Complete this item at the request of the SHPO or FPO.)Name West Side Industrial Park L.L.C.street & number 1100 Pennsylvania Avenue, Suite 1052telephone 816-221-5133city or town Kansas Citystate MO zip code 64105

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 7 Page 1

Kansas City Terminal Railway Company Roundhouse Historic District
Jackson County, Missouri

The 22 acre Kansas City Terminal Railway Company Roundhouse Historic District in Kansas City, Jackson County Missouri is located southwest of the Union Station terminal building on a site bounded on the south and southwest by Southwest Boulevard, on the north by a retaining wall for an elevated rail which roughly parallels 25th Street, on the east by what would be a southward extension of Jarboe Street and on the west by the St. Louis and San Francisco Railroad tracks. The teardrop-shaped district incorporates a parcel south of the main trunk lines extending eastward toward the Union Station that historically incorporated the coach yards and roundhouse facility. *[Exhibit 1: Existing Site Plan and Exhibit 2: 1925 Map View]*. Surviving resources in the district include one contributing site, four contributing buildings, two contributing structures, three noncontributing buildings, and two noncontributing structures. *[See chart below]*. These surviving resources were, for the most part, major buildings and structures of the original complex and survive relatively intact, retaining their original design and functional elements. Entry to the district is from 27th Street on the southwest. A gravel drive parallels Southwest Boulevard. Only a few tracks remain in the coach yards on the northwest portion of the site and, today as in the past, the approximately 420 foot diameter, semi-circular roundhouse buildings dominate the southwestern portion of the site. The two-story, Kansas City Terminal Railway Company's office and locker room building which faces Southwest Boulevard is approximately 870 feet northeast from the roundhouse. A series of track segments physically link and show the historic associations of the roundhouse facilities to the office and other extant buildings and structures. Except for a steep slope along the western edge of Southwest Boulevard, the site has a generally level grade, the majority of which is covered with gravel. Some traditional areas of activity have asphalt paving. In addition to miscellaneous sections of remaining track, there are a number of small concrete block buildings and metal shed structures. Also scattered throughout the area are a variety of railroad tie, chain link, and telephone pole fences enclosing small areas or preventing through traffic. Below ground are numerous monitoring wells and various storage and dump pits. The roundhouse yard contains the following buildings and structures of substantial size and scale.¹

0	Turntable Hut, Turntable Mechanism, Radiating Tracks ²	Contributing Structure	Photographs #1, #2
1	226' West Radius Roundhouse Segment	Contributing Building	Photographs #3 - #12
2.	210' East Radius Roundhouse Segment	Contributing Building	Photographs #13 - #17
3.	Machine Shop Addition ³	Contributing to #1	Photograph #18
4.	Brick Storehouse	Contributing Building	Photographs #19 - #21, #24

¹ Buildings are keyed to Exhibit 3: Location Map, which documents existing buildings/structures and was prepared by International Architects Atelier for the Zimmer Companies and the Hispanic Economic Development Corporation, November 1998. As outlined in National Register Bulletin, 16A, p. 17, only those buildings, structures, sites and objects that are substantial in size are counted as contributing and noncontributing elements to the district. One building, a fuel storage building was determined a contributing property in the SHPO Determination of Eligibility was demolished as part of environmental abatement program agreed upon during the Section 106 consultation.

² As outlined in National Register Bulletin, 16A, p. 17, this structure and its attached ancillary buildings and structures is counted as one structure.

³ As outlined in National Register Bulletin, 16A, p. 17, this building is an ancillary building to the 226 Radius west roundhouse segment. The machine shop addition and the west roundhouse segment are counted as one contributing building.

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5.	Icehouse	Contributing Structure	Photographs #22, #23
6.	Lumber Storage Shed	Noncontr. Structure	Photograph #24
7.	Storage Shed Passageway	Noncontr. Building	Photograph #24
8.	Office Building & Locker Room	Noncontr. Building	Photograph #25
9.	K.C.T.R. Office Building 2530 SW Boulevard	Contributing Building	Photographs #26 - #30
10.	Triangular Building	Noncontr. Building	Photograph #32
11.	CMU/Storage Building	Noncontr. Structure	Photograph #33

Contributing Resources

In addition to the above listed buildings and structures, the rail yard itself contributes to the district's historical significance and is counted as a contributing site. The roundhouse and coach yards retain a number of track segments that visually allude to physical connections with the surviving buildings and structures and provide clues to the operation of the yard. [Photograph #34] A comparison of the current site map and historical maps clearly shows the relationship between the yard and the through trunk lines of the Union Station. The space that once functioned as the coach yard where passenger cars were cleaned and serviced retains its original configuration with a few surviving tracks. [Exhibit 1: Existing Site Plan]

Forming the nucleus of the roundhouse complex is the **turntable** with its **operations hut and nine rails** [Exhibit 3: Location Map, Building #0] radiating to the separate stalls in the roundhouse and a single track leading to the "balloon track" which circled the yard. Centered in the interior circumference of the roundhouse buildings is the circular turntable. The turntable mechanism sits within a 90-foot diameter concrete pit that slopes from a depth of approximately 6' at its edges to nearly 12' in the center. A steel turntable contains train track above with iron rails on both sides. A steel arch above the track connects with the overhead electric lines and provides the power for the turntable. The operations hut is a small shed with board-and-batten siding that provides shelter for the turntable operator. [Exhibit 4: Turntable Pit Plan]. The turntable, its operations hut and rails are counted as one contributing structure.

The Kansas City Terminal Railway Company's **roundhouse** buildings are two, semi-circular brick buildings [Exhibit 3: Location Map, Buildings #1 and #2] An exterior space separates the segmental roundhouse buildings. Interior firewalls and service bays further divide these two components. [Exhibit 5: West Roundhouse, Plan of Bay 12 and 13]. A machine shop addition [Exhibit 3: Location Map, Building #3] is at the northeast portion of the west roundhouse. The predominant building materials are brick, stone and concrete. The roofs are tar and gravel. The larger of the two buildings has a 226-foot radius with 15 service bays, while the smaller of the two has a 210-foot radius that incorporates eight service bays. [Exhibit 6: East Roundhouse Plan] The tall, one-story buildings have a flat, stepped roof with the higher section of the roof toward the exterior circumference of the building. [Exhibit 7: West Roundhouse, Section Bay 9 to 15]. On the side elevations are parapets that rise from the roofline. At the juncture of the two roof sections is a row of clerestory windows, the majority of which are boarded. The interior space contains one extant track and maintenance pits. The west roundhouse [Exhibit 3: Building #1] and the Machine Shop addition [Exhibit 3: Building #3] are counted as one contributing building. The east roundhouse [Exhibit 3: Building #2] is counted as one contributing building.

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The exterior rear and the side walls are brick bays divided by pilasters. Brick corbel courses encircle the top of the walls. The windows on the rear elevations appear in groups of four per bay. They have stone sills and a fixed wooden sash over double-hung sash windows, a combination that includes 15-over-12-over-12 lights. The side walls are three bays wide with sash windows that have 12-over-12 lights. All of the windows have wide, wood mullions and stone sills. Several of the bays located in the eastern section are covered with wood lap siding. The elevations facing inward toward the turntable feature tall, wooden double-leaf doors, the majority of which have vertical lap wood siding. *[Exhibit 8: East Roundhouse, West and East Elevations]*. The remaining doors have plywood sheeting covering the openings. Boards cover the majority of the transom windows above each door.

The northeast section of the roundhouse has a large 87'x 166' **machine shop addition** *[Exhibit 3: Location Map, Building #3]* attached to the exterior perimeter wall. The addition has a flat roof with three large, shallow-pitched gable dormers with clerestory windows on all sides. Like the brick walls of the roundhouse, the machine shop brick walls have bays created by pilasters and a cornice of brick corbel courses. The window materials and configuration match those found in the roundhouse but feature sashes with 9-over-12-over-12 lights. *[Exhibit 9: Machine Shop Section and Exhibit 10: Machine Shop Interior Elevations]*. Attached on the north of the northwest section is a nonhistoric metal storage shed with open ends, which because of its size is not counted as a resource..

Located on the eastern roundhouse section are two small additions. A small, one-story brick office with a flat roof is situated on the north end of the section. *[Exhibit 11: Foreman's Office]* Because it is attached, the office is counted with the east roundhouse section as one contributing building. Just south is a detached, gable roof, metal building. Because of its size it is not counted as either a contributing or as a noncontributing resource.

The one-story brick **storehouse** *[Exhibit 3: Location Map, Building #4; [Exhibit 12: Storehouse West and East Elevation and Exhibit 13: North and South Elevation]* is adjacent to the northwest section of the west roundhouse. A covered walkway and shed additions runs between the buildings. The storehouse is counted as a contributing building to the district. The building has a flat roof with a shallow-pitch, gable clerestory dormer. On the north and south elevations, brick pilasters divide the wall into bays. The east and west walls feature brick corbel courses at the cornice line. A concrete loading dock raised approximately 3 ½ feet from grade wraps around the east and north sides. A flat roof covers the east end. Double-hung, wood sash windows located in the east wall have 9-over-12 lights and stone sills, while those on the north elevation appear to be altered -- the large rectangular openings with stone sills have a fixed center sash surrounded by glass block. The building appears to be contemporaneous with the construction of roundhouse and machine shop buildings.

The **icehouse**, *[Exhibit 3: Location Map: Building #5]* a small, rectangular, gable-front, brick structure, located near the northwest corner of the northwest section of the west roundhouse, is counted as a contributing structure to the district. It sits on a high concrete foundation and has a gable roof with exposed roof rafters. Wire mesh under the eaves provides ventilation. Shiplap wood siding covers the southwest wall as well as the gable end of the northeast wall. The northeast wall has a thick, insulated wooden door. Styrofoam lines the interior walls. Of

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an undetermined construction date, the building nonetheless appears to retain a high degree of integrity and appears to be over 50 years in age.⁴

The location of the **Kansas City Terminal Railway Company office building and locker room** [*Exhibit 3: Location Map, Building #9*], at 2530 Southwest Boulevard, is approximately 870 feet from the eastern edge of the roundhouse building. It is counted as a contributing building to the historic district. A gravel roadbed that originally contained two rails connects the c. 1914 rectangular building with the rest of the complex. Situated on the edge of Southwest Boulevard, the 90' x 30' brick building with concrete foundation is two stories on the front (southeast) elevation and, due to the slope of the grade, one story on the rear. Concrete stairs on the northeast side lead from Southwest Boulevard to the rear of the building. The primary facade has seven bays created by brick pilasters with brick corbel courses at the top. Brick corbel courses define the building's cornice. The flat roof edge has tile coping. Each bay has two openings on each floor that is boarded over. Those windows that are exposed feature double-hung sashes with 2-over-2 lights, stone sills and vertical brick stretcher lintels.

Noncontributing Resources

The small, **lumber storage shed** [*Exhibit 3: Location Map, Building #6*] located just southeast of the icehouse next to the northeast section of the west roundhouse has a projecting gable front Halifax roof. Corrugated metal covers the deteriorated frame building. Wooden storage shelves occupy all of the interior space and appear to be storage for lumber and other materials. Except on the northwest elevation, boards cover all openings. While the building could be over 50 years in age,⁵ loss of a significant amount of historic material and extensive deterioration of remaining features significantly impact its integrity. It is therefore counted as a noncontributing structure in the historic district.

A covered passageway building [*Exhibit 3: Location Map, Building #7*] connects the wood frame storage shed [*Exhibit 3: Building #6*] with the brick supply storehouse [*Exhibit 3: Building #4*] and is composed of a series of additions. A narrow, covered walkway between the roundhouse and the storehouse appears on the 1939 Sanborn Fire Insurance Map, but the shed additions to the walkway appear to be additions/alterations in the last fifty years.. As a whole the covered **storage shed passageway** is counted as one noncontributing building.

The 255 foot long, wood frame **office building and locker room** [*Exhibit 3: Location Map, Building #8*] has a low-pitched, gable roof with exposed roof rafters and wide eaves. The lower portion of the building has brick veneer and the upper portion of the walls are wood board and batten dating to a time after the period of significance. Partially located on the site of an earlier office, paint storage and locker room,⁶ this building may

⁴ 1939 Sanborn Fire Insurance Map of Kansas City, Missouri (New York: Sanborn Map Company, 1939 and corrected to 1963) Micro Film. Missouri Valley Room Special Collections, Kansas City, Missouri Public Library. The Sanborn Company Fire Insurance Map shows the ice house. Other plat maps do not include all of the auxiliary buildings. No building permit survives.

⁵ The structure does not appear on the 1939 Sanborn Fire Insurance Map.

⁶ 1939 Sanborn Fire Insurance Map.

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incorporate some foundations and/or interior structural elements of the earlier building or may have been extensively remodeled in the last 30 years. It is counted as a noncontributing building in the historic district.

The skeleton of a **triangular building** [*Exhibit : Location Map, Building #11*] that originally had a shed roof appears to be divided into an office enclosure with an entrance door and an open service bay for mechanical equipment. It no longer retains enough integrity to communicate its original function or relationship to other buildings and structures in the complex. As a result, it is counted as a noncontributing building in the historic district.

CMU storage building [*Exhibit 3: Location Map, Building #12*] is a concrete block building with very shallow-pitched gable roof and two doors situated approximately 960 feet northeast of the roundhouse. It is counted as a noncontributing structure in the historic district because no documentation could be made of its existence prior to 1949.

Historic Integrity

The complex retains historic integrity in terms of the location of extant buildings and structures; their design, setting, materials, and workmanship successfully communicate feelings and associations with the roundhouse complex's period of significance. Throughout its period of significance and afterwards, the site had numerous buildings and structures that no longer are present. Jackson County tax photographs dating from 1939-1940 on file at the Kansas City Landmarks Commission document at least 25 auxiliary buildings located in the roundhouse complex. During the post World War II period, the rail company demolished numerous buildings. In the 1960s, well after the transition to the diesel engine made many of the roundhouse buildings obsolete, a Sanborn map indicates at least 16 auxiliary buildings and structures.⁷ A small, wood frame diesel fuel storage shed measuring approximately 4' x 8' located east of the eastern portion of the eastern roundhouse section was demolished in the Fall of 1999 during environmental abatement that included removal of the storage tank below it. The Missouri Deputy State Historic Preservation Officer, in an earlier determination of eligibility assessment, determined this building to be a contributing building to the district. The small building had board and batten siding and a gable-end roof. Moreover, a comparison of maps dating from the historic period to the present indicates a significant loss of rail track. The 22 acre yard to the north and northeast of the roundhouse at one time contained so many tracks that the Sanborn maps simply note the area as "full of tracks."⁸

Despite these losses, the surviving resources were, for the most part, the primary buildings and structures of the original roundhouse yards and survive relatively intact, retaining their original design and functional elements. Each appears not only as a distinct element but also as a contributing member of the larger complex, defining the function of the roundhouse as it related to and was associated with the Union Station terminal. Extant rails are located in each of the areas where there was a concentration of rails – i.e. balloon track, coach yard, and roundhouse, providing contextual ties to the extant buildings and structures and to the main trunk lines which still

⁷ Deon Wolfenbarger, "Missouri Historic Property Form," Missouri Department of Natural Resources Historic Preservation Program, 17 March 1996, Continuation Sheet, 1.

⁸ 1939 Sanborn Fire Insurance Map.

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function today. The footprint of the retaining wall for an elevated rail creating the north boundary of the site follows that of the trunk lines that were historically present during the period of significance.

In the 1960s, the K. C. Terminal Railway Company demolished the southeastern section of the roundhouse; the concrete foundation of this section remains.⁹ The fascia and soffit areas of the surviving roundhouse segments and the machine shop addition show deterioration, as do many portions of the roof. Most of the original doors are intact and boarded over. The interior retains original sliding doors, as well as service pits and sewer drains. Despite demolition of the southeastern section, deterioration of wooden elements, and minor door alterations, the roundhouse buildings retain sufficient integrity in materials, design, setting, and association with other buildings and structures and the site to successfully communicate their original function and design as well as associations with the larger adjacent railroad facilities of the Union Station terminal.

The turntable mechanism and operations hut are intact and retain integrity in all areas of consideration. While the majority of tracks leading from the turntable to the individual stalls of the roundhouse are no longer extant, enough survive to communicate the radius of tracks once there and the relationship of the turntable to the roundhouse. [*Exhibit 3: Location Map, Building # 9*]

Adjacent auxiliary buildings retain sufficient integrity to assist in defining their function as well as their relationship to the roundhouse building and yard. Except for selected window alterations, the brick supply storehouse building retains integrity of design and materials and has high integrity of setting, location, association and feeling. While the icehouse shows some evidence of deterioration of wooden elements, it retains a high level of integrity.

The 1914 Kansas City Terminal Railway Company's office building and locker rooms at 2530 Southwest Boulevard retains integrity in location, design, materials and workmanship. All exposed exterior areas retain a high degree of integrity as do many of the interior rooms. The removal of significant portions of track connecting the roundhouse and the office building weakens visual connections between the building and the roundhouse, diminishing the building's historic setting and ability to convey feelings and associations with the larger complex, especially when viewed from Southwest Boulevard. Nevertheless, enough track segments remain to provide visible associative links between the two buildings, particularly when viewed from within the yard. [*Exhibit 1: Existing Site Plan*] And, while the noncontributing, one-story, wood frame office building that stands between the roundhouses and the Kansas City Terminal Railroad Company office and locker room building has a modern appearance, its function as a railroad-related building during modern times and its size and footprint which mimics that of an earlier building, provides some associative value. [*Exhibit 3: Location Map, Building # 8*]

⁹ A brick manufacturer leased this section during the 1950s and 1960s. The steam from the manufacturing process weakened the walls and roof.

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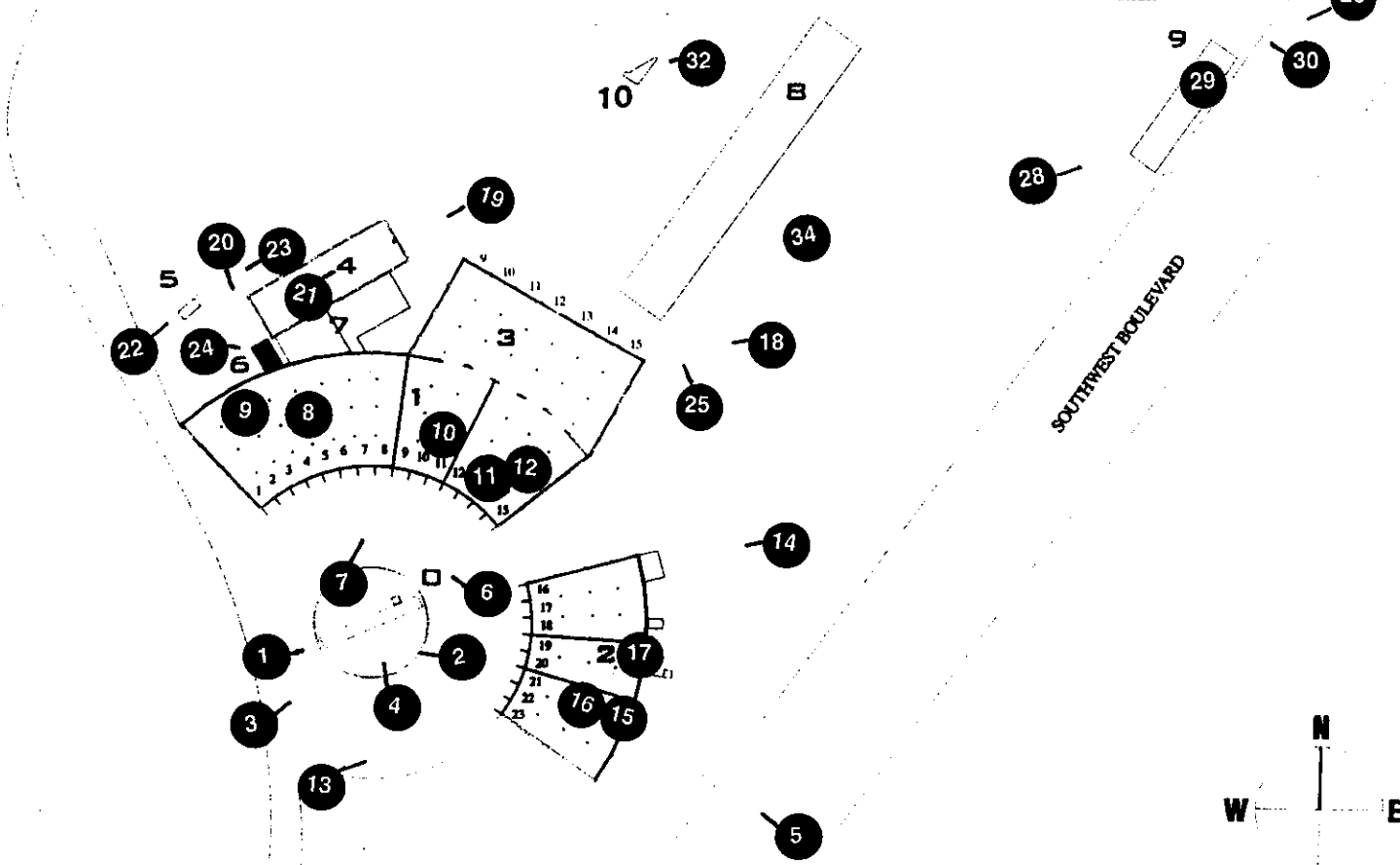
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Kansas City Terminal Railway Company Roundhouse Historic District
Jackson County, Missouri

SKETCH MAP

- | | | |
|-------------------------------|------------------|---------------------------------|
| 0. Turntable Hut, Turntable | Contributing | Photographs #1, #2 |
| 1. Mechanism Radiating tracks | | |
| 2. 226 Radius West Roundhouse | Contributing | Photographs #3 through #12 |
| 3. 210 Radius East Roundhouse | Contributing | Photographs #13 through #17 |
| 4. Machine Shop Addition | Contributing | Photograph #18 |
| 5. Brick Supply Storehouse | Contributing | Photograph #19 through #21, #24 |
| 6. Icehouse | Contributing | Photographs #22, #23 |
| 7. Lumber Storage Shed | Non-Contributing | Photograph #24 |
| 8. Storage Sheds/Passage | Non-Contributing | Photograph #24 |
| 9. Office Building | Non-Contributing | Photograph #25 |
| 10. KCTR Office Building | | |
| 11. 2530 SW Blvd. | Contributing | Photographs #26-#30 |
| 12. Triangular Building | Non-Contributing | Photograph #32 |
| 13. CMU/Storage Building | Non-Contributing | Photograph #33 |

27
11
33
26
30
29
28
9
Building 9 and 12 are located 500 feet to the northeast



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Jackson County, Missouri

PHOTO LOG	Photographer:	Brad Finch
	Date of Photographs:	October 20, 1999
	Location of Negatives:	Hispanic Economic Development Corporation 1100 Pennsylvania, Suite 1052 Kansas City, Missouri 64105

Photo #	Subject	Camera Direction
1	Turntable and Operator Hut	Northeast
2	Turntable and Operator Hut	Northwest
3.	West Roundhouse	Northeast
4.	West Roundhouse and Turntable	North
5.	East Roundhouse	Northwest
6.	West Roundhouse	Northwest
7.	West Roundhouse	Northeast
8.	West Roundhouse, Interior	West
9.	West Roundhouse, Interior	Southwest
10.	West Roundhouse, Interior Door	West
11.	West Roundhouse, Service Pit	Northeast
12.	West Roundhouse, Drain	N/A Downward
13.	East Roundhouse	East
14.	East Roundhouse	West
15.	East Roundhouse, Main Boiler	West
16.	East Roundhouse, Main Boiler	East
17.	East Roundhouse, Metal Shed	North
18.	West Roundhouse, Machine Shop	West
19.	Storehouse and Connecting Passage	Southwest
20.	Brick Storehouse, Lumber Shed, West Roundhouse	Southeast
21	Storage Building, Interior	Southwest
22	Ice House, Interior	Northeast
23	Ice House	West
24	West Roundhouse, Lumber Shed	East
25	Modern office Building	North
26	K. C. Terminal Railway Co. Office & Locker Room Bld.	West
27	K. C. Terminal Railway Co. Office & Locker Room Bld.	South
28	K. C. Terminal Railway Co. Office & Locker Room Bld.	East
29	K. C. Terminal Railway Co. Office & Locker Room Bld.	Southwest
30	K. C. Terminal Railway Co. Office & Locker Room Bld.	Northwest
31	Diesel Fuel Storage Shed	Southwest
32	Triangular Building	Northwest
33.	CMU Building	East
34	Track Section SE of Modern Office Building	North

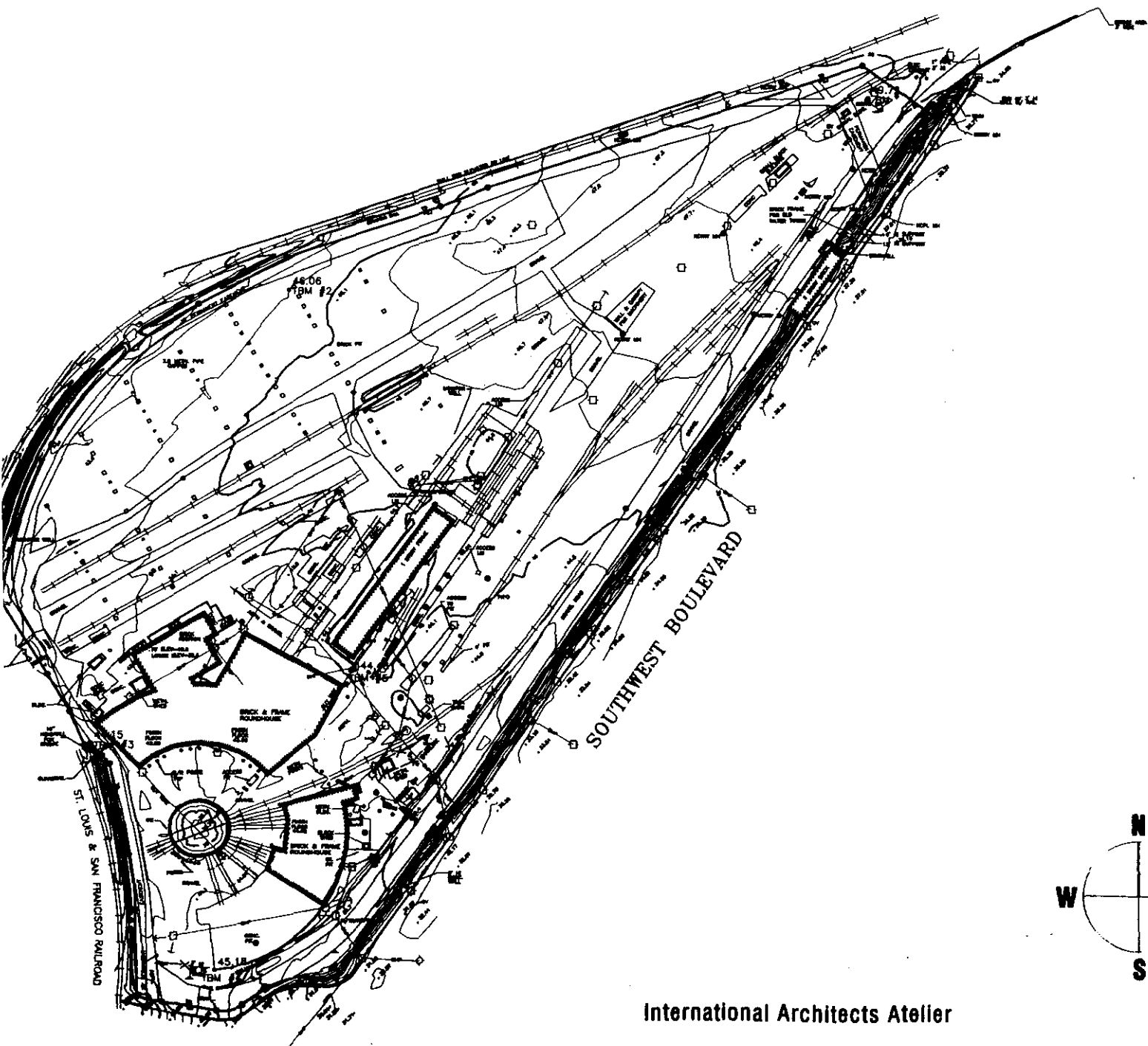
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 1: Existing Site Plan and District Boundaries



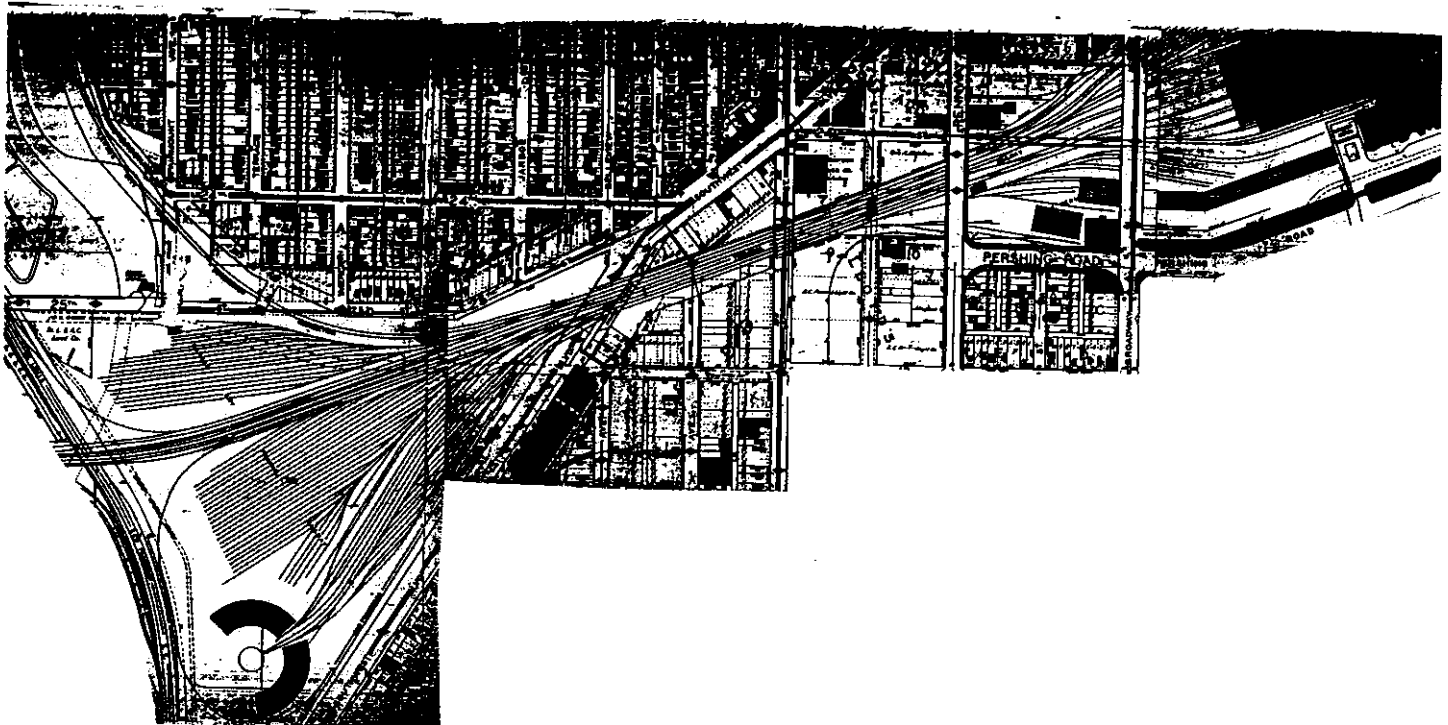
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Exhibit 2: 1925 Map View



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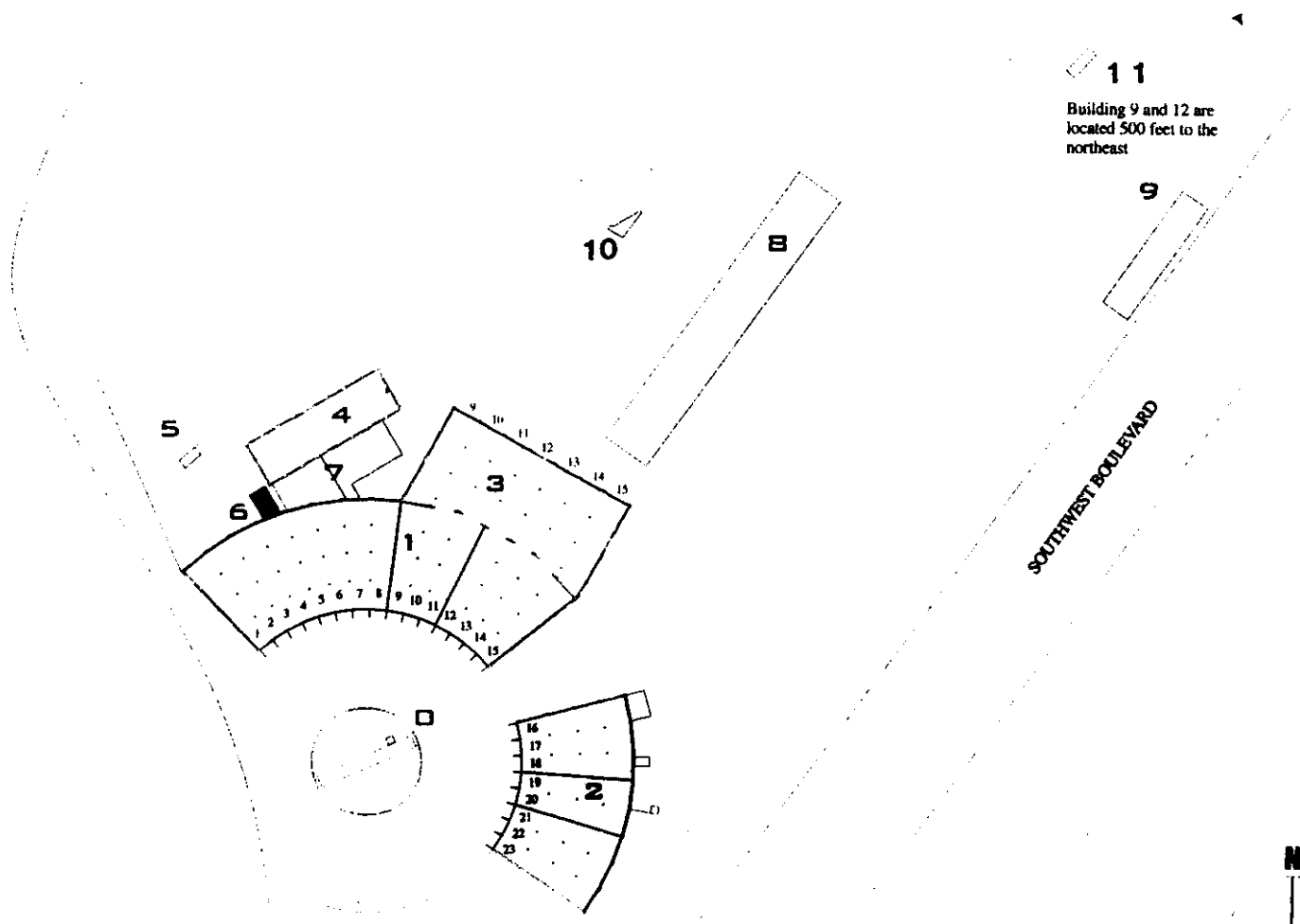
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 3: Location Map

Turntable Operations Hut	0
West Roundhouse 15 bays	1
East Roundhouse 8 bays	2
Machine Shop 7 bays	3
Brick Storehouse	4
Icehouse	5
Lumber Storage Shed	6
Storage Sheds/Passage	7
Office Building & Locker Rm.	8
KCTR Office Building	9
Triangular Building	10
CMU Building	11



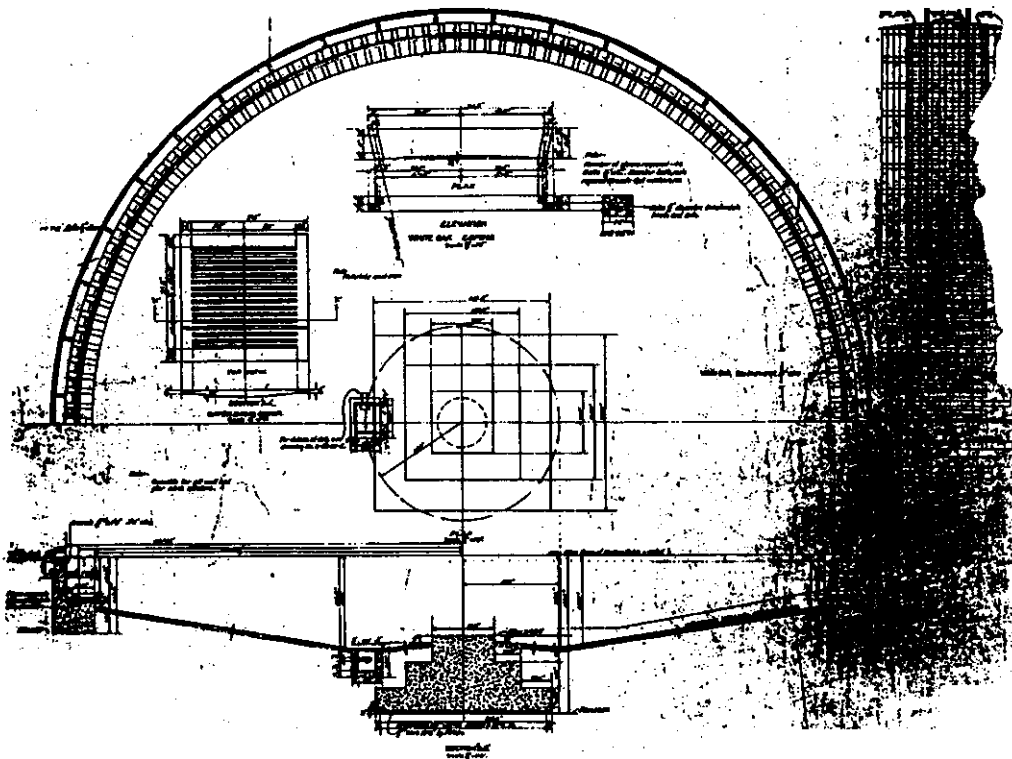
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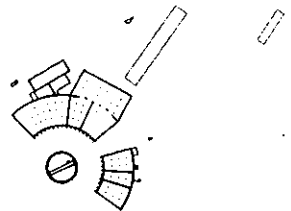
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 4: Turntable Pit Plan



Turntable Pit, Turntable Operation Hut located next to Turning Track, Plan and Section of Pit



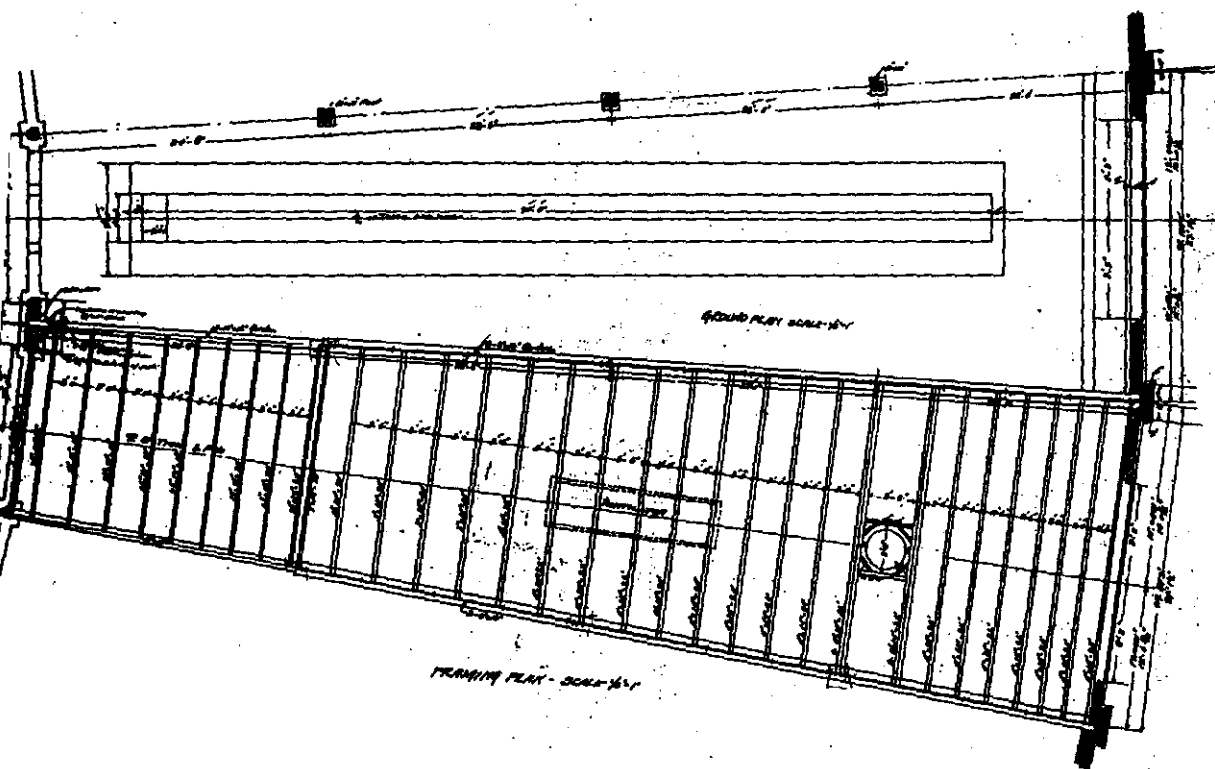
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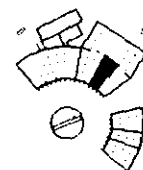
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 5: West Roundhouse Plan



Building No 1, West Roundhouse, Plan of Bay 12 and 13



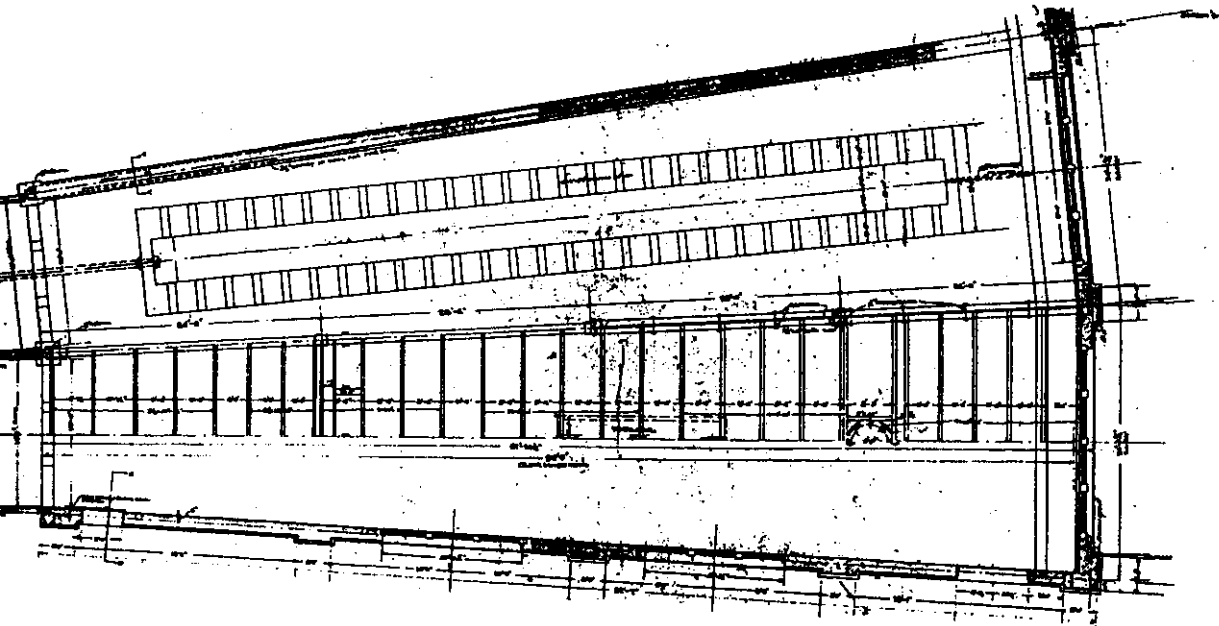
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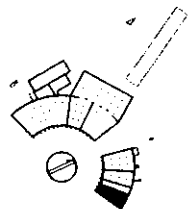
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 6: East Roundhouse Plan



Building No 2, East Roundhouse, Plan, Note: No Window and Door Openings along South Facade



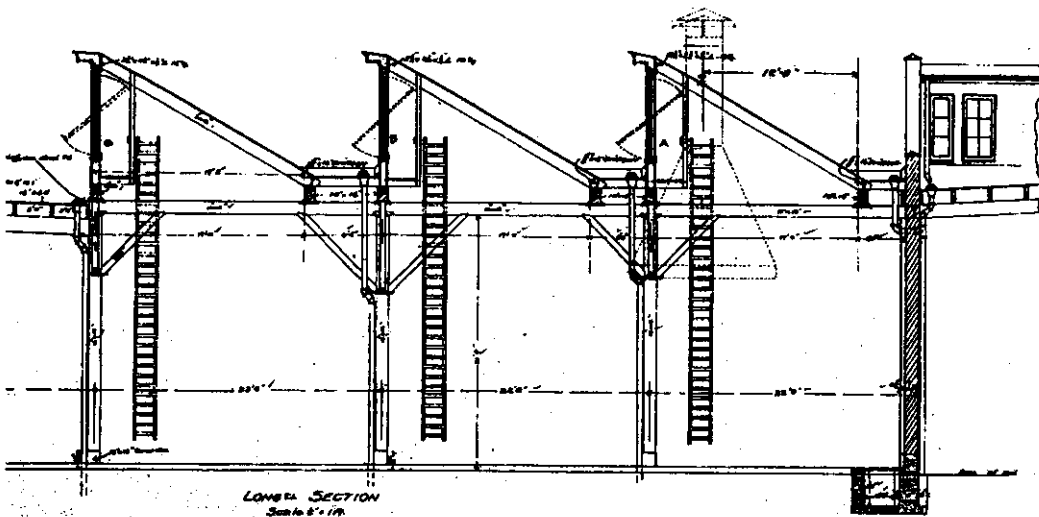
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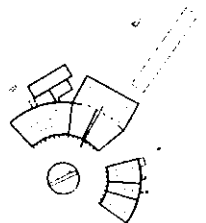
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 7: West Roundhouse, Section Bay 9-15



Building No 1, West Roundhouse, Section Bay9 to 15



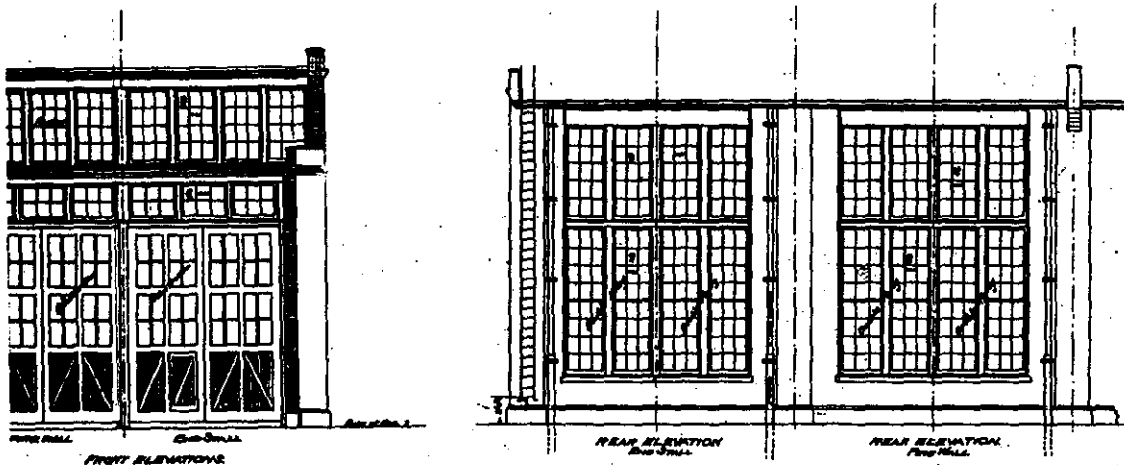
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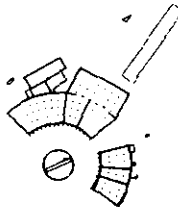
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Exhibit 8: East Roundhouse, West and East Elevations



Building No 2, East Roundhouse, West and East Elevation



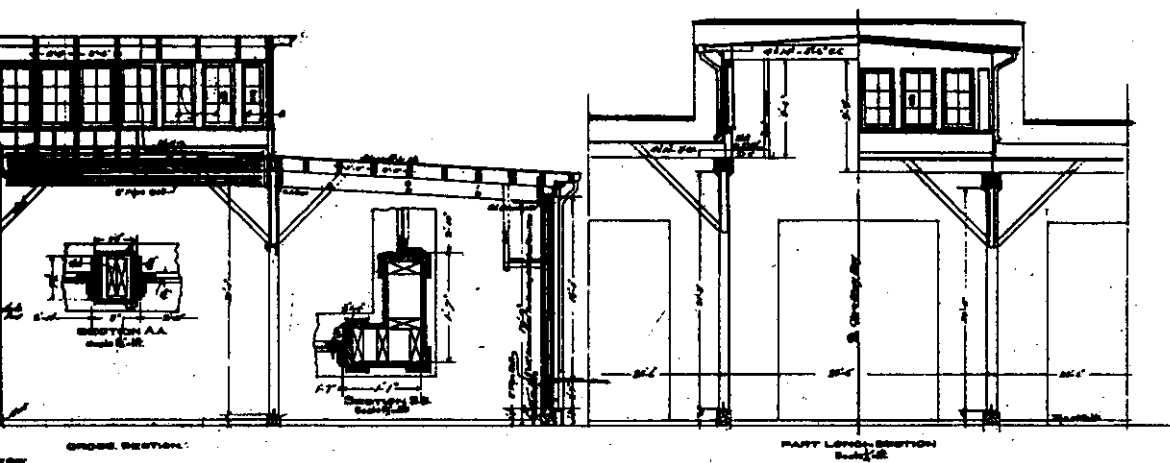
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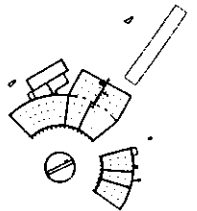
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 9: Machine Shop Section



Building No 3, Machine Shop, Section and partial Clerestory Elevation



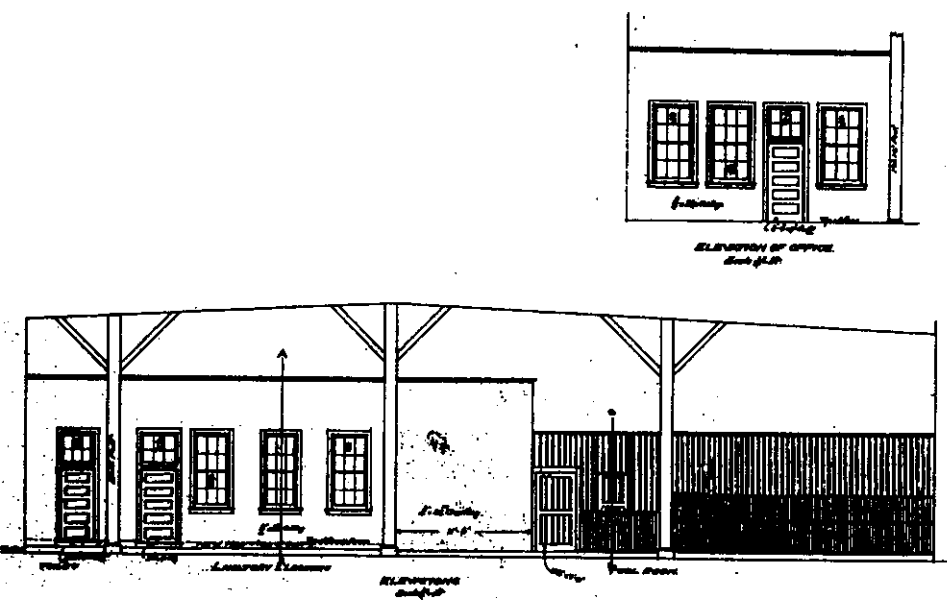
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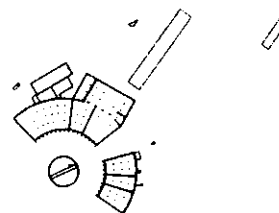
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 10: Machine Shop Interior Elevations



Building No 3, Machine Shop, Interior Elevations



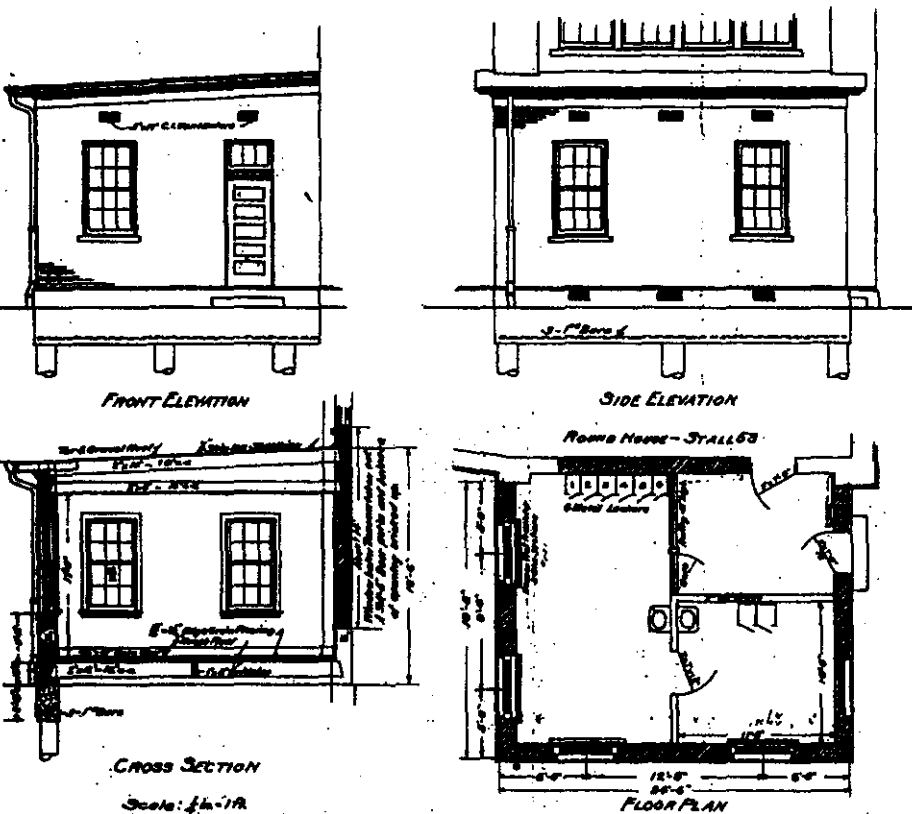
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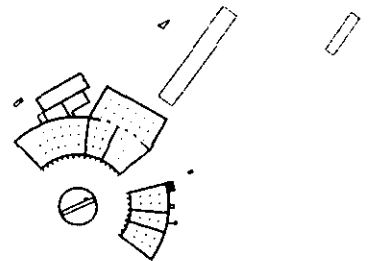
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 11: Foreman's Office



Building No 2, East Roundhouse, Foreman's Office, Elevations, Section and Plan



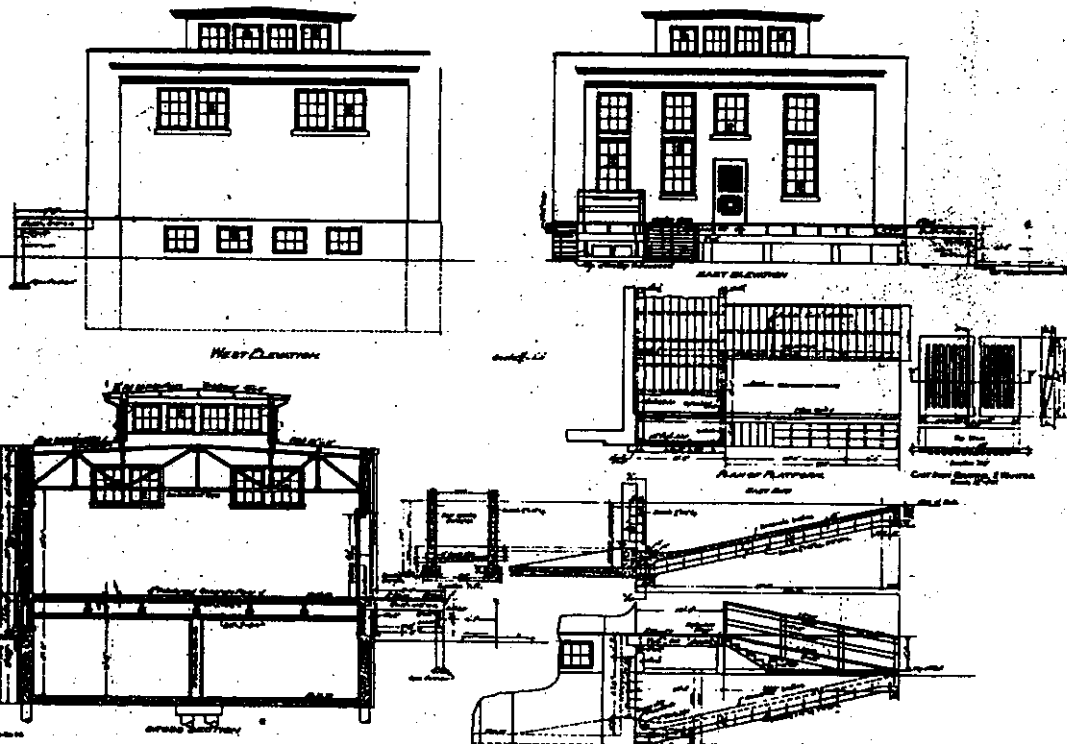
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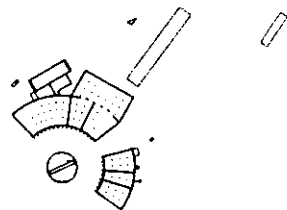
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 12: Storehouse, West and East Elevations



Building No 4, Store House, West and East Elevation and Section



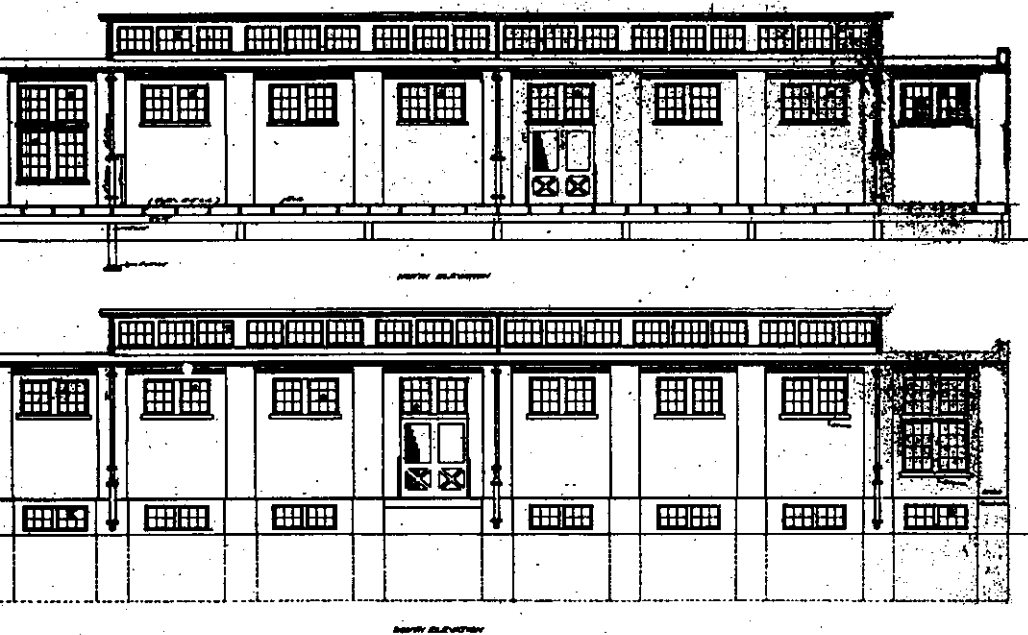
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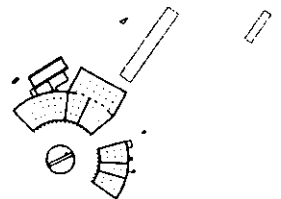
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Kansas City Terminal Railway Company Roundhouse Historic District
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Exhibit 13: Storehouse, North and South Elevations



Building No 4, Store House, North and South Elevation



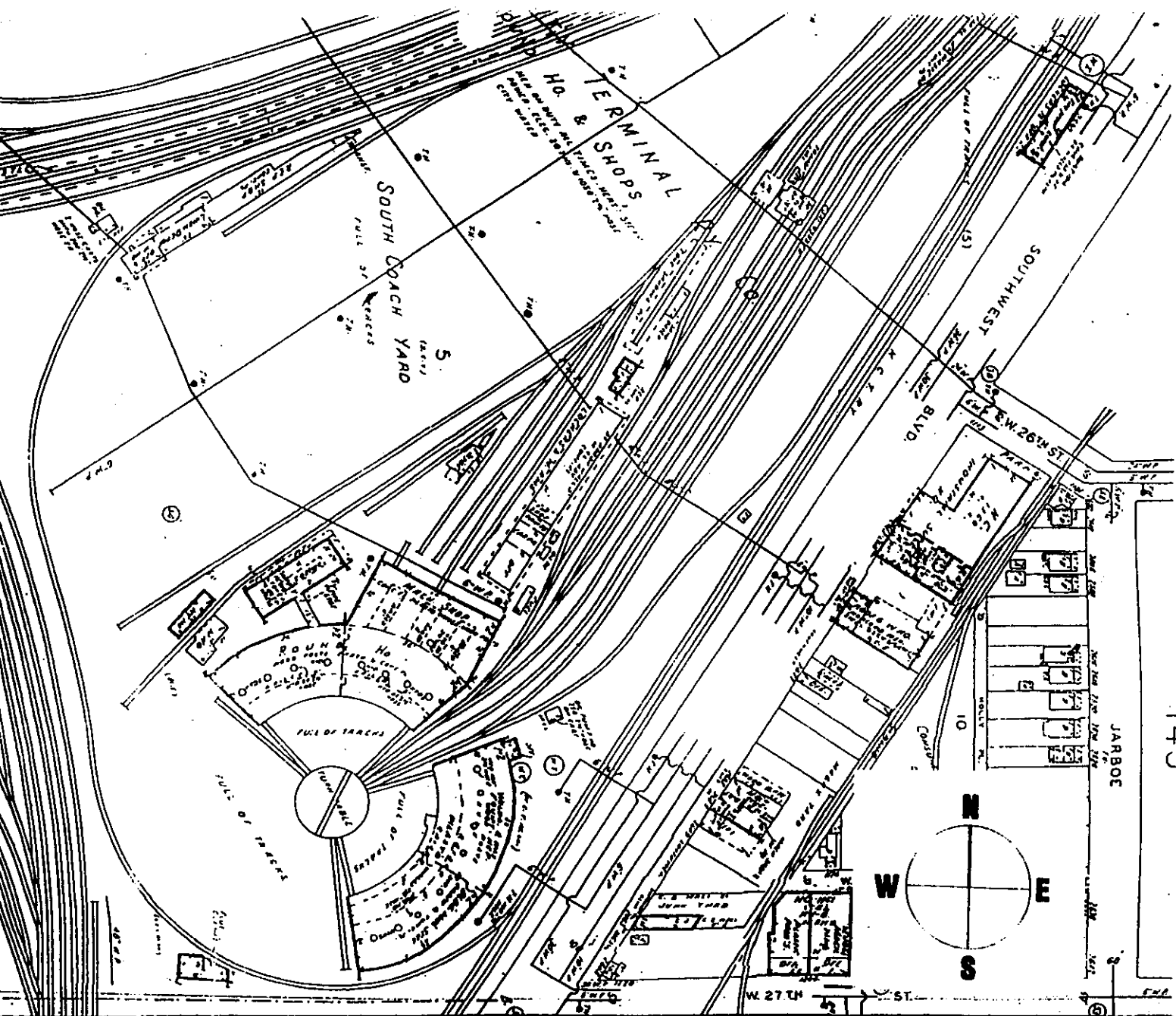
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Exhibit 14: 1939 Sanborn Fire Insurance Company Map



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SUMMARY STATEMENT OF SIGNIFICANCE

The Kansas City Terminal Railway Company Roundhouse Historic District, located at 27th Street and Southwest Boulevard, Kansas City, Jackson County, Missouri is significant under National Register Criterion A in the area of TRANSPORTATION and Criterion C in the area of ARCHITECTURE. The Kansas City Terminal Railway Company initiated construction of the roundhouse buildings and associated service and maintenance buildings and structures at the same time that it began construction of the Union Station. When the Union Station opened in 1914 as the third largest train station in the United States, the roundhouse facility was in operation, servicing passenger engines and tender cars¹⁰ for the 12 owner lines and nonmember rail companies, as well as the Terminal Railroad Company's fleet of switch engines. The district contains one of four surviving roundhouse/turntable complexes in Missouri,¹¹ and constitutes a collection of some of the few remaining railroad maintenance buildings and structures from the era of steam powered rail travel in Kansas City. The Kansas City Terminal Railway Company Roundhouse Historic District meets National Register Criterion A for its significance in the area of Transportation due to its rarity as a distinct railroad property type, its historic and functional relationship with the Union Station,¹² and its associations with a period in American history dominated by the introduction and expansion of the railroad and with Kansas City's economic growth as a major rail center. Constructed in 1913-14 at the end of the grand phase of American railroad architecture (1890-1914),¹³ the roundhouse district is architecturally significant under Criterion C as an example of a distinctive railroad support facility. Designed to support the maintenance needs of passenger train engines and tender cars, it illustrates standard designs and plans of transportation-related buildings, structures and infrastructure that evolved during the late 19th and early 20th centuries. The property's period of significance is from 1914 -1949, a period in which it enjoyed peak use.

HISTORIC CONTEXTS

The Roundhouse as a Railroad Property Type

The roundhouse/engine house which serviced the steam locomotive were, along with the depot, the most important facilities in the operation of the railroad system during the 19th century and the first four decades of the 20th century. The buildings and structures designed to service train engines owe their importance, as well as their form and function, to the special needs of the steam powered locomotive, a machine that required frequent

¹⁰ A railway car attached to the rear of a locomotive designed to carry fuel and water.

¹¹ Deon Wolfenbarger, "Kansas City Terminal Railway Roundhouse Complex: Historic/Architectural Survey" (Kansas City, March 1996), 5. Copy on file with City of Kansas City, Missouri Department of Housing and Community Development, 106 Compliance Staff.

¹² M. Patricia Holmes, "National Register of Historic Places Inventory-Nomination Form, Union Station (Kansas City)," November 12, 1971.

¹³ Robinson and Associates, Inc. and Ohrlein and Associates Architects, "Kansas City Terminal Railway Company Union Station Rail Yard Kansas City, Missouri Historic Resources Survey," Preliminary Draft (Washington D.C., June 1997), 2.

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maintenance as well as water and fuel about every 30 miles. Early railroad planners thus located buildings specifically designed to service engines at regular intervals along rail lines near depots, terminals or division yards.¹⁴

The design of the American railroad station and its auxiliary structures, buildings and infrastructure originated in Europe, where transportation infrastructure developed earlier and faster than in the United States. The design of roundhouse/engine house buildings was part of the continuum of railroad technology that had its roots in the mining districts of England.¹⁵ Designed to service engines and tender cars, these functional buildings evolved into two basic plans -- a square shed "engine house" and the polygonal "roundhouse." The amount of available land usually determined the choice of design. The square, shed plan engine house could be quite small but required a transfer table located some distance from the building and a fairly long, level approach track. The roundhouse design featured either a full circle plan, known as a "closed" or a "full-circle" roundhouse, or a segment of a circle, known as an "open" or "segmental" roundhouse sited around a turntable with tracks that radiated from the turntable to the roundhouse bays.¹⁶ Because of its large size, the roundhouse required more land and was more expensive to build than the engine house and transfer table. Nevertheless, roundhouses and turntables became a standard fixture during the early years of American railroads. And, by the late 19th century, there was at least one roundhouse for every division of every railroad and at many other locations as well.

Initially, American railroad buildings were a great deal simpler than their European counterparts. Because of the distance and lack of infrastructure between American cities, railroad companies encountered much higher capital costs. As a result, emerging rail companies initially built small stations as speculative ventures. When a town grew up around the rail line, they erected larger, more substantial buildings. As cities grew, and transportation and travel demands increased, railroad buildings became more substantial. By the turn of the century, the growing size of cities and increasing transportation and travel demands gave birth to the union station -- shared facilities owned by a consortium of rail owners who managed terminal passenger and freight services.

These shareholder enterprises charged fees for roundhouse services both to member and non-member lines. The fee for turning engines was usually a fixed amount for each engine based on the average cost of turning. Other fees in the roundhouse yard were on a per annum basis, based on the cost of construction of the roundhouse facilities used and interest on the construction debt. In addition to the actual time consumed by crews making repairs and providing services, the rail line corporations billed the actual cost of water and coal and cost plus 10 percent for other supplies.¹⁷

¹⁴ Hans and April Halberstadt, *The American Train Depot and Roundhouse* (Osceola, WI: Motorbooks International Publishers & Wholesalers, 1995), 145.

¹⁵ Ibid.

¹⁶ Walter G. Berg, *Buildings and Structures of American Railroads* (New York: John Wiley & Sons, 1893), 168.

¹⁷ John A. Droege, *Passenger Terminals and Trains* (New York: McGraw-Hill Book Company, Inc., 1916), 176.

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The earliest turntables were manual -- one man could easily rotate the table carrying an engine. With the advent of larger and heavier engines, steam powered and electric motors replaced the manual platform.¹⁸ Most turntables had roofs or partial covers because the turntable mechanism was below the turning table in a pit that collected rain and snow.

The roundhouse, which required only one track for access, served as both a "garage" housing a sizeable number of locomotives under one roof, and as the location for repair and maintenance of the engines and tender cars. Because of the inherent danger of fire, the buildings were usually of masonry construction with fire walls and featured a grade that sloped away from the building to allow a few men to efficiently move the engines during an emergency.¹⁹ Typically, the roundhouse included a machine shop, a shop wing, or adjacent shop where skilled machinists "reassembled, adjusted, repaired and fabricated"²⁰ components of the steam engine. The shop often included large lathes, a forge for heating and binding, and equipment to replace rivets and to cast replacement parts.²¹

Around the circumference of the roundhouse building were a series of locomotive stalls containing drop pits with sewer drains to handle solvents, paints, oils and other materials used to service the engines. (Photographs #11 and #12). The dimensions of the longest engine in the fleet at the time of construction determined the size of the stalls.²² Designed in an era before electric lighting, the circular plan of the roundhouse allowed the incorporation of windows around the perimeter. These openings, combined with skylights provided natural light to the majority of the servicing area.

The perimeter windows and overhead skylights were also important elements in a well-planned ventilation system that incorporated forced air and a system of flues and duct to remove smoke and fumes from the work areas. This was particularly important as each engine stall required venting. The fumes produced by getting a "head of steam" in the engine boiler were toxic, and it took about four hours to get sufficient steam pressure to drive an engine out of the roundhouse.²³

An elaborate plumbing system was equally important in the functioning of the roundhouse. It took tremendous quantities of water to clean and fill the boilers, to operate the locomotive wash rack and for the sprinkler system which replaced the earlier fire barrels. And, before the widespread use of electricity, stationary steam engines that provided power for equipment and heat to the buildings required clean water.

¹⁸ Wolfenbarger, "Kansas City Terminal Railway Roundhouse Complex: Historic/Architectural Survey," 5.

¹⁹ Halberstadt, 145 and Berg, 168-169.

²⁰ Halberstadt, 151.

²¹ Ibid.

²² Because American engines were generally longer than their European counterparts, American roundhouses tended to be larger than European roundhouses.

²³ Halberstadt, 147.

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The whole roundhouse yard was a center for carefully orchestrated activity. Surrounding the roundhouse were a number of storage structures and shop buildings, each with its own function, tools, and crews of skilled workers. Seven days a week, around the clock, hostlers moved the engines and tender cars around the service yard while gangs of shop laborers cared for each. Engines arrived for scheduled maintenance or emergency repairs. Tender cars dumped their cinders in the gondola chairs at the ash pit, and took on fuel, water and dry sand at various distribution points throughout the yard.²⁴

Some of the yard crews were well-trained craftsmen – boilermakers, blacksmiths, machinists, sheet metal fabricators, pipe fitters, and carpenters. Among the most essential of the crafts were the boilermakers who were responsible for maintaining, repairing and testing the locomotive boilers. Equally skilled were the machinists who fabricated or repaired wheel bearings, pistons, valves, shafts, cams and push rods. Assisting them were teams of skilled and semi-skilled workers -- wipers who cleaned the locomotives; oilers, ash pit workers, sand tower operators and the ubiquitous hostlers who operated the turntable and switches and moved the large engines from area to area in the service yard.

As train engines grew in size, the earliest roundhouses could no longer house an engine and became outdated. Initially, roundhouse crews separated the engine and tender, moving them into the building individually. About the time the steam engine reached its maximum size, the diesel engine began to displace it. After World War II the almost universal transition to diesel engines changed the servicing needs of railroads. Steam locomotives stopped for fuel and water seven times more than a diesel powered engine. Diesel engines also required considerably less maintenance and were faster and more powerful than the steam locomotive. By the mid-1950s the dominance of the diesel engine and decline in passenger traffic made the large roundhouse obsolete. Throughout the 1950s and 1960s, as their use declined and the buildings deteriorated, rail companies generally demolished their roundhouse and associated shop facilities.

Kansas City and the Development of the Railroad

During the last half of the nineteenth century and into the first decades of the twentieth century, the railroad revolutionized America, expanding settlement, trade, commerce, and communication networks. Its impact on commerce and economic development was, from the beginning, significant. As early as 1870 railroad equipment accounted for 20% of all machinery produced in the United States and its fabrication consumed some 40% of all domestic rolled steel.²⁵

In Missouri, railroad construction captured the interest of public leaders as early as the 1840s. It was not, however, until the 1850s that economic growth made financing of rail lines feasible. At that time, supporters of a transcontinental railroad system influenced the Missouri General Assembly to fund a state program of railroad construction. The first bonds, issued in 1851, provided loans to construct a rail line from Hannibal to St. Joseph and a line from St. Louis to western Missouri. Despite these initial efforts, difficulty in selling bonds coupled

²⁴ Ibid., p. 148.

²⁵ Nicholas Faith, *The World the Railways Made* (London: Pimlico, 1990), p. 130.

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with waste and corruption slowed construction and, four years later, there was less than 100 miles of track in the state. By the onset of the Civil War, railroad companies added an additional 700 miles of track. Immediately after the war construction sped up and, between 1865 and 1870, various companies added another 2,000 miles of track.²⁶

The development of rail lines in Kansas City mirrored that of the state. Strategically located at the confluence of the Missouri and Kansas (Kaw) rivers, Kansas City, Missouri stood poised at the end of the Civil War to be a major center for trading and overland outfitting activities. Formally organized in 1850, the town was a thriving river port with a nucleus of community leaders determined to dominate economic development in the region through the establishment of their community as a major railroad center.

The effort to provide continuous railroad service between Kansas City and St. Louis began in 1859 when representatives of the Missouri Pacific Railroad asked the Jackson County Court²⁷ to issue railroad bonds for construction of rail lines. Although construction began in the area the next year, it was not until after the Civil War that rail service linked the two cities. Anticipating completion of the Missouri Pacific line across Missouri, construction began in 1864 on a line to Lawrence, Kansas, the first railroad to be built west from Missouri. In the eastern part of Jackson County, the Kansas City, Independence and Lexington Railway Company, a rail line formed in 1867, built a narrow gauge railroad to Sedalia by way of Lexington.²⁸

Even before the Civil War, it was evident that the municipality in western Missouri or eastern Kansas that secured a bridge across the Missouri River that tied in with northern routes through Chicago would dominate regional rail traffic. Federal legislation in 1862 and 1863 to create a transcontinental railroad system left the choice of a Missouri River terminus open. Leavenworth, Kansas; St. Joseph, Missouri; and Kansas City, Missouri emerged as the main contenders. Through a complex series of political maneuvers affecting St. Louis rail interests and contacts with Boston financiers associated with the Burlington lines west out of Chicago, the Kansas City business community secured financing for the bridge. The opening of the Hannibal Bridge near Kansas City's commercial center in 1869 effectively linked the city to the great trading networks of St. Louis and Chicago and to the markets of the Southwest.

An immediate consequence of the city's link to the national transportation and service corridor was local and regional industrial development, commercial growth and a rapid growth in population. Prior to the Civil War the city's population stood at about 3,000. By the completion of the Hannibal Bridge, the figure increased to over

²⁶ Perry McCandless, *A History of Missouri Volume II 1820-1860* (Columbia: University of Missouri Press, 1972), 146; and Theodore Brown, *A Frontier Community: Kansas City to 1870* (Columbia: University of Missouri Press, 1963), 116-117.

²⁷ The Jackson County Court was an administrative body.

²⁸ George W. Lund, Lund and Associates/AIA/Architects and Sarah F. Schwenk, Historical Research and Management Services, "Chicago and Alton Depot Independence Missouri Evaluation and Feasibility Study" (Kansas City: American Institute of Architects Kansas City Chapter, July 1993), 7-8.

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25,000. That number more than doubled during the next decade.²⁹ The new rail traffic drew people to the West along passenger lines, and freighting services offered both import and export trade opportunities. A new stockyard, packinghouses, granaries, banking institutions and rail construction crowded the area surrounding the city's original rail station on the south bank of the Missouri River near the Hannibal Bridge. In less than a decade, it became clear to city leaders that the city needed a second, more permanent station. Moreover, it needed to be located in an area that provided room to expand. In 1878, cooperating rail lines erected a three-story, French Renaissance style station, commonly known as the Union Depot, in the City's West Bottoms near the confluence of the Kansas (Kaw) and Missouri rivers.

Kansas City was not unique in its need for new rail facilities: The 1880s ushered in a period of national railroad rivalry and depot expansion. During this decade Missouri railroad mileage increased to approximately 4,000 miles. Competing lines built their own depots and it was not unusual for some small towns to end up with three or four depots. Larger cities, like Kansas City, often included one or more union terminals.³⁰

A serious national depression in 1893 interrupted this progress. The depression, brought on in part by railroad competition and speculation, forced rail companies to consolidate their resources during the next decade, an effort that increased the efficiency of rail operations. This "economy of scale" brought on by consolidation also freed more funds for the construction of a single, monumental central "Union" station.³¹

By the turn of the century, most of the nation's 19th century depots and stations were obsolete. The growth of the rail lines, the high numbers of passengers and freighters served, and radical changes in technology, such as the widespread use of electricity in urban centers, changed the operation of railroads. A new wave of depot construction occurred. Kansas City followed this trend. Constructed to manage passenger and freight traffic for an estimated regional population of 59,000, the Union Depot in Kansas City's West Bottoms faced the demands of a population that, by 1890, exceeded 171,000 and by 1910 escalated to 330,712.³² At this time, 150 passenger trains went in or out of the Union Depot daily, while the nearby freight yards handled more than 22,000 cars every twenty-four hours.³³

The burden of the growing freight business and passenger traffic increasingly disrupted train schedules and the efficient operation of the rail lines. The demands on a facility designed to serve a population about one-fifth its current size, the ongoing deterioration of the Union Depot and the limitations of its site prompted civic leaders to lobby the Union Depot Company to construct a new rail terminal.

²⁹ William H. Wilson, *The City Beautiful Movement in Kansas City* (Kansas City, MO: Lowell Press, 1990), 194.

³⁰ Halberstadt, 79.

³¹ Ibid.

³² Wilson, 194. Other sources cite the 1910 figure at 248,381. A. Theodore Brown and Lyle W. Dorsett, *K. C.: A History of Kansas City, Missouri* (Boulder: Pruett Publishing Company, 1978), 183.

³³ Stanley B. Parsons, "Railroad Hub," *At the River's Bend A History of Kansas City, Independence and Jackson County*, Sherry Lamb Schirmer and Richard McKinzie (Woodland Hills California: Windsor Publications Inc. in association with the Jackson County Historical Society, 1982), 43.

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One of the greatest barriers to an improved and enlarged station was its location. Those traveling on rail lines arriving at the East Bottoms' depot encountered the stench of livestock pens, processing plants and manufacturing concerns. Shanties and trash filled the ravines along the bluffs. More important than passenger sensibilities was the small size of the rail facilities and the site's inability to meet the growing demand for additional rail services. Bounded on two sides by riverbank and susceptible to flooding, the area, by the mid-1880s, contained about all the tracks it could accommodate.³⁴

The Development of the Union Station

The Union Depot Company, comprised primarily of out-of-town business concerns, responded to the situation with tedious deliberation. The flood of 1903, however, forced them to act and influenced their decision to seek a location for a new depot away from the river bottoms and levee areas. They turned to an area to the southeast near a small station constructed in 1889 on Grand Avenue that served the Kansas City Belt Railway.³⁵ By early 1905, the *Kansas City Star* reported that all interested railroads agreed upon the location and cost of a new depot.³⁶ Nevertheless, a year later, dissention among the members and the delay in proceeding with construction of a new depot, prompted six railroads to separate from the Union Depot Company and announce their intention to build a new station south of the city's retail district. Further negotiations ended with the July 10, 1906 merger of the renegade lines, the Union Depot Company, and the Kansas City Belt Railway Company into one company -- the Kansas City Terminal Railway Company. Twelve rail companies now owned equal shares of the new corporation's stock that, with two subsidiary companies, included all of the lines then entering Kansas City.³⁷

The new company proceeded with plans to acquire a 44 acre site near Twenty-third and Main streets. The site's broad expanse of ground could accommodate a large number of tracks and was not prone to flooding. It was near the city's commercial district and nearby residential enclaves and accessible to the West Bottoms' rail yards.³⁸ Moreover, it included rails installed earlier by the Kansas City Belt Railway Company that ran east out of the Bottoms through a cut to the proposed site.³⁹

In 1906, the railroad executives approved preliminary plans for the station building prepared by Chicago architect Jarvis Hunt. Proceeding with the project required an amendment to the city charter that addressed such issues as construction of viaducts, rights-of-way and improvements to the station's surroundings. Negotiations between the railroad companies and the city council continued for the next three years. On July 7, 1909, the council approved the final plan, granting the Kansas City Terminal Railway Company a 200 year franchise, authorization to run

³⁴ *Kansas City Star*, December 1, 1926. Obituary of Col. Charles F. Morse. *Kansas City Star* Clipping Scrapbook. Missouri Valley Room Special Collections. Kansas City Public Library.

³⁵ The depot was located near what is today 22nd Street and Grand Boulevard.

³⁶ Wilson, 97.

³⁷ Droegge, 92-93.

³⁸ Wilson, 91, 197; and Brown and Dorsett, 168.

³⁹ These lines became the artery of the new terminal. *Kansas City Star*, December 1, 1926.

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“through” tracks, assigning the company liability for all land damages and responsibility for constructing 26 viaducts and 11 subways as well as an adjacent park. The following September, city voters approved the plan.⁴⁰

Designed and constructed according to the plans set forth by Jarvis Hunt and approved by the city, the Union Station Terminal opened, after much delay, on October 30, 1914. The station and its facilities were impressive, reflecting the Kansas City Terminal Railway Company’s ambitious plan for a new terminal that combined freight and passenger operations and provided convenient access to local interurban rail lines and trolleys. John A Droege, in his classic text on designing train terminals, commented on the undertaking,

The natural topography of Kansas City is so unfavorable for comprehensive railway development and the number of railways to be served so great that the construction of the passenger station was but part of an enormous scheme of freight and passenger terminal development the total cost of which was approximately \$40,000,000. The final cost of the terminal building alone was \$11,000,000.⁴¹

Kansas City Terminal Railway Company Roundhouse Complex

As part of the merger of the various rail lines, the Kansas City Terminal Railway Company assumed responsibility for servicing passenger trains and moving passengers and baggage through and around Kansas City. The charge was formidable. John Droege documented the nature of the challenge in his comments on the nature of Kansas City’s rail traffic at the old Union Depot in the years just prior to the inauguration of rail service at the new Union Station.

... the number of through passengers is out of all proportion to the size of the City. In 1911, 78,542 trains and 456,344 cars were handled for the ten roads that used the former union station. Over 2,215,000 pieces of baggage were handled in the same station in 1911 and 2,076,084 in 1912. This combined with the amount handled at the other station made a total of 2,500,000 equal to the business of the South station in Boston. It is estimated that of those using the station, 30 percent are ticketed through and even that does not include those who may buy tickets locally to Kansas City and then to their destinations.⁴²

The company planned new switching yards and maintenance buildings southwest of their new station close to the Kansas-Missouri state line on land previously owned by the Kansas City Belt Railroad. Prior to their merger with the Union Depot Company and other rail lines, the Kansas City Belt Railroad Company planned to develop their own switching yards, a roundhouse and maintenance buildings.⁴³ The newly formed Kansas City Terminal

⁴⁰ Wilson, 198.

⁴¹ Droege, 93.

⁴² Ibid., 95.

⁴³ *Atlas of Kansas City and Vicinity 1907 Edition* (Kansas City: Tuttle and Pike, 1907). Missouri Valley Room, Special Collections. Kansas City, Missouri Public Library.

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Railway Company chose to follow that plan and erected its roundhouse facilities at the same location planned by the Belt Railway.

In 1914, passenger trains using the Kansas City Terminal Railway Company's new Union Station facilities traveled on 16 through tracks through a series of switching stations to the maintenance area to the southwest of the terminal where they switched to a "balloon track" which formed a loop around the roundhouse and coach yards. As the trains advanced on the balloon track, crews separated passenger coaches from engines and tenders and diverted them to separate maintenance and service areas. The passenger cars went to the coach yards where special cleaning and repair crews worked and the engines and tender cars progressed to the roundhouse yard for servicing, repair and maintenance.

John V. Hanna, Chief Engineer for the Terminal Railway Company, assisted by an engineering department of 180 employees, oversaw the construction of the Union Station and its rail yard facilities, including the roundhouse complex.⁴⁴ The new roundhouse facility's use of electric power reflected the latest in technology. The design and form of the segmental roundhouse and associated buildings and structures was the work of "in-house" railroad architects and engineers using standardized plans. Requiring the same services and support facilities, rail yards and their service buildings developed in a very similar physical fashion and, by the early twentieth century, the design of railroad infrastructure and support buildings came from similar plans used by railroad companies throughout the country.⁴⁵

The initial design for the Kansas City Terminal Railway Company roundhouse was a nearly full-radius roundhouse with two sections open for train entry and egress. The Company ended up constructing only the northwest/northeast and east/southeast sections.⁴⁶ In October 1913, the city issued a building permit for erection of a one-story, 226 foot radius roundhouse to be constructed of brick, stone and concrete contractor [Exhibit 3: Location Map, Building #1]. The estimated cost was \$42,000. The permit listed the Gale Installation Company as the builder, and the "K. C. Terminal Co." as the architect.⁴⁷ J. Tuthill, building engineer, signed the plans for the building. The earliest plans also indicated by a dotted line a machine shop addition to the northeast section of the roundhouse. The City granted a building permit for this large addition in May of 1914. The estimated construction cost for the 87' x 166' addition was \$16,000. [Exhibit 3: Location Map, Building #3].⁴⁸ The company received another building permit in September, 1914, for a 210 foot radial section to be erected at an estimated cost of \$35,000. The permit lists the Kansas City Terminal Railway Company as architect and George A. Fuller Construction Company as the contractor [Exhibit 3: Location Map, Building #2].⁴⁹

⁴⁴ Ohrlein and Associates Architects and Robinson and Associates. "Historic Structures Report/Treatment Plan Kansas City Union Station." Final Draft, (Washington D.C. July 1, 1996), 19; and Kansas City, Missouri Building Permits.

⁴⁵ Robinson and Associations, Inc. and Ohrlein and Associates Architects, 13.

⁴⁶ Wolfenbarger, "Missouri Historic Property Form," 1.

⁴⁷ Kansas City, Missouri Building Permit #11082-#1, 10-24-1913.

⁴⁸ Kansas City, Missouri Building Permit #12240, 05-20-1914.

⁴⁹ Kansas City, Missouri Building Permit #11328, 09-12-1914.

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The George A. Fuller Construction Company of New York constructed the Union Station terminal building. Prior to their work in Kansas City, the company completed construction of the Chicago Northwestern Station. The firm is noted for several architectural landmark buildings including the Monadnock Building in Chicago and New York's Flatiron Building. E.S. Belden, the general manager of the Fuller Company for the Union Station project, worked with Jarvis Hunt, Union Station architect, in Kansas City, and on Hunt's earlier Commerce Building.⁵⁰

Additional surviving building permits for the complex and other records shed some light on the sequence of construction of some of the more prominent auxiliary buildings and structures. The city granted a permit in May, 1914 for a one-story, 42' x 30' brick lavatory-locker room building to be constructed by the George A. Fuller Construction Company for an estimated \$4,000. In September 1914, the city issued a permit for a two-story concrete engine equipment and oil house at 2530 South West Boulevard designed by Jno. Hanna to be constructed by the Fogel Construction Company for an estimated cost of \$15,000.⁵¹ Sanborn fire insurance maps indicate that the Kansas City Terminal Railway Company erected a two-story brick and concrete building with locker rooms on the first floor and offices on the second floor at 2530 South West Boulevard the same year.⁵² In 1915, the Link Belt Company received a permit to erect a one-story 34' x 37' concrete coal station for an estimated \$20,000.⁵³ Building records from 1925 indicate the construction of a steel and asbestos tool storage shed (12'x 65').⁵⁴ In 1949, the Snow Construction Company built a 65 ton sand tower for \$22,600.⁵⁵ In 1964, the Terminal Railway Company built a 141' x 50' one-story storage building.⁵⁶

The building permits record only a few of the buildings and structures located in the complex during its period of historic significance. Jackson County tax photographs dating from 1939-1940 document at least 25 auxiliary buildings located in the roundhouse complex. Maps in the 1960s, well after the transition to the diesel engine made many roundhouse buildings obsolete, show at least 16 buildings and structures in addition to the roundhouse and turntable.

Today, in addition to numerous minor service structures, substantial buildings and structures contributing to the historic significance of the site include the roundhouse yard with surviving tracks and track sections; the turntable hut, turntable mechanism, radiating tracks [*Exhibit 3: Location Map, Building # 0*]; the 226' radius roundhouse segment [*Exhibit 3: Location Map, Building #1*] and the machine shop addition [*Exhibit 3: Location Map, Building # 3*]; the 210' radius roundhouse segment [*Exhibit 3: Location Map, Building # 2*]; the brick storehouse [*Exhibit 3: Location Map, Building # 4*]; the icehouse [*Exhibit 3: Location Map, Building # 5*]; and the Terminal Railway Company office and locker room building located at 2530 SW Boulevard [*Exhibit 3: Location Map, Building # 9*].

⁵⁰ Oehrlein, 19.

⁵¹ Kansas City, Missouri Building Permits #11241, 05-0-1914 and #11324, 09-03-1914.

⁵² 1939 Sanborn Fire Insurance Map.

⁵³ Kansas City, Missouri Building Permit #11497, 05-29-15.

⁵⁴ Kansas City, Missouri Building Permit # 82956, 11-06-1925.

⁵⁵ Kansas City, Missouri Building Permit # 27025A, 11-01-49.

⁵⁶ Kansas City, Missouri Building Permit #13674, 10-21-64.

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There were, at the time of the roundhouse's construction, at least two other roundhouses in Kansas City -- the Santa Fe Railroad roundhouse and the 12th Street Viaduct Roundhouse operated by the C. B. & Q Railway. The Kansas City Terminal Railway Company's new roundhouse serviced passenger engines of twelve owner-lines, including the Burlington, Chicago, Great Western, Milwaukee Road, Kansas City Southern, Kansas and Topeka Railroad and Missouri Pacific railroads as well as a fleet of company switch engines. Other rail lines hired the Kansas City Terminal Railway Company to service and switch their passenger cars. (The parent companies of the Santa Fe, Chicago Alton, Rock Island, Union Pacific, and Wabash railroads serviced their own engines.)⁵⁷

The roundhouse complex experienced two periods of peak use: from its construction in 1914 through the beginning of the Great Depression, and from the late 1930s through World War II. The Union Station thrived as a passenger rail station for over 40 years, but by the late 1950s, the popularity and efficiency of travel by automobile and air dramatically reduced passenger train traffic.⁵⁸ By the end of the decade, less than 20 trains a day left the station.⁵⁹ Contributing further to the demise of roundhouses in general, and the Kansas City Terminal Railroad Company's facility in particular, was the concurrent and almost universal switch from steam to diesel engines by the late 1950s.⁶⁰

Conclusion

The Kansas City Terminal Railway Company Roundhouse District is representative of the types of support facilities generated by the nation's expanding industrial rail corridors and trade systems. The opening of the Union Station terminal and its support facilities on October 30, 1914, was a catalyst for Kansas City, sparking not only industrial and commercial growth, but reinforcing Kansas City's continuing role as a major transportation and service corridor to the nation. In addition to the economic base related to convenient access to major national rail lines, the Union Station terminal and its support facilities themselves had a major impact on the local economy for over 40 years. Workers at the Union Station's support facilities constituted a sizable percentage of the local work force. During its heyday the Kansas City Terminal Railway Company employed an estimated 6000 workers, including baggage handlers and other crews. The roundhouse and its shop complexes accounted for up to 25% of local terminal rail workers.⁶¹

⁵⁷ Wolfenbarger, "Missouri Historic Property Form," 1.

⁵⁸ Except for the high level of use during World War II, American railroad passenger traffic peaked in the mid-1920s.

⁵⁹ Oehrlein and Associates Architects and Robins and Associates, 2.

⁶⁰ The first diesel locomotive was introduced to rail use in 1925. In 1941, the first diesel freight locomotive was placed in regular service.

⁶¹ Wolfenbarger, "Kansas City Terminal Roundhouse Complex: Historic/Architectural Survey," 7.

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Due to the demolition of great numbers of roundhouses after World War II, relatively few remain – a much smaller proportion compared to railroad depots, which themselves are considered a threatened property type.⁶² The Kansas City Terminal Railway Company Roundhouse District is an important collection of rail-related transportation property types once found along the nation's industrial rail corridors, but increasingly rare today..

⁶² Halberstadt, 145.

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GEOGRAPHICAL DATA

Verbal Boundary Description

The legal description (see below) is on file with the Jackson County, Missouri Recorder of Deeds, Kansas City, Missouri and may be accessed under the Grantee/Grantor index through "West Side Industrial Park L.L.C. and includes Document No. 116256, Book B - 334, Page 612; Document No. 1344296, Book B, page 591; Document No. A-6699, Book B.-2165, page 124; Document No. 128073, Book B-379, page 226; Document No. 538016, Book B-962, Page 625; Document No. A-375599, Book B - 2817, Page 381; Document No. 98K-28257, Book K-3208, Page 947.

The legal boundary description is:

The Southwest Fractional Quarter and the Southeast Quarter of Section 7, Township 49 North, Range 33 West and the Northwest Fractional Quarter of Section 18, Township 49 North, Range 33 West in Kansas City, Missouri, including all or part of the following: Lot 3 Gillis Farm a subdivision in Kansas City, inclusive, A.M. Thompsons' Subdivision, a subdivision in Kansas City, Jackson County, Missouri according to the recorded plat thereof and Lots 35-44, inclusive, Block 2 and Lots 4 through Block 2 and Lots 4 through 20 inclusive, Block 3 and Lots 21 through 24 inclusive, Block 4 and Lots 36 through 42, inclusive, Block R, Lots 1-25, inclusive, Block 5 and Lots 31 through 51 inclusive, Block 5, Lots 6 through 16, inclusive, Block 6 and Lots 27-36, inclusive, Block 6 and Lots 6 through 16 inclusive, Block 7 and Lots 22 through 34, inclusive, Block 8, and Lots 5 through 17, inclusive, Block 9 and Lots 4 through 19, inclusive, Block 10 Smith and Keatings South Park Additions, a subdivision in Kansas City, Jackson County Missouri, according to the recorded plat thereof and all that part of vacated Southwest Boulevard which may abut any of said lots in said Smith and Keatings South Park Addition and Lots 42 through 46, inclusive, Block 4 and Lots 26 through 30, inclusive, Block 5 and Lots 17 through 21, inclusive, Block 6 and Lots 37 through 41, inclusive, Block 6 and Lots 1 through 5 inclusive, Block 7, and Lots 17 through 21, Block 7 and Lots 17 through 21, inclusive, Block 7 and Lots 16 through 20, inclusive, Block 8 and Lots 37 through 41, Block 8, resurvey of Lots 17 through 21 inclusive, Block 6 and Lots 37 through 41, inclusive, Block 6 and Lots 1 through 5, inclusive, Block 7 and Lots 17 through 21, inclusive, Block 7 and Lots 16 through 20, inclusive, Block 8 and Lots 37 through 41, Block 8 Smith and Keatings South Park Additions, according to the recorded plat thereof, together with the vacated streets and alleys vacated by ordinance #29247, a copy of which was recorded in Book B-962, at Page 625, as Document #53016, said vacated streets including vacated George Street, vacated William Street, vacated James Street, vacated Harold Street, vacated Holly Street, and vacated Elizabeth Street(later called Terrace Street); WHICH LIES WITHIN THE FOLLOWING DESCRIBED All that part of a tract of land in the Southwest Fractional Quarter and Southeast Quarter of Section 7, Township 49 North, Range 33 West, and the Northwest Fractional Quarter of Section 18, Township 49 North, Range 33 West, in the City of Kansas City, Jackson County, Missouri being described as follows: Beginning at a point on the West Right-of-way line of Southwest Boulevard, as now established and its intersection with the North Right-of-way line of 27th Street as established by ordinance #31178 and amended by ordinance #33112; Thence North 34°48'38" East along said West Right-of-way line of Southwest Blvd 1570.30 feet. Thence North 55°11'22" West, 139.08 feet; Thence South 71°50'15" West, 238.68 feet; Thence South 62°05'06" West, 148 Feet; Thence Southward along a curve to the left, tangent to the last described course having a radius of 640 feet and an arc length of 475.62 feet; Thence South 11°37'12" West, 76.49 feet; Thence South 32°08'19" East, 129.67 feet; Thence South 28°58'00" East, 65.02 feet; Thence South 24°26'55" East, 55.71 feet; Thence North 65°33'05" east, 9 feet; Thence South 45°26'34" East, 25.28 feet; Thence South 36°21'18" East, 16.65 feet; Thence South 11°46'41" East, 141.14 feet; Thence Southward along a curve to the right tangent to the last described course, having a radius of 451.42 feet and an arc length of 85.74 feet; Thence south 53°44" East, 131.6 feet intersecting the North Right-of-way line of 27th Street; Thence Eastward on a curve to the left, having an initial tangent bearing of South 72°44'15" East) with a radius of 295 feet along said North Right-of-way line an arc length of 37.99 feet: Thence South 80°06'58" East, 80 Feet; Thence Eastward along a curve to the Left, tangent to the last described course having a radius of 50 feet and an arc length of 39.27 feet; Thence North 54°52'48" East, 42.42 feet Thence Eastward along a curve to the Right,

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tangent to the last described course having a radius of 100 feet and an arc length of 65.77 feet; Thence south 87°26'05" East; 43.88 feet to the Point of Beginning.

Boundary Justification

The boundaries for the teardrop-shaped Kansas City Terminal Railway Company Roundhouse District encompass the original 22 acre roundhouse and coach yards of the Kansas City Terminal Railway Company.

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PHOTO LOG	Photographer:	Brad Finch
	Date of Photographs:	October 20, 1999
	Location of Negatives:	Hispanic Economic Development Corporation 1100 Pennsylvania, Suite 1052 Kansas City, Missouri 64105

Photo #	Subject	Camera Direction
1	Turntable and Operator Hut	Northeast
2	Turntable and Operator Hut	Northwest
3.	West Roundhouse	Northeast
4.	West Roundhouse and Turntable	North
5.	East Roundhouse	Northwest
6.	West Roundhouse	Northwest
7.	West Roundhouse	Northeast
8.	West Roundhouse, Interior	West
9.	West Roundhouse, Interior	Southwest
10.	West Roundhouse, Interior Door	West
11.	West Roundhouse, Service Pit	Northeast
12.	West Roundhouse, Drain	N/A Downward
13.	East Roundhouse	East
14.	East Roundhouse	West
15.	East Roundhouse, Main Boiler	West
16.	East Roundhouse, Main Boiler	East
17.	East Roundhouse, Metal Shed	North
18.	West Roundhouse, Machine Shop	West
19.	Storehouse and Connecting Passage	Southwest
20.	Brick Storehouse, Lumber Shed, West Roundhouse	Southeast
21	Storage Building, Interior	Southwest
22	Ice House, Interior	Northeast
23	Ice House	West
24	West Roundhouse, Lumber Shed	East
25	Modern office Building	North
26	K. C. Terminal Railway Co. Office & Locker Room Bld.	West
27	K. C. Terminal Railway Co. Office & Locker Room Bld.	South
28	K. C. Terminal Railway Co. Office & Locker Room Bld.	East
29	K. C. Terminal Railway Co. Office & Locker Room Bld.	Southwest
30	K. C. Terminal Railway Co. Office & Locker Room Bld.	Northwest
31	Diesel Fuel Storage Shed (demolished)	Southwest
32	Triangular Building	Northwest
33.	CMU Building	East
34	Track Section SE of Modern Office Building	North

670

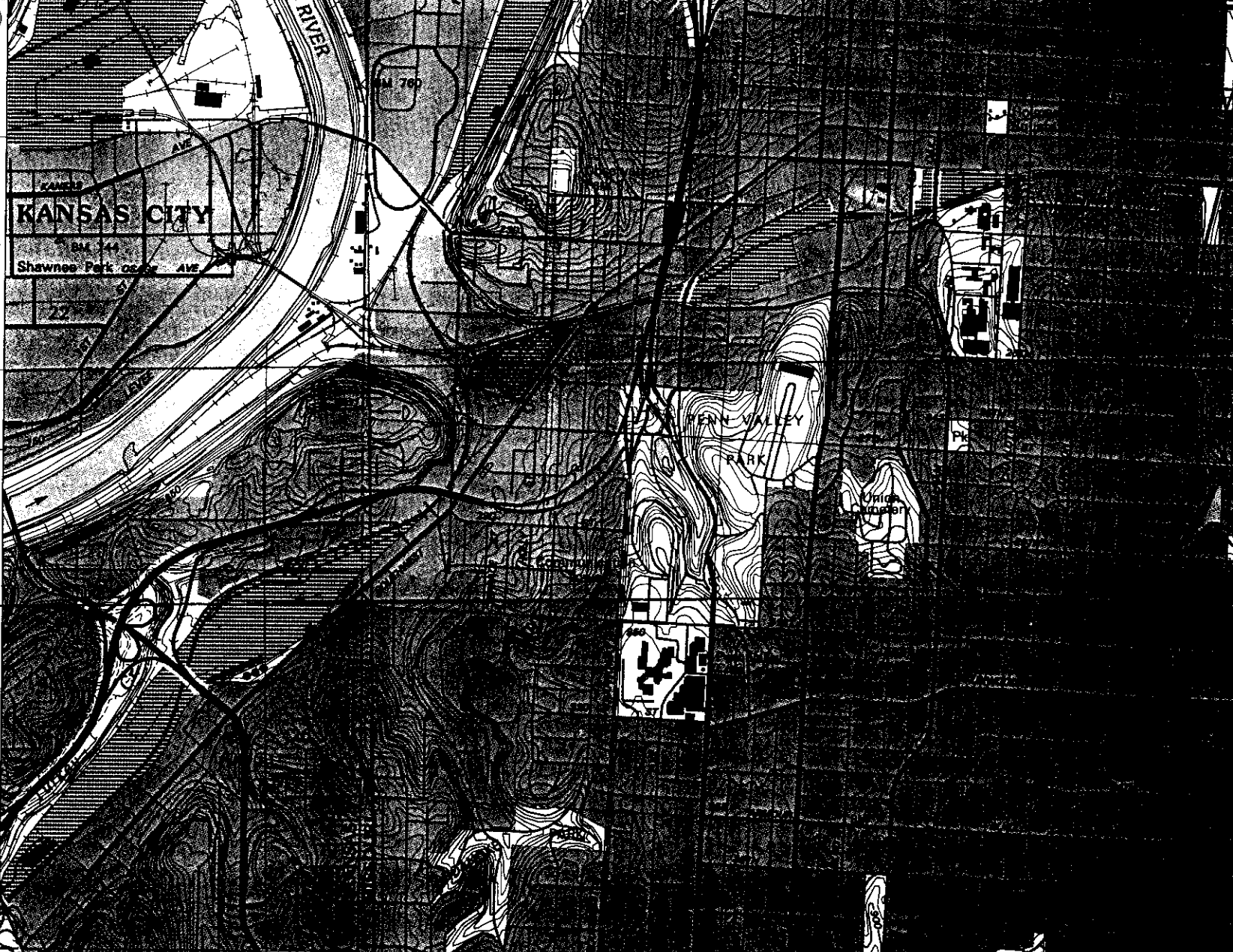
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Kansas City Terminal
Railway Company
Roundhouse District
5' 00"
Kansas City, Jackson
County, Missouri

UTM
ZONE EASTING NORTHING
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2. 15 361630 4326850
3. 15 361410 4326920
4. 15 361470 4327040

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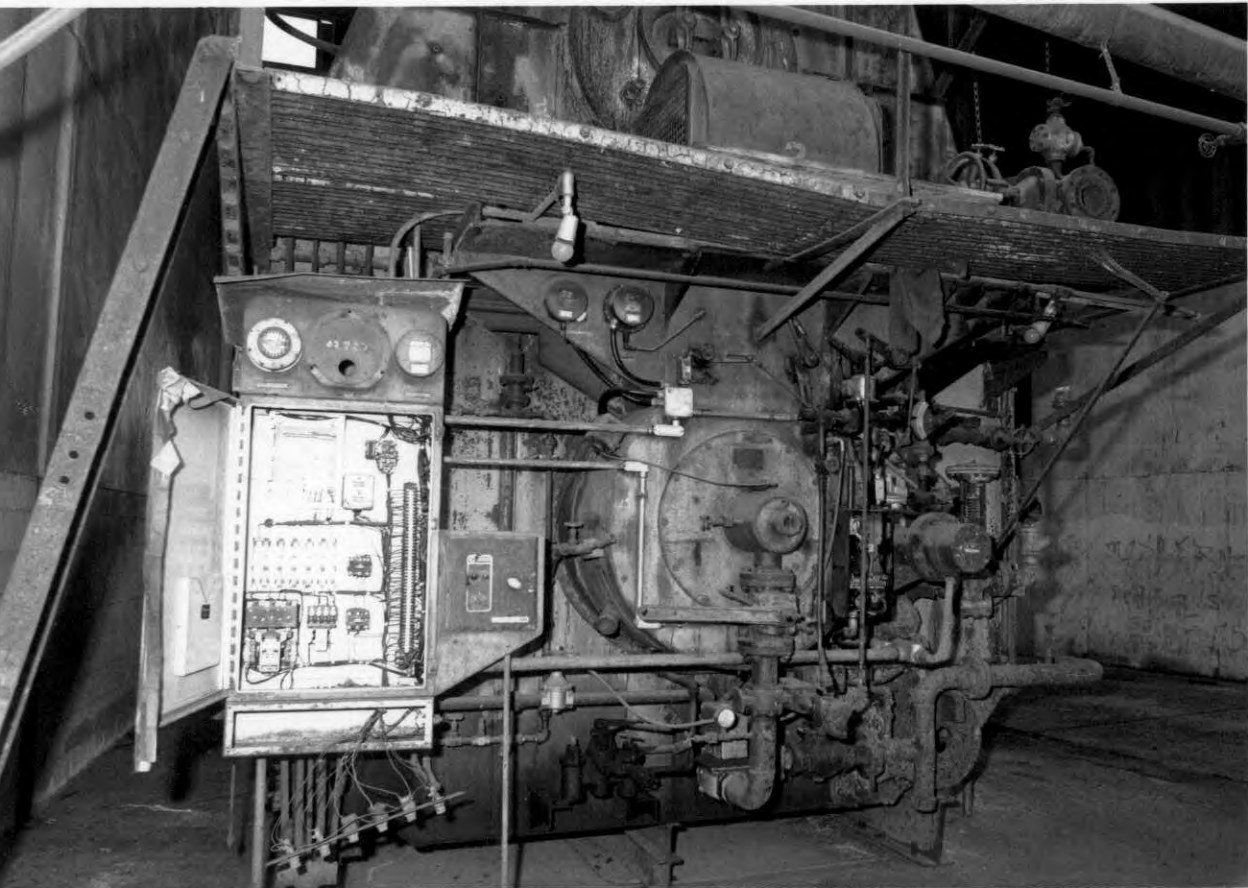










































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