

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Union Station (Boundary Increase)

other name/site number N/A

2. Location

street & town Generally bounded by the Kansas City Terminal railroad tracks, W. Pennway, Pershing Rd. and Union Station N/A not for publication

city or town Kansas City N/A vicinity

state Missouri code MO county Jackson code 095 zip code 64108

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. ( ☐ See continuation sheet for additional comments.)

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

03/18/04  
Date

Missouri Department of Natural Resources  
State or Federal agency and bureau

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

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

\_\_\_\_\_  
Date

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

4. National Park Service Certification

I hereby certify that the property is:

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

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

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

☐ determined not eligible for the  
National Register.

☐ removed from the National  
Register.

☐ other, (explain:) \_\_\_\_\_

Union Station (Boundary Increase)  
Name of Property

Jackson County, MO  
County and State

## 5. Classification

### Ownership of Property

(check as many boxes as apply)

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

### Category of Property

(check only one box)

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

### Number of Resources within Property

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

Contributing	Noncontributing	
3	0	buildings
0	0	sites
0	0	structures
0	0	objects
3	0	Total

### Name of related multiple property listing

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

N/A

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

1

## 6. Function or Use

### Historic Function

(Enter categories from instructions)

TRANSPORTATION: Rail-related

INDUSTRY/PROCESSING/EXTRACTION: Energy facility

### Current Function

(Enter categories from instructions)

VACANT

VACANT

## 7. Description

### Architectural Classification

(Enter categories from instructions)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS

### Materials

(Enter categories from instructions)

foundation concrete

walls concrete

roof asphalt

other stone

### Narrative Description

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

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

**8. Description****Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Narrative Statement of Significance**

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

**Areas of Significance**

(enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

**Period of Significance**

1912-1915

**Significant Dates**

1912-1915

**Significant Persons**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Hunt, Jarvis, architect

Fuller, George A., Company, contractors

☒ See continuation sheet(s) for Section No. 8**9. Major Bibliographical References****Bibliography**

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

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☒ University
- ☒ Other Name of repository:

Kansas City Public Library

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

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Name of Property

Jackson County, MO  
County and State

## 10. Geographical Data

Acreage of Property 11.78

### UTM References

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

1 1/5 3/6/2/7/4/0 4/3/2/7/5/6/0  
Zone Easting Northing

2 1/5 3/6/2/7/0/0 4/3/2/7/2/0/0  
Zone Easting Northing

3 1/5 3/6/2/3/0/0 4/3/2/7/2/4/0  
Zone Easting Northing

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

### Verbal Boundary Description

(Describe the boundaries of the property.)

Property Tax No.

### Boundary Justification

(Explain why the boundaries were selected.)

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

## 11. Form Prepared By

name/title Cydney Millstein, Kansas City; Oehrlein & Associates and Robinson & Associates, Washington, D.C.

organization Architectural and Historical Research, LLC

date August 25, 2003

street & number P.O. Box 22551

telephone 816.363.0567

city or town Kansas City

state MO zip code 64113

## Additional Documentation

Submit the following items with the completed form:

### Continuation Sheets

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

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

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

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

## Property Owner

name/title Union Station of Kansas City Inc.

street & number 30 W. Pershing, Suite 850

telephone \_\_\_\_\_

city or town Kansas City

state MO zip code 64108

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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## National Register of Historic Places Continuation Sheet

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Union Station (Boundary Increase)  
Jackson County, Missouri

### SUMMARY

The Union Station (Boundary Increase) is comprised of three (3) commercial and industrial buildings located to the west of Union Station (Pershing Road and Main Street), Kansas City, Jackson County, Missouri. The three buildings that expand the original boundaries include the Adams Express Building, The Railway Express Building and the Power House, all sited directly to the west of Union Station. All three buildings are eligible as contributing resources to the Union Station site.

The original boundaries of the Union Station site include the rail tracks to the north, Pershing Road to the south, the east and west facades of the building. The boundary increase runs west along Pershing Road to West Pennway to include the Adams Express Building, The Railway Express Building and the Power House. This adjustment in boundary should also run along the tracks to the West Pennway viaduct, just west of the Power House.

Dating from 1912-1915, the Adams Express Building, the Railway Express Building and the Power House, all designed by Jarvis Hunt, the architect of Union Station, survive largely intact and were constructed in conjunction with the station proper. The Railway Express Building appears in early photographs as a long, angled appendage to the station building, adjoining its west elevation. The original physical connection between the station and the Railway Express Building at the basement level was severed during the construction of Two Pershing Square (1986), located immediately east of the station. A portion of the Railway Express Building was demolished to provide vehicle access and circulation to the Two Pershing Square garage and loading docks. The original connections between Union Station, the Railway Express and the Adams Express buildings at the sub-basement level, remain intact.

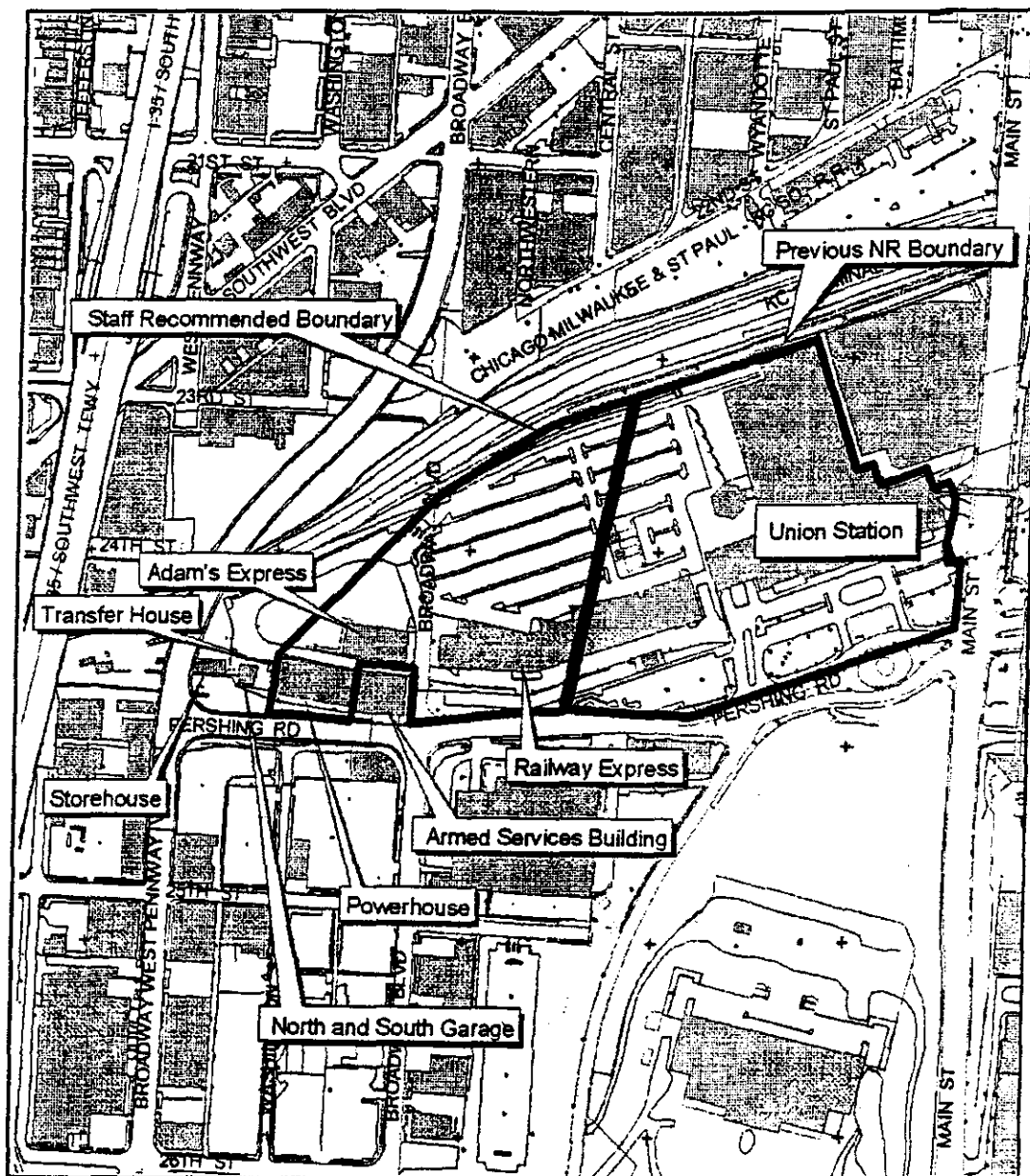
Immediately west of the Railway Express Building is the Adams Express Building, which, though designed and constructed as a freestanding structure, is identical in design to the Railway Express Building. The Power House, also designed by Hunt, is located along Pershing Road, just east of West Pennway.

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### ELABORATION

The following narrative is excerpted from Joan M. Brierton and Judith H. Robinson, *Architectural Historians; Robinson & Associates, Inc., "Kansas City Terminal Railway Company, Kansas City Union Station Historic Resources Survey, Survey Form: Railyard Structures," June 1997.*

Descriptions of the contributing properties, included in the Union Station (Boundary Increase), are as follows:

**The Railway Express Building, 30 West Pershing Road.** Jarvis Hunt, 1912-1914. Constructed of cast-in-place, board-formed concrete, the two-story Railway Express Building measures approximately 1,100 feet in length and 65'5" in width. This expansive strip of building appears as a two-part composition, with its larger main section extending westward roughly 870' from the station's west elevation. At this point, the building was truncated/bisected above grade to accommodate construction of the Broadway Viaduct. Though curtailed at this point above grade, the building continues at the sub-basement level as a tunnel, stretching for approximately 80 feet to a point where it meets its remaining component.

Illustrated on Hunt's architectural drawings as a four-story structure, the Railway Express Building appears on the surface as a two-story building. The reasoning behind this discrepancy lies in the building's integral relationship to the Union Station terminal building. According to Hunt's drawings, the four floors constituting the Railway Express Building include the sub-basement, basement, basement-mezzanine and roof levels. The two floors above grade are the basement and basement mezzanine levels. The only floor below grade is the sub-basement level. Again, the roof is considered the final fourth floor of this building. The decision to carry the designation of floor levels through to the Express Building indicates that Hunt considered this building to be an integral component – a direct extension of the station itself.

The north façade of the Railway Express Building defines its function and design. Constructed as shipping and loading facility, the Express Building is sited along a series of nine rail spurs that allowed freight traffic to move freely to and from the building separate from passenger rail service. The nine spurs met the building at various locations along the north elevation, providing service directly to each of the building's original tenants. Located along each spur line was an express shipping and loading platform. Each platform was protected by an overhead canopy-shed constructed of concrete slabs and composition roofing. The canopy-sheds were supported by steel and concrete construction. Large sections of the canopy-sheds,

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particularly those lining the building's north façade, were filled along the underside with what appear to be concrete formed panels. Each panel contained 30 individual panes filled with vitrified tile. All other sections of the sheds were filled with concrete slabs.

The north façade originally featured 41 bays that punctuated the façade at equal intervals between the station's western edge and the Broadway Viaduct. These exterior bays, which equaled the number of interior column bays, were identical in number and design to the bays placed along the building's south façade. This bay design is also repeated along the west façade of the building. The north façade features two typical bay designs, as follows:

Option A, as termed in the Historic Resources Survey, featured a 10' high sliding wood door placed at the platform level. The door was divided into four parts, two on the bottom half and two on the upper half. The lower portion of the door extended 7' in height and featured two inlaid/inset wooden panels filled with 12 vertical wood boards. The upper portion, which constituted the remaining 3', was divided into two windows, each placed directly above the inlaid/inset wooden panels below. Each window featured a three-over-three configuration of paned glass. Approximately 3' above the door was a horizontal band of windows that appeared to function as a somewhat modified transom. This band of windows was divided into a three-part composition, with its center section featuring three panes of vertical glass. This center section was then flanked to either side by two vertical panes that were separated from the center section by heavy mullions. All windows within this horizontal band functioned as hopper windows. Both the door and the modified transom were situated within the building's basement level.

At the basement-mezzanine level was featured another three-part window configuration. The center portion of this window was a three-over-three, double-hung window. This center section was then flanked to either side by a two-over-two, double-hung window. Similar to the modified transom below, heavy mullions separated the center and flanking side sections.

The second typical bay option differs only from the first option at the platform level. In this option, the sliding wooden door is replaced with a three-part window configuration similar to that seen at the basement mezzanine level of Option A. The center portion of this configuration features a two-over-two, double-hung, window. The center section is then flanked to either side by a slightly elongated two-over-two, double-hung window.

The south façade originally featured 41 alternating bays, stretching from its eastern edge where it met the station to its western edge at the Broadway Viaduct. Similar to the platforms seen along the building's north façade, the south façade also displayed a continuous concrete platform capped by concrete canopy with composition roofing. Supported by steel and concrete



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construction, these platform canopies stretched along the south façade and turned the corner and continued north along the building's west façade.

The east façade originally joined the west faced of Union Station below the Carriage Concourse at the basement-mezzanine and basement levels. This connection was severed in the early 1980s to accommodate a service road. The east façade of this portion of the building currently appears as a solid concrete wall and is painted white.

The west façade originally featured two typical bays placed in the center. Both three-part composition bays featured the typical sliding wood door arrangement at the platform level. All upper portions of this composition featured blind fronts. Platform canopies did not extend along this façade.

**Adams Express Building, 38 West Pershing Road.** Jarvis Hunt, 1912-1914. Immediately west of the Railway Express Building is the Adams Express Building, which, though designed and constructed as a freestanding structure, is identical in design to the Railway Express Building. The Broadway Viaduct, a major north-south artery that ran parallel to Main Street, once bisected the west rail yard between the Adams and Railway Express Buildings.

The north and south façades of the Adams Express Building features 8 bays, which reflect the interior column bays. The east facade, as shown on Hunt's drawings dated 1910, features three bays, identical to those featured at the north and south facades. It appears that Hunt's original intent was for the first bay, at the southeast corner of the building, to feature a sliding wood door at platform level. The third, northeast corner bay was to feature a single door with a sidelight, two-over-two window. Though each of these three bays were drawn and appear in the prescribed three-part composition seen along the north and south facades, the center bay at platform level and each of the remaining window units were defined as "blind fronts."

The west façade of the Adams Express Building, according to Hunt's original drawings, was similar to its east façade. This façade featured three typical bays with the center bay at platform level.

**The Power House.** The Power House at Union Station was designed between 1912 and 1913 by Station architect, Jarvis Hunt. Constructed in 1914 and 1915, the Power House is referred to by Hunt as the "Union Passenger Station Power House." A vital and integral component of the Station site, the Power House was constructed to provide heat, light, and power for all purposes about the Station, at the coach and engine yard at Southwest Boulevard, and for the interlocking

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towers at each end of the yard.<sup>1</sup> According to the October 30, 1914 issue of the *Railway Gazette*, over "85,000 square feet of direct radiation was provided in the Station alone [by the Power House] in addition to an even greater amount of indirect radiation provided in all the larger public areas."<sup>2</sup> Though the George A. Fuller Construction Company is credited as the general contractor for the Station and its auxiliary buildings, the Fogel Construction Company appears, from daily progress reports, to have been primarily responsible to overseeing the construction of this particular facility.<sup>3</sup>

This substantial industrial building, executed in the Classical Revival style [a fine example of the Beaux-Arts Classicism of the City Beautiful Movement] measured 44'-6" in height at its main north elevation and 198' in length<sup>4</sup> along its north and south elevations. A defining characteristic of this building, which greatly influenced its exterior design and interior layout, was its placement along a steep grade that began at the Station and continued westward past the Express Buildings and along the southern edge of the west rail yard. Each elevation of this building sits – and is accessed at – a different grade. This variation results in the exposure of additional levels as the building site slopes to the south. This complex siting required substantial excavation and increased engineering technique. The engineers for the project were Ritter & Mott Engineers, also of Chicago. Added reinforcements elevated the construction cost of the project, as specified in the original contract, from \$173,000 to \$212,559, an increase of over \$39,550. The greatest expenditure, \$26,939, was attributed to the construction of additional concrete machinery foundations, not previously covered in the contract.<sup>5</sup>

Machinery accommodated within the Power House, considering the number of buildings serviced and the variety of power provided, was substantial. Original, principal equipment included three batteries of 1,016 h.p. high reverse-setting Babcock & Wilcox boilers,<sup>6</sup> two 1,250 k.v.a., 2,300 volt, 60-cycle turbo-generator sets with exciters on the ends of the shafts; two Nordberg cross-compound Corliss air compressors with a capacity of 3,500 cubic feet of free air per minute; one 60-ton and one 30-ton Carbondale exhaust system refrigerating plants for cooling the drinking water and serving the dining room and other concessions in the Station. An

<sup>1</sup> *Railway Age Gazette*. Volume 54, No. 21, May 23, 1913, p. 1124.

<sup>2</sup> *Railway Age Gazette*. Volume 59, No. 101, March 5, 1915, p. 803.

<sup>3</sup> Daily Progress Report for Power House, Union Passenger Station, September 1913 through September 1914.

<sup>4</sup> Note that drawings completed by the Kansas City Terminal Railway Company in 1912 suggest that the building is approximately 169' in length. Several of Hunt's original 1913 drawings have been checked, according to the scale indicated, and 198' appears to be an accurate estimation.

<sup>5</sup> Kansas City Terminal Railway Company, Federal Valuation, June 30, 1916, Power Plant Building. Records of the Interstate Commerce Commission. National Archives. Record Group 134, Box 485.

<sup>6</sup> Anticipating an increase in the demand for power, space for a fourth battery was allotted within the boiler room at the time of construction.

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exhaust steam vacuum system was used for heating the Station and adjacent buildings. Live steam was also furnished by the Power House for the heating up of locomotives at the roundhouse.<sup>7</sup>

**Exterior**

**North Elevation**

The north elevation of the Power House is the façade viewed mostly completely, as it fronts fully onto the Station service drive that runs in an east-west direction along the rail yard's southern boundary. At this elevation, the building appears to be roughly 2½ stories in height; however, it is important to note that the interior levels were successfully masked on the exterior in an effort to visually balance the significant change in grade that occurs at this site. What appears as grade level along the north elevation is actually the building's second level boiler and engine room level. This single level, which once accommodated substantial machinery, extends 29' in height from the top of the concrete foundation. The north façade is divided into four distinct components: 1) an exposed concrete foundation; 2) an expansive single story capped by a decorative, concrete belt course; 3) a solid brick course with decorative in-laid brick and terra-cotta panels, capped by a continuous terra-cotta cornice; and 4) a solid brick parapet wall shielding the composition roof and penthouse beyond.<sup>8</sup> The major defining feature of the Power House was its once enormous brick (smoke) stack that rose 250' – from the near center of the building – above the boiler room floor.<sup>9</sup> At its widest point, the stack measured 14' in diameter. It is no longer extant.

The expansive main, horizontal section of the building's north elevation, is defined by a row of ten industrial-size bays. Nine of the ten bays are 17'-9" in height and comprised of six, individual, wood sash and frame, pivoted, wire-glass windows. Early drawings indicate that the frames are set in cast-iron sills. The windows, each measuring roughly 6' in height and 5¼' in width, are arranged in horizontal groups of two and then stacked vertically in three rows. Each of the six window frames are then divided into six (three-over-three) individual panes. The

<sup>7</sup> *Railway Age Gazette*, Volume 57, No. 18, October 30, 1914, p. 803.

<sup>8</sup> Though the walls of the Power House appear in drawings to be brick, a note placed on each of the drawings instructs that "all walls shown brick to be concrete." Closer examination and familiarity with the drawings suggest that numerous changes were made that affected the shape and appearance of this structure between its design and construction phase. Many of the materials and finishes appear to have been simplified throughout the course of construction.

<sup>9</sup> According to Donald Sass, Office and Field Engineer for the Kansas City Terminal Railway Company, the stack was removed in February 1975 as it was no longer in use and considered an eyesore.

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easternmost bay of the north elevation varies substantially from the nine bays to the west. This bay features a four-part, sliding wooden door at grade level. The door stands approximately 8' in height and 3' in width and features an inset wood panel on its lower portion and two vertical, wire-glass panels above. The door is then capped by a removable transom bar constructed of steel reinforced concrete.<sup>10</sup> A wood and glass transom sash caps the transom bar and is divided into four sections, with individual sections aligning with each of the four door parts below. Each transom section is framed in a wooden sash and divided into two vertical panes. This combination door/transom arrangement extends 12'-2" from grade level. Roughly 4'-3" above the grade-level bay are a set of wood sash and frame, pivoted, wire-glass windows. Again, original drawings suggest that the sills for these windows were cast iron.

Though not visible along the building's north elevation, original drawings indicate that a single wire-glass and wood panel door, measuring roughly 7'-4" in height was to be located immediately east of the delivery bay described above. It may never have been built.<sup>11</sup> An identical door was placed in the northwest corner of this elevation, and remains today. This door is accessible from a six-step, concrete stoop with a simple metal rail.

Above the main horizontal section of this same elevation is a solid brick course that extends roughly 6'-9" above a 2' terra-cotta belt course. This brick course features ten decorative brick and terra-cotta panels, each aligned respectively with the bays below. Each panel measures roughly 4½' in height and 10½' in length. The panels are banded by a continuous row of brick along the outer edges and punctuated at the center by a projecting, terra-cotta medallion. All borders of the panel are punctuated in the corners and at their centers by a square terra-cotta tile. A terra-cotta tile cornice, extending 3'-4" in height to the roof line meets a brick parapet wall at its terra-cotta base. The simple brick parapet wall extend 4'-9" from its base and is capped with what appears to be a continuous terra-cotta band.

### **South Elevation**

The south elevation of the Power House features an arrangement quite similar to that seen along the building's north elevation. The south façade features ten bays, each occupied at the main horizontal/engine and boiler room level with the six-window arrangement detailed in the north elevation description above. The belt course, solid brick course, cornice, and parapet wall all continue along this elevation in the same manner as presented along the north façade. The

<sup>10</sup> It is assumed that the transom bar was removable in order to accommodate the anticipated removal, exchange, and replacement of large machinery stationed within the second-floor level just beyond these doors.

<sup>11</sup> A closer examination of the northeast corner of the north elevation may reveal that this single bay was constructed as drawn, and then infilled at a later date.

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primary features distinguishing the south elevation from the north are: 1) the fully exposed concrete basement level, and 2) the penthouse roof – both of which are visible only along this side of the building.<sup>12</sup> The concrete wall, which conceals a portion of the boiler room level and the boiler room basement, extends approximately 22' above grade. At the basement level, bays 1 through 4 (east to west) feature two, three-light, wood windows with wood frames and wire glass. These windows are hinged at the top to swing inward. Bays 5 and 6 feature two wooden doors encased in a wood frame with steel sills and corners. The remaining four bays feature two, three-over-three wooden windows.<sup>13</sup>

Set into the upper band of the concrete, bays 5 and 6 featured wooden doors framed in wood with steel sills and corners. Original drawings indicate that each set of double doors featured an inset wood panel in the lower portion and two vertical, wire-glass panes above. Each door measured 8' in height. Bays 5 and 6 of the larger industrial windows are slightly modified to accommodate ash chutes. The bottom two windows, of the six-window arrangement, were replaced with solid panels punctured at the center with a circular ash chute.<sup>14</sup>

### **The Penthouse**

The penthouse appears along the south elevation as a simple extension of the building above the roofline, displaying the same materials and order established in the floors below. The penthouse at this elevation stretches five bays from the building's western edge and extends approximately 15' above the composition roof. The penthouse adjoined the Power House stack (no longer extant) at its eastern edge and continues on the opposite side of the stack to the building's east façade. Early photographs reveal that a water tower may have also been located on the Power House roof, above and/or adjacent to the eastern edge of the penthouse. The brick penthouse features a single three-over-three window in its westernmost, south elevation bay, and two three-over-three windows in each of the remaining four bays. The wire-glass windows feature wooden sashes and frames, and are pivoted at the sides. The edges of the penthouse roof are capped by a continuous terra-cotta surround.

<sup>12</sup> The extreme change in grade between the north and the south elevations becomes readily apparent when comparing these facades – while at the same time considering the layout of their interiors. At the north elevation, the industrial window bays sat 4'-8" above grade. A section of the building indicates that the interior engine room level aligns with the grade. Along the south elevation, the industrial windows, aligned along the interior with the north windows, sit roughly 22' above grade. Along this side, the boiler room floor level aligns with the bases of the concrete just above the defined basement. (The basement level is defined by the row of basement windows that appear at grade.)

<sup>13</sup> Notes on the original drawings indicate that window guards were intended for all windows at this level.

<sup>14</sup> A note on the drawings indicates that the location of the ash chute would be determined by the details of the chute.

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**East Elevation**

The east elevation of the Power House is four bays wide, measuring approximately 94' across. All four levels of the building are exposed along this elevation. At the basement and lower portion of the boiler room levels, the building is faced in concrete. There are no windows at the basement level along this elevation. The southernmost bay along this elevation features a four-part, sliding door, capped-transom delivery dock at platform level – identical to the arrangement displayed in the easternmost corner of the building's north elevation. In this case, however, the door/transom delivery bay features a varied window arrangement in its upper half. Instead of the side-by-side window arrangement seen along the north elevation, this bay features a two-over-two arrangement. All four windows at this bay feature three-over-three panes and are encased in wooden frames and sashes.

At the second bay, the basement boiler room level features a single door and double-hung window. The door is accessed by a series of concrete steps. The window is located to the north of the door. The door is identical to the doors detailed within the description of the north elevation. Above the concrete facing sits an six-window arrangement similar in detail to the industrial size windows seen along the north and south elevations; with the exception that these window panes appear larger and elongated, increasing the size of the window – presumably to allow as much light into this space as possible. At the third bay, two, three-over-three paned, pivot windows are located with the lower half of the boiler room level. Identical to the windows seen in the westernmost sections of the south elevation, these windows pivot at the side. A typical industrial window sits within the upper portion of this bay. At bay 4, the lower-level walls are blank. The upper section of this bay features a typical industrial window.

The remaining upper portions of the building along this elevation continue in a fashion identical to that carried through on the north and south elevations. At the roof level, a fraction of the penthouse is visible, with the majority of this element hidden by the building's parapet wall. A single double-hung, wire-glass window appears in the center of this penthouse elevation.

**West Elevation**

The west elevation of the Power House clearly depicts the substantial change in grade, illustrating how the site slopes to the south, exposing more and more building fabric as it drops off. This elevation is four bays wide and measures roughly 94' across. The northernmost bay of the west elevation is identical to the delivery bay described in the northeast corner of the building's north elevation. The second bay features two pivot, wire-glass windows in the lower

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portion of the boiler room level. These windows are identical to the three-over-three arrangement seen at this level along the south and east elevations. The upper portion of this bay features a typical industrial window. The third bay holds a single door and double-hung window arrangement, identical to that displayed along the east elevation. The upper portion of this third bay has an industrial-type window similar to the one seen in the previous bay, with the exception that the window panes are larger and appear elongated. These windows are also three-over-three paned and encased in wood frames and sashes. The final bay along this elevation is identical to the southernmost bay seen in the building's east elevation. This delivery bay features a door/transom arrangement at its lower level and a four-window, three-over-three pane arrangement in its upper half.

**Interior**

The interior of the Power House, in order to accommodate huge machinery, is essentially an open space, with a single east-west partition dividing the building lengthwise at its center. To either side of this partition wall are staggered levels that comprise the building's principal spaces. These levels include: 1) the boiler room basement; 2) the engine room basement; 3) the boiler room; and 4) the engine room. Capping the body of the Power House is a composition roof that features a monitor skylight along its northern half and a penthouse along its southern half. Both these elements extend the length of the building in an east-west direction.

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**SUMMARY**

The Union Station (Boundary Increase) roughly bounded by 30 West Pershing Road and Broadway, Kansas City, Jackson County, Missouri is an extension of the historic site that was listed in the National Register of Historic Places on February 1, 1972, and as a Kansas City Landmark on September 26, 1986. This boundary increase, like the original National Register site, is eligible for listing in the National Register of Historic Places under Criteria A and C in the following areas: ARCHITECTURE: The Railway Express Building, the Adams Express Building and the Power House are the work of master architect Jarvis Hunt, who also designed Union Station. These three structures have functioned as a part of Union Station as an extension and/or appendage to the station, physically joining its western edge and were vital components of the station site and its associated rail yard. All three properties exemplify the type of support facilities generated by the nation's expanding industrial rail corridors and trade system. TRANSPORTATION: Along with Union Station, these three historic properties stand as physical reminders of the advancement of Kansas City as an emerging railroad metropolis. Focused on the introduction and expansion of the railroad, much of Kansas City's development relied on this new transportation corridor, which had an enormous impact on the area's industrial growth.

The period of significance is 1912-1915, which falls one year past the date as established in the original Union Station National Register of Historic Places Nomination. For reasons unknown, the three contributing buildings of the boundary expansion were not included in the original nomination. However, their location, date of construction, original use, scale, size, materials and overall design are directly related to Union Station and reflect the architectural character and history of the historic train station. Furthermore, the addition of these buildings further enhances the historical significance of Union Station.

**ELABORATION**

**The following narrative is excerpted from Joan M. Brierton and Judith H. Robinson, Architectural Historians; Robinson & Associates, Inc., "Kansas City Terminal Railway Company, Kansas City Union Station Historic Resources Survey, Survey Form: Railyard Structures," June 1997.**

The Railway Express Building, the Adams Express Building and the Power House are architecturally and historically significant. All three buildings are the work of master architect Jarvis Hunt and have functioned as integral components to Kansas City's Union Station Terminal and its associated rail yard since 1914.



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Constructed during the grand phase of American railroad architecture (1890-1915), the Railway Express Building, the Adams Express Building, and the Power House were vital components to the station, managing new freight and commerce requirements while leaving the responsibilities of passenger service to the neighboring station. Though the buildings appear as separate from the station, Hunt designed them as extensions, physically joining its western edge at the sub-basement, basement, basement-mezzanine and plaza levels. Distinct circulation systems and use patterns established by Hunt for the station were continued through this western extension, making the station dependent on its convenient location, accessibility and flexible floor plate.

The expansion of the railroad in Kansas City and across the nation had an enormous impact on industry and trade accelerating the rise of the United States as a world economic power, and increasing the need for and development of transportation-related infrastructure. The Railway Express and Adams Express buildings exemplify the type of support facilities generated by the nation's expanding industrial rail corridors and trade system. Illustrations in the *Kansas City Star*, March 1913, indicated that the Express Buildings, comprising 64,540 square feet, offered the largest express business known at the time in the United States – far exceeding the space afforded at the St. Louis, Boston, Washington and New York's Pennsylvania stations. In addition to being the largest express facility, the Union Station express buildings also held some of the country's top express companies as its tenants. Companies the stature of American Express and Wells Fargo Express recognized Kansas City as a burgeoning distribution center and located their businesses along the rail line. With newly established ties to the great trading networks of St. Louis and Chicago, these banking and shipping magnates positioned themselves in what became recognized as "the headquarters for trading and overland outfitting activities."

The five occupants of the Express Building, the Wells Fargo, American Pacific United States and Adams Express companies remained as tenants for substantial periods, offering a variety of services including: money handling, transfers and deliveries; mail distribution, grain storage; livestock trade; dry goods shipment and produce marketing. Throughout its history, the Express Building and Adams Express accommodated a variety of tenants. For example, records of the Kansas City Terminal Railway Company reveal that demands for increased milk distribution convinced the Alfalfa Creamery Company to locate its facilities within the Adams Express Building in 1918. Immediately adjacent to the rail line and equipped with built-in ice boxes, the Creamery could offer quality service to its customers. Continued demands for greater and faster mail distribution were unyielding and accounted for a substantial segment of express company services. Records of the Kansas City Terminal Railway Company indicate that in May 1925, \$7,800 was allotted for the extension of concrete mail express docks at the west end of the

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station. This extension was constructed to handle the increase in mail being received off the rail lines. By 1934, industry-oriented businesses continued to seek space within these two buildings. New tenants arriving in September of this year included, among others, the U. S. Gypsum Company and the Excel Auto Radiator Company.

The Kansas City Terminal Railway Company held the Express Building and Adams Express in its ownership and allowed an array of broad uses. Along with supporting industrial and trade uses, the two buildings remained flexible to new and often short-term uses. For instance, a portion of the Adams Express building was apparently used as a temporary morgue for WWII soldiers.

The Kansas City Power House was a vital component to its Station site, furnishing power to the Station and its auxiliary rail yard buildings, as well as the neighboring United States Post Office and Liberty Memorial. Appearing visually as separate entities, joined only by their site above grade, resources such as the Express Building, the Union Station Terminal, the Station's commissary wing, and the roundhouse were all physically connected at the sub-basement level by a series of tunnels. These tunnels served as either access corridors to neighboring buildings, as in the case of the Express Building, or as supply corridors, transferring necessary power from one source to another. This collection of buildings, therefore, operated as a cohesive unit, each relying in some fashion on the other for support. The power supplied by the Union Station Power House included water, electricity, and steam heat – sources critical to the functioning of each of these resources and the adjacent rail yards.

Construction during the grand phase of American railroad architecture, the Power House is representative of its distinct building type, exemplifying the physical characteristics of its functionality and the beauty of its purely industrial form. Its skillful design rises above its mere functionality. According to the *Historic Resources Survey Plan of Kansas City*, produced by the Landmarks Commission of Kansas City, it appears that the construction of the "Union Passenger Station Power House" in 1914 coincided with ongoing, city-wide civil engineering achievements. The survey identifies the years between 1882 and 1920 as the period that witnessed, to the greatest extent, a substantial increase in the design and development of power plants, steel truss bridges, concrete bridges, and other similar feats throughout the city.

A symbol of order and efficiency, the Power House "is like no other in structure and design, as it is adapted to the large scale of its equipment, and yet conveys a sense of grandeur and poetry and beauty in the orderly assembly of this modern and economical equipment...and is

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inspiration to the designer of the structure.”<sup>15</sup> The Power House at Union Station, though immediately recognizable for its function, is not only representative of its building type – or of this particularly industrial period in Kansas City and across the nation – but is a striking expression of Hunt’s versatility in design and his ability to convey architectural prominence and purpose within the confines of a highly mechanical and utilitarian program.

As they stand today, the Railway Express Building, the Adams Express Building, and the Power House stand as physical reminders of a period in American history marked by progress, industrial ingenuity, entrepreneurship, economic growth and prosperity – particularly as they related to the advancement of Kansas City as an emerging metropolis and the establishment of the Kansas City Terminal Railway Company. Focused on the introduction and expansion of the railroad, much of Kansas City’s development and sophistication relied on this new transportation corridor, both for drawing people to the west along passenger rail lines and for offering import and export options along designated freight lines. The Express and Adams buildings, in particular, are a product of this movement.

As a result of the continued progress forcing change (in this case an increase in automobile and air transportation options made rail travel and transport less attractive and sensible), this particular building type has become virtually obsolete, though its original purpose and design remain clearly legible within the existing physical context. By adding these structures to the Union Station National Register Nomination, a greater sense of time and place will be fortified.

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<sup>15</sup> Donald Des Granges, “The Designing of Power Stations,” *The Architectural Forum*, September 1923, p. 361.

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Brierton, Joan M. and Judith H. Robinson, Robinson & Associates, Inc., "Kansas City Terminal Railway Company Kansas City Union Station Historic Resources Survey Form: Railyard Structures," June 1997.

Oehrlein & Associates Architects and Robinson & Associates. "Historic Structures Report/Treatment Plan: Kansas City Union Station," July 1, 1996.

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**Verbal Boundary Description**

The Union Station Property

Tract A:

A tract of land in the West ½ of Section 8, Township 49, Range 33, in Kansas City, Jackson County, Missouri, including parts of "Ludlow Place," Marsh's Addition", "Magazine Place", "Goodrich Addition", and "Corrected Plat of City View Park"; together with part of the vacated streets and alleys lying within, all being subdivisions of land in said city, county, and state, and being more particularly described as follows: Beginning at the intersection of the West right-of-way line of Main Street, as established by Document No. K-495009, in Book K-1092, at Page 1154, and accepted by Ordinance No. 53181, passed August 17, 1981, with the northerly right-of-way line of Pershing Road, as established by the ordinance of Kansas City, Missouri No. 18372, approved February 5, 1914; thence South 72 degrees 21 minutes 02 seconds West along said Northerly right-of-way line, a distance of 566.92 feet to a point on the Southerly extension of the Westerly face of the Union Station Building, as said building now exists; thence North 18 degrees 10 minutes 36 seconds West along said Southerly extension and along said Westerly building face, a distance of 401.22 feet to a Northwest corner of said building face; thence Northeasterly and Northwesterly along said building face, the following bearings and distances; North 71 degrees 49 minutes 24 seconds East, a distance of 230.87 feet; thence North 18 degrees 10 minutes 36 seconds West, a distance of 9.15 feet; thence North 71 degrees 49 minutes 24 seconds East, a distance of 3.67 feet; thence North 18 degrees 10 minutes 36 seconds West, a distance of 47.91 feet; thence North 71 degrees 52 minutes 36 seconds East, a distance of 45.85 feet; thence North 18 degrees 17 minutes 10 seconds West, a distance of 363.57 feet; thence North 71 degrees 51 minutes 43 seconds East, along said building face and along the Easterly extension thereof, a distance of 182.99 feet to a point on the Westerly line of "Two Pershing Square", a subdivision of land in aforesaid city, county, and state; thence Southeasterly and Northeasterly along said Westerly line, the following bearings and distances, South 18 degrees 06 minutes 46 seconds East, a distance of 348.73 feet; thence North 71 degrees 49 minutes 24 seconds East a distance of 44.89 feet; thence South 18 degrees 10 minutes 36 seconds East a distance of 47.71 feet; thence North 71 degrees 49 minutes 24 seconds East, a distance of 3.51 feet; thence South 18 degrees 10 minutes 36 seconds East, a distance of 9.22 feet; thence North 71 degrees 49 minutes 24 seconds East, a distance of 124.18 feet; thence South 18 degrees 10 minutes 36 seconds East, a distance of 61.24 feet; thence North 71 degrees 49 minutes 24 seconds East, a distance of 40.65 feet; thence South 18 degrees 21 minutes 39 seconds East, a distance of 48.41 feet; thence South 2 degrees 52 minutes 05 seconds West, a distance of 27.18 feet; thence South 12 degrees 50 minutes 13 seconds West, a distance of 89.54 feet; thence South 18 degrees 09 minutes 03 seconds East, a distance of 45.00 feet; thence North 71 degrees 50

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minutes 44 seconds East, a distance of 25.19 feet to a point on the aforesaid Westerly right-of-way line of Main Street; thence Southerly along said Westerly line, the following bearings and distances; thence South 3 degrees 29 minutes 54 seconds West, a distance of 3.59 feet; thence South 71 degrees 50 minutes 44 seconds West, a distance of 7.71 feet; thence South 6 degrees 15 minutes 37 seconds West, a distance of 82.34 feet; thence South 3 degrees 54 minutes 02 seconds West, a distance of 93.00 feet to the point of beginning.

**Tract B:**

A tract of land in the West  $\frac{1}{2}$  of Section 8, Township 49, Range 33, in Kansas City, Jackson County, Missouri, including parts of "Ludlow Place", and "Marsh's Addition", together with parts of the vacated streets and alleys lying within; all being subdivisions of land in said city, county, and state, and being more particularly described as follows: Commencing at the intersection of the West right-of-way line of Main Street, as established by Document No. K-495009, in Book K-1092, at Page 1154 and accepted by Ordinance No. 53181, passed August 17, 1981, with the Northerly right-of-way line of Pershing Road, as established by the Ordinance of Kansas City, Missouri No. 18372, approved February 5, 1914; thence South 72 degrees 21 minutes 02 seconds West along said Northerly right-of-way line, a distance of 566.92 feet to a point on the Southerly extension of the Westerly face of the Union Station Building, as said building now exists, said point also being the point of beginning of the tract of land herein described; thence North 18 degrees 10 minutes 36 seconds West along said Southerly extension and along said Westerly building face, a distance of 401.22 feet to a Northwest corner of said building face; thence Northeasterly and Northwesterly along said building face, the following bearings and distances: North 71 degrees 49 minutes 24 seconds East, a distance of 230.87 feet; thence North 18 degrees 10 minutes 36 seconds West, a distance of 9.15 feet; thence North 71 degrees 49 minutes 24 seconds East, a distance of 3.67 feet; thence North 18 degrees 10 minutes 36 seconds West, a distance of 47.91 feet; thence North 71 degrees 52 minutes 36 seconds East, a distance of 45.85 feet; thence North 18 degrees 17 minutes 10 seconds West, a distance of 363.28 feet to a point on a line that is 25.00 feet Southerly of and parallel with the centerline of the Southerlymost set of railroad tracks, as said railroad tracks now exist; thence South 71 degrees 51 minutes 09 seconds West, along said parallel line, a distance of 317.43 feet; thence South 12 degrees 22 minutes 09 seconds West, a distance of 819.29 feet, to a point on the aforesaid Northerly right-of-way line of Pershing Road; thence South 87 degrees 26 minutes 53 seconds East along said Northerly right-of-way line, a distance of 324.06 feet; thence North 72 degrees 21 minutes 02 seconds East along said Northerly right-of-way line, a distance of 151.05 feet to the point of beginning.

**Tract C:**

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All that tract of land lying in Sections 7 and 8, Township 49, Range 33 in Kansas City, Jackson County, Missouri, including parts of "Gates Addition", "A.J. Lloyd's Subdivision", "Jameson's Subdivision" and "Marsh's Addition", together with parts of vacated streets and alleys lying within, all being subdivisions of land in said city, county and state, and being more particularly described as follows: Beginning at the point of intersection of the East line of Broadway with the North line of Pershing Road, as said streets are presently established; thence running North 2°-25'-36" East along said East line of Broadway, a distance of 63.47 feet; thence departing said East line and running North 87°-34'-24" West across Broadway, a distance of 80.00 feet to the Northeast corner of Lot 6, Block C of said "Jameson's Subdivision"; thence departing said West line and running North 87°-31'-19" West along the North line of said Lot 6, a distance of 130.21 feet (130.00 feet plat) to the Northwest corner thereof; thence running South 2°-24'-09" West along the West line of Lots 6, 7, 8 and 9 of said block and subdivision, a distance of 99.40 feet (100 feet plat) to a point in the North line of Pershing Road, as presently established; thence running the following courses and distances along said Northerly line of Pershing Road: North 87°-23'-31", West, a distance of 15.67 feet; North 2°-36'-29" East, a distance of 8.00 feet; North 87°-23'-31" West, a distance of 300.00 feet, and; South 2°-36'-29" West, a distance of 8.00 feet; thence running North 87°-23'-31" West along said North line of Pershing Road and the Westerly prolongation thereof, a distance of 135.74 feet; thence running North 87°-34'-40" West, a distance of 40.00 feet to a point in the centerline of West Pennway (formerly Pennsylvania Avenue), as presently established; thence running North 2°-25'-20" East along said centerline of West Pennway 12.26 feet; thence running North 87°-34'-40" West, a distance of 40.00 feet to a point in the West line of said West Pennway, as presently established; thence running the following courses and distances along the Southerly line of the right-of-way of Kansas City Terminal Railroad: North 87°-23'-31" West, a distance of 402.39 feet; South 71°-53'-18" West, a distance of 178.38 feet to a point 15.00 feet East of as measured a right angles to the East line of Summit Street, as presently established; thence North 2°-15'-51" East 15.00 feet East of and parallel to the East line of said Summit Street, a distance of 48.83 feet; thence running the following courses and distances along remaining land of the Kansas City Terminal Railroad and crossing West Pennway and Broadway, each as presently established; North 71°-52'-42" East, a distance of 838.27 feet; North 7°-19'-28" East, a distance of 15.00 feet; Northeasterly along a curve to the left, having an initial tangent bearing of North 67°-43'-24" East, a radius of 2425.00 feet and a central angle of 6°-18'-01", an arc distance of 266.66 feet; North 61°-25'-24" East, a distance of 602.65 feet; Northeasterly along a curve to the right, tangent to the last described course, having a radius of 600.00 feet and a central angle of 10°-25'-19", an arc distance of 109.14 feet; North 71°-50'-42" East, a distance of 171.75 feet, and South 12°-21'-43" West, a distance of 819.29 feet to a point in the North line of Pershing Road, as presently established; thence North 87°-27'-19" West along said North line of Pershing Road, a distance of 358.03 feet to the point of beginning. The above described tract of land contains

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13.948 acres, more or less and is subject to the rights to the public, for highway purposes, over those portions of West Pennway, Broadway – West Pennway Viaduct, Interstate Route 35 and Summit Street, all as presently established, crossing through, under and over said tract. Less and except the following described tract of land:

Beginning at the intersection of the most Southerly North line of Pershing Road, as now established, with the centerline of West Pennway, as now established; thence South 87°-34'-40" East along the North line of said Pershing Road, a distance of 40.00 feet; thence South 87°-23'-31" East continuing along said North line, a distance of 135.74 feet; thence North 2°-36'-29" East, a distance of 8.00 feet; thence South 87°-23'-31" East along the North line of Pershing Road as established by Ordinance No. 18372, a distance of 21.17 feet; thence North 3°-18'-24" East, departing said North line of said Pershing Road, a distance of 29.95 feet; thence North 87°-19'-28" West, a distance of 39.95 feet; thence North 3°-14'-29" East, a distance of 39.09 feet; thence North 2°-14'-43" East, a distance of 124.64 feet; thence North 20°-04'-14" West, a distance of 80.23 feet; thence South 71°-52'-42" West, a distance of 786.52 feet to a point on a line 15.00 feet East of, and parallel with, the East line of Summit Street, as now established; thence South 2°-15'-52" West along said parallel line, a distance of 48.45 feet; thence North 71°-53'-18" East, departing said parallel line, a distance of 178.38 feet; thence South 87°-23'-31" East, a distance of 402.39 feet to a point in the West line of West Pennway, as now established; thence South 87°-34'-40" East, a distance of 40.00 feet to a point in the centerline of said West Pennway; thence South 2°-25'-20" West along said centerline, a distance of 12.26 feet to the point of beginning.

**Tract D:**

All that part of the West ½ of Section 8, Township 49, Range 33, in Kansas City, Jackson County, Missouri, being more particularly described as follows: Beginning at the Northwest corner of Lot 1, "One Pershing Square", a subdivision in said city, county and state, said point also being on the East right-of-way line of Main Street, as now established; thence South 86°-30'-06" East along the North line of said Lot 1 and its Easterly prolongation, a distance of 178.70 feet; thence North 30°-29'-54" East, along a line parallel with the East right-of-way line of said Main Street, a distance of 163.60 feet; thence North 86°-30'-06" West, along a line parallel with the North line of said Lot 1, a distance of 178.70 feet to a point on the East right-of-way line of said Main Street; thence South 3°-29'-54" West, along said East right-of-way line, a distance of 163.60 feet to the point of beginning.

**Tract E:**

All that part of the West ½ of Section 8, Township 49, Range 33, in Kansas City, Jackson County, Missouri; all that part of "Walton Place" and "Scarritt & Peery's Subdivision".



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subdivisions in said city, county and state, and that part of vacated Westport Road, vacated Walnut Street and vacated 23<sup>rd</sup> Street, described as follows: Commencing at the Southeast corner of Lot 1, "One Pershing Square", a subdivision in said city, county and state; thence North 3 degrees 29 minutes 54 seconds East, along the East line of said Lot 1, a distance of 49.93 feet to the true point of beginning of the tract of land herein described; thence Northeasterly, generally along the Northwesternly face of an existing wall, along a curve to the left having a radius of 468.40 feet, an initial tangent bearing of North 64 degrees 27 minutes 55 seconds East and a central angle of 28 degrees 15 minutes 28 seconds, a arc distance of 231.01 feet; thence continuing along the Northwesternly face of said wall, North 36 degrees 12 minutes 27 seconds East and tangent to the last described curve, a distance of 287.39 feet; thence continuing generally along the Northwesternly face of said wall along a curve to the right tangent to the last described course, having a radius of 180.78 feet and a central angle of 25 degrees 03 minutes 16 seconds, an arc distance of 79.05 feet to a point on the West right-of-way line of Grand Avenue, as now established; thence North 2 degrees 26 minutes 36 seconds East, a distance of 210.55 feet; thence South 84 degrees 24 minutes 15 seconds West, a distance of 197.55 feet; thence Westerly along a curve to the left, tangent to the last described course, having a radius of 1195.00 feet and a central angle of 5 degrees 30 minutes 38 seconds, an arc distance of 114.93 feet; thence Westerly along a curve to the left having a common tangent with the last described course, a radius of 1650.00 feet and a central angle of 6 degrees 56 minutes 50 seconds, an arc distance of 200.06 feet; thence South 71 degrees 56 minutes 47 seconds West, a distance of 41.20 feet to a point on the most Northerly East line of Lot 1, "Amtrak Station", a subdivision in said city, county and state; thence South 3 degrees 29 minutes 54 seconds West along the last said East line, a distance of 47.41 feet to an angle point therein; thence South 87 degrees 26 minutes 47 seconds East along the most Southerly North line of the last said Lot 1, a distance of 40.00 feet to the most Easterly Northeast corner of the last said Lot 1; thence South 3 degrees 29 minutes 54 seconds West along the most Southerly East line of the last said Lot 1, a distance of 40.01 feet to the Southeast corner thereof; thence North 87 degrees 26 minutes 47 seconds West along the South line of the last said Lot 1, a distance of 23.25 feet; thence South 71 degrees 52 minutes 26 seconds West, a distance of 26.62 feet to a point on the East right-of-way line of Main Street, as now established; thence South 3 degrees 29 minutes 54 seconds West, along said East right-of-way line, a distance of 39.72 feet to a point that is North 3 degrees 29 minutes 54 seconds East, a distance of 163.60 feet from the Northwest corner of Lot 1, "One Pershing Square", thence South 86 degrees 30 minutes 06 seconds East, parallel with the North line of the last said Lot 1, a distance of 178.70 feet; thence South 3 degrees 29 minutes 54 seconds West, parallel with the East right-of-way line, a distance of 163.60 feet; thence North 86 degrees 30 minutes 06 seconds West, a distance of 8.70 feet to the Northeast corner of last said Lot 1, of "One Pershing Square"; thence South 3 degrees 29 minutes 54 seconds West along the East line of the last said Lot 1, a distance of 231.71 feet to the true point of beginning.

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**Boundary Justification**

The nominated property includes the entire parcel historically associated with the Union Station (Boundary Increase), Kansas City, Jackson County, Missouri.

**Key to Photographs**

Len Fohn, photographer, September 2003.

Railway Express

1. South façade; view facing northeast.
2. South façade; view facing northwest.
3. South façade; view facing northeast.
4. South façade; view facing northeast.
5. South façade; view facing northwest.
6. North façade; view facing southwest.
7. North façade; view facing south.
8. Detail of north façade; view facing south, southeast.
9. Detail of north façade; view facing south.
10. Detail of north façade; view facing south.

Adams Express

1. South façade; view facing northwest.
2. North façade; view facing south.
3. North and west façades; view facing southeast.
4. West and south façades; view facing northeast.

Power House

1. North façade; view facing south.
2. Detail of north façade; view facing south.
3. North façade; view facing southwest.
4. West and north façades; view facing southeast.
5. West and south façades; view facing northeast.
6. Detail of west façade; view facing east.
7. South façade; view facing north.
8. Interior, first floor; view facing east.
9. Basement level; view facing east.

Kansas City,  
Jackson County,  
Missouri

A. 15/362740/4327560

B. 15/362700/4327200

C. 15/362800/4327210





















































