

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

Historic name The Fairfax Building
Other names/site number The Brookfield Building
Name of related Multiple Property Listing N/A

2. Location

Street & number 101 W. 11th Street
City or town Kansas City
State Missouri Code MO County Jackson County Code 095 Zip code 64105

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide local
Applicable National Register Criteria: A B C D

Signature of certifying official/Toni M. Prawl, Ph.D., Deputy SHPO Date
Missouri Department of Natural Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.
Signature of commenting official Date
Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:
entered in the National Register determined eligible for the National Register
determined not eligible for the National Register removed from the National Register
other (explain:)

Signature of the Keeper Date of Action

5. Classification

The Fairfax Building  
Name of Property

Jackson County, Missouri  
County and State

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

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

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

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	<b>Total</b>

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

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

COMMERCE/TRADE: office building

**Current Functions**

(Enter categories from instructions.)

Work in progress

DRAFT

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

MODERN MOVEMENT: Art Deco

**Materials**

(Enter categories from instructions.)

foundation: Concrete

walls: Brick, terra cotta, stone and concrete

roof: Plastic

other: \_\_\_\_\_

NARRATIVE DESCRIPTION ON CONTINUATION PAGES

The Fairfax Building  
Name of Property

Jackson County, Missouri  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Areas of Significance**

Transportation

**Period of Significance**

1930-1965

**Significant Dates**

**Criteria Considerations**

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

Property is:

**Significant Person**

(Complete only if Criterion B is marked above.)

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

**Cultural Affiliation**

**Architect/Builder**

Gentry, Alonzo; architect

Manhattan Construction Co. general contractor

**STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES**

**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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

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

**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

Historic Resources Survey Number (if assigned): \_\_\_\_\_

The Fairfax Building  
Name of Property

Jackson County, Missouri  
County and State

**10. Geographical Data**

**Acreeage of Property** Less than one acre

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1	<u>39.100873</u>	<u>-94.584381</u>	3	_____	_____
	Latitude:	Longitude:		Latitude:	Longitude:

2	_____	_____	4	_____	_____
	Latitude:	Longitude:		Latitude:	Longitude:

**UTM References**

(Place additional UTM references on a continuation sheet.)

\_\_\_\_\_ NAD 1927 or \_\_\_\_\_ NAD 1983

1	_____	_____	_____
	Zone	Easting	Northing

3	_____	_____	_____
	Zone	Easting	Northing

2	_____	_____	_____
	Zone	Easting	Northing

4	_____	_____	_____
	Zone	Easting	Northing

**Verbal Boundary Description** (On continuation sheet)

**Boundary Justification** (On continuation sheet)

**11. Form Prepared By**

name/title Cydney E. Millstein and Mary Ann Warfield, cultural historian

organization Architectural & Historical Research, LLC date February 6, 2015

street & number 1537 Belleview Avenue telephone 816.472.4154

city or town Kansas City state MO zip code 64108

e-mail Cydney@ahr-kc.com

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:**
  - A **USGS map** (7.5 or 15 minute series) indicating the property's location.
  - A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

The Fairfax Building

Name of Property

Jackson County, Missouri

County and State

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

## Photo Log:

Name of Property: The Fairfax Building

City or Vicinity: Kansas City

County: Jackson County State: MO

Photographer: Richard Welnowski, Kansas City, MO

Date

Photographed: December 16, 2014

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

1. East and north facades; view facing southwest
2. North façade and penthouse; view facing south
3. Detail of north façade, upper stories; view facing south
4. Detail of upper stories, north façade; view facing south
5. North and west facades; view facing southeast
6. West façade; view facing east
7. West façade and a portion of the south façade; view facing northeast
8. First floor, main lobby foyer; view facing north
9. First floor, elevator lobby; view facing south
10. First floor stairs at southwest corner of building; view facing southwest
11. Sixth Floor, north side office space; view facing northwest
12. Eighth floor, south office space; view facing west
13. Eleventh floor, south side corridor; view looking north
14. Twelfth floor; southwest office space; view looking southwest

The Fairfax Building

Name of Property

Jackson County, Missouri

County and State

### Figure Log:

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

1. Fairfax Building; Satellite location map with Longitude and Latitude
2. Fairfax Building; Parcel view, City of Kansas City, Missouri
3. Photo Key, Exterior
4. Photo Key, Ground Floor (interior)
5. Photo Key, Sixth Floor
6. Photo Key, Eighth Floor
7. Photo Key, Eleventh Floor
8. Photo Key, Twelfth Floor
9. Fairfax Building: North Elevation Plan
10. Fairfax Building: East Elevation Plan
11. Fairfax Building; Ground Floor Plan
12. Fairfax Building: Third Floor Plan
13. Fairfax Building: Typical Floor Plan
14. Fairfax Building: Roof and Penthouse Plan
15. Historic 1949 Sanborn Insurance Company Map : Sheet 27
16. Chart illustrating the major building boom in Kansas City, Missouri between 1929 and 1933.
17. Historic Photograph: Fairfax Building, 1943; East and Main façade facing southwest
18. Historic Photograph: Fairfax Building, 1943; detail of Main or north façade facing south
19. Historic Photograph: Fairfax Building, 1943; interior detail, Santa Fe ticket office, facing northwest.
20. Chart showing examples of round trip ticket prices for a June 1938 Library Association conference held in Kansas City, MO.
21. Historic Photograph: Fairfax Building, 1950; East and Main façade facing southwest
22. Advertisement for Fairfax Building
23. "Fairfax Building Moves Its Offices"
24. Mileage map between the Fairfax Building and the Fairfax Airport

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**SUMMARY**

The Fairfax Building located at 101 W. 11<sup>th</sup> Street, Kansas City, Jackson County, Missouri is a twelve-story brick, terra cotta and concrete aggregate Three-Part Commercial Block building designed in the Art Deco. Kansas City architect Alonzo Gentry designed the landmark building in 1929 and the Manhattan Construction Company, Muskogee, Oklahoma, was the contractor. Of reinforced concrete construction with concrete ribbed joist floors, the building was completed in 1930. Sited on the southwest corner of 11<sup>th</sup> Street and Baltimore Avenue, the Fairfax Building measures 67 feet x 142 feet, with approximately 79,294 square feet of rentable space. Its three-part vertical block scheme imparts, at the north and east facades, a base consisting of a non-original concrete veneer, a contrasting brick shaft and elaborate Art Deco detailing at the terminating stories. The north and east facades stretch eight and three bays, respectively. The west façade remains unadorned brick, while the south façade is partially obscured by a modern parking garage. Additionally, the Fairfax Building maintains the original storefront configuration at the north and east facades (Photo 1; Figures 17 and 21). Extant historic elements of the interior include the main lobby, with marble walls, and rear stairs featuring original wood handrail and wrought-iron railing. Upper floor office spaces have been modified over the years as occupants and office requirements changed; however the original elevator lobby areas remain intact.

Directly to the north of the Fairfax Building is the Late Gothic Revival styled Continental Hotel (Hoit Price and Barnes, architect, 1924; NR 1983), to the south is a late 20<sup>th</sup> century parking garage, to the east is the Brutalist styled City Center Square (Skidmore, Owings and Merrill, architect, 1977), and to the west is another late 20<sup>th</sup> century parking garage (Figure 1).

While the storefront and base were altered<sup>1</sup>, the Fairfax Building has retained the majority of its historic features to convey its historic significance (Photos 1-7). In good condition, its integrity of location, setting, design, materials, workmanship, feeling and association has been retained. It should be noted that storefront alterations, as seen on the Fairfax Building, are typical of many commercial buildings of the era, which has not deterred nominations to the National Register.<sup>2</sup>

<sup>1</sup>Building Permit No. 30937A, September 7, 1951. An historic photograph dated 1950 shows that the original storefronts had been modified for new tenants.

<sup>2</sup>Storefronts of the Kansas City Southern Building, the Chambers Building and the Waltower Building, all listed in the National Register, have been similarly remodeled.

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**ELABORATION**

**Setting**

The Fairfax Building is located in Block 20 (lots 19 and 20) of Ashburn's Addition of the Central Business District of Kansas City, in the vicinity of, but not included in, the "Hotels in Downtown Kansas City TR Historic District" (08/08/83). The Fairfax Building is bounded by West Eleventh Street on the north, Baltimore Avenue on the east, an alley on the west and a parking garage on the south. A modern parking garage is located to the west of the alley, while City Center Square, the former location of the Baltimore Hotel, is sited to the west on the east side of Baltimore Avenue. Infrastructure in the immediate vicinity of the Fairfax Building includes concrete sidewalks, curbs, and streetlights. Additionally, the Fairfax Building is sited on a gradual slope from east to west. The streetscape of 11<sup>th</sup> and Baltimore Avenue has changed over the years where historic properties have been replaced with parking garages and multi-use commercial spaces. In spite of these changes, the Fairfax Building, as it stands today, belongs to a group of central business district buildings constructed during the most consequential building boom at the time in Kansas City's history.

**Exterior**

The primary façades of the Fairfax Building face east and north. The original wood framed storefront of both the east and north façades and the canted entrance at the northeast corner were altered c. 1950 with aluminum-framed units.<sup>3</sup> In 1972, floors one through three were modernized with a cladding of concrete and marble (Photos 1, 4-5).<sup>4</sup> Its contrasting polychromatic arrangement mimics the original exterior materials, where the base of the building is lighter in color from the brick shaft. The storefront features large plate glass windows and floors two and three feature large, fixed windows (Photo 1).

However, the majority of the fenestration of the Fairfax Building, at all facades, is original. At the east and north facades, floors four through twelve, window units are wood frame, double-hung, one-over-one and placed two to a bay (Photos 2-5). Sills are stone; headers are

<sup>3</sup>Wood-framed storefront units included bi-fold transoms on both facades.

<sup>4</sup> The terra cotta was not replaced as a result of this alteration. The concrete material was anchored to the terra cotta by steel rods. From a recent examination, it appears that the majority of the east façade's terra cotta of the first three stories is extant and in relatively good condition. The terra cotta detailing of the north façade appears to be extant at the northwest corner, and at the eastern most bays.

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rowlock brick. Each floor is separated by brick spandrels. Stout piers separate the bays, while slender piers are placed between the paired window configurations. A non-continuous stone stringcourse remains below the fourth story fenestration.

The terminating floors of the east and north façades are embellished with richly articulated terra cotta Art Deco ornamentation, mostly concentrated at the center bays (Photos 1-3, 5). Narrow terra cotta vertical bands flank the center bays at floors ten through twelve and continue to the terminating, fluted parapet that feature stylized finials. The fluted patterning repeats below the parapet where reeding edged with geometric florals are set at the base. Green marble inserts are revealed at the center of each floral display.

At the north façade, terra cotta panels, placed on the vertical, echo the Art Deco floral motif and are placed above the second and fourth bays (moving east to west). The same design placed in larger panels, is repeated at the end bays below the parapet (Photo 2). Other defining features of the upper floors are the soldier course spandrels, recessed windows with wide marble sills (at the north façade) and end piers terminating in chevron patterned capitals.

Flanking the fluted parapet at the east and north facades is a recessed parapet of richly patterned brickwork embellished with a chevron patterned stone coping. The parapet is canted at the northwest, northeast and southeast edges of the roof (Photo 3).

Fenestration at the west façade, beginning at the second floor, has been modified from the original (Photos 5-7). Moving north to south, the first three windows are aluminum framed fixed; the remaining units to the south are aluminum framed, one-over-one single hung. The original two-over-two, double-hung, wood framed units, with brick headers and stone sills, are extant on floors three through twelve. Other detailing at the west façade includes terra cotta panels with Art Deco floral motif (as seen on the north and east facades) and soldier coursed brick spandrels---all at the upper floors of the far northern bays. A metal fire escape is placed between the fourth and fifth column of windows, with landings placed below each of the windows at the fourth column. The first floor of the west façade features a non-original single-leaf door at the far south end. The far south bay is four stories and features one industrial sash window with stone sill and brick header at the top level.

Partially obscured (floors one through four) by an adjacent modern parking garage (there is no internal connection to this garage from the Fairfax Building), the south facade features original two-over-

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two, wood, double-hung windows with brick headers and stone sills (Photo 7).

At the flat rooftop (TPO covering) of the Fairfax Building is a two-story, buff-brick elevator penthouse with prominent brick piers with stone caps and original multipaned, industrial sash fenestration. The roof of the penthouse is flat; a parapet features stone coping (Photo 2).

**Interior**

The Fairfax Building was originally designed to accommodate changes in tenant space and requirements. From an examination of Kansas City, *City Directories* throughout the years, the building was office space to a variety of tenants (see Section 8, below). Building permits indicate some of the changes such as "alteration of retail store" and "adding a mezzanine" to the first floor (1952).

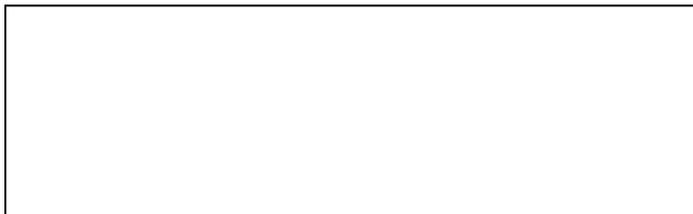
At present, the interior of the Fairfax Building still appears as a commercial office building, with various office spaces (varying in size, as well). The first floor maintains individual rental spaces with wide storefront and separate entry doors. The elevator lobby, while modified from the original, features the original marble cladded walls and spacious lobby entrance (Photos 8-9). Toward the rear of the building, an original stairway with marble risers, treads, wall strings, wood hand rail and wrought-iron railing. Walls at the stairwell are original plaster (Photo 10).

As originally designed, the first floor of the Fairfax Building contained three "shops" on the Baltimore Avenue side, each with separate single-leaf door entrances (Figure 11). A mezzanine, placed in the far north storefront space was added in the 1950s. The 11<sup>th</sup> Street side contained four separate shops with separate entrances. All of the spaces and entrances have been retained, while modified from the original (Figures 9-11). A large double door at the center of the north façade still leads to a large vestibule. A storage room and concrete stairs leading down a hall to the storefronts on the east part of the building still remain as part of the original design Photos (Figure 11).

Alonzo Gentry's design for the second floor contained a double-loaded corridor (running east and west), with various offices, mostly placed at the far north and east sides of the building (Figure 13). Gentry's design for the third floor was wide open, with exposed columns (Figure 12). This floor plan was intended for tenant finish. A typical floor plan included a double-loaded corridor (running east and west), with a

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combination of small offices on either side; larger office spaces were placed at the east end.

The penthouse originally included a machine shop and storage room. It still functions as an elevator penthouse. (Photo 2, Figure 14).

**Integrity**

The Fairfax Building generally retains its historic integrity (all aspects) throughout the exterior and in various areas of the interior. The Fairfax Building occupies the same location and the setting in the central business district of Kansas City. The design, materials and workmanship of the exterior, as planned by Alonzo Gentry, the architect for the Fairfax Building, are intact and in good condition, with the exception of the terra cotta at the first three floors. It is important to point out that storefronts of many multi-story buildings have been modified and/or modernized over the years and the Fairfax Building is no exception. The most widely seen alterations are to storefront display areas, with the replacement of entire window units and the addition of new, modern materials. Case in point is the Kansas City Southern Building located just west of the Fairfax Building (NR; 2004).

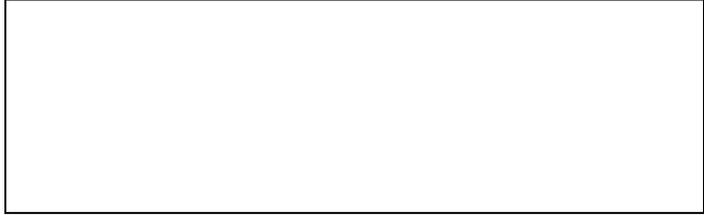
While the lower portion of the Fairfax building was clad in an aggregate material in the early 1970s, the original terra cotta detailing and spandrels at the lower floors have been uncovered (during a recent inspection) in various locations along the east façade, as well as the north façade. Select areas of the primary (north and east) facades recently have been removed and reveal that much of the Art Deco detailing at the first through third stories is intact.

Furthermore, the building at its east and north facades terminates in a richly articulated terra cotta display of Art Deco vocabulary, especially at the center bays. Also, the majority of the windows are original: the double-hung, wood windows of floors 4 through 12 (east and north facades), and the industrial fenestration of the west façade, are intact and in fair to good condition. Original brickwork and terra cotta of the upper stories is in good condition, as well.

Over the course of eighty-five years (since its completion), there have been modifications to the interior. The interior of the Fairfax Building still maintains office divisions on the majority of the floors; over the years, occupants moved in and out of the building and tailored spaces to fit their business needs. Elevator and lobby locations are original, as are stairways. Storefronts on the east and north facades still maintain original entry locations, as well.

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Lastly, the feeling and association with the period of construction and has been retained.

**Future Plans**

Currently there are proposed plans for the rehabilitation and adaptive reuse of the Fairfax Building. Future plans include rehabilitation of the exterior and interior spaces. Plans for the project will be prepared in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Once the proposed plans are completed they will be submitted to the Missouri State Historic Preservation Office and the National Park Service for review and compliance.

DRAFT

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**STATEMENT OF SIGNIFICANCE**

**Summary**

The historic Fairfax Building, 101 W. 11th Street, Kansas City, Jackson County, Missouri, appears to be eligible for listing in the National Register of Historic Places under Criterion A in the area of TRANSPORTATION. Constructed in 1929-1930, the Fairfax Building was the regional headquarters to some of the most significant companies in the transportation industry in the United States. Originally constructed for and owned by the Eleventh and Baltimore Corporation, the name of the property was officially changed (April 1930) to the Fairfax Building in honor of the Woods Brothers Corporation who owned and operated the newly built Fairfax Airport in neighboring Wyandotte County, Kansas. The Wood Brothers Corporation, in arranging for several ticket offices for various airlines at the Fairfax Building, immediately created a transportation-based headquarters within Kansas City's central business district. Beginning in 1930 and well into the mid to late 1960s, some of the more notable rail lines including the Atchison, Topeka and Santa Fe Railroad (Santa Fe), and the Frisco Railroad had regional management offices located in the Fairfax Building. In addition, traffic agents for more than twenty-three major and minor rail lines conducted the daily business of ticket sales, marketing, and scheduling for both passenger and freight transporting needs. Their location in the Fairfax Building offered consumers the convenience of a downtown ticket office location, in addition to Union Station, the Fairfax District in Wyandotte County Kansas, and shortly thereafter, the Kansas City Downtown Airport. The Fairfax Building was also the site of the regional sales offices for the intercontinental Canadian National and Seaboard Air Lines Railway, which occupied offices on the 4th floor from 1939 through 1965. Immediately upon its completion, the Fairfax Building was fully leased<sup>5</sup> and the majority of tenants were nationally known business concerns that expanded the rich history of Kansas City as a major transportation center, primarily as applied to railroad and aviation. Since its inception, the Fairfax Building served as the district sales, management, advertising and publication location for multiple rail companies as well as four airline companies (for a short time), that provided a variety of services including passenger-ticketing, mail, freight and refrigeration scheduling throughout the United States and Canada. During the early 1930s, the Woods Brothers Corporation provided bus transfer to and from the Fairfax Airport to the Fairfax Building and neighboring hotels. The period of significance is 1930-1965, the date of the completion of the building to the fifty-year cut off period.

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<sup>5</sup> "Improvement Projects Downtown District (1929-1930)," *The Kansas City Star* 19 September 1929. See also: "Fairfax Building Heads Projects." *The Kansas City Star* 29 August 1971.

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**ELABORATION**

**Historic Background**

**The Fairfax Building: A brief overview of its development**

August 1929 was the beginning of a major building boom in Kansas City's central business district. Just a mere two months later, on October 29, 1929, the nation experienced the worst stock market collapse in its history on what has become known as Black Tuesday, marking the beginning of the Great Depression. Unlike the majority of large cities in the country, Kansas City, at that time, progressed forward with the largest building campaign in its history as noted in construction news reported by local media.

In Kansas City, either undergoing completion, underway, or with eminent construction, are 191 stories in business buildings, costing in the aggregate of nearly \$20,000,000 on sites, with an additional value in the aggregate of \$10,000,000, all in the downtown district . . . [A] record unparalleled in Kansas City history.<sup>6</sup>

Included in this architectural downtown boom was the construction of the Fairfax Building, announced on September 19, 1929.<sup>7</sup> At this time, a demolition permit was issued to the American Steel Wrecking Company to raze the two-story Gotham Building, which once housed the University Club of Kansas City on its second floor. The Gotham sat on a 67' x 142' corner lot, owned by James L. Woolfolk. With the building demolished the lot was acquired for a new modern building under a ninety-nine year ground-lease agreement. Additionally, on October 31, 1929, a building permit issued to an unnamed owner for \$500,000 for the construction of the new building.<sup>8</sup>

According to the historical deed records of Jackson County, the developer of the Fairfax Building was the Eleventh & Baltimore Corporation, which was a collective of individuals who were key to the construction of the building as well as its owners. The principals of the corporation included R. L. Rooney, principal of Manhattan Construction, Clark H. Smith, principal of Moseley-Comstock Realty Company, who served as property manager, and Alonzo Gentry, architect.<sup>9</sup> The corporation held a 99-year ground-lease deed, while the "land

<sup>6</sup> "Wave of Business Building Includes 191 New Stories." *The Kansas City Journal Post*, 4 August 1929, 4C.

<sup>7</sup> "Improvement Projects Downtown District," *The Kansas City Star* 19 September 1929. Also, a building permit for the construction of the Fairfax Building was taken out on October 31, 1929, two days after the stock market crashed.

<sup>8</sup> Building Permit, 101 W. Eleventh Street, No. 15502, Landmarks Commission, City of Kansas City, Missouri.

<sup>9</sup> "A New Downtown," *The Kansas City Star*, 19 September 1929, 1-2.

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deed" to the property remained under the control of the Woolfolk family doing business as the Gotham Investment Company until 1975.<sup>10</sup>

In August 1929, the Eleventh and Baltimore Company, headed by Clark H. Smith, announced plans to construct an office building on the southwest corner of 11th Street and Baltimore Avenue. The architect remained unnamed at that time.<sup>11</sup> A second announcement released the following month stated that architect Alonzo H. Gentry had submitted plans for the project while Manhattan Construction Company, a nationally known construction firm located in Muskogee, Oklahoma, was the general contractor.<sup>12</sup>

The original plans called for a 12-story, reinforced concrete office building initially called the International Building. Financing for the project was from the Prescott-Wright-Snider Company of Kansas City, a loan and trust company located at 918 Baltimore and headed by John Adams Prescott, president.<sup>13</sup>

Constructed during a three-year building boom in Kansas City that occurred between 1929 and 1931, the Fairfax Building was one of twelve major projects to be located within the central business district. This construction boom also marked a shift in the architectural design of the city with "skyscrapers" soaring from ten to thirty-six stories in height, resulting in a redefined Kansas City skyline (Figure 16).

When completed, the building offered over 86,000 square feet of rental space. The Eleventh & Baltimore Corporation owned, managed, and occupied space in the Fairfax Building until it was sold in 1959.<sup>14</sup>

#### **The Fairfax Building: Serving the CBD and the Transportation Industry**

In April 1930, the name of the twelve-story commercial building anchoring one of the busiest intersections of Kansas City changed from the International Building to the Fairfax Building. As stated earlier, the name change was in honor of the Woods Brothers Corporation, who owned and operated the newly built Fairfax Airport in the Fairfax Industrial District located in Wyandotte County, Kansas, less than 5 miles across the state line via the 12<sup>th</sup> Street Viaduct (Figure 24).

<sup>10</sup> Correspondence, "101 W. 11<sup>th</sup> Street," Deeded Ownership, Jackson County Missouri Recorder of Deeds, 4 November 2014.

<sup>11</sup> *Mid-Western Contractor*, 55 (24 August 1929), 30.

<sup>12</sup> "Kansas Citian Buys Building," *The Kansas City Star* (2 April 1965). Microfilm, Kansas City Public Library, Kansas City, Missouri.

<sup>13</sup> "John Adams Prescott," Special Collection, Missouri Valley Room, Kansas City Public Library, Online, accessed March 17, 2015. [http://www.kchistory.org/cdm4/item\\_viewer.php?CISOROOT=/Local&CISOPTR=6864&CISOBX=1&REC=1](http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=/Local&CISOPTR=6864&CISOBX=1&REC=1)

<sup>14</sup> "A New Downtown," *The Kansas City Star*, 19 September 1929, 1-2.

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One of the most important aspects of the Fairfax Building history is its relationship to the Fairfax Airport in the building's role in complimenting the needs of the airport and industrial complex by offering a modern office building from which transportation and other commercial entities chose as the site for their regional headquarters.

The Fairfax Building's location was in close proximity to major banks, hotels, restaurants, theaters and other types of amenities that supported the needs these regional offices, their employees, and their clientele, all within easy walking distance (Figure 15).

From data gathered from the Kansas City directories, it is known that the Woods Brothers, one of the first tenants of the Fairfax Building, located seven of their corporations in the building prior to the completion of their Fairfax Airport complex. These include the Woods Brothers Corporation, Woods Brothers Construction Company, Woods Brothers Industrial Corporation, Fairfax Airports Inc. Executive Offices, Fairfax Industrial District Office, Woodswether Industrial District Office, and Woods, Faulkner & Company Investments, all of which occupied the 8,000 square feet of the second floor (Figure 23).<sup>15</sup> In addition, Airways Ticketing Service, which served as the Fairfax Airport ticketing office, was located in the main lobby at the Baltimore entrance.<sup>16</sup>

The Wood Brothers Corporation developed the Fairfax Airport beginning in 1928. The Woods Brothers operated offices in the Fairfax Building until construction of the new airport facility in Wyandotte County was completed. The Woods Brothers, and their subsidiaries (listed above), left the Fairfax Building after 1933. In 1934, the Airways Ticketing Office, at the 1104 Baltimore address, had been replaced by the St. Louis and San Francisco (The Frisco) Railroad ticket office.<sup>17</sup>

In addition to the Woods Brothers occupancy, the Fairfax Building became home to a number of automobile companies, mostly on the tenth floor. Chrysler Motor Dealers Development and National Business Sales Division were located in the building for a short period while the DeSoto Motor Corporation was located in the building for roughly eight years. The Dodge Brothers Corporation remained an occupant for over a decade. By 1950, the Ford Motor Company had located their Kansas City Sales District Office in the Fairfax Building on the fourth floor

<sup>15</sup>City Directory, "11th and Baltimore," *City Directory of Kansas City, Missouri: 1930*, p. 2702. Microfilm. Kansas City Public Library, Kansas City, Missouri.

<sup>16</sup>"It's The Fairfax Building," *The Kansas City Star*, 6 April 1930, 3D.

<sup>17</sup>City Directory, Kansas City, Missouri, Microfilm, Special Collections, Missouri Valley Room, Kansas City Public Library, Kansas City Missouri.

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where they remained until the late 1950s.<sup>18</sup> The dates coincide with the construction of a new Ford plant that opened in Claycomo, Missouri in 1951 for military production. By 1957, the new plant had been turned over for automobile production.<sup>19</sup>

While the building seems to have served as an interim home for the Woods Brothers firms, as well as the auto industry, this was not the case for the many railroad companies that occupied the Fairfax Building for over thirty years, from 1934 through 1965. The Fairfax Building's importance to the history of rail transportation in Kansas City offers a diverse list of over twenty-three companies that occupied office space at 11th Street and Baltimore Avenue, many for well over thirty years.

The first rail company to occupy the Fairfax Building was the St. Louis and San Francisco (The Frisco) when they opened their ticketing office in the first floor lobby in 1934. Additionally, the Frisco Railroad occupied offices on the sixth floor that same year. By 1936, Atchison, Topeka and Santa Fe Railroad (aka, Santa Fe) moved into the Fairfax Building when they relocated the firm's passenger and freight divisions from their previous tenancy in the Railway Exchange building.<sup>20</sup> Both railroad companies maintained ticket offices in the building well into the 1960s (Figure 18).

In 1935, four more railroad companies located passenger ticketing and freight depot offices in the Fairfax. Of these, the Seaboard Airline Railway may prove to be the longest residing rail business, from 1935 through 1965. By 1939, fourteen more rail companies had moved into the Fairfax Building. Among these lines were the Belt Railway of Chicago, the Grand Trunk Railway, and the New York Central System. Additionally, two Canadian railroads joined the ranks, the Canadian National Railway and by 1945, the Grand Trunk Canadian National System.<sup>21</sup>

Of course, Kansas City greatly benefited from the transportation-related companies located in the Fairfax Building. They were the first

<sup>18</sup> *City Directories*, "11th and Baltimore," Various years, 1930-1965.

Microfilm, Kansas City Public Library, Kansas City, Missouri.

<sup>19</sup> Dorothy Lamoree, "Ford: Quitting World's Oldest Automobile Assembly Branch, Moves to New Claycomo Plant," *Kansas Citian*, 5 February 1957, 12-24.

<sup>20</sup> *City Directories*, "11th and Baltimore," Various years, 1930-1965.

Microfilm, Kansas City Public Library, Kansas City, Missouri.

<sup>21</sup> *Ibid.* The Railway Exchange Building served a similar purpose with Union Pacific being the largest of the rail companies located in the building. According to records at offices of the Kansas City Landmarks Commission Railway Exchange Building was demolished in 1966, thereby leaving the KC Southern Building and Fairfax and the only two remaining corporate business buildings that served the rail companies prior to 1970 as located in the CBD.

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line of customer contact with regard to ticket sales and scheduling and were a convenient stop for travelers staying in the central business district. Hotels in the immediate area included the Continental, The Phillips, The President, The Muehlebach, The Baltimore, and Hotel Bray—all within one block of the Fairfax Building (Figure 10).

The offices of rail related companies were staffed by managers known as 'Traffic Agents'.<sup>22</sup> These individuals were the first line of contact for both passenger and freight related business (Figure 13). While passenger business was an important part of transportation, it became less so as travelers began relying more on the automobile. Business volume from freight customers provided these transportation giants with the larger share of business. It was for this reason that the Fairfax remained the regional headquarters to some of the largest railroad companies in the country well into the 1960s.

Additionally, among the rail lines located in the Fairfax Building were several refrigeration lines, such as the New York Dispatcher Refrigeration Lines and the National Dispatch Refrigeration Lines. Ticket agents were vital to the scheduling for shipments of food in and out of the distribution centers located in the Fairfax Industrial area, as well as other locations within the metropolitan region. Business generated by these railroad companies located in the Fairfax Building touched every aspect of transporting people and goods in and out of Kansas City. Hotels, restaurants, dry goods companies, department stores, and theaters all realized the benefits.

The major rail companies that remained in the building up beyond 1965 include the following:

- Atchison, Topeka and Santa Fe (aka, Santa Fe in 1939 on the 6<sup>th</sup> floor); Santa Fe sales office, the only prominently placed sales office, was located in the lobby (Figure No. 10);
- Seaboard Air Line Railroad (appeared on 12<sup>th</sup> floor in 1945 and 9<sup>th</sup> floor in 1965);
- Canadian National Railway (freight and passenger department from 1939 relocated floors several times);
- Grand Trunk Canadian National Railway (9<sup>th</sup> floor, 1940).<sup>23</sup>

### **Beyond the Railroad Industry**

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<sup>22</sup> The term "Traffic Agent" was an early title for the individuals who managed local and regional sales offices. This job title is no longer used in the industry.

<sup>23</sup> Ibid.

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By 1950 airline related businesses occupied space in the Fairfax Building beginning with Trans World Airlines district sales office on the 12<sup>th</sup> floor. Trans Canada Airlines was located on the 4<sup>th</sup> floor. Trans Canada, along with TWA, were the two airlines in the building until 1960 when the third company, KLM Royal Dutch, leased offices on the 4<sup>th</sup> floor. Delta Airline Inc., had sales and ticket offices located on the 8<sup>th</sup> floor. Only Delta remained in the Fairfax Building by 1965.<sup>24</sup> Rail transportation began to wane in the area of passenger transport as air travel became more and more acceptable and affordable.

Offices occupied by Trans World Airlines in the Fairfax Building included several of its operational divisions: Public Relations, Industrial Relations, Government Relations and Employee Relations. Additionally, the TWA publication, *Skyliner*, was published on the 5<sup>th</sup> floor while TWA District Sales Office was listed on the 12th floor.<sup>25</sup>

As noted above, The Woods Brothers had a huge presence in the Fairfax Building from the beginning. A few of the firms, such as MoKan Pipeline, along with one of the largest gas and oil-producing firms, Panhandle Eastern Pipeline Company, with field offices in the airport/industrial area, were among the first to establish regional offices on the 3<sup>rd</sup> floor, where they remained well into the 1940s.<sup>26</sup> The desire of many business concerns to locate in the Fairfax Building stemmed from its close proximity to hotels, department stores, banks, restaurants, theaters and parking. Hence, a variety of businesses and tenants chose the Fairfax Building for their office needs.<sup>27</sup>

Another desirable feature, as illustrated in the original plans by the open floor design, gave tenants the flexibility to design and finish their own office space, as well as the ability to expand or downsize their offices as needed.

Throughout the years, the building was constantly in flux, as contractors and engineers, real estate brokers, insurance companies, utility companies and investment firms moved in and out of the building. Because of the way in which the building was designed, the floor plate made it possible for several companies to expand within

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<sup>24</sup> Ibid. When Mid-Continent Airport was built in 1972, in Platte County, Missouri, airlines relocated their sales offices closer to the new facility; as exemplified by TWA who built their main hub just south and adjacent to the new airport.

<sup>25</sup> Ibid. It is plausible that this list may extend beyond 1965.

<sup>26</sup> City Directories, "11th and Baltimore," Various years, 1930-1965. Microfilm, Kansas City Public Library, Kansas City, Missouri. By the 1960s, Panhandle Eastern built their own building on Baltimore Ave. in mid-town, Kansas City, Missouri.

<sup>27</sup> Pecks Department Store, The Baltimore and Continental hotels, Willis Woods Theatre and the New England Bank, to name a few, were in the immediate area.

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the building.<sup>28</sup> Even the Axene Brothers who had a tailor shop in Fairfax frequently relocated their shop within the building to make room for new tenants. At one point, a plan to build a penthouse as a permanent location for Alonzo Gentry's office was discussed, but was never realized.<sup>29</sup>

In addition to the rail industry, numerous insurance firms beginning with those that insured commercial goods in transit for both rail and air started to fill office space by 1935. In later years, this expanded to a variety of insurance carriers including passenger and fire insurance, home mortgage, automobile and life insurance as well as a host of others.

The location of the Fairfax building was within easy access for traveling business professionals and tourists via the local city transportation system. A street car stop, also utilized by workers in the CBD, was located within a block of the building on Main Street. A special bus service (prior to city buses), and a limousine service operated from the Fairfax Airport and Industrial district on a daily schedule. Passenger stops included the Kansas City downtown airport as well as the Fairfax Building. As a convenience, these services were instructed to stop at all downtown hotels as well. The high level of accessibility to this building was an important factor in its desirability.<sup>30</sup> Later, the city bus system replaced both the streetcar and the limo services while accessible parking garages and parking lots were expanded in the 1950s and 1960s to accommodate the ever-increasing use of the automobile as a primary source of travel.

### Changes in Ownership

While eleven railroad companies were still located in the Fairfax Building in 1965, other types of tenants began occupying the building by 1950. Over the following decade, the Fairfax Building went through several transitions in ownership with little to no turnover in tenancy, which remained stable. In 1955, the building was purchased from the Eleventh and Baltimore Company by a group of investors from New Jersey who called their company the Fairfax Building Company.<sup>31</sup>

Under their management, the building received a minor facelift in 1957. In 1959, the Fairfax Building was sold to a New York firm, the First Republic Corporation. Owners, Ira Sands and Jerome Wishner, also

<sup>28</sup> Republic Steel Corporation had offices on the 4<sup>th</sup> and the 8<sup>th</sup> floor, with three divisions, from 1950-1965.

<sup>29</sup> Joe Roberts, "Downtown: Fairfax Building Heads Projects," *The Kansas City Star* (29 August 1971), 3D.

<sup>30</sup> "It's the Fairfax Building," *The Kansas City Star* (6 April 1930)

<sup>31</sup> "Unitog Purchases the Fairfax Building," *The Kansas City Star*, 3 August 1975, 1E, 3E.

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invested in several other mid-western properties including the Allis Building in Wichita, Kansas, designed by Alonzo Gentry. The Fairfax deal was closed in a cash purchase transaction worth over one million dollars. The occupants at this time included: the Remington Rand Corporation; Republic Steel; the New York Central Railroad; Portland Cement Company; Mutual Benefit Life Insurance Company and the New York Life Insurance Company. The building remained under New York ownership for only six years.<sup>32</sup>

In April 1965 Kansas Citian, Robert P. Ingram, as First Republic Corporation of America (FRCA), purchased the Fairfax Building for well over one million dollars.<sup>33</sup> The 99-year ground-lease, scheduled to terminate in 2028, remained under the ownership of Mary Woolfolk Richardson until shortly after her death in 1975.<sup>34</sup> However, in 1969 Ingram sold the building to American National Insurance of Galveston, Texas. Their intention from the beginning of negotiations was to completely remodel the old building to bring it to "equal quality" of any new building in the downtown area.<sup>35</sup>

On August 3, 1975, Unitog Company announced its acquisition of the Fairfax Building. Founded by Arthur D. Brookfield in 1932, the Unitog Company manufactured and distributed uniforms and business clothing for both sale and rental. Unitog's custom-made garments were a product of thirty-three separate facilities that were located throughout Missouri, as well as in Arkansas and Canada. The company employed 1,800 people in 1975. It was under Unitog's ownership that the building was renamed the Brookfield Building.<sup>36</sup>

#### **Key Individuals and Companies Associated with the Fairfax Building**

##### **John Lewis Woolfolk and Woolfolk Estate**

J. L. Woolfolk was a successful entrepreneur and real estate investor whose policy was to be a buyer of land during times when others needed to sell. The Fairfax Building, with its location in the heart of the CBD, was the most valuable of his downtown properties.<sup>37</sup> The land remained in the possession of the Woolfolk family through 1972 with the death of Mary Woolfolk Richardson, daughter and only child of J. L. and Alice Woolfolk. It was placed under the management of a trustee

<sup>32</sup> "Fairfax Building To New York Group." *The Kansas City Star*, 6 September 1959, 11D.

<sup>33</sup> "Unitog Purchases the Fairfax Building," 3E.

<sup>34</sup> "Kansas Citian Buys Building," *The Kansas City Star*, 2 April 1965, 3.

<sup>35</sup> "Downtown Office Building Work Cited." *The Kansas City Star*, 11 March 1973, 15D.

<sup>36</sup> "Unitog Purchases the Fairfax Building." *The Kansas City Star*, 3 August 1975, 3E.

<sup>37</sup> Henry County Obituary, "John Lewis Woolfolk," Accessed on-line, 19 January 2014. <http://files.usgwarchives.net/mo/henry/obits/wobit/woolfolk.txt>

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until 1980 when the Unitog Company purchased both the land and building.<sup>38</sup>

**Eleventh & Baltimore Corporation**

R. L. Rooney, Alonzo Gentry and Clark H. Smith formed the Eleventh & Baltimore Corporation. Each of these men had their offices located in the Fairfax Building between 1930 and 1950. Their offices were often relocated within the building to open space for new tenants. Additionally, then Eleventh and Baltimore Corporation, which also experienced several relocations within the Fairfax, remained in the building until 1960, at which time it was located on the twelfth floor.<sup>39</sup>

**First Republic Corporation of America (FRCA)**

In 1959, the ground-lease deed had been turned over to Fairfax Building Company formed by Ira Sands and Jerome Wishner when they purchased the building from the Eleventh & Baltimore Corporation. Sands and Wishner owned the building for a very short time. In 1961 the building was transferred to First Republic Corporation of America (FRCA) under R. P. Ingrams' control. By 1967 Ingram sold the building for well over \$1 million.<sup>40</sup>

By 1980, in addition to the building, Unitog Company took possession of the land.<sup>41</sup> After 1997, the property went through several more changes of ownership, mostly bank and investment companies, but seems to have remained vacant for nearly a decade.<sup>42</sup>

**CONCLUSION**

The Fairfax Building, 101 W. 11th Street, Kansas City, Jackson County, Missouri, appears to be eligible for listing in the National Register of Historic Places under Criterion A in the area of TRANSPORTATION. The Fairfax Building was the regional headquarters to some of the most significant companies in the transportation industry in the United States. Beginning in 1930 and well into the mid to late 1960s, some of the more notable rail lines including the Atchison, Topeka and Santa Fe Railroad (Santa Fe), and the Frisco Railroad had regional manager offices located in the Fairfax Building. In addition, traffic agents for more than twenty-three major and minor rail lines conducted the daily business of sales, marketing, scheduling and ticket sales for both passenger and freight transporting needs. Their location in the Fairfax Building offered the consumers the convenience of a downtown location, which was in addition to Union Station, Fairfax District in

<sup>38</sup> Ibid.

<sup>39</sup> City Directory, "11<sup>th</sup> and Baltimore," 1960. Microfilm.

<sup>40</sup> Ibid.

<sup>41</sup> Ibid.

<sup>42</sup> Ibid.

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Wyandotte County Kansas, and shortly thereafter, the Kansas City Downtown Airport. The Fairfax Building was also the site of the regional sales office for the intercontinental Canadian National and Seaboard Air Lines Railway.

Kansas City, through the years, had always been known as a railroad hub and has remained as such, even today. The Fairfax Building, over the course of three decades, was clearly connected to an important part of Kansas City's economy and growth, "continuing the tradition of serving the city the railroads helped build."<sup>43</sup>

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<sup>43</sup>Sherry Lamb Schirmer and Richard McKinzie, *At The River's Bend: An Illustrated History of Kansas City, Independence and Jackson County.* (Woodland Hills, California, 1982), 43.

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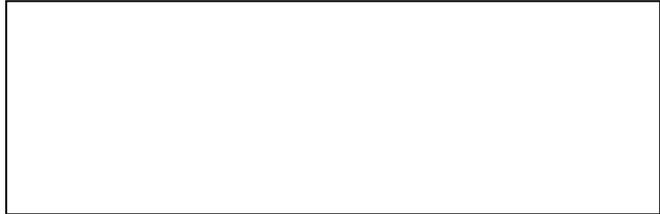
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**Verbal Boundary Description**

Ashburn's Addition, Lots 19 and 20, Block 20.

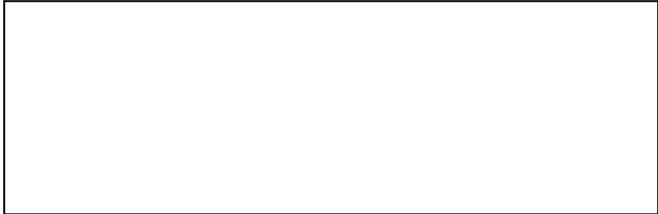
**Boundary Justification**

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

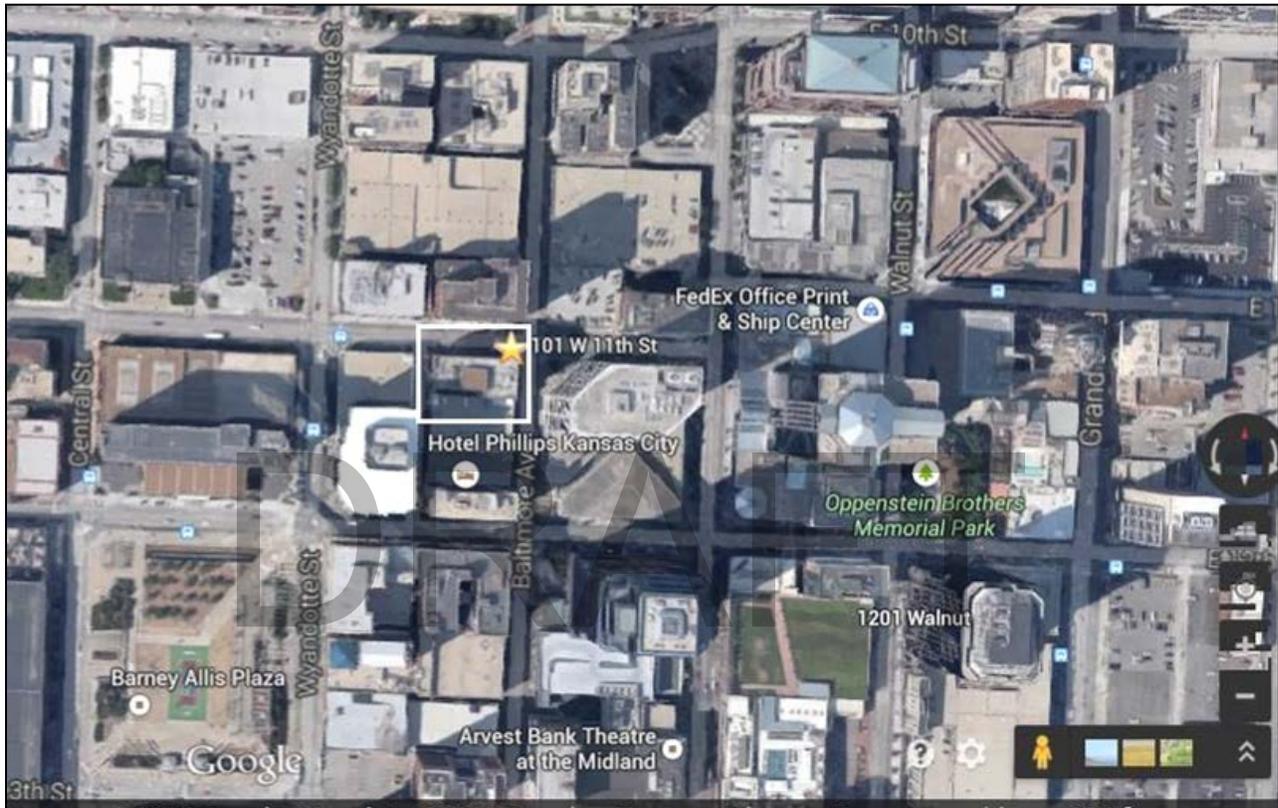
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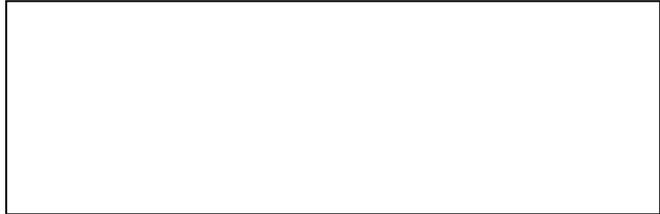
North



**Figure 1:** Location Map, The Fairfax Building.  
Source: Google Maps, accessed January 19, 2015.  
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North

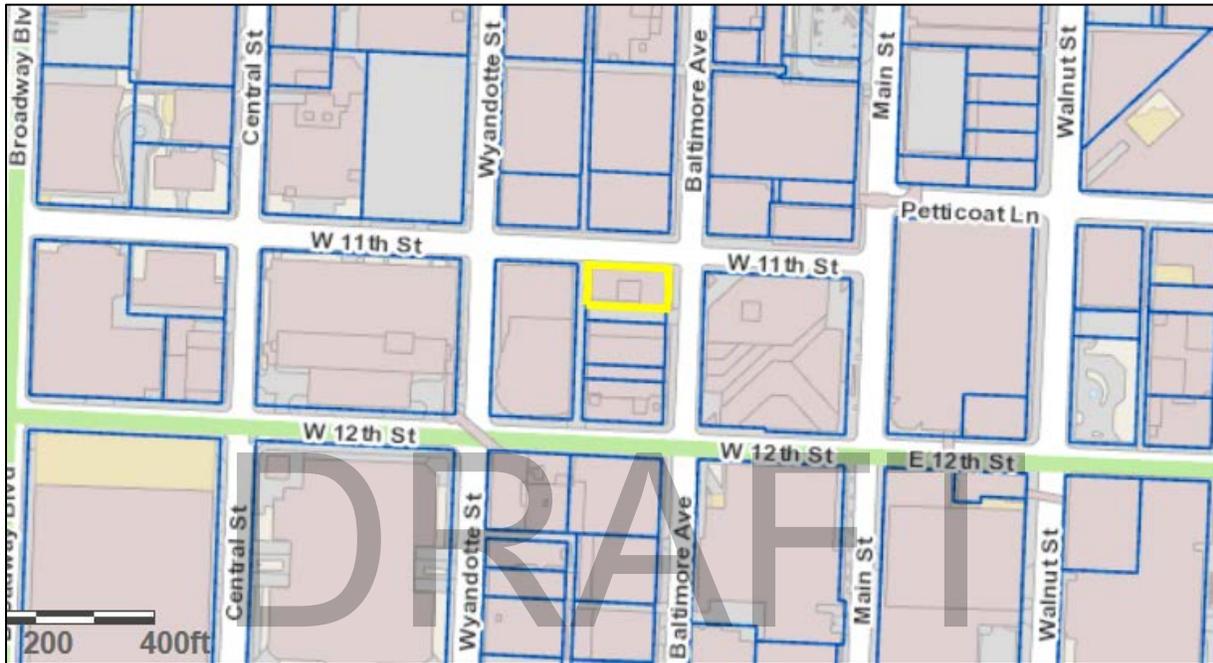


Figure 2: Fairfax Building, 101 W. 11th Location and Parcel View  
City of Kansas City, Missouri Parcel Viewer  
Online. <http://maps.kcmo.org/apps/parcelviewer>

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Figure 3: Photo Key, exterior images

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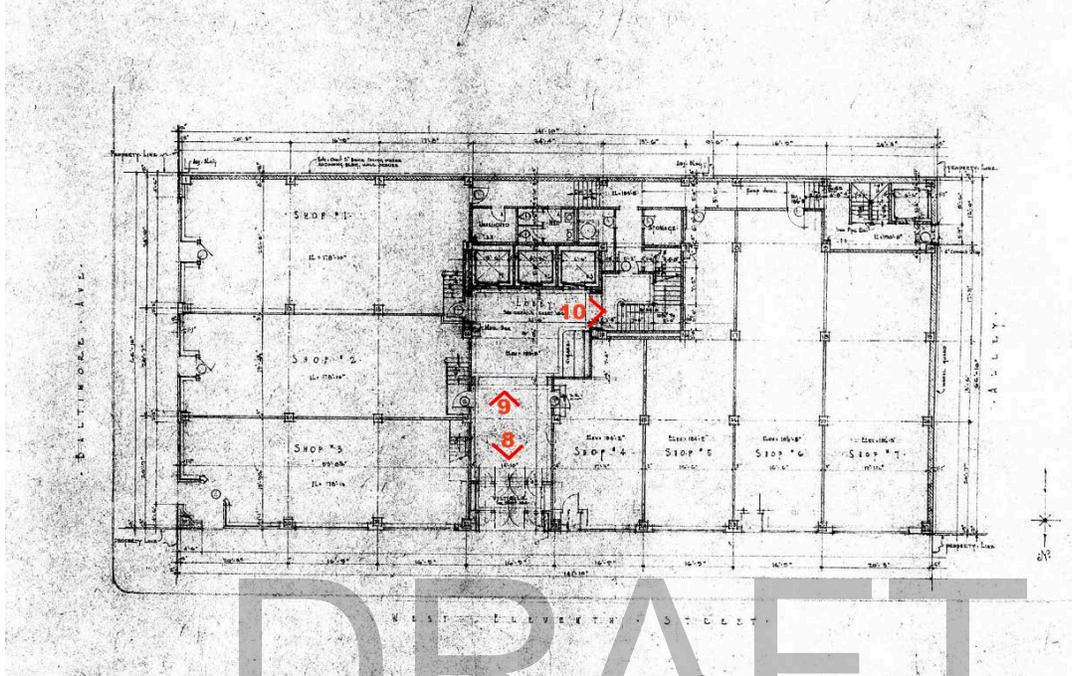
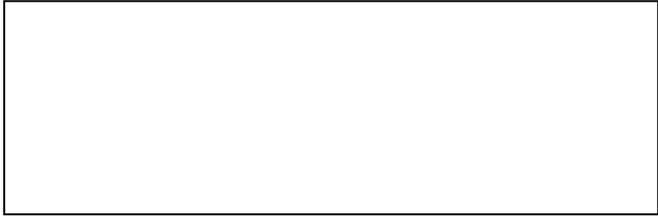
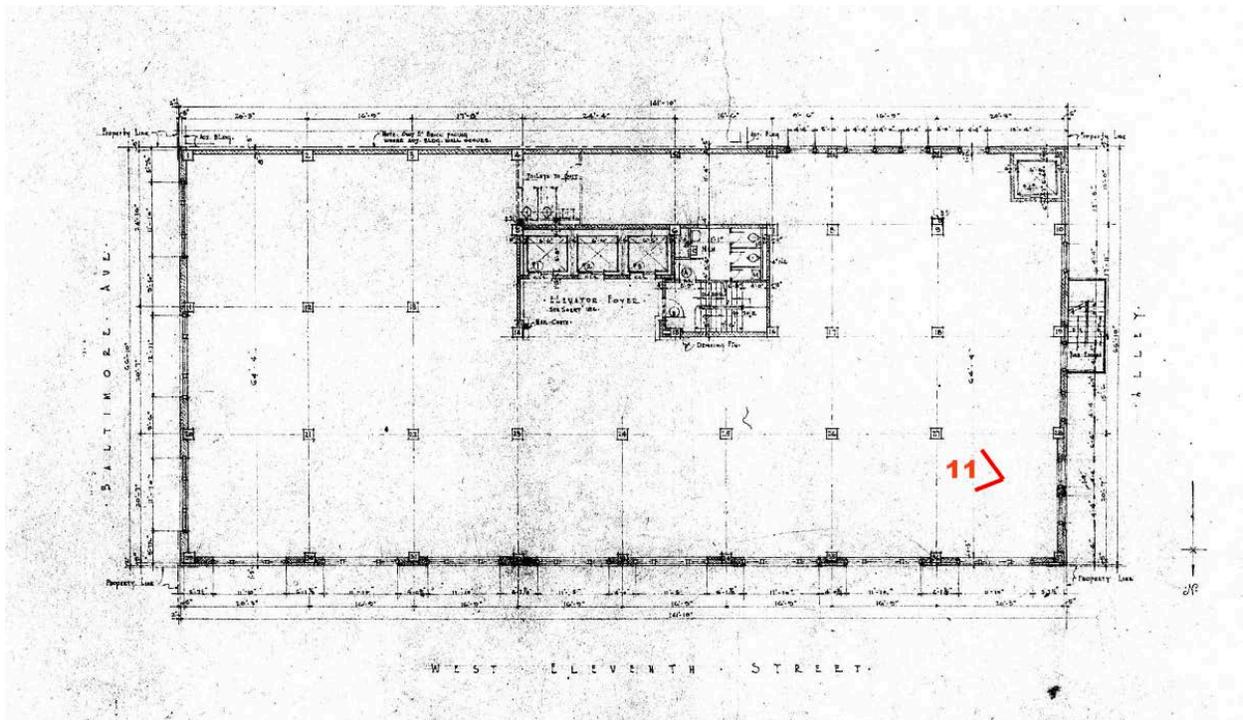


Figure 4 (above): Photo Key ground floor. Figure 5 (below): Photo Key, sixth floor



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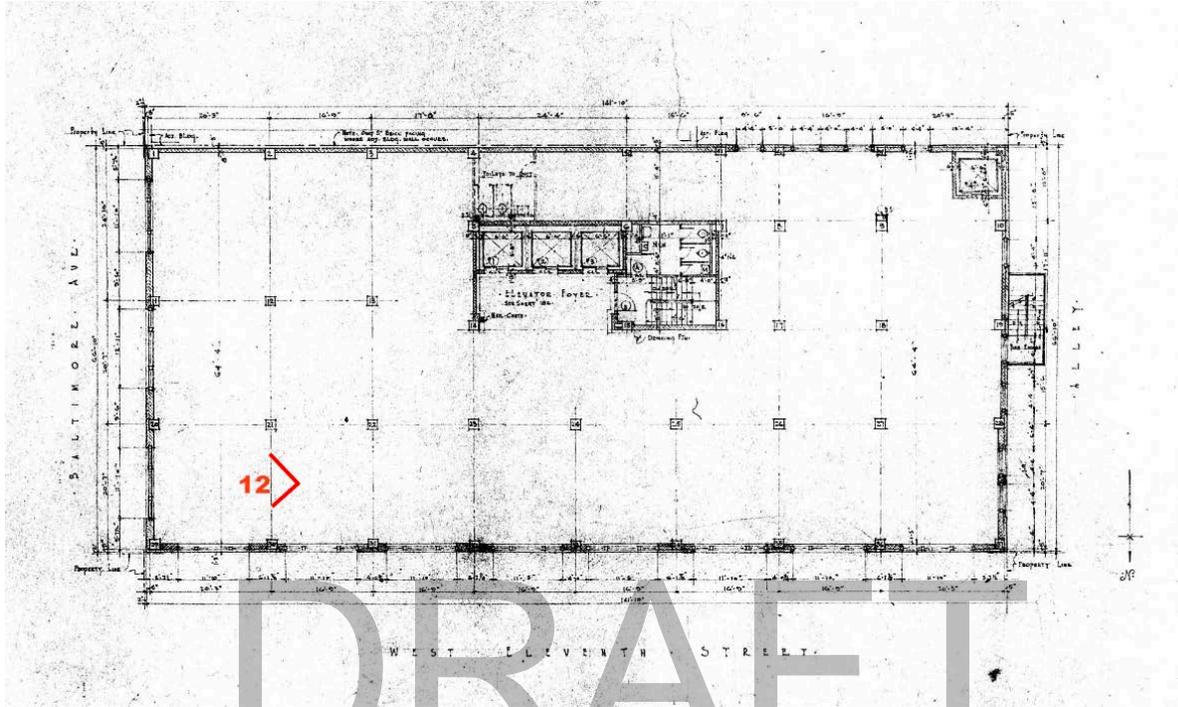
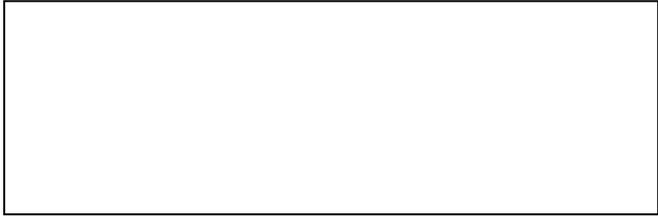
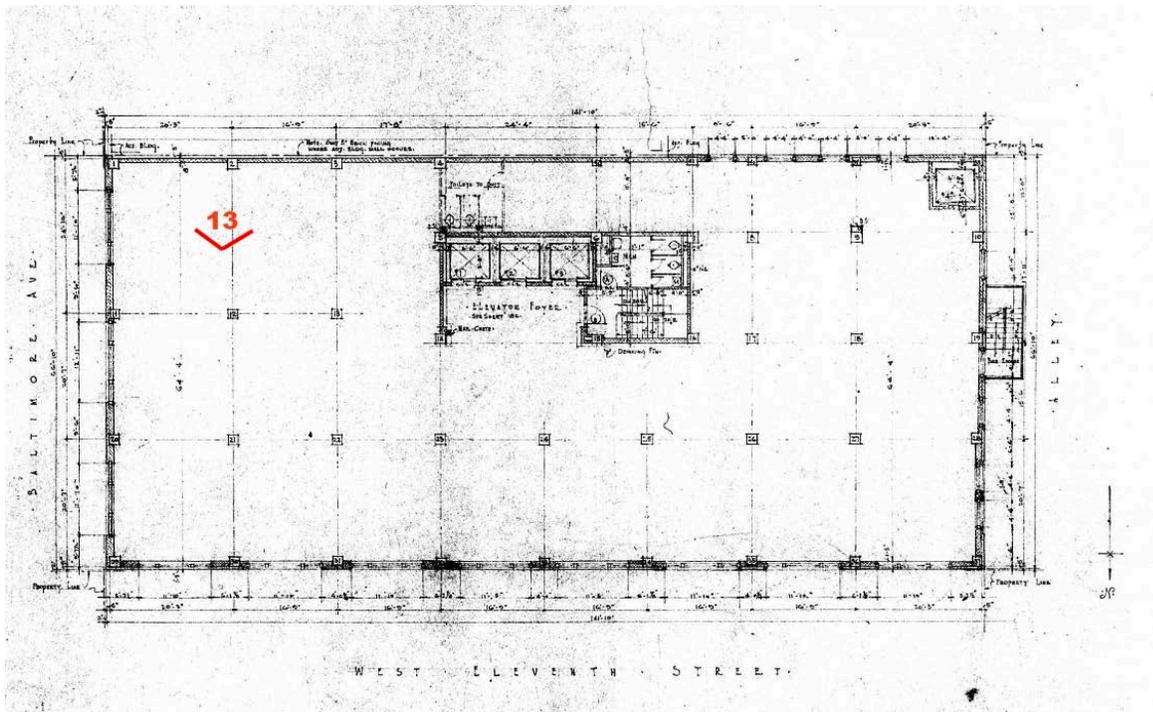


Figure 6 (above): Photo Key eighth floor. Figure 7 (below): Photo Key, eleventh floor



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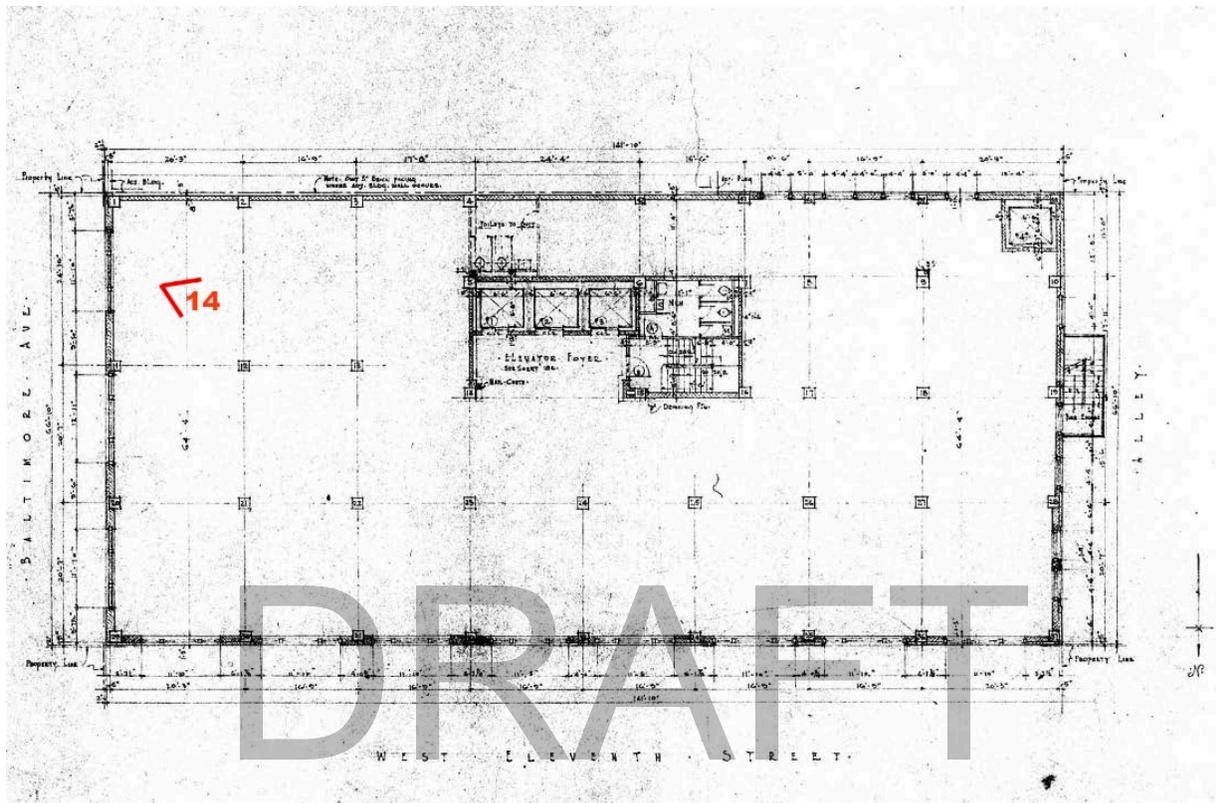


Figure 8: Photo Key, twelfth floor

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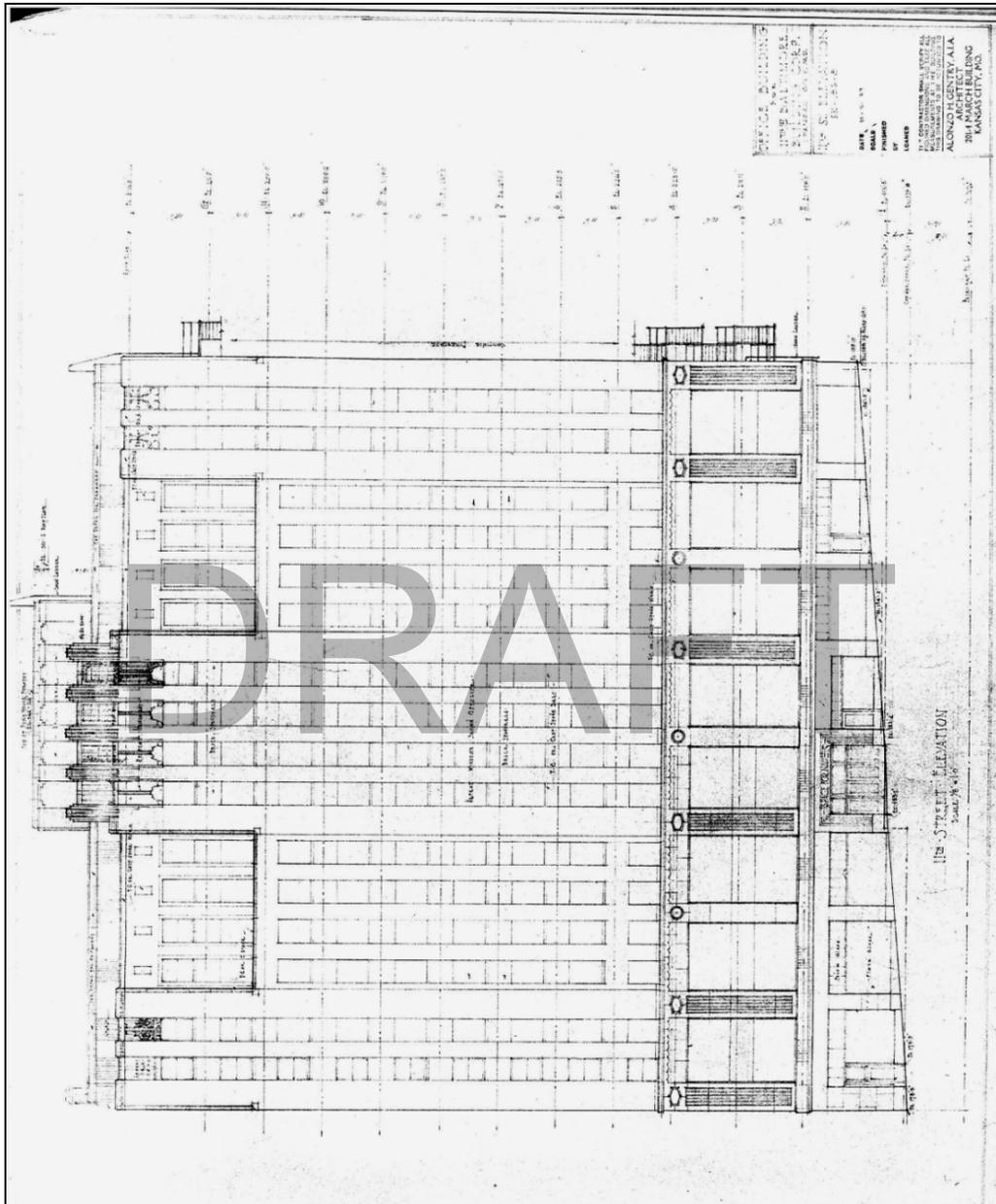
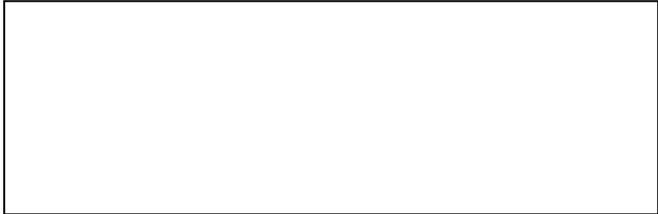


Figure 9: Fairfax Building Plans: North Elevation Plan  
Alonzo Gentry, architect. Collection K-0006, Card 43.031. 1929-1930.  
Source: State Historical Society of Missouri-Kansas City



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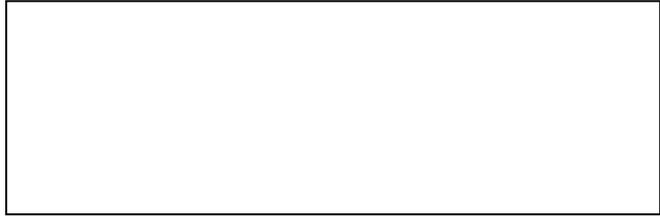


Figure 11: Fairfax Building, Ground Floor. Collection K-0006, Card  
43.031. 1929-1930. Source: State Historical Society of Missouri-Kansas  
City

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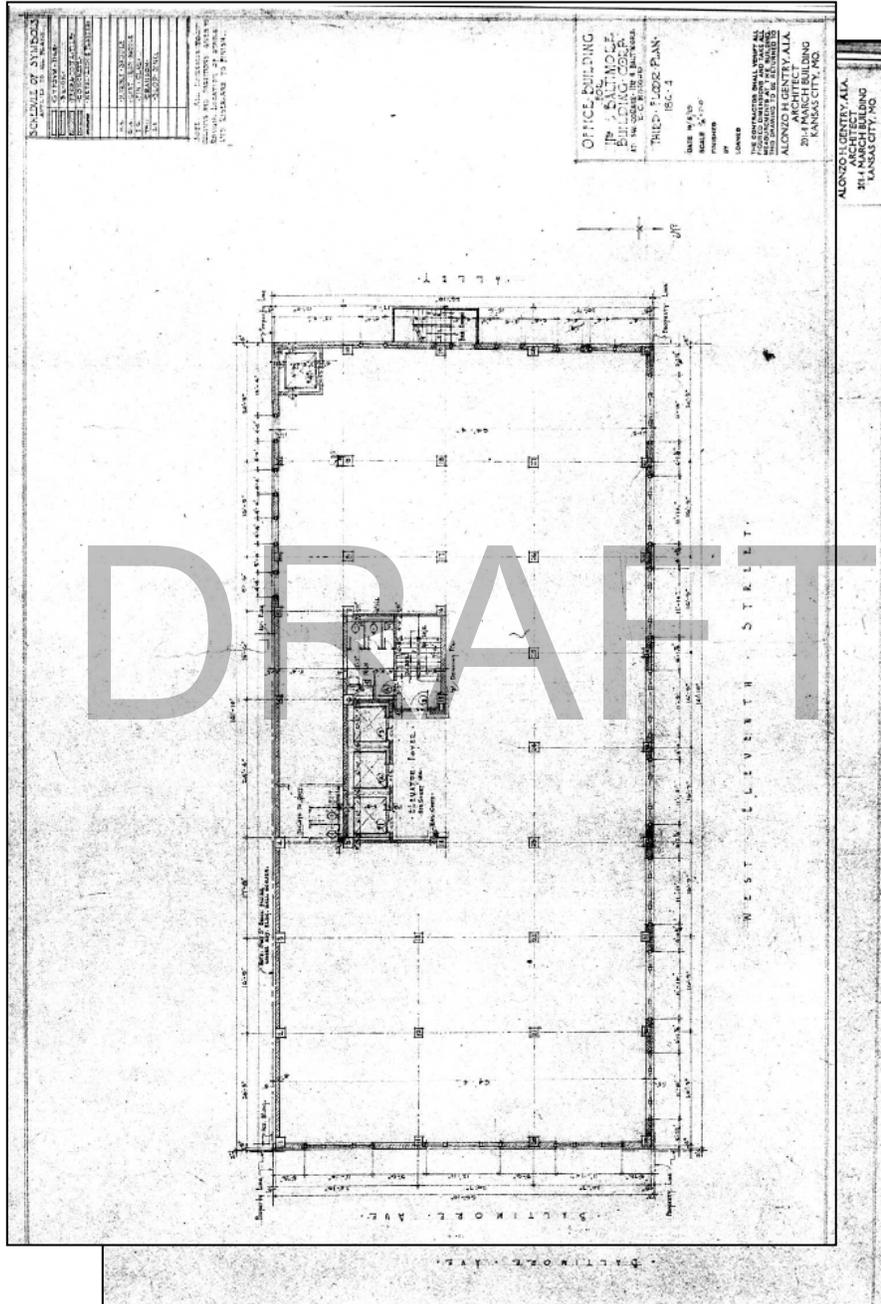
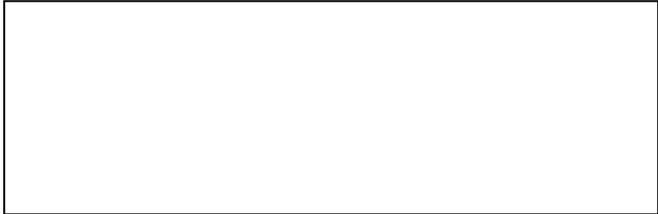


Figure 12: Fairfax Building, Third Floor Plan  
Alonzo Gentry, architect Collection K-0006, Card 43.031. 1929-1930.  
Source: State Historical Society of Missouri-Kansas City

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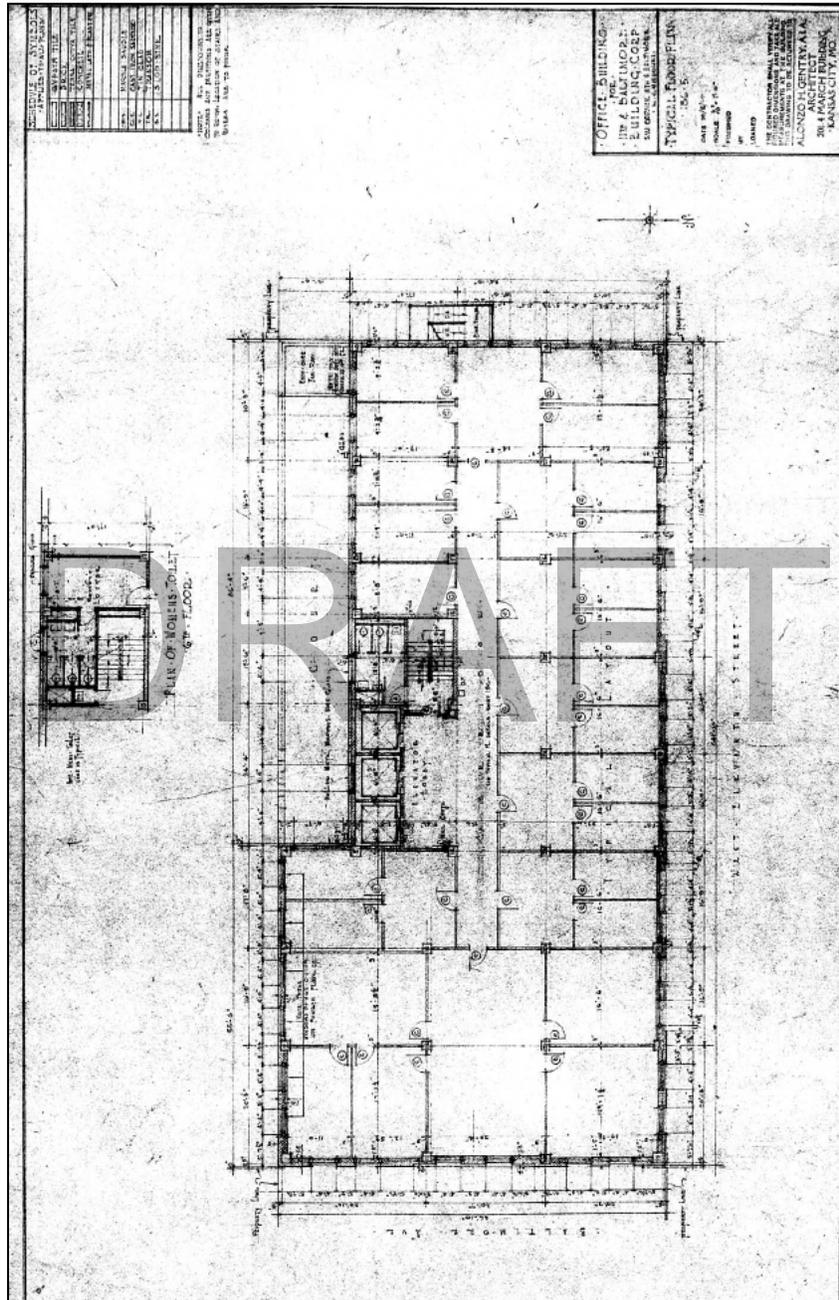
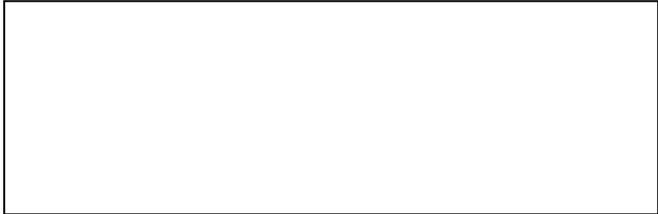


Figure 13: Fairfax Building Typical Floor Plan  
Plan Alonzo Gentry, architect Collection K-0006, Card 43.031. 1929-  
1930. Source: State Historical Society of Missouri-Kansas City

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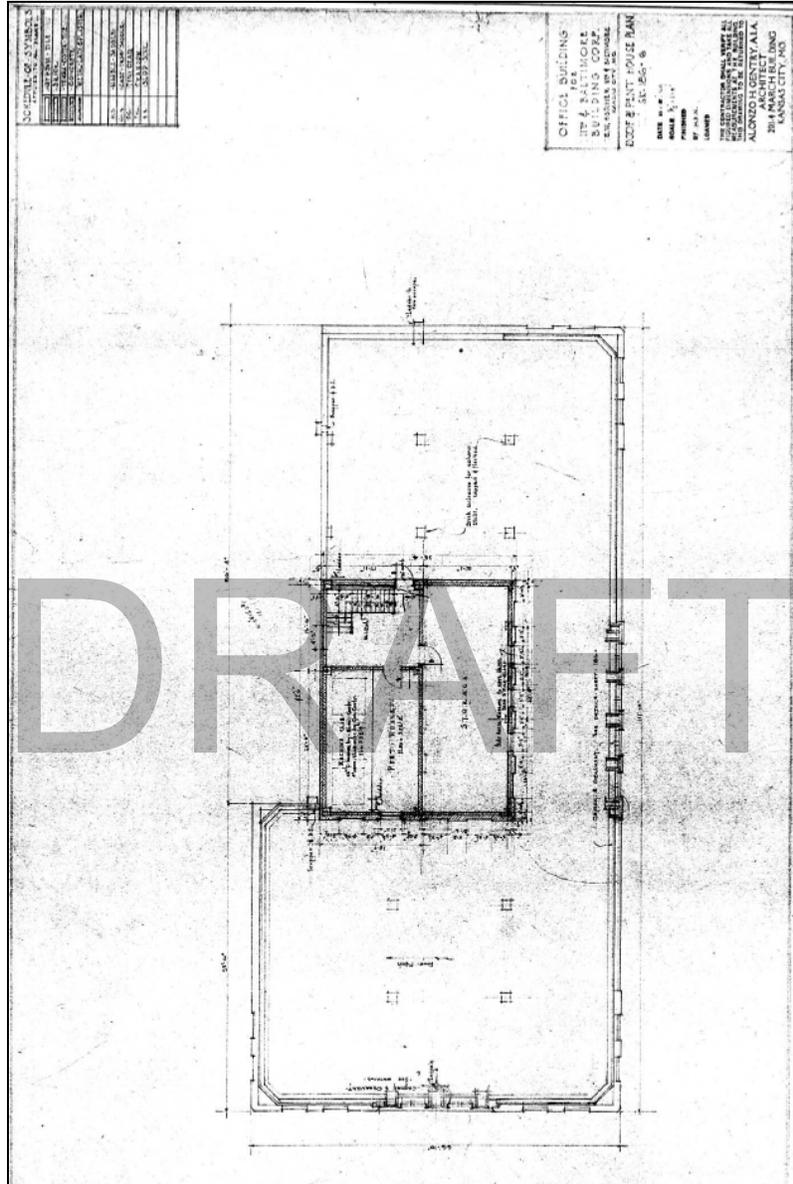


Figure 14: Fairfax Building Roof and Penthouse Plan  
Alonzo Gentry, architect Collection K-0006, Card 43.031. 1929-1930.  
Source: State Historical Society of Missouri-Kansas City



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Waltower Building	12-story	8 <sup>th</sup> and Walnut (NR)	1929
Professional Building	16-story	11 <sup>th</sup> and Grand (NR)	1929-30
912 Baltimore Building	10-story	9 <sup>th</sup> and Baltimore	1929-30
Bryant Building	26-story	12 <sup>th</sup> and Grand (NR)	1930-31
Fidelity Bank and Trust	36-story	9 <sup>th</sup> and Walnut (NR)	1929-31
Pickwick Hotel	10-story	10 <sup>th</sup> and McGee (NR)	1929-30
Office Building	17-story	12 <sup>th</sup> and Grand <i>demolished</i>	1929-30
Power and Light Co.	34-story	14 <sup>th</sup> and Baltimore (NR)	1930-31
Carbide and Carbon Bldg.	11-story	Baltimore Avenue (NR)	1930-31
Exchange Building	8-story	12 <sup>th</sup> and Grand (NR)	1929-30
Telephone Building	28-story	13 <sup>th</sup> and Oak (altered)	1929-30

Figure 16: Chart identifying the "skyscraper" buildings from the 1929 building boom in Kansas City, Missouri.

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Figure 17: Fairfax Building 1943, East and Main Façade facing southwest.

Source: Special Collections, Missouri Valley Room, Kansas City Public Library.

Online. [http://www.kchistory.org/cdm4/item\\_viewer.php?CISOROOT=/Montgomery&CISOPTR=3437&CISOBX=1&REC=8](http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=/Montgomery&CISOPTR=3437&CISOBX=1&REC=8)

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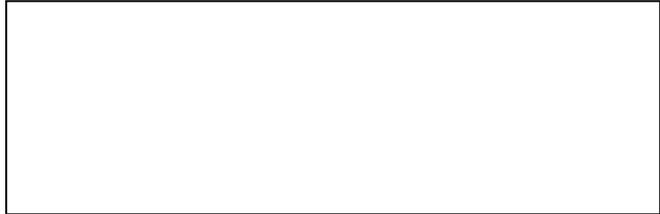


Figure 18: Fairfax Building 1943, detail of Main or north façade facing south.

Source: Special Collections, Missouri Valley Room, Kansas City Public Library.

Online. [http://www.kchistory.org/cdm4/item\\_viewer.php?CISOROOT=/Montgomery&CISOPTR=1939&CISOBX=1&REC=1](http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=/Montgomery&CISOPTR=1939&CISOBX=1&REC=1)

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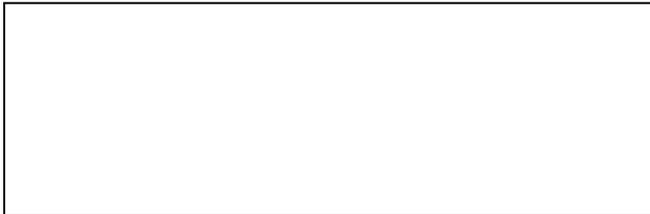


Figure 19: Fairfax Building, 1943; Interior view of lower level office facing northwest, Santa Fe Ticket Office Interior, 1943.

Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City.

Online: [http://www.kchistory.org/cdm4/item\\_viewer.php?CISOROOT=%2FMontgomery&CISOPTR=1944&DMSCALE=100&DMWIDTH=750&DMHEIGHT=615&DMMODE=viewer&DMFULL=0&DMX=375&DMY=307.5&DMTEXT=%2520Fairfax&DMTHUMB=0&REC=18&DMROTATE=0&x=701&y=699](http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=%2FMontgomery&CISOPTR=1944&DMSCALE=100&DMWIDTH=750&DMHEIGHT=615&DMMODE=viewer&DMFULL=0&DMX=375&DMY=307.5&DMTEXT=%2520Fairfax&DMTHUMB=0&REC=18&DMROTATE=0&x=701&y=699)

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RAILROAD FARES TO KANSAS CITY			
From	Coach	First Class	One-Way (Lower) Pullman
Atlanta, Georgia	\$36.20	\$40.75	\$ 6.00
Birmingham, Alabama	29.72	33.45	5.00
Boston, Massachusetts	60.20	80.00	9.75
Buffalo, New York	36.80	52.30	6.75
Chicago	17.50	20.70	3.00
Cincinnati, Ohio	25.16	33.25	4.25
Cleveland, Ohio	31.20	41.20	5.50
Columbia, South Carolina	44.60	50.10	9.25
Denver, Colorado	23.50	28.45	4.25
Detroit, Michigan	28.00	37.80	5.00
Houston, Texas	27.70	32.75	6.00
Indianapolis, Indiana	20.75	27.45	3.75
Jacksonville, Florida	46.00	52.80	8.50
Knoxville, Tennessee	30.72	34.60	6.25
Little Rock, Arkansas	18.15	21.50	3.25
Los Angeles, California	54.40	75.60	13.25
Louisville, Kentucky	21.56	25.30	4.25
Minneapolis, Minnesota	18.65	22.05	3.75
Montreal, Quebec	57.68	92.10	9.00
Nashville, Tennessee	24.62	27.75	5.00
New Orleans, Louisiana	33.65	39.80	6.00
New York City	53.50	75.20	9.00
Omaha, Nebraska	7.60	9.00	2.50
Philadelphia, Pennsylvania	40.84	74.76	8.50
Pittsburgh, Pennsylvania	35.65	48.90	6.00
Portland, Maine	60.22	90.32	9.75
Portland, Oregon	54.40	75.60	13.25
Quebec, Quebec	67.48	93.46	11.00
Raleigh, North Carolina	48.10	54.05	9.00
Richmond, Virginia	47.84	54.20	8.00
St. Louis, Missouri	10.65	12.55	2.50
Salt Lake City, Utah	43.85	51.90	8.50
San Francisco, California	54.40	75.60	13.25
Seattle, Washington	54.40	75.60	13.25
Toronto, Ontario	41.28	50.16	6.75
Vancouver, British Columbia	48.52	80.25	13.25
Washington, D.C.	42.32	67.00	8.00
Winnipeg, Manitoba	32.80	42.90	6.25

Figure 20: Example of data for round trip ticket prices in 1938 as supplied by the Santa Fe Traffic Agents to the American Library Association for their conference held in Kansas City, Missouri, June 13-18, 1938. Source: *Bulletin of the American Library Association*, Vol. 32, No. 5 MAY 1938 (American Library Association), 343.

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Figure 21: Fairfax Building, 1950: Fairfax Building, 1950; East and Main  
façade facing southwest

Source: Missouri Valley Special Collections, Kansas City Public  
Library, Kansas City. Online.

[http://www.kchistory.org/cdm4/item\\_viewer.php?CISOROOT=/Montgomery&CISOPTR=2938&CISOBX=1&REC=9](http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=/Montgomery&CISOPTR=2938&CISOBX=1&REC=9)

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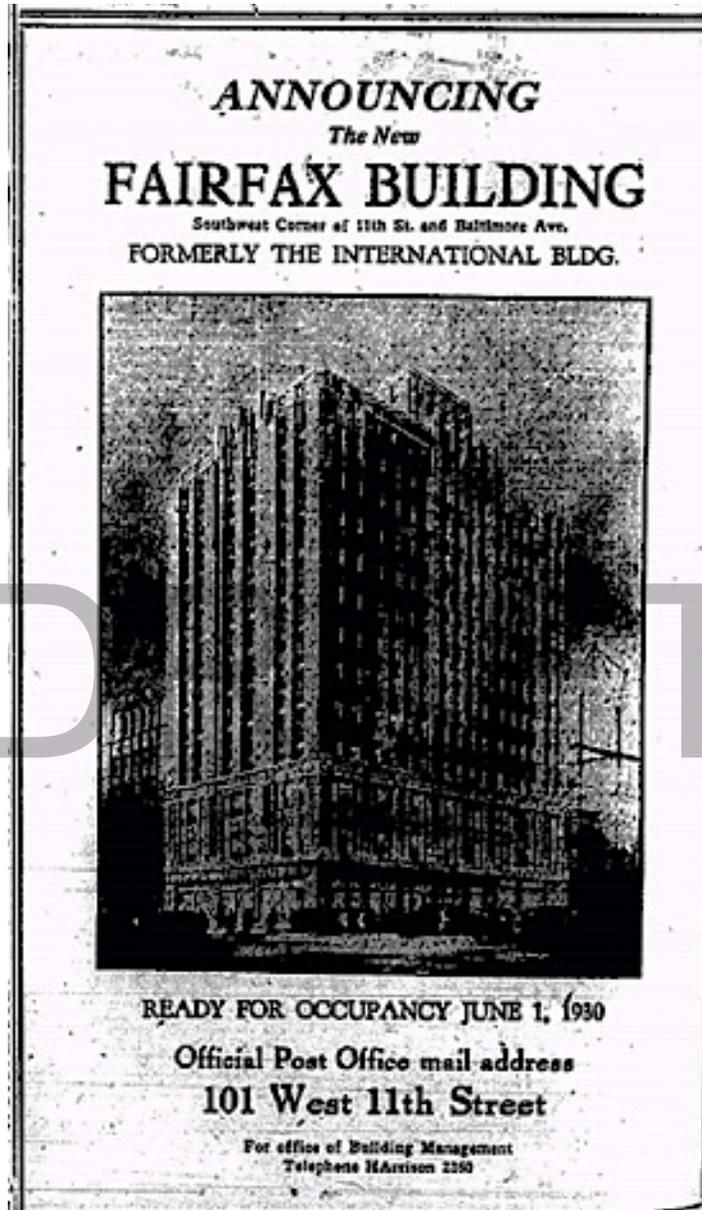
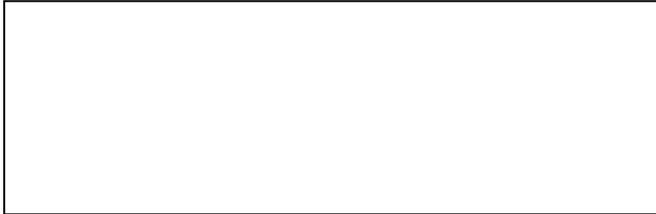
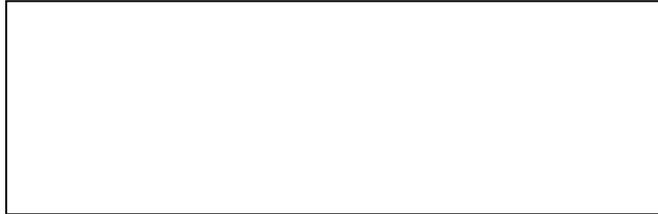


Figure 22: Advertisement for Fairfax Building. Source: *The Kansas City Star*, April 6, 1930, 2D.

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## **FAIRFAX MOVES ITS OFFICES.**

**Downtown Activities Will Be in  
Baltimore Building.**

The downtown headquarters of the Fairfax Airport Company, along with other Woods Brothers Corporation interests here, will be centered beginning tomorrow in the new Fairfax building, Eleventh street and Baltimore avenue. The former offices in the Security building were being vacated yesterday and today.

The corporation's offices will occupy all the second floor. A consolidated air ticket office is planned for the ground floor of the Fairfax building.

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Figure 23: "Fairfax Moves Its Offices," *The Kansas City Star*, June 15, 1930, 4D

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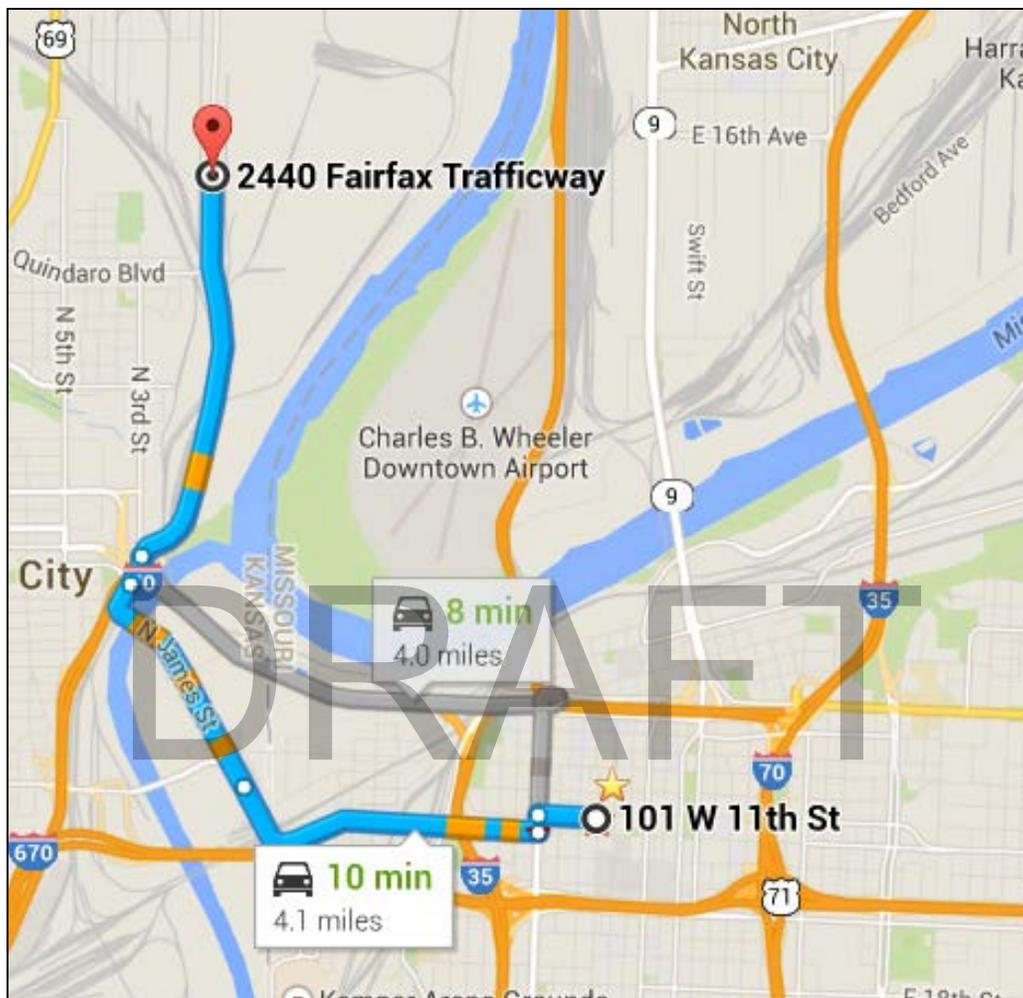


Figure 24: Current map indicating the 4.1 miles route via the 12<sup>th</sup> Street Viaduct, James Street and Fairfax Trafficway to heart of the Fairfax District where the Fairfax Airport was located c. 1930s.



ONE WAY

11th St

Baltimore Ave

PAPER

KAYA JAPANESE RESTAURANT

OPTOMETRIST

OPTOMETRIST









YVONI PIZZA - PASTA & SALADS

DOWNTOWN HAMBURGERS - HOT DOGS - Q&A

CHILACA FRESH MEXICAN FOOD

BARBER SHOP

RESTAURANT & CAFE











DI

GROUND  
2000 do  
fr

88







DRAFT

