

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 Kansas City Police Station Number 4

other name/site number Kansas City Elevator Manufacturing Company; Turner Elevator Manufacturing Company; Works Progress Administration Office; Todd Jack Co.

2. Location

street & town 115 West 19th Street N/A not for publication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

09/09/05
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:)

Kansas City Police Station Number 4 Building
Name of Property

Jackson County, MO
County and State

5. Classification

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.)

- private
- public-local
- public-State
- public-Federal

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

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

Number of contributing resources previously listed in the National Register

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

0

6. Function or Use

Historic Function
(Enter categories from instructions)

Current Function
(Enter categories from instructions)

GOVERNMENT: Correctional Facility

GOVERNMENT: Courthouse

Work in Progress

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

LATE 19TH AND 20TH CENTURY REVIVALS: Mission/Spanish Revival

foundation STONE

walls STUCCO

BRICK

roof ASPHALT

other CERAMIC TILE

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

Kansas City Police Station Number 4 Building
Name of Property

Jackson County, MO
County and State

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.)

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 # _____

Areas of Significance

(enter categories from instructions)

POLITICS/GOVERNMENT

ARCHITECTURE

Period of Significance

1915-1938

Significant Dates

1916

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Birdsall, Clarence K., Architect

Madorie, Edgar P., Architect

See continuation sheet(s) for Section No. 8

Primary location of additional data:

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

Kansas City Landmarks Comm.; Kansas City Public Library

See continuation sheet(s) for Section No. 9

Kansas City Police Station Number 4 Building
Name of Property

Jackson County, MO
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

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

1 11/5 3/6/2/9/0/5 4/3/2/8/0/9/0
Zone Easting Northing

2 /
Zone Easting Northing

3 /
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 Kristen Ottesen, Associate; Elizabeth Rosin, Partner

organization Historic Preservation Services, LLC date April 11, 2005

street & number 323 West 8th Street, Suite 112 telephone 816-221-5133

city or town Kansas City state MO zip code 64105

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 Havana Development, LLC

street & number 5528 Russell Street telephone 816-918-5313

city or town Mission state KS zip code 66202

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 Reductions Projects (1024-0018), Washington, DC 20503.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

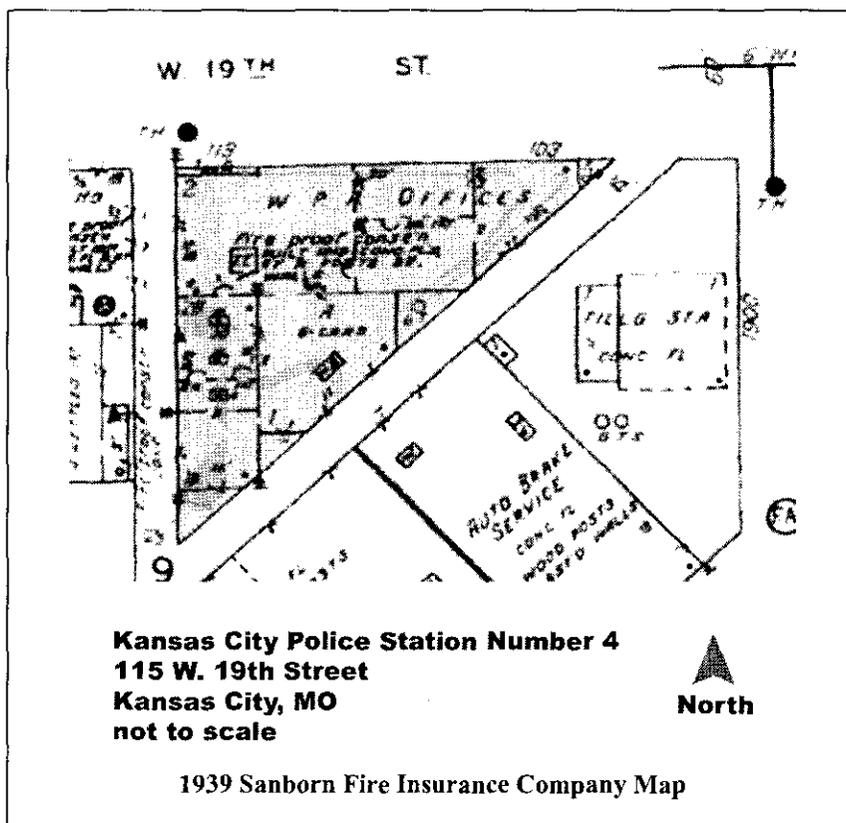
Section 7 Page 1

**Railroad Related Historic Commercial and Industrial Resources
in Kansas City, Missouri MPS
Kansas City Police Station Number 4
Jackson County, Missouri**

SUMMARY DESCRIPTION STATEMENT

Kansas City Police Station Number 4 located at 115 West 19th Street, Kansas City, Jackson County, Missouri is a two-story, reinforced concrete building with an L-shaped plan set on a triangular lot. The building's two-story main block has an east-west orientation along West 19th Street in the Crossroads area, south of Union Station. The L-shaped building consists of the main block facing West 19th Street and a smaller two-story secondary wing (the south wing) that extends south from the west end of the main block

along the west alley. The south (rear) section of this wing is one-story. Along the southeast/southwest alley, a one-story open garage abuts the main block's south (rear) elevation and the south wing's east elevation, at the juncture of the "L." The main block's primary north façade is approximately 120 feet long. The main block and the south wing's west façades face toward an alley that runs north-south. This combined west elevation is approximately 100 feet long. The building has a limestone foundation. Reinforced concrete columns and beams allow expansive spans with minimal steel columns on the



first floor and clear spans from front to back and side to side on the second floor. Stucco covers the exterior brick walls. The floors and roof deck are reinforced concrete. Flat roofs cover all areas of the building except for a hipped roof that spans the five middle bays of the north (primary) elevation and is visible only when looking at this elevation. Green glazed ceramic tiles cover the planes of the hipped roof. The symmetrical north (primary) façade, stucco-clad walls, exposed rafter tails, paired brackets at the roof line, and hipped roof with glazed ceramic tile convey the building's Mission Revival style. Originally constructed circa 1895, the building was substantially remodeled in 1915 to serve as the Kansas City

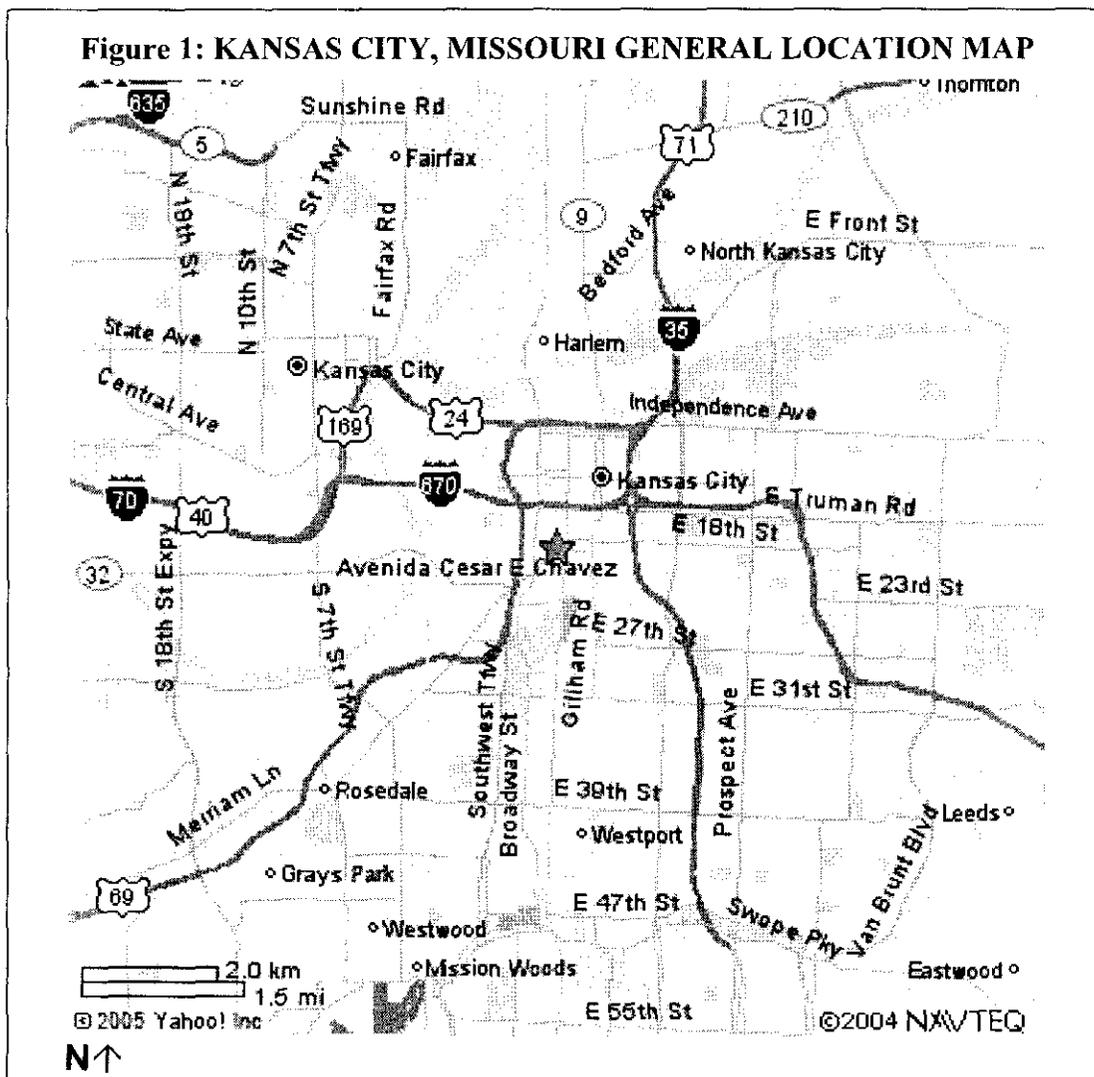
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**Railroad Related Historic Commercial and Industrial Resources
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Police Station Number 4. Archival evidence suggests that the renovation at that time included the addition of the reinforced concrete structure, the stucco wall covering, and the Mission Revival architectural details. It is possible that only surviving element of the original building is the exterior brick walls. The building retains integrity of location and setting, a significant degree of its character-defining stylistic ornament, and exterior materials dating from the period of its historic significance.

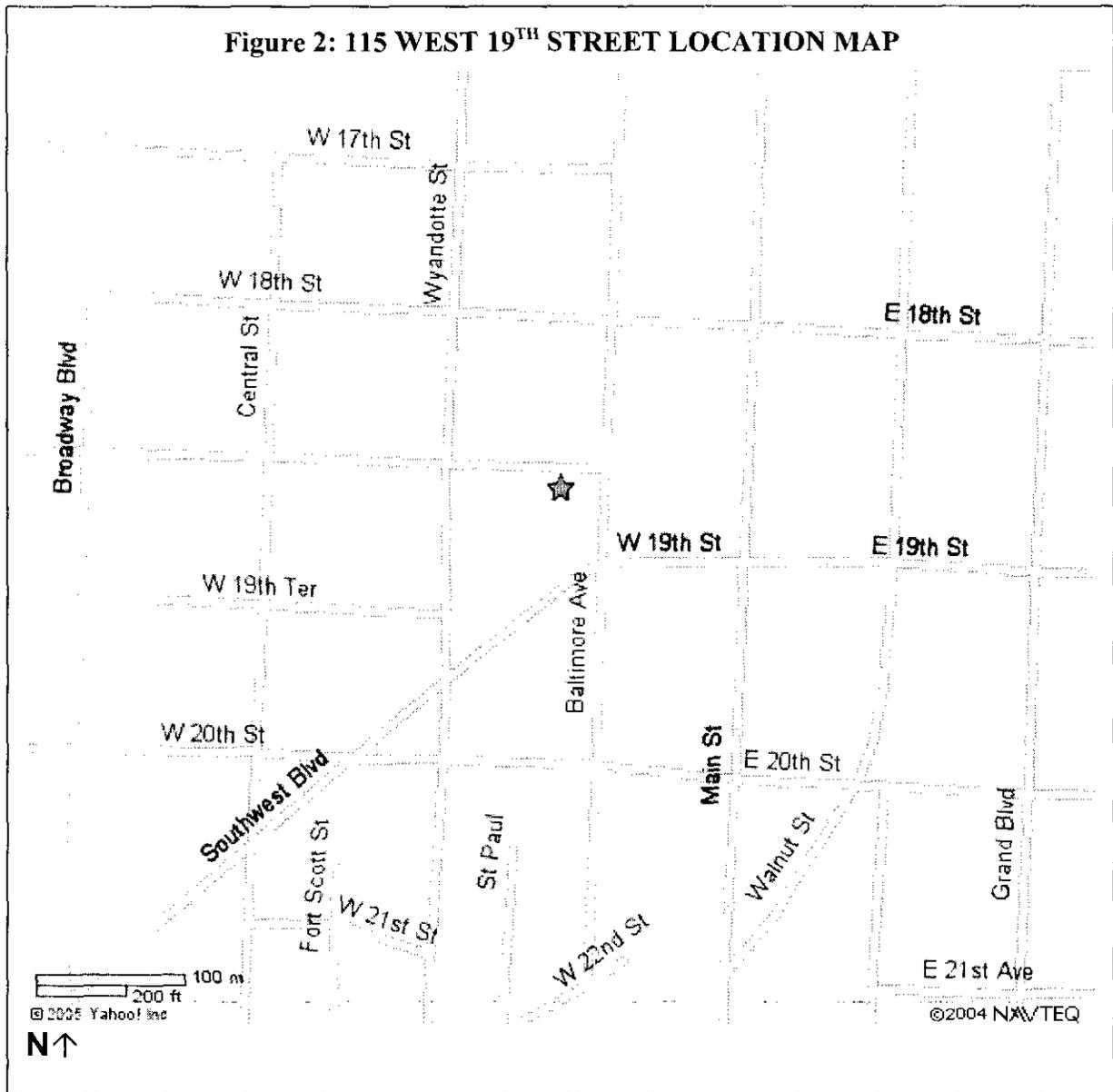


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**Railroad Related Historic Commercial and Industrial Resources
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**Railroad Related Historic Commercial and Industrial Resources
in Kansas City, Missouri MPS
Kansas City Police Station Number 4
Jackson County, Missouri**

NARRATIVE DESCRIPTION

SETTING

Kansas City Police Station Number 4 is located in the Crossroads area, an industrial freight area documented in the National Register of Historic Places Multiple Property Documentation Form (MPDF) "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri," accepted by the National Park Service and listed in the National Register of Historic Places. Industrial buildings in the immediate vicinity of Police Station Number 4 vary in size, number of stories, and materials. Most are utilitarian buildings executed in no particular architectural stylistic idiom. Asphalt paved alleys bound the southeast and west sides of the police station property. A concrete sidewalk along the north (primary) elevation separates the building from West 19th Street. Across the alley to the west is a one-story brick industrial building. Across the alley to the southeast is a one-story building that was formerly a gas station but is now a restaurant. Directly across West 19th Street to the north is a two-story brick masonry two-part commercial block building.



1940 Tax Assessor Photograph, View Looking West
Photograph courtesy of the City of Kansas City Missouri Landmarks Commission

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**Railroad Related Historic Commercial and Industrial Resources
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NORTH (PRIMARY) ELEVATION

Stucco covers the West 19th Street façade. The two-story north (primary) elevation has eleven bays defined by its regular fenestration (Figure 5). A hipped roof covered with green glazed ceramic tile spans the width of the five central bays. The three flanking bays on the east and west ends of this elevation terminate in flat parapet walls above the second floor. Above the second story at the roofline and centered in the three bays at the west end of the façade is a large festooned cartouche that ornaments the parapet. Three arched dormers project from the front slope of the hipped roof over the five central bays. Exposed rafter tails and paired brackets extend under the wooden eaves of the same area. Stucco covers an exterior chimney at the west end of the hipped roof.

Fenestration consists of square and rectangular window and door openings. Starting at the east end of the façade, the window openings are small and square. Two single windows form the second story's first and second bays. A smaller first-story window is directly below the second-story window in the second bay. A window located between the first and second stories forms the third bay. These openings have been reduced in size and contain single-light fixed sashes.

In the fourth through eleventh bays of the second story, the rectangular window openings have shallow, stuccoed sills accented with small square pendants at each end. Wood-framed single-light fixed sashes fill these openings. The central five bays contain the original frames with mullions. On the first story, original recessed stuccoed panels ornamented with paired brackets under the upper sills occupy the fourth, fifth, and sixth bays. Fixed two-light windows in original wood frames fill the small rectangular openings above these panels. The placement of jail cells on the interior dictated the placement of the windows in this area. Ornamental hoods crown each window opening in the five central bays on the second story and in the fourth through eleventh bays on the first story.

The north (primary) elevation has two entrances. The westernmost entrance is in the tenth bay. Here, modified Doric columns flank a single aluminum-framed, full-panel glass door with sidelights. A large fixed transom caps the doorway. The entrance is three steps above the sidewalk. An arched pediment with a central cartouche spans the entrance. The seventh bay contains an overhead door. Historic photographs and plans indicate that this was originally a pedestrian entrance.

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**Railroad Related Historic Commercial and Industrial Resources
in Kansas City, Missouri MPS
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Jackson County, Missouri**

EAST ELEVATION

Both the main block and the south wing feature east elevations (Figure 8). What appears to be a shallow return from the north (primary) façade on the east elevation features one bay. The elevation contains a single square window opening filled with a single-light fixed sash in the second story and a single-leaf aluminum door with narrow sidelights and a transom at the first story. Side brackets support a shed roof over the entrance stoop, which is five steps above the sidewalk. Stucco walls topped by a decorative planter define the shallow stoop.

Stucco covers the south wing's east elevation, which no longer retains the majority of its fenestration and does not have defined bays. At the first story, four small rectangular window openings are just above the garage roof. At the second story, a square window opening is at the north end. The one-story south end of the south wing contains two window openings with single-light fixed sashes. The one-story section also contains a single door at ground level.

SOUTHEAST ELEVATION

Stucco covers the main block's two-story southeast elevation, which extends along the diagonal boundary created by the alley (Figures 3 and 4). It has three unornamented bays defined by the first- and second-story fenestration. Two of the second-story window openings appear to be smaller than the original openings. Single-light fixed sash windows occupy each window opening.

Garage

The one-story garage directly abuts the main block's south (rear) wall and the south wing's east wall. It features a reinforced concrete roof frame and deck supported by steel columns on the east and south ends. Originally enclosed with a vehicular entrance on the east and south elevations, the garage structure is now open on these elevations.

SOUTH ELEVATION

Both the main block and the south wing have south elevations (Figure 6). Stucco covers the main block's two-story south elevation. Fenestration defines its four bays. The first story has short, rectangular window openings. At the second story, the four rectangular window openings retain their original wood frames, but contain non-historic single-light fixed replacement sashes. Louvered vents occur in the parapet walls above the second-story windows. At the first story, a doorway below the garage roof is slightly above ground level.

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**Railroad Related Historic Commercial and Industrial Resources
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The south wing's south elevation consists of a one-story elevation at the south end and a two-story elevation that is recessed to the north above the roof of the one-story portion. The one-story wall is exposed brick and has one rectangular window opening containing a single-light fixed sash. Stucco covers the second-story elevation, which has three bays. Fenestration defines the bays and features a central entrance flanked by square windows containing single-light fixed sashes. Stucco covers the exterior chimney at the east end of this elevation.

WEST ELEVATION

The two-story portion of the west elevation has seven bays (Figure 7). The one-story portion at the south end features two bays. This elevation faces an alley and is unadorned. Stucco covers the masonry walls and window sills. Square and rectangular window openings define each bay. Some original rectangular window openings have been reduced to smaller square openings containing single-light fixed sashes. Two through-wall scuppers puncture the parapet of the two-story section.

INTERIOR

While some of the original spatial arrangements remain in place, the stairwells, elevator shaft, original exterior walls, and a few interior partitions are all that remain of the original police station interior's character-defining elements. After the police department moved out of the building in 1938, subsequent renovations removed most of the original partitions, and all of the light and plumbing fixtures, decorative elements, wainscot, built-in furniture and cabinetry, woodwork, and jail cells.

First Floor

The first floor has an open plan. Inside the west entrance in the north (primary) elevation's tenth bay, a quarter-turn staircase along the west wall provides access from the first story to the second story. The staircase features marble treads, paneled iron risers, and a decorative iron railing topped by a wood handrail. An original partition under the stairwell separates the lobby entrance area from the original elevator shaft. Directly to the east of the entrance along the north wall is a non-original straight run of stairs that provides access from the first floor to the basement.

The open space in the first floor of the main block extends from the west entrance area at the north (primary) elevation to an original wall at the east end of the space, which separates what was once the central jail section from an entrance lobby and vestibule accessed by the entrance in the east elevation. Steel columns interrupt the open space.

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**Railroad Related Historic Commercial and Industrial Resources
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Three doorways provide access to the vestibule at the east end of the main block. The east entrance area contains a small vestibule and a lobby with a three-quarter-turn staircase. A glazed partition containing paired glazed, wood-framed doors; glazed sidelights, and a paneled transom separates the stairwell from the lobby. The three-quarter-turn iron staircase matches the staircase at the west end of the building and features marble treads, paneled iron risers, and a decorative iron railing topped by a wood handrail. Two doors in the south wall of the lobby, lead to an open room.

The south wing extends south from the north end of the main block, along the west property line. An elevator shaft separates the south wing from the main block. The south end of the south wing features two large rooms separated by a masonry wall. The northernmost room retains none of the original partitions. A single-width doorway in the center of the south wall of the north room provides access to the southernmost room, which also has no partitions.

The floors throughout the first floor are concrete. Hexagonal tile covers the concrete in the areas that were formerly restrooms. Mosaic marble tile covers the lobby and stair hall floors on the east end of the main block. The walls and ceilings are generally painted plaster; they are damaged at some locations leaving the brick exposed. The ceilings retain some plaster cornices, especially on the west end of the main block.

Second Floor

The second floor of the main block is open from the west wall to an east wall, which separates the large space from a room at the east end that is above the east entrance lobby/vestibule. The space is free of columns. A plaster cornice running north-south along a beam bisects the ceiling. The east end of the main block contains an office, a single restroom, and a stairwell. The elevator shaft separates the main block from the south wing. The south wing has a single open room at the second story.

INTEGRITY

The Kansas City Police Station Number 4 retains sufficient integrity to convey its historic use as a police station and courthouse and reflects the attributes of the Auxiliary Support Resources property type described in Section F of the Multiple Property Documentation Form "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri," and its two-story massing and high style, architect-designed appearance is typical of the government building sub-type found in industrial freight areas. Notably, the high windows on the building's north elevation indicate the original location of jail cells on the interior and are a distinct design feature that conveys information about the building's historic function. The massing reflects the distribution of functions between the first story (police functions) and the second story (court rooms). Its exterior materials, design and workmanship, including its hipped roof

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**Railroad Related Historic Commercial and Industrial Resources
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Jackson County, Missouri**

with ceramic tile, wide eaves with knee braces, columned west entrance in the north (primary) elevation, cartouche at the parapet, and stucco walls successfully convey its Mission Revival style.

At the present time, the building reflects a number of alterations. Most of the window units are not historic and several window openings have been reduced in size. However, the rhythm of the fenestration and its expression of the building's interior functions and organization remain clearly legible. The rehabilitation currently underway will restore the window openings and include replacement windows that reflect the originals.

Although alterations that occurred after the Police Department vacated the building in 1938 included the removal of many of the interior partition walls, the building retains enough of its historic finishes to distinguish between the utilitarian spaces and the more formal public spaces. For example, the lobby areas retain plaster walls with crown molding, tile floors, and ornamental iron stair railings, while the jailhouse and police station areas have plain plaster walls and concrete floors and ceilings. As noted in Section F of the MPDF, alterations of this nature are expected in Auxiliary Support Resources found in freight areas. In particular, the alteration and replacement of window, door, and vehicular bay openings is to be expected, while the retention of original window openings and the rhythm of windows and bays that continue to be readable contribute to the architectural integrity of the resource.

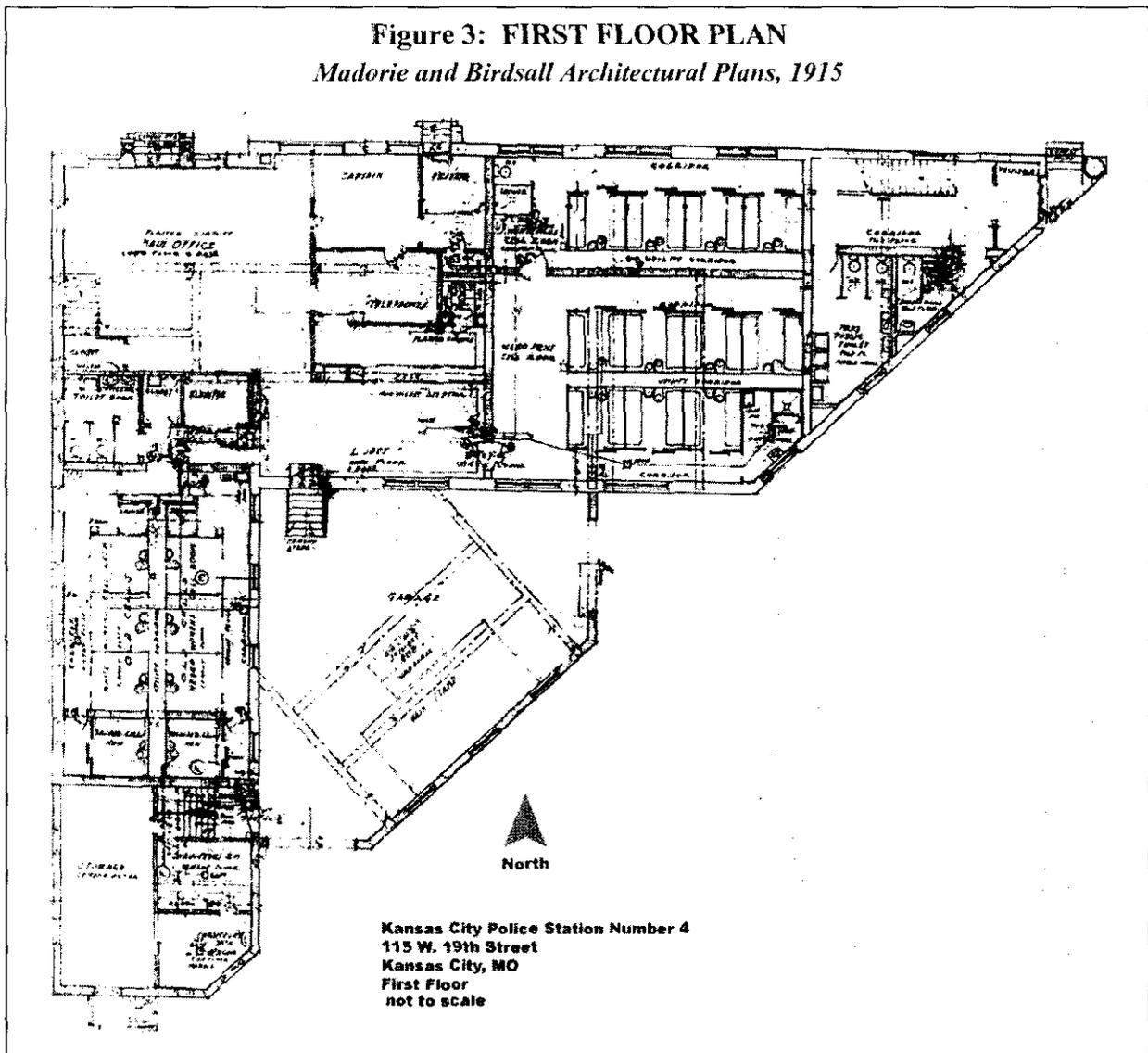
Most importantly, the relatively small massing and high style façade clearly illustrate its non-industrial government function. It also stands out from the surrounding industrial buildings, which are larger, more massive, and plainer in design. Kansas City Police Station Number 4 retains sufficient integrity of location, setting, design, materials, and workmanship to convey feelings of its period of significance and to convey its significant associations with industrial freight areas in Kansas City, Missouri.

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Jackson County, Missouri**

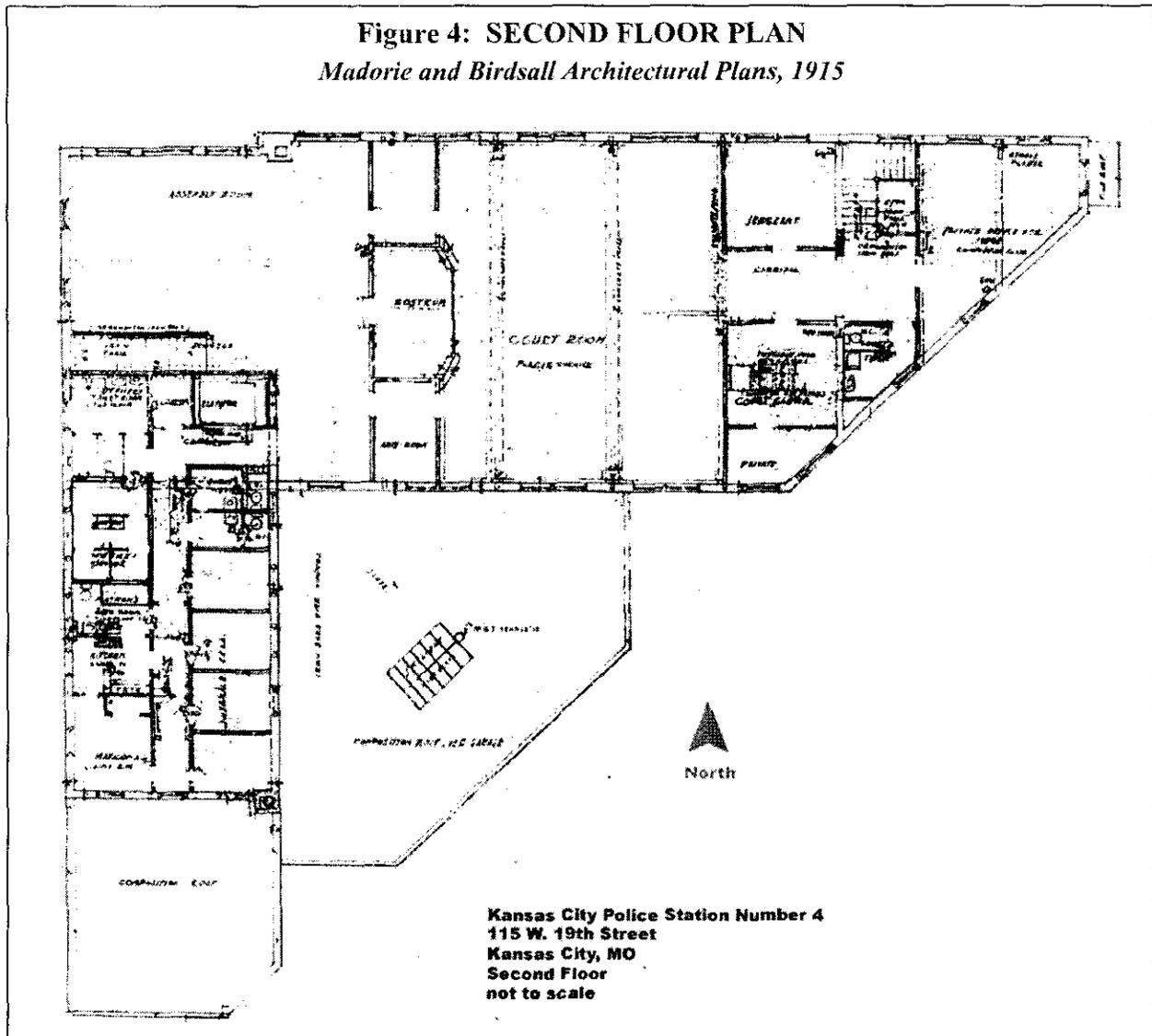


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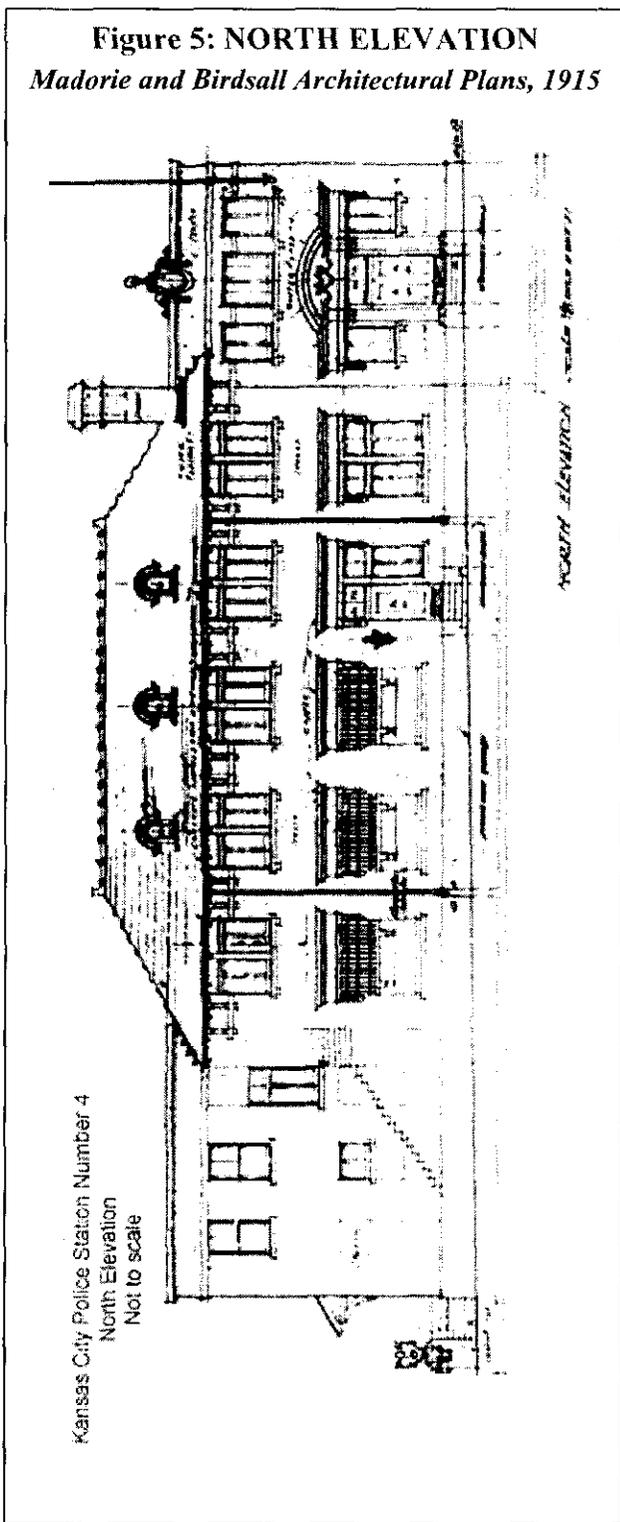


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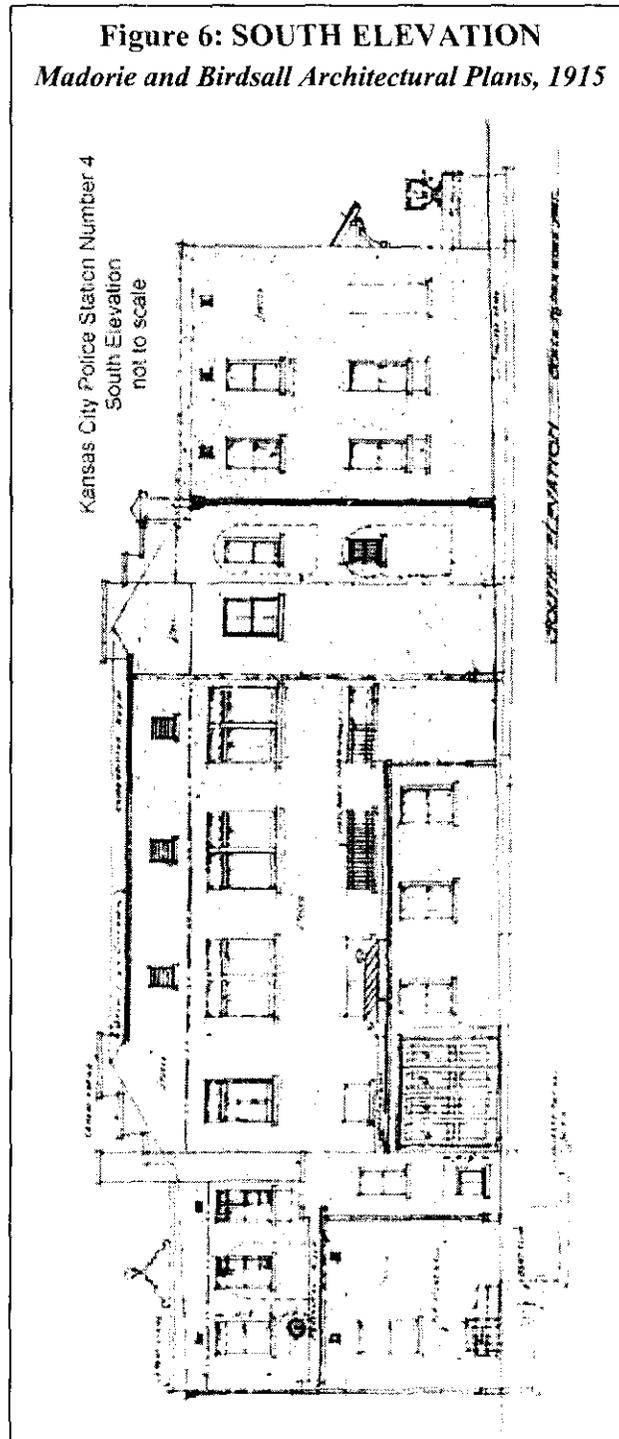


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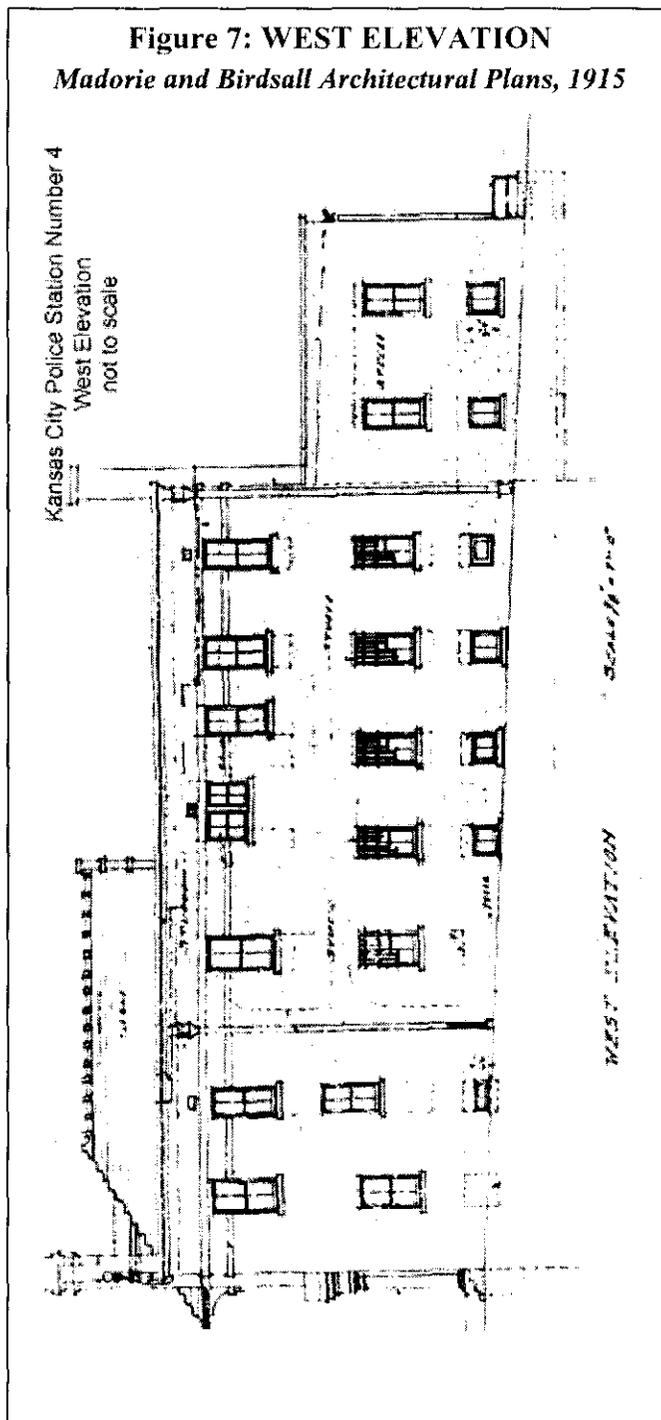


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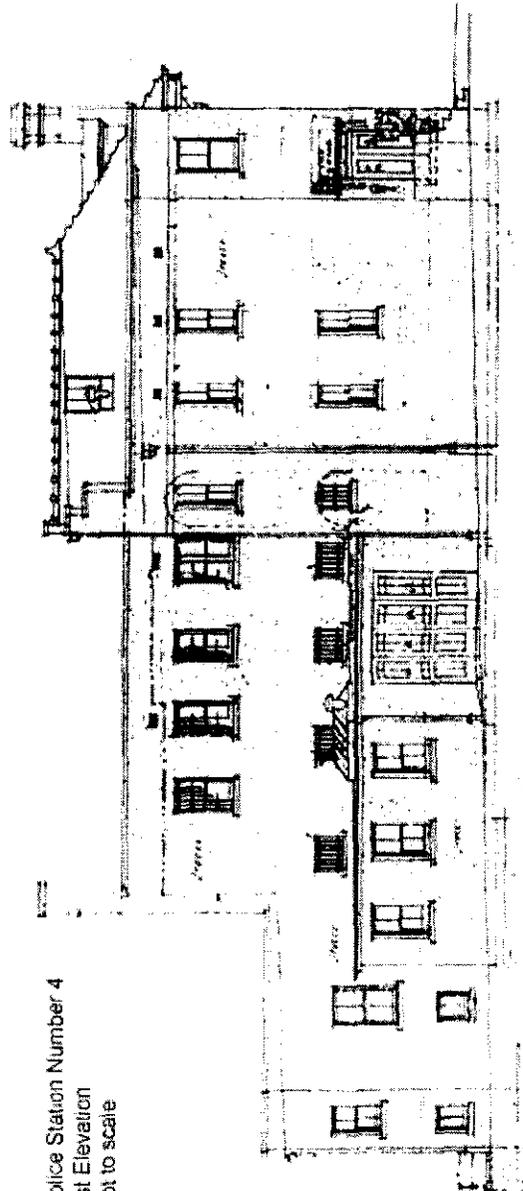
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**Railroad Related Historic Commercial and Industrial Resources
in Kansas City, Missouri MPS
Kansas City Police Station Number 4
Jackson County, Missouri**

Figure 8: EAST ELEVATION
Madorie and Birdsall Architectural Plans, 1915



Kansas City Police Station Number 4
East Elevation
not to scale

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**NATIONAL REGISTER OF HISTORIC PLACES
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**Railroad Related Historic Commercial and Industrial Resources
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Kansas City Police Station Number 4
Jackson County, Missouri**

Architect/Builder (Continued)

Flanagan, J.W., Construction Company, Builder

STATEMENT OF SIGNIFICANCE

Kansas City Police Station Number 4 at 115 West 19th Street, Kansas City, Jackson County, Missouri is locally significant under National Register Criterion A for the area of POLITICS/GOVERNMENT and under Criterion C for the area of ARCHITECTURE as documented in the Multiple Property Documentation Form (MPDF) "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri." It has significant associations with the thematic contexts "The Evolution of Kansas City Railroad Freight Industry, 1859-1950" and "Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts, 1859-1950." The building possesses the distinct characteristics of the Auxiliary Support Resource Government Buildings property sub-type defined in Section F of the MPDF. Its two-story form accommodated distinctive but related functional spaces. Government support buildings of this type were essential for the efficient operation of a freight district and the presence of Kansas City Police Station Number 4 conveys information about how the Crossroads area and other industrial freight areas functioned in the early twentieth century. As was typical of government buildings in industrial areas, the building's design reflects a popular architectural stylistic treatment. The building's architects, Edgar P. Madorie and Clarence K. Birdsall, designed the police station in the Mission Revival style, which was popular in the pre-World War I period, following the design theme established by the newly completed fire station located approximately two blocks to the west. The high style appearance of these government buildings differentiates them from the more utilitarian designs that otherwise define this industrial neighborhood. The period of significance for this property begins in 1915 with the construction of the building and ends in 1938 when the police department vacated the property.

PROPERTY HISTORY

The Kansas City Elevator Manufacturing Company, also known as the Turner Elevator Manufacturing Company, was the first occupant of the property at 115 West 19th Street.¹ City directories list the company at this location as early as 1895. The elevator company was one of the first establishments to build on this block. As late as 1906, the Sanborn Fire Insurance Company map shows only one other building on the block. It housed a wholesale liquor establishment. Other businesses in the immediate vicinity at this time conveyed the industrial character of the growing neighborhood and included a planning mill, box factory,

¹ Piland and Uguccione, City of Kansas City, Missouri Landmarks Commission, Historic Resources Survey Form "215-17 West 19th Street," 20 September 1982, City of Kansas City, Missouri Landmarks Commission.

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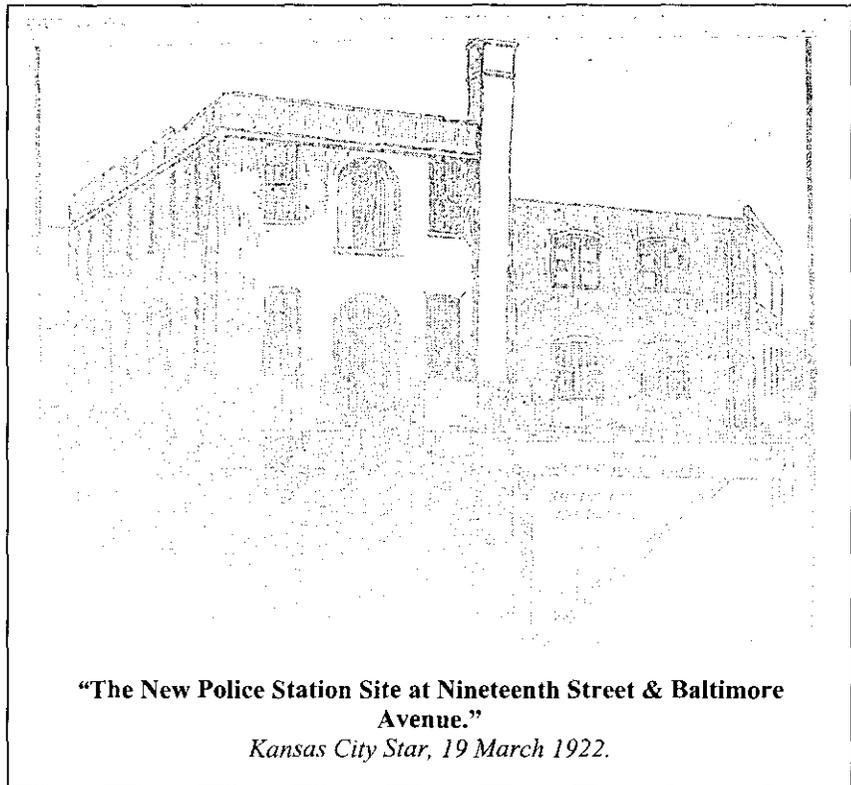
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saloon, lumber company, composition architectural ornament factory, foundry, piano manufacturer, machine works, and a cabinet maker.

The exact appearance of the Kansas City Elevator Manufacturing Company is unclear. A 1915 newspaper article described the building as a two-story warehouse.² The 1906 Sanborn Fire Insurance Company map depicts a two-story masonry building with an L-shaped footprint. A sketch of the "new police station site" depicts a two-story industrial structure with multiple-light windows and a few arched doorways.³ The view shows the building's rear (south) elevation and is looking toward the northeast.

By 1915, the area experienced considerable growth in response to the construction of Union Station approximately four blocks to the south. To address public safety needs and protect freight operations, the city constructed new fire and police stations on West 19th Street. The city commissioned



the construction of a new fire station at 215-217 West 19th Street (completed in 1911) from designs by the architectural firm of Edwards and Sunderland. The city announced plans for a new police station in 1915.

The designs of both buildings reflected the popular Mission Revival style, setting the new government buildings apart from the neighborhood's typical utilitarian industrial buildings and structures that, for the most part, featured little or no architectural styling.

² *Kansas City (MO) Star*, 24 April 1915, Mounted Clippings File, Special Collections, Kansas City (Missouri) Public Library.

³ Untitled newspaper clipping, 19 March 1922, Mounted Clippings File, Special Collections, Kansas City (Missouri) Public Library.

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In 1915, the Kansas City Elevator Manufacturing Company leased its property to the Kansas City Police Department for a term of ten years with an option to purchase. The local architectural firm Madorie and Birdsall executed plans for an extensive remodeling that consisted of a virtual reconstruction of the existing building. The J.W. Flanagan Construction Company carried out the work. The building permit for the new police station estimated the project's cost at \$45,000. A March article in the *Kansas City Times* noted the lease and the intention to "repair and make improvements."⁴ The next month, the *Kansas City Star* reported that work on razing the site to be occupied by the new police station would begin May 1. This newspaper article described the proposed building as being of reinforced concrete construction with stucco facing, brick floors, and a Spanish tile roof.⁵ A December 1915 newspaper article mentioned remodeling the existing elevator company building, while the building permit issued December 28, 1915 indicates anticipated construction of a two-story, 114-by-74-foot building of brick, stone, and concrete. A comparison of the building footprint of 1906 and of 1939 on Sanborn Fire Insurance Company maps shows identical dimensions and placement on the lot of the elevator building and of the police station building. It is unclear what elements of the elevator manufacturing company building were incorporated into the police station. The 1940 Tax Assessor Photograph shows the words "[E]levator Mfg." visible painted on the brick underneath the stucco. When viewed in conjunction with the juxtaposition of a limestone foundation and reinforced concrete structure, this corroborates the theory that the architects retained the existing exterior walls and foundation and designed new interior structural elements, openings, and finishes.

The extent of renovation/construction was such that when the \$50,000 building opened in July 1916, the term "new" was used consistently in newspaper accounts. The ground floor accommodated the police offices and jail cells. A garage for an ambulance and police patrol cars was at the rear. The second floor housed the South Side Municipal Court, judge's and clerk's quarters, as well as the matron's room and holding cells for juvenile offenders. Notably, this was the city's first jail designed with segregated holding facilities for African-American and white male prisoners. According to an article in the *Kansas City Star*, the architects hoped to design the building without bars on the windows, but police officials felt that some display of authority was necessary.⁶ The original architectural drawings depict bars on the jail cell windows. A July 1916 newspaper article described "sanitary, composition floors and a great deal of marble inside the building."⁷

⁴ *Kansas City (MO) Times*, 5 March 1915, Mounted Clippings File, Special Collections, Kansas City (Missouri) Public Library.

⁵ *Kansas City (MO) Times*, 24 April 1915, Mounted Clippings File, Special Collections, Kansas City (Missouri) Public Library.

⁶ *Kansas City (MO) Star*, 29 July 1916, Mounted Clippings File, Special Collections, Kansas City (Missouri) Public Library.

⁷ *Kansas City (MO) Star*, 29 July 1916, Mounted Clippings File, Special Collections, Kansas City (Missouri) Public Library.

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Generally, the first floor housed the police operations and the second floor contained the municipal court functions (Figures 3 and 4). The main entrance to the building was through the westernmost door in the north (primary) elevation into a lobby. On the east side of the lobby was the police captain's office and telephone vestibule. A stairway accessed the courtroom and offices on the second floor. To the south of the main office was a second entrance lobby, which serviced the garage. Occupying the first floor to the east of the main lobby and offices, the cell rooms for African-American and white men were both designed to accommodate sixty prisoners. Access to the men's cell block was from the garage lobby. A solid wall separated the men's jail cells from the east lobby and entrance vestibule. The small lobby contained a staircase to the second floor and accessed toilet rooms in the area to the south of the lobby. The south wing housed segregated cells for women, as well as the elevator, restrooms, a storage room, and chauffeur's rooms. An enclosed drive-through garage occupied the juncture of the "L" and featured a vehicular entrance/exit on the east and the southeast elevations on the alley.

The stairwell in the southwest corner of the main lobby ascended to the assembly room on the second floor just outside the courtroom. The courtroom occupied the space to the east of the assembly room. Beyond the courtroom to the east were offices for the sergeant, court clerk, and joint commissioner, as well as a restroom. The south wing housed the elevator and more police station accommodations, including an officer's toilet room and showers, juvenile detention cells, a kitchen, and the matron's quarters.

The construction of Kansas City Police Station Number 4 consolidated two existing police stations — the Southwest Boulevard Station (Police Station Number 3) located on the corner of Southwest Boulevard and Summit Street, and the Walnut Street Station (Police Station Number 4) located at 1430 Walnut Street. The closing of these police stations and the consolidation of services to the facility at West 19th Street and Baltimore Avenue corresponded with the expansion of the industrial district north of Southwest Boulevard between Main Street and Broadway Boulevard following the opening of Kansas City's new Union Station on October 30, 1914. Earlier, the 1905 announcement of plans to build Union Station spawned a building boom of warehouses, distribution, and manufacturing facilities south of 20th Street between Main Street and Broadway Boulevard that continued until the onset of World War I. Between World War I and World War II, new industrial development expanded north to 18th Street.⁸

The police department occupied Kansas City Police Station Number 4 from 1916 to 1938, when the department moved to new headquarters at Locust Avenue and 12th Street in the Central Business District.

⁸ Sally Schwenk, National Register of Historic Places Registration Form "Crossroads Historic Freight District," December 2000, p. 19. Historic Preservation Services, LLC, Kansas City, Missouri.

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The building's condition reflected a tenure of twenty-two years. A newspaper account noted the deteriorating stucco,⁹ which is visible in a circa 1940 tax assessor photograph.

The surrounding neighborhood retained its industrial character through the twentieth century. In 1939, nearby businesses included a battery warehouse, fruit syrup manufacturer, garment factories, and numerous auto-related enterprises such as tire sales, auto sales, brake service, filling stations, auto body repair, and a fuel pump factory.¹⁰ In 1939, the Works Progress Administration (WPA) occupied the Kansas City Police Station Number 4 building as well as the building across the street at 106-108 West 19th Street. After the WPA vacated the building, which occurred by 1940, it remained empty until after World War II when the Todd Jack Company moved in. The city directory lists the Todd Jack Company as a distributor of club room accessories. The 1950 Sanborn Fire Insurance Company map describes the building as a plastic dice factory. A permit issued in 1946 for repairs to the floors, walls, ceiling, and interior corresponds to the Todd Jack Company's occupation.

ARCHITECTS

Architects Edgar P. Madorie and Clarence K. Birdsall designed Kansas City Police Station Number 4. The partnership of Madorie and Birdsall appears to have been short-lived. They are listed in the city directory only in the year 1915. Before and after that year, the directories list both Madorie and Birdsall as sole practitioners. Their brief partnership produced a number of notable buildings. In addition to Police Station Number 4, Madorie and Birdsall designed the Bachelors Laundry Company at 2006-2008 Broadway Boulevard; an adjacent building at 2004-2006 Broadway Boulevard; the Doherty Building at 1317 Grand Boulevard; and the Southwest Boulevard State Bank at 1822 Main Street.

Edgar P. Madorie

Beginning in the late 1890s, Edgar Madorie first appears in the city directories as a carpenter and contractor. The 1901 city directory lists him as a contractor with Madorie and Son, a construction business involving family members Elmer C. and Henry Madorie. In 1906, the Madorie family opened the Missouri Planing Mill Company with Edgar as the vice president. The venture operated for a short time and does not appear in the 1907 city directory.

⁹ *Kansas City (MO) Times*, 19 November 1938, Mounted Clippings File, Special Collections, Kansas City (Missouri) Public Library.

¹⁰ Sanborn Map and Publishing Company, Ltd., *Sanborn Fire Insurance Map of Kansas City, Missouri* (New York: Sanborn Map Company, 1939) [database online] available at <http://proxy.kclibrary.org:2269/>; Internet; accessed 6 April 2005.

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City directories first list Madorie as an architect in 1907, although a 1911 *Kansas City Star* advertisement stated that he had been one of Kansas City's prominent architects for fifteen years. Following his partnership with Birdsall, Madorie briefly partnered with E. Stanley Field in 1917. From 1918 until 1925, Madorie practiced alone until he formed a partnership with Samuel W. Bihr that lasted until 1929. Madorie continued to practice architecture through 1936, after which he found employment with the firm Cooper Jarrett as a traffic representative.

Madorie's forty-year architectural career produced at least fifty-six buildings, including both commercial and residential structures. Many of his residential structures are found in Kansas City neighborhoods that are listed in the National Register of Historic Places (NR) and in the Kansas City Register of Historic Places (KCR). Among these are the Hyde Park Historic District (NR); the Santa Fe Place Historic District (NR); Simpson-Yeomans — Country Side Historic District (NR and KCR); the Coleman Highlands Historic District (KCR); the Roanoke Historic District (KCR); and the Southside Historic District (KCR).

Madorie was also active in politics and civic affairs. He served as an alderman for the Eleventh Ward from 1908-1910. He was also a member of the Loyal Order of the Moose and several other fraternal societies.

Clarence K. Birdsall

Little is known about architect Clarence K. Birdsall. He first appears in the Kansas City city directory in 1909 as a draftsman for noted Kansas City architect Louis Curtiss, who was an early pioneer in the use of reinforced concrete. In 1912, the city directory lists him as an architect for the Western Cabinet and Fixture Manufacturing Company. The following year, he established a solo architecture practice. After his brief partnership with Madorie, he reestablished his business as a sole practitioner. He is not listed in city directories after 1918.

SUMMARY ANALYSIS OF SIGNIFICANCE

Kansas City Police Station Number 4 is significant for its association with Kansas City's burgeoning industrial freight districts in the early twentieth century. It is an important governmental Auxiliary Support Resource found in freight areas at this time and reflects the variety of functional building property types associated with these historic areas. The building is also significant for its illustration of a pattern of features common to a particular class of resources and reflects the individuality of that class. It is also significant as an illustration of a distinct type and period of construction, reflecting a popular style and building technology of its period of construction.

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Untitled newspaper clipping. 19 March 1922. Mounted Clippings File, Special Collections, Kansas City
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GEOGRAPHIC DATA

VERBAL BOUNDARY DESCRIPTION

Lots 8, 9, and 10, Block 9, Goodrich Addition, Kansas City, Jackson County, Missouri.

BOUNDARY JUSTIFICATION

The boundary of this nominated property includes the parcel of land historically associated with the resource.

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PHOTOGRAPHIC DOCUMENTATION

PHOTOGRAPH LOG

Photographer: Brad Finch
F-stop Photography
Kansas City, Missouri

Date of Photographs: April 2005

Location of Negatives: Havana Development, LLC
5528 Russell Street
Mission, Kansas

Photograph Number	Description and Camera View
1.	East elevation, view looking west
2.	East elevation entrance, view looking west
3.	East end of the north elevation, view looking southwest
4.	West end of the north elevation, view looking southeast
5.	South elevation, view looking northeast
6.	Southeast elevation, view looking northwest
7.	Garage, view looking north
8.	West entrance on north elevation, view looking south
9.	East elevation entrance, view looking southwest
10.	First-story windows on north elevation, view looking south
11.	Roof eave detail on north elevation, view looking southeast
12.	Roof and second-story detail on north elevation, view looking southwest
13.	Stairwell at east end of the building, view looking west
14.	East entrance and stairwell, view looking east
15.	Elevator cab interior, view looking northwest
16.	Plaster ceiling detail

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**KANSAS CITY POLICE STATION NUMBER 4
PHOTOGRAPH LOCATION MAP**

