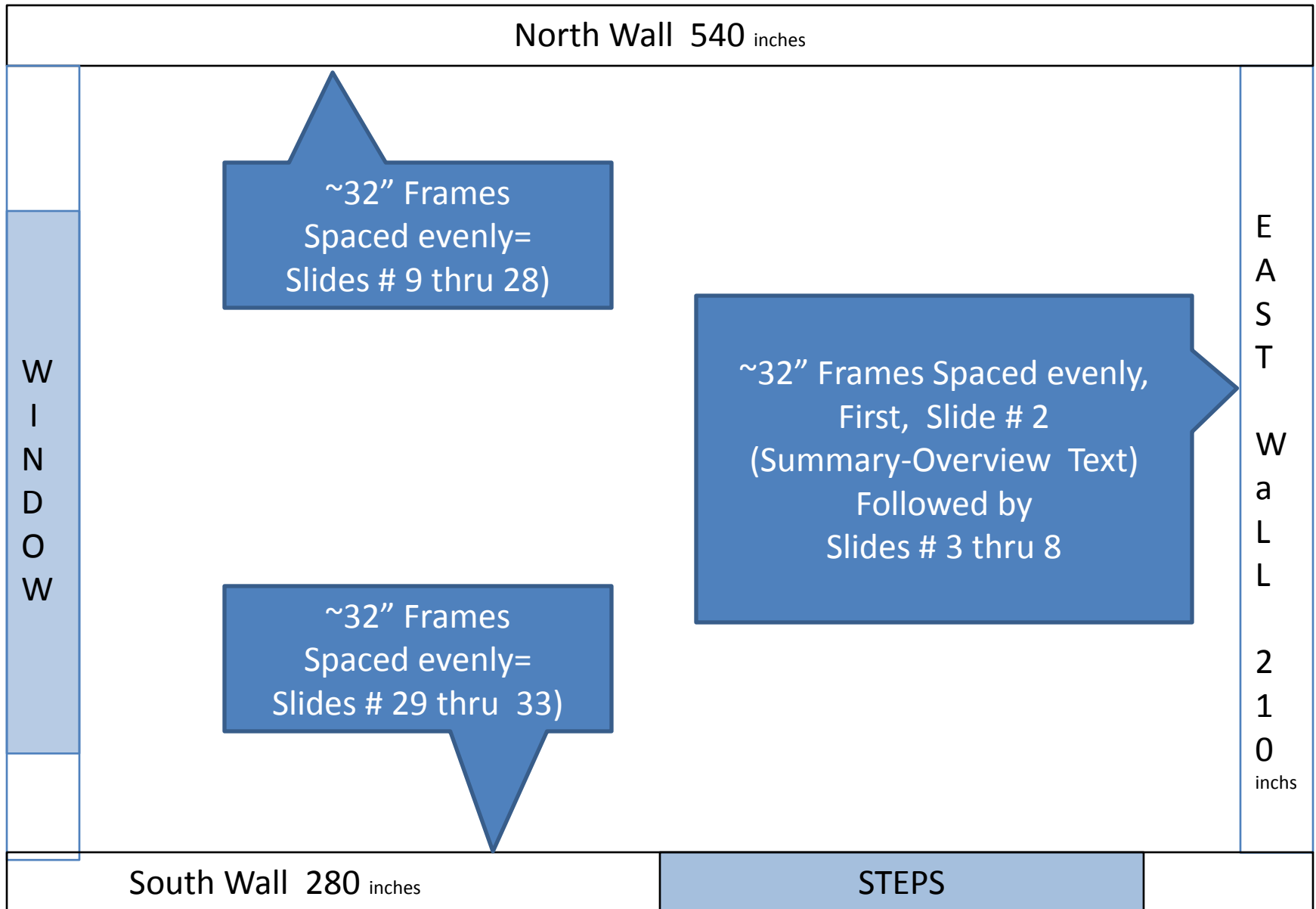


Location:

Plan View= Second Floor-North end Display Room of the KCMO Central Library



complex consists of 10 buildings located at the corner of Troost Avenue and Bannister Road. The complex is occupied primarily by the [General Services Administration](#) and the [Department of Energy](#).

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- 1 Site History
 - 1.1 Kansas City Speedway
 - 1.2 World War II
 - 1.3 Post-War
- 2 Current Usage
- 3 References

Site History

[[edit](#)]

Kansas City Speedway

[[edit](#)]

The site of the current Bannister Federal Complex was originally home to the Kansas City Speedway, not to be confused with the modern [Kansas Speedway](#). Built in [1922](#) by Jack Prince and Art Pillsbury at a cost of \$500,000, the 1.25 mile wood oval track had high banked turns, two grandstands, and parking for 20,000 automobiles, including 5,000 in the infield. The racetrack itself was located near what is now 95th and Troost, and the main entrance was located at 94th and Holmes Rd.

The first race was scheduled for September 16, 1922, but rain delayed the race until the following day. More than 50,000 people attended the first of only four auto races that would ever be held at the Kansas City Speedway, which also hosted motorcycle racing. Notable attendees at the first race included the Mayor of Kansas City, Missouri Governor [Arthur Hyde](#), and great race car drivers, including [Ray Harroun](#) and [Barney Oldfield](#). Seventeen drivers participated in the first race, including [Tommy Milton](#), [Leon Duray](#), [Tony Gulotta](#), and [Cliff Durant](#). The race was won by Tommy Milton, who was also the first driver to win the [Indianapolis 500](#) twice. The first race also saw the first and only fatality at the track when the race claimed the life of 27-year old [Roscoe Sarles](#) who collided with Pete Depaola on the 110th lap. The average speed for the first race was 107 mph, which was significantly faster than Indianapolis 500 races of that time. In fact, the average speed at Indianapolis did not exceed 100 mph until 1925.

In 1924, the last race, a 250-mile event, was stopped after about 150 miles because large holes had appeared in the wood track. The nearby Blue River caused the untreated lumber used in constructing the track to warp. [Jimmy Murphy](#) won the fourth and final auto race on July 4, 1924. The speedway was sold on March 24, 1925 for only \$97,500.

World War II

[[edit](#)]

On July 4, 1942, following the [World War II](#) attack on [Pearl Harbor](#), then-Senator (later President) [Harry S. Truman](#) broke ground on the site for construction of a large facility that became home to [Pratt and Whitney](#). The famous [Double Wasp](#) airplane engines were manufactured for the Navy at the facility through the duration of the war effort. Following the victory in Japan, the facility was closed and remained vacant until 1947.

A [Department of Defense](#) landfill was established in 1942 on a portion of the area, as a disposal site for the Bannister Federal Complex. From 1942 to 1964, when the landfill was closed, several government contractors, including Pratt and Whitney and Westinghouse, disposed waste

Coordinates	 38.958, -94.569
Built	1942
In use	1942 – present
Controlled by	Department of Energy (NNSA) <div>General Services Administration</div>
Occupants	NNSA , operated by Honeywell <div>GSA Regional Headquarters<div>United States Marine Corps<div>Defense Finance and Accounting Service<div>Department of Commerce<div>Department of Agriculture (USDA)</div></div></div></div></div>



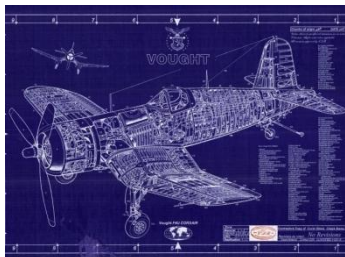
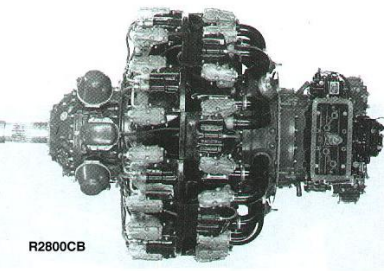
The Bannister Federal Complex Today

The History of the site and how it changed with time Follows on the next
xx photos

“Kansas City Missouri-For Speed and Defense” The Bannister Federal Complex(BFC) Story

A Kansas City Legacy from World War II

(First built in 1942 for Kansas City’s “Pratt & Whitney (P&W) Plant”)



Before there was a Bannister Federal Complex and Pratt & Whitney plant.

A Racetrack known as the “KC Speedway” was built at the plant’s location in 1922. It was big time racing with big names, as indicated the August 27, 1922 article from the New York Times.



Expect Auto Marks to Fall On New Kansas City Speedway

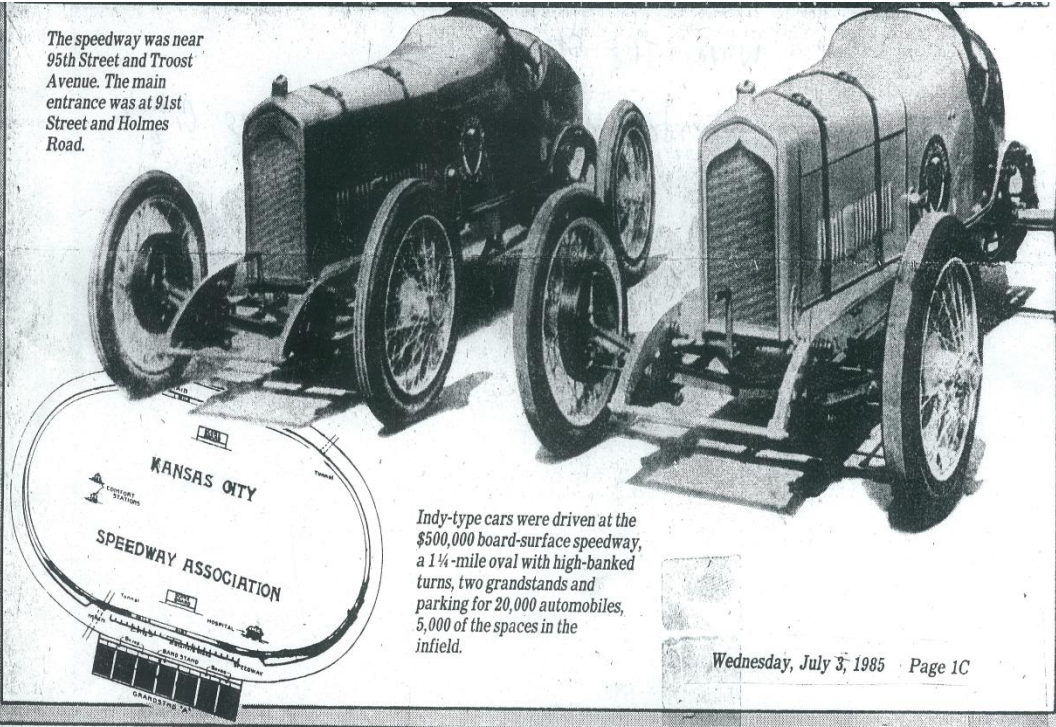
KANSAS CITY, Mo., Aug. 26.—Plans have virtually been completed for the 300-mile international speed classic, to be held over Kansas City's new \$500,000 speedway Sept. 16. Racing followers declare that several records should be broken. Entries have been received from the foremost drivers of the game, including Jimmy Murphy, 1922 A. A. A. champion; Harry Hartz, runner-up to Murphy at the Indianapolis race this year; Tommy Milton, 1921 A. A. A. champion; Cliff Durant, Roscoe Sarles, Al Melcher, Joe Thomas, Frank Elliott and Jerry Wonderlich. The mile and a quarter oval track, banked at an angle of 42 degrees, will permit a speed of 120 miles an hour, according to Jack Prince, who had charge of its construction. The American Legion will dedicate the new speedway in ceremonies preceding the race. Captain Eddie Rickenbacker will be the referee of the event.



The New York Times

Published: August 27, 1922
Copyright © The New York Times

The speedway was near 95th Street and Troost Avenue. The main entrance was at 91st Street and Holmes Road.



Indy-type cars were driven at the \$500,000 board-surface speedway, a 1¼-mile oval with high-banked turns, two grandstands and parking for 20,000 automobiles, 5,000 of the spaces in the infield.

Wednesday, July 3, 1985 Page 1C

KC's wooden race track passed into oblivion 61 years ago

By Tom Hutcherson
special to The Star

July 4 marks one famous anniversary—American independence—and one that is not so famous. On July 4, 1924, a brief era in Kansas City ended with the final race of Indy-championship cars at Kansas City Speedway.

The board track, which had opened less than two years earlier, was the site of just four races during its life.

The KC Speedway's board track was

Tom Hutcherson is an Overland Park auto-racing enthusiast.

one of about 20 built around the country in the 1910s and '20s. The \$500,000 speedway, financed by local investors, had a 1¼-mile oval with high-banked turns, two grandstands and parking for 20,000 automobiles, 5,000 of the spaces in the infield.

Access to the infield was by two concrete tunnels built under the track. The main grandstand of concrete and steel contained 28 tiers of seats, the top tier being 85 feet above the ground. The main entrance was at 91st Street and Holmes Road.

The track was situated where the World War II Pratt & Whitney aircraft-

engine plant was built, near 95th Street and Troost Avenue, now the site of the Bendix Kansas City division.

The opening of the KC Speedway, advertised as "America's Greatest," received much pre-race publicity.

The first race was scheduled Sept. 16, 1922, and the racing cars were shipped to Kansas City by rail. Upon arrival the cars were displayed at the Union Station Plaza.

The official starter for the races was Fred Wagner, who started the Indy 500 for years, as well as other speedway events throughout the country. The legendary Barney Oldfield made an

appearance at the event, having retired from competitive driving in 1919.

Several Kansas City-area men were active in auto racing in the '20s. Two cars entered in the first event were Junior Specials with six cylinders, built by Riley Brett and W.W. Brown in Brown's machine shop on Grand Avenue.

Brown had driven cars at Indianapolis and other tracks for several years and was to drive one of the Junior Specials at the KC Speedway's debut. The cars were owned by Kansas City's own pa

See Track, pg. 3C, col. 1



AEMS PHOTO CO.
K.C.
611



Then came World II and the “Pratt & Whitney Plant”

The largest of the many World War II defense production facilities in the Kansas City area was the built by the US Government at the request of the US Navy. It was located at 95th (Bannister Rd) and Troost.

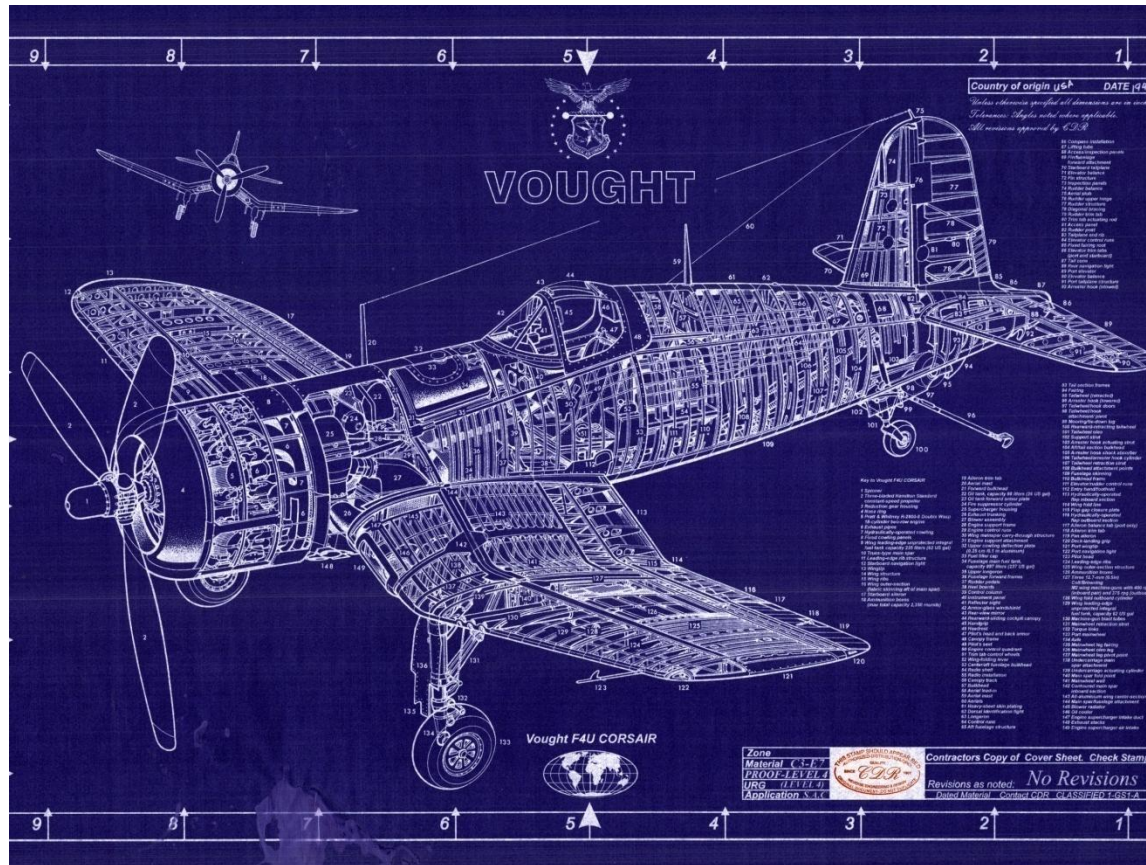
- Although it was owned by the US Government's Department of the Navy, it was known locally as the “Pratt & Whitney Plant”, after its operating contractor.
- At peak production in 1944-1945, the plant employed more than 21, 000 people (about 7000 per shift working 3 shifts a day, 7 days a week). It built the Pratt & Whitney R-2800 Double Wasp airplane engine for US Navy fighters. It employed almost 10% of the Kansas City area population during that time.
- That building, together with several adjoining facilities built after WWII, is currently known as the Bannister Federal Complex and is owned by the US government. Portions are occupied by the GSA, NARA and other government agencies.
- A major portion occupied by the National Nuclear Security Administration(NNSA) and its contractor (Honeywell Federal Manufacturing and Technologies-FM&T) continues in defense production still today in 2009, continuing its original mission to help defend and protect the people of America and the free world.
- This Exhibit is the story of that site, its building, past and present missions, and its remarkable people and its possible future.

The Plant:
at it looked in 1945 at the
end of WWII



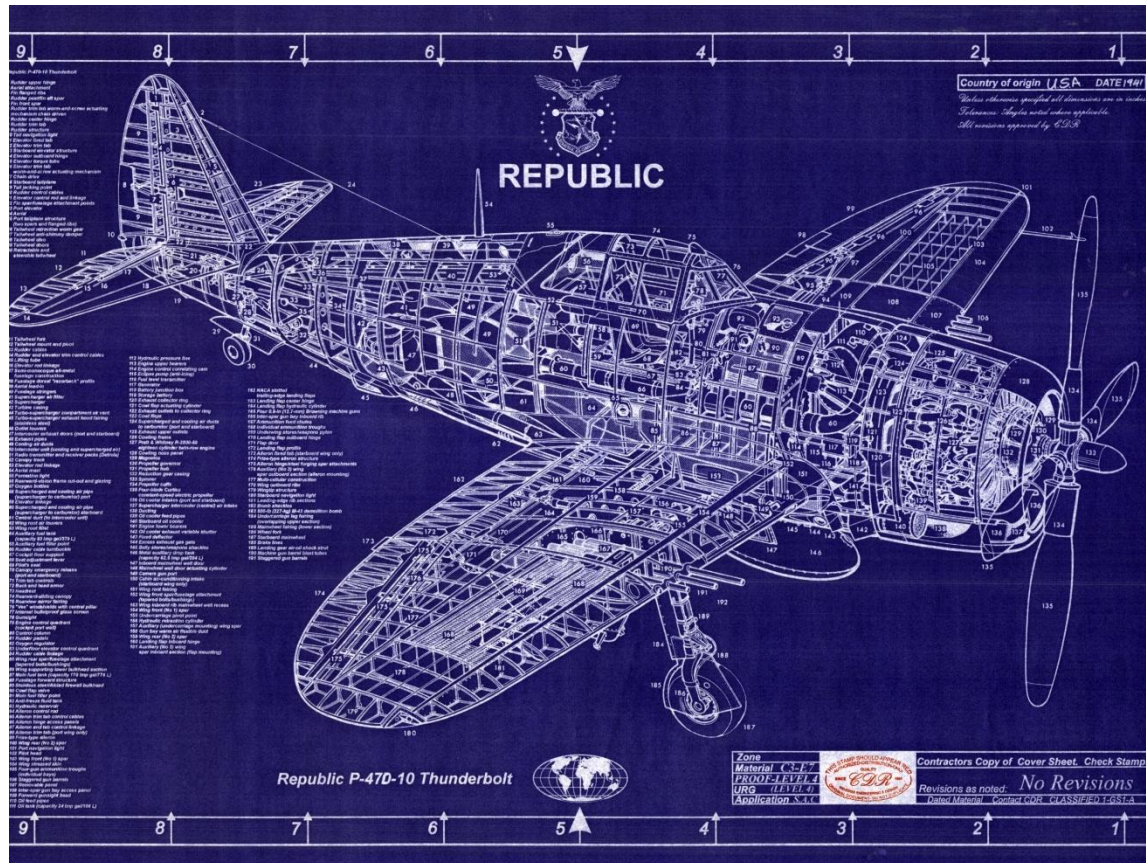
The Plant:
as it looks in 2009





The Vought Corsair

One of the Fighters that incorporated the Pratt & Whitney R-2800 Engine produced at the Plant.



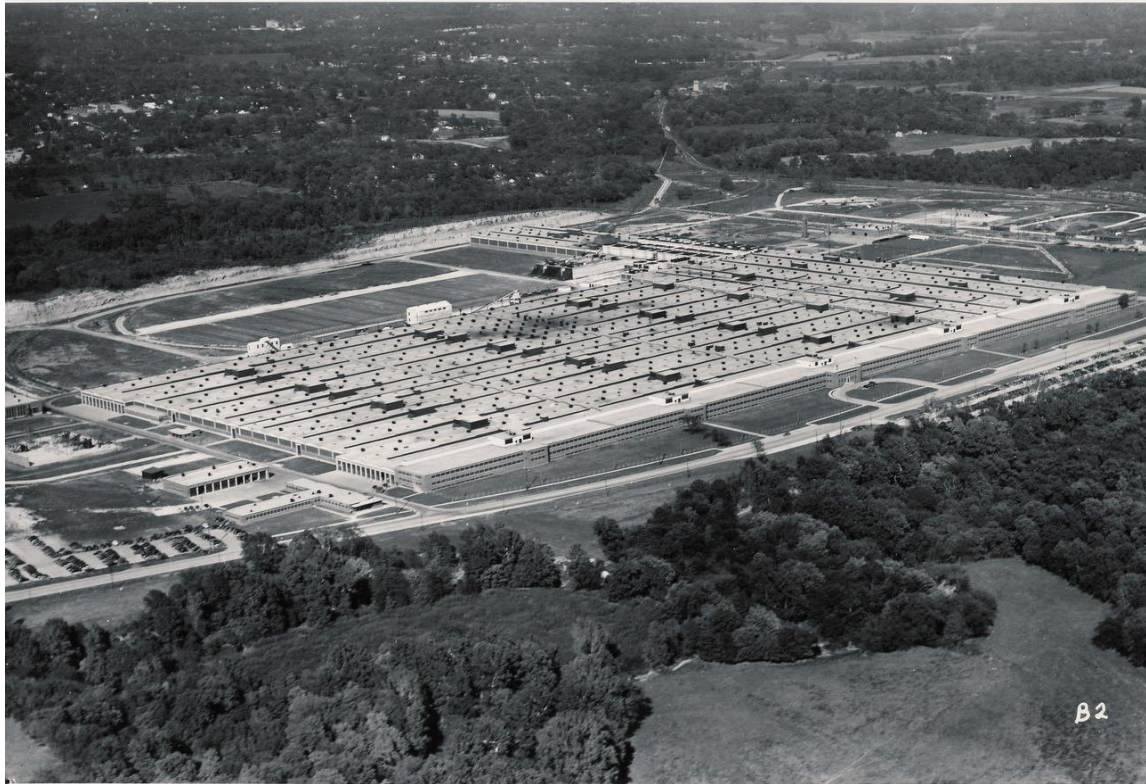
The Republic Thunderbolt

One of the Fighters that incorporated the Pratt & Whitney R-2800 Engine produced at the Plant.



The Atomic Bomb and the End of World War II

The atomic bombs dropped on Japan ended World War 2 and the plant closed on W-J Day, September 2, 1945. The P&W plant played no role in the Manhattan project that developed the bombs, but in 1949 a contractor to the US Atomic Energy Commission (Bendix) began to support the US post war nuclear weapons program. A successor contractor (Honeywell Federal Manufacturing & Technologies) continues to make non-nuclear weapons components to this day.

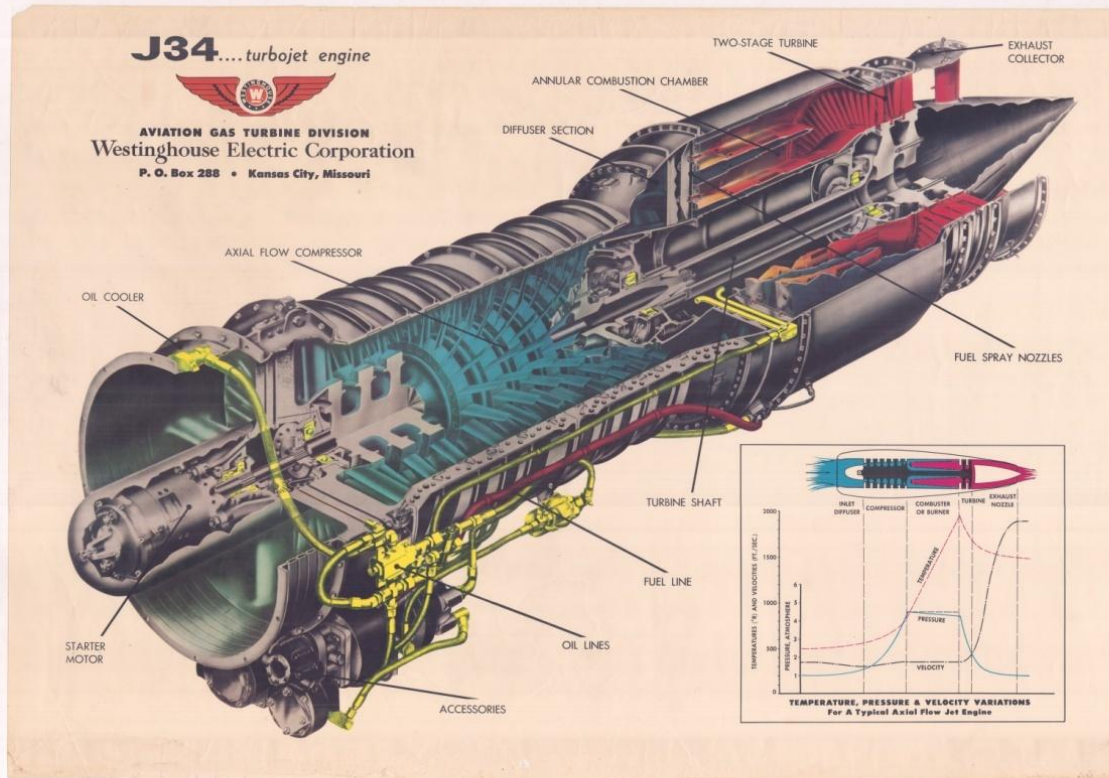


The Empty Plant: 1945-1949

The plant was idle from 1945 to 1949, except for use to store war surplus (tires, sugar, etc) . Some space was also used by local contractors such as the Lingle Refrigeration who produced commercial products as walk-in coolers for food storage



The Banshee Jet Engine Powered Fighter



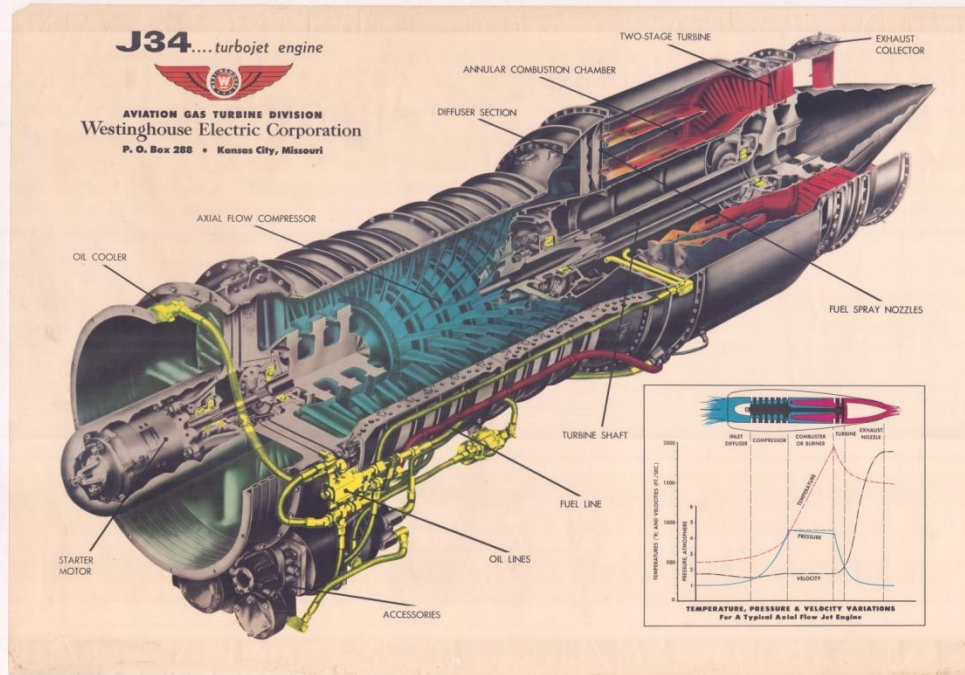
**The J34 Jet Engine-produced by the Westinghouse
 Aviation Jet Engine Company of Missouri
 (from 1949 to 1960)**



The Panther Jet Engine Powered Fighter

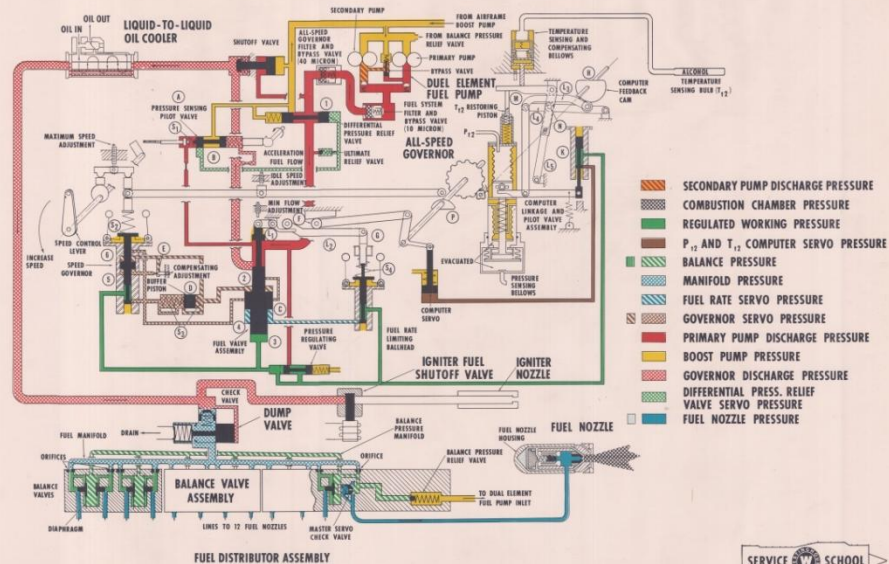


The Goblin Jet Engine Powered Drone Plane

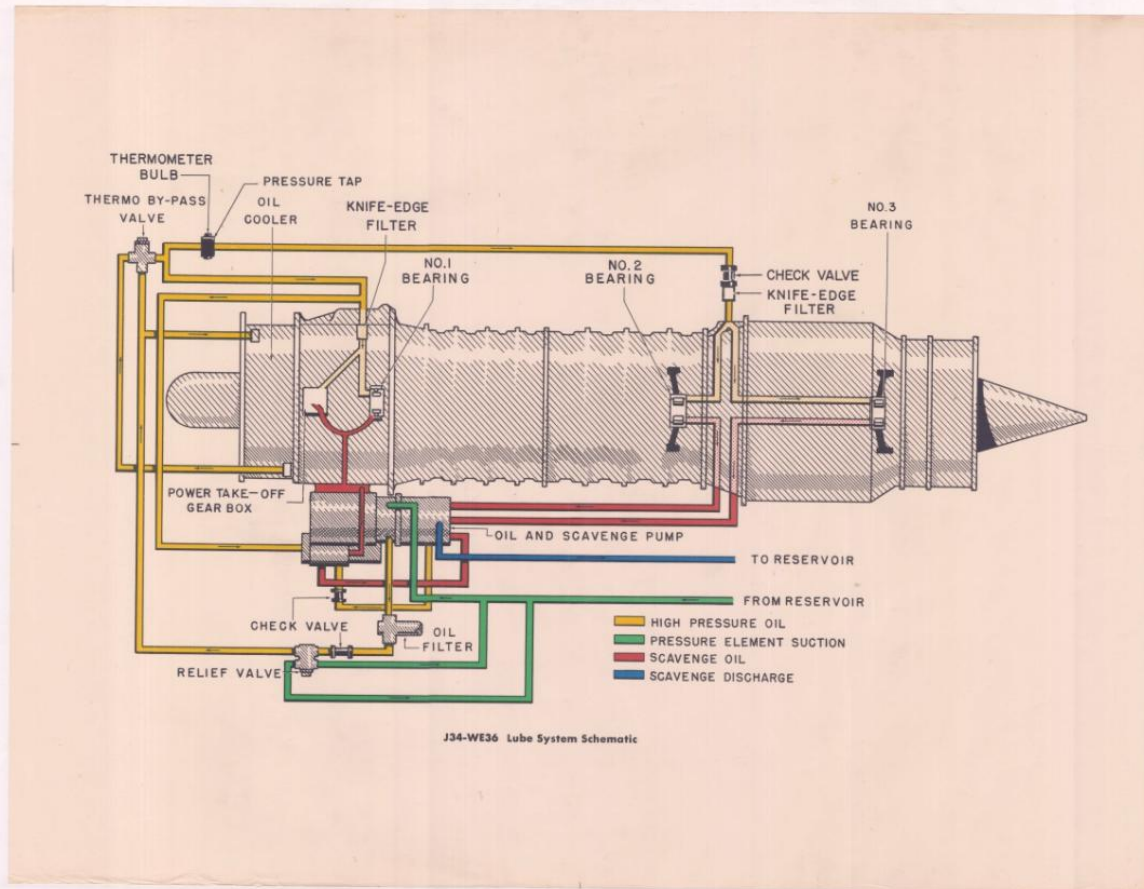


**The J34 Jet Engine-produced by the Westinghouse
 Aviation Jet Engine Company of Missouri
 (from 1949 to 1960)**

J34-WE-46 FUEL SYSTEM SCHEMATIC



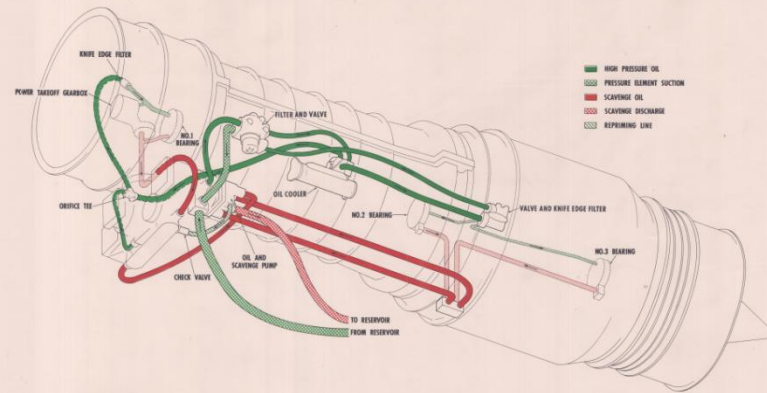
This schematic picture shows the parts of the engine that fed fuel to and powered to jet



Picture # 1 of two pictures showing the important lubrication sub-system of the J34 engine.

This schematic picture shows the parts of the engine that lubricated the moving parts in the jet engine, and includes the color code legend that identifies various parts of the lubrication flow (See next picture also).

J34-WE-46 LUBRICATION SYSTEM SCHEMATIC

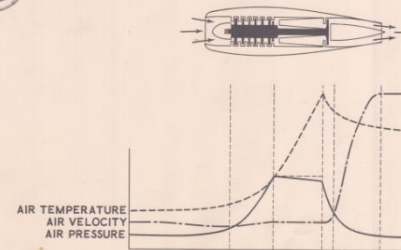
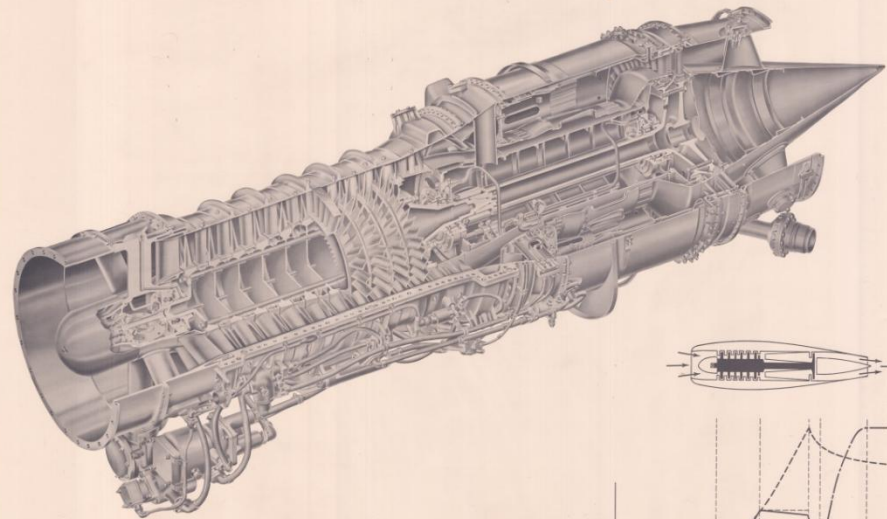


SERVICE SCHOOL

Picture # 2 of two pictures showing the important lubrication sub-system of the J34 engine.

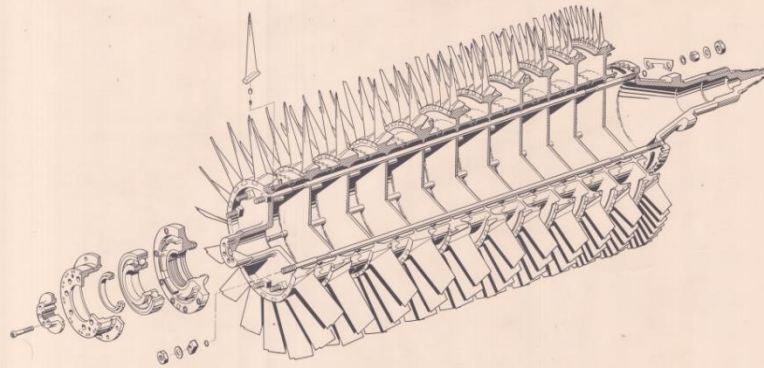
This schematic picture shows the parts of the engine that lubricated the moving parts in the jet engine.

J34-WE-48 TURBINE ENGINE CUTAWAY



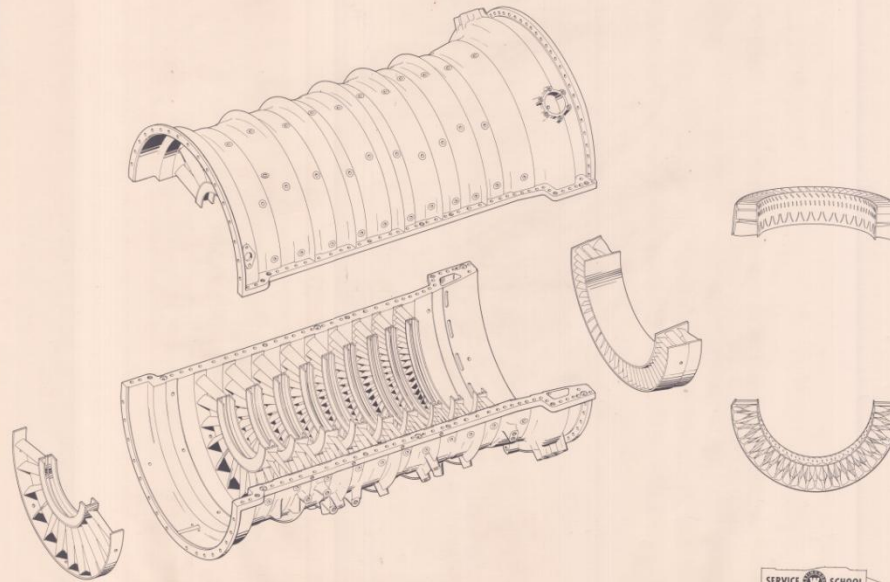
The pieces of the J34 jet engine-Details shown in the next xx pictures

J34-WE-48 COMPRESSOR ROTOR CUTAWAY

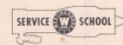
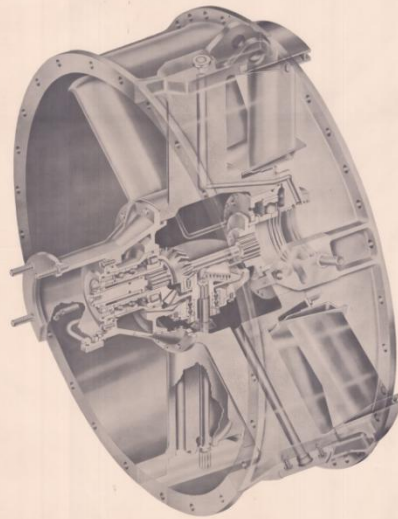


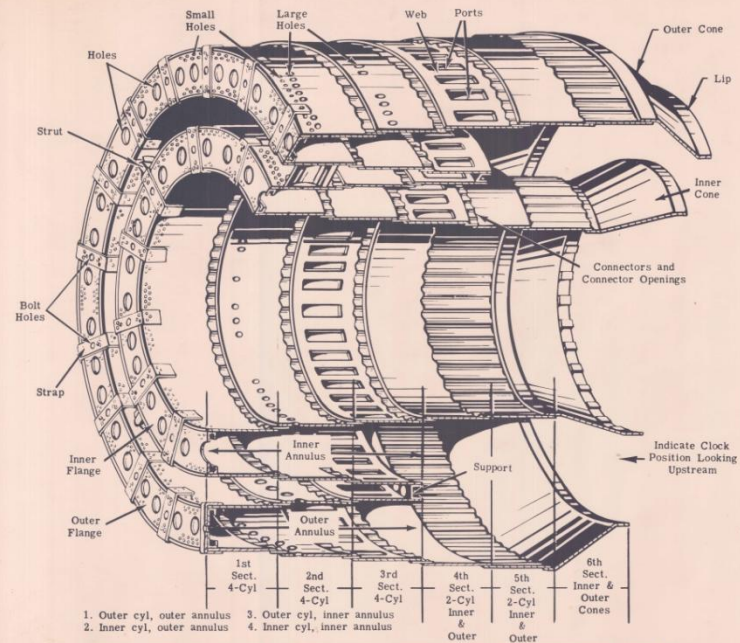
SERVICE  SCHOOL

J34-WE-48 COMPRESSOR HOUSING ASSEMBLY



J34-WE-48 COMPRESSOR SUPPORT ASSEMBLY, POWER TAKEOFF GEARBOX, AND DRIVE SHAFTS

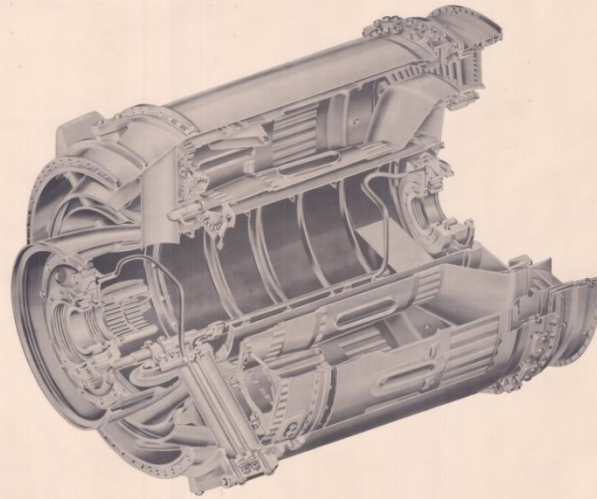




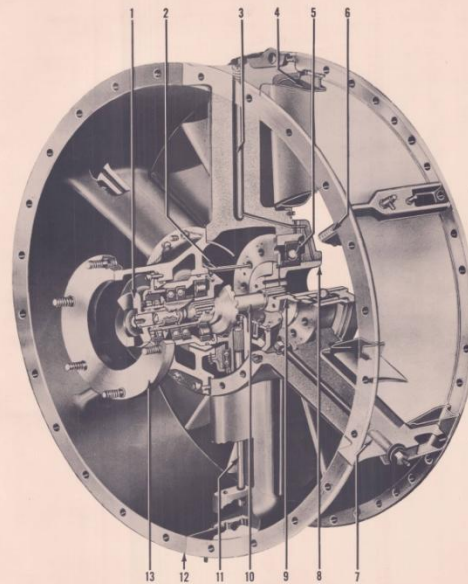
1. Outer cyl, outer annulus
 2. Inner cyl, outer annulus
 3. Outer cyl, inner annulus
 4. Inner cyl, inner annulus

WESTINGHOUSE J34 COMBUSTION CHAMBER LINER NOMENCLATURE GUIDE

J34-WE-48 COMBUSTION CHAMBER ASSEMBLY CUTAWAY

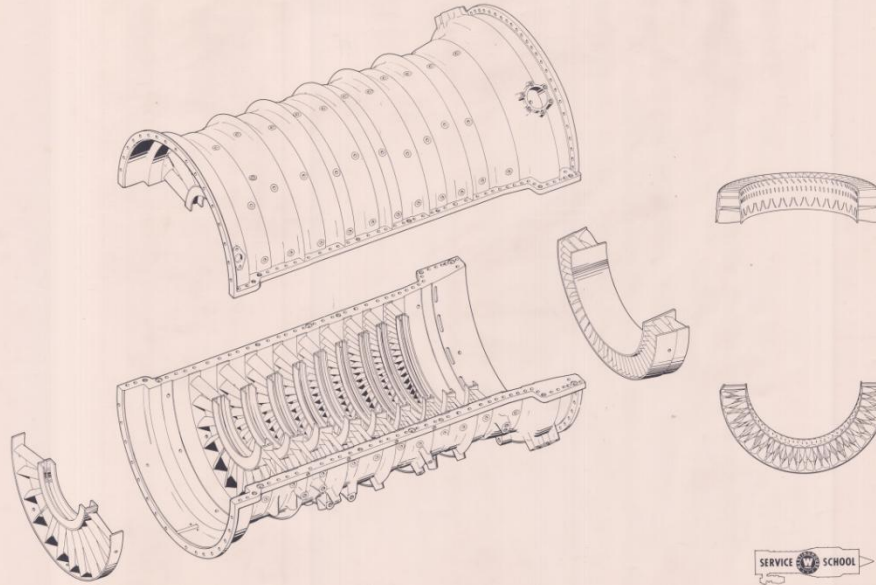


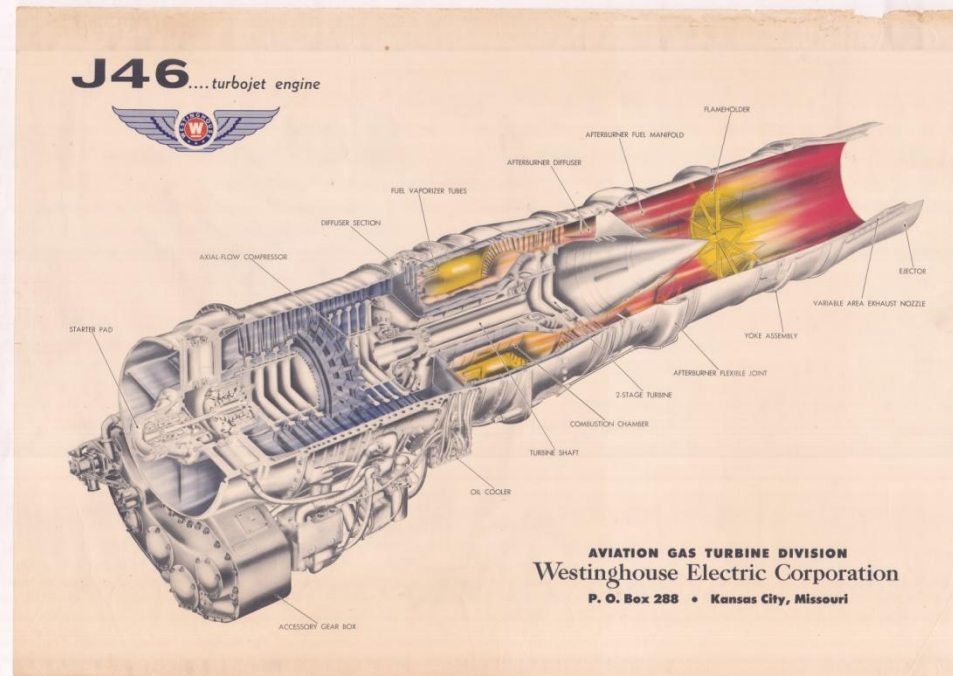
SERVICE  SCHOOL



J34-WE-36 NO. 1 BRG. SUPPORT

J34-WE-46 COMPRESSOR HOUSING ASSEMBLY





The J46 Successor to the J34 Jet Engine



A surplus J34 jet engine was used to propel several jet-powered racing cars after it was no longer used by the Navy in fighter planes.