NPS Form 10-900-b
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United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

XX New Submission ___ Amended Submission

A. Name of Multiple Property Listing

HISTORIC RAILROAD RESOURCES OF KANSAS

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

SETTING THE STAGE: 1855-1864
BOOM TIME FOR RAILROADS: 1865-1890
CONSOLIDATION: 1891-1940
BETWEEN THE WARS: 1918-1940

C. Form Prepared by

name/title DEON WOLFENBARGER, HISTORIC PRESERVATION CONSULTANT

organization THREE GABLES PRESERVATION date JUNE 19, 2000

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)

Richard D. Pankratz DSHPO 8-14-01

Signature and title of certifying official — Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper — Date of Action

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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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 the 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 Project (1024-0018), Washington, DC 20503.

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I. Historical Overview

Setting the stage: 1855-1864

In the first decades of the 1800s in the United States, the principal arteries of travel were dirt roads and natural waterways. The only way to ship natural resources from the western part of the country back to the East was by river boats or horse and wagon. As manufacturers in the East entered the age of the industrial revolution, factory owners were frustrated by their inability to access the vast supply of raw materials required to manufacture their products, or by the high cost of slow transportation of these materials. In turn, it took too long for the goods manufactured in

the East to reach the western frontier. The railroad proved to be one of the key technological advances which not only solved this problem of transporting goods, but eventually shaped the nation. As Ralph Waldo Emerson said, "And the Iron Horse, the earth-shaker, the fire-breather . . . shall build an empire and an epic." By 1835 at least a thousand miles of railroad track had been laid in the United States; by 1840 there were 2,818 miles; in 1850 there were 9,021 miles, and just a decade later, the mileage had grown to 30,626.[1] Most of the fast-growing network of rails during this early period of railway building lay in the industrial Northeast, a key factor in its eventual victory in the Civil War.

Kansas' rail system, like that of many other states in the Midwest and West, began to take form on paper prior to the Civil War. Private companies planned rail lines, generally without connections to any other lines. Of the more than 1,100 lines that were eventually chartered in Kansas, only about 200 ever built any track.[2] The only train to actually run in Kansas prior to the Civil War was that of the Elwood and Marysville Railroad. On April 28, 1859, the company had the first train to enter Kansas by ferrying the engine across the Missouri River and running it on five miles of track that had been laid from Elwood to Wathena. After this initial hurrah, the locomotive was ferried back across the river to Missouri and eventually cottonwood sprouts sprang up between rotting ties.[3] One of the earliest lines chartered that actually resulted in an operating railroad company was the Leavenworth, Pawnee and Western Railroad. Chartered in 1855, its name was later changed to the Union Pacific, Eastern Division (and later, the Kansas Pacific, and then back to the Union Pacific). Construction on this line began in 1863, and the following year it established the first regular passenger service between Wyandotte and Lawrence.[4] A rail line that would later become one of the key companies in the nation was chartered in 1859 by Cyrus K. Holliday - the Atchison & Pikes Peak (later the Atchison, Topeka

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[1]Alfred Chandler, ed., The Railroads: The Nation's First Big Business (New York: Harcourt, Brace & World, Inc., 1965), pp. 3, 13.

[2]William Frank Zornow, Kansas: A History of the Jayhawk State (Norman, OK: University of Oklahoma Press, 1957), p. 135.

[3]Margaret Whittemore, Historic Kansas: A Centenary Sketchbook (Lawrence, KS: University of Kansas Press, 1954) p. 64.

[4]Kenneth S. Davis, Kansas: A Bicentennial History (New York: W. W. Norton & Company, Inc., 1976) p. 99.

& Santa Fe.[5]

Construction of the Atchison, Topeka & Santa Fe was delayed for many years by several factors. The Civil War conflict naturally halted nearly all railroad construction in Kansas. Not including this stoppage of construction, the most far-reaching impact of the Civil War was the resumption of the efforts for a transcontinental railroad, which consumed most of the energies for railway building in the Plains. Prior to the war, Southern representatives and senators had blocked previous legislation for such a project in an attempt to force a southern route. After Secession, these legislators were no longer an obstacle, so on July 1, 1862, President Lincoln signed into law the Pacific Railroad Act. The Union Pacific was one of two companies awarded construction contracts. The route planned by Congress featured a trunk route that would be joined in central Nebraska by five branches originating at the Missouri River: Kansas City, Leavenworth, St. Joseph, and Sioux City were selected, with another Iowa town to be selected later. Three of those towns would directly affect rail lines in Kansas. Although the country's first transcontinental route did not cross Kansas, the transcontinental effort was nonetheless the major impetus for railroad construction in the state. Most of the small early railroad companies chartered in Kansas came about as a result of this quest with the hopes that they would eventually link into a transcontinental route.[6]

More important than the actual route initially selected during this period was the federal assistance that was granted to railroad companies in their quest to reach the West coast. The Union Pacific had received not only its right-of-way from the federal government, but an outright grant of half of the land on a strip ten miles wide on both sides of the track for each mile of road built. This amounted to ten square miles (6,400 acres) per mile of track. The government kept the even-numbered sections and gave the Union Pacific the odd-numbered sections.[7] It was this precedent for huge land grants that set the stage for the vast majority of railroad development in Kansas in the next period of growth. Lincoln eventually signed three immense railroad grants

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[5]Pamela Berkman, ed., The History of the Atchison, Topeka & Santa Fe (New York: Smithmark, 1995), p. 8.

[6]Louis Reed, "Railroads in Kansas," (*Early Railroad History in Kansas Web Site,* http://history.cc.ukans.edu/heritage/research/rr/rrhistory.html, cited 2/19/00).

[7]Maury Klein, Union Pacific: The Birth of a Railroad 1862-1893 (Garden City, NY: Doubleday & Co., Inc., 1987), p. 14.

during his term -- one in 1863 gave the Atchison, Topeka & Santa Fe 2,928,982 acres.[8] In contrast to the companies that received large grants, the smaller railroads had little more than local boosterism to build upon. In fact, enthusiasm was practically the only thing that the first Kansas railroads were able to obtain locally. Most of the capital needed to fund construction came from out-of-state. However, without the federal assistance that came with the Transcontinental push, many of Kansas' lines would never have been constructed.

"Mine eyes have seen the coming . . . " -- Boom times for railroads: 1865-1890

A short time after the Civil War ended, the country was no longer fractured North and South, but was instead split East and West -- geographically, economically and developmentally. The Eastern cities, particularly in the industrial northeast, were joined by a fast-growing network of rail lines. Passengers and freight from the East coast traveling west, however, could only go about as far as the Missouri River to end-of-the-line depots in Council Bluffs, Kansas City, and St. Joseph. The riches of the West seemed out of reach unless a way could be found to encourage settlement and development. Transcontinental railroad fever thus became an integral part of our country's "Manifest Destiny," and the railroads became the major player in the economic, social, and political development of Kansas and the United States.

The desire for east-west connecting railroads was held not only by those hoping to settle in the West, but by the far-sighted Eastern entrepreneurs who stood to profit the most. These businessmen could see that farmers, being able to ship their surplus raw goods back East where they were needed, would also then have the money and desire to purchase finished products from the East, leading to increased profits for factory owners. New strains of seeds and the latest machine technology could be made available to farmers settling in Kansas, enabling them to produce more to ship back to the burgeoning eastern population. Milled lumber could also be shipped out West, allowing settlement to occur in land without access to building materials. Thus the golden age of steam railroading was both spurred and precipitated by the development of the industries to and from which the railroads transported materials and products.

Connection with the West was a military necessity as well, a point often overlooked today in light of the fact that the railroads did not serve much of a military role except for the movement of troops in World War I and II. The success of the railroad in the North's victory in the Civil

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[8]Dee Brown, Hear That Lonesome Whistle Blow (New York: Holt, Rinehart and Winston, 1977), p. 41.

War clearly illustrated the advantages of this mode of transportation, and railroad development in the West was historically promoted from the military aspect as well. Many military installations in Kansas were included on planned routes for rail lines.

The race to join East with West was not the only impetus for rail construction in Kansas. Several lines were planned to connect with Kansas City from many of the rich agricultural areas in the eastern portion of Kansas. The building of lines in northeastern Kansas then stimulated the citizens in the southern counties who hoped to tap into the riches of the Gulf coast area.[9] This resulted in a race within the state among railroad companies to be the first to reach Indian territory (later the Oklahoma border). Three corporations were formed for this purpose, but only one would be granted the right-of-way through the tribal lands. The first to reach the southern border of Kansas within the limits of the Neosho valley would not only be entitled to the right-of-way, but would receive a conditional land grant as well. The Missouri River, Fort Scott & Gulf actually reached the Indian territory first, but the company had rerouted their line so that it no longer fell within the Neosho valley. Thus the Union Pacific Southern Branch was declared the winner of the race to reach Indian territory.

With thousands of returning soldiers available for labor after the Civil War, and a depression in the industrial Northeast leading many to seek new homes and employment in the West, Kansas was ready to encourage migration into the state by building a new transportation network. At the end of 1865, Kansas had only 62 miles of railroad, but added 191.5 miles in the next year alone. A dizzying pace of construction then followed in the next six years, as companies raced to meet the western Kansas border in order to fulfill their contracts with the federal government and keep the lands granted to them. By the end of 1872, there were 2,013.8 miles of track laid in Kansas, an increase of 1,951.8 miles or 3,128 percent since 1865.[10] Just before the nationwide panic of 1873, Kansas had two railroads reach its western boundary and three reach the southern boundary. This construction rate far out paced the rest of the nation, which saw an increase from 30,500 miles of track in 1860 to 192,556 miles by the end of the century - a "mere" increase of over 600 percent.

The nationwide panic of 1873 did slow construction on Kansas lines for about four years, but the

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[9]Zornow, p. 139.

[10]A History of Railroad Construction and Abandonment Within the State of Kansas (n.p., Kansas Corporation Commission, Transportation Division, 1 October 1972), p. 7.

pace picked back up in 1877. From 1877 through 1890, there were 6,782.1 miles of rail built in the state. The next nationwide financial panic in 1893 seemed to affect construction in Kansas for that year only, and the Pullman Strike of 1894 did not affect rail line building in the state at all. Although the rail company headquarters in the East (where many of the Kansas lines were managed and financed) must have been affected by these events, railroad construction in Kansas continued at a dizzying pace after 1877. In 1887 alone, over 2,500 miles were built in Kansas, and an additional 1,000 miles the next year.[11] These miles included a few new major lines, and many branch lines as well. Kansas was now criss-crossed with a modern transportation network that few states could rival.

With so much rail line construction occurring in Kansas, one might expect some complacency on the topic of railroads by its citizens. This was most definitely not the case. Each town knew how critical a rail line was to the economic survival of their community, whether it be an established city or just "plans on paper" for a new community. Town boosters dreamed of the unlimited potential that seemed to be possible with the coming of the railroad. The railroad, quite simply, would save a town. Thus when the first engine rounded the curve and came into the new town of Downsville in 1879 (named after one of the railroad officials and later changed to Downs), a woman was heard to exclaim "Mine eyes have seen the coming of the Lord!"[12]

Consolidation: 1890-1917

Kansas was second in the nation in trackage by 1890 with 8,859.6 rail line miles constructed, giving the appearance of a strong industry.[13] Several factors arose, however, which not only affected the financial and operating sides of the railway companies in Kansas, but the public's opinion of them as well. Unlike many other states, Kansas managed to escape track abandonment during the 1870s and 1880s, but the 1890s saw the beginning of line abandonment in the state. More importantly, the national panics and depressions wrought changes in the management of the various lines in Kansas and affected new line construction.

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[11]Ibid.

[12]John Ise, Sod and Stubble: The Story of a Kansas Homestead (New York: Barnes & Noble, Inc, 1938) p. 102.

[13]A History of Railroad Construction, p. 7; Charles H. Bohi and H. Roger Grant, "Standardized Railroad Stations in Kansas: The Case of the Atchison, Topeka & Santa Fe," Kansas History (Spring 1981): 39.

Consolidation of rail companies had begun nationwide in the 1870s. By 1906 nearly two-thirds of the nation's railroad mileage was owned or controlled by seven groups. Railroads that survived the earlier economic downturns cut costs wherever possible, and that included new construction. The companies that were damaged or ruined by the depression were absorbed by larger railroads. Thus these larger companies actually increased their total mileage in the state without having to construct the actual trackage. This consolidation reduced "wasteful" competition and halted construction of parallel lines.

The frenetic growth of railroads in Kansas was also slowed after the financial Panic of 1893, and the Great Freeze of 1894/1895 forced bankruptcies and consolidation of many lines. These factors certainly attributed to the construction slowdown through the end of the century, but in all probability, it should be attributed to the fact that there was little need for more rail lines. Only 36 miles of road were constructed between 1893 and 1900, but again, Kansas already had over 8,800 miles of track! Kansas also managed to avoid much actual line abandonment before 1900. The first recorded abandonment was only 2.5 miles in 1891, and only 202.5 miles were abandoned in Kansas by the turn of the century, a small amount compared to other states.[14]

What Kansas railroads were not able to avoid was the changing tide of public opinion about the industry. In fact, Kansans were among the leaders in the nation in the Populist party political movement, which had its beginnings with discontent over the nation's railroad policies. Much of the public's reaction had to do with the federal government's policy of donating huge chunks of public lands to the private railroad corporations for construction (this was in addition to large direct-money grants from the national treasury). In the 1870s, Kansas railroad companies still held the more than 10 million acres of land that had been given them or acquired from Native Americans, but paid taxes on only the small portion that they had patented. Since these lands could not be taxed until they were patented, local governments were deprived of needed revenue and the bulk of taxation fell on ordinary citizens. For example, twenty years after receiving its land grant, the Kansas Pacific was paying taxes on only 20% of the land given it. In addition, the taxes paid were for but a fraction of the actual assessed valuation.[15] Additionally, the railroad companies did not distribute the lands in accordance with the provisions of the government's homestead and pre-emption acts, either. When they did dispose of their land holdings, the railroads (especially the Kansas Pacific) often did so in huge tracts to speculators, some of whom

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[14] A History of Railroad Construction and Abandonment, p. 7.

[15] Davis, p. 139.

were not even American citizens, rather than making them available in smaller parcels affordable to most individual farmers.

Kansans were also unhappy about the freight rates set by the railroad companies. Rather than charge flat rates per pound per mile, rates varied according to what was shipped, where it was shipped, and according to the amount shipped. This resulted in schedules so complicated that few ordinary citizens could figure out that the individual farmer was being discriminated against, and the eastern industrialist and other large shippers were not. Railroads also controlled the grain elevators, warehouses, and other storage facilities by the tracks and set storage rates discriminatory to most farmers. Finally, and worse by Kansans' standards, the railroads corrupted the governments with the widespread use of free passes, stock watering, large campaign contributions, and even bribery to ensure actions favorable to railroads.

The grievances of the Kansas farmers against the railroads eventually culminated in a third-party movement which had its beginning as early as 1876 when the first Kansas Grange was formed at Hiawatha. During the real estate boom years of the 1880s, the discontent of the Kansas farmers died down a bit. The discontent flamed back up following the collapse of the boom and the beginning of a prolonged period of drought, coupled with the terrifying multiplication of mortgage foreclosures all across the state in late 1880s and early 1890s. The agricultural depression was also in full swing in 1890. The price paid to Kansans for their corn had fallen below the cost of producing it.[16] On top of that, the shipping costs were so high that farmers claimed it cost one bushel of wheat just to ship the second.[17]

In one historian's opinion, the railroads were viewed by the farmers as "steel-girded monsters of greed having literally the power of economic life or death over western agriculture and the businesses wholly dependent on it."[18] He also states that the "long smoldering discontents of Kansas farmers flared into the greatest political upheaval in Kansas history, one having several of the characteristics of a genuine social revolution, with effects that were national."[19] In June 1890, Grange alliance members assembled in Topeka to form a Kansas People's [Populist] party.

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[16]Ibid., pp. 141-142, 147.

[17]Zornow, p. 144.

[18]Davis, p. 139.

[19]Ibid., p. 147.

A few weeks later, they nominated a full slate of candidates for state office. What followed next was "not so much a political campaign as a religious revival, a crusade."[20]

By the end of the next year, the Kansas example and its Populist leaders had spurred the formation of a national People's party. The railroad issue was a key component of the Populist party's platform. Jeremiah "Sockless Jerry" Simpson, a Kansas party leader, promised that the first official act of his party would be to transfer the Kansas government from the offices of the Santa Fe to the statehouse if it won the election.[21] In 1892, the new party did win a clean sweep of Kansas' state executive offices, elected five of eight congressmen, and gained decisive control of the state senate. They failed, however, by a narrow margin to win clear control of the house, leading to the "legislative war" of 1893. A level of national attention was turned upon Topeka such as the state had not seen since territorial days.[22]

After the turn of the century, a statewide railroad commission was finally given some control of the issuance of railroad stock in Kansas. An anti-pass law was adopted; without free passes to ride the trains, the principal means by which railroads influenced public officials and other molders of popular opinion was removed. There was also a forced reduction in passenger fares, and a maximum freight-rate law that cut grain shipment costs by 15 %. Kansas was not the only state to institute regulation, which led to a maze of differing regulations for each state. Eventually the railroad companies themselves called for national regulation in order to achieve some consistency.

Against this backdrop of regulation and politics, the nation's as well as Kansas' railroads had achieved most of their physical growth by World War I. The nation's mileage reached a peak of 254,037 miles in 1916, while Kansas achieved its peak in 1917 with 9,367.3 miles.[23] This figure does not include approximately 3,000 miles of yards and sidings, and 400 miles of interurban trackage. Thus Kansas had nearly 13,000 miles of total railroad track, placing it among the top

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[20]Ibid., p. 148.

[21]Zornow, p. 144.

[22]Davis, p. 155.

[23]A History of Railroad Construction, p. 7.

states in the country.[24] Nonetheless, in spite of these impressive numbers, signs of impending change and financial stress in the railroad transportation industry were evident. Some companies had overextended their systems and many operated with financial losses. Railroad earnings in constant dollars from 1900 through 1917 failed to keep pace with inflation. In 1916, one-sixth of the nation's railroads were bankrupt, operated by trustees or receivers. Some relatively small companies endured after building tracks to connect regions not supported by larger railroads. Many smaller Kansas companies were forced out of business because they were absorbed into major systems against which they could not compete. The revenue reaped during the period increasingly left the state for the pockets of eastern investors who helped refinance railroads devastated by the economic turmoil in the 1890s. Following World War I, this trend toward consolidation and absentee-ownership would resume.

Between the Wars: 1917-1940

All of the factors mentioned in the previous period contributed to the collapse of the nation's railroad system in 1917. The failure of the railways prompted the federal government's experimentation with nationalized railroads during World War I (1917-1919). When war was declared on Germany in 1917, the railroad presidents signed a resolution stating that they would, in effect, operate their lines as a single "continental railway system." This association did not manage to develop such a system though, and eventually failed to provide efficient service. The National Railroad Administration Board, also known as the United States Railroad Administration (USRA), was organized in April 1917 under President Wilson and maintained control of the nation's railroads for twenty-six months. For efficiency, trains with few passengers were discontinued entirely, and towns not on direct lines for freight saw reduced service. Although the government's operation of the nation's railroads proved to be a costly venture, the experience led to increased regulation of the industry and eventually to overall improved efficiency. The Transportation Act of 1920 not only returned the railways to the private sector but also strengthened the 1887 Interstate Commerce Act., making it difficult for companies to resume their pre-war discriminatory rate practices.

Like all other aspects of American business, the Great Depression had a huge impact on the economics of the railroad industry. Companies that were already financially strained were forced out of business, and the consolidation of companies that began in the last century continued with

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[24]Robert Collins, Ghost Railroads of Kansas (David City, NE: South Platte Press, 1997), p. 5.

ever-larger companies being formed. The nation's rail mileage peaked at 254,037 miles in 1916; by 1925, national mileage had fallen to 249,398 and it had declined to 233,670 by 1940. In Kansas, new construction of tracks slowed greatly after 1917, and came to a virtual standstill by 1928. No railroad track miles were added in Kansas between 1928 and 1944, and in that year, only 7.5 miles were built. Abandonments began to occur with increasing regularity staring first with the unprofitable segments -- usually the branch lines between small towns. For towns left completely without a railroad, the effect of abandonment was often devastating. There were 122.4 miles of track abandoned in Kansas during 1933, and 404.9 miles the next year.[25] Abandonment of lines was just one of the programs used by railroad companies to increase efficiency. Facilities were overhauled, leading to the demolition of historic railroad structures, buildings, and equipment. Modernization of railroad facilities, however, was seen as critical to the survival of rail companies in light of a new threat -- the development of other modes of transportation.

Even after the economic woes of the Depression were faced, the financial stability of railroads did not improve during the 1930s due to the increasing competition for both passenger and freight traffic from automobiles and long-haul trucking. Prior to the Depression, both federal and state governments had begun support for the construction of paved roads and bridges, with many of the construction projects aimed at giving jobs to the unemployed. The nation's highway system had improved to a point that truckers were able to lure freight business from railroads, especially for less-than-carload amounts (LCL). Additionally, private citizens felt comfortable driving their personal automobiles for long trips rather than traveling by train. Between 1929 and 1940, private automobile travel increased from five times to twelve times the amount of passengers carried by train.

The automobile and trucking industry were not the only emerging modes of transportation that affected railroads. Air passenger service increased more than a dozenfold in the decade between 1930 and 1940 to over a billion passenger miles. Airmail service, introduced in 1918, further reduced the need for rail express mail services. The railroad companies did not sit idly by during this decline, however. They began to aggressively market passenger trains in the 1920s, much in the same way they had promoted land sales decades earlier, with promotional campaigns aimed to combat the lure of the highway. To appear up-to-date and modern, streamline trains were introduced with design elements borrowed from the Art Deco, Moderne, and Streamline movement of the 1930s. The Union Pacific Railroad first introduced the nation to streamlined

[25]Ibid.

trains with the "City of Salina" in February 1934.[26] Diesel engines were another twentieth century railroad technology. Although introduced earlier, they weren't used with any frequency until the late 1930s after it was realized they were 50 percent cheaper to operate and offered increased locomotive power as well.

The decline in railroad traffic due to the new modes of transportation was briefly halted during World War II, but began again in earnest after the war. From that point on, railroad companies would continue to merge, abandon lines, streamline, and consolidate their operations in an attempt to survive. Lines in Kansas would be abandoned at a comparatively slow but steady rate. 100 miles were abandoned in 1940 and 112.6 in 1967, but most years saw between thirty to fifty miles per year abandoned up through 1972.[27]

II. The Role of the Railroads in the Settlement and Development of Kansas

Native American conflicts: 1867-1880

Throughout the history of the United States, the confrontation between Native Americans and the incoming European settlers who desired their lands has been an unfortunate saga. Although the outcome was basically no different in Kansas, some of the events differed because of the role of the railroads. In Kansas, there were no hordes of settlers desiring the land in western Kansas; it was the construction of the railroad itself that served as the instigator of the Plains Indian conflict. The earliest strife centered around the building of the Kansas Pacific's tracks through the heart of the hunting grounds of the Sioux, Cheyenne, and Arapaho. Thus the peak years of Indian resistance to railway construction on the Kansas Plains were from 1867 to 1869, foretold ominously by Albert Richardson in 1866 after taking the railway from Leavenworth to Topeka. "It leads through the old Delaware reservation, no long open to settlement, but great cornfields and herds of cattle already appear. The remaining members of this and other Kansas tribes will soon be removed to the Indian Territory, or some other remote region. The whites want their lands -- and have the power."[28]

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[26]Don Ball, Jr., Portrait of the Rails: From Steam to Diesel (New York: Galahad Books, 1972), 72-75.

[27]A History of Railroad Construction, p. 7.

[28]Brown, p. 78.

Although Native Americans have historically been cast in the role of villains in the settlement of the West, in general these confrontations were greatly exaggerated. More overland emigrants were killed by accidental gunfire than by Indian attacks, and "Cowboys and Indians" rarely came into contact with each other since the shifting cattle trails usually ran east of Native American hunting grounds. In the case of the railroad workers on the Kansas Pacific, however, the threat of attacks from Indians was very real and frequent. The "Iron Horse" was hated for its violation of the hunting grounds and for driving away wild game. Attacks from Native Americans on railroad construction crews began after the Civil War west of Salina, with surveyors, graders, track layers, and train crews all suffering challenges. In the spring and summer of 1867, the Cheyenne, Sioux, and Arapaho raided the track between Ellsworth and Fort Hays. In June 1867 at Monument Station, a thousand railroad workers picked up rifles and refused to work further until a regiment of Kansas volunteer cavalrymen arrived.[29]

President Grant was pressured by railroad owners, contractors, and promoters to do something about the Indians. They were impeding forward progress on the railroads in a part of the country where the terrain did not present any obstacles to construction. Grant called in the Army to help push the routes through, and several forts in Kansas were established to protect the railway construction crews. General Sherman then devised a plan to drive all the Plains Indians north of the Platte and south of the Arkansas River, leaving a wide belt for the transcontinental railroads. Lt. Col. George Armstrong Custer had arrived at Fort Riley in 1866 to assist with the organization of the Seventh Cavalry, a regiment formed to drive the Plains Indians from the path of the railway.[30] Along with General Hancock, he burned villages and killed Native Americans indiscriminately, signaling the start of the Plains Indian wars. Little construction was possible without the assistance of the military, and even passengers along trains were armed in case of attacks.

Besides direct physical confrontations, Native Americans in Kansas were threatened by something far more serious to their survival -- the eradication of the buffalo from the Plains. The Indians depended on the buffalo for almost every aspect of their lives. According to some scholars, buffalo numbers may have reached more than thirty million in the early 1800s. Although vast herds were still roaming in 1860, there was a marked reduction in their numbers almost immediately upon the construction of the railroad. Not only did the tracks disrupt the

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[29]Ibid., pp. 85-86.

[30]Brown, pp. 78-79.

buffaloes' grounds, but the railroads helped fuel and feed the desire for buffalo hides in the East. Additionally, professional buffalo hunters were hired by meat contractors to provide food for the railroad construction crews. One of these hunters was William "Buffalo Bill" Cody, who earned his nickname at Sheridan (near present-day Wallace) in a shooting match with Billy Comstock.[31] Cody reputedly killed 4,280 buffalo in 18 months to almost single-handedly feed the army of railroad workers.[32] Soon it became fashionable to hunt buffalo for "sport" from the windows of moving trains. The railroads, eager to introduce passengers to land not yet settled, promoted buffalo-hunting excursion trips at reduced fares. Commercial killing for meat and buffalo robes began as the rails advanced through Kansas. When it was discovered excellent leather could be made from buffalo hides during a nationwide leather shortage, a wholesale slaughter of the animals began. By the summer of 1872, there were at least two thousand men hunting buffalo for only their hides west of Wichita and south of the Arkansas River, and at least that many hunting north.[33] By 1880, the buffalo had disappeared from Kansas and was rapidly approaching extinction with just a few hundred left in the country. The loss of the buffalo was directly linked to the starvation of the Plains Indians over the cold winters in the late 1800s. Not only did they depend upon the buffalo for food, but for other material culture items such as shelter and clothing.. The spiritual life of the Plains Indian was dependent on the buffalo as well, and without it, their traditional lifestyles were destined to change.[34]

Lastly, the lives of Native Americans were also directly affected by the railroads through the outright purchase of their lands. Although many of these purchases were relatively peaceful in their transaction, they nonetheless were naturally conducted to the benefit of the railroad companies. In addition to the millions of acres granted to the railroads outright by the federal government, several more million were purchased from various Indian tribes. This obviously reduced the lands for Native Americans, as well as encouraged further settlement from whites through the later sale of railroad lands.

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[31]James L. Ehernberger & Francis G. Gschwind, Smoke Above the Plains (Callaway, NE: E. & G. Publications, 1965), p. 8.

[32]Davis, p. 106.

[33]Ibid., pp. 106-107.

[34]Brown, p. 203.

Kansas Cattle towns: 1867-1917

After the Civil War, the fast-growing population in the North and East demanded meat, or more specifically, beef. Although cattle could be raised in many places in the United States, transportation to the high population centers of the country was a problem until the railroads provided a quick and comparatively inexpensive solution. Cattle raised in the west, particularly Texas, could now be shipped to the stockyards and slaughterhouses of Kansas City, Omaha, and Chicago via routes through Kansas. As the rails built westward across Kansas, new shipping points -- cattle or "cowtowns" -- were created in order to be closer to Texas and still be located in unsettled country. Since farmers did not appreciate cattle drives through their fields, the cattle shipping points were forced further south and west in Kansas. Some cattle towns were formed practically overnight, only to quickly lose their claim to fame as the line moved further south and west.

Prior to 1867, there was a quarantine against Texas cattle in Kansas due to the fear of splenetic fever carried by ticks. The Kansas state legislature drastically changed this statute that year. A few weeks after this new legislation, Joseph McCoy came to Kansas and selected the tiny town of Abilene on the Kansas Pacific as a shipping location for Texas-driven cattle. Even though Abilene was located above the quarantine line, he persuaded the Governor to approve of a trail through the quarantine area to the community.[35] He invested $35,000 for building stock and shipping yards to accommodate 3,000 cattle, and a new industry was born in the state. For nearly twenty years there was an endless stream of longhorn cattle driven up from Texas to various shipping points in Kansas, eventually to end up in eastern markets.[36]

With Texas cattle came Texas cowboys -- men who gambled, drank, fought, and fraternized with prostitutes. As the *Record* of Topeka on 5 August 1871 recorded of Abilene, this conduct was not typical of Kansans. "When you are on the north side of the track you are in Kansas, and hear sober and profitable conversation . . . .; when you cross to the south side you are in Texas . . . " Other towns deservedly earned a disreputable status. The *Junction City Union* on 6 July 1871 described Hays City as "a row of saloons on the Kansas Pacific . . . the Sodom of the plains." [37]

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[35]Robert R. Dystra, The Cattle Towns (Lincoln, NE: University of Nebraska Press, 1968) p. 21.

[36]Whittemore, pp. 64-65.

[37]Davis, p. 112.

As settlement moved west, so did the cattle towns and the general lawlessness they attracted. Solomon, Salina, Brookville, and Ellsworth -- each took turns attracting some of the cattle trade. On the Santa Fe railroad, Newton became a strong competitor for cattle shipping in 1871. However, all of these towns were glad to exchange the accompanying rowdiness for civilization, letting Wichita take its place as the next premier cow town. Wichita's glory as the northern terminus of the Chisholm Trail was short-lived, and in 1876, Texas herders turned towards Dodge City.[38] For a "long and lurid decade," this last town became the major cattle market for the entire Southwest and remains in most peoples' minds as the archetypical Wild West town.[39] Names like Bat Masterson, Wyatt Earp, Doc Holliday, and "Wild Bill" Hickok are forever associated with these towns created by Kansas railroads.

Towards the end of the nineteenth century, the days of the open range cattle drives were numbered, but Kansas railroads still played a key role in the development of the Kansas cattle industry into the early twentieth century. The rails were still essential to the shipment of cattle, and the industry was often at the mercy of the railroad companies. Not only did cattlemen believe that the shipping rates were unfair, but that many of the stockyards were also under railroad control. The fledgling Kansas Livestock Association became active in politics in the hopes of changing many of the railroads' policies that affected its members. Like others, they were opposed to free passes for government officials, but were careful to see that the new anti-pass restriction passed in 1907 did not exclude the established practice of free transportation for cattlemen to accompany their shipments of cattle.[40] As truck transportation for cattle eventually overtook the railroads later in the twentieth century, cattle-related resources that grew up around many Kansas railroad stations were eventually demolished. Stock pens, which were once common sights in Kansas cattle towns, as well as several other structures related to livestock handling, are now rarities in rail yards.

Settling Kansas: 1865-1917

Cattle towns were by no means the only type of communities founded in Kansas as a result of the railroads. Unlike the eastern portion of the United States where railroads generally linked

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[38]Whittemore, p. 65.

[39]Davis, p. 111.

[40]Charles L. Wood, The Kansas Beef Industry (Lawrence, KS: Regents Press of Kansas, 1980), p. 153.

already established communities, in Kansas the companies were building through primarily wilderness -- an area historically thought of as part of the "Great American Desert." Although the earliest railroads in eastern Kansas also tended to connect existing towns, in the central and western portions of the state, railroads were built ahead of settlement. It is difficult to overstate the influence of railroads on settlement and town location in western Kansas, and its effect on the vitality of all communities throughout the state. The railroad did more to create towns and shape the development of Kansas and the western United States than any other single force in the nineteenth century. For the first time for the majority of the state, its citizens could rely on a vital transportation link which gave them access to national markets. The railroads helped turn the state into one of the leading agricultural regions of the country by allowing its produce to be shipped to more populous markets. In turn, it also gave Kansans access to all the comforts, news, and even entertainment found in the rest of the country. So critical to the survival of towns were railroads that some communities packed up and moved the entire town to a new site along the line if they were overlooked. A connection with a railway was a key to prosperity.

Although the Homestead Act of 1862 was conceived to promote western settlement, it was really the railroads that settled Kansas. For one thing, railroad companies were the largest landholders in the state, with over ten million acres either earned through federal grants or directly purchased from Indian tribes. The federal government had originally given the railways huge tracts of land so that they could sell the unused sections to obtain cash to finance continued construction and operation of their lines. However, the railroads came to realize that, in most cases, they would not profit from the direct sale of the huge land grants. Instead, their profits would come later when the land adjacent to their routes was settled, assuring future freight and passenger revenue.

To declare that settlers were not waiting at the borders of Kansas after the rail lines opened the western part of the state is an understatement to say the least. For most of the state, when the rail lines were built across large expanses of undeveloped territory, they were building through part of Native American hunting grounds -- a part of America which geography had taught for nearly fifty years was part of the "Great American Desert." The siting of new communities in this area, therefore, occurred almost totally at the whim of the railroad or its employees. First to be constructed were fleeting "end-of-track" towns -- communities whose purpose was to house the railroad workers at the end of the line as they pushed ever westward. Its citizens were the construction workers, engineers, and supervisors who built the road, as well as the tradesmen, gamblers, saloon keepers, and prostitutes who attended to their various needs or desires. The towns were comprised of tents and rickety prefabricated wooden structures. When it was time to move further on down the line, the town was loaded onto a flatcar and moved to a new rail terminus -- hence the term "hell-on-wheels." As one historian noted of these Kansas towns, they

were "instantaneously born on the wild prairie or plain, lived vivid violent lives for a few weeks or months, then suffered instantaneous death" after they were dismantled and moved.[41]

Even though the end-of-the-line towns were ephemeral, due to the technology of steam locomotion, it was necessary to have some stops along the lines in order to provide refueling and watering points for steam locomotives as well as telegraph communication for train operations. Additionally, it was hoped that eventual settlement of new railroad towns and surrounding agricultural lands would bring in much needed revenue for the railroads. Thus the railroads planned stops at regular intervals along their routes. As previously noted, though, the settlers did not rush to these new Kansas towns with enough speed to suit the railroads. It became necessary for the companies to lure new citizens to the state. To accomplish this, railroad companies created their own land departments or hired agents through real estate companies. They printed maps that depicted settlements, routes, and the lands available for purchase from the company; timetables for travel in order to view land for settlement; and guidebooks extolling the virtues of Kansas. These publications were full of the hyperbole of the era, such as the one seen in Figure 1. Note the visual illustration showing the difference between a farm on the prairie, and one in the woodlands. After six years on the railroad land in the prairie, a settler could expect several farm buildings, row crops, and a lush orchard. After ten years in the woods, a farmer would still be living in a ramshackle log cabin, barely able to clear the forest and eke out a living. To further entice prospective settlers, discounts were given for rail tickets on a trip to look at land, with eventual rebates of fares once a purchase was made.

So eager were the railroads to dispose of their land that many were sold at attractive prices, often for the $1.25 to $2.50 per acre commonly charged by the federal government for public lands. The Santa Fe, however, charged $7.00 an acre for its richest land in the Arkansas River valley.[42] Even with low prices, the railroads often had difficulty selling the land because most settlers could not pay in cash. It was necessary to look elsewhere for groups of people with the ability and desire to purchase land. Land-hungry Europeans were a logical solution, and for this, railroad companies created Bureaus of Immigration which not only employed agents in Europe, but co-operated with steamship lines for overseas travel, met the new immigrants at eastern seaports, and then ran special cars for them out West. Once the railroad companies were able to convince Europeans to settle in Kansas, their promotional efforts turned towards Kansans to

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[41]Davis, p. 100.

[42]Ibid., p. 113.

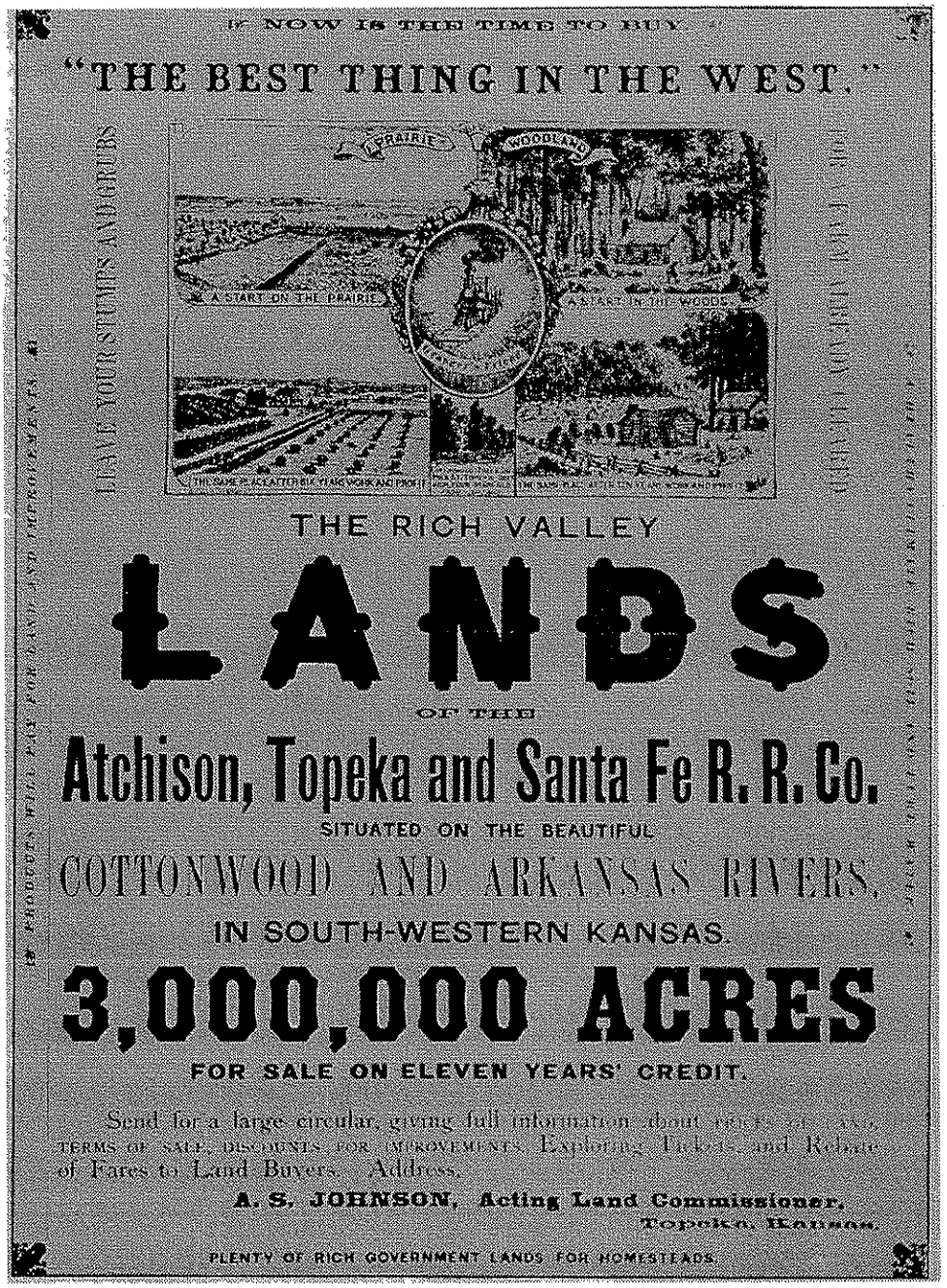

Figure 1: From The History of the Atchison, Topeka & Santa Fe

convince them that the railroads were attracting European immigrants of "the better sort." Of the Russian-German Mennonites, Noble Prentis of the Topeka *Blade* wrote on 10 November 1873:

> The Mennonites are a class of citizens that will become more readily Americanized than many of our best classes of foreign citizens. They are liberal in sentiment, frugal and industrious in habits, peaceful from their principle, and can readily be brought to understand and adopt our American manners an customs. We may regard them as one of our very best classes of citizens. Added to this, . . . few of them have less than $2,000 or $3,000, while many are reported to be worth $10,000, $20,000 and even more. They will make the beautiful valley of the Arkansas blossom as the rose.[43]

Selling Kansas to immigrants may have been a more difficult task than selling the immigrants to Kansans as the state had "bad press" in the early 1870s due to several unfortunate circumstances. However, the railroads must have been able to overcome incidents such as the highly publicized grasshopper plague of 1874. Although bad for the state's image, it did not seem to slow migration into the state according to statistics.[44] Neither did periods of drought seem to have any effect, other than perhaps cause the railroad promotion departments to redouble their efforts. To counter the negative stories coming out about Kansas, the Santa Fe organized an excursion in which three hundred newspaper editors were invited to visit the state during the summer. Resulting favorable stories helped encourage migration into the state.[45] In 1870, the population of Kansas was 364,399, more than double since the end of the Civil War. In 1875, just after the grasshoppers, drought, and panic of 1873, the population was still rising at 528, 437, and by 1880, it was 996,096, an increase of almost 174 percent.

Railroad lands were by no means the only lands open to settlers, as millions of acres of public lands in Kansas were appropriated according to the Homestead Act. By the mid-1880s, though, railroad lands were about all that remained available. In the western section of the state, the price ranged from three to five dollars an acres, while in the eastern part it was higher at five to eight

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[43]Norman E. Saul, "The Migration of the Russian-Germans to Kansas," The Kansas Historical Quarterly (Spring 1974): 48.

[44]Davis, p. 122.

[45]Zornow, p. 164.

dollars.[46] Farmers complained that the railroads did not always make their lands available in plots reasonable for the average person to purchase, and were especially incensed by the cases where very large sections of railroad land were sold to foreign interests. Nonetheless, the state's population continued to increase to 1,268,530 in 1885, and rose by another quarter million by 1890.

Although rising, the population was shifting throughout the state. Cyclical misfortunes in finances and weather occurred in the late 1880s, and many of the railroad boom towns were abandoned or barely survived. A bust in land prices, national panics, blizzards, and a cycle of dry weather all contributed to almost total depopulation of large areas of western Kansas. At least half of the people who had lived on the high plains of Kansas in 1886 had left by the end of the decade. Hugoton, the county seat of Stevens County, is said to have been reduced at one point to a mere dozen occupied houses; its population by 1915 was still only 308. Another county seat town, Leoti, had only 273 residents that same year.[47] Although certainly not responsible for weather, the railroads were blamed for much of the financial woes of not only the nation, but specifically for Kansas farmers. However, in spite of hard financial times, the railroads still had to run, and in larger communities, repair shops and division headquarters provided needed jobs. The railroad payroll greatly benefited the local economy, with section men, station agents, locomotive crews, and their families. Particularly in the latter years of the 1880s, rail line construction was still occurring at a rapid pace, and these crew members brought in much needed income. The cattle industry depended upon the railroads more than ever, and the lines were critical to the coal mining industry in southeastern Kansas. Thus even after the initial development and settlement of communities, the railroads remained necessary to the survival of Kansas agriculture, industry, and its communities.

III. Architecture of Kansas Railroads: 1865-1940

Just as they influenced the location and development of many Kansas communities, the railroads influenced the physical arrangement of the built environment within those communities. The railroad companies were obviously directly responsible for the construction of their own buildings and other railroad-associated resources, but the level to which a railroad influenced a

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[46]Ibid., p. 166.

[47]Davis, p. 127.

town's layout was usually dependent upon when the town was founded in relation to the coming of the railroad. In communities that were settled before the coming of the railroad, the railroad company was forced to put its station wherever it could find available land, although the goal was always to place it as close to the commercial center as possible.[48] In communities that were founded after the coming of the rails, a pattern of development emerges that is so prevalent that a majority of these Kansas towns share similar layouts and look very much alike. Here the railroad stations were invariably located at the head of the main street. Close by the station were buildings that served that served passengers -- hotels, cafes, and liveries. Also nearby were the local businesses that depended upon the freight services of the railroads -- grain elevators, coal sheds, stock pens, mills, and factories. The prominent location of the stations indicated their importance to the community. Some communities would expand and develop on both sides of the tracks, but in others the railroad stations remained at one end of town.

The first building in a town platted by a railroad company was usually either the depot or a land office. These were generally crude structures hastily built during the initial phase of railroad construction. Portable shacks or old box cars were often used until the railroad could afford to built a replacement. After a community proved itself prosperous enough to warrant such a building, a permanent depot was constructed. Most of these were still simple spartan buildings as railroad companies continually needed to keep costs down. The depots on the Kansas Pacific in the late 1860s were very simple gable roof buildings over a wood frame rectangular shell. Board-&-batten construction kept down costs as it utilized less wood, few nails, and was quicker to complete. The only difference between the early stations along the line was size.[49] Some travelers felt that Kansas depots were distinguishable from the rest of the country's for their poor quality and their dullness. The smaller ones, in particular, were "of the dullest and most despicable types. I saw few elegant and commodious stations while in this rather unpleasing part of the Republic. . . I suppose a railway company . . . cannot afford to spend large sums for such accommodations and the absence or rather reduction in this item of expenditure is one of the causes why railroads out there have such poor buildings for the public."[50]

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[48]Although today the term "station" is often used interchangeably with "depot," historically a station referred to all of the railroad-associated buildings and grounds.

[49]Roger H. Grant, Kansas Depots (Topeka, KS: Kansas State Historical Society, 1990) o, 22.

[50]Grant, Kansas Depots, p. 12.

Citizens would naturally have resented comments such as those above, and realized the effect that an inferior depot could have on their community. After all, the depot was the first building seen by an incoming visitor, and the last one seen as they left. Thus once a town was lucky enough to secure a depot, complaints began almost immediately about its quality. Requests for a better depot were made by citizens, politicians, and newspapers alike. Next to complaints against railroads for high and discriminatory rates in the late nineteenth and early twentieth century, the number of complaints about inadequate depots was probably the next highest.[51] It was obvious why each town felt they needed a new depot -- as critical as a depot was to its economic survival, it was also an important symbol of the town. Ever concerned about cost, railroad companies did not immediately respond to requests for new depots. Although some companies were beginning to prosper, new tracks were still being laid in the 1880s and future revenue remained uncertain. It was still necessary to contain costs as it was very difficult to predict the amount of traffic that might be generated in a newly settled town. Even though stops might be planned every five or ten miles, the reality was that many of these places would never be more than a "whistle-stop."[52] In Kansas, which by 1890 was second in the nation in track mileage, a very high number of depots were constructed which would end up serving very little traffic. Thus, lowering the cost of construction was a prime concern for railroad companies.

In addition to lowering construction costs, the costs of *designing* the large number of Kansas depots prompted railroad companies to refine the craft of architectural standardization. By having standardized plans prepared internally, the cost of hiring an architect for each station was obviously eliminated. After a short time, railroad companies' prior experience with building depots led them to develop a pared-down building where form met function perfectly -- a linear rectangle oriented to the tracks containing a waiting room, agent's office, and freight/baggage room. This combination depot offered a sheltered area for passengers to wait to board trains, a room for freight and express packages to be stored, and an office for agents to both sell tickets as well as tend to relay orders for trains. For towns with more traffic, rail companies might erect two separate buildings -- a passenger depot and a freight house. Again, standardized plans would be used for most of these buildings.

Not only were standardized depots cheaper to design and construct, but the convenience of such

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[51]H. Roger Grant and Charles W. Bohi, The Country Railroad Station in America (Boulder, CO: Pruett Publishing Company, 1978) p. 11.

[52]Grant, Kansas Depots, p. 17.

plans were a huge time-saver for the railroad companies. With so many depots being constructed (in Kansas alone, eventually over 1,800), it would have been impossible to wait for an architect to individually design every building. A company's engineer, however, could create a series of standard plans and select the one appropriate to the community.[53] If necessary, changes could be made to fit the depot to the site; sometimes the changes were as minor as flipping the plan.

An additional advantage of standardized plans, perhaps unforseen, was that they provided a railroad company with a distinct corporate identity. For example, the Atchison, Topeka & Santa Fe created a series of standard drawings in the 1870s as it was expanding its mileage across Kansas. These plans were updated at regular intervals, and by 1910, the company had five standardized plans for main line depots and four branch lines.[54] Railroad depot historians Charles Bohi and H. Roger Grant feel that the Santa Fe utilized standardized plans more effectively than any other railroad, and thus had depots throughout the state that were as familiar to travelers as the "golden arches" that represent McDonald's today.[55] Like many companies when they first started construction in Kansas, the earliest depots along the Santa Fe were very spartan structures. Later replacement combination-type depots were still simple buildings, but with the addition of a few inexpensive architectural features, not only were more pleasing but helped to create the Santa Fe "look." This consisted of a gable roof building with overhanging eaves and brackets. It was the agent's bay window, while certainly not unique, which gave the Santa Fe combination depots their distinctive look. The three-sided bay had angled or "beveled" side walls with spandrels joining its corners to the eaves of the main roof. Above, the gable dormer had an overhanging bargeboard with corner brackets. Siding was normally horizontal clapboard, but sometimes vertical boards were used. Vertical trim boards helped demarcate the corners, sill level, as well as the corners of the bay windows. This helped to divide the building visually, and rid the building of its "cheap, primitive look."[56] The standardized plans for Santa Fe combination depots often varied just in size.

The Santa Fe also had a series of plans for its "county-seat" type depots. These were its

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[53]The name of the company architect or engineer responsible for a standardized plan rarely survives.

[54]Grant, Kansas Depots.

[55]Bohi & Grant, Standardized Railroad Stations in Kansas, p. 42.

[56]Grant, Kansas Depots, p. 47.

passenger depots in more important towns; most were built of brick and several had architectural styling popular at the time. Mission Revival tile roofs were popular, for example. In deference to the greater needs of these communities, two waiting rooms separated by gender were common. Additional features, added as required by the community's needs, were flat-roofed waiting verandahs on one end of the building, and drop-off porte-cocheres on the front or "street-side" elevation. Baggage and express parcel rooms, located at the opposite end from the passenger rooms, often had flat roofs as well and varied in size according to the needs of the town.

For other companies, in spite of using standardized plans, it was more difficult to achieve a distinct corporate identity such as that found with the Santa Fe, since most were formed by acquisitions and mergers of several smaller companies. Howard Killam studied and photographed Kansas railroad depots beginning in the 1950s and published his findings in the 1980s on two lines -- the Rock Island and the Frisco. These lines, in addition to the Santa Fe, Missouri Pacific, Union Pacific, Missouri Kansas & Texas (Katy), and Chicago, Burlington & Quincy were studied by H. Roger Grant and findings presented in *Kansas Depots.* Conclusions about depot architecture of these lines are reflective of the information presented in these reports.

Based upon Killam's & Grant's photographs, Rock Island depots seem to fall into four categories -- small combination depots (called "general purpose"), medium-sized depots (either combination or passenger), depots which provided housing quarters for agents, and larger passenger depots. The small combination depots on the Rock Island were very spartan, with little architectural elaboration. Although there were agent bays corresponding to the central office, these bays were set beneath the overhanging eaves of the main roof and did not feature their own dormer roof. Examples shown in Killam's report were from the communities of Ziendab, Paxico, Galva, Alma, and Alta Vista.[57] Other small combination depots are similar to those constructed across the country, with a cross gable dormer over the extended agent's bay. Examples of this type were located in Tampa, Phillipsburg, Maple Hill, Holton, and Clifton. Moderately-sized combination depots or passenger depots showed more elaboration on the roofs. There were several hip roof depots with a raised, central hip roof over the entire central agent's office (as opposed to just a dormer roof over the bay). The towns of Sabetha, White City, Norton, and Dodge City featured Rock Island depots of this variation. Depots which provided living quarters for agents were usually built in the more remote locations in western Kansas. Similar to stations in Nebraska and north into Canada, these frame buildings often had multiple

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[57]H. D. Killam, "Rock Island Stations in Kansas," Railroad Station Historical Society (1982): 8-15.

roof lines typical of Queen Anne and other Victorian era residences. There would commonly be a steeply pitched, gabled hip roof with cross gable dormers, sometimes with flared eaves. Fairview, Hoyt, Rexford, Langdon, and Kanorado all had two-story depots such as this. Other Victorian-era features found on some Rock Island frame depots include bargeboards and variation in siding. Visual and textural interest was provided simply by changing the orientation of clapboards; typically, vertical clapboards would be placed beneath the window sills, and horizontal clapboards above. In the gable ends, decorative wood shingles or vertical siding would be added for additional variety. Larger passenger Rock Island depots were generally constructed of masonry or stucco. Those presented in Killam's report do not appear to have any standardized appearance, and were usually architect-designed.

Grant notes that the Rock Island depots tended to be a hodgepodge of styles. This is due partly to the fact that the Rock Island acquired a variety of rail systems from other companies, which would each have depots slightly different one from the other. Also, the period of depot construction in the twentieth century produced a hodgepodge of styles in the Rock Island system.[58] This happened in spite of the fact that the Rock Island did have standardized plans and staff architects. Several Rock Island depots were either demolished and replaced after World War II with simple one-story brick or concrete-block buildings, or were extensively remodeled. Later lack of money led to rapid deterioration of Rock Island depots in the late twentieth century.

The St. Louis & San Francisco Railway Company, the "Frisco," was another company that acquired several smaller lines in Kansas, and thus its depots varied in type and form. Many of the smallest combination depots, however, were very similar. Almost all invariably had a gable roof, and several had board & batten siding -- two construction features which are the least inexpensive to build. Some of these small depots did not even have a bay window in the central agent's office. Larger Frisco depots, however, reveal a little more attention to detail and cost. Hip roofs with flared eaves, such as found on its "Depot No. 4" standardized plan, added much to the visual interest of the building but were more expensive to build.[59] Larger "county-seat" types of depots varied greatly, with the only common feature being very wide, overhanging eaves supported by brackets. Cherryvale, Arkansas City, and Winfield all had depots with distinctive roof features, and the one in Fredonia was particularly noteworthy for the complexity of its

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[58]Grant, Kansas Depots, p. 73.

[59]Ibid., p. 93.

various roofs.[60]

The Missouri Pacific was a leading railway company in Kansas by virtue of its track mileage, but again, its depots represent a variety of styles and types due to the numerous companies, both large and small, that it acquired during its history. Early combination depots built by the Central Branch Union Pacific, for example, were very simple gable roof structures with board-&-batten siding, with the only distinguishing features being brackets supporting the wide eaves. Some did not even have bay windows for the railroad agents. Those constructed by the Kansas City Northwestern, however, sported a few more architectural features such as stick-style bargeboards and more decorative brackets. McLouth, Oskaloosa, and Selkirk had examples of this type. Missouri Pacific examples in Tribune, Wilsey, and Gypsum all had gabled hip roof buildings, with the gabled section featuring semi-circular windows surrounded by some type of decorative siding or shingles. The wide overhanging eaves here were also supported by brackets. Missouri Pacific's "county-seat" type depots of the early twentieth century resemble those of the Santa Fe, but other larger passenger depots were clearly architect-designed, such as the one built in Council Grove and the earlier Richardsonian-Romanesque station in Salina.[61]

The Union Pacific, with its predecessor being the Kansas Pacific, built depots over the longest period of time in Kansas. As noted, the earliest ones along the Kansas Pacific were quite simple, almost primitive, buildings. Replacement combination depots, although still simple, featured a few architectural embellishments. Brackets and stick-style bargeboards were added at very little cost, but visually added much to the spartan buildings. The gabled roof bay windows for the station agents, although constructed more out of necessity, also helped to break the monotony of the simple linear structures. Companies acquired during mergers naturally had their own plans for depots. During the 1920s, the Union Pacific built a number of architect-designed buildings, some from standardized plans but still with enough design features to appear attractive and unique to each community.[62]

Due to the often precarious financial situation in which the Missouri, Kansas & Texas (Katy) Railway often found itself, many of the depots constructed by this company were inexpensive to

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[60]Howard D. Killham, "Frisco Railway Stations in Kansas," Railroad Station Historical Society (September 1964): fig. 20, 23, 27, 38; Grant, Kansas Depots, p. 93.

[61]Grant, Kansas Depots, pp. 50-59.

[62]Ibid., pp. 59-71.

build. Simple gable roof, board-&-batten buildings had wide eaves which extended unbroken over the agent's bay, such as those found at St. Paul's, Burlington, and Hartford. More elaborate depots were found at Bayard and Council Grove. Here, gabled hip roofs provide interest on the short elevations of the buildings, and agent's bays featured their own dormer roof. Standardized plans for depots in the 1920s saw a return to unbroken roofs for costs, but now hip roofs were employed.[63] Custom-designed KATY depots sometimes employed the Mission Revival style, which reflected of the company's southwestern connections.

The Chicago, Burlington and Quincy depots were comparatively rare from the beginning, with only about forty being constructed. They are notably distinct in appearance from depots of other lines in Kansas, however. Since they were constructed in remote sections of Kansas, almost all were two-story frame buildings which provided living quarters for their agents upstairs. They were gable roof, lap-sided rectangular buildings originally painted "barn red," and many did not even have a bay window for the station agent.[64]

Among all the railroad companies that constructed depots in Kansas, combination depots were by far the most common type of depots. In spite of each company having its own set of standardized plans for this type, there still tends to be a great deal of similarity among this property type. Most combination depots were small wood frame buildings with gable or hip roofs. The eaves were generally wide and overhanging. This not only gave the appearance of a larger building, but provided shade and protection for passengers waiting outside. Architectural ornamentation was something that was a definite frill, but one that railroad companies began to employ in the latter part of the nineteenth century with greater regularity. For one thing, the industrial revolution allowed for wood architectural ornamentation to be mass-produced. The application of inexpensive architectural features could provide a small amount of variation among stations that were near carbon-copies of each other. Such features included brackets under the wide eaves, shingles in gable ends, and spandrels on the angled corners of bay windows.

When standardized plans were not used for special cases, the railway company contracted with an architectural firm with expertise in this area. Professionally trained architects were generally called upon for larger projects and "union" depots, where the placement of interior spaces often

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[63]Ibid., pp. 99-100.

[64]Ibid., pp. 103-106.

required an objective or innovative design approach.[65] Their professional oversight also helped coordinate the siting of the building within the overall city plan as well as the more difficult site plan, which required working through the maze of yards and tracks to provide a coherent passenger-loading system. Professional architects also developed standardized plans for the larger "county-seat" type depots along a railroad's lines, where sufficient changes in plan and detailing would still distinguish each station.

Depots were not the only resource type associated with railroads. A railroad yard typically had coal sheds, grain elevators, stock pens, and other agricultural buildings adjacent to the depot even in small towns. Railroad shops were found in larger towns where the engines were serviced. Important to local economies, these shops consisted of an assortment of buildings, turntables, roundhouses, switch towers, yards, and other infrastructure. Although outside architects were often hired to design larger depots, generally a company's engineering department prepared the plans for the accessory functional buildings. Since the railroad owned its right-of-way through a community, and either platted the town or had been given its own addition, these buildings frequently had no lot or block numbers, and are sometimes not even located on a named street. Bridges, tracks, and their right-of-ways are other built features which were obviously required for running a railroad.

Although not much could be done about the appearance of the purely functional accessory structures, town residents often took it upon themselves to beautify a small area of land next to a depot. If the rail yard had land set aside as a "Depot Park," these often became a focal point for the community. A lawn, flower gardens, trees, and a bench would provide a nice waiting area for passengers in mild weather, and would also be the scene of community gatherings. Especially during the "City Beautiful" movement, women's groups or other service clubs would make it a point to keep the parks in good shape.

With the introduction of diesel engines, the huge number of structures functionally-specific for steam power began to disappear. Roundhouses eventually gave way to the pass-through facilities, and support structures for ash handling and boiler washing were replaced by fuel pumps. Inevitably, older facilities were demolished. Shop facilities in several small Kansas towns closed permanently after providing decades of employment for residents. Depots were

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[65]"Union" depots were large passenger depots jointly constructed by competing rail companies, usually at a junction of several lines. See definition of *Terminal or Union depots* subtype in Section 8, *Passenger depots* property type.

among the last buildings to be removed. If possible, these buildings were modified; many frame combination depots were moved and recycled into freight houses in the early and mid-twentieth century. When eventually abandoned, however, these were usually demolished or moved off-site. Of the numerous variety of accessory buildings and structures once found in railroad stations and yards across Kansas, the grain elevators seem to be the type most likely to survive.

IV. Kansas Railroad Companies

With nearly 13,000 miles of track (including yards, sidings, and interurban trackage) at its peak in 1917, Kansas obviously had a large number of railroad companies that operated in the state. As previously noted, more than 1,100 private lines were chartered in Kansas, but only about 200 ever built any track. A recent study by Robert Collins, *Ghost Railroads of Kansas*, provides a summary of about 70 of these lines (see table 1). Some of these were large companies whose main lines extended past or through the state's boundaries. Some were small lines that were later absorbed by larger companies or even abandoned. A few small lines remain viable today. A brief history of some of the railroad companies that played a key role in the development of Kansas follows.

Atchison, Topeka & Santa Fe: 1859-1951

Cyrus K. Holliday, as the founder of Topeka, was an important political figure in early Kansas history. He had dreams beyond politics, however, and is better known as the founder of one of the nation's better known railroad companies. He started with somewhat modest aspirations -- a rail line between Atchison and Topeka. This rail company was charted in 1859.[66] The aspirations of this small line grew to the prospect of capturing the lucrative trade along the Santa Fe Trail. For nearly ten years, Holliday traveled and worked relentlessly to promote this rail company. One of the most important results of his efforts was to obtain a land grant in 1863 for 2,931,247.54 acres, which his company would receive only if the railroad could reach the Colorado border within ten years.[67] This grant gave the company a route from Atchison to Topeka, then southwest along the Santa Fe Trail, then west-southwest through Kansas to the state's borders.[68] With these higher aspirations, it was time to change the name of the company.

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[66]Berkman, p. 8.

[67]Ibid.

[68]Collins, p. 9.

In 1863 it became the "Atchison, Topeka & Santa Fe," a name that would one day be popularized in movie and song to become an American catch-phrase. Over the years, people in the West referred to the railroad as the "Santa Fe," while the "Atchison" was the name often used on the East Coast and the stock exchange.

When the Santa Fe started laying tracks in 1868, its eastern terminus was Topeka instead of Atchison. Atchison had originally been selected partly to placate the citizens in that community that Holliday needed on his side at the start-up of the railroad. The wealthy businessmen of Atchison had connections back East, in addition to the ability to raise money themselves. The race towards the state border as well as the goal of taking cattle trade away from the Kansas Pacific kept the AT&SF headed towards the southwest and away from Atchison. It wasn't until 1872 that the complaints of Atchison's citizens, with the help of their Boston allies who controlled the railroad at the time, finally resulted in the construction of the link between Atchison and Topeka. Even though Atchison offered more competing lines for freight heads to Chicago than Topeka (four vs. one), Atchison never developed into a major railroad center. Instead Kansas City served as the newest gateway to the West in the mid-1870s. After this point, Atchison's major role in the company was to serve as the first word in its name.

One of the first lines out of Topeka taken by the new railroad company was south towards Burlingame. This area had excellent coal deposits, and provided the AT&SF not only with freight traffic but with fuel as well. Then it was on south and west in an attempt to take on the monopoly on the cattle trade that was held by the Kansas Pacific. Tracks were laid to Emporia by July 20, 1870, and then a year later they reached the Chilsolm Trail in south-central Kansas, establishing the town of Newton.[69] The cattle trade eventually became a large source of income in these early years of the Santa Fe. In addition to Newton, the Wichita branch was constructed because of cattle trade, as was Dodge City, Hutchinson, and others. Besides cattle, buffalo hides were a significant percentage of freight shipped in the 1870s.

As the tracks moved westward through Kansas, the Santa Fe found that the state was not populated heavily enough to generate sufficient passenger and freight business. Therefore, not only did the connections beyond the state become more critical, but efforts were begun to lure settlers to Kansas. The company was motivated to sell their land in order to meet payrolls and

[69]Ibid.

pay interest on massive floating debts.[70] Like other railroad companies, the Santa Fe started a land department, and later an immigration office, to direct the sale of its land acquired from grants and purchases. One particularly ethnic group that settled heavily in Kansas as a result of efforts of the Santa Fe was the Russian-Germans, with the Mennonites having one of the larger blocks. The Mennonites are credited with bringing "hard red winter wheat" with them to Kansas, which eventually became the standard wheat and allowing the state to become a leading wheat producer in the world. The total number of Russian-Germans which immigrated to Kansas in the 1870s alone has been estimated at about 12,000.[71]

The Santa Fe managed to stay financially solvent after the grasshopper plague and the droughts of the 1870s and was noted for its sensible management. A railroad magazine of the time called it "one of the best roads west of the Mississippi."[72] Its fame would grow in other areas as well, through the efforts of Fred Harvey and his desire to provide quality food and service to railroad travelers, an amenity that was sorely lacking in the early years of railroads. Harvey had first approached the Burlington Railroad with his idea but was rebuffed. He then talked with the Santa Fe, and shortly opened the first Harvey House in Topeka, Kansas. The operation was expanded in 1877 with the purchase of a hotel in Florence, Kansas. Although it had a population of only 100 people, Florence had tables set with Irish linen, Sheffield silver, and food prepared by a chef hired away from Chicago's famed Palmer House. More Harvey Houses were built along the entire line, and soon their reputation grew to the point that they were responsible for bringing passengers to the Santa Fe line. Their success was therefore not measured in the profits of the Harvey Houses themselves (in fact, they often lost money), but in the increased numbers of travelers they attracted.[73] In the twentieth century, the Harvey House chain of restaurants, along with the Santa Fe, were even further popularized in the 1946 MGM musical "The Harvey Girls" starring Judy Garland. Johnny Mercer and Harry Warren wrote the Academy Award-winning song "On the Atchison Topeka and the Santa Fe" which immortalized the rail line to millions.

The AT&SF's fame extended beyond the state for reasons other than the Harvey Houses. After connecting with Pueblo in 1876, and from there Denver, and Santa Fe, the AT&SF moved on

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[70]Saul, p. 47.

[71]Ibid., p. 52.

[72]Berkman, p. 13.

[73]Ibid., p. 36.

through Arizona towards southern California. After some struggles with competing companies, by 1887 the AT&SF connected Chicago with Los Angeles and Houston. The company did not lose sight of the importance of Kansas, however, and it continued to grow here with approximately 200 miles of line constructed in the 1880s.[74] Other mileage was added through acquisitions and mergers. The company's mileage peaked in 1932 at 3,109.9 miles out of 9,282.9 miles statewide, or approximately 1/3 of the total rail miles in Kansas.[75]

It was not only through track mileage that the Santa Fe the most visible railroad company in the state. The AT&SF built more than 500 depots in Kansas, or about 27% of the depots eventually constructed in the state. Many of these were wood, and like other companies, they utilized standardized plans. Although not greatly different from other rail lines combination depots in their basic room plan, the Santa Fe depots employed a few architectural features that provided a distinctive corporate image for the company. Later replacement brick stations, although generally more customized, were still founded on standardized plans. Called "county-seat" stations by some architectural historians, these stations are successful examples of a corporate architectural style that has become an icon throughout the state.[76]

When the AT&SF upgraded its equipment, Kansans were among those who were able to take advantage of emerging railroad technologies. Some communities were served by the "Chiefs" with the newest equipment of the day as well as the fastest schedule. Citizens served by branch lines, on the other hand, traveled on the gas-electric, self-propelled "doodle-bugs."[77] The Santa Fe was considered one of the better managed roads in the West and retained this reputation through the twentieth century. It survived the 1960s by abandoning unprofitable branch lines, cutting back on both passenger and freight service, and concentrating on a variety of fast cross-country intermodal trains. It merged with Burlington Northern in 1994.[78]

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[74]Collins, p. 9, 11.

[75]A History of Railroad Construction, p. 19.

[76]Bohi and Grant, Standardized Railroad Stations, pp. 40-43.

[77]Collins, p. 11.

[78]Ibid., p. 12.

Chicago, Burlington & Quincy: 1865-1951

The Chicago, Burlington & Quincy was founded prior to the Civil War in Illinois, but its history in Kansas began after that conflict. With visions of a railroad empire that would connect Chicago with the Gulf of Mexico and spread across the west, the company took control of two early Kansas railroads: the Leavenworth, Lawrence & Galveston, and the Missouri River, Fort Scott & Gulf.[79] The latter line got into the race to be the first to reach the southern border of Kansas, hoping to be awarded the exclusive right to build south through the Indian Territory. The Katy won that race, and the "Q" as it was known ended up with financial problems after the Panic of 1873. After that, they were very active in constructing lines in Illinois, Iowa, Missouri, and Nebraska, but had more modest plans in Kansas. Many of its smaller lines were constructed under other names with the control coming largely through stock ownership. The lines were officially merged into the Burlington in 1908. The Atchison & Nebraska ran from Atchison through White Cloud up to Lincoln, Nebraska. The Chicago, Kansas & Nebraska went south from Odell, Nebraska to Concordia. In the northwest portion of the state, two major lines were the Burlington, Kansas & Southwestern, which extended from Republican Valley, Nebraska to Oberlin, and a line from Orleans, Nebraska to St. Francis. Oberlin became a major cattle shipping point, and St. Francis shipped out large amounts of milk and cream.

Although the "Q" did not build many miles of road in Kansas (258.5 miles after it merged in 1908), neither did it abandon many miles, with only about 50 miles abandoned by 1957.[80] The line gained fame as the first American railroad to operate a diesel-powered passenger train, the streamlined "Zephyr."[81] Its depots in the northwestern part of the state are distinctive as well. Although plain vernacular buildings, they remain among the few two-story frame depots still extant in the state. These depots were usually constructed in remote areas where finding housing for the station agents would be difficult -- hence the living quarters constructed above the offices. These depots are similar to ones found along the line in Nebraska.

Chicago, Rock Island & Pacific: 1869-1951

Known as the "Rock Island," this line also had its start in Illinois and eventually linked Minnesota with New Mexico, Chicago and St. Louis with Denver and Dallas, and had branches in Iowa and Oklahoma as well. It had originally thought about coming into Kansas as early as

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[79]Ibid., p. 14.

[80]A History of Railroad Construction, pp. 18, 22.

[81]Collins, p. 14.

1860 to link up with Leavenworth, but actual work to connect that town with Chicago didn't begin until 1869. In 1885, it incorporated the Chicago, Kansas & Nebraska to build lines in the latter two states. Its two main routes in Kansas went northwest through Belleville, Phillipsburg, and Colby, and southwest through Herington to Liberal. This line had to contend with the Cimarron River in southern Kansas, normally a dry riverbed. But torrential rains or heavy snowmelt from the Rockies could change that to a wall of water, and floods in 1914 and 1938 caused bridges to wash out and train wrecks. The Mighty Samson over the Cimarron was constructed, and is significant as the longest bridge over a "dry" river in the country. Another branch from Herington extended south through Wichita on to Oklahoma.[82] By the end of 1886, the company operated only 40.7 miles of track in Kansas, but by the end of the next year, it had 486.3 miles. The next year, its total was just over 1,000 miles. This mileage, making it the fourth largest in the state, stayed level through many years of financial difficulties. By 1966, it had dropped to about 975 miles.[83]

The company's management set about building a railroad empire in the twentieth century that included mergers with several other rail lines out of state. One of those, the Frisco, failed to pay dividends, leaving the Rock Island with a considerable loss. It entered receivership in 1915. Additionally problems led to bankruptcy in 1933. Rebuilding in the 1930s helped the company through the 1950s, but the Rock Island began to lose money again in the 1960s. It again entered bankruptcy in 1975, and by 1980, it ceased operation. In Kansas, its remaining lines are operated by the Union Pacific, Southern Pacific, and the Kyle.[84]

Kansas City, Fort Scott & Memphis: 1874-1951

The "Memphis" began as the Fort Scott & South Eastern in 1874, with plans to connect the Kansas City, Fort Scott & Gulf road with Memphis, Tennessee. Only 2 ½ miles of road were built at first. However, since those tracks served nearby coal mines, it did have heavy traffic. Construction to Memphis was eventually completed in 1883. It also took over the Memphis, Kansas & Colorado line in 1880 which connected Memphis with Colorado via central and southeastern Kansas. These two main lines and six smaller lines in southeast Kansas were consolidated in 1888 as the Kansas City, Fort Scott & Memphis. Its most important line was the southeastern which competed with the Frisco for much of the same area. This route did not reach

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[82]Ibid., pp. 17-18.

[83]A History of Railroad Construction, pp. 10, 16.

[84]Collins, pp. 17-18.

Memphis until 1890 after completing the third longest bridge in the world over the Mississippi River. The Frisco took control in 1901 after a reorganization, but the "Memphis" kept its own name until 1929. The main line is still in operation in Kansas, used by the Burlington Northern & Santa Fe.[85]

Kansas City, Mexico & Orient: 1900-1951

The "Orient Line," as it was also known, was planned to connect the Mexican port of Topolababmo to Kansas City and serve as the shortest way to get traffic from the Pacific to the East coast. Although conceived as early as the mid-1870s, the company wasn't incorporated until 1900. A section between Emporia and El Dorado was never completed, so the first actual mileage in Kansas came from Oklahoma into Harper County. This Mexico route was extended to join with the Kansas & Colorado Pacific (Missouri Pacific) at a point south of Wichita. Wichita soon became an important junction to the Orient, having several service facilities there. Due to revolutions in Mexico, however, the line was never completed. In the 1920s the line profited by carrying Texas oil, but eventually lost that traffic to pipelines. It was sold to the Santa Fe in 1928 and totally merged with it in 1945. The Santa Fe used it as a reserve main line, but most was abandoned between 1966 and the 1980s.[86]

Kansas Pacific: 1855-1880

Although this company was merged in 1880 into the Union Pacific, its history is significant to the state as the first major railroad in Kansas. Its name is also synonymous with the "Wild West" era of Kansas and it was key to the formation of many Kansas towns. It originated as the Leavenworth, Pawnee & Western in 1855, but after the Pacific Railway Act of 1862, its backers decided to turn it into a transcontinental line. They had hoped to unite with the newly-created Union Pacific; this did not occur at the time, although the name was changed to the Union Pacific Eastern Division (not a part of the Union Pacific). Construction began in 1863 in Wyandotte, and had reached Topeka in 1865 in spite of difficulties of building during the Civil War. It reached Salina by April, 1867 but its progress further west was slowed by prairie dogs, buffalo, and Indian attacks. The buffalo were eradicated by "Buffalo Bill" Cody and others as they provided not only food for railroad workers, but also supplied the demand for hides on the East coast. Several railroad workers were killed by Indian uprisings in 1867 and were buried in eastern Ellis County. It was necessary to call in the U.S. Army in order to complete the road

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[85]Ibid, p. 19.

[86]Ibid., p. 20.

through this section of Kansas, and four military posts were established to furnish protection for the crews: Fort Riley, Fort Harker, Fort Hays, and Fort Wallace.[87] With its subsidiary the Denver Pacific, the newly-named Kansas Pacific connected Denver to Kansas City in the summer of 1870.

The Kansas Pacific line was one of the key companies responsible for the Kansas cattle industry. Cattleman Joseph McCoy selected tiny Abilene, a town along the KP, as the point where the cattle drives from Texas would meet with the railroad. In 1867, the first year of the drive, 35,000 head were shipped out of Abilene. In four years, this grew to 700,000. The Kansas Pacific was also one of the earliest railroad companies to advertise their land for sale, in an attempt to lure settlers and form towns to provide the line with both freight and passengers. In spite of its significance, the company's finances were never strong and it defaulted in 1873.[88] It merged with the Union Pacific in 1880 and became a key component of the Kansas Division of that company. Few resources are believed to remain from the Kansas Pacific's days of operation.

Missouri, Kansas & Texas: 1865-1951

The "Katy" incorporated in 1865 as the Union Pacific South Branch (again, as with the Union Pacific Eastern Division, not a part of the transcontinental Union Pacific company). Its goal was to build through the Neosho River Valley in southeast Kansas to New Orleans, but its visions changed in 1868 with new leadership. They changed the name to the Missouri, Kansas & Texas in 1869 and planned to become a larger regional carrier. Another of its goals was to be the first railroad to reach the Indian Territory and thus be granted the right to build across it. The race for these rights originally was between three railroads, but soon it was down to just the Katy and the Missouri River, Fort Scott & Gulf, also known as the "Border Tier Road." Track gangs battled each other and managers of each road hired the other's crews to slow work.[89] On June 6, 1870, the Katy won the race by crossing into the Territory south of Chetopa. In 1872 it entered Texas, but it had continued working on other lines to give it access to other major cities, such as St. Louis. As with most railroads, financial troubles and reorganizations were a part of the Katy's history, but by 1900, it had a continuous line from Kansas City to Galveston. By 1910, it was the sixth largest railroad in Kansas in terms of track mileage (including subsidiaries) with 438.3

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[87]Ehernberger and Gschwind, pp. 7-8.

[88]Collins, p. 23.

[89]Collins, p. 27.

miles.[90] The railroad reorganized in the 1920s after more financial difficulties as the Missouri-Kansas-Texas, but declined rapidly in the 1950s. It managed to last until the 1980s but was finally bought by the Missouri Pacific in 1988.[91]

Missouri Pacific: 1869-1951

The "MP," as with many railroad companies, has a convoluted history in Kansas. It built several lines under "dummy" companies, but also constructed its own lines. It originated as the Pacific Railroad of Missouri in 1849. In 1869, it changed its name to the Missouri Pacific as it converted to standard gauge in order to compete with the new transcontinental line; it also began leasing lines in Kansas that same year. When Jay Gould left the Union Pacific, the MP was one of the lines he acquired. Under his direction, the MP expanded its Kansas lines through dummy lines and take-overs. A north-central line went from Atchison through Concordia and Downs, and another line went from Paola through Osawatomie to Ottawa. It gained control of the Kansas Central from the Union Pacific, and then competed with the Santa Fe in many other parts of the state, such as its central and southeastern lines. Numerous small lines were built or acquired, but after Gould's death, its focus turned to serving as a southern Plains regional railroad that competed with the Frisco, Katy, and Santa Fe.[92] Even so, it continued to grow through mergers and stock purchases in the twentieth century. The MP, through all its various subsidiaries, eventually was second only to the Santa Fe for track mileage in Kansas, peaking at approximately 2,300 miles around 1910.[93] The MP even tried to acquire the Santa Fe in 1966 during the period of large railroad mergers, but wasn't successful and looked for a partner for many years. In 1982, the MP and the Western Pacific were acquired by Union Pacific.

St. Louis-San Francisco: 1879-1951

The "Frisco" began as a transcontinental railroad called the South-West Branch. Like other railroad companies, it went through a variety of names, mergers, and acquisitions throughout its history in Kansas. It first entered Kansas in 1879 when it bought the short line known as the Missouri &Western. One of the first major communities it built to was Wichita, which at that time was served only by the Santa Fe. Lines to mining towns, such as Galena, were also built.

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[90] A History of Railroad Construction, p. 19.

[91] Collins, p. 28.

[92] Ibid., p. 29-31.

[93] A History of Railroad Construction, p. 19.

The company's emphasis changed from that of a transcontinental line to a regional carrier in the Ozarks and the southern Great Plains -- in Kansas, primarily in the southeastern quarter of the state.[94] With all of its subsidiaries, it was the fifth largest railroad in the state according to track mileage by 1910 with nearly 650 miles.[95] For a period in the twentieth century, it was under the control of the Rock Island, but when that company entered bankruptcy in 1933, the Frisco had several lines that put it in good shape to recover after the Great Depression. One reason was that it had lines to several military posts which enjoyed high traffic during World War II. In 1980, it eventually became a part of the Burlington Northern with most of its original lines intact.[96]

Union Pacific: 1866-1951

As the one of the two railroads to build the first transcontinental line which met in Promontory, Utah in 1869, much of the emphasis on the history of the Union Pacific focuses on that race. The company's history in Kansas is often overlooked by all except Kansans, who realize the importance of the Kansas Division of the Union Pacific to the state's development. The Union Pacific realized that it would need feeder lines to generate additional traffic and revenue, and an important early feeder line was the Leavenworth, Pawnee & Western. This was established in Kansas to build west towards Denver. However, the Union Pacific had no capital to invest in it, so it was bought out and eventually became part of the Kansas Pacific. In 1872, it formed the St. Louis, Lawrence, & Western to build from Lawrence to coal mines in Carbondale. It was forced into purchasing the Kansas Pacific by the dealings of rival speculator Jay Gould, but was later glad to have this large acquisition.[97] It continued to assemble feeder lines to generate traffic, but entered receivership during the Panic of 1893. New management turned it around into one of the best railroads in the West. Not including the more recent mergers and acquisitions, its mileage peaked in 1911 with 1334.4 miles, making it third in the state.[98] To secure flagging passenger traffic after the turn of the century, the company purchased a three-car streamlined passenger train in 1934 and called it the "City of Salina," the first in the nation and a beginning of a line of UP "City" trains. It grew stronger throughout the twentieth century, and entered the period of

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[94]Collins, pp. 6, 33.

[95]A History of Railroad Construction, p. 19.

[96]Collins, p. 34.

[97]Ibid., pp. 67-68.

[98]A History of Railroad Construction, p. 19.

mergers in the 1960s by attempting to purchase the Rock Island. Although that buy-out fell through, it eventually purchased the Missouri Pacific, Western Pacific, Katy, and Southern Pacific.[99]

[99]Collins, pp. 69-70.

Table 1
List of railroads taken from Robert Collins'
Ghost Railroads of Kansas

Class One "Ghost" Lines
Atchison, Topeka & Santa Fe
Chicago, Burlington & Quincy
Chicago, Rock Island & Pacific
Kansas City, Fort Scott & Memphis
Kansas City, Mexico & Orient
Kansas Pacific
Midland Valley
Missouri, Kansas & Texas
Missouri Pacific
St. Louis - San Francisco
Southern Pacific

"Ghost" Interurbans
Arkansas Valley Interurban
Consolidated Railway
Iola Electric Railroad
Joplin-Pittsburg Railway
Kansas City, Lawrence & Topeka Railway
Kansas City & Leavenworth Traction Co.
Kansas City, Kaw Valley & Western Railroad
Manhattan City & Interurban
Missouri & Kansas
North East Oklahoma
Southwest Missouri Interurban
Southwestern Interurban
Union Traction

"Ghost" Short Lines
Anthony & Northern
Central Branch
Chicago Great Western
Denver, Mamphis & Atlantic
Kansas & Oklahoma
Kansas Central
Kansas City & Pacific
Kansas City, Clinton & Springfield
Kansas City, Fort Scott & Gulf
Kansas City, Wyandotte & Northwestern
Kansas Midland
Kansas, Oklahoma & Gulf
Kansas, Southern & Gulf
Kansas Southwestern
Leavenworth, Lawrence & Galveston
Leavenworth & Topeka
Marion Belt & Chingawasa Springs
St. Joseph & Topeka
St. Joseph & Grand Island
St. Louise, Fort Scott & Wichita
Salina Northern
Scott City Northern

Active Lines
Amtrak
Burlington Northern & Santa Fe
Kansas City Southern
Union Pacific

Active Short lines[100]

Abilene & Smoky Valley
Central Kansas
Cimarron Valley
Garden City Western
Hutchinson & Northern
Johnson County Industrial Airport Railway
Kansas City Terminal
Kansas Southwestern
Kyle
Midland Railway
Missouri & Northern Arkansas
Nebraska-Kansas-Colorado Railnet
Right Cooperative Association
Watco (SEK/SK&O)
Wichita Union Terminal
Right Cooperative Association

[100]Since the publication of Robert Collins book, the following lines are no longer active: Dodge City, Ford & Bucklin (sold to the Right Cooperative Association; North East Kansas & Missouri; and the Topeka, Lynn Creek & Berryton.

F. Associated Property Types

The property types for the MPS "Historic Railroad Resources of Kansas" are based upon the railroad resource classification system used by Walter Berg in his 1893 book *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students.* Berg's book was used as a reference for years, and his system of classification based upon function is valuable for categorizing the historic railroad resources which remain today. Unfortunately, many such resources do not remain; additionally, the first phase of the MPS submission covers only depots. Future amendments covering additional property types will find it useful to utilize Berg's typology.

I. Name of Property Type: *Railroad Depots*

II. Description

Railroad depots were buildings used for the shipping and receiving of goods along rail lines, the handling of passenger arrival and departure, and as communication centers for the operations of the railroads. Virtually all depots were constructed by the railroad companies that owned the lines served by the depots. Depending upon the size of the community, a depot might serve all, or just a few of the functions listed above, with the larger communities having separate buildings for each use. Thus different subtypes, named according to Berg's classification system, are useful for further identifying depots.

A. Subtype: *Combination depot*

Combination depots were the most common depot property type in Kansas. Combination depots nearly always had three rooms -- one for each of the various functions or use of the building. There was a passenger waiting room at one end, a central office for train operations, and a freight-baggage-express package room at the other end. They were rectangular buildings with the long axis parallel to the tracks. Most were one-story, with gable roofs being the most common, and hip less so. Roof eaves generally had a wide overhang, both for visual effect (making the building appear larger) and functional purpose by providing shade. Windows were usually double-hung wood sash, usually multi-paned. Transoms were found over some fenestrations, including freight doors. Many of the combination depots were frame, with siding varying from board-&-batten to clapboard and shingles sometimes as decoration in the gable ends. For textural interest, the siding

application was sometimes differentiated, such as arranging it vertically under the window sill level, and horizontally above. Other architectural ornamentation was generally minimal, although the wide eaves often had ornamental brackets and gable ends had bargeboards. The minor architectural variations not only added visual interest, but in some cases (through repetition) provided a corporate identity. Signboards at both ends of the depot bearing the name of the station was another common feature. Passenger waiting rooms had paneled doors, some with large glass sash, and freight rooms were accessed from the exterior by large wooden doors. Freight and passenger loading platforms were common. Interiors were most often finished with wood, although plaster walls were also common.

One of the most distinctive features of the combination depot was the large bay window, located close to the center of the building trackside. Architectural ornamentation was often found here, especially if there was a dormer roof above. This bay corresponded on the interior with the central office and provided the station agent with an unobstructed view of the main track in either direction. Telegraph instruments were located in this bay, as well as the levers required to operate the depot semaphore. The semaphores were poles which contained signals for the train indicating whether it should proceed (no orders) or stop (get orders). These poles, also sometimes called order signals or order boards, were located just outside the bay window between the depot and the tracks.

Modifications on the ubiquitous combination depot plan would occur in response to the needs of particular stations. The size of the rooms might change depending upon the use of that depot -- those that served primarily as a train-order office would have a larger midsection, for example. The basic number of rooms might be altered due to the size of the town. Very small communities, especially those where the railroad preceded the development of the town, often required living accommodations for the station agent and his family due to the scarcity of housing. These rooms were usually in a second story above the business rooms of the depot. Larger communities might have depots with separate waiting rooms for women and men, although these were more generally found in passenger depots.

B. Subtype: ***Passenger depot***

When the number of passengers at a community or stop was sufficient to warrant a separate building, a passenger depot was often constructed to replace earlier

combination depots. Many were built from standardized plans and varied little in plan from combination depots except for perhaps size, level of architectural ornamentation, and construction materials. Larger passenger depots, usually constructed of brick, featured separate waiting rooms for each gender since women and children needed to be segregated from the rowdy behavior of men! Baggage areas might also be separated for passenger bags, an express room, and mail room. A telegraph office, lunch room, supply room, rooms for train personnel, and toilets might additionally be found. On the exterior, a covered waiting verandah was sometimes added to the passenger end, and the streetside entry might find the addition of a covered drop-off area. Tile roofs were more commonly employed, indicative of higher status of such depots. Even with these additional features, many passenger depots were still constructed from standardized plans, such as the "county seat" depots frequently found along the Santa Fe line. These standardized plans would be customized for each community in some slight manner. When warranted, however, passenger depots may have been architect-designed.

C. Subtype: *Terminal or Union Depot*

Terminal depots were built to serve passengers and their related needs (baggage, etc.) at the terminals of rail lines. They were usually found in larger cities, but could also be located at key junction points of two or more lines. If these rail lines were from different companies, there was often cooperation to build a "union depot" or station.[1] Union stations were the largest form of passenger depots constructed by railroad companies. Most were designed by architects, and were often among the most elaborate visual landmarks in a city. Terminal depots united the passenger services of various companies within one large building. Before construction of a terminal depot, the stations for competing rail companies were separated from one another by long distances, compelling passengers to walk distances between stations or hire transportation. Union stations thus facilitated the exchange of passengers between trains of different railroad companies. Typically the land and the buildings associated with union stations were jointly

[1]A *station*, in railroad terminology, usually refers to the entire site (i.e., ground and associated structures), while a *depot* usually refers to a single building. In more recent years, general usage sometimes finds these two terms used interchangeably.

owned by the railroads they serviced. Terminal stations can be further classified into "island stations" (located between the tracks), "head-stations" (located at the dead-end of the tracks), and "side-stations" (located on one side of the tracks). Terminal depots or union stations were usually designed by an architect, rather than built from standardized plans, and were put out to bid rather than constructed by railroad crews. Rooms would still be provided for waiting passengers and their baggage, but the architectural ornamentation was generally of a higher level than on other depots. Construction materials were often of brick or stone.

III. Significance

Railroad depots in Kansas are significant under criteria A or C in the areas of either ***transportation*** or ***architecture***, or both. Some depots may also be significant in the areas of ***community planning and development*** and ***exploration/settlement.*** In the area of ***transportation***, railroad depots are directly associated with the railroad companies that operated lines in Kansas. Railroad depots are significant physical reminders of a critical period of Kansas history -- a time when the state became part of the new transcontinental transportation network of the growing nation. Railroads gave Kansans access to national and foreign markets, allowing for export of their agricultural products and raw materials to the more industrialized parts of the country. Manufactured goods could be readily imported into the state as well, giving the new settlers of the state a chance to farm and set up housekeeping in less primitive conditions. The railroad supplanted water and other overland travel as the principal mode for passenger travel in the eastern portion of the state, and opened up areas of the western part of the state that had been little traversed by settlers of European descent.

Depots were buildings constructed to serve both the needs of the railroad as well as the town or community in which they were situated. Within the depot, the centrally located station agent's office allowed the agent to perform the dual task of serving the public and assisting with the movement of trains. From depots, agents sold tickets, checked baggage for departing passengers, and processed the incoming and outgoing freight. Rail traffic could be viewed from the bay window. Additionally, the office served as a communication center for railroad operations by receiving orders for trains from the dispatcher. Semaphore signals indicated whether or not a train was to stop to receive the orders from the station agent.

For people and goods, the railroad was the single-most important mode of transportation and shipping for Kansans from the latter half of the nineteenth century through the 1930s.

Government-sponsored highway construction and the popularity of the automobile and trucking eventually supplanted rail transportation after World War II.

In the area of ***architecture,*** railroad depots are significant as the physical reminders which are most clearly recognized by the public for their association with the railroads. The buildings' physical forms are clearly aligned with their function -- a rectangular structure aligned with the railroad track generally divided into three rooms, one for each for passengers, baggage, and station agent. Often constructed from standardized plans, many depots are architecturally significant as symbols of corporate identity. In some communities, they may be the best examples of a particular architectural style. Depots are significant for their methods of construction as well. Railroad companies, notorious for their desire to trim expenses for western communities where future revenues were unsure, perfected a method of quick and inexpensive construction of these key buildings.

In the area of ***community planning and development*** and ***exploration/settlement***, railroad depots are again significant as the physical reflections of the importance of the railroad to the settlement and development of the state of Kansas as a whole, as well as of many individual Kansas communities. As noted Section E, the growth of railroads in Kansas in the second half of the nineteenth century did more to expand settlement and development in the state than any other advance in transportation technology before or since. Entire regions of the state previously inaccessible due to lack of navigable rivers or roads were opened up. Small communities sprang up along railroad lines at regular intervals where no settlement of any kind had existed before, dramatically altering settlement patterns. Promotional efforts by railroad companies resulted in the immigration of thousands of settlers to Kansas, including virtually entire communities from foreign countries. The financial security and continued economic well-being of small towns were directly related to railroad service, particularly in the more isolated areas of Kansas. Thus when railroads came to already settled areas, bypassed communities sometimes relocated to the railroad line, resulting in a number of "ghost towns." Additionally, areas which had been economically unfeasible to exploit due to the enormous cost of shipping goods were now brought into a nationwide transportation network.

Depots also served as the social hub for their communities. As that town's gateway to the rest of the world, the depot was the first place seen by all arriving passengers, and the last by all departing travelers. All goods left or arrived via the train, and virtually all information to and from the outside world via the mail or telegraph services from the depot. Located near the center of a town's commercial district, the depot was the place to "see and be seen." The nearby "depot

parks" were common gathering places in the summer where residents met to visit, share news, or just to watch the trains arrive.

At one time, depots were nearly as widespread as the mileage of track in Kansas, but today depots are being demolished at a higher rate than the rail lines are being abandoned. When statewide track mileage stood at a high of 9,367.3 miles on January 1, 1918, depots were nearly as pervasive with 1,850 depots in 1920 across Kansas.[2] Although communities served by more than one line often had more than one depot, these figures average out to about one depot for every five miles of trackage. Although abandonments of track mileage in Kansas has not been as high as in other parts of the country, the same cannot be said for depots. An informal inventory conducted by Father Herman Page of the Topeka Chapter of the National Railway Historical Society in 1993-94 found there to be about 360 depots left in Kansas, a loss of approximately 81%.[3]

IV. Registration Requirements

To be eligible for listing under Criterion A, a railroad depot must retain a strong association with the development and growth of railroads in the community in which it is located. Because of the direct relationship of location and setting to the operation of the railroad during the period of significance, the depot must remain on its original location for Criterion A. Integrity of setting is more difficult to retain due to rampant demolition of accessory support structures in most rail yards. For listing under Criterion C, exceptions can be made for integrity of location under criterion consideration B. Although thousands of depots were constructed during the golden age of railroading in this nation, the passage of time combined with changes in transportation has resulted in the demolition of thousands of depots. Due to their size, new uses have sometimes been found for larger brick depots, although when a use could not be found, these often suffered demolition since removal was not usually a feasible alternative. In the case of small wood depots which were no longer usable by railroad companies, removal of the depot to a new site was

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[2]A History of Railroad Construction and Abandonment Within the State of Kansas, (n.p.: Kansas Corporation Commission, Transportation Division, Rate Section, Oct. 1, 1972) p. 7; H. Roger Grant, Kansas Depots (Topeka, KS: Kansas State Historical Society, 1990) p. 10.

[3]This figure includes freight-houses and other railroad support structures; "List of Extant Kansas Depots," Kansas Preservation 15 (March-April 1993): 7-12; "List of Extant Kansas Depots (Part II)," Kansas Preservation 16 (March-April 1994): 6-7.

generally the only means of saving the building. Some new sites are located immediately adjacent to the existing railroad right-of-way. If located in a manner which still preserves the historical relationship of track to building, the likelihood of eligibility for these depots increases. A park-like setting is less desirable, but for buildings with unusual historical or architectural value, listing may still be possible if a short section of rail demonstrates the essential relationship between depot and track. Examples of buildings with unusual historical value would be the last extant building of this type which is associated with a particular rail line. In accordance with criterion consideration B, buildings that have been moved should retain enough historic features to convey their significance of architecture, and therefore should retain a high degree of integrity of design, materials, workmanship, and association. A high degree of integrity for interior features would be critical for moved buildings as well.

For listing under all criteria, railroad depots must minimally retain integrity of design and materials. Integrity of design is reflected in the scale, floor plan, roof shape, and bay window if originally present. Because of the singular relationship of form to function in the exterior and interior design of depots as transportation and operation centers, changes to the buildings' original floor plans would seriously compromise the integrity of design. Additionally, since the placement of bay windows related directly to the need to inspect the tracks, removal or alteration of the original bay windows would compromise one of the key defining features of that resource. However, it should be noted that during the period of significance, railroad buildings were routinely modified to meet changing company needs. Windows and doors were closed off as added, such as when automotive trucks began to load at depots. Such modifications undertaken as part of the ongoing development of changing railroad technology or needs would illustrate the dynamic pattern of historic use. Later alterations, such as those undertaken for private owners, would generally diminish the integrity of the depot and should be carefully evaluated.

Since upkeep of the roof is key to the preservation of the depot as a whole, replacement roofing materials are allowed. However, no alterations of the character-defining shape of the roof is allowed, as the wide overhang of most depot roofs was a key aesthetic and functional feature. Siding replacement in-kind due to deterioration is allowed, but synthetic or artificial siding would prevent individual listing of the depot. Platforms were once typical features at depots. However, many of these were altered or removed during the period of significance, and their subsequent removal or deterioration would not detract from the integrity of design of the depot itself. Overall, moderate deterioration of a depot otherwise exhibiting good integrity should not prohibit the property from eligibility.

I. Name of Property Type: *Railroad support structures*

II. Description

Railroad support structures were built by railroads to provide the many necessary functions for the maintenance, repair, and operation of a rail line. Rail yards were historically dotted with numerous structures, both large and small. Due to modernization and line abandonment, these support structures have been demolished at an extremely high rate and are among the most threatened of railroad related resources in Kansas.

A. Subtype: *Freight house*

Freight houses can be terminal (serving many lines) or local. Local freight houses, often called "freight depots," would be located close to the commercial center of town. In larger shipping communities, there might be separate freight houses for inbound and outbound goods. Freight houses were located alongside tracks, and were rectangular buildings with the long axis aligned parallel to the tracks. One-story freight houses were common, although two-story or combination one- and two-story buildings were found in larger cities. Numerous freight doors were generally spaced at fairly regular intervals across the buildings' long elevations. Gable roofs were common. Freight houses were built of wood, brick, or stone. Older wood combination depots were sometimes reused for freight houses when a new passenger depot was built in a town.

III. Significance

Railroad support structures in Kansas are significant under criteria A or C in the areas of either ***transportation*** or ***architecture***, or both. As with depots, support structures are significant in the area of ***transportation*** due to their direct association with the railroad companies that operated lines in Kansas. Railroad support structures are significant and rare physical reminders of a critical period of Kansas transportation history. Railroads gave Kansans access to national and foreign markets, allowing for export of their agricultural products and raw materials to the more industrialized parts of the country. Manufactured goods could be readily imported into the state as well, giving the new settlers of the state a chance to farm and set up housekeeping in less primitive conditions. These support structures were necessary for the operation of the railroads, and for the storage of the goods which were shipped in and out of Kansas.

In the area of ***architecture,*** railroad support structures are significant as the physical representations of varied types of vernacular resources required to operate a railroad. The physical form of these resources are clearly aligned with their function, with little thought generally given to architectural ornamentation. Some were constructed with standardized plans. Railroad companies, notorious for their desire to trim expenses for western communities where future revenues were unsure, perfected a method of quick and inexpensive construction of these key buildings.

Railroad support structures were constructed primarily to serve the operating needs of the railroad. Little used by the public and unnecessary to the operation of modern railroads, these resources have typically been undervalued for their role in the transportation history of the state and nation; consequently, these structures are becoming increasingly rare.

IV. Registration Requirements

To be eligible for listing under Criterion A, a railroad support structure depot must retain a strong association with the development and growth of railroads in the community in which it is located. Because of the direct relationship of location and setting to the operation of the railroad during the period of significance, the support structure must remain on its original location for Criterion A. Integrity of setting is more difficult to retain due to rampant demolition of accessory support structures in most rail yards. For listing under Criterion C, exceptions can be made for integrity of location under criterion consideration B, especially considering their rarity. The exact number of support structures is unknown, but it is clear that these are among the most rare of resources associated with railroad history in Kansas. Due to their obsolescence, most all have been demolished. Removal of the structure to a new site outside of the railroad right-of-way was generally the only means of saving the building. Some new sites are located immediately adjacent to the existing railroad right-of-way. If located in a manner which still preserves the historical relationship of track to building, the likelihood of eligibility for these structures increases. Other settings are less desirable, but for buildings with unusual historical or architectural value, listing may still be possible following National Register guidelines for moved buildings. Examples of buildings with unusual historical value would be the last extant building of this type which is associated with a particular rail line. In accordance with criterion consideration B, buildings that have been moved should retain enough historic features to convey their significance of architecture, and therefore should retain a high degree of integrity of design, materials, workmanship, and association.

For listing under all criteria, railroad support structures must minimally retain integrity of design and materials. Integrity of design is reflected in the scale, floor plan, roof shape, and construction materials. Fenestration patterns may also be key to the function of the building. Freight houses should retain original openings, and any replacement doors should match the original in materials and design. However, it should be noted that during the period of significance, railroad buildings were routinely modified to meet changing company needs. Windows and doors were closed off as added, such as when automotive trucks began to load at depots. Such modifications undertaken as part of the ongoing development of changing railroad technology or needs would illustrate the dynamic pattern of historic use. Later alterations, such as those undertaken for private owners, would generally diminish the integrity of the structure and should be carefully evaluated.

Since upkeep of the roof is key to the preservation of any structure as a whole, replacement roofing materials are allowed. However, no alterations of the character-defining shape of the roof is allowed. Siding replacement in-kind due to deterioration is allowed, but synthetic or artificial siding would prevent individual listing of the support structure. Overall, a moderate deterioration of a support structure otherwise exhibiting good integrity should not prohibit the resource from eligibility.

The State of Kansas.

The multiple property listing of Historic Railroad Resources of the State of Kansas is based upon an inventory of thirty-five depots in Kansas, a review of previous depot inventories, and a literature search on railroads and depots in Kansas and nationwide. Deon Wolfenbarger, a private historic preservation consultant, was awarded a contract in 1999 by the Kansas State Historical Society, Cultural Resources Division to conduct the inventory and prepare the Multiple Property Submission (MPS). The Historical Society's interest in depots began nearly two decades earlier with a call to residents for information on depots and their condition. The Society recognized that these properties were in danger of deterioration, insensitive rehabilitation or demolition throughout the state due to their age and changing needs of railroad companies. It was hoped that a recognition of the importance of these properties to the history of the development of the state of Kansas would lead to their preservation, protection, use and adaptive re-use. Father Herman Page, a member of the National Railway Historical Society from Topeka, prepared a list of nearly 300 extant depots in the state in 1994-'95. From this list, thirty-five depots were selected for inventory in this project based upon their rarity, condition, associated railroad company, and type. The majority of these depots had not been previously inventoried.

Although the scope of the original project dealt with depots, the context statement was expanded to cover general railroad history, and the list of property types was expanded to address other resources that were critical to the operation of railroads in Kansas. The methodology used to prepare the MPS consisted of field survey of the thirty-five historic railroad properties, evaluation of those properties for similar features and integrity, and a literature search to determine the development, activities, and significance of Kansas depots to the history of the state. As noted, train depots are integral to the history of railroads as a whole, and the context was broadened to include general railroad history, not just depots. Thus the MPS can be amended in the future to include other aspects of railroad history either not covered here or just briefly mentioned. This might include personalities important to Kansas railroads, the effects of railroads on immigration into Kansas, railroads and minorities, etc., as well as other railroad-associated property types including switching towers, road beds, offices, roundhouses, rail yards, bridges, etc. Research was conducted at the state archives of the Kansas State Historical Society, the genealogy and reference room of the Mid-Continent Library, the Missouri Valley Room of the Kansas City (Missouri), Public Library, and the various local libraries, museums, and historical societies in which the railroad resources are located. MPS documents prepared for railroad resources in other states were also reviewed.

The time period for the historic context was selected based upon the construction dates of inventoried depots and significant events. The latest construction date for previously inventoried depots was 1933; for this project, the latest construction date was 1942. The end of World War

II signaled the end of a major period in railroad history, and was used for the end of the context history.

Railroad resource property types were based upon the functional classification provided by Walter Berg in his 1893 book *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students.* Subtypes for depots were based on their original form and function. Integrity requirements for the property type was based on a knowledge and evaluation of the condition of existing properties revealed in the field survey. Thus included in the MPS is a recommendation to allow listing for moved depots was based upon the knowledge of the widespread loss of integrity in location for frame combination depots.

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