

United States Department of the Interior
National Park Service

Listed in state register 05/07/1994
NPS DOE approved 12/04/2013

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Havana Stage Station

other names/site number 14OS1301; KHRI #139-0690-00002; NPS Master Plan #67

2. Location

street & number Address restricted.

X

 not for publication

city or town Burlingame

X

 vicinity

state Kansas code KS county Osage code 139 zip code 66413

3. State/Federal Agency Certification

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

Signature of certifying official/Title _____ Date _____

State or Federal agency/bureau or Tribal Government _____

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

- | | |
|---|---|
| <u> </u> entered in the National Register | <u> </u> determined eligible for the National Register |
| <u> </u> determined not eligible for the National Register | <u> </u> removed from the National Register |
| <u> </u> other (explain:) _____ | |

Signature of the Keeper _____ Date of Action _____

5. Classification

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

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

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

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

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

Contributing	Noncontributing	
0	0	buildings
2	0	sites
0	0	structures
0	0	objects
2	0	Total

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

Number of contributing resources previously listed in the National Register

Historic Resources of the Santa Fe Trail (2012)

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

DOMESTIC/hotel

COMMERCE/department store (stage station)

VACANT/not in use

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

N/A

foundation: Limestone

walls: Limestone

roof: N/A

other: N/A

Narrative Description

Summary Paragraph

The Havana Stage Station site is located [REDACTED] (Figure 1). The ruins of one structure are present, as is a concentration of trail-related archeological remains. Though connected by use as the Havana Stage Station, the ruins and the site are counted as separate resources, each representing a Travel and Trade Site (Building Site subtype), as defined in the revised *Historic Resources of the Santa Fe Trail* multiple property nomination. The nominated site encompasses 8.5 acres in total and is within the location of the former town of Havana, which briefly provided a stopping point for travelers along the Santa Fe Trail.¹ After the town was abandoned, a farmstead grew up around the former stage station. Some of the structures associated with this post-trail development, including two barns, were present until recent years. The Havana Stage Station was located along the "Road from Westport to Santa Fe" between present-day Kansas City and Council Grove (Figures 2 & 3).

Narrative Description

[REDACTED] The site contains ruins of a station building, along with foundations of other structures (some post-dating the trail period). The surrounding town of Havana also contained a store and hotel;² neither is standing.

*General Landscape*³

The site of the Havana Stage Station is located within the Osage Cuestas division of the Osage Plains section of the Central Lowland province of the Interior Plains division of North America.⁴ The bedrock of the region consists of interbedded limestone, shale, and sandstone formations of Pennsylvanian age. Exposure and differential erosion of the unequally resistant, westward sloping strata at the ground surface has created a series of low parallel ridges. These "cuestas" have steep, rugged, east facing escarpments that front on broad, gently inclined, westward sloping vales. Thus, the topography consists of long, low rolling hills and wide, shallow valleys. In general, the escarpments exhibit an irregular northeast-southwest trend. The major stream courses, however, flow to the east and southeast, transverse to the direction of the escarpments and against the westward dip of the rock formations.

The prehistoric vegetation of the Osage Cuestas was open prairie penetrated by thin ribbons of riverine forest. The Cuestas are part of the tall grass bluestem prairies, described more specifically as an area with extensive interspersions of forest and prairie.⁵ Soil survey data and early historical accounts indicate that the wooded areas were confined to the floodplains and valley edges of the major stream courses and their tributaries. The timber consisted of medium tall to tall broadleaf deciduous forests, often with dense undergrowth and many lianas. Oak, black walnut, hickory, hackberry, cottonwood, willow, and elm were common along with a variety of smaller species such as persimmon, papaw, elderberry, serviceberry, chokecherry, and wild grape. Forestation was apparently not pervasive even in bottomland locations, however, since many of the common stream course soils have characteristics indicating that they developed under a native vegetation of both tall grasses and hardwood trees. This site is currently used as cultivated grassland for cattle.

¹ This defunct town of Havana in Osage County is not to be confused with the present-day town of Havana in Montgomery County, Kansas.

² United States Department of the Interior/National Park Service, *Santa Fe National Historic Trail: Comprehensive Management Use Plan* (Washington DC: US Government Printing Office, 1990), 96.

³ The following two paragraphs are adapted from standard language used in reports written by Kansas State Historical Society, Cultural Resources Division, Archeology Department.

⁴ W.E. Schoewe, "The Geography of Kansas, Part II: Physical Geography," *Transactions of the Kansas Academy of Science* 52, no. 3 (1949): 283-266.

⁵ A.W. Kuchler, "A New Vegetation Map of Kansas," *Ecology* 55, no. 3 (1974): 586-604.

The site appears similar to its historic character, with the physical features found in an area of natural vegetation consisting of grasses and scattered deciduous trees. The surrounding terrain is used primarily as pasture, and does not appear to have been modified by cultivation in recent years.

Havana Stage Station

Stage stations were most often complexes that consisted of several buildings and structures that created shelter for stock, the station keeper, and relay drivers; they also provided storage for forage and equipment.⁶ While it is known that a stage station was established at the short-lived town of Havana, the exact number of buildings and structures associated with the station is not known. This may be in part to the incorporation of structures into a working farmstead that was established sometime after the town of Havana was abandoned in 1869. While county atlases from 1879, 1899, and 1918 provide land owner information for those years, [REDACTED] Quadrangle map (produced in 1950) depicts three structures, which are likely the stage station building and two barns that may have post-dated the station (Figure 1). These three structures were still standing in 1971 when the Kansas State Historical Society conducted a brief reconnaissance at the site (Figures 4 & 5).

What are extant at the site today are the ruins of one of the station buildings and a site that has yielded archeological information pertaining to the years of its association with the Santa Fe Trail. Though contained within one site boundary, the building ruins and the surrounding archeological site are counted as two resources.

Contributing Archeological Site

In 1993, a nomination to the National Register of Historic Places was drafted by The URBANA Group.⁷ As part of that process, a map of the property and its standing structures was prepared. This map shows several structures (and remains of structures) [REDACTED]. The remains of the existing stage station building (marked as ruins) were present at the site's northern end, as were the two barns observed in 1971 along with a rubble mound (marked as ruins). In addition, stone and barbed wire fences were present, along with a depression and a capped domestic well (Figure 6). The surveyors also prepared a plan of the extant building ruins (Figure 7).

In 1995, the site was chosen for archeological test excavations as part of the Kansas Archaeology Training Program (KATP). By then, only the ruins and one of the barns were still standing, along with the other features noted in 1993 (Figure 8). During several days of work, four test units were excavated, measured drawings of the ruins were prepared, and a metal detector survey was conducted (Figures 8 through 10). One test unit was placed along the west side of the stage station building ruins, while a second was placed near the rubble mound to the south. A third unit investigated the small depression, and the fourth was placed so as excavate a possible cellar wall. The excavations resulted in recovery of a large quantity of artifacts, including machine-cut square nails, farm machinery parts, and fragments of barbed wire. The metal detector survey recovered a brass finial, a padlock, and a metal step, possibly from a stage or buggy. In addition, intact subsurface structural remains, some dating to the trail period, were recovered.⁸

Contributing Building Site

The standing walls and foundation on the east side of the nominated boundary are the ruins of one of the stage station's buildings. The exact function of this building is not known, but its linear form and the size of its openings may indicate it served as human shelter as opposed to sheltering stock. No surviving trail-era

⁶ Kansas State Historical Society, *Historic Resources of the Santa Fe Trail* amended multiple property nomination (Topeka: Kansas State Historical Society, 2012), F126.

⁷ The Havana Stage Station was presented to the Kansas Historic Sites Board of Review (HSBR) in the spring of 1994. The HSBR recommended this property be submitted to the Keeper with a map adequately showing the property boundaries. The nomination was not forwarded to the Keeper.

⁸ Marsha K. King, "Archeologists Investigate Santa Fe Trail Sites in Osage County (Part II)," *Newsletter of the Kansas Historic Preservation Office, Kansas State Historical Society* 17(5):4-7, 1995.

photographs or written descriptions of the station have been uncovered, so a complete description of the use and historic appearance is not possible at this time. However, the relative closeness of the Havana Stage Station (both geographically and temporally) to the McGee-Harris Stage Station at 110 Mile Creek [REDACTED] may imply similar building styles. Further, modern-day photographs and archeological surveys provide clues to this structure's appearance. The earliest known photograph of this building is from 1966 (Figure 11).

The rectangular, gabled building has native limestone foundation and walls and measures 5 meters (16 feet) east-west by 12.75 meters (41 feet) north-south. The extant standing walls are approximately 1.8 meters (6 feet) in height at the highest, though they may have been as high as 3.65 meters (12 feet) or more when built. Only portions of the north wall and 7.75 meters (25 feet) of the west wall remain.

Photographs and drawings reconstruct the appearance of this building. The north wall was gable-ended. On the west side of the north elevation was a window opening large enough for a double-hung sash. Centered above this window was a small square window opening. The east wall shows no evidence of ever having openings. The south wall was not documented photographically and was fallen by 1993 when the plans were made; openings on this elevation are unknown. Though the west wall is no longer extant, photographs indicate it contained seven openings (one in the form of a small window at the eave). Two openings were doorways; three openings were still discernible in 1993. All openings appear to have had wooden lintels. Field investigations indicate that this station building contained three or four rooms; the northernmost room still had remains of all four walls in 1993, and portions of the cross walls remained during a reconnaissance survey in 2012.

In the years since the 1995 investigations, the landowners have removed much of that which was standing. Today, only the ruins of the stage station are present. The other structures appear to be represented by foundations, suggesting that subsurface archeological integrity remains intact. The archeological integrity of the site is assessed as having good visibility and focus. The ruins are visible above the surface, allowing ease of interpretation involving transportation and commerce. The environmental context of the site is excellent, as the stage station site contains a high degree of integrity or location, setting, feeling, and association.

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Transportation _____

Commerce _____

Archeology: Historic-non-aboriginal _____

Period of Significance

1858-1869 _____

Significant Dates

1866 _____

Significant Person

(Complete only if Criterion B is marked above.)

N/A _____

Cultural Affiliation

N/A _____

Architect/Builder

Unknown _____

Period of Significance (justification)

The site's period of significance begins with the establishment of the stage station in 1858 and ends with the arrival of the Atchison, Topeka, & Santa Fe Railroad to in Burlingame in 1869 and the town of Havana dissolved. Long-distance Santa Fe Trail traffic ended in this area of Kansas in 1866 when the Union Pacific, Eastern Division Railroad reached Junction City. At that time, trail traffic east of Great Bend ended, as trail traffic then continued southwest from Junction City along the Butterfield Overland Despatch route to Fort Zarah.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph

The Havana Stage Station briefly functioned as a stage stop between 1858 and 1869, roughly the same years the town of Havana existed. The station was established the same year as the town, which was established because of the Santa Fe Trail. Because of the station's direct relationship with this now-defunct town, it is eligible for the National Register of Historic Places under Criterion A for its local association with commerce and transportation along the Santa Fe Trail in eastern Kansas from 1858 to 1866, the year Santa Fe Trail traffic ended east of Fort Zarah. This resource is also eligible under Criterion D for its yielding and potential to yield information about Santa Fe Trail stage stations in this region of the state. The extant resources and their setting materially reflect important historic events outlined in the historic contexts: Expanding National Trade on the Santa Fe Trail, 1848-1861; The Effects of the Civil War on the Santa Fe Trail, 1861-1865; The Santa Fe Trail and the Railroad, 1865-1880, as well as the Santa Fe Trail in Kansas.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

According to the 1856 General Land Office survey, the Santa Fe Trail passed [REDACTED] the Havana Stage Station (Figure 2). Travelers heading to Santa Fe along this section of the trail would have just crossed Dragoon Creek [REDACTED]. This route was frequented from as early as 1822 and was traversed by the majority of travelers heading from the Franklin and the Kansas City area until June 1866, when the Union Pacific Eastern Division reached Junction City. At that time, trail traffic east of Great Bend ended, as trail traffic then continued southwest from Junction City along the Butterfield Overland Despatch route to Fort Zarah.

Because of the proximity to the Santa Fe Trail, the town of Havana was laid out in 1858 by German and French settlers.⁹ The City Company was composed of a group of wealthy Germans from Chicago and St. Louis, and about 50 families located in the area.¹⁰ Farms were located around Havana, and the town contained a store with "a large stock of goods," about six houses, a large stone hotel, and large stables for the horses of the mail stage and independent travelers.¹¹ The houses were located along the Santa Fe Trail which was the principal street of the town.¹² A stone distillery and brewery was begun, and machinery for a mill was obtained.¹³ Due to a combination of business failures, disagreements, and dissatisfaction, the residents soon left and the town ceased to exist by 1870.¹⁴ All that is apparent today are the walls of a stage station building and an overgrown mound, which may contain the ruins of another building (perhaps the hotel).

The Havana Stage Station was constructed in 1858, when the town of Havana was founded. The station was once a well-known stop on the trail where travelers could obtain meals and lodging, as well as a stop on the mail stage line.¹⁵ Although no specific date has been found for the end of utilization, the town's relationship to the Santa Fe Trail ended in 1866; however, it is likely that the station operated until the nearby town of Burlingame was reached by the Atchison, Topeka, & Santa Fe Railroad in 1869.

The 1850 procurement by David Waldo and his partners of the first long-term contract for mail service over the Santa Fe Trail marked the beginning of the large role played by the stage lines in commercial trail traffic. From 1850 onward, the government subsidized a contract mail service on the trail, enabling the establishment of stagecoach lines along the trail. These lines resulted in the development of stage stations for lodging, meals, and fresh horses. The mail contracts had a significant impact on the settlement and extension of US sovereignty over the West. Large ranches or towns often developed around the stage stations. Mail and stage routes proliferated throughout the Southwest and nationally as the newly acquired lands gained through

⁹ Marc Simmons, *Following the Santa Fe Trail: A Guide for Modern Travelers* (Santa Fe: Ancient City Press, 1986), 77.

¹⁰ A. T. Andreas, *History of the State of Kansas* (Chicago: A. T. Andres, 1883), 1531.

¹¹ Andreas, 1531; Maria A. Olson, "Germans Started 'Big Town' Along Old Santa Fe Trail; Quarrel Ended Fond Dreams," *Topeka Capital* (7 October 1934): n.p.

¹² *Topeka Capital*.

¹³ Andreas, 1531.

¹⁴ *Topeka Capital*.

¹⁵ *Ibid.*

the Mexican-American War were opened for development, and Santa Fe Trail stage lines formed and important part of the national postal and passenger stagecoach system.

When the Havana Stage Station began operating in 1858, the mail contractor for the route was Jacob Hall and Judge James Porter. By 1860, Preston Robert Jr.'s Missouri Stage Company was carrying the mail through this area. The firms of Slemmons, Roberts and Company took over from the Missouri Stage Company in 1861, and renamed the enterprise as "the Kansas City, Santa Fe and Canon City Fast Line."¹⁶ This firm embarked on a program of improved mail service. Between Independence and Council Grove, a semiweekly express coach was begun, and Havana was among the stations benefiting from the improved service.¹⁷ By 1862, the mail contract had been awarded to Cottrill, Vickory and Company which was known after 1865 as the Santa Fe Stage Company. The 1869 arrival at Burlingame of the Atchison, Topeka & Santa Fe Railroad marked the close of this portion of the trail. The role played by the Havana Stage Station as a link in the nationally significant trading and transportation network created by the Santa Fe Trail, makes this site eligible under Criterion A.

As stage stations were heavily used stops along the trail, the Havana Stage Station site has yielded and has the potential to yield valuable information on the material culture, trade patterns, and transportation activities related to its location along the Santa Fe Trail. The site did function as a component of a wide, dynamic commercial, communication, and transportation system. As this site contains intact deposits, artifacts dating to the period of significance, and reliable information identifying the site as a known trail property, it meets the registration requirements for its property type under Criteria A and D.

The Havana Stage Station site has the potential of yielding data sets involving building construction techniques, spatial relationships to other non-extant buildings in the site area, and domestic and material life. These data sets, if present, could be used profitably in a comparative fashion with other stage station sites along the trail. The Havana site has the ability to address several important research questions. Site-specific questions involve the relationship of the Station to the town both spatially and commercially, the contents of the overgrown mound, the exact alignment of the Station to the trail, and the vernacular construction techniques involved. More general research questions that could potentially be elucidated by the Havana site include trade patterns between eastern metropolitan areas and the "frontier" region, vernacular construction in the pioneer period, and patterns of settlement formation and evolution in the region. Through the presence of relatively undisturbed data sets capable of yielding information relevant to answering important research questions, the Havana Stage Station site fulfills the requirements for eligibility under Criterion D in the area of archeology: historic-non-aboriginal.

¹⁶ Morris F. Taylor, *First Mail West: Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1971), 81.

¹⁷ *Ibid.*, 81-82.

9. Major Bibliographical References

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

Andreas, A. T. *History of the State of Kansas*. Chicago: A. T. Andreas, 1883.

Kansas State Historical Society. *Historic Resources of the Santa Fe Trail* amended multiple property nomination. Topeka: Kansas State Historical Society, 2012.

King, Marsha K. "Archeologists Investigate Santa Fe Trail Sites in Osage County (Part II)." *Kansas Preservation*, Newsletter of the Kansas Historic Preservation Office, Kansas State Historical Society 17(5):4-7, 1995.

Kuchler, A.W. "A New Vegetation Map of Kansas," *Ecology* 55, no. 3 (1974): 586-604.

Olson, Marie A. "Germans Started 'Big Town' Along Old Santa Fe Trail; Quarrel Ended Fond Dreams." *Topeka Capital* (7 October 1934): n.p.

Schoewe, W.E. "The Geography of Kansas, Part II: Physical Geography," *Transactions of the Kansas Academy of Science* 52, no. 3 (1949): 261-333.

Simmons, Marc. *Following the Santa Fe Trail: A Guide for Modern Travelers*, 2nd ed. Santa Fe: Ancient City Press, 1986.

Taylor, Morris F. *First Mail West: Stagecoach Lines on the Santa Fe Trail*. Albuquerque: University of New Mexico Press, 1971.

United States Department of the Interior/National Park Service. *Santa Fe National Historic Trail: Comprehensive Management and Use Plan*. Washington DC: US Government Printing Office, 1990.

Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Kansas Historical Society

Historic Resources Survey Number (if assigned): n/a

10. Geographical Data

Acreage of Property 8.5 acres
(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates [REDACTED]
Datum = WGS84

Verbal Boundary Description (Describe the boundaries of the property.)
[REDACTED]

Boundary Justification (Explain why the boundaries were selected.)
[REDACTED]

11. Form Prepared By

name/title Original (1993) draft: The URBANA Group; revised by: John R. Barry, Tim Weston, & Amanda Loughlin
organization Kansas Historical Society date August 2012
street & number 6425 SW 6th Ave telephone 785-272-8681
city or town Topeka state KS zip code 66615-1099
e-mail cultural_resources@kshs.org

Additional Documentation

Submit the following items with the completed form:

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

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Havana Stage Station
City or Vicinity: Burlingame vicinity
County/State: Osage County, Kansas
Photographer: Dr. Robert Hoard
Date Photographed: 9 August 2012

Description of Photograph(s) and number:

- 1 of 7.** Looking west toward station ruin (in trees) with post-SFT barn footprint in foreground
- 2 of 7.** Looking SW at the east (left) and north (right) elevations of the station.
- 3 of 7.** Looking NW at station's interior of east wall.
- 4 of 7.** Looking NNW at east elevation of station.
- 5 of 7.** Looking east at station.
- 6 of 7.** Rubble pile to south of station, looking WSW
- 7 of 7.** Stone fence in trees, looking NE toward station (in background).

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name On file with SHPO.

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

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

Figure 1.
[REDACTED]

Figure 2.
[REDACTED]

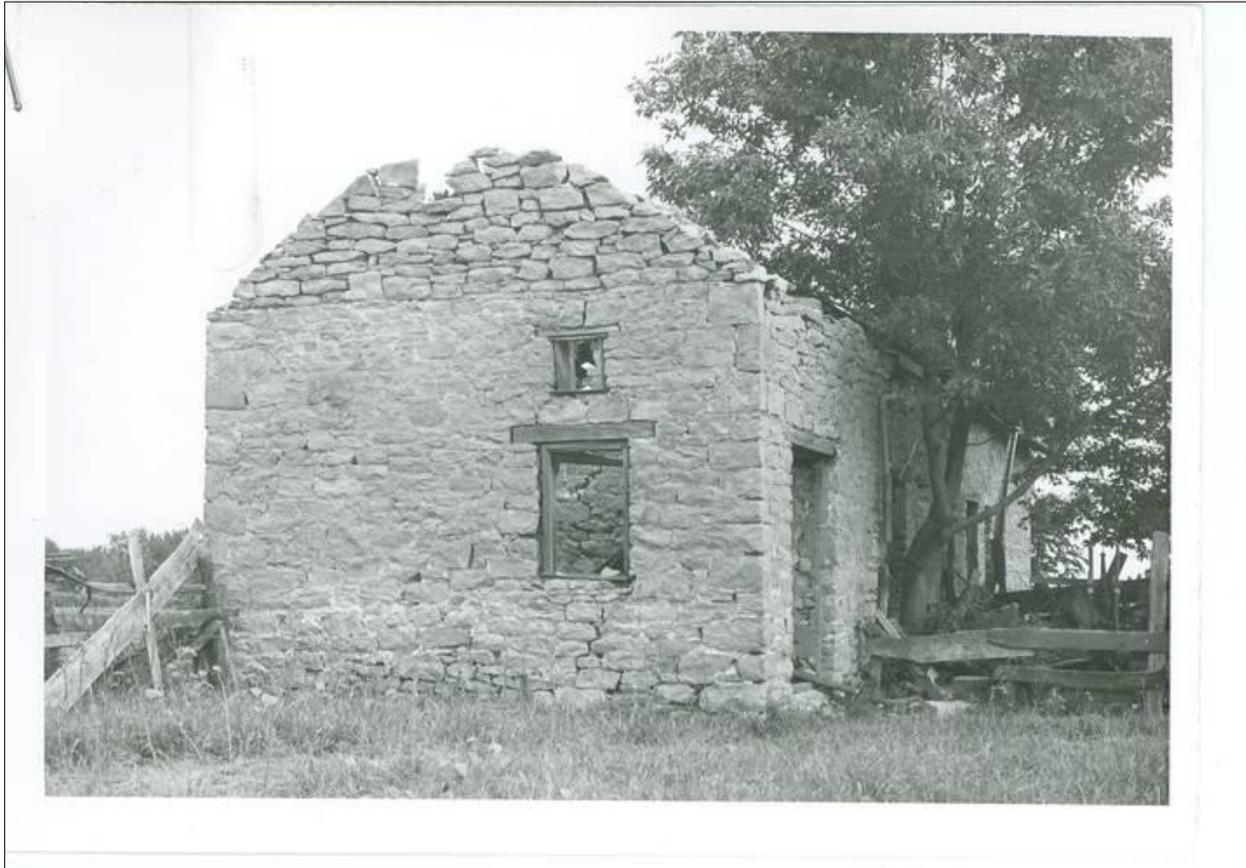
Figure 3.
[REDACTED]

Figure 4.



The Havana Stage Station building as it appeared during a Kansas State Historical Society reconnaissance survey in 1971. View looking northeast.

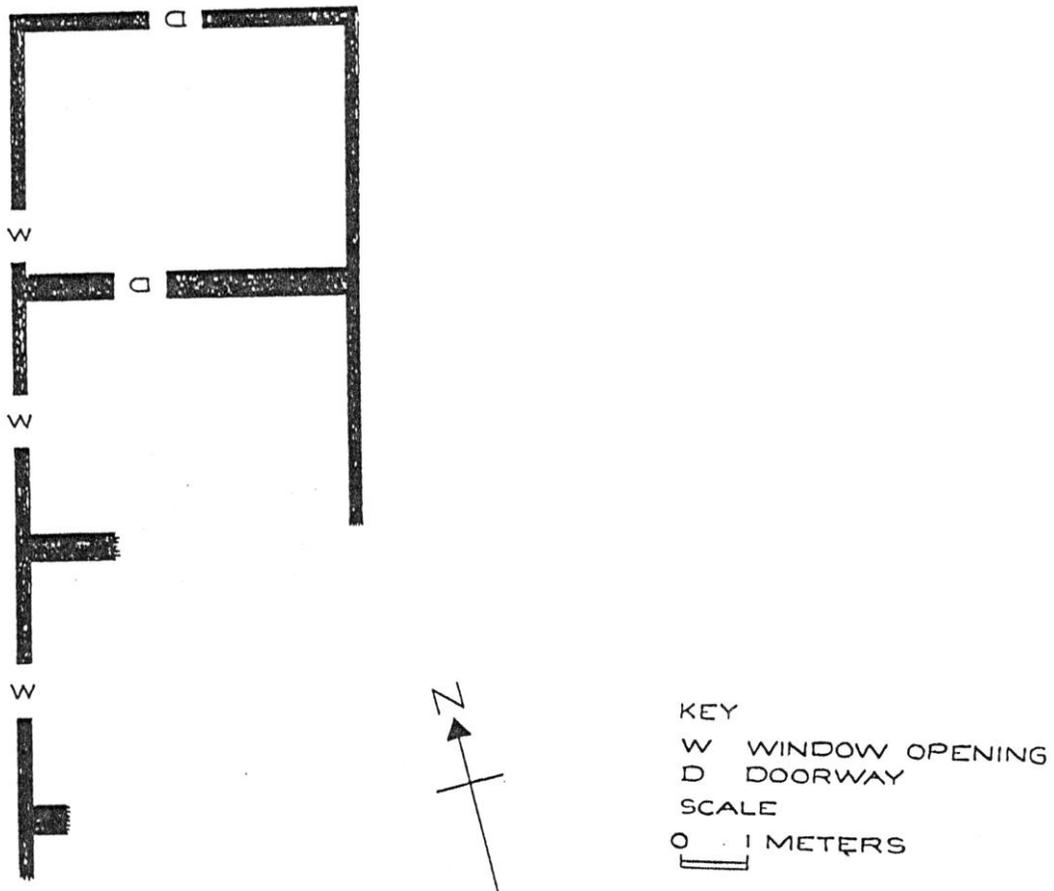
Figure 5.



The Havana Stage Station building as it appeared during a Kansas State Historical Society reconnaissance survey in 1971. South elevation, looking southeast.

Figure 6.
[REDACTED]

Figure 7.



Sketch plan of the ruins, as mapped by The URBANA Group in 1993.
The "D" on the north wall was actually a window, and it was not centered in the elevation.
The image was drawn with the west wall as the east wall; it has been mirrored here to show its correct orientation.

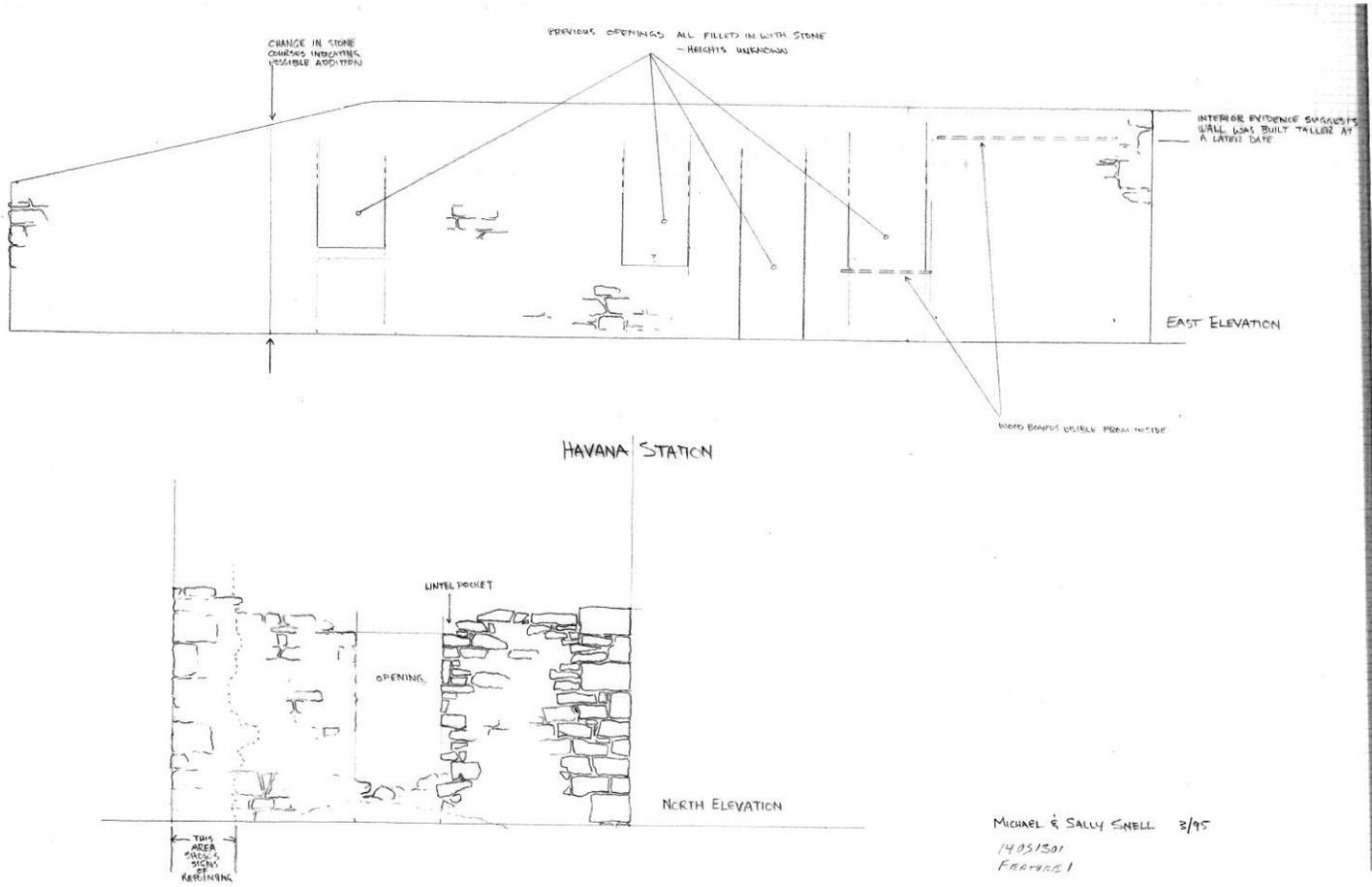
Figure 8.
[REDACTED]

Figure 9.



Kansas State Historical Society excavations underway at the Havana Stage Station in 1995.

Figure 10.



Measured architectural drawing of the Havana Stage Station, produced during the Kansas Historical Society investigations in 1995.

Figure 11.



1966 photograph of the Havana Stage Station.
Looking northwest at the south and east elevations with Harold Stodard (with tie), publisher of Enterprise-
Chronicle and Gene Spaulding, rancher and stockman.
Kansas State Historical Society: Photograph Collection. Osage County – Historic Buildings. FK2.01 .79.

Photograph Key.
[REDACTED]

Boundary Map.
[REDACTED]

Contextual Map.
[REDACTED]