Kansas Preservation Plan

We want your input! Every five years the Kansas State Historic Preservation Office (SHPO) produces a preservation plan, which serves as a guide for decision-making throughout the state. The plan identifies preservation partners and programs, highlights success stories, and outlines challenges and goals. The current plan (2006-2010) is available online at: kshs.org/resource/PreservationPlan06.pdf.

It is important to emphasize that this is a state preservation plan and not an office management plan for the SHPO. Instead it encompasses what all stakeholders hope to achieve in preserving the cultural heritage of our state. A public workshop discussing the future of historic preservation in Kansas will be held during the 2010 Kansas Preservation Conference in Newton, June 2-5. In the meantime, the SHPO is requesting input from the public. By answering the following questions, you can help in the development of the new plan.

• Are you able to find the resources that you need to research or preserve historic properties? What resources have you used?

• What do you see as the major challenges facing preservationists in Kansas? How would you implement change?

• What would you like to see done to enhance/improve historic preservation efforts in Kansas?

• What preservation success stories have meant the most to you over the past five years? Photographs are welcome.

• Are there certain types of historic resources in Kansas that you feel are endangered or underrepresented in the National Register of Historic Places?

• How are you involved in historic preservation activities?

Please submit your answers via email to cultural_resources@kshs.org or mail to Cultural Resources Division, Kansas Historical Society, 6425 SW 6th Avenue, Topeka KS 66615-1099.

The Kansas preservation plan is produced by the Kansas State Historic Preservation Office.

On the Road in Kansas

There is something quintessentially American about jumping in a car and taking off on an adventure for parts known or unknown. With a car you can take an extended cross-country tour, visit relatives, shop in the big city, or day-trip to a popular attraction. The automobile gives us the ability to explore not only major cultural centers but also the nooks and crannies and far reaches of our nation. At the advent of the auto age, a car offered myriad advantages over other forms of transportation. Not only was the ride vastly more comfortable than horse or stagecoach, but your itinerary was unencumbered by a preset schedule or the location of railroad tracks. With an automobile you controlled your own destiny.

Roadside Kansas Survey

During the summer of 2008 Rosin Preservation contracted with the State Historic Preservation Office to survey historic resources related to the context of roadside architecture in Kansas and prepare a Multiple Property Documentation Form. The goal of this Historic Preservation Fund grant project was to document the variety of historic resources in the state that served the automobile-traveling public or “autoists,” as they were popularly known. These resources included the nucleus of gas, food, and lodging, as well as car dealerships and service stations, tourist attractions, and associated signage. Due to time limitations, the survey was not comprehensive—it did not inventory every example of roadside architecture in the state. But it did identify a broad spectrum of buildings, structures, and objects constructed from the earliest years of the automobile era through the early 1960s in all parts of the state.

A majority of resources surveyed date to the post-World War II period. This likely reflects a variety of factors. One is the general prosperity of the nation during this era. With unprecedented access to disposable income, recreational travel increased, in turn spurring the construction of buildings, signs, and attractions associated with the roadside context. A second factor is the nature of the resources themselves. Early roadside resources were often hastily erected to capture a slice of the burgeoning automobile-age commercial market. Many of these buildings did not survive because they simply were neither well constructed nor designed to last. Finally as communities grew during the 20th century, physical expansion absorbed sites previously located...
on the outskirts of town. The location of an early gas station/café/motel court was often repurposed for a new use (such as a supermarket or modern commercial strip) or a new convenience store/fast food restaurant/motel replaced an older building. This pattern was particularly common in larger communities around the state and very noticeable in communities located near the modern interstate highways.

The survey documented the impact of interstate construction on older roadside commerce in Kansas. Russell provides a good example. A number of roadside resources associated with older, mom-and-pop businesses are still found along old U.S. 40 where it passes south of downtown Russell. Closer to I-70 is a second series of much newer roadside businesses, all affiliated with large corporate chains. Unlike the local business owners, the national chains could better afford the more expensive land near the planned highway interchange. They erected bigger, more modern buildings with larger illuminated signs that were visible when zooming down the highway. A traveler passing through an unfamiliar area is more likely to stop at a place visible from the road and with a known brand than to search for lodging or food a few miles away in town. This pattern led to the demise of many small, local roadside businesses and to the proliferation of the now ubiquitous national chains. It is certainly not unique to Russell or to Kansas, but plays out in communities throughout the state and around the country.

Surprisingly few of the resources inventoried had experienced significant alterations. An overwhelming majority appear to be potentially eligible for listing in the National Register of Historic Places or in the Register of Historic Kansas Places. This may reflect, in part, the nature of this particular survey, which represented a random selection of resources rather than a comprehensive inventory. This structure gave the field team some discretion in selecting which resources to include. They were able to document properties that clearly embody the historic context and further our knowledge about roadside commerce. As a result, higher-quality resources may have been surveyed over nearby properties that lacked integrity or that had questionable associations with the context. The high percentage of eligible resources may also reflect the younger overall age of the resources. With so many resources constructed after 1950, there has simply been less opportunity and less need for owners to make alterations that adversely affect a property’s character-defining features.

**Roadside Commerce**

The open road offered an endless variety of things to see and do. By the 1910s, small businesses emerged offering motorists a place to fill up the car, grab a bite to eat, or spend the night. Most of these businesses were mom-and-pop enterprises, often hastily set up alongside the road to satisfy the needs of passing travelers. It was not uncommon for an industrious owner to open a campground or build a series of tourist cabins for lodging near an improved road. The owner might also erect a small filling or service station and maybe a café, to fuel both the vehicle and the passengers. While the appearance, size, and location of these businesses has evolved over the past century, travelers’ demands for gas, food, and lodging have not diminished.

In addition to the “big three” roadside industries (gas, food, and lodging), a variety of other businesses developed to serve this group of consumers during the auto age.
Naturally there were businesses that sold or serviced automobiles. These were typically located along Main Street, cheek by jowl with more traditional commercial establishments. The increasing popularity of the automobile soon mandated larger buildings and an adjacent surface lot for an efficient sales and service operation, and auto dealerships began moving to the outskirts of town where traffic was less congested and where availability and price made larger pieces of land affordable.

Once people were in their cars, they needed places to go. Parks and other locations that offered picturesque settings were logical destinations for picnics, daytrips, and camping excursions. Early in the auto age the country’s national wonders became popular among travelers. A car dramatically improved the accessibility of remote places like Yellowstone Park and the Grand Canyon or of family destinations like the beaches of the Atlantic, Pacific, and Gulf coasts.

Undeveloped parcels of land beyond the limits of traditional commercial districts were perfect for new recreational ventures, such as amusement parks and miniature golf courses. Savvy entrepreneurs manufactured and publicized novelty attractions to draw tourists to their communities. On a drive through Kansas, for example, who can resist the lure of the World’s Largest Ball of Twine in Cawker City, the World’s Largest Hand-Dug Well in Greensburg, or Big Brutus, the behemoth steam shovel that stands sentinel near West Mineral.

Automobiles also gave the general public better access to historical sites. In Kansas, places with historical associations, such as the site of the signing of the Santa Fe Trail Treaty in Council Grove and Pawnee Rock in Larned, were popular tourist destinations. As family car vacations became increasingly common after World War II, some communities created “historic” destinations to highlight a specific period in the history of the community or region. Often called building zoos, these museums include a collection of buildings that may or may not be original to the specific site. Some may have been moved to the property from nearby locations, while others might be reconstructions that depict the architecture and lifestyle of the time. Old Abilene Town in Abilene and the Boot Hill Museum in Dodge City are two Kansas examples of building zoos.

**Roadside Architecture**

Roadside resources represent a wide spectrum of popular 20th century architectural styles. A small building with a
Left to right, E. W. Norris Gas Station, Glen Elder; Gas station with enameled metal siding, Hutchinson; 1106 Drive-In, Pittsburg.

projecting shed supported on flared bungaloid piers is typical of first generation gas stations. The bungalow was also the prototype for early motel cabins. Cars were sold from buildings that resembled other Main Street businesses, just with bigger windows to showcase the oversized merchandise and garage doors to move the merchandise into and out of the building.

Soon roadside businesses embraced the revival architecture that was popular nationwide. This was particularly important in helping auto businesses blend with existing commercial and residential development. Mission Revival designs were particularly popular in Kansas given the state’s historical associations with the Santa Fe Trail. In 1927 Phillips 66 was among the first gasoline companies to develop an architectural brand for its stations. This ensured that motorists would easily recognize a Phillips 66 station, even when traveling far from home. The company erected its first Tudor Revival cottage station in Wichita (see cover). You can still spot these stations around the state, although many have been successfully repurposed.

Independent business owners were especially creative when it came to capitalizing on the public’s fascination with cars. Kansas was not without its unique examples of roadside architecture. There was the Indian Village in Lawrence, a motel court and a restaurant built in 1930. And the gas station in Glen Elder that owner E. W. Norris modeled after a castle he had seen while stationed in Germany during World War I.

Typically at the forefront of architectural fashion, many auto-related businesses adopted Streamlined Moderne forms by the start of World War II. This sleek modern style with rounded corners and curved walls embodied the aerodynamic silhouette of contemporary vehicles and expressed a forward-thinking attitude that appealed to automobile owners. Modern glass block and metal siding were common materials during this period, particularly among gas stations after Texaco unveiled its prototype designed by Walter Dorwin Teague in 1937. These materials were also favored for prefabricated diners, which provided both an efficient business model for owners and a hearty, quick meal for people on the go. Like buildings of the era, signage was bright, geometric, and bold.

The form and features of the ranch house were widely adapted to create the modern motel. These elongated one-story buildings had wide eaves that sheltered walkways in front of the rooms. Large parking lots let you drive right up and park in front of your door. After the war, motels got larger and larger, evolving into two-story buildings with outdoor walkways and maybe (hopefully!) a pool out front.

The late 1950s and 1960s coincided with the Space Age. It was not uncommon for auto businesses to incorporate space race imagery, especially for the asymmetrical neon signs that greeted patrons from the side of the road. A new design for Phillips 66 led gas station architecture into the future as well. Drive-in services became popular in the 1950s. There was no need to leave your car at a drive-in restaurant. Just roll down the windows—or put down the top—and the car hop would come to you. And at a drive-in theater you could watch a movie from the comfort of your car. Unfortunately very few drive-in theaters survive in Kansas, although occasionally you can spot evidence of one alongside the road.

Many businesses evolved over the years to keep pace with the evolving car culture. Nearly 100 years ago a parking garage was built in Wilson. At a time when few roads were paved, folks from around the area could park their car in a sheltered location that was likely to be nearer the improved roads than their home. This made it much easier for them to enjoy a Sunday drive. Shortly before U.S. 40 was constructed in 1935, the Wilson parking garage expanded with the addition of a filling station, a restaurant, and a bus depot. Maintaining a modern appearance was also critical if a business wanted to survive. Homer’s Drive Inn first opened
as a roadside stand. The owners erected the current building in 1938. When they modernized in 1962, they borrowed some distinct design elements from the nationally recognized Howard Johnson restaurant chain. In Oakley the 1920s Mission Revival gas station received an update around 1970 to keep pace with the environmental movement.

There is still much to see while you drive. Gather your family and friends and head off on an adventure. If you follow the slow road and keep your eyes open, you will see the relics of Kansas’ roadside past.

Survey forms for the 307 resources documented during this survey, complete with color digital images, site plans, and survey information, can be viewed online at the Kansas Historic Resources Inventory database (kshs.org/khri). Simply select “Roadside Kansas” from the Survey Project Name dropdown menu on the search page.

Multiple Property Submissions and other National Park Service Terminology

The National Register of Historic Places allows for thematically related significant historic properties to be nominated and listed in a group. This streamlined procedure is known as a “Multiple Property Submission” (MPS). Before the National Park Service introduced this term in 1984, these listings were known as “Thematic Resources” or “Multiple Resource Areas.” While this mechanism does streamline the National Register nomination process for similar properties, the organizational structure and associated nomenclature of an MPS can be confusing. It consists of a cover document—the Multiple Property Documentation form (MPDF)—and individual registration forms. The MPDF is not a nomination in its own right, but consists of one or more historic contexts and a description of the associated property types. Information common to the group of properties is presented in the historic context, while information specific to each individual building, site, district, structure, or object is placed in an individual registration form. The MPDF may be used to nominate and register thematically related historic properties simultaneously or to establish the registration requirements for properties that may be nominated in the future, which is the case with the Roadside Kansas project. Another term, “multiple property listing,” is used by the National Park Service to denote the name of the thematic group and is listed on the front page of the MPDF.

For more information, visit nps.gov/history/nr/publications/nrb16b/. To read the individual multiple property forms listed below, visit kshs.org/resource/national_register/mps.htm

List of approved Multiple Property Submissions in Kansas

Aboriginal Lithic Source Areas in Kansas
Byre and Bluff Barns of Doniphan County
Carnegie Libraries of Kansas
Commercial and Industrial Resources of Hutchinson
The Designs of Architects William Pratt Feth and Myron Kauffman Feth in Leavenworth, KS, ca 1895-1942
Historic Agriculture Related Resources of Kansas
Historic County Courthouses of Kansas
Historic Public Schools of Kansas
Historic Railroad Resources of Kansas
Historic Resources of Lawrence
Historic Resources of the Santa Fe Trail
Historic Resources of Route 66 in Kansas
Historic Theaters and Opera Houses of Kansas
Kansas Post Offices with Artwork
Kansas Rock Art
Late 19th Century and Early 20th Century Residential Resources in Manhattan, KS
Late 19th Century Vernacular Stone Houses in Manhattan, KS
Lustron Houses of Kansas
Masonry Arch Bridges of Kansas
Metal Truss Bridges in Kansas
National Guard Armories of Kansas
Nebraska-Kansas Public Land Survey
New Deal-era Resources of Kansas
Rainbow Arch Bridges of Kansas
Residential Resources of Wichita, Sedgwick County, KS, 1870-1957
National Register Nominations

At its regular quarterly meeting held November 7 at the Kansas Historical Society in Topeka, the Historic Sites Board of Review voted to list three properties in the Register of Historic Kansas Places and to forward 12 nominations to the office of the Keeper of the National Register of Historic Places in Washington, D. C., to be evaluated by their professional staff. If they concur with the board’s findings, the properties will be included in the National Register. In other action, the board approved the *Roadside Kansas* National Register Multiple Property Documentation Form, which is designed to streamline the method of organizing information collected in historic resource surveys and research for future National Register listing and preservation planning purposes. The board also approved the removal of one property from the Register of Historic Kansas Places.

**Independence Junior High School – 300 W Locust, Independence, Montgomery County**

Independence Junior High School was built in 1923 in the popular Collegiate Gothic architectural style. Character-defining architectural features of this three-story brick building include a crenellated parapet, pointed-arch door openings, and quoins on every elevation. Like other Progressive Era school buildings, it occupies a full city block, is located near the center of town, and its large auditorium was designed to accommodate public gatherings as well as school-related functions. The school district contracted with the Chicago-based architectural firm N. S. Spencer and Sons to design the building. Prominent Kansas school architect Thomas W. Williamson of Topeka designed the gymnasium addition in 1939 as a Public Works Administration project. Changes to the building include replacement windows and exterior doors and the alteration of some interior spaces. The building continues to function as a public school. The building was nominated as part of the *Historic Public Schools of Kansas* multiple property listing for its association with local educational history and its architecture.

**Fairview Apartments – 206 E 18th Street, Wichita, Sedgwick County**

Built in 1924, the Fairview Apartment building is located a few blocks south of Wichita’s North End commercial and industrial district. Through the start of World War I industrial development in the North End spurred residential and commercial growth. A dramatic rise in population during the booming 1920s, coupled with a desire for safe, sanitary housing and a shortage of building materials and skilled labor, triggered an increase in multi-family apartment construction in Wichita. This conventional low-rise apartment building has 16 residential units on each of the first and second floors. The design of the Fairview Apartments reflects popular architectural trends in multi-family housing seen in Wichita and nationwide during this period. Apartment buildings typically had brick veneer walls with limestone or cast stone trim applied to fireproof, concrete, or even steel structures. This building has a U-shaped plan and features buff brick...
walls with patterned brickwork at the cornice and a flat roof with a shaped parapet. The bracketed door hoods with exposed rafter tails and multi-light upper window sashes express vernacular elements of Craftsman architecture applied to a multi-family building. The building was nominated as part of the Residential Resources of Wichita – 1870-1957 multiple property listing for its architecture.

Fairmount Apartments – 1702 N Fairmount, Wichita, Sedgwick County

Constructed in 1930, the Fairmount Apartment building was designed to provide multi-family housing in the Fairmount neighborhood immediately south of Wichita State University. A trolley line connected the university neighborhood to the rest of the city. Population growth during the booming 1920s triggered an increase in multi-family apartment construction in Wichita. By 1927 there were 91 apartment buildings listed in the Wichita City Directory, a number that increased nearly three-fold by 1947. Wichita contractor John I. Graham, who is known to have built three Wichita apartment buildings between 1928 and 1930, applied for a building permit to construct this building for an estimated cost of $35,000. This conventional, low-rise apartment building exhibits the characteristics of the popular early 20th century Spanish Colonial Revival style. The building was nominated as part of the Residential Resources of Wichita – 1870-1957 multiple property listing for its architecture.

Guldner House – 1919 W Douglas, Wichita, Sedgwick County

Benjamin Guldner built this transitional Free Classic Queen Anne residence for his family in 1910 using architectural drawings produced by G. W. Ashby of the Radford Architectural Company of Chicago. The Radford Company produced catalogs and trade publications in the early 20th century, and was significant in the shift away from popular Victorian-era residential architectural styles, such as Eastlake and Queen Anne, to more simplified Free Classic, Craftsman, and Classical Revival styles. This house exhibits that transition with its Queen Anne form and classical details. A primary feature of the Guldner House is its one-story wrap-around porch supported by Ionic fluted square pillars. This property is the only documented Radford Company-designed residence in Kansas at this time. The property was nominated as part of the Residential Resources of Wichita – 1870-1957 multiple property listing for its architecture.

Blaser House – 136 N Crestway, Wichita, Sedgwick County

This Spanish Colonial Revival-style residence is located in Wichita’s College Hill neighborhood and was built by longtime Wichita contractor Frank E. Blaser in 1929. He lived in the house with his family until 1934. Although this area had been platted since 1884, most development took place
between 1910 and 1930. The Blaser House exhibits elements that typify Spanish Revivalism—so much so that authors Virginia and Lee McAlester included a photograph of the home in their book *A Field Guide to American Houses*. Characteristics of the style found on the Blaser House include an asymmetrical and stucco-finished exterior, a multi-level side-gable roof topped with clay tiles, iron grillwork framing some windows, arched doorways, and metal casement windows. The house features an attached garage at the north end that opens to the rear of the property. The property was nominated as part of the *Residential Resources of Wichita – 1870-1957* multiple property listing for its architecture.

**East and Southeast Stone Arch Bridges at Lake Wabaunsee – East Flint Hills Drive, Wabaunsee County**

The idea for a recreational lake in Wabaunsee County was conceived in the 1920s and—with the help of federal New Deal programs—finally became a reality in the late 1930s. Lake Wabaunsee’s grand opening was held on August 26, 1939. A single paved roadway encircles the New Deal-era lake and includes two historic stone arch bridges. The construction of both three-arch stone bridges took place in 1937 and 1938 and was funded by the Works Progress Administration. These bridges are nominated individually to the National Register as part of the *Masonry Arch Bridges of Kansas and New Deal-Era Resources of Kansas* multiple property listings. Today lakefront houses dating from the middle and late 20th century dot the perimeter. New Deal-era camp buildings are no longer extant and modern development prevents listing the entire lake site in the National Register. Both the East Bridge and Southeast Bridge remain an integral part of the historic road system encircling Lake Wabaunsee.

**Barton, Welborn “Doc,” House – 202 South Edwards Street, Ingalls, Gray County**

Built in about 1880, the Barton House is a unique combination of common late 19th century house forms and styles. The National Folk form is expressed in the house’s symmetry and in the multiple exterior doors, while the Victorian form is expressed in the chamfered exterior walls. The Victorian style is expressed in the interior and exterior wood trim and the original front porch details. One of the most unique features of the Barton House is the presence of eight exterior doorways within the original configuration—a five-room, 850-square-foot plan. Each room has at least one door to the outside. It was common for some types of Folk buildings to feature two front doors, including the double-pen, the dogtrot, and the I-house, although the reasons for the multiple doors varies with the region and type of house. In addition to its unique architecture, the house was home to early western Kansas cattleman Welborn “Doc” Barton, who built the home in Cimarron and moved to its current location in Ingalls in 1896. Barton lived in the house until his death in 1946. It was nominated for its association with Barton and as a unique example of Folk Victorian architecture.

**Cossaart Barn – 3040 Birch Road, Narka, Republic County**

Built in about 1916, the Cossaart Barn is located 1.2 miles west of Mahaska on a uniquely designated parcel of land—Section 1, Range 1, Township 1—in Albion Township of Republic County. Albion Township is in the extreme northeast corner of the county and includes only a few hundred residents. The Cossaart farm is situated on the north side of a gravel road in a shallow valley. The rural surroundings feature rolling hills of grassland used for ranching and farming. The farmstead includes buildings and structures of various periods, but the barn and adjacent windmill are the oldest and best-intact features. The barn features the distinguishing characteristic of a Midwest Prairie
Barn: a large sweeping gable roof that gives it a strong horizontal emphasis. It also includes a hay hood with an outward swinging door on the north elevation. Its interior is made up of a large, open central section that is flanked by stall bays. The interior is somewhat unusual in that the central section used for hay storage extends from ground level to the roof with no haymow. The 1937 Fairbury windmill originally pumped water to the house and to a tank adjacent to the barn for many years. By the mid 20th century the windmill was outfitted with an electric motor and pumpjack. It was restored to original working condition in 1993. This property has been in the Cossaart family for five generations, and continues to function as a working farmstead. The barn was nominated as part of the Historic Agriculture-Related Resources of Kansas multiple property listing for its association with local agricultural history and its architecture.

Transue Brothers Blacksmith & Wagon Shop – 309 Main Street, Summerfield, Marshall County

Located at the north end of Main Street in Summerfield is the Transue Brothers Blacksmith & Wagon Shop, which traces its roots to 1889 when blacksmith Thomas Hutton first opened a shop at that location. He sold the business in 1893 to brothers James and George Transue, who erected this fireproof limestone and brick building in 1898. The Transue brothers provided a variety of services to the community that included horseshoeing, building and repairing wagons and sleighs, and iron fabrication. Their business and the buildings out of which they operated adapted to changes in technology and to meet consumers’ needs. The early 20th century shift away from horse-drawn wagons toward automobiles is evident within the farrier’s shop where the brothers converted the shop into an auto repair garage by digging a pit in the floor over which cars could be parked for repair to the undercarriage. The nominated property includes three functionally related buildings that were erected between 1898 and 1911: the blacksmith and wagon shop, the farrier’s shop, and the coal shed. They were nominated for their association with local commercial history and their architecture.

Topeka Council of Colored Women’s Clubs Building – 1149 SW Lincoln, Topeka, Shawnee County

The Topeka Council of Colored Women’s Clubs purchased the single-family residence at 1149 SW Lincoln in 1931 to use as a place to hold meetings and club functions. African American women began organizing in the 1880s and 1890s, during a time of escalating discrimination and segregation. The Kansas Association of Colored Women’s Clubs was
founded in 1896 and chartered in 1906. In addition to taking interest in popular Victorian ideals of self-expression and morality, African American women fought for basic civil rights for their entire race. Black club women worked to help other black women who worked outside the home—the vast majority of whom were employed as domestics. The women's clubs worked to establish childcare and kindergartens to help working women. Located in the heart of Tennessee Town, one of Topeka's traditional African American neighborhoods, the building is a vernacular one-and-a-half-story T-plan house with applied Queen Anne details. Having been settled by Exodusters who fled the Jim Crow South in the late 1870s, the neighborhood was traditionally occupied by a concentration of single-family homes on small lots. Unfortunately, many of these homes have been demolished. The property was nominated for its social history.

Collyer Downtown Historic District – Collyer, Trego County
See story on page 12.

Henry and Elenora Strong House – 1916 Beck Street, Manhattan, Riley County
Henry and Elenora Strong were born in Bolton, Connecticut, and were active in the local Congregational Church. They married in 1859 and moved to Kansas Territory where Henry had previously worked hauling freight between Leavenworth and Denver. They became members of Manhattan's newly established First Congregational Church and were active in early efforts to establish a school for area children. Henry drafted and constructed the house in 1867, with his New England heritage evident in his craftsmanship. They built the two-story vernacular stone house on the outskirts of town in a style similar to the earlier Federal style found in New England. The original house is a simple two-story box with a side-gabled roof, a center entrance, and doors and windows organized in strict symmetry. It was built of limestone from his own quarry at the foot of nearby Bluemont Hill. The farmstead outbuildings are no longer extant, and the house features two 1950s additions. A mid-20th century neighborhood has developed around the former farmstead. The property was nominated for its association with the early settlement of Manhattan and as an example of a mid-19th century vernacular stone house.

Sundstrom Building – 102-106 North Main Street, Lindsborg, McPherson County
Among those who contributed to the early settlement of Lindsborg were John G. Bergsten and Jacob O. Sundstrom, who together established what came to be known as the Sundstrom Department Store. Both men were born in Sweden, immigrated to Chicago in the 1860s, and were part of the First Swedish Agricultural Company, the land company that colonized Lindsborg in the 1870s. Bergsten, a stonecutter and farmer, partnered with Sundstrom, who had worked as a "moulder" in an iron foundary and operated a grocery business in Chicago, to open a department store in Lindsborg's downtown. Their two-story Italianate-style building at the northeast corner of Main and Eighth streets was completed in 1879. In 1884 Bergsten sold his interest in
the business to Sundstrom, who continued to operate the business for another three decades until his death in 1926. Various businesses have since occupied the main floor, including a dry goods business, hardware store, and dance studio. Today the building remains a dominant fixture in the downtown. Its Italianate architecture is reflected in the narrow window openings with prominent sills and lintels, the prominent cornice, and narrow supports and columns. The building was nominated for its architecture and its association with the growth and development of Lindsborg.

Building T-9 (former site of POW Camp Concordia) – 1541 Ute Road, Cloud County

Building T-9 is the only remaining warehouse at the site of the former World War II-era Prisoner of War Camp Concordia. Construction on Building T-9 began during or immediately after February 1943. All new construction at the camp was given a “T” designation for “temporary.” T-9 is 48’ by 160’, consists of 7,680 square feet of floor space, and was the largest among five warehouses built near the southern boundary of the camp. Like the other camp warehouses, T-9 was a one-story, wood-frame building, with a concrete foundation and floor. The cost of the building was $7,648. Construction was officially complete May 1, 1943, when the camp was turned over to the U. S. Army. T-9 functioned as an engineering shop and warehouse until the camp closed on November 5, 1945. T-9 was subsequently used as a skating rink, hog farm, canoe factory, and during the 1960s, a horse racetrack, Thundercloud Park, and for hay storage. In 2009 the building was purchased by the POW Camp Concordia Preservation Society, which plans to open a museum in the building. The building was nominated for its mid-20th century military history.

Approved for Removal - Register of Historic Kansas Places

Kincaid & Crocker Opera House – SE Corner of Main & Eighth Streets, Pleasanton, Linn County

The Kincaid and Crocker Opera House was listed in the Register of Historic Kansas Places in 1986 for its architectural significance. The 23-year-old nomination notes the building had structural problems and needed rehabilitation at the time of listing. These concerns were never addressed. The building was torn down in June 2009. The City of Pleasanton now owns the empty parcel.
Collyer: Building a Future on the Past

The 133 residents of Collyer have never apologized for the size of their hometown. Collyer is more of a community than a city—a community with a legendary tradition as a “heckuvagood” place to dance on a Saturday night.

by Christy Davis
Historic Preservation Consultant

Now Collyer can boast an accomplishment reserved for only a very few small Kansas towns: the establishment of a downtown historic district. The effort was sponsored by the Collyer Community Alliance, a local non-profit dedicated to building the community’s future while preserving Collyer’s unique sense of place.

Collyer has a rich history to build on. Like many western Kansas communities, Trego County was touted by the Union Pacific Railroad (Kansas Pacific) in its aim to sell trust land to finance railroad development. The Union Pacific followed the path of the Smoky Hill Trail, established in 1859 as a route to Denver during the Colorado gold rush. Coyote Point, the precursor to Collyer, was a stop along the way. Union Pacific crews reached Trego County in 1867. When they arrived at Coyote Point, their progress was halted by winter and up to 500 workers and soldiers were forced to camp there in dugouts.

Given the area’s strong ties to the railroad, it is fitting that the region’s first permanent settler, Ben O. Richards, came to Coyote Point in 1870 to run a U. P. pump house and boarding house for railroad workers. Although the region was arid, a handful of farmers had settled the area by 1877. There was no established town, however, until 1878, when a colony of Civil War veterans from Chicago arrived. The colonists, which included 80 families, paid a membership fee of $5 to help pay for the construction of a settlement house, where they would live until they could establish homes and farms of their own. The Chicagoans arrived at Coyote in March 1878 and named their new town “Collyer” after Reverend Robert Collyer, a Unitarian minister. They filed the town plat in 1879. After the crops failed in 1879 and 1880 many disillusioned settlers fled the arid region. From the time of peak migration between 1878 and 1883, the county’s population plummeted from about 3,000 to only 1,500. More left during the depression in the late 1880s.

The population did not begin to recover until a group of Bohemian settlers arrived in 1889, followed by a group of German-Russian Catholics in 1901. Another group of German-Russians arrived in 1902. In 1900 the town’s population (including the surrounding rural township) was 531. Many of Collyer’s early settlers were Irish Catholics, who had begun construction of St. Michael’s Church in 1883. These new Catholic immigrants boosted the size of the parish—and population of Collyer. By 1910 the town of Collyer had a hardware store, real estate office, G. A. R. Hall, drug store, post office, barber shop, grocery, garage, hotel, meat market, shoe store, school, church, furniture store, dry goods store, and livery.

The district’s period of significance stretches from 1926, when five of the district’s masonry buildings were constructed on the west side of Ainslie Avenue, to 1935, the date of construction of the blacksmith shop, the district’s most recent building. A number of dynamics combined to precipitate the district as it appears today. Like many Kansas farm communities, Collyer thrived during the first decades of the 20th century. Developments in agricultural technology, including the adoption of gasoline-powered tractors and
record-high crop prices during and immediately after World War I, left Kansas farmers with unprecedented sums of disposable income. Small-town businesses scrambled to accommodate the new consumer class. Whereas Collyer’s residents at this time included laborers and agents working for the Union Pacific Railroad, most were carpenters, horse traders, merchants, butchers, and barbers who provided goods and services to the surrounding farm and ranch community. In 1917 Collyer was incorporated for the first time—as a third-class city. The town’s residents built rows of neat bungalows. The township population grew to 1,366 by 1920.

An ever-improving system of roads and highways provided rural consumers with easier access to local business districts. In 1920 Kansas voters adopted the “good roads” amendment to the state’s constitution that offered hope for motorists tired of driving in the mud. Access to Collyer was greatly improved by the completion of the Victory Highway, now U.S. 40, in 1923. Electric service soon followed, arriving in Collyer in 1925.

It was during the inter-war years that Collyer took on much of its present character. In 1926 H. A. Lacerte, H. M. Thomas, and V. J. Razak, commissioned the row of tile and brick buildings that would replace the impermanent wood false-fronts on the west side of Ainslie Avenue. Although the majority of these buildings housed retail outlets, the best known of them was built for the Razak/Zeman Dance Hall. Collyer had long been known for its dances—but the new hall provided a venue that became legendary in the region. The permanent masonry buildings were products of their time. Kansans had whole-heartedly subscribed to tenets that sprang from the Progressive Era, including the value of fireproof construction.

In 1931, just as the city’s wood false-fronts were making way for fireproof masonry buildings, Collyer adopted a new waterworks and fire protection system. The population continued to grow, reaching 1,419 in the town and surrounding township by 1930.

Western Kansas was especially hard hit during and after the Great Depression. In September 1935 northwest Kansas had 10 straight days of temperatures in excess of 100 degrees. Dust storms carried an estimated five million tons of dirt across the state, leaving unfarmable fields in their wake. Many abandoned their farms. A few years later others left to serve in World War II, take war production jobs in cities, or simply to settle elsewhere. After the war, as improving highways created a more mobile citizenry, the declining population of Trego County could not support two principal cities. Much of the county’s trade shifted to WaKeeney, the county seat that was closer to I-70. In 1963 Collyer’s First National Bank moved to WaKeeney. The Mack-Welling Lumber Company, one of the longest-running businesses, closed in 1966.

Although many of Collyer’s downtown buildings have been vacant for decades, the Collyer Community Alliance is working to preserve the community’s character and promote its heritage. Other preservation projects include the nomination of Collyer’s St. Michael School and Convent. The organization has purchased buildings and hosted events, which bring the community together and raise funds for the organization’s preservation projects.
Wyandotte County Lake Park had an inauspicious start. On September 19, 1937, after nearly two years of construction, the dam—intended to create the lake that would be the centerpiece of the park—collapsed. According to contemporary newspaper accounts, the dam had been within weeks of completion. A dramatic account of the collapse in the *Kansas City Journal Post* the following day detailed how Roy Russell, the night watchman, discovered the imminent collapse:

... [Russell] was riding on the running board of one of the cars when he noticed a large crack had appeared in the roadway. Russell told the driver to stop, ran to the crack and examined it, and saw that its width was increasing. He shouted a warning to the drivers to get their cars off the dam and ran after them. A moment later the cavein started. Two other nightwatchmen...also were on the dam and heard a low rumbling which immediately was followed by a huge crack weaving slowly along the top of the dam. They ran.
Despite the collapse of the dam, a number of worker strikes, and a cost of more than $6 million dollars, the dam and other park structures was largely completed by the end of 1943. The reconstructed dam and approximately 40 of the original park structures dating from the 1930s to the 1940s remain today. Also present throughout the park are a number of more modern structures.

In September 2009 SHPO survey coordinator Caitlin Meives and SHPO intern Alexis Rothenberg embarked on a project to survey each of these structures. The project resulted in online survey forms for approximately 96 resources (information and images available online at kshs.org/khri), more than 1,000 photos, and a survey report that summarizes the process and findings.

Wyandotte County Lake Park is located just south of the Missouri River, approximately 1.5 miles east of I-435 in Kansas City. Owned by the Unified Government of Kansas City/ Wyandotte County, the park consists of a 400-acre lake surrounded by about 1,500 acres of park land. The lake and the surrounding wooded hills together form a scenic natural landscape. The main park road meanders through this wooded setting and crosses over the dam at the northern boundary of the lake, affording picturesque views of the park and the lake to the south and the Missouri border to the north.

Wyandotte County Lake Park is not just a scenic natural setting. Complementing the treed landscape and picturesque views of the lake are more than 90 man-made structures. Dispersed throughout the park and generally accessed via offshoots from the main park road, these structures include park shelters and restrooms, enclosed buildings, bridges and culverts, and landscape elements such as retaining walls, guardrails, and stone steps. The structures complement their natural setting while also reflecting the history of the park. Particularly fit to their natural surroundings are the 40 or so original park structures constructed during the 1930s and 1940s as part of the federal Works Progress Administration (WPA) project that created the park.

During the 1930s New Deal emergency work relief programs such as the WPA and the Civilian Conservation Corps (CCC) contributed funds and personnel to the construction of municipal, county, state, and national parks throughout the United States. Construction of Wyandotte County Lake Park began in late 1935 with the first release of WPA money. Although the WPA terminated its involvement with the park project in 1942, Wyandotte County assumed responsibility for the completion of the park and park structures. The county continued to construct new park facilities throughout the 1950s and 1960s.

As was the case with Wyandotte County Lake, many of the park landscapes, administration buildings, cabins, shelters, bridges, culverts, and other structures built across the nation with the help of New Deal programs were designed by the National Park Service (NPS). Designed to harmonize and blend with their natural settings, park structures were made of native materials using hand labor and were sited so as to be screened from the main road and appear to grow naturally from the setting. Due to their natural look, this style of park architecture came to be known as Rustic. A more recent whimsical term is “Parkitecture.” Many park structures not specifically designed by the NPS during the 1930s were nonetheless influenced by this architecture.

At Wyandotte County Lake Park, approximately 38 of

South Entrance Lodge at Wyandotte County Lake Park.
these Rustic style park structures remain today. Research suggests that some original resources no longer remain. A historic photograph in the Historical Society’s State Archives & Library collections documents at least one Rustic camp house that no longer exists. The WPA resources that do remain, however, stand out as excellent examples of Rustic park design. The buildings and open-air shelters are perhaps the most visible and obvious examples of Rustic design within the park. The structures referred to today as Shelters 3 and 9 are long rectangular gable roofed shelters constructed of round log timbers secured with wooden pegs. They possess wood shingle roofs and original stone floors that have been covered by later concrete foundations. Located inside each are large stone fireplaces with cooking grills and chimneys, also referred to as “kitchens” in original plans for similar structures designed by the NPS. Reportedly built as a concession stand, Shelter 7 possesses a more complex form and is constructed of stone with battered walls that slope outward at the bottom. Like Shelters 3 and 9 it features other typical Rustic design elements such as exposed rafter tails and round log timbers.

The survey also documented a second type of WPA shelter—the polygonal overlook shelter. Two of these relatively rare types of shelters were documented. One, which today has been partially demolished, was constructed with a stone base and squat log timbers supporting the roof. Located in the Shelter 11 area at the northeast corner of the park, the second overlook shelter consists of a stone floor with taller log supports. Although it might not be apparent today, both of these examples were constructed atop hills in locations that at the time of their construction likely afforded scenic vistas in multiple directions.

Seven WPA buildings were documented during the survey. These include the South Entrance Lodge, the Caretaker’s Cottage (known today as the Lake House) and associated outbuildings and stable, the James P. Davis Recreation Hall, and the Boathouse. These buildings feature typical Rustic details such as the use of native stone, battered stone walls, exposed rafter tails and roof beams, and horizontal massing. The South Entrance Lodge in particular is an excellent example of Rustic architecture. Built into a small hillside, with the rear roof planes sloping down and the stone base extending into the hill, the building blends into its natural environment. The upper halves of the lodge’s exterior walls are clad in rough-hewn wood clapboards, further adding to the rustic, natural look.

Culverts proved to be one of the most numerous Rustic WPA resources extant at the park. Although the casual observer may easily miss some of these resources, they can be found located throughout the park along the main road. The survey documented approximately 20 culverts, varying in size and sophistication. The smallest examples are barely visible from the road while the larger examples might be considered small bridges. Two of Wyandotte County Lake Park’s culverts were included as examples of Rustic culvert design in a well-known 1930s publication, Albert H. Good’s *Patterns from the Golden Age of Rustic Design: Park and Recreation Structures from the 1930s.*

Constructed atop most of these culverts are stone and wood guardrails. The historic photographs in Good’s book
indicate that these guardrails replaced the original short, rounded log rails. The date range for when this may have occurred is unknown at this time.

Other WPA resources that were documented during the survey include the dam, the unique concrete spillway, the Gate Valve Building that extends into the lake, four bridges, and the ruins of the former North Entrance Lodge.

The survey also documented just fewer than 60 resources not associated with the WPA and the original park construction. The majority of these later resources include shelters and restrooms, which are generally believed to have been constructed between 1945 and 1965. Some of the shelters constructed during this period are similar in form to Shelters 3 and 9 and as such can be viewed as modern interpretations of Rustic architecture. As with the WPA shelters, these are constructed primarily of wood, feature exposed rafter tails, and possess interior stone fireplaces or kitchens. In contrast with the earlier shelters, they are constructed of squared wooden structural members and possess what appear to be original concrete slab foundations. Other resources dating from this time period include 18 restroom buildings, two buildings at the south end of the lake, and the south entrance sign.

Shelters 2, 6, and 14 appear to have even later dates of construction. These shelters possess a more square form, with open gable ends, and they lack the fireplaces present in the WPA and post World War II-era shelters. The Korean and Vietnam Veterans Memorial and the Mr. & Mrs. F. L. Schlagle Environmental Library are the only confirmed structures that were built after 1980.

What has been gained from surveying Wyandotte County Lake Park? A significant collection of New Deal related resources have been documented. The WPA structures at Wyandotte are not only unique within the state of Kansas but are also part of a larger national context. Throughout the country many Rustic style park resources dating from the New Deal era have already been lost or drastically altered, making it all the more important that those that remain are documented. This documentation can contribute to a greater understanding of the history of this era. Local residents and government officials can also have a better understanding of how the park has evolved. Finally, the Parks and Recreation Department of the Unified Government of Wyandotte County Kansas City can use the survey information in moving forward with preservation activities and incorporate it into plans for the maintenance of the park’s historic resources.

Survey forms for the 96 resources documented during this survey, complete with color digital images, site plans, and survey information, can be viewed online at the Kansas Historic Resources Inventory database (kshs.org/khri). Simply select “Wyandotte County Lake Park Survey 2009” from the Survey Project Name dropdown menu on the search page.
All rails, trails and roads lead to Newton for the 2010 Kansas Preservation Conference. Join friends and colleagues June 2-5 for an event that combines local culture, like milling and rural heritage, with presentations from nationally known speakers on the hot topics of green design, preservation economics, pop culture and volunteer power. Beat the droves and register now!

Featured speakers include Governing Magazine founder Peter Harkness, non-profit expert Ken Culp and pop-culture icon Charles Phoenix.

**Featured Speakers**

**Charles Phoenix, God Bless Americana**
Charles Phoenix is a pop-culture aficionado whose unique brand of humor has endeared him to audiences nationwide. Phoenix got his start as a fashion designer in Los Angeles. He is now best known for his entertaining and interactive retro slide shows, which feature images from his extensive collection of vintage slides. In 2008, ten years after his first retro slide show, LA Weekly dubbed Phoenix the “Kodachrome King.” His most recent book, *Americana the Beautiful: Mid-Century Culture in Kodachrome*, explores the essence of American material culture through a selection of classic slides. Phoenix has been featured on NPR’s *All Things Considered* and *The Martha Stewart Show*. He will give the keynote address at the conference banquet on Friday, June 4.

**Peter A. Harkness, Governing Magazine**
Peter Harkness is the founder and publisher emeritus of Governing, the premier magazine for government leaders. Before launching Governing, he was editor and deputy publisher of the Congressional Quarterly News Service, a leader in independent political journalism. Harkness is a recipient of the Raymond Clapper Award for investigative reporting, awarded by the White House Correspondents Association, and is one of only a handful of journalists named a fellow of the National Academy of Public Administration. In the two decades since its founding, Governing’s circulation has grown to more than 85,000 and has been nominated four times as a finalist for the National Magazine Award, the highest honor in the industry. Traffic on governing.com, the magazine’s robust website, has passed 1.5 million page views a month. Harkness will speak on the *Comeback of the City* on Friday, June 4.

**Ken Culp III, University of Kentucky**
Ken Culp has more than 20 years experience in volunteer and nonprofit administration. Since 1996, he has given 300 presentations in thirty-six states, Canada, Japan and South Korea. In his popular workshops, Culp offers advice to non-profits on identifying, recruiting, motivating and maintaining volunteers. Culp is the Senior Extension Specialist of Volunteerism in the Department of 4-H Youth Development at the University of Kentucky in Lexington. He will speak on Thursday, June 3.
Schedule at a Glance

**Wednesday** JUNE 2, 2010

- **Morning**
  - Registration
  - Preservation Program Workshops
- **Afternoon**
  - Lunch on Your Own
  - Historic Bridge Workshop
  - Great Tours Workshop
  - Historic Property Development Workshop
- **Evening**
  - Progressive Opening Reception
  - Dinner on Your Own

**Thursday** JUNE 3, 2010

- **Morning**
  - Registration
  - Welcome
  - Economic Impact of Historic Preservation
  - Saving Deteriorated Residential Properties
  - Deon Wolfenbarger, African-American Properties in Wichita
- **Afternoon**
  - Lunch On Your Own
  - Keith Sprunger, Mennonite Architecture Walking Tour
  - Ken Culp, Harnessing Volunteer Power
- **Evening**
  - KPA Reception/Auction

**Friday** JUNE 4, 2010

- **Morning**
  - Registration
  - Peter Harkness, The Comeback of the City
  - D. Brooke Smith, The Christman Building
- **Afternoon**
  - Lunch
  - Birthplace of Kansas Archeology
  - John Speweik, Historic Masonry Workshop
- **Evening**
  - Reception/Banquet/Keynote
  - Charles Phoenix, God Bless Americana

**Saturday** JUNE 5, 2010

- **Morning**
  - Registration
  - Rural Heritage Tour
  - Homeowners Workshop

Registration open now!
Register online at http://www.kshs.org/resource/preservationconf.htm or complete and submit the included registration form.
You may register by completing and mailing in this form to the address below. Copy extra sheets for additional participants. Or, register online at http://www.kshs.org/resource/preservationconf.htm

**Name** (as you would like it to appear on your badge) ______________________________________________________

**Title** ____________________________________ **Organization** __________________________________________________

**Street Address** ______________________________________ **City, State**  **Zip** ______________________________________

**Phone** ________________________________ **Email** ________________________________________________________________

### Conference Registration Fees and Tickets

**General conference registration includes all conference materials, sessions, breaks, Friday Lunch, and Friday Evening Banquet**

- **Early General Registration**
  - Registration and payment received by May 15, 2010
  - $120 per person = ________

- **Late General Registration**
  - Registration and/or payment received after May 15, 2010
  - $130 per person = ________

- **Kansas Preservation Alliance Reception** (no additional charge) ________ persons

- **Wednesday Workshops** (free and open to the public) ________ persons
  - I plan to attend the following workshops on Wednesday, June 2, 2010:
    - _____Navigating the National Register of Historic Places
    - _____Survey: Documenting Historic Resources
    - _____Snap Shot: Photographing Historic Buildings
    - _____Historic Bridge Workshop
    - _____Great Tours Workshop

- **One-day Registration for Thursday Only** $60 per person = ________

- **One-day Registration for Friday Only** (includes banquet) $75 per person = ________
  - KSHS Member #__________________________ $60 per person (KSHS members) = ________

- **Guest Banquet Tickets** (Keynote Address by Charles Phoenix) Friday, June 4, 2010 $50 per person = ________

- **One-day Registration for Saturday Only** $30 per person = ________

- **Saturday Sessions** (Register Early, Registration is Limited!) ________ persons
  - I plan to attend the following session on Saturday, June 5, 2010:
    - _____Rural Heritage Tour
    - _____Homeowners Workshop

### Total Enclosed: ________

Send check payable to “Newton Area Chamber of Commerce” for total registration and fees (no cash please) to the following or register online at http://www.kshs.org/resource/preservationconf.htm:

Kansas Preservation Conference
c/o Billi Jo Wilson, Newton Area Chamber of Commerce 500 N. Main, Newton, Kansas 67114 • 316-283-2560
Site description and background
Site 14MY388, also known as the Eastep site, is located in east-central Montgomery County on the south bank of the Verdigris River. The site was recorded initially in 1975 by then-Kansas State Archeologist Tom Witty with the assistance of avocational archeologist Ernie Carr. At the time the site was reported as a surface component with prehistoric artifacts of unknown age.

In recent years severe flooding and erosion along portions of the Verdigris River prompted Natural Resources Conservation Service (NRCS) officials to develop plans for stream bank stabilization. As currently planned, this project will involve the grading, reshaping, and reinforcement of the stream bank adjacent to the Eastep site. As required by federal law, the NRCS requested an archeological survey of 14MY388 to determine if the proposed project would adversely impact the site.

In 2008 Kansas Historical Society (KSHS) archeologist Tod Bevitt revisited the Eastep site and visually inspected the area slated for stabilization. Close examination of the cutbank revealed a series of exposed, intact features several meters below ground surface. Bevitt’s survey demonstrated that 14MY388 is a well-stratified, multicomponent site with intact cultural features, qualifying it for nomination to the National Register of Historic Places. It also confirmed that a major portion of the site would be destroyed by the planned stream bank stabilization project.

Given the importance of the archeological site and the unavoidable adverse effects of stream bank stabilization, in 2009 the NRCS requested that the KSHS conduct salvage excavations of the exposed features. A KSHS archeological team under the direction of Dr. John Tomasic conducted salvage excavations of several exposed features over a two-week period in September and October 2009. These excavations demonstrated that the features recorded by Bevitt were much more extensive than previously thought and were characterized by high densities of artifacts, including formal stone tools and a wide variety of faunal remains.
In addition, geomorphological research by Dr. Rolfe Mandel of the University of Kansas Geological Survey helped clarify the Eastep site stratigraphy. Based on that stratigraphy and the artifact types recovered, the buried features visible in the river cutbank appear to date to the Late Archaic period (2500 BC–AD 1). The site’s surface archeological deposits included a variety of artifacts of stone, shell, and bone, as well as ceramic sherds identified as Cuesta phase, an Early Ceramic period (AD 1–1000) archeological culture.

Why this site?
Although a number of important sites throughout the state were considered for investigation by the 2010 KATP field school, the Eastep site was selected because of the imminent threat of destruction. Furthermore, it is anticipated that this well-stratified multi-component site will produce data critical for understanding human adaptation during the transition from the Late Archaic to the Early Ceramic period. Without large-scale excavations prior to the proposed stream bank stabilization project, a wealth of knowledge about central plains prehistory will be lost.

Research objectives
Tomasic, the principal investigator and field director, has set out the principle objective for the 2010 KATP field school: recovery of as much information as possible from the part of the Eastep site that will be destroyed by the stream bank stabilization project while at the same time conducting problem-oriented research. Critical issues to be addressed include determining the temporal relationship among the various components and refining the occupational history of the site; generating a representative sample of artifacts and ecofacts that can be used to interpret the types of activities conducted, degree of sedentism, seasonality of occupation, and subsistence practices among the site’s Late Archaic and Early Ceramic occupants.

Overall the results of this research will contribute not only to knowledge of the Eastep site specifically but also to a better understanding of regional adaptations during the Late Archaic and Early Ceramic periods in the central plains.

Methodology
Previous research has identified two areas upon which the 2010 excavations will focus: the buried Late Archaic component exposed in the stream bank and the Early Ceramic component visible on the surface. In both of these settings, standard excavation procedures will be supplemented with some of the latest, most innovative analytical and excavation techniques. Prior to the field school, a geophysical survey will assist in identifying high potential areas for the presence of buried features. During excavation, water screening of excavated soils and collection and processing of soil flotation samples will ensure retrieval of minute bones, seeds, and other organic objects that cannot normally be recovered by traditional dry screening. The total station mapping of excavations, features, and associated artifacts, combined with the integration of all spatial excavation data within a Geographical Information System (GIS) designed for this project, will generate a wealth of provenience information that can be analyzed to better understand how prehistoric people utilized and organized space across the site.

Thanks
Excavations at the Eastep site would not be possible without the assistance of the landowner, Dr. Phillip Eastep. Realizing the importance of the site and demonstrating his commitment to preserving the state’s cultural resources and to advancing scientific understanding of central plains archeology, Dr. Eastep invited the KSHS and Kansas Anthropological Association (KAA) to undertake the 2010 KATP at the site that bears his name.
Registration Packet
Through the generosity of USD 461, North Lawn Elementary School, 620 Granby Street in Neodesha, will be the project headquarters for registration, classes, artifact-processing lab, and some evening programs. Details are included in the registration packet, which will be available in hard copy and posted on the KSHS web site at kshs.org/resource/katpcurrent. The packet contains forms for KAA and/or KSHS, Inc., membership; registration, scheduling, and medical information forms; options for lodging, camping, and food; a map of pertinent project locations; a list of recommended equipment; instructions for enrollment in formal classes; and details about the KAA certification program. A schedule of accompanying activities will be added later.

Registration forms submitted by May 1 qualify for a participation fee of $20 for KAA and KSHS, Inc., members and $80 for nonmembers. After May 1 the participation fee increases to $30 for members and $90 for nonmembers.

Although field and laboratory activities continue without stopping for the 16-day period, volunteers may participate for a single day or the entire time. Participants must be at least 10 years of age, and those younger than 14 must plan to work with a parent or other sponsoring adult at all times. A legally responsible adult must accompany participants between 14 and 18 years of age.

The KSHS and KAA do not discriminate on the basis of disability in admission to, access to, or operation of their programs; please make prior arrangements to accommodate individuals with disabilities or special needs with the KSHS Public Archeologist Virginia Wulfkuhle at 785-272-8681, ext. 266.

Please send me a registration packet for the Kansas Archeology Training Program field school, June 5-20, 2010, in Montgomery County.

Name ____________________________________________________________________________________________________

Address ___________________________________________________________________________________________________

Telephone number ___________________________________________________________________________________________

Email address ________________________________________________________________________________________________

Number of individuals in party ________________________________________________________________________________

Top, crew member Beth Shirley maps the floor of one of the seven test units excavated during the fall of 2009; above, crew member Roger Ward holds a chipped stone dart point that he found in his test unit.
Classes
The field school will offer a number of formal classes that can be taken to earn college credit through Emporia State University or simply to learn more about a particular topic. The line up of classes is given below.

**Archeological Fieldwork**
**Instructor:** Kansas Historical Society Archeological Staff
**Description:** In this field/laboratory course students receive on-the-job training by direct participation in site survey/excavation and artifact processing. Instruction will be given concerning the survey techniques, excavation methods (including use of hand tools, removal and preservation of archeological materials, and record keeping), and laboratory procedures. A total of 40 hours of work is necessary to complete the course; up to 20 of these hours can be spent in the field laboratory. To allow for possible rain days, students would be wise to start work on the first day of the project and continue until they have completed 40 hours.

**Mapping**
**Dates:** June 7-11, 8 a.m.-12 noon
**Instructors:** Tim Weston, SHPO Archeologist; Tricia Waggoner, Highway Archeologist
**Description:** Mapping archeological sites and materials is one of the fundamental methods of documentation for both amateur and professional archeologists. Proficiency in preparing maps is dependent upon an understanding of basic cartographic principles, as well as field mapping techniques. The study of cartographic principles involves reviewing the methods for determining the spatial relationships between places and/or points, while field mapping consists of creating a graphic representation of a defined space. Students will learn how to define areas of archeological interest and to construct maps with a minimum of equipment. They will be introduced to more sophisticated optical mapping equipment (e.g., plane table and alidade and transit) traditionally used in archeological investigations. They also will be instructed in the use of global positioning system receivers, as well as a modern electronic total mapping station. Practical experience in both basic cartographic principles and mapping will be gained through a series of field exercises, culminating in mapping a portion of an archeological site. This class fulfills one requirement of the Advanced Archeological Crew Member certification category.

**From the Ground Up: Preservation Basics**
**Dates:** June 7-11, 1-5 p.m.
**Instructor:** Julie Weisgerber, SHPO Federal Tax Credit Coordinator; Sarah Martin, National Register Coordinator; Tim Weston, SHPO Archeologist
**Description:** Learn the fundamentals of historic preservation, including architectural styles, construction technology, preservation issues, and how to list a structure or archeological resource in the National Register of Historic Places. Bring your camera and a pair of walking shoes, as part of this class will be hands-on and outdoors.

**Kansas Prehistory**
**Dates:** June 14-18, 8 a.m.-12 noon
**Instructor:** Bob Hoard, State Archeologist
**Description:** Kansas Prehistory presents evidence from the archeological record of Kansas and related regions that has been used to construct the Kansas cultural sequence. The geologic, geographical, and ecological factors that affect cultural development are reviewed. The scope and history of Kansas archeology, site types, rock art, burial sites, and the law are topics that are covered. Lifeways and cultures from each of the major time periods in Kansas prehistory are discussed. This class fulfills a requirement of several KAA certification categories: Basic Archeological Surveyor, Basic Archeological Crew Member, and Basic Archeological Laboratory Technician.

**Cultural Reconstruction**
**Dates:** June 14-18, 1-5 p.m.
**Instructor:** Don Rowlison
**Description:** Cultural reconstruction is the process of describing and explaining the past based on archeological evidence. At best it is a reasoned and knowledgeable interpretation, description, and explanation of what happened in the past to create the evidence found at an archeological site. Critical thinking and an emphasis on the scientific method are important parts of this process. This class fulfills one requirement of the Advanced Archeological Surveyor and Advanced Archeological Crew Member categories.
Historic Sites Board of Review

The Kansas Historic Sites Board of Review is a group of 11 professionals from various fields that meets quarterly to review and recommend nominations to the National Register of Historic Places and the Register of Historic Kansas Places, and award preservation planning and rehabilitation grants. As prescribed by the Kansas Historic Preservation Act of 1977 (K.S.A. 75-2719), the board is comprised of the following members: the governor or the governor’s designee, the state historic preservation officer or such officer’s designee, and nine members appointed by the governor for three-year terms. At least one member must be professionally qualified in each of the following disciplines: architecture, history, prehistoric archeology, historical archeology, and architectural history.

Jennie Chinn, State Historic Preservation Officer
Craig Crosswhite, Ness City, chair
J. Eric Engstrom, Wichita, governor’s designee, vice chair
John W. Hoopes, Wichita
Nancy Horst, Winfield
Leo Oliva, Stockton
Billie Marie Porter, Neodesha
Daniel Sabatini, Lawrence
David H. Sachs, Manhattan
Jay Price, Wichita
Margaret Wood, Topeka

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Happenings in Kansas

April 1 – 30, 2010
Kansas Archeology Month • Pawnee Indian Museum State Historic Site, Republic

April 8, 2010
Artifact Identification • Kansas Historical Society, Topeka

April 9, 2010
Fred Harvey book signing • Kansas Historical Society, Topeka

April 15, 2010
History and Environmental Fair • Kansas Historical Society, Topeka

April 22-23, 2010
Exoduster Conference • Kansas Historical Society, Topeka

April 24, 2010
Kansas Anthropological Association Annual Meeting • Pratt Historical Society, Pratt

May 6 – August 4, 2010
Heritage Trust Fund Workshops
May 6 – Hutchinson
June 9 – Pittsburg
July 14 – Hays
August 4 – Topeka

May 8, 2010
Historic Sites Board of Review Meeting • Kansas Historical Society, Topeka

May 15, 2010
Family Picnic Day • Grinter Place State Historic Site, Kansas City

May 19-20, 2010
Landscape Preservation • Kansas Historical Society, Topeka

June 2 – 5, 2010
Kansas Preservation Conference • Newton
June 4, KSHS, Inc., Spring Meeting • Newton

June 5 – 20, 2010
Kansas Archeology Training Program field school • Montgomery County and Neodesha

June 21, 2010
150th Anniversary of the Pony Express
Hollenberg Pony Express Station State Historic Site, Hanover

Join the Preserving Kansas listserv under Historic Preservation at kshs.org.