World War II Air Bases in Kansas
See story on page 1
The Colby Municipal Swimming Pool and Bath House was listed in the National Register of Historic Places as part of the New Deal-era Resources of Kansas multiple property submission in 2002. The complex, which included an Art Deco bath house, pool, and wading pool, was constructed in 1941 as a Works Project Administration (WPA) project. Murray Wilson of Paulette and Wilson Engineering of Salina handled design details and construction. It was demolished in 2010 and the site remains vacant.
The impetus for this listing and the comprehensive World War II air bases survey and Multiple Property Documentation Form (MPDF) project came through the Section 106 review and compliance process. Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800) provides for review of all federally funded or permitted projects for their impact on cultural resources.

In August 2006 the State Historic Preservation Office (SHPO) received a request from the Pratt Airport Authority to demolish the B-29 Hangar T-304 due to deterioration and storm damage. The SHPO determined that the hangar was eligible for listing in the National Register of Historic Places for its crucial role during World War II and that the demolition would constitute an adverse effect. The next step in the process was to look at ways to avoid or minimize the adverse effect. The SHPO consulted with the Pratt Airport Authority and the Federal Aviation Administration (FAA), the federal agency with regulatory oversight for this project. There was some initial interest among a local aviation museum group to utilize the hangar as a museum and the hangar was offered for donation; however, this plan was abandoned due to lack of funding to restore the hangar. An entrepreneur proposed rehabilitating the hangar to use for testing an experimental helicopter safety stabilization device, but an acceptable business plan was not submitted. By April 2007 the

On September 25, 2012, the National Park Service listed the Norden Bombsight Storage Vaults at the former Pratt Army Airfield in the National Register of Historic Places and formally approved the Multiple Property Documentation Form, *World War II-era Aviation-Related Facilities of Kansas*.

Demolished in 2008, the B-29 hangar T-304 at the former Pratt Army Air Field was the catalyst for documenting what remains of World War II bases in Kansas. Photo courtesy Susan Ford.
FAA concluded that demolition could not be avoided, and consultation meetings were held to determine appropriate mitigation for the loss of the National Register-eligible hangar. It became apparent during these meetings that the surviving World War II airbases in Kansas needed to be systematically documented and inventoried in addition to the standard mitigation practice of documenting the building to be demolished. The consulting parties agreed to this stipulation, and the FAA provided a grant to the Kansas Department of Transportation, Aviation Division (KDOT), to hire a consultant to survey the existing resources on the former airbases. KDOT contracted with historic preservation consultant Susan Ford, and the project began in April 2008.

**Pre-World War II Aviation in Kansas**

Inventors and entrepreneurs in Kansas and across the country explored the possibility of manned flight at the turn of the 20th century. Many claims attribute the first Kansas-built airplane to fly successfully but nearly all of these early machines, most built around 1910, did not fly reliably. Two prominent exceptions in this scenario were Clyde Cessna of Rago and A.K. Longren of Topeka. Longren, an automobile dealer, successfully accomplished sustained, controlled flights in 1911. He went on to set up an airplane factory in Topeka. Cessna, a born tinkerer, also conducted his first public flight in 1911 in Oklahoma. He soon moved his manufacturing operation from his Kingman County farm to a site in northern Wichita.

Kansas proved an ideal location for enthusiasts ready to try their hand with the new mode of transportation. Early landing strips were simply mowed fields on the flat plains but after World War I cities began constructing paved runways and municipal airports in earnest. Major air hubs were in place and expanding in Kansas City and Wichita by 1927. The rest of the state followed suit and a dependable network of airports was constructed, with paved landing strips in Topeka, Lawrence, Coffeyville, and Garden City.

During the 1930s airport improvement was one of the primary employment objectives of the Works Progress Administration (WPA) and the Public Works Administration. In 1937, 200 WPA workers started on a $287,000 airport in Topeka. WPA funds also constructed runways and/or hangars at Hutchinson Municipal Airport and Manhattan Regional Airport. In addition to employment, the airports provided free entertainment. Citizens would visit the breezy runways to watch incoming planes and possibly catch a glimpse of a famous passenger. B-29s soon became a well-established site on the prairies of Kansas.

**Army and Navy Build-Up in Kansas**

The European front of World War II began when Germany attacked Poland on September 1, 1939. As the Axis forces won several victories between late 1940 and late 1941, the U.S. Army’s air forces expanded rapidly. President Franklin Roosevelt called up national guard and reserve forces in August 1940. He also signed the Selective Training and Service Act in 1940 to fill volunteer vacancies in the army.
These movements led to an increase in Army Air Corps volunteers, with young men choosing their areas of service rather than being assigned to an unknown branch.

When President Roosevelt declared a national emergency on May 27, 1941, the call for increased troops and bases was well underway. The number of Army Air Corps personnel jumped from 20,503 on July 1, 1939, to 152,569 two years later and the navy showed a similar increase. More pilots introduced the need for other aircrew members, ground technicians, instructors, and facilities. The expansion of the United States’ air program required a huge increase in facilities for training and new bases for the strategic units ready to take on the responsibility of national defense.

Before January 1939 the army air force had 17 air bases. By the peak of World War II activity in 1943, the air force had expanded to 783 main and sub-bases and auxiliary fields. The navy increased the number of aircraft from around 2,000 to 27,000 planes. This tremendous expansion also required more personnel, the activation of reserve fields, and the construction of new air stations.

A series of Authorization Acts passed by Congress approved hundreds of millions of dollars for domestic air base construction by early 1942. Between February and July new navy training bases were established at six inland sites to augment older reserve bases, including those in Olathe and Hutchinson. Army Major General Robert Olds, Directorate of Base Services, submitted a plan in 1942 for the Second Air Force to take on all heavy bombardment training. His proposal to locate new sites in Kansas, Nebraska, South Dakota, and Montana was approved by the army air force in early June. All of the new stations requested were in use by spring 1942, including Kansas bases Walker, Pratt, Great Bend, Salina, and Topeka.

A flurry of lobbying for additional Kansas army bases began in earnest in early 1942. Senator Arthur Capper received requests for bases from constituents across the state. As locations were chosen, Capper would typically send a telegram announcing that the War Department had authorized construction of an air force installation at the city to cost in excess of $3 million. This routine occurred with each base, even though preparatory survey work often had already begun by the time the telegram was sent. Field construction proceeded rapidly.

### Airfields

Eighteen Kansas airfields contributed to the World War II fight, 16 army airfields (AAF) and two naval air stations (NAS). Hundreds of auxiliary fields were also planned, ranging from sod landing strips to asphalt or concrete fields with support buildings. The primary bases were scattered across the state’s central and southern plains, employing thousands of military and civilian workers. At the peak of World War II enrollment, more than 2.4 million men and women served the United States Army Air Forces. Various military positions included pilots, navigators, bombardiers, radio operators, flight controllers, teachers, typists, clerks, and engineers. Civilians worked in offices, warehouses, food preparation, laundries, grounds maintenance, and equipment maintenance. This diverse group of workers came together for the common goal of deploying aircraft and cargo to the Pacific front. Most bases required dozens of buildings to house the military workers, train pilots, and support the war effort.
Army Air Fields
Thirteen of the 16 army airfields in Kansas were constructed specifically for the World War II effort. Only three were already in operation at the onset of World War II: Marshall Field at Fort Riley, McConnell Field in Wichita, and Sherman Field at Fort Leavenworth.

World War II construction dates are listed below:

<table>
<thead>
<tr>
<th>AAF Base</th>
<th>Onset of construction</th>
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<tbody>
<tr>
<td>Smoky Hill</td>
<td>5 May 1942</td>
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<tr>
<td>Strother</td>
<td>16 May 1942</td>
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<tr>
<td>Coffeyville</td>
<td>1 June 1942</td>
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<tr>
<td>Fairfax</td>
<td>1 June 1942</td>
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<tr>
<td>Independence</td>
<td>6 June 1942</td>
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<tr>
<td>Garden City</td>
<td>16 June 1942</td>
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<tr>
<td>Dodge City</td>
<td>6 August 1942</td>
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<tr>
<td>Topeka</td>
<td>15 August 1942</td>
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<tr>
<td>Herington</td>
<td>September 1942</td>
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<tr>
<td>Walker</td>
<td>14 September 1942</td>
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<tr>
<td>Great Bend</td>
<td>30 September 1942 (estimate)</td>
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<tr>
<td>Pratt</td>
<td>8 October 1942</td>
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<tr>
<td>Liberal</td>
<td>9 January 1943</td>
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</tbody>
</table>

The massive army bases were rapidly constructed and usually completed within 18 months. The immediate construction on each base involved runways and airplane hangars. Each field usually had three or more concrete runways, several taxiways, and a large parking apron. Base runways ranged from around 5,000 feet long to 10,000 feet at Smoky Hill and Walker. Most base runways were originally in a triangular configuration, easily identifiable from the air. Auxiliary fields took all forms. Some were simply fields cleared of nearby brush. Municipal airports often served as auxiliary fields. Asphalt or concrete fields constructed during World War II took the form of either one straight runway, a concrete pad such as Garden City Auxiliary #1, or triangular such as Strother Auxiliary #5.

Besides the runways and hangars, the airfield bases contained multiple buildings for training and the cantonment. The cantonment encompassed administration, housing, warehouses, utilities, and infrastructure. Most bases also included buildings for recreation, welfare, and health. A 1959 article titled “U.S. Army and Air Force Wings Over Kansas” in the Kansas Historical Quarterly lists the buildings constructed at the Coffeyville AAF, a typical Kansas base:

- **Airfield**: 4 runways, 5 taxiways, 3 hangars, parking apron and control tower.
- **Cantonment**: 67 enlisted men’s barracks, 25 cadet barracks, 3 WACs barracks, 8 mess halls, 1 guard house, 1 commissary, 13 warehouses, 11 administration buildings, 12 supply rooms, 1 post headquarters building, 6 operations buildings, 1 fire station, 1 telephone building, 1 signal office building.
- **Training**: 1 ground school building, 2 miscellaneous buildings, 6 link trainer buildings, 1 chemical warfare building.
- **Recreation and Welfare**: 17 general recreation buildings, 1 chapel, 1 theater, 1 post office, 1 post exchange.
Hospital: 1 administration building, 5 wards, 1 infirmary, 1 dental clinic, 1 nurses quarters, 1 nurses recreation building.

Army buildings were ultimately utilitarian and quickly assembled. Most base buildings, not meant for long-term use, were constructed of temporary or semi-permanent materials. Although some hangars had steel frames and the occasional brick or tile brick building could be seen, most support buildings sat on concrete foundations but were of frame construction clad in little more than plywood and tarpaper.

The buildings at Kansas army bases were usually consistent in design. Whether constructed of steel or wood, hangars typically had similar elements that included round top roofs, cantilevered sliding doors, one-story sheds on the rear or sides, and a brick chimney connected to a boiler. Hangar designs occasionally deviated from the traditional round top, as seen in the flat-roofed structure associated with the Dodge City AAF. The type of aircraft housed usually determined hangar design and size. Buildings for the very large B-29 airplanes had upper openings in each end to accommodate the tails of the airplanes.

Support buildings also resembled each other from base to base. Most can best be described as Minimal Traditional, devoid of decoration and focusing on economy of materials. The purpose of each support building is usually not recognizable from its appearance, with the exception of parachute buildings. The lack of specific designs allowed building types to be adapted to several uses. The reinforced concrete bunker that served as bomb or bombsight storage at Great Bend also protected important files at Herington. Classroom buildings resembled barracks, with multiple windows and doors. A concrete cube could serve as storage or house electricity for runway lighting. Extant examples of these no-frills structures best demonstrate the appearance of World War II bases across Kansas.

Naval Air Stations

With President Roosevelt’s proclamation of a national emergency on May 27, 1941, all naval reservists not on a deferred status went back into duty. The re-entry of the reservists accelerated the navy program to include 2,500 new cadets each month and the commissioning of 20 new air stations by 1942.

The navy purchased a site for a new naval station in Johnson County between Olathe and Gardner. Construction began on January 5, 1942, and was complete in early 1944. The navy also purchased or leased land for up to 14 outlying fields, although not all of these sites were used. The site for the Hutchinson Naval Air Station was chosen in 1942; it was located on a tract approximately seven miles south of Hutchinson and one mile west of Yoder on more than 2,500 acres. An additional 3,900 acres were leased for up to 20 auxiliary landing fields. Construction for the base began in October 1942.

Like the army bases, the naval air stations were built to facilitate the training of pilots. Unlike the army bases, many of the naval station buildings were constructed of
brick and concrete. The navy buildings in Kansas were designed in architectural styles that were more aesthetic than the army buildings. The Hutchinson NAS displays an Art Moderne influence, with clean lines, windows that wrap building corners, and wide concrete eaves that contrast with red brick walls. The Olathe NAS buildings are in the Art Deco style, featuring concrete sill and lintel courses that contrast with red brick walls, geometricized trim, and the occasional stepped parapet.

**B-29 Superfortresses and “The Battle of Kansas”**

Perhaps the most significant product of the World War II Kansas factories and airfields was the B-29 Superfortress bomber, the largest bomber in the world at the time. Four thousand of the enormous planes were built during World War II—two-thirds of them in Wichita by Boeing with assistance from the Beech, Cessna, and Culver factories.

As the war progressed, it became clear that there was a need for a large bomber capable of traveling very far distances at very high altitudes. General H.H. Arnold, chief of the Army Air Force, counted on Boeing’s ability to deliver a new kind of aircraft. The superbomber was so highly anticipated that mass production proceeded with no extensive testing of the craft. Arnold also counted on the construction of the effective training fields and bases that the massive planes would require.

Four Kansas airfields were designated for B-29 very heavy bombardment preparation and training in 1943—Smoky Hill AAF in Salina, Walker AAF near Hays, Great Bend AAF, and Pratt AAF. This exceptional designation caused the bases to grow practically overnight to accommodate populations that averaged 7,000. The U.S. Army was counting on the bases to significantly affect the outcome of World War II.

The designated B-29 bases provided the important mission of training crews and mechanics to thoroughly understand the workings of the airplanes. The heavy bombardment squadrons learned the tactics of flying the planes and accurately hitting targets. B-29 bases required more substantial construction to accommodate the large planes and increased personnel associated with them. B-29s needed runways of at least 7,000 feet for their maximum loads of 120,000 pounds. Very Heavy Bomber groups required more housing and maintenance facilities than were previously available, including huge hangars.

Field activity at the designated B-29 fields culminated with “The Battle of Kansas” in spring 1944. General Arnold arrived at Salina’s Smoky Hill AAF on March 9, 1944, and asked how many bombers could be ready to leave the next day. The answer was “none.” Arnold exploded and issued orders that had phones ringing across the country initiating the Salina Blitz, or The Battle of Kansas. Colonels and GI mechanics flew in overnight. Boeing sent 600 civilians from its Wichita plant. Orders were issued that the last plane would fly away on April 15.

An article in the *Saturday Evening Post* recalled, Superfortresses unready for battle were delivered to Kansas bases, where bombardment groups were poised for overseas. Army mechanics at Salina, Pratt, Walker and Great Bend tried to button up jobs left flapping.” Workers in Salina and the other B-29 bases put in very long days to ready the planes for departure. Training engines were taken out and war engines installed. The planes were modified to carry bombs weighing 10,000 to 12,000 pounds. Every detail on the aircraft was prepared for readiness. The sudden effort coincided with a major winter storm. There were not enough hangars for all of the planes, so crews worked outside in winter gales of wind, sleet, and bitter cold.

The last B-29 left Kansas on April 15, 1944, and two months later the bombing of Japan began. The fleet was responsible for bringing the war to an end. Japan’s Prince Konoye credited the bombers by saying, “Fundamentally, the thing that brought about the determination to make peace was the prolonged fire bombing by the B-29s.” The final bombings of Hiroshima and Nagasaki were preceded by the dropping of leaflets stating that the new bomb would be used to destroy every military resource prolonging the war, ending with the demand, “Evacuate Your Cities!” Secretary of War Henry L. Stimson viewed the atom bomb as contrary to everything he stood for. As the war continued he met drained and fatigued European troops headed for the Pacific. Facing the possibility of more war, he approved “the least abhorrent choice” for the destruction of Hiroshima and Nagasaki.

General Arnold visited the Wichita Boeing plant on August 29, 1945, and summed up the effect of the B-29s on the outcome of the war. “Soon after the Superforts completed their first strikes from the Marianas, the official Domei broadcast conceded that the planes were an unsolvable problem to them. And from that time on until Hiroshima and Nagasaki felt the final blows carried by B-29s, all America knew that the army air forces and Boeing Superforts could do the job they were assigned.” Without Kansas and its B-29 airfields, it is unlikely that the war would have come to its sudden end.
After the end of World War II, the military decommissioned most Kansas bases and then sold or deeded them to nearby cities for use as municipal airports. Several continue to operate as small airfields and industrial parks today. Three—Walker AAF, Dodge City AAF, and Hutchinson NAS—are now privately owned and mostly in a state of disrepair. Auxiliary fields followed the course of the bases after World War II. Some simply reverted back to agricultural land and some continue as landing strips for crop dusters and private airplane owners.

**Survey**

At the beginning of the project it was estimated that approximately 26 potential sites retained World War II resources. KDOT mailed notification letters to each operating airfield in June 2008, and consultant Susan Ford contacted the manager or owner of each property for permission to arrange site visits. Owners of privately owned properties were found through contacts with county recorders of deeds. Site visits took place between June and November 2008. At every site each visible resource was recorded unless access was restricted or deemed dangerous. Many of the operating fields provided an escort during the visits.

Sixteen army airfields and two naval air stations constructed in Kansas for World War II training were identified through research of academic sources, historic aviation maps, and the internet. The locations of additional extant auxiliary fields and outlying fields were also identified. Each known site was visited except for Fairfax field, which has been completely built over by a General Motors plant. Historic structures and sites were photographed and drawn on a sketch map for each field. A total of 28 fields were visited and 170 historic resources were surveyed. The resources include intact and altered structures, runways, and ruins that originally served World War II airfields.

The condition of airfield buildings varies greatly from base to base in Kansas. All bases have lost significant numbers of buildings through either neglect or demolition, but many buildings and sites remain. The best preserved buildings are typically in use as part of an industrial park. Large buildings, such as hangars, are often clad in non-historic siding. Structures left in their original condition with no maintenance are usually in the worst condition. Many have simply collapsed or burned. Despite their condition, each base contains buildings that are individually eligible for listing in the National Register of Historic Places or eligible as contributing to a potential...
In the National Historic Preservation Act of 1966 (NHPA), the United States Congress established a comprehensive program to preserve the historical and cultural foundations of the nation as a living part of community life. Section 106 of the NHPA requires consideration of historic preservation in projects with federal involvement that take place across the nation every day.

Section 106 requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties. The process is carried out in consultation with the State Historic Preservation Office (SHPO), Native American tribes and the public. Section 106 review encourages, but does not mandate, preservation. Sometimes it is unavoidable for a needed project to proceed without harming historic properties and in these cases the federal agency must mitigate the harm. Mitigation can take many forms, but it often results in the study of related undocumented cultural resources.

Section 106 review does ensure that preservation values are factored into federal agency planning and decisions. Because of Section 106, federal agencies must assume responsibility for the consequences of the projects they carry out, approve, or fund on historic properties and be publicly accountable for their decisions.
At its regular quarterly meeting held at the Kansas Historical Society in Topeka on Saturday, November 3, the Historic Sites Board of Review voted to list one property and remove two properties from the Register of Historic Kansas Places. The board voted to forward 10 nominations to the office of the Keeper of the National Register of Historic Places in Washington, D.C., to be evaluated by its professional staff. If staff members concur with the board’s findings, the properties will be included in the National Register. In other action, the board voted in favor of expanding the nomination boundaries of a current National Register-listed property, recommended the removal of two properties from the National Register, and tabled a nomination for further discussion.

**St. Thomas Hospital – 210 S Range Avenue, Colby, Thomas County**

St. Thomas Hospital was constructed in 1941 through the Works Progress Administration (WPA), a federal program that funded the construction of 130 new hospitals nationwide and improvements to 1,670 more. There were only two new hospitals in Kansas constructed with WPA funds, one in Colby and the other in Oswego. The three-story Colby hospital was designed by Kansas City architect Joseph Radotinsky in the Georgian Revival style utilizing brick salvaged from the old high school on the same site. The facility was expanded in 1948, under the supervision of Wichita architects Overend and Boucher, to include a four-story addition housing a new polio ward and emergency facilities and a two-story chapel. It is nominated as part of the *New Deal-era Resources of Kansas* multiple property nomination for its significance in the areas of health and medicine.

**St. Margaret’s Hospital – 263 S 8th Street/759 Vermont Avenue, Kansas City, Wyandotte County**

Saint Margaret’s Hospital sits atop a hill in a residential neighborhood approximately two miles south of the downtown commercial center and about three blocks west of Interstate 70. The board of Saint Margaret’s Hospital, founded in 1886, constructed this building in 1954 to replace its older sprawling hospital complex. The Sisters of the Poor of Saint Francis managed the private hospital for more than 75 years, helping it to grow into one of the largest modern hospitals in the area. Designed by Minneapolis architect S. C. Smiley and

*Left to right, St. Thomas Hospital, Thomas County; St. Margaret’s Hospital, Wyandotte County*
built in 1954, Saint Margaret’s Hospital exhibits Modern Movement architectural treatments, including masonry banding and rectangular massing. The concrete building has buff brick walls with limestone and dark brown brick accents. The building was constructed during a period of extensive hospital improvement projects throughout the country and reflects the design changes adopted nationwide following medical advancements made during World War II. It is nominated for its significance in the areas of health and medicine.

Marysville High School & Junior High School Complex – 1110 – 1111 Walnut Street, Marysville, Marshall County
The Marysville High School/Junior High School complex is located in a residential neighborhood two blocks south of the historic Marshall County Courthouse and approximately two blocks southwest of Marysville’s business district. The complex occupies 12 acres; three buildings (the high school, junior high school, and transportation building), one structure (the stadium), and two objects (the stone gate piers) contribute to the historic significance of the property. The stadium and playing field were constructed near the center of the property in 1937, followed by the Art Deco high school designed by Louis H. Spencer at the northeast corner of the property in 1939. Both were constructed as part of the Works Progress Administration. The junior high school was built in 1963 just to the west of the high school, and the two buildings were connected by a small addition in 1993. The complex is nominated as part of the New Deal-era Resources of Kansas and Historic Public Schools of Kansas multiple property nominations for its local significance in the areas of education and architecture.

Beni Israel Cemetery – 1301 E 2100 Road, Eudora, Douglas County
Established in 1858, the Beni Israel Cemetery near Eudora is the only surviving property associated with the Jewish community in Eudora, which flourished briefly from 1857 to 1867 before moving to Lawrence. Jewish settlers were among the first Eudora residents. Of the 29 heads of families who arrived in Eudora in 1857, approximately seven were Jewish. Many of Eudora’s early Jewish family names, such as Urbansky, Cohn, and Katzenstein, grace the headstones of the Beni Israel Cemetery. In 1868 the Jewish community in Lawrence organized as the Society of Beni Israel under the leadership of seven trustees and assumed responsibility of the cemetery. Burials continued at the cemetery until the late 1920s and then remained largely idle until it was reactivated in 1978. Over time the cemetery came to represent the Jewish community in Lawrence and Douglas County and remains today as a reflection of its collective history and religious and ethnic identity during the late 19th and early 20th centuries. It is nominated for its local significance in the areas of early settlement social history.

Eureka ATSF Depot – 416 E 5th Street, Eureka, Greenwood County
The Atchison, Topeka and Santa Fe (ATSF) Depot in Eureka was built in 1917 during a period of economic boom in south central Kansas after the discovery of oil in Greenwood and Butler counties. This second-generation station was located on the Howard Branch, a 75-mile section of the ATSF line that connected Emporia in Lyon County to the north with Moline to the south in Elk County. It functioned as a combination depot that served both railway passengers and freight customers. The depot’s passenger service ended in the mid-1950s, and its freight business ended in 1971. The Prairie and Craftsman-style station is a one-story brick and stucco building trimmed with decorative wood corbels and has a tile roof. It was designed by ATSF architect E. A. Harrison and chief engineer C.F.W. Felt—both of Chicago. Harrison designed many impressive buildings while working for the railroad, several of which are listed in the National Register of Historic Places. The only other Kansas depot
designed by Harrison that is listed in the National Register is in Newton. The Eureka ATSF depot is nominated for its local significance in the areas of transportation and architecture.

**Gray Photography Studio & Residence – 116 N Main Street, St. John, Stafford County**
The Gray Photography Studio and Residence is located at the southern edge of St. John’s commercial district. This building was built in 1900 to serve as a photo gallery and residence operated by O. C. Haworth. In 1905 Haworth sold the building to photographer William R. Gray, who would live and work at this building for the next 42 years. During his career he was a member of the Photographers Association of America, Kansas Professional Photographers Association, and Southwest Kansas Photo Club. Three of Gray’s children worked in the photography business, including his daughter Jessie who, after completing college at the Southern Branch of the University of California (now UCLA), returned to St. John in 1940 and partnered with her father in his business. She continued there until her retirement in 1981. The one-and-a-half-story building is wood-frame construction with wood clapboard siding and a gable roof clad in asphalt shingles. It has a parapet front wall that extends above to conceal the gable roof creating a traditional false-front façade. The building’s most striking feature is a large sloping window that provides natural light into the interior. It is nominated for its local significance in the area of commerce and its association with Gray.

**Eastep Site (14MY388) – Address restricted, Independence, Montgomery County**
The Eastep Site (14MY388) in Montgomery County is significant for its potential to yield important archeological information about the poorly understood 2,500-year period of profound changes in human adaptation from 1500 BCE to CE 1000. It has been determined by archeological investigations in 2009 and 2010 the presence of substantial intact cultural deposits, including dozens of intact burned rock features. Based on the results of these excavations there is a strong likelihood that virtually all of the probable burned rock features are well preserved below the plow zone, along with other features that have yet to be detected. The site has potential for the finding of additional intact archeological deposits relating to the Late Archaic and Woodland periods (1500 BCE – CE 1000). This research will help determine the temporal relationship between the various components at the site and refine our understanding of the occupational history.

**Finney County Point of Rocks – Finney County**
Finney County Point of Rocks is one of at least four similarly named sites along the Santa Fe Trail network that aided travelers in their navigation of the road between 1821 and 1870. The trail passed to the immediate south of this natural rock formation and became the foundation for modern-day Mansfield Road. The site is located on a stretch of the trail that connected the Lower and Upper Arkansas River crossings. The Upper Arkansas River Crossing was the last major opportunity to decide between the Cimarron and Mountain routes; thus, travelers who passed this rock formation included those going to Lower Cimarron Spring via the Upper Arkansas River Crossing and those to Bent’s Fort in Colorado. Because of its navigational role, Finney County Point of Rocks is nationally significant for its association with transportation and commerce along the trail from 1821 to 1870. It is nominated as part of the *Historic Resources of the Santa Fe Trail* multiple property nomination (as amended).

**Indian Mound – Lakin vicinity, Kearny County**
Even before the Santa Fe Trail was established in 1821, this naturally-occurring rock formation was used as a way-finder by early traders and American Indians for nearby Chouteau’s Island. The mound was visible for many miles and, in later years, could easily be seen from Lakin located six miles.
northeast. After the establishment of trade with Santa Fe, this mound was used to also denote the location of the Upper Arkansas River crossings; thus, this location marked the last major opportunity for travelers to choose between the Mountain or Cimarron routes of the Santa Fe Trail. The earliest written references to this “mound” can be found in the 1825 notes of surveyors George C. Sibley and Joseph C. Brown. The origin of the name “Indian Mound,” however, is not known. It is nominated as part of the Historic Resources of the Santa Fe Trail multiple property nomination (as amended) for its national significance in the areas of transportation and commerce.

**Trail Park & Trail Park DAR Marker – Baldwin City vicinity, Douglas County**

The Santa Fe Trail enters Douglas County at its extreme southeast corner east of Baldwin City and is generally oriented toward the west, but it turns to the northwest as it nears Baldwin City. Maps of this area produced as early as 1857 indicate that this small portion of the trail north of Baldwin City was incorporated into the local road network early in the county’s history. Still today this road is a rare angled thoroughfare in an otherwise gridded road pattern. In 1907 Civil War veteran Isaiah Stickle and his wife Jennie donated to Baker University a small half-acre parcel along this angled roadway to commemorate the trail. It became known as Trail Park. Two local chapters of the Daughters of the American Revolution (DAR) partnered to erect a monument at the park, which was unveiled in a ceremony on October 11, 1907. These two chapters, the General Edward Hand chapter of Ottawa and Betty Washington chapter of Lawrence, were among the first to organize in Kansas. Their efforts were part of a larger effort led by the Kansas Society DAR to place 93 granite markers along the 500-mile trail route in Kansas between 1906 and 1914. The park and marker are nominated as part of the Historic Resources of the Santa Fe Trail multiple property nomination (as amended) for their significance in the area of social history.

**St. John the Divine Catholic Church – 2511 Metropolitan Avenue, Kansas City, Wyandotte County**

St. John the Divine Catholic Church is located in the Argentine neighborhood of Kansas City, Kansas, and was nominated for its local significance in the area of ethnic history. For more than 50 years St. John the Divine served as the centerpiece of religious life for the Mexican American Catholic community of Argentine. The building was built in 1887 as a frame Methodist church, but was severely damaged during a 1903 flood, which led to a major renovation from 1909 to 1913. The building was expanded, a brick veneer was added to the exterior, and a bell tower was constructed. The Catholic Diocese acquired the building in 1937 as a mission. The parishes of St. John the Divine and Our Lady of Mount Carmel in Armourdale were consolidated following the collapse of the Mount Carmel church after the 1951 flood. St. John was again expanded to add office and residential space. The building was maintained and adorned by its parishioners, reflecting vernacular Mexican and Spanish art and culture. The Kansas Historic Sites Board of Review tabled the nomination because of concern about the pending appeal of the local government’s current demolition order and the ongoing effort by the property owner to transfer the property to a non-profit that is attempting to save the building.

Clockwise, Indian Mound, Kearny County; Trail Park & Trail Park DAR Marker, Douglas County; St. John the Divine Catholic Church, Wyandotte County.
National Register of Historic Places – Boundary Amendment
Santa Fe Trail – Rice County Segment 1 (Ralph’s Ruts) – Rice County
The Santa Fe Trail-Rice County Segment 1 was listed in the National Register of Historic Places on May 11, 1995, under the original Historic Resources of the Santa Fe Trail multiple property nomination. Though swales also were identified to the west of 4th Road (known as Kern’s Ruts), only the swales within a 16-acre site (known as Ralph’s Ruts) on the east side of 4th Road were included within the nominated boundaries. This amendment seeks to document and include the swales on the west side of the road, expanding the boundaries of the nomination to include a total of 43.68 acres.

William Becknell initiated trade with Santa Fe in 1821 and most likely passed over this section of the trail in that year. Certainly, though, this portion of the trail was used from the initiation of wagon traffic over the trail in 1822 to the advancement of the railroad through central Kansas in 1867. These rutted remains were an important component of the commerce and transportation network that developed. These ruts were traversed by caravans that undertook that portion of the trail from Cow Creek in the east to the Big Bend of the Arkansas River to the west—two popular overnight camping grounds. This portion of the trail performed important freighting transportation functions. With the location of Fort Zarah to the west of the site and several other forts further along the trail itself, much of the freight probably traversed this site. This trail segment is nominated as part of the Historic Resources of the Santa Fe Trail multiple property nomination (as amended) for its national significance in the areas of commerce, transportation, and military. It is also eligible for its potential to yield important information related to the stretch of trail between the Little Arkansas Crossings and Fort Zarah.

National Register of Historic Places – Requests for Removal
Brookville Hotel – 204 N Perry Street, Brookville, Saline County
The Brookville Hotel was listed in the National Register of Historic Places in 1972 for its local significance in the area of commerce. The building was built in 1870 during a local boom period when Brookville served as a railroad division point on the Kansas Pacific Railway and one of the terminals for the cattle drives from Texas. The hotel was famous for many years for its family-style fried chicken dinners. The building has been vacant for several years but was recently renovated with a completely new stuccoed façade that no longer bears any resemblance to the historic hotel. Because of this complete makeover, the property no longer qualifies for listing in the register.

Krueger Building (Opera House) – 811 Fort Street, Hays, Ellis County
The Krueger Building was listed in the National Register of Historic Places in 2006 for its local significance in the areas of architecture and entertainment history. The building was built in 1878-1879 by William Bryon for pioneer merchants Henry Krueger and his brother Fred. They wanted a building in which they could operate a general store on the first floor and host performances and community events on the second floor. The building had been vacant for many years and attempts by the owner to rehabilitate it were unsuccessful. It was demolished in August 2012.
Register of Historic Kansas Places – Requests for Removal
Sundstrom Building – 102-106 N Main Street, Lindsborg, McPherson County
The Sundstrom Building was listed in the Register of Historic Kansas Places in 2009. This two-story Italianate building in downtown Lindsborg was built in 1879 to house the Sundstrom Department Store, which was established by John G. Bergsten and Jacob O. Sundstrom. 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. In recent years the city acquired the building and planned to rehabilitate it, but this was determined not to be feasible. Most of the building was demolished in August 2012.

Dr. John S. Long Barn – Highland vicinity, Doniphan County
The Long Barn was listed in the Register of Historic Kansas Places in 1986 for its local significance in the area of architecture. Dr. John S. Long, a native of Allegheny, Pennsylvania, came to Doniphan County in the mid-1850s. In the 1870s he began to farm and raise stock, owning 2,500 acres of Doniphan County land by 1890. The barn was built circa 1886. It is not known when it was demolished.

Register of Historic Kansas Places
Welborn Community Congregational Church – 5217 Leavenworth Road, Kansas City, Wyandotte County
The Welborn Community Congregational Church is centered on a one-acre hillside plot located along Leavenworth Road, a corridor of mostly mid-century buildings, approximately seven miles northeast of downtown Kansas City, Kansas. The church congregation was established in 1874, which constructed its first house of worship on this same location in 1882. A fire destroyed the house of worship in 1936 prompting the construction of the nominated building. It was built in two phases during the mid-20th century. The church sanctuary is housed in a late 1930s building designed by Kansas City architect Ernest O. Brostrom at the end of his career. A Modern-style education wing designed by architect Raymond Meyn was added onto the east side of the church in 1959. Today the church is known as the Welborn Community United Church of Christ. The building was nominated to the Register of Historic Kansas Places for its architecture and its association with the development of the Welborn neighborhood of Kansas City, Kansas.

The National Register of Historic Places is the country’s official list of historically significant properties. Authorized by the National Historic Preservation Act of 1966, the National Park Service’s National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America’s historic and archeological resources. Eligible properties must be significant for one or more of the four criteria for evaluation. Properties can be eligible if they are associated with events that have made a significant contribution to the broad patterns of our history. They can be eligible if they are associated with the lives of persons significant in our past. Distinctive construction can qualify properties for the National Register if they embody the characteristic of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Lastly, properties may be eligible for the National Register if they have yielded or may be likely to yield information important in prehistory or history. The National Register recognizes properties of local, statewide, and national significance.

The Register of Historic Kansas Places is our state’s official list of historically significant properties. Properties included in the National Register are automatically listed in the state register. However, not all properties listed in the state register are included in the National Register. The same general criteria are used to assess the eligibility of a property for inclusion in the state register, but more flexibility is allowed in the interpretation of the criteria for eligibility.

National Register of Historic Places: nps.gov/nr
Kansas Historical Society (National and state registers): shs.org/14638

Left to right, Sundstrom Building, McPherson County; Long Barn, Doniphan County; Welborn Community Congregational Church, Wyandotte County.
Optical Spectroscopy at Two Kansas Archeological Sites

On October 25-26, 2012, the Kansas Historical Society participated in testing a new instrument that can quickly analyze the properties of an archeological site with little disturbance to the site's cultural deposits. A multidisciplinary team of scientists from the University of Akron, working with Archaeo-Physics LLC of Minneapolis, Minnesota, are testing a piece of equipment: the P4000 VIS-NIR-EC-Force Probe, made by Veris Technologies of Salina, Kansas. This instrument consists of a truck-mounted one-inch rod that is pushed into the soil using hydraulics. The rod is equipped with sensors that record optical spectroscopy measurements in the visible and near-infrared (VIS-NIR) range, along with soil conductivity and insertion force. At the same time it collects a soil core for later comparison in the laboratory. While all of the measurements and samples are useful, the VIS-NIR measurements detect the compositional properties of the soil, including soil colors and relative amounts of carbon and nitrogen, characteristic byproducts of human occupation.

D avid Maki of Archaeo-Physics initiated contact with the Kansas Historical Society. Maki has worked with the Historical Society before, notably at Pawnee Indian Museum State Historic Site (see archaeophysics.com/pawnee). Maki asked if he and the Akron team could test their equipment on some Kansas sites. They were in luck. Portions of a house with a central fireplace remain unexcavated after the 2008 Kansas Archeology Training Program field school at Pawnee Indian Museum in Republic County. Also, work is underway on a circa 1830 Kansa Indian village—Fool Chief’s Village—just outside of Topeka. All agreed that both sites would be excellent candidates.
Following a challenging travel schedule, Maki, along with the Akron team and Lewis Somers of Archaeo-Physics, began testing at Pawnee Indian Village (14RP1), assisted by site curator Richard Gould and Dr. Donna C. Roper, who led the 2008 excavations. The next day they traveled to Fool Chief’s Village (14SH305), the site of the 2012 KATP field school (see Kansas Preservation 34(3):17-20; kshs.org/resource/ks_preservation/2012v34n3.pdf), and were joined by Steven L. De Vore, a geophysicist with the National Park Service’s Midwest Archeological Center in Lincoln, Nebraska. Historical Society archeologist Tricia Waggoner recommended areas of the site to test, and the team quickly completed its work.

The initial project results of the study are very encouraging. At the Pawnee Indian Village property two transects of probe data were collected. The first transect bisected the site’s defensive palisade and continued across a large storage pit. The second transect of data was collected across a Pawnee earthlodge and included data and a core sample from the lodge’s large central fire hearth. Both transects of data successfully recorded differences between archeological features and the surrounding non-feature soils. Changes in the absorbance of light, the relative electrical conductivity, and the force required to insert the probe were all noted as the probe encountered buried features. Full analysis of the data continues and will produce more fine-grained results.

The team was especially pleased to discover that fire hearths were readily detectable using force probe VIS-NIR spectroscopy. Data from hearths at both Pawnee Indian Village and Fool Chief’s Village clearly showed differences in the absorbance of red light when compared with control samples collected nearby. Fire hearths are important archeological features that often provide archeologists with significant information about a site, such as the date of occupation and what people were eating. Furthermore, they often are located inside of structures, so if a hearth can be located, it oftentimes leads to information about the types of homes in which ancient peoples lived.
Locations of two data transects through the palisade and House 13 shown in relation to a combined magnetic field gradient and electrical resistance image of the site.

What does this mean for those who explore archeological sites? By pushing a small rod and a small coring device into the soil, changes in soil composition can be detected, changes that might indicate past human activity. Geophysical techniques, such as gradiometry and soil resistivity and conductivity, can reveal that there are differences—anomalies—beneath the soil surface, but they cannot accurately show what those differences are. Techniques, such as force probe VIS-NIR spectroscopy, have the potential to give archeologists enough soil color and chemical information to decide whether the anomalies are cultural and if they merit doing more time-intensive and destructive testing.

Previously recorded resistivity map of a lodge at Pawnee Indian Village. The horizontal red line indicates the transect along which spectral data were recorded. Below this is the spectral data recorded along the indicated transect. The vertical guide lines mark corresponding points along the transect.
Discovering Archeology in the Flint Hills

Great things happen when outstanding components come together! This was clearly the case for the Project Archaeology workshop held this past summer in Manhattan, Kansas.

by Brad Burenhiede and Lauren W. Ritterbush

In late July Project Archaeology facilitators Brad Burenhiede (educator) and Lauren W. Ritterbush (archeologist) led a two-day teacher workshop at the new Flint Hills Discovery Center. The goal was to introduce local educators to Project Archaeology curricula, especially two regionally appropriate Kansas units, their value, and how to incorporate them in the classroom. Burenhiede and Ritterbush felt privileged to work with a group of 20 teachers and museum staff, who not only came with an interest in learning about new curricular materials, but also were eager to expand their knowledge of Kansas archeology through two days of hands-on training. The workshop was made possible through the cooperative support of various institutions, including the City of Manhattan’s Flint Hills Discovery Center, which hosted the workshop, and the Kansas Historical Society, which administered a Historic Preservation Grant from the National Park Service. The Historical Society also provided the Project Archaeology classroom materials. A special incentive of free admission to the Discovery Center was offered for students of teachers who participated in the workshop, courtesy of the Discovery Center and one of its supporters, Gaia Salon and Day Spa.

The workshop participants, Kansas K-12 classroom teachers and Discovery Center education staff, concentrated on two curriculum units of the Kansas Project Archaeology program. Kansas, through many years of effort by Historical Society staff, has been a leader in producing state-specific archeology curricula that address multiple education standards and the Common Core in exciting and meaningful ways. The high-quality resources allow teachers to lead their students through authentic archeological investigations that promote scientific inquiry, higher level thinking skills, and practical experiences in technical reading and writing. The two curricular units explored during the workshop were The Archaeology of Early Agriculture in Kansas: A Fifth Grade Integrated Reading Unit and The Archaeology of Wichita Indian Shelter in Kansas: A Fourth Grade Integrated Reading Unit. The contents of both units link closely with exhibits at the Discovery Center, whose mission is to educate individuals about the natural and cultural environment of the Flint Hills through time. As a “principle place for learning and understanding about the tallgrass prairie and the Flint Hills,” the Discovery Center is concerned with stewardship of the tallgrass prairies, just as Project Archaeology promotes archeological stewardship and civic engagement.

The focus of the first day of the workshop was The Archaeology of Early Agriculture in Kansas. Educators were provided with an overview of the curriculum model that Project Archaeology used to construct and implement these well-designed units. Participants learned about the fundamentals of archeology, the development of early agriculture in Kansas, and the clues that archeologists use to interpret prehistoric farming. Understanding the archeology of early agriculture in Kansas was greatly enhanced by a tour of Discovery Center’s Winds of the Past exhibit. One workshop participant’s sentiment, “I loved going through the museum,” was shared by many. Being able to engage with the curriculum beyond the classroom augmented everyone’s learning and stimulated new thoughts and discussions on archeology, the Native American past, and the successful

Dr. Brad Burenhiede introduces workshop participants to Project Archaeology’s enduring understandings, the big ideas that students should remember many years after they have studied the material.
adaptations of early farmers to the Plains region. The tour helped to complete the picture provided during the classroom session.

The Archaeology of the Wichita Indian Shelter in Kansas was explored on the second day. As with each Kansas Project Archaeology unit, the participating educators first became intrigued with the subject through a “mystery,” in this instance an enigmatic bone artifact. The group then explored how Wichita grass lodges were constructed, as inferred through the combined analysis of oral history, experimentation, and archeology. This included interpreting the function and significance of the mystery artifact. Once again, exhibits in the Discovery Center provided complementary information on the archeology and lifeways of the ancestors of the Wichita Indians in Kansas, including a model of a grass lodge. The use of actual archeological findings from Kansas makes these units especially meaningful. As noted by one participant, “The Kansas connection made it fascinating.”

Both curricular units take students beyond understanding archeology and what has been learned about earlier native peoples in Kansas by challenging them to apply what they have learned through real-life critical thinking pieces. A lesson on civic responsibility is part of each unit. Readings and discussions bring this obligation alive through case studies that focus on how Kansans, past and present, have served as archeological stewards in various ways so that current citizens can continue to understand and appreciate the diverse ways in which people have thrived in the place we now call home.

The final section of each unit focuses on applying what has been learned about the archeological past to today’s world. For example, in the Wichita Indian shelter unit students consider the benefits and economics of using local materials, namely grass (straw), to build a modern home. This introduction to economics (creating a business in a market economy) is provided in addition to building on the reading, writing, science and scientific inquiry, geography, history, and civics-government standards. The last section of the early agriculture unit calls upon students to apply what has been learned about the agricultural heritage of Kansas to creating a healthy lifestyle and green environment through contemporary vegetable gardens.

The participants of the workshop were given a final charge to take these materials and implement them in their classrooms in order to promote critical thinking, provide a foundation for scientific inquiry, and utilize the inherent interest of the curriculum in their classrooms. Comments by the participants reflect their enthusiasm for carrying forward this charge:

“The material is very user friendly and can be used right away”
“I plan to use it as a main resource to address 5th grade social studies as well as several other common core standards and expectations.”
“We are planning to tie it in with Kansas History, Civics, Technical Writing, Math, and Science.”
“I plan to use materials as a way to practice information text reading. We would coordinate the topic with projects and units on Native Americans.”
“I have a much greater understanding and appreciation of archaeology. My appreciation will impact my students in many lessons.”
“As a lifelong learner, I enjoyed the knowledge base of the units, actually completing them, and probably enjoyed the professional ‘sharing’ of the presenters the most. Great to learn about a new profession that I haven’t had formal training “archaeology & history” in.”
“The resources are amazing.”

Overall, the two-day workshop was a great success. The Discovery Center was a gracious host and provided much insight and potential for teachers to add to their current curricula. The educators who participated in the workshop had not previously explored the exhibits and resources of this new Discovery Center and left excited to share these with their students. They are now prepared to do so with Project Archaeology and the context of useful learning that fits well with their classes.

A second workshop will be offered in the spring, tentatively scheduled for February 1 and 2, 2013. Participants can earn up to 20 professional development credit hours, will receive a stipend for travel and lodging, enjoy free lunches during the workshop, obtain free copies of colorful Kansas Project Archaeology student magazines and accompanying student journals, and be given free admission passes to the Discovery Center for their students. For further information contact Jared Bixby, education director for the Flint Hills Discovery Center (bixby@cityofmhk.com or 785-587-2729, ext. 202).

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National Archaeology Day Celebrated at Historical Society

Twenty-three members of the Kansas Anthropological Association and Kansas Historical Society archeologists celebrated National Archaeology Day at the annual KAA Fall Fling in Topeka on October 20, 2012.

National Archaeology Day is a celebration of archeology and the thrill of discovery, sponsored by the Archaeological Institute of America (AIA) and archeological organizations across the United States, Canada, and abroad. Participating groups offer programs and hands-on activities for people of all ages and interests.

The day began in the classroom with an overview of the discipline of ethnobotany by Dr. Gina Powell, who joined the Historical Society archeology staff in June. Her subspecialty is archeobotany, the study of how people used plants in the past for food, medicine, fuel, and shelter, especially in late prehistory and early historic times. She gave a two-part talk on the development of archeobotany and Kansas ethnobotany.

Historical Society Highway Archeologist Tricia Waggoner updated the group on continuing excavations at the Fool Chief’s Village site (14SH305) since the Kansas Archeology Training Program field school concluded on June 17, 2012. State Archeologist Bob Hoard presented his experimental archeology project involving the collection and processing of hackberry seeds; he served tasty hackberry cakes.

In the afternoon the group split. Half of the participants went with Powell on a field trip of the Historical Society grounds to identify local wild plants of particular use to human beings, and the others processed soil samples to recover floral and other small cultural remains from the backlog of sediments from 14SH305. In mid-afternoon the groups switched.

Top to bottom, Gina Powell discusses how charred plant remains aid in radiocarbon dating; tiny seeds and beads were among the materials recovered by washing sediment samples through fine screens; beautiful weather allowed volunteers to make a significant dent in the mound of bags of soil.
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
J. Eric Engstrom, Wichita, governor's designee
Toni Brouhard, Topeka
Sharron Hamilton, Salina
John W. Hoopes, Lawrence
Joseph Johnson, Wichita
Samuel Passer, Overland Park
Beka Romm, Lawrence
David H. Sachs, Manhattan
Gregory Schneider, Topeka
Margaret Wood, Topeka

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Happenings in Kansas

Through February 24
*Hail to the Chief* exhibit • Kansas Museum of History, Topeka

Through September 13, 2013
Edward S. Curtis Photographs; a Sacred Legacy Exhibit • Pawnee Indian Museum State Historic Site, Republic

January 6, 2013
Territorial Characters • Constitution Hall State Historic Site, Lecompton

January 10, 2013
Kansas State Records Advisory Board • Kansas Historical Society, Topeka

January 29, 2013
Kansas Day • Kansas Historical Society, Topeka

February 2–3, 2013
*A Piece of History: The Lincoln Conspirator Gallows* • Kansas Historical Society

February 8, 2013
Heritage Trust Fund public meeting • Kansas Historical Society, Topeka

February 9, 2013
Historic Sites Board of Review • Kansas Historical Society, Topeka

February 16–17, 2013
KAA Certification Seminar • Emporia State University, Emporia

March 15, 2013
Historic Preservation Fund Applications due

March 22–23, 2013
Flint Hills Archaeological Conferences • Kansas State University, Manhattan

May 4, 2013
Historic Sites Board of Review • Kansas Historical Society, Topeka

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