



Kansas Preservation

Newsletter of the Cultural Resources Division • Kansas State Historical Society



Most Kansas towns owe their very existence to railroads. As railroads began to crisscross the country, the presence of a depot assured a community prosperity. This issue includes a look at the architectural styles of some of the state's remaining railroad depots.

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Claussen Site Study Continues

KANSAS PRESERVATION

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Shown above are two contributing residences in the Park Place-Fairview Historic District, Wichita. The Wey House, which is the elaborate Neo-Classical Revival structure on the left, is one of the key contributing structures to the district.

Review Board Approves Fifteen Nominations

The Kansas Historic Sites Board of Review held its regular quarterly board meeting on Saturday, November 8, in the museum classrooms at the Kansas History Center in Topeka. Re-elected as board officers were the chairman, Craig Crosswhite, Jetmore, and the vice chairman, J. Eric Engstrom, Wichita.

The session, which began at 9 a.m. and ended at 3:30 p.m., was one of the busier meetings the board has had. The board was asked to evaluate two Multiple Property Submissions (context statements), ten historic districts, and eight individual properties.

The two Multiple Property Submissions, both of which were approved, were the Commercial and Industrial Resources of Hutchinson and the Aboriginal Lithic Source Areas in Kansas.

Three of the proposed nominations on the agenda were not approved. The Santa Fe Commercial Historic District in Hutchinson was removed from the agenda because a majority of the property owners filed notarized letters of objection to the nomination. The Wilson Downtown Historic District #2 was tabled pending resolution of ownership issues.

The proposed nomination of the old United Telephone Exchange Building in Abilene failed on a tie vote.

Three historic districts in Hutchinson were approved: the Downtown South Core Historic District, the Downtown North Core Historic District, and the Houston Whiteside Historic District. All of the districts reflect the growth and development of Hutchinson through a wide array of nineteenth and twentieth century architecture. Preparation of the nominations was assisted by a Historic Preservation Fund grant to the City of Hutchinson.

Four historic districts in Wichita were approved for their architectural significance and their importance to the growth and development of Wichita: the Bitting Historic District, the East Douglas Historic District, the Park Place-Fairview Historic District, and the Topeka-Emporia Historic District. While East Douglas is a commercial area, the others are residential neighborhoods. Preparation of these nominations was also assisted by a Historic Preservation Fund grant to the City of Wichita.

The Wilson Downtown Historic



These three residences in the Bitting Historic District, Wichita, demonstrate the variety of late nineteenth and early twentieth century architectural styles and influences present in the district. Located in the 1100 block of North Bitting, they have been identified (left to right) as (1) National Folk; pyramidal; (2) Craftsman bungalow; and (3) Foursquare with Colonial Revival influences.



The East Topeka Junior High, which was constructed in 1935-1936 from plans prepared by local architects Cuthbert and Suehrk, is considered eligible for its association with the New Deal program and as an excellent example of the Art Deco style.

District #3 in Wilson (south side, 400 block of Twenty-seventh Street) complements the larger Downtown Historic District #1 approved at the last meeting.

The A. J. Eicholtz House in Hiawatha (406 N. Seventh) was accepted for its architectural significance as an example of the American Foursquare.

Seneca's old Nemaha County Jail and Sheriff's Residence (113 N. Sixth), now a local museum, was approved for its associations with the growth and development of Seneca.

Two Topeka properties were approved—the old East Topeka Junior High School (1210 E. Eighth) for its association with the New Deal and its Art Deco architecture and the Westminster Presbyterian Church in Topeka (1275 Boswell) as an example of Late Gothic architecture.

The Dennis Quarry, 14PO57, located in Pottawatomie County, was approved as an example of a prehistoric quarry site for lithic raw materials.

Two properties were approved for the

Commercial and Industrial Resources of Hutchinson
Multiple Property Submission

Aboriginal Lithic Source Areas in Kansas
Multiple Property Submission

Downtown South Core, Downtown North Core, and Houston Whiteside Historic Districts
Hutchinson

Bitting, East Douglas, Park Place Fairview, and Topeka-Emporia Historic Districts
Wichita

Wilson Downtown Historic District #3
Wilson

A. J. Eicholtz House
Hiawatha

Nemaha County Jail and Sheriff's Residence
Seneca

East Topeka Jr. High School
Westminster Presbyterian Church
Topeka

The Dennis Quarry
Pottawatomie County

Junction City Opera House
Junction City

Thayer State Bank
Thayer

state register only. The old Junction City Opera House (135 W. Seventh), which was reconstructed in 1898 following a fire, is being rehabilitated as a performing arts center. The old Thayer State Bank (201 Neosho Avenue), built in 1900, is now a local museum.

The board's next meeting is February 21, 2004, in the museum classrooms at the Kansas History Center. Questions relating to review board meetings may be directed to (785) 272-8681 Ext. 240.

Tips for a Successful Rehabilitation Project: Utilizing the *Kansas State Tax Credit Program*

Are you considering rehabilitating a historic building and wondering where to begin? Below are some tips to help you carry out a successful rehabilitation project utilizing the Kansas state rehabilitation tax credit program. (Check the September-October 2003 issue of Kansas Preservation for tips on utilizing the federal rehabilitation tax credits.)

Contact the Kansas State Historic Preservation Office (SHPO) before you begin work.

- Determine if your project meets the requirements for the federal rehabilitation tax credit, the state rehabilitation tax credit, or both by contacting the SHPO at (785) 272-8681 Ext. 240 or cultural_resources@kshs.org

- Obtain the necessary applications and instructions for the tax incentives program for which you are applying. Be sure to **read all materials carefully** and contact the SHPO if you have any questions or need any assistance.

- Consult early and often with the SHPO staff to make sure your plans will meet the Secretary of the Interior's *Standards for Rehabilitation* and the requirements of the tax incentive program. The SHPO can provide guidance for the project and can alert applicants to items that may cause a project to be denied.

- Projects utilizing the state tax credit program are reviewed only by the SHPO. Federal projects require SHPO and National Park Service approval.

Consult your accountant, tax attorney, or the IRS.

- Consult with a tax advisor to determine the tax and other financial implications of using these programs.

- Certain tax provisions can limit your use of tax credits.

- Due to the complexity of the tax codes and the fact that circumstances vary from project to project, the SHPO cannot offer advice on tax-related aspects of the programs. We can, however, direct you to individuals at the IRS and Kansas Department of Revenue if you have questions or concerns.

Complete the Certification Applications as required.

- Those applying for only the state tax credit program must have their applications approved **before** work begins or the project will be denied.

- Please note that review and approval of a project for a separate program, such as the Heritage Trust Fund grant program or review under the state preservation law, does not mean that the project has been approved for the tax credit program.

- Contact the SHPO promptly with any questions about the application or hire a preservation consultant to assist you. Incomplete applications will be returned for more information.

- Remember that an application-processing fee must be paid before final review of the application. The processing fee for the state program will be requested by the SHPO.

- Be sure to submit the completed Part 3 Rehabilitation Certificate after the project is finished.

The project does not qualify for state tax credits until the SHPO approves the final application form.

Photograph the building before you begin work.

- Reviewers must have clear photographs of the building as it was before work began. This is necessary to evaluate the proposed plans for the building and to compare with the finished project. Lack of photographic documentation can warrant denial of a project.

- Only one set of photographs is required for the state program.

- **Digital images are not accepted.** They usually do not have an adequate level of detail for reviewing the application. The preferred format is 35mm color prints.

- Photographs of the exterior should accompany all state applications. Be sure to include photos of each exterior elevation. It is also helpful to see a few images of the other buildings nearby. This allows the tax credit program reviewer to get a sense of the building's surroundings.

- More detailed photos of specific elements are needed to



The owner of this house in the Hanover Heights Historic District in Kansas City has used the state tax credits for the restoration of the brick elements on the front porch.



The City of Leavenworth is currently renovating the Leavenworth City Hall and reversing some of the 1970s changes. State tax credits will be used to partially reimburse the City's expenses.



The four fireplaces and two chimneys in this Italianate house located in the Third Avenue Historic District in Leavenworth were rehabilitated through the state tax credit program.



The long-term lessees of the Buck Creek School in Jefferson County are applying for state tax credits to offset some of the expense of lead paint removal.

This article was prepared by Katrina Klingaman, who coordinates the federal and state tax credit programs for the Cultural Resources Division.

illustrate the scope of work. These should show the condition of the architectural element or feature requiring work, before work has commenced.

- Be sure all photos are properly labeled on the back. Do not mount photos on paper or compile them in a binder. A loose stack in an envelope or bound with a rubber band is preferred.
- Be sure to key your photos to the applications, especially the scope of work. There are boxes on the that form to type in the photo numbers.

Keep in mind that this is a HISTORIC PRESERVATION program.

- Read and plan to follow the Secretary of the Interior's *Standards for Rehabilitation*.
- Contact the SHPO if you have any questions about the *Standards* or how they will apply to your project.
- Note that every project and every building is different. A treatment that may have been acceptable in one project may not be acceptable in another project.

Ways to meet the Secretary of the Interior's Standards for Rehabilitation

- Find a building to fit your use. Do not try to impose a new use on a building that will require major structural changes and loss of historic materials.
- Plan to repair historic building materials rather than replace them. This includes windows, doors, and historic lath and plaster. Historic materials and the craftsmanship put into them are usually higher quality than modern materials. Repaired historic materials will last much longer than new materials.
- Replace historic materials only when they have been deemed irreparable by the SHPO.
- Try to retain the historic floor plan of the building. Retention of circulation patterns and the main public spaces of a building is important when meeting the *Standards*.
- Respect the character of the building. Do not impose a modern design that does not fit the historic character of a building.
- Do not add features to a building to give it a more "historic" look. Only restore missing features that can be documented.
- It is not always preferable to restore a building back to its original appearance. Changes that took place more than 50 years ago may have gained significance in their own right and should be retained.
- As a general rule **avoid** the following:
 - Replacing reparable windows and doors
 - Sandblasting or water blasting (power washing)
 - Lowering ceilings
 - Removing plaster to expose the brick walls

Make Plans to Attend the 2004 Kansas Preservation Conference

Mark your calendars now to attend the annual Kansas Preservation Conference in Wichita on April 29, 30, and May 1, 2004. The conference will be hosted at the Hotel at Old Town Conference Center.

Registration fee for the two-and-one-half day conference is \$80. The Kansas Preservation Alliance is sponsoring several events at the conference and a \$10 discount will be given to KPA members.

Topics for the conference include WPA architecture, Kansas parks, mail order houses, Prairie Romanesque architec-

ture, and brick construction. Kansas' own Dr. James Sherow will kick off the conference with a lecture about the evolution of the Kansas landscape and William Murtaugh will be the keynote speaker at the Friday night banquet. A trolley tour will cap the conference events on Saturday afternoon.

The conference costs are funded in part by a federal Historic Preservation Fund grant to the City of Wichita.

More information will be provided in the January/February issue of *Kansas Preservation*. Contact Kathy Morgan for additional information at kmorgan@wichita.gov.

Architectural Style in Kansas

This is the fourth in a series of architectural style articles that will be published in *Kansas Preservation*. The articles are designed to provide general background information about architectural style and also may be used as context statements for National Register nominations.

The following publications may be helpful for determining and describing style:

Marcus Whiffen's *American Architecture Since 1780: A Guide to the Styles* (M. I. T. Press, Cambridge, 1969).

John Blumenson's *Identifying American Architecture* (American Association of State and Local History, Nashville, 1977).

Cyril Harris' *Dictionary of Architecture and Construction* (McGraw-Hill, New York, 1975).

John Poppeliers and S. Allen Chambers' *What Style is It?* (Preservation Press, Washington, DC, 1983).

Virginia and Lee McAlester's *A Field Guide to American Houses* (Alfred A. Knopf, Inc., New York, 1984).



The American Foursquare is the earliest Prairie style form and developed into the most common vernacular version. In vernacular examples, hipped dormers are common, as are full-width, single story front porches and double hung sash windows.



This ca. 1916 postcard view shows the Walt Mason House in Emporia. The 1912 structure, which was designed by local architect Henry Brinkman, has a simple rectangular plan, hipped roof, and a symmetrical facade.

The Foursquare Timelessly Understated Homes

The American Foursquare is an indigenous domestic design that was built in cities, suburbs, and the countryside between 1900-1925. Foursquares were popularized by speculative developers, plan book designers, and mail order houses. Mail order catalogues such as Radford, Sears, Wards, and Aladdin all offered variants of the Foursquare plan. Like the bungalow, the Foursquare offered a reliable, affordable, well-planned house for the burgeoning American middle class.

The American Foursquare is the earliest Prairie style form developed into the most common vernacular version. In vernacular examples, dormers are com-

mon, as are full-width, single-story front porches, and double-hung sash windows. Vernacular homes are often two full stories in height with a large attic and stand upon a raised basement.

In its simplest form the Foursquare is a two-story house with the same four-room floor plan on each floor. The cube form is surmounted by a hipped roof that may be pierced with dormers on all four slopes or only on the front. Deep overhanging eaves accentuated with large brackets define the Foursquare. A front porch spans the entire facade, supported by classically styled pillars or columns. Frame, narrow clapboard sheathing is the most common exterior treatment used on

Foursquare

Foursquare



Foursquare



(Top) Hutchinson's John Graber House is an example of the American Foursquare type. The house has a simple square plan, a moderate-pitched hip roof, and symmetrical facade. A one-story hipped roof porch adorns the facade.

(Above) In its simplest form the Foursquare is a two-story house with the same four-room floor plan on each floor. The cube form is surmounted by a hip roof which may be pierced with dormers on all slopes or only on the front.

(Left) The S. P. Gebhart House, located in Pratt, is a finely crafted example of the popular early twentieth century Foursquare and a rare local example of a full-blown Colonial Revival structure.

Glossary

Belt course - a horizontal band across or around a building

Palladian window - a three-part window of Neo-Classical style where the middle window is arched and taller

Pantile - a roofing tile which has the shape of an "S" laid on its side

Foursquares, but brick and stone examples are also found.

Foursquares are adaptable constructions and can wear the stylistic attributes of the Colonial Revival, Prairie, Craftsman, Mission, and Italian Renaissance styles. Elegant window, porch, and roof treatments serve to distinguish an otherwise straightforward domicile. Palladian windows; pantile roofs; multi-paned upper sash, double-hung windows; belt courses; and elaborate beveled glass front doors were all components of an upscale Foursquare interpretation.

contain solid, builder examples of the Foursquare type.

Hutchinson's John Graber House was built in 1910. The house has a simple square plan, a moderate-pitched hipped roof and symmetrical facade. A one-story hipped roof porch adorns the facade. The front entrance is off centered and is a

The Kansas examples of the Foursquare tend to occur within the first decade of the twentieth century. Historic districts like Topeka's Holliday Park and the 900 block of North Seventh Street in Garden City

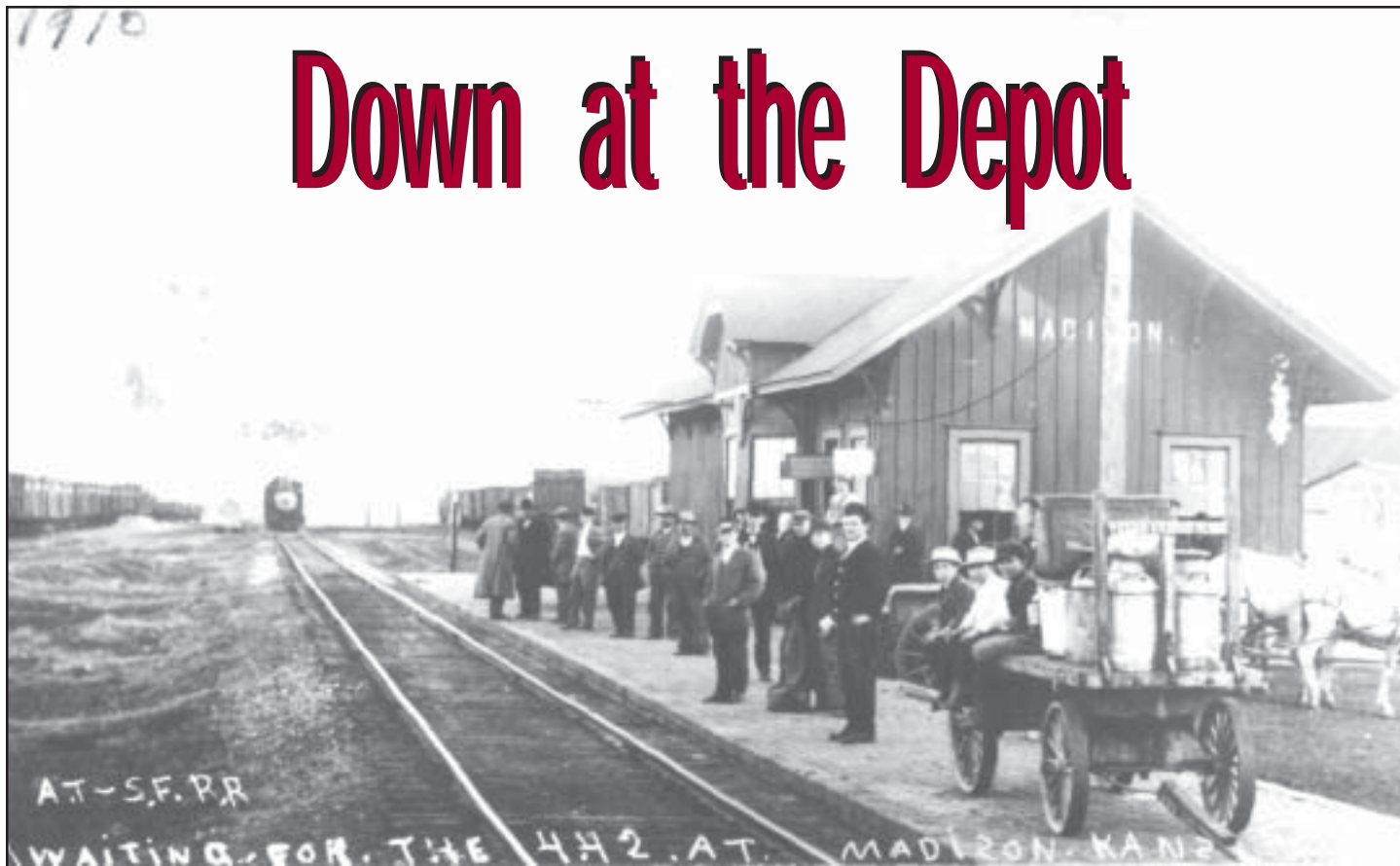
conspicuous focal point of the facade.

Across the state there are numerous examples of more distinctive, architect/builder designed renditions of the Foursquare. In Emporia, the 1912 brick and stucco Foursquare designed by local architect Henry W. Brinkman for poet and writer Walt Mason incorporates a triple window grouping in the center second floor bay to enhance its massive appearance. The impression of strength and substance is demonstrated further by the solid porte cochere that projects to one side and the large brick pillars that support the porch.

The Foursquare was meant to offer the appearance of massiveness and

Cont. on page 18

Down at the Depot



This 1910 photo shows passengers and onlookers awaiting the arrival of the Santa Fe's 442 at Madison. The combination depot was built in 1879. Listed on the National Register in 1991, it was rehabilitated with Heritage Trust Fund and Transportation Enhancement funds assistance to serve as a community center.

If few of us can imagine our lives without computer technology, there are fewer still who could imagine our country's development without railroads. No other technological invention has had as much impact in the late nineteenth and early twentieth century as trains. Railroads changed our country's perception of time, space, and distance. Travel that once took days or weeks could be accomplished in hours, and distance was no longer a barrier for people, commerce, or ideas. The settlement and development of the majority of the middle and western part of the United States was almost wholly dependent upon railroads. Indeed, most of the towns in Kansas owed not only their very existence, but also their continued survival to the

railroads. Marshall Murdock of the *Wichita Eagle* reflected upon the importance of railroads to Kansas towns:

“No Kansas town ever won except through running the gauntlet of relentless rivalry. Towns have given their half to get their first railroad, and half of what was left to get their second. The first railroad was secured to keep a rival from securing it, the second to save the town from the monopoly of the first, the third to hold the other two level, and, if a fourth, the fourth with the hope of breaking up the pooling arrangement of the other three. There is a distracting history to this succession. In almost all cases the second railroad ruined the profitable wagon trade and business waned. The third may have caused an influx of population, which the town's development did not warrant, and brought on a relapse; the fourth a boom in realty values which brought on a collapse. But the town which never got its first rail-

road died; the town that never got its second stopped its growth; the town that never got its third, let the rival who secured it, outstrip it in the race.” (Murdock's comments are taken from Craig Miner's *Wichita: The Magic City*, which was published in 1988 by the Sedgwick County Historical Museum Association.)

While a rail line was clearly important to the survival of a town, it was almost as important for its citizens to secure a depot—and a good-looking one at that! Depots were the center of activity in Kansas towns in the late nineteenth and early twentieth centuries, and the quality of a depot said much about a community's prosperity. Unfortunately, almost a century later, these buildings are among the most threatened in the state.

Survey of Railroad Depots

For several years, the Kansas State Historical Society (KSHS) has recognized not only the historical significance of depots, but also the fact that these

This article, prepared by Deon Wolfenbarger, is based on the National Register Multiple Property Document Form for historic railroad resources she prepared under contract to the Kansas State Historical Society. Wolfenbarger is a historic preservation consultant based in Nederland, Colorado.

resources are threatened. In 1993 and 1994, two articles listing all of the known extant depots in the state were published in *Kansas Preservation*. At that time, KSHS received information about approximately 350 depots remaining from what once numbered around 1,800. Of those depots that remained, several had already been moved from their original sites, and many more were threatened with demolition. From the information gathered as a result of these articles, it became even more apparent that historic depots were rapidly disappearing from the Kansas landscape.

In 1999, the KSHS contracted with Deon Wolfenbarger of Three Gables Preservation to inventory thirty-five previously undocumented depots and to prepare a National Register of Historic Places Multiple Property Documentation Form (MPDF) for "Historic Railroad Resources of Kansas," as well as five nominations for individual depots. The thirty-five depots were selected with the assistance of Father Herman Page of the Topeka chapter of the National Railway Historical Society for their geographic, architectural, and historic diversity. Father Page has been interested in depots for many years, with his earliest surveys dating back to 1984. He has visited every county in Kansas looking for depots and believes there may be as many as 500 "survivors." In 2003 alone he revisited more than 200 depots.

The survey revealed that eighteen of the thirty-five depots had already been moved, and some of those on-site were abandoned at the time. The five depots nominated and listed on the National Register utilizing the MPDF were the Santa Fe Depot in Kingman; the Santa Fe Freight Depot in Atchison; the Santa Fe Depot in Halstead; the Missouri, Kansas & Texas Depot in Council Grove; and the Missouri Pacific Depot in Downs. Another depot, the Union Pacific Passenger Depot in Topeka, was listed in 2002 using the MPDF as well.

Types of Depots

Railroad depots were buildings used for the shipping and receiving of goods along rail lines, the handling of passenger arrival and departure, and as communication centers for the operations of the railroads. Depending upon the size of the community, a depot might serve all or just a few of the functions listed above, with the larger communities having separate buildings for each use. Thus different subtypes, based upon Walter Berg's 1893 book *Buildings and Structures of American Railroads: A Reference Book*



The Atchison Santa Fe Freight Depot was listed on the National Register in 2001. The building presently serves as a visitors' center/museum.



The Downs Missouri Pacific Depot was added to the National Register in 2001. It has been rehabilitated with the assistance of a Heritage Trust Fund grant for use as a community center/museum.



The Union Pacific's stone combination depot at Solomon was built in 1885 when Solomon was an important railroad center. This was the first railroad depot in Kansas to be listed on the National Register (April 26, 1972). It was demolished by the railroad in 1977.



This early twentieth-century photo shows the train arriving at the Missouri Pacific Depot in Wilsey. Although modest in size and appearance, the depot was enhanced by decorative gable ends and the imaginative roof line.

for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students, are useful for further identifying depots.

Combination depots were the most common depot property type in Kansas. Combination depots nearly always had three rooms—one for each of the various functions or uses of the building. There was a passenger waiting room at one end, a central office for train operations, and a freight-baggage-express package room at the other end. Combination depots were rectangular buildings with the long axis parallel to the tracks. Most were one-story, with gable roofs being the most common, and the hip roof less so. Roof eaves generally had a wide overhang, both for the visual effect of making the building appear larger and for the functional purpose of providing shade. Many of the combination depots were frame, with siding varying from board-and-batten to clapboard and with shingles sometimes used as decoration in the gable ends. For textural interest, the siding application was sometimes differentiated, such as arranging it vertically under the window sill level, and horizontally above. Other architectural ornamentation was generally minimal, although the wide eaves often had ornamental brackets and gable ends had bargeboards.

One of the most distinctive features of the combination depot was the large

bay window located close to the center of the building trackside.

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

Modifications to the combination



The very wide eaves of the Abilene Rock Island Depot not only provided protection from inclement weather but also served as an area for elaborate decorations, including stick work brackets and carved vertical siding. Here the office bay is incorporated beneath the eaves of the main roof. (This depot has been relocated.)

depot plan would occur in response to the needs of particular stations. The size of the rooms might change depending upon the use of that depot—those that served primarily as a train-order office would have a larger midsection, for example. The basic number of rooms might be altered due to the size of the town. Very small communities, especially those where the railroad preceded the

Very small communities, especially those where the railroad preceded the development of the town, often required living accommodations for the station agent and his family due to the scarcity of housing.

development of the town, often required living accommodations for the station agent and his family due to the scarcity of housing. These rooms were usually in a second story above the business rooms of the depot. Larger communities might have depots with separate waiting rooms for women and men, although these were more generally found in passenger depots.

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

Terminal or *union depots* were built to serve passengers and their related needs (baggage, etc.) at the terminals of



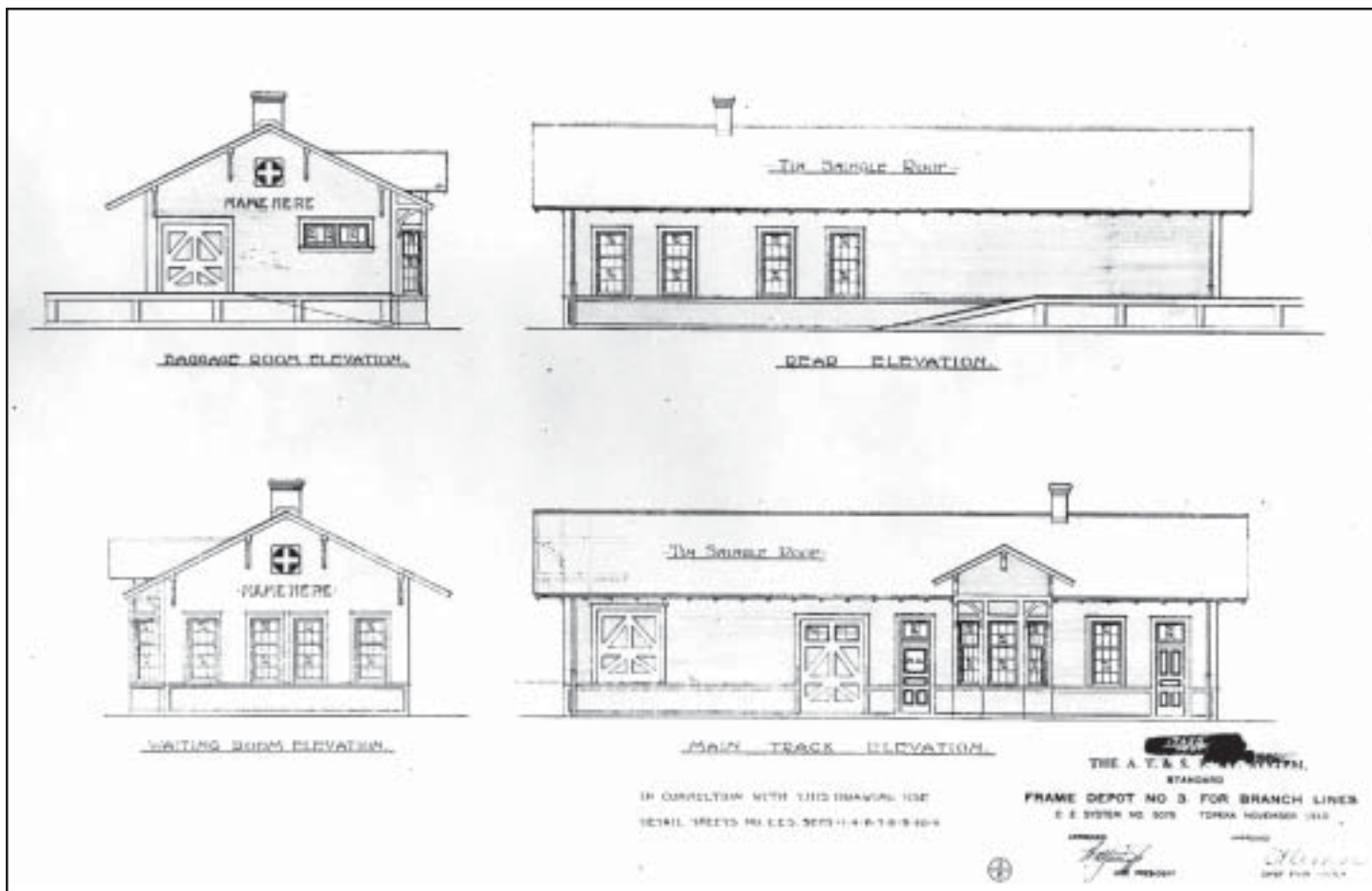
Shown above is a 1935 view of the Abilene Union Pacific Railroad Passenger Depot. The Spanish Colonial Revival style structure was built in 1929 from plans prepared by Gilbert Stanley Underwood, who designed a number of facilities for the Union Pacific between 1924 and 1931.



Typical of the attention often accorded to passenger depots, the Marysville Union Pacific Depot is a Mediterranean Revival style example with highly elaborate decorative glazed tiles. Although presently the only crew change point on the Union Pacific line, the railway is relocating the line and this station's future is uncertain.



Salina's Union Depot was built to serve five railroads after the Union Pacific Depot burned in 1912. Many U.S. soldiers stopped or passed through this depot during two world wars.



The railroads developed sets of standardized plans for different types of communities with differing levels of passenger and freight activity. Above are the elevations for a Santa Fe frame depot no. 3 for branch lines. The office bay is the most easily recognized feature of standardized Santa Fe depots. (These plans, along with the plans for hundreds of depots, bridges, and other structures on the Santa Fe system, are in the collections of the Kansas State Historical Society.)

rail lines, and were the largest form of passenger depots constructed by railroad companies. Terminal depots were located at the key junction of two or more rail lines, and often united the passenger services of various companies within one large building. Most terminal or union depots were in larger cities, were designed by architects, and were often among the most elaborate architectural landmarks in a city. If these multiple rail lines were from different companies, there was often cooperation to build a “union depot” or station.¹ Before construction of a terminal depot, the stations for competing rail companies were separated from one another by long distances, compelling passengers to walk distances between stations or hire transportation. Union stations thus facilitated the exchange of passengers between trains of different railroad companies. Terminal stations can be further classified into “island stations” (located between the tracks), “head-stations” (located at the dead-end of the tracks), and “side-stations” (located on one side of the tracks).

Standardized Depot Plans

For the majority of Kansas communities that were platted by railroad companies, the first building in town was usually either the depot or a land office. These were generally crude structures, sometimes just portable shacks or old box cars, hastily built during the initial phase of railroad construction. Generally after a community proved itself prosperous enough to warrant such a building, a permanent depot was constructed. However, rail lines in Kansas were expanding so rapidly that the number of depots located in the state was astounding—eventually over 1,800 depots were constructed. Thus the earliest of Kansas depots were simple spartan buildings. The depots on the Kansas Pacific in the late 1860s, for example, were just simple gable roof buildings over a wood frame rectangular shell. Board-and-batten siding was typical, as it kept down costs by using less wood, fewer nails, and was quicker to complete.

Unfortunately, the image of these early depots left some travelers with a

poor image of Kansas towns. After all, the depot was the first building seen by an incoming visitor, and the last one seen as they left. It was the center of all activity in a community. News arrived there in the form of mail, newspapers, and telegrams. People and goods came and went with punctual regularity. No other building in a town was used as frequently and by as many people. It was clearly the most important building to a community, but the local citizens were at the mercy of the railroad companies regarding the size, design, and type of depot. It should come as no surprise that following complaints against railroads about high freight rates, the number of complaints about inadequate depots were the most frequent. But how would the railroad

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

companies decide where to spend their money? New tracks were still being laid across Kansas in the 1880s, and future revenue remained uncertain for many of the newly formed railroad companies. Furthermore, even though stops might be planned every five or ten miles along a line in Kansas, the reality was that many of these places would never be more than a “whistle-stop.” Kansas ranked second in the nation in track mileage in 1890, and correspondingly had a very high number of depots constructed along these lines, many of which were destined to serve very little traffic. Thus, lowering the cost of depot construction was a prime concern for railroad companies.

This need for lower construction costs for the large number of Kansas depots prompted railroad companies to refine the craft of architectural standardization. By having standardized plans prepared internally, the cost of hiring an architect for each station was obviously eliminated. The experience gained from constructing so many depots led to a pared-down building where form met function perfectly—a linear rectangle oriented to the tracks, generally containing a waiting room, agent’s office, and freight/baggage room. Not only were standardized depots cheaper to design and construct, but the convenience of such plans was a huge time-saver for the railroad companies. With so many depots being constructed in Kansas alone, it would have been impossible to wait for an architect to individually design every building. A company’s engineer, however, could create a series of standard plans and select the one appropriate to the community. If necessary changes could be made to fit the depot to the site; sometimes the changes were as minor as flipping the plan.

Railroad Company Depots

An additional advantage of standardized plans was that they could provide a railroad company with a distinct corporate identity. For example, the Atchison, Topeka & Santa Fe created a series of standard drawings in the 1870s as it was expanding its mileage across Kansas. These plans were updated at regular intervals, and by 1910, the company had five standardized plans for main line depots and four branch lines. Railroad depot historians Charles Bohi and H. Roger Grant feel that the Santa Fe utilized standardized plans more effectively than any other railroad, and thus had depots throughout the state that were as familiar to travelers as corporate fast food restaurants are today.



The Bancroft Kansas City and Northwestern Depot is an example of a very simple combination depot, with the office bay formed by two angled walls and incorporated beneath the eaves of the main roof. (This structure has been moved a number of times and is now a museum in Bancroft.)



The Pauline Santa Fe Depot was moved to Topeka’s Ward-Meade Park in the late 1970s. The simple combination depot has been nicely restored and maintained by the Topeka chapter of the National Railway Historical Society.



Halstead’s Santa Fe depot is a brick “county seat” type depot with separate waiting rooms for men and women. Kansas typically did not have depots with separate waiting rooms based on race. The Halstead Historical Society was formed to save the depot in 1988, and the building is currently used as a museum. It was added to the National Register in 2001.



The Missouri Pacific Depot at Oskaloosa was originally built by the Kansas City Northwestern Railroad, a line that merged with the Missouri Pacific in 1901.

The earliest Kansas depots along the Santa Fe line were very spartan structures. The next generation of standardized combination-type depots were generally still simple buildings, but the addition of a few inexpensive architectural features created depots that were not only more aesthetically pleasing but helped to create the Santa Fe “look.” The basic form consisted of a rectangular building with gable roof, overhanging eaves, and brackets. The agent’s bay window, located trackside, was the feature that gave the Santa Fe combination depots their distinctive look. This three-sided bay had angled or “beveled” side walls with spandrels joining its corners to the eaves of the main roof. Above, the gable dormer had an overhanging bargeboard with corner brackets. Siding was normally horizontal clapboard, but sometimes vertical boards were used. Vertical trim boards helped to divide the building visually, and rid the building of its “cheap, primitive look.”

The Santa Fe also had a series of plans for its “county-seat” depots. These were its passenger depots in more important towns; most were built of brick and several had architectural styling popular at the time, such as Mission Revival tile roofs. Two passenger waiting

rooms separated by gender were common. Additional features might be added as necessary for an individual community, such as flat-roofed waiting verandahs on one end of the building, and drop-off porte-cocheres on the front or “street-side” elevation. Baggage and express parcel rooms were located at the opposite end from the passenger rooms and often had flat roofs as well.

It was more difficult for other Kansas railroad companies to achieve a distinct corporate identity, such as that found with the Santa Fe, as most were formed by acquisitions and mergers of several smaller companies. Based on the extensive studies and publications about some of the larger Kansas lines, some conclusions about depot architecture can be drawn.

Rock Island depots fall into four categories based on form: small combination depots, medium-sized depots (either combination or passenger), depots with housing quarters, and larger passenger depots. Stylistically, though, Rock Island depots tended to be a hodgepodge, due in part to the fact that the Rock Island acquired a variety of other rail systems. The smallest combination depots on the Rock Island were very spartan and had little architectural elaboration. Although

there were agent bays corresponding to the central office, these bays were set beneath the overhanging eaves of the main roof and did not feature their own dormer roof. Other small combination depots are similar to those constructed across the country, with a cross gable dormer over the extended agent’s bay. Moderately sized combination depots or passenger depots showed more elaboration on the roofs. There were several Rock Island depots with raised, central hip roofs over the entire central agent’s offices, as opposed to just a dormer roof over the bay. Depots which provided living quarters for agents were usually built in the more remote locations in western Kansas. Similar to stations in Nebraska and north into Canada, these frame buildings often had multiple roof lines typical of Queen Anne and other Victorian era residences. There would commonly be a steeply pitched, gabled hip roof with cross gable dormers, sometimes with flared eaves. Visual and textural interest was provided simply by changing the orientation of clapboards; typically, vertical clapboards would be placed beneath the window sills, and horizontal clapboards above. In the gable ends, decorative wood shingles or vertical siding would be added for

additional variety. Larger passenger Rock Island depots were generally constructed of masonry or stucco and were usually architect-designed.

The St. Louis & San Francisco Railway Company—commonly referred to as the “Frisco”—was another company that acquired several smaller lines in Kansas, and thus its depots varied in type and form, although several of its smallest combination depots were very similar. Almost all had a gable roof, and several had board-and-batten siding. Some of these small depots even lacked a bay window in the central agent’s office. Larger Frisco depots, however, show more attention to detail and cost. Hip roofs with flared eaves, such as found on its “Depot No. 4” standardized plan, added much to the visual interest of the building but were more expensive to build. Larger “county-seat” types of Frisco depots varied greatly, with the only common feature being very wide, overhanging eaves supported by brackets. Cherryvale, Arkansas City, and Winfield all had depots with distinctive roof features, and the one in Fredonia was particularly noteworthy for the complexity of its various roofs.

The Missouri Pacific was a leading railway company in Kansas by virtue of its track mileage. Its depots represent a variety of styles and types due to numerous acquisitions of other railroad companies over the years. Early combination depots built by the Central Branch Union Pacific, for example, were very simple gable roof structures with board-and-batten siding, with the only distinguishing features being brackets supporting the wide eaves. Some did not even have bay windows for the railroad agents. Those constructed by the Kansas City Northwestern, however, sported a few more architectural features such as stick-style bargeboards and more decorative brackets. Missouri Pacific examples in Tribune, Wilsey, and Gypsum all had gabled hip roof buildings, with the gabled section featuring semi-circular windows surrounded by some type of decorative siding or shingles. Missouri Pacific’s “county-seat” depots of the early twentieth century resemble those of the Santa Fe, but the line’s other larger passenger depots were clearly architect-designed, such as the one built in Council Grove and the Richardsonian-Romanesque station in Salina.

The Union Pacific, and its predecessor the Kansas Pacific, built depots over the longest period of time in Kansas. The earliest depots along the Kansas Pacific were almost primitive buildings. Replace-



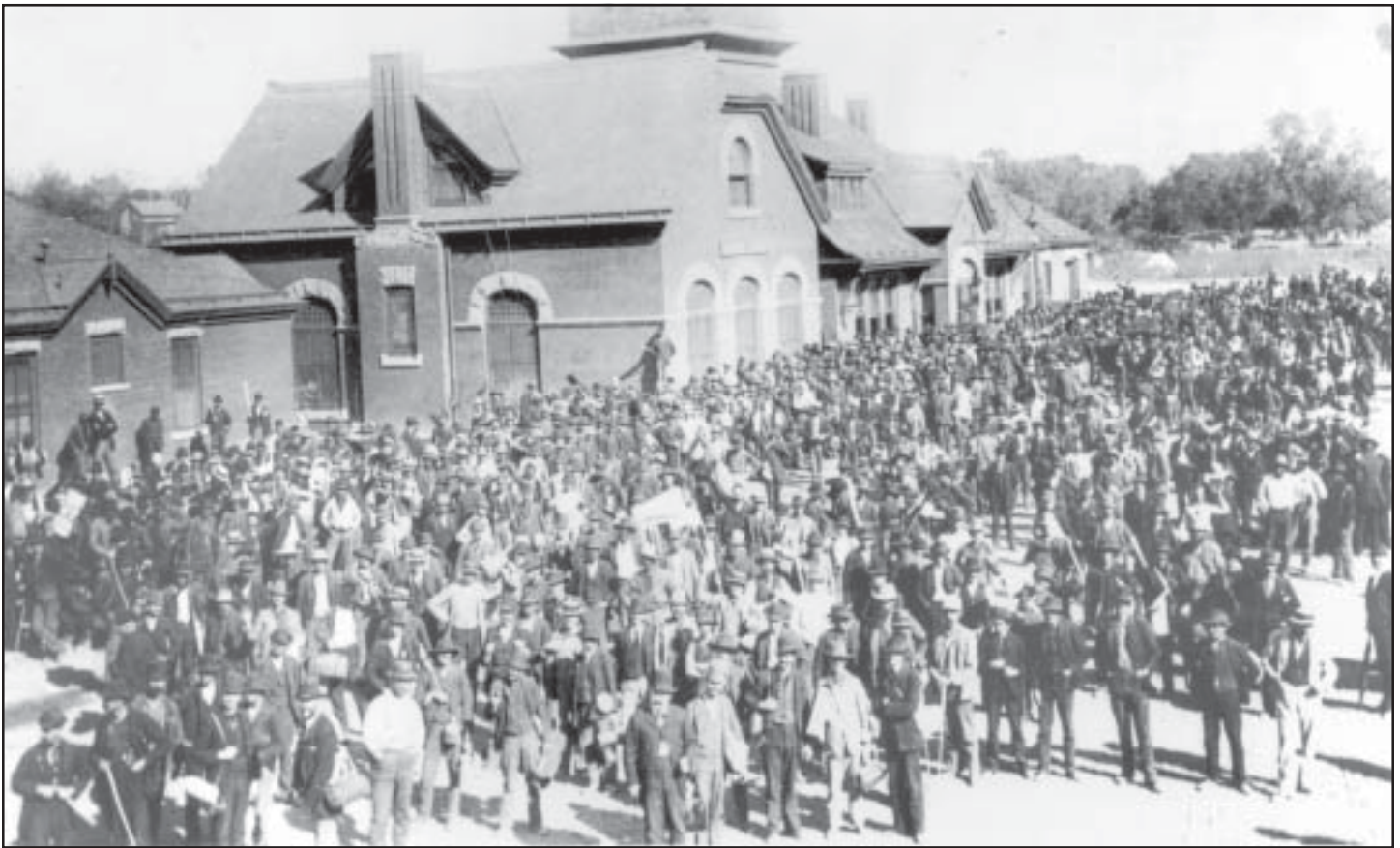
Paxico's 1895 Rock Island Depot, which has been relocated to the Mill Creek Campground, is an example of a small Rock Island combination depot. The roof of the office bay is separate from that of the main building.



The 1882 Augusta Frisco Passenger Depot originally had a tile roof, but was one of the few buildings in Augusta which survived a 1920s tornado. It may also be the only surviving brick Frisco depot left in the state.



Although the Missouri Pacific tracks have been removed, the Salina Missouri Pacific Depot still sits on its original location. The Richardsonian Romanesque structure was built in 1887.



This scene shows a large crowd gathered at the newly completed Santa Fe depot in Arkansas City on April 21, 1889; that was one day prior to the Oklahoma "Land Rush."

ment combination depots, although still simple, featured a few architectural embellishments. Brackets and stick-style bargeboards were added at very little cost but visually added much to the spartan buildings. The gabled roof bay windows for the station agents, although constructed more out of necessity, also helped to break the monotony of the simple linear structures. During the 1920s, the Union Pacific built a number of architect-designed buildings, some from standardized plans but still with enough architectural embellishments features to appear attractive and unique to each community.

Due to the precarious financial situation in which the Missouri, Kansas & Texas (KATY) Railway often found itself, many of the depots constructed by this company were inexpensive. Simple gable roof, board-and-batten buildings had wide eaves that extended unbroken over the agent's bay, such as those found at St. Paul, Burlington, and Hartford. Council Grove's depot is an example of one of the more elaborate KATY depots. Here a gabled hip roof provides interest on the short elevations of the building, and the agent's bay features its own dormer roof. During the 1920s, however,

More than 80 percent of Kansas depots have already been demolished, and many of those remaining have been moved from their original locations.

standardized plans for the company's depots returned to unbroken roofs to save money, although these roofs were now hip instead of gable. Architect-designed KATY depots sometimes employed the Mission Revival style, which reflected the company's south-western connections.

The Chicago, Burlington and Quincy depots were comparatively rare in Kansas, with only about forty constructed; however, they are notably distinct in appearance from depots of other lines. Since they were constructed in remote sections of Kansas, almost all were two-story, gable roof buildings that provided living quarters for their agents

upstairs. These rectangular, lap-sided structures were originally painted "barn red," and many did not even have a bay window for the station agent.

Resources for Historic Depots

With the introduction of diesel engines, the huge number of railroad structures functionally specific for steam power began to disappear. Roundhouses eventually gave way to the pass-through facilities, and support structures for ash handling and boiler washing were replaced by fuel pumps. Inevitably, older facilities were demolished. Shop facilities in several small Kansas towns closed permanently after providing decades of employment for residents. Depots were among the last rail-related buildings to be removed; however, their location within the railroad right-of-ways left depot buildings extremely vulnerable to demolition. More than 80 percent of Kansas depots have already been demolished, and many of those remaining have been moved from their original locations. Some of the frame combination depots were moved and recycled into freight houses in the early and mid-

twentieth century by the railroad companies. When eventually abandoned, however, these were usually demolished or moved off-site.

Listing on the National Register of Historic Places can provide only limited protection for historic depots. More importantly, it provides eligibility for different types of grants, as well as state and federal rehabilitation tax credits. The Downs Missouri Pacific Depot recently received a Kansas Heritage Trust Fund grant for roof and other repairs. The Rock Island Depot in Liberal and the Atchison, Topeka, and Santa Fe Depot in Dodge City are among those that have received federal transportation enhancement funds through the Kansas Department of Transportation.

In spite of their threatened status, the historical and architectural significance of depots are well recognized by many Kansans. There are numerous sources of information available on the Internet, primarily on railroad history but with some sites covering depot architecture. Several excellent articles and books have also been published about Kansas depots, a small selection of them are listed in the bibliography. *Kansas Depots* is still in print and can be purchased from the Kansas State Historical Society. There are also three Kansas chapters of the National Railway Historical Society located in Topeka, Wichita, and Kansas City.

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The depot at Council Grove is one of the more elaborate Missouri, Kansas and Texas depots. Listed on the National Register in 2001, it is one of the few remaining KATY depots left in Kansas, and possibly the only one on its original site. It is currently for sale.



The two-story design of the 1889 Atwood Chicago, Burlington and Quincy combination depot included housing for the station master and his family on the second floor. The depot has been relocated to Lake Atwood, where it is used by a non-profit crafts co-op.

Claussen Site Study Continues

In the last issue of *Kansas Preservation*, Dr. Rolfe Mandel outlined the summer 2003 University of Kansas-Kansas Anthropological Association excavations at the Claussen site (14WB322) in Wabaunsee County's Mill Creek valley. These excavations focused on the lower, late Paleoindian/early Archaic-age cultural horizons; however, the archeological record at the Claussen site spans much of the prehistoric period, ending with a series of Ceramic period occupations. Like the older remains, these younger materials are buried beneath flood-deposited sediment. Therefore, while we do not really know how extensive this more recent archeological record is, we do know that artifacts, rock from hearth features, and mussel shells are exposed at two places along the Mill Creek cutbank. Part of the summer 2003 Kansas Archeology Training Program field school effort was directed toward testing these upper, younger cultural horizons.

At the northern of the two places where material is exposed, it actually appears that no fewer than five cultural horizons are stacked one above another. They are separated from each other by sediments laid down by repeated flooding, with a total thickness of the deposits from surface to lowest observed horizons measured at about 4.5 meters (15 feet). It was obviously impractical to attempt to reach any but the uppermost of these cultural horizons during the nine-day field school. That horizon is slightly less than a meter below the present surface, so a backhoe removed overburden in a block set a short distance back from the cutbank. Hand excavation in five 1-x-1 m squares followed and went completely through the cultural horizon. The few artifacts recovered include several small ceramic body sherds that place the occupation in the Early Ceramic period but provide no more specific indication of cultural affiliation. The nature of the occupation was not apparent.

The situation was quite different at the southern of the two places where material is exposed on the cutbank. Here, a single cultural horizon was observed extending for perhaps 8 meters or so along the bank. A previously obtained radiocarbon age suggested an occupation in the Middle Ceramic period or, more specifically, in the late twelfth or the thirteenth century. The specific cultural affiliation was not identifiable from the few artifacts recovered from the cutbank, nor was it known what whoever occupied this site was doing there. Because the location was an active floodplain at the time of the occupation and some of the material observed on the cutbank was mussel shell, a good starting guess was that the site represents a short-term occupation during which mussels and perhaps other fauna from Mill Creek were used. A good horizontal exposure was

needed to more fully document this. This cultural horizon was buried beneath about 2½ meters (over 8 feet) of flood sediments, so a backhoe removed overburden to a point just above it, and hand excavation proceeded from there. An area of about 22 square meters eventually was excavated during not only the nine-day field school, but also on a tenth day in July, plus 11 more fall weekend days ending November 1.

The exposed area held extensive evidence of in-place burning and yielded a large amount of faunal material, accompanied by a modest quantity of artifacts. The faunal assemblage is indeed dominated by resources from Mill Creek. Mussels, many of them quite large, are abundant, and fish also were well

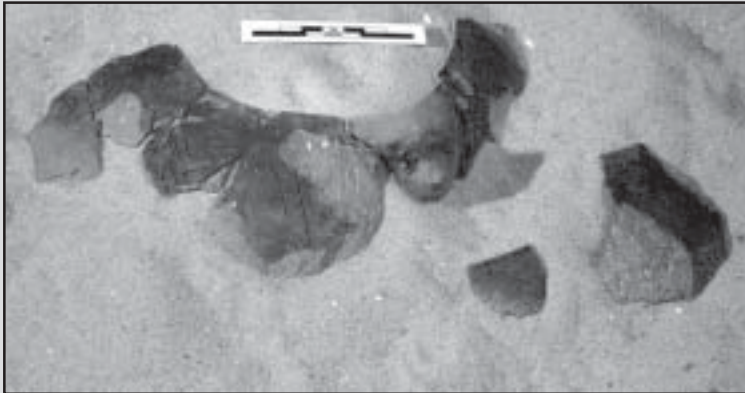


Hand excavation of upper component units began at about 8 feet below the present ground surface—still more than 20 feet above the lower component excavations show in the background. Photo by John Charlton.

represented. Turtle was present; however, waterfowl, or birds of any kind, seem to be absent. A small amount of mammal bone is very poorly preserved and will not be identifiable.

One expert on mussel use in eastern North America has written that only two ways of processing these resources are feasible. One of these is to use a rock or other heavy object to break open the shell. Because the Claussen site shells are whole and largely undamaged, the other method must have been used here. That is to steam them open. The evidence for burning is consistent with this. Rather than a single pit or basin, though, the complex burn pattern suggests fires built on the surface or in shallow depressions, probably with wet grass used to cover the mussels to steam them. In fact, charred grass stems are tentatively identified among the extensive amount of charcoal recovered. The fish could have been cooked along with the mussels.

The artifacts included both pottery and chipped stone objects. Several dozen pottery sherds appear to all be from one vessel: a shell-tempered bowl with incised decoration on the



Sherds fit together to form a segment of the bowl rim. The incised lines and modeled human face decorate the shoulder. Photo by Craig Cooper.

shoulder. A short, solid cylindrical handle has a simple representation of a human face on the end. One is tempted to wonder why only one pot—which seems to be a special vessel at that—is represented here. However, a less obvious but perhaps more relevant question exists. We know that in this area food was cooked directly in the fire, therefore what was a pot used for at all? A good guess would be to boil corn that might have been brought with the people who used this site. Residues, perhaps from whatever was cooked in the pot, were found on both the interior and exterior of the vessel and will be analyzed to try to determine if this guess is correct.

The chipped stone artifacts include several small projectile points, true arrowheads in this case; a few drills; some large flakes that were modified to produce single-use tools; and unmodified, mostly small flakes that tended to occur in clusters and probably represent individual episodes of tool-making or repair. The drills are particularly interesting. They are not common on Middle Ceramic period sites used over a period of years, so what they were being used for and why at least three of them were lost or discarded on this short-term-use site is another question to be addressed during the analysis.

The types of artifacts found here should allow us to determine cultural affiliation, but in this case they do not. Pottery usually is the best indicator. Here, however, while the effigy is of a form known from some northwest Missouri sites—and may be the first of its kind reported in Kansas—shell-tempered pottery, including vessels with shoulder-incised decoration, is found over a large area of the upper Midwest and eastern Plains and as far west in Kansas as the Salina/Minneapolis area. It is not unique to any culture defined in the region. The chipped stone tools likewise are not unique to a specific culture.

If we have any good clue as to who was here, it comes from the raw material used for making the stone tools. All this material is chert, or flint, that outcrops in the Flint Hills immediately west of the site. Chipped stone tools in the permanent house sites of this period in an area from around Manhattan to Salina/Minneapolis are usually made of Flint Hills cherts, and shell-tempered vessels sometimes occur in these sites as well. The popular perception of these house sites is that people were settled at them year-round and that they relied on bison, deer, and other mammals, along with corn and several other crop plants. While this is not totally wrong, it is increasingly recognized that the subsistence base was more diverse and that fish and mussels were important in the diet. We also are now starting to sense that people at this time did move around some. We do not yet understand this very well, however, and the Claussen site excavation provides some of the best evidence to date for what Middle Ceramic period people of eastern Kansas were doing away from their farms.

This article was prepared by Dr. Donna Roper, adjunct professor of anthropology at Kansas State University. In addition to occasional university teaching, she does contract archeological work and is engaged in research on several aspects of Middle and Late Ceramic period prehistory in Kansas and Nebraska. Her work at the Claussen site is under contract with the Kansas Anthropological Association.

2004 Heritage Trust Fund Deadlines Near

The deadline for submitting applications for the 2004 round of Heritage Trust Fund grants is March 1, 2004. To be eligible for consideration, applications must be complete and postmarked by that date. Hand-delivered applications must be received before 5 p.m. on that date.

Anyone submitting a preliminary application for staff review must do so by January 15, 2004. Preliminary applications are not required but are highly encouraged.

All properties listed on the National Register of Historic Places or the Register of Historic Kansas Places, except for those owned by the state or federal governments, are eligible to apply for these funds. This is a highly competitive program; usually around 25 to 33 percent of the applications are funded. Presently it appears that approximately \$1 million will be available to award in the 2004 round.

The final workshop for this round of the Heritage Trust Fund grant program begins at 2 p.m. on Thursday, January 8, 2004, on the second floor of the Potawatomi Baptist Mission (Koch Education Center) at the Kansas History Center, 6425 S. W. Sixth, Topeka.

Questions about the Heritage Trust Fund application process may be directed to Grants Manager Teresa Kiss at (785) 272-8681 Ext. 216 or tkiss@kshs.org.

The Foursquare

Continued from page 6

stability. This impression was achieved through shape and reinforced by heavy roof lines and eaves. Additional mass could be gained by adding more porch columns or using thick pillars in their stead.

A popular, pervasive, yet understated residential building type, the Foursquare continues to house families throughout the state. In many respects its simple form and clean lines are timeless.

This article was prepared by Martha Hagedorn-Krass, the architectural historian with the Kansas State Historical Society. Electronic versions of the article are available by contacting her at mkrass@kshs.org.

Nominations Sought for 2004 KPA Awards of Excellence

The Kansas Preservation Alliance, Inc. (KPA) presents annual awards of excellence to individuals, organizations, and institutions in recognition of outstanding preservation projects and preservation advocacy in Kansas. The 2004 awards will be presented at a reception at the annual Kansas Preservation Conference in Wichita on April 29, 2004. The KPA Board of Directors is soliciting nominations for the 2004 awards.

The advocacy awards honor distinguished individuals or groups for their commitment to preservation as demonstrated by outstanding projects and activities that advance preservation in the state. The outstanding project awards recognize exemplary individual preservation projects. Eligible projects must be completed by December 31, 2003, and work must meet the Secretary of the Interior's *Standards for Rehabilitation*.

Nomination forms are available on the KPA web site at kpalliance.org. Nominations must include the completed nomination form AND color slides. Limited supplemental information may be attached. Incomplete nominations will not be considered. The deadline for submitting nominations is January 31, 2004. Please consider projects that are worthy of recognition and plan to submit a nomination for the 2004 awards.

Any questions about the nomination process may be directed to Brenda Spencer at spencer@wamego.net or (785) 456-9857.

Happenings in Kansas

Wonders in Wood

Present - January 2, 2004
Kansas Museum of History
Kansas History Center
6425 S.W. Sixth Avenue
Topeka, Kansas

Fretwork was a popular hobby around the turn of the 20th century. This display showcases 25 lacy, delicate pieces of furniture and other household items made by a Kansas Civil War veteran.

Heritage Trust Fund Workshop

January 8, 2004
2 p.m.
Koch Education Center, 2nd Floor
Kansas History Center

On the Road Again

January 16, 2004 - February 29, 2004
Kansas Museum of History
Car aficionados will love this display of two early vehicles and related transportation items. Besides the Great Smith automobile—a very rare car made in 1908—this exhibit features a Sinclair gas pump, child-sized electric car, and soap box derby cars, among other items.

Kansas Day

January 29, 2004
9 a.m. - 3 p.m.
Kansas Museum of History
A free, annual program, this year we celebrate the state's 143rd birthday!

KPA Award Nomination Deadline

January 31, 2004
See article at left.

Kansas Historic Sites

Board of Review
February 21, 2004
9 a.m.
Kansas History Center Classrooms

Heritage Trust Fund Grant

Application Deadline
March 1, 2004
See page 18.

Flint Hills Archeological Conference

March 26-27, 2004
St. Joseph, MO

Kansas Anthropological Association Annual Meeting

April 17, 2004
Location to be announced.

Kansas Preservation Conference

April 29 - May 1, 2004
Wichita, Kansas
See page 4.

Kansas Historic Sites

Board of Review
May 8, 2004
9 a.m.
Kansas History Center Classrooms

Kansas Historic Sites

Board of Review
August 21, 2004
9 a.m.
Kansas History Center Classrooms

Kansas Historic Sites

Board of Review
November 6, 2004
9 a.m.
Kansas History Center Classrooms



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