**National Register of Historic Places Registration Form**

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

### 1. Name of Property

**historic name**  Beaumont St. Louis and San Francisco Railroad Retention Pond  
**other names/site number**  015-439

### 2. Location

<table>
<thead>
<tr>
<th>street &amp; number</th>
<th>SE 116 Street and SE Beaumont Road</th>
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<tbody>
<tr>
<td>city or town</td>
<td>Beaumont (Glencoe Township)</td>
</tr>
<tr>
<td>state code</td>
<td>Kansas code 015 county Butler code 015 zip code 67012</td>
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</table>

### 3. State/Federal Agency Certification

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

<table>
<thead>
<tr>
<th>national</th>
<th>statewide</th>
<th>local</th>
</tr>
</thead>
</table>

Signature of certifying official  
____________________________________  Date  
Signature of commenting official  
____________________________________  Date  

### 4. National Park Service Certification

I, hereby, certify that this property is:  

<table>
<thead>
<tr>
<th>entered in the National Register</th>
<th>determined eligible for the National Register</th>
</tr>
</thead>
<tbody>
<tr>
<td>determined not eligible for the National Register</td>
<td>removed from the National Register</td>
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<tr>
<td>other (explain:)</td>
<td></td>
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</table>

Signature of the Keeper  
____________________________________  Date of Action
### 5. Classification

<table>
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<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
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<tr>
<td>(Check as many boxes as apply)</td>
<td>(Check only one box)</td>
<td>(Do not include previously listed resources in the count.)</td>
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<tr>
<td>object</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>8</strong> Total</td>
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</table>

### 6. Function or Use

<table>
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<th>Current Functions</th>
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<tr>
<td>Transportation: rail-related</td>
<td>Agriculture/Subsistence: fishing facility</td>
</tr>
<tr>
<td>Industry/Processing/Extraction: waterworks</td>
<td>Recreation and Culture: outdoor recreation</td>
</tr>
</tbody>
</table>

### 7. Description

<table>
<thead>
<tr>
<th>Architectural Classification</th>
<th>Materials</th>
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<tr>
<td>Other: retention pond</td>
<td>foundation:</td>
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<tr>
<td></td>
<td>walls: Concrete; Stone; Metal; Earth</td>
</tr>
<tr>
<td></td>
<td>roof:</td>
</tr>
<tr>
<td></td>
<td>other:</td>
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</table>
Narrative Description
(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a summary paragraph that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Beaumont St. Louis and San Francisco Railroad Retention Pond is located on the south side of Beaumont, Kansas, an unincorporated village in Butler County, Kansas. The nominated property is historically associated with the Beaumont St. Louis and San Francisco Railroad Water Tank, which was listed on the National Register of Historic Places in 1993. The nominated property includes the retention pond located approximately 1000 feet south of the water tank, which is located north across a historic rail right of way. Between the two is a small pond operated by Butler County as part of a water treatment facility. The nominated property includes two buildings – a metal pumping station and concrete pumping station; two objects – an irrigation pump and concrete slab; three structures – a dam and two spillways; and a site – the pond.

Narrative Description

Overall
The retention pond is located on the south side of the village of Beaumont. To the north, across the historic rail bed, is a small commercial area that now includes the Beaumont Hotel, Beaumont State Bank, and abandoned railroad bunkhouse. Farther north is a historic church building and a smattering of single-family dwellings. To the south is a gently undulating prairie landscape dotted with wind turbines. The pond covers two legal parcels (see attached map), which are bounded on the north, east and south by barbed-wire fence rows, and on the west by Southeast Beaumont Road, a blacktop road. To the northeast is a treed meadow.

Metal Pumping Station (Building)
An elevated 4' X 4' seamed-metal pumping station building provides shelter for an irrigation pump. The building faces northwest, the front identified by a two-panel metal door with metal knob. The building sits atop a cylindrical reinforced concrete well. A small equipment shelter projects from the building’s northeast corner.

Pump (Object)
There is an irrigation pump inside the pumping station. Unfortunately, debris obscures the manufacturer’s label.

Concrete Pumping Station (Building)
This reinforced high-aggregate concrete building, which is located north of the retention pond, has a rectangular footprint measuring 7' X 9' with an arched formed-concrete roof. A concrete stair, framed by reinforced concrete cheek walls, leads down from grade, through a wood framed door opening to the building’s sub-grade floor level. The interior of the building is exposed formed concrete. A metal exhaust chimney pierces the center of the south end of the roof.

Concrete Slab (Object)
Just northwest of the concrete pumping station building is an 8' X 8’ concrete slab. A sheet of rusted metal, secured by a rock, covers a circular well opening.

Retention Pond (Site)
The retention pond is pie-shaped. The north end stretches southwest to northeast along a line at approximately 195 degrees. The south end stretches northeast to southwest, along a line at approximately 240 degrees. These two lines meet at a point on the pond’s northeast corner. A 45-degree arc connects the west end of each line.

Dam (Structure)
A 500-foot earthen dam, reinforced with concrete, bisects the pond, connecting the center of the north end to the center of the south end.

North Concrete Spillway (Structure)
A 60’ long reinforced concrete spillway extends northwest along the line of the dam. The spillway is 2' thick.

South Concrete Spillway (Structure)
There is a second reinforced concrete spillway on the south side of the retention pond. This one is 90’ long and empties into a small winding creek.
Beaumont St. Louis and San Francisco Railroad
Retention Pond
Butler County, Kansas

8. Statement of Significance

<table>
<thead>
<tr>
<th>Applicable National Register Criteria</th>
<th>Areas of Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Mark “x” in one or more boxes for the criteria qualifying the property for National Register listing)</td>
<td>(Enter categories from instructions)</td>
</tr>
</tbody>
</table>

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

**Criteria Considerations**

(Mark “x” in all the boxes that apply)

Property is:

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

**Areas of Significance**

- Transportation

**Period of Significance**

1886-1961

**Significant Dates**

1886; 1909

**Significant Person**

(Complete only if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

St. Louis, Wichita, and Western Railway Co.

**Period of Significance (justification)**

The Period of Significance for the retention pond stretches from 1886, the original date of construction of the retention pond and water tank, to 1955, after the Frisco dieselized its train engines and ceased to use them.

**Criteria Considerations (explanation, if necessary)**
Beaumont St. Louis and San Francisco Railroad
Retention Pond
Butler County, Kansas

Statement of Significance

Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Beaumont St. Louis and San Francisco Railroad Retention Pond is being nominated under Criterion A for its significance in the Area of Transportation for its association with the Beaumont St. Louis and San Francisco Railroad. In the era of steam-powered locomotives, watering stations like this one were essential to railroad transportation. The retention pond is being nominated under the Multiple Property Nomination entitled “Historic Railroad Resources of Kansas.” Although retention ponds, few of which remain, are not identified as a property type in the MPDF, they were essential to steam railroads and clearly fit within the context of the MPDF, which informs this nomination. At the time of this nomination, there are no known railroad retention ponds listed on the National Register of Historic Places.

Narrative Statement of Significance

A Brief History of Beaumont, Kansas

Beaumont, Kansas is an unincorporated village in Glencoe Township, Butler County, approximately twenty miles southeast of county seat El Dorado.

In the late nineteenth and early twentieth centuries, Beaumont established itself as an important railroad and ranching town. The first building, a stagecoach stop commissioned in 1879 by Edwin and Emma Russell, was originally called the Summit Hotel because it was built on the highest point between St. Louis and the cattle shipping center of Ellsworth, Kansas on the proposed St. Louis and San Francisco (Frisco) Rail Line.1 In 1880, Glencoe Township boasted a population of 606.2 The town of Beaumont was formally established in 1881, a year after the Frisco Railroad arrived.3

Like many towns, Beaumont boomed in the mid-1880s as railroads invested heavily in the American West. In 1885, the Frisco Railroad built a branch track south from Beaumont and constructed a new water tower to supply its steam engines.4 The same year, the Durham Cattle Company, which boasted cattle pens that held 3000 head, purchased the hotel.5 In 1886, the year the Kansas City and Southwestern Railway completed its line to Arkansas City, twenty-eight new businesses opened in town. Like other paper towns, Beaumont had a newspaper whose principal purpose was to promote its exploits to potential eastern investors. The Beaumont Business, published by speculators in the nearby community of Augusta from September 1886 to November 1887, was short-lived.6

Although Beaumont never met the expectations of the 1880s boosters, it did begin to show signs of permanency in the early twentieth century. Beaumont School graduated its first class in 1903.7 In 1905, prominent Beaumont resident William H. Squier opened a hardware store and a lumber yard on Main Street. In 1907, the line south out of Beaumont was extended to Enid, Oklahoma. By 1912, the town boasted “a money order postoffice [sic], telegraph and express offices, telephone connection” and was a “shipping and supply point for a rich agricultural district in the eastern part of Butler and the southwest corner of Greenwood counties.”8 Beaumont State Bank

1 Kansas Oil Museum and Butler County Historical Society. Flint Hills Tours (Butler County Kansas, 1991). Kansas Historical Society Pamphlet.
2 1880 US Census.
4 Ibid.
5 Frank W. Blackmar, ed., Kansas: a cyclopedia of state history, embracing events, institutions, industries, counties, cities, towns, prominent persons, etc…/with a supplementary volume devoted to selected personal history and reminiscence. (Chicago: Standard Pub. Co., 1912).
6 These newspapers are on microfilm at the Kansas Historical Society. The authors have reviewed all of them and found no additional information on the retention pond.
8 Blackmar.
moved from a “frame store building across Main Street” to a modern “brick building” in 1915. Dr. Phillips, a rural doctor and “emergency surgeon for the Frisco Railroad at Beaumont,” doubled as the town’s pharmacist.

A thriving regional oil industry boosted the Beaumont economy in the 1910s and early 1920s. But by the mid 1920s, Beaumont, like many communities in Kansas, was plagued by plunging oil and crop prices. Among the casualties of the Great Depression was the Beaumont State Bank.

The trend toward urban living and decreasing prominence of the railroads in the twentieth century wreaked havoc on rural Beaumont. The population of Glencoe Township declined steadily throughout the first half of the twentieth century, nearly halving from 711 to 399 between 1900 and 1950.

But one of the most notable chapters in Beaumont history was yet to come. In the 1940s and 1950s, Beaumont became a bedroom community for the growing number of aircraft workers commuting to nearby Wichita. Since 1953, the community has been known as the home of the Beaumont Hotel, which caters to aviators and ranchers who land on the nearby grass airstrip. Tourists also come to see the Beaumont water tower, the last steam engine tower left on the Frisco line.

Although the region’s ranching and oil economy continues to thrive, Beaumont’s population has continued to decline. Beaumont’s school closed in 1967. The post office closed in 1992. Still, the community celebrates the places and objects that make it unique, including the fly-in hotel and water tower.

The St. Louis and San Francisco (Frisco) Railroad

The St. Louis and San Francisco, colloquially known as the “Frisco,” Railroad was founded in 1866 as the “Atlantic and Pacific Railroad Company.” The Atlantic and Pacific Railroad had transcontinental aspirations, plans to extend an existing rail line from St. Louis toward Springfield, Missouri, then west through Indian Territory and on to California by a southern route that avoided the most treacherous western mountain ranges. Failure to successfully negotiate rights of way with the tribes in Indian Territory forced the company to seek and alternative route through Kansas instead. The reorganized line, the Frisco, first entered Kansas in 1879. The new route ran west through Oswego, Labette County, then turned northwest to its division point in Neodesha. The May 1880, the rail line reached Wichita, where it joined the Santa Fe line. In 1884, the Frisco began construction of a new line from Beaumont to Arkansas City. The line was finally extended south from Arkansas City to Enid, Oklahoma in 1907. By 1910, the Frisco was the state’s fifth largest railroad company, with 650 miles of line in Kansas. Although the Frisco declared bankruptcy in 1933, war-related profits put it on the road to recovery in the 1940s. The company merged with Burlington Northern Railroad in 1980.

The St. Louis and San Francisco (Frisco) Railroad Retention Pond

In 1884, four years after the Frisco line reached Beaumont, the Kansas City and Southwestern Railway, a Frisco subsidiary, began construction of 62 miles of line south from Beaumont through Arkansas City to the Kansas-Oklahoma border. With the completion of the new line, known as Frisco’s Beaumont Sub-Division, Western Division, Beaumont became a division point on the Frisco.

As a division point, a regional headquarters, Beaumont took on a significant role. Railroad-related improvements included a depot, stock yards, section house, and roundhouse. Most importantly, Beaumont became the place where all passing steam trains took on water and fuel. Although the exact dates of construction of the water tower and retention pond are unknown, their construction appears to date to the mid 1880s, when Beaumont became a division point. The retention

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10 Ibid.
12 US Census.
14 The following were the population counts for Glencoe Township for 1900-1950. 1900 – 711; 1910 – 676; 1920 – 622; 1930 – 599; 1940 – 486; 1950 – 399.
pond and water tank operated as follows. Pipes drew water from the retention pond. The water was then pumped through a column into the tank reservoir. The elevated reservoir used gravity to create a pressurized stream of water to fill the engine’s tanks.

By 1909, two years after the Frisco line had been extended to Enid, Oklahoma, eleven train engines each day were being supplied with a total of 35,000 gallons of water from the water tank. The increased demand on the retention pond caused Frisco officials to pursue improvements to Beaumont’s water system. A 1909 report entitled “Water Supplies and Water Treatment” made the following recommendations:

At this point our water supply is conserved behind an earth dam. A movement was started during the dry period of 1909 – and at a time when the reservoir was dry – to deepen the basin behind the spillway. Rainfall partially filled the reservoir and caused a suspension of the work. Recommendation: Raise present dam two feet, thereby increasing the capacity of the reservoir when full, from 6,853,000 (present capacity) to 13,213,000 gallons.

By 1917, there were ten daily passenger trains passing through Beaumont on the Wichita Subdivision line alone. By 1927, there were seven trains on the Wichita Subdivision line and three additional trains on the Beaumont (north/south) Subdivision line. The increased train traffic necessitated improvements to the retention pond. The high-aggregate reinforced concrete used in the retention pond structures, including the dam, slabs and spillways, appear to date these features to the ca. 1910s or 1920s, when train traffic on the lines through Beaumont peaked.

The Frisco discontinued use of the water tank and retention pond in 1955, after it dieselized its train engines. The Frisco then leased the ponds to the Beaumont Hotel, which used them for water until the Rural Water District constructed a water storage tank on the north side of town. The ponds came to be owned by rancher Pete Ferrell. Since Ferrell transferred the ponds to the present owner in 2005, they have provided recreational fishing for guests of the Beaumont Hotel.

9. Major Bibliographical References

Bibliography


El Dorado Times.


Hutchinson News.

Kansas City Star.

Miner, Craig. Wichita the Early Years. Lincoln NE: University of Nebraska Press, 1982.


Topeka Capital- Journal.
Beaumont St. Louis and San Francisco Railroad
Retention Pond
Butler County, Kansas

Wichita Beacon.

Wichita Beacon- Eagle.

Wichita Eagle.


Previous documentation on file (NPS):
preliminary determination of individual listing (36 CFR 67 has been Requested)
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary location of additional data:
State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Kansas Historical Society, Butler County Historical Society (El Dorado, Kansas), Frisco Railroad Museum, Inc. (Ash Grove, Missouri)

Historic Resources Survey Number (if assigned): 015-0000-0250

10. Geographical Data

Acreage of Property 27.6 acres
(Do not include previously listed resource acreage)

UTM References
(Place additional UTM references on a continuation sheet)

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<tr>
<td>7</td>
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<td>4169500</td>
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Verbal Boundary Description (describe the boundaries of the property)

The nominated property is made up of two adjacent legal parcels. The first parcel (PID #2583304011001010), which is owned by SJC IV, LLC, encompasses 19 acres of land that includes the legal boundary of the pond north and east of the west and south quarter section boundaries. The second parcel (PID #3620400000001010), also owned by SJC IV, LLC, and encompasses 8.6 acres of land that includes the south end of the retention pond in the quarter section south of the previously mentioned parcel. The legal descriptions of the two parcels are as follows:
Beaumont St. Louis and San Francisco Railroad Retention Pond
Butler County, Kansas

Name of Property

1. PID #2583304011001010
   S33, T27, R05E, ACRES 19.0, BEG SW/C SE1/4 N315.62 NE875.6 SE341.24 ELY575.74 S197.27 SW 650(S)
   W1150(S) TO POB LESS ROW

2. PID #362040000001010
   S04, T28, R08E, ACRES 8.6, BEG NW/C NE1/4 E1400(S) SW700 (S) NW684.54 N329.59 TO POB LESS RO

Boundary Justification (explain why the boundaries were selected)

The two parcels described above are the legal parcels on which the Beaumont St. Louis and San Francisco Railroad Retention Pond sit. The nominated property does not include the parcel to the north, on which Butler County has developed ditches for a water treatment facility. This facility, which includes no structures, does not affect the historic integrity of the retention pond.

11. Form Prepared By

name/title    Christy Davis
organization  Davis Preservation, LLC
street & number 909 ½ Kansas Ave, Suite 7
city or town  Topeka
state        KS
zip code    66612
e-mail  cdavis@davispreservation.com
date  1/15/2011
telephone    785-234-5053

Additional Documentation
Submit the following items with the completed form:

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

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

Photographs

Name of Property: The Beaumont St. Louis and San Francisco Railroad Retention Pond
City or Vicinity: Beaumont (Glencoe Township)
County/State: Butler County, Kansas
Photographer: Christy Davis
Date of Photos: November 11, 2010
Beaumont St. Louis and San Francisco Railroad
Retention Pond
Butler County, Kansas

Name of Property
County and State

Photo 1 of 8  Overall View of west retention pond, looking south.
Photo 2 of 8  View looking northeast from retention ponds toward water tank.
Photo 3 of 8  Looking southeast toward east retention pond.
Photo 4 of 8  Looking south toward east retention pond.
Photo 5 of 8  Looking southwest toward north spillway.
Photo 6 of 8  Looking south toward concrete pumping station.
Photo 7 of 8  Interior of concrete pumping station.
Photo 8 of 8  Looking south toward metal pumping station.

Property Owner:
(complete this item at the request of the SHPO or FPO)

Name  SJC IV, LLC (c/o Stephen Craig)
street & number  730 New Hampshire St., #206  telephone

(city or town)  Lawrence  state  KS  zip code  66044

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.
1946 Frisco Timetable, showing extent of Frisco Rail Line. The line running west through Beaumont to Wichita was known as the Wichita Subdivision of the Northern Division. The line running south from Beaumont to Arkansas City and Enid, Oklahoma was known as the Beaumont Subdivision of the Western Division.

1946 Timetable zooming in on Beaumont, junction to line to Arkansas City (1884) and Enid, Oklahoma (1907).