

**National Register
Listed
July 10, 2017**

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 | <u>Frisco Freight Depot</u> |
|---------------|-----------------------------|

Other names/site number KHRI #037-355

| | |
|---|--|
| Name of related Multiple Property Listing | <u>Historic Railroad Resources of Kansas</u> |
|---|--|

2. Location

| | |
|--|---------------------|
| Street & number 210 E 4 th Street | not for publication |
|--|---------------------|

| | | | |
|--------------|-----------|--|----------|
| City or town | Pittsburg | | vicinity |
|--------------|-----------|--|----------|

| | | | | | | | | | |
|-------|--------|------|----|--------|----------|------|-----|----------|-------|
| State | Kansas | Code | KS | County | Crawford | Code | 037 | Zip code | 66762 |
|-------|--------|------|----|--------|----------|------|-----|----------|-------|

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x 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 x meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

☐ national ☐ statewide ☒ local Applicable National Register Criteria: ☒ A ☐ B ☒ C ☐ D

See file.

| | | |
|--|------------------------------|------|
| Signature of certifying official/Title | Patrick Zollner, Deputy SHPO | Date |
|--|------------------------------|------|

Kansas State Historical Society

State or Federal agency/bureau or Tribal Government

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

| | |
|----------------------------------|------|
| Signature of commenting official | Date |
|----------------------------------|------|

| Title | State or Federal agency/bureau or Tribal Government |
|-------|---|
|-------|---|

4. National Park Service Certification

I hereby certify that this property is:

_____ entered in the National Register _____ determined eligible for the National Register

_____ determined not eligible for the National Register _____ removed from the National Register

other (explain): _____

| | |
|-------------------------|----------------|
| Signature of the Keeper | Date of Action |
|-------------------------|----------------|

Frisco Freight Depot

Name of Property

Crawford County, Kansas

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|--------------|
| 1 | | buildings |
| | | sites |
| | | structures |
| | | objects |
| 1 | 0 | Total |

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: Rail-related

Current Functions

(Enter categories from instructions.)

Work in Progress

7. Description

Architectural Classification

(Enter categories from instructions.)

Commercial Style

Materials

(Enter categories from instructions.)

foundation: Concrete

walls: Brick

roof: Other

other:

Frisco Freight Depot

Name of Property

Crawford County, Kansas

County and State

Narrative Description

Summary

Built in 1928 Pittsburg's Frisco Freight Depot is located at 210 East 4th Street (KS State Hwy 126) in Crawford County, Kansas, one block east of the junction of highways US-69 and K-126 in the business and historic section of downtown (*Figure 1*). The depot sits in its original location on the south side of 4th Street with an east-west orientation that parallels the former track alignment to the south (no longer extant) and 4th Street on the north (*Figure 2*). This one-story brick depot has two conjoined components constructed at the same time. The office (west) end is at ground level and the freight room (east) is raised about five feet above the office level. The depot features large original clamshell doors, which facilitated the transfer of goods between rail cars, the freight room, and wagons or trucks. This highly intact building retains a high degree of integrity, especially in terms of location, design, and materials, meeting the registration requirements for a Freight House property subtype described in the "Historic Railroad Resources of Kansas" multiple property submission (MPS).¹

Elaboration

Setting

The Frisco Freight Depot sits in its original location adjacent to and one block east of Pittsburg's downtown district (*Figure 1*). The Hotel Stillwell, located at 703 North Broadway, is three and a half blocks northwest of the Frisco Freight Depot. The Colonial Fox Theatre, located at 407 North Broadway, is one and a quarter blocks northwest of the Frisco Freight Depot, and the Hotel Besse, located at 121 East 4th Street, anchors the northwest corner of 4th and Locust streets.² Across the street from the depot is a concrete public parking lot. To the southeast of the Frisco sits the old Kelso Seed Company feed house now occupied by Hernandez Mexican Store; to the west of this store is an empty lot currently used for parking. To the west of the Frisco Depot is the Mackie Building, which shares the parcel with the depot (*Figure 2*).³ The three tracks along the south side of the depot were previously removed, leaving an expanse of open property 265 feet long and 65 feet wide. The landscaping along 4th Street on the north side of the depot also has been removed.

Depot

Pittsburg's Frisco Freight Depot is a single rectangular building with two sections. The entire building measures approximately 142 feet (east to west) by 30 feet (north to south).⁴ The office block is located on the west and measures +/- 35 feet (E-W). The freight room is +/- 118 feet (E-W). Built entirely with solid red paver bricks produced by the local United Brick Company, the walls are double wythe, laid in a running bonds, and measure ten to 12 inches thick. The brick walls are slightly inset from the continuous concrete foundation. Similarly, the first ten rows of brick (a little over three feet) protrude about an inch from the rest of the walls, emulating a heavy base to the building further emphasized by these bricks' slightly darker color. The walls of the office block are shorter than those of the freight room, but both roofs are flat (low slope) behind a brick parapet. A small square brick chimney rises from the roof at the northeast end of the freight room.

Exterior

Office Block

The smaller of the two building sections, the office block has three exterior façades, sharing its eastern wall with the freight room. The exterior walls are approximately 18 feet tall with a four foot parapet capped with a smooth stone coping.

¹ Deon Wolfenbarger, "Historic Railroad Resources of Kansas" National Register of Historic Places multiple property documentation form (Topeka: Kansas Historical Society, 2000): F-8 through F-10.

² A group of buildings at 4th & Broadway, as well as the Hotel Stillwell, Hotel Besse, and Colonial Fox Theatre, are all listed in the National Register.

³ The Midcentury Modern Mackie Building was the headquarters for the Mackie-Clemmons Coal and Fuel Company, which started in Kansas coal mining in the 1890s and ceased coal operations in the area about 1990. Mackie-Clemmons was one of the Frisco Railway's largest customers in the area for over 90 years. Mackie purchased the Frisco Freight Depot and property in the 1950s and built their headquarters building on the west end of the property in 1961. Mackie disposed of their headquarters building and property in early 2016, and the Mackie building is vacant.

⁴ William Chaney, "Local No. 30 – Pittsburg, Kans.," *The Frisco Employees' [sic] Magazine* V (August 1928): 64.

Frisco Freight Depot

Name of Property

Crawford County, Kansas

County and State

The walls of this block were painted with white latex paint in 1987; the paint is peeling. Approximately four feet below the parapet cap is a dark red brick datum (laid in a vertical running bond) that runs the perimeter of the exterior walls; the headers of the masonry openings abut this datum.

Although the locations of windows are visible, the only extant opening into the office block is through a non-historic pedestrian door at the west end of the north elevation. The windows on the north, west, and south sides have been infilled with brick; although, their soldier course headers and sills are extant. Four original window units are stored at the depot. These units are six-over-six double hung sashes. The date of the brick infill is unknown. Although the bricks are standard size, it is estimated that most of the windows were infilled historically. The 1944 Sanborn map, a reissue of the 1923 map, indicates only one window opening on the west and south (*Figure 3*). This alteration is allowable under the MPS.⁵

The north façade formerly had four openings (*Photo 1*). The easternmost opening is the smallest at only 40 inches high; the window lit a former bathroom. The center two openings are approximately six feet tall. The westernmost opening contains a non-historic door with new concrete stoop; however, the narrower width of this masonry opening indicates this may have been a doorway historically, perhaps with a transom, as the area above the current door is bricked-in. Centered in the wall above the middle masonry openings is an inset panel with raised letters that say "FRISCO – FREIGHT – DEPOT."⁶

The west façade contains the most architectural detailing of the entire building (*Photo 2*). The symmetrical elevation contains three evenly spaced openings centered on the shaped parapet. These masonry openings are accentuated by bands of raised brick. This elevation gives the building its Commercial Style appearance, as the detailing is typical of early 20th century commercial structures.

The south façade contains four fairly evenly-spaced openings similar to those found on the other elevations (*Photo 3*).

Freight Room

The freight room extends east from the office block. The roof of the freight room is five feet taller than the office block. Each of the freight room's walls is equal height and is capped with clay tiles measuring 12 inches wide by 22 inches long; these were manufactured by the local Dickey Clay Manufacturing Company. The brick walls contain no architectural embellishments. Historically a wooden deck was located along the north, east, and south sides of the building. This was removed at an unknown date. Current work on the building has reinstalled a wooden deck at the east end of the south elevation, wrapping around the east and north sides of the freight room.

One of the character-defining features of this portion of the depot is the clamshell doors (*Photo 4*). These doors fold horizontally in the middle and operate on a double pulley and cable system with weights and counter weights to assist with opening and closing; the weights weigh approximately 100 pounds per door. Each door is approximately nine feet square. In the upper third of each door are two three-over-three fixed pane windows (each pane measured approximately 12x16 inches). Below the windows are bead-board panels. The masonry openings contain brick headers over steel lintels. The headers' bricks are laid in a vertical running bond. Steel wraps the bottom half of these openings to protect the brick corners; the jambs are also steel and begin about three feet above ground level for easy access from the tracks to the south to wagons and trucks on the north. Above each door is a modern light fixture

The north façade has five large masonry openings spaced evenly along the wall (*Photo 5*). The easternmost opening is missing its historic clamshell door; although, it is stored on site. A small bricked-in masonry opening is located at the west end of the wall and lit a former interior stair.

The east end of building has one masonry opening that formerly included a historic clamshell door (*Photo 6*). This door has been removed but is stored on site. A few feet above the opening is a row of narrow vertical pockets where the framing for the former dock's roof structure attached to the depot.

The south façade has four unevenly spaced bays (*Photo 7*). The westernmost bay is a non-historic steel pedestrian door. This opening appears to be historic. The other three openings contain historic clamshell doors.

That portion of the west wall above the roof of the office block contains no openings.

⁵ Wolfenbarger, F-10.

⁶ No known historic photographs exist to verify.

Frisco Freight Depot

Name of Property

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Interior

Office Block

The office block historically had an open plan. Currently a concrete block wall separates the open north half from two rooms to the south. The doors into these two rooms open directly into the open north half. The office's old vault is located in the southeast room. The room to the southwest retains historic plaster on the walls. A former lower ceiling is evident at the top of the plaster; however, the higher ceiling is now plywood. The walls and ceilings of the rest of the office block have modern finishes. The 14 inch thick floor of the office block is concrete.

Access into the freight room to the east of the office block was up a small set of stairs (five feet long). This stair was located at the north end of the office block's east wall; it has been removed and replaced with a wooden ramp (*Photo 8*). The wood, which also covers the ramp area's south wall and ceiling, is repurposed from an old boxcar, but it is not a historic feature of the depot. The north wall is brick. There was a partial wooden wall and double door that separated the office and freight room. The wood wall and doors was formerly removed and a concrete block wall built in its place (the original double doors are stored on site).

Freight Room

The freight room is a simple, open space with exposed red brick walls and exposed ceiling (*Photos 9 & 10*); both are historic characteristics. The roof slopes to the north. It is constructed of longitudinal joists resting on six evenly spaced steel I-beams running north-to-south. Above each clamshell door is a squat, U-shaped concrete lintel that also supports the doors' pulley systems.

At the west end of the freight room is a newly constructed restroom block about 9.5 feet tall, which leaves several feet open above it. This modern feature resembles a caboose and is clad in boxcar siding. A single centered doorway leads to the restroom doors.

There are five historic six-inch diameter iron pipes running down the north interior wall and through the floor back out into the parking lot, draining the rain water from the roof.

The six-inch thick floor is one of the building's most unique features. Fir 2x4s were laid down as the subfloor. Dovetailed into the top of this subfloor are four-inch tall sections of 2x4s which are laid with their end grain exposed. These end grain pieces are splined together (*Photo 11*). This flooring construction offers a sturdy structure that can support heavy loads without scarring or indenting the wood.

A historic eight foot square Fair Banks Morse Scale is built into in the middle of the floor near the east end of depot. This original scale is complete including brass fittings. The scale was last used in 2007 by the former building owner, Mackie-Clemmons Fuel Company, to weigh test core samples. The scale appears to be in good working condition having been protected from the elements for years.

Integrity

Pittsburg's Frisco Freight Depot retains a high degree of integrity. The infilled window openings, which were done during the building's period of significance, are allowable under the MPS. In spite of its alterations, the building continues to communicate its historic function as a railroad freight house, reflecting the Freight House property subtype described in the "Historic Railroad Resources of Kansas." The reconstructed docks and historic clamshell doors clearly communicate information about the building's historic relationship to both railroad and wagon/truck transportation. The open, unfinished freight room reflects the utilitarian function of the space for transfer of large and heavy items from one mode of transportation to another.

Frisco Freight Depot

Name of Property

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8. Statement of Significance

Applicable National Register Criteria

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

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

☐ A Owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

Transportation

Architecture

Period of Significance

1928 - 1958

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Period of Significance (justification)

The period of significance begins the year the depot was constructed, 1928, and continues to 1958 when the Frisco Railway ceased using the depot for freight transferring purposes, thus ending this building's railroad significance.

Criteria Considerations (justification)

N/A

Frisco Freight Depot

Name of Property

Crawford County, Kansas

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Narrative Statement of Significance

Summary

The 1928 Frisco Freight Depot sits on property formerly owned by the Frisco Railroad and its subsidiaries since 1877. The nominated building is the third – and only remaining – depot constructed at this location in Pittsburg. During the late 19th and early 20th centuries, Pittsburg was a hub for rail traffic, mostly due to the proliferation of the region's coal mining production. During the town's railroad heyday, Pittsburg (pop. 20,233 in 2010) was served by at least five railroads, each with their own local depot (freight, passenger, or combination). Frisco's 1928 freight depot is the only extant depot in town and only one of a few freight-only depots left in the state of Kansas. The Frisco Freight Depot is nominated to the National Register as an excellent example of the Freight House property subtype defined in the "Historic Railroad Resources of Kansas" MPS. Although in use in the waning years of rail traffic, this building is significant for its association with Pittsburg's railroad history (Criterion A) from its construction in 1928 to 1958 when the depot ceased to be used for freight transfer. This building is also significant for its architecture (Criterion C), being a rare and highly intact example of its type.

Elaboration

The state legislature organized southeastern Kansas' Crawford County in 1867, six years after statehood.⁷ Crawford County's development is directly tied to the historic context "Boom Time for Railroads: 1865-1890" defined in "Historic Railroad Resources of Kansas."⁸ Located one county north of Indian Territory (now Oklahoma), Crawford County was ideally placed as railroad companies vied for right-of-way through the territory in order to connect Kansas City with "the riches of the Gulf coast area."⁹ The citizens of Crawford County, however, quickly realized the railroads also were able to connect the riches prevalent within their own landscape – namely coal – with a wider market. Mined as early as 1866, the region's coal was readily available in this era of increasing reliance on the fuel source.¹⁰

Along with Cherokee County to its south, Crawford County's abundant coal deposits became one of its primary revenue sources. Two-thirds of the state's mined coal came from this area.¹¹ Some of this product stayed local to fuel the lead and zinc smelters, as well as other industries, but much of the coal was shipped outside of the region for similar purposes. Geography professor William E. Powell underscores the importance of the mining industry, writing in 1972, "Underground mining was instrumental in the historical development of the Cherokee-Crawford coal field by having a stimulating impact upon employment, demographic movements, the network of transportation, commerce, and forms of settlement within the coal field."¹² Outbound rail traffic primarily carried coal; inbound traffic brought people and the goods necessary to provide for the people and expanding industries. The railroads, coal mines, and people relied on one another to grow and succeed.

Founded in 1876 Pittsburg became the center of the Cherokee-Crawford coal field (*Figure 4*).¹³ Industry, commerce, and people were drawn to the town. Writing in 1905, the mining editor of the *Pittsburg Headlight* noted:

The mining history of Crawford county is really the history of Pittsburg, for with the sinking of the first coal shaft in the county, on the townsite of Pittsburg, in the spring of 1877, began the growth of the town and with the growth of

⁷ William Cutler, "Crawford County," *History of the State of Kansas* (Chicago: A.T. Andreas, 1883), part 2 [transcription online] Kansas Collection Books, http://www.kancoll.org/books/cutler/crawford/crawford-co-p2.html#COUNTY_ORGANIZATION (accessed 28 March 2017).

⁸ Wolfenbarger, E-4 through E-6.

⁹ Ibid., E-5.

¹⁰ C.M. Young & H.C. Allen, "Kansas Coal," *Bulletin of the University of Kansas* 26 (1 March 1925): 38 [digitized on-line] Google Books <https://books.google.com/> (accessed 29 March 2017).

¹¹ Frank Blackmar, *Cyclopedia of Kansas*, Vol. I (Chicago: Standard Publishing Co., 1912), 377 [digitized online] Internet Archive <https://archive.org/details/kansascyclopedia01blac> (accessed 3 April 2017).

¹² William E. Powell, "Former Mining Communities of the Cherokee-Crawford Coal Field of Southeastern Kansas," *Kansas Historical Quarterly* 38 (Summer 1972): 187. Powell is a cultural and historical geographer and a professor emeritus at Pittsburg State University.

¹³ W.G. Pierce & W.H. Courtier, *Geology and Coal Resources of the Southeastern Kansas Coal Field in Crawford, Cherokee, and Labette Counties*, State Geological Survey of Kansas Bulletin 24 (July 15, 1937): 1 [transcription on-line] Kansas Geological Survey <http://www.kgs.ku.edu/Publications/Bulletins/24/index.html> (accessed 29 March 2017)..

Frisco Freight Depot

Name of Property

Crawford County, Kansas

County and State

the mining industry in this county has likewise grown the center of the industry and the metropolis of the Missouri-Kansas coal district, Pittsburg.¹⁴

The town supported a range of businesses and job classes. Several of the region's "coal and mining companies, such as the Cherokee and Pittsburg Mining Co" headquartered within Pittsburg's commercial core.¹⁵ In 1891 29 corporations were located in Pittsburg; by 1904 "there were 55 coal companies employing 11,835" people.¹⁶ As the town grew, the commercial district also supported the local population who were most often employed "by the coal and zinc industries, and soon thereafter by railroads, brick yards, limestone and sandstone quarries."¹⁷ Although not the county seat, Pittsburg became the most populous city in Crawford County, beginning as early as 1883 when Kansas historian William Cutler estimated the population at 3,500.¹⁸ By 1910 the population was over 14,000 people, many of whom were first generation immigrants from Eastern and Mediterranean Europe who came to work in the mining industry.¹⁹ Two years after the Frisco's 1928 freight depot was constructed, over 18,000 people lived in the city.²⁰

Pittsburg was integral to what Powell calls the region's "network of transportation." Located 30 miles northwest of Joplin, Missouri, and 12 miles south of Girard, Kansas, Pittsburg was laid out on land acquired by the owners of the Girard & Joplin Railroad.²¹ This railroad, which reached Girard in 1877, was one of only three in the county by the late 1870s, but it was the only one to service Pittsburg.²² The rail line appears to have crossed from east to west along what is now 2nd Street in the southern part of the original town plat (*Figure 5*).²³ Soon industries and warehouses began to appear adjacent to the rail line.

Although the completed railroad only had 38 miles of track, it quickly became the object of attention of two much larger companies. The Kansas City, Fort Scott & Gulf Railroad (KCFS&G) sought the Girard & Joplin line as a link to Springfield, Missouri, and thence to Memphis, Tennessee. The St. Louis & San Francisco Railroad (Frisco) wanted the line for access into the mineral rich district of far western Missouri and southeast Kansas in order to block competition from KCFS&G. Apparently the Frisco made a better offer because in 1878 they were granted a lease to the Joplin line and acquired it outright in 1880 for \$300,000 (approx. \$7.5 million in 2016).²⁴ By 1883 both KCFS&G and Frisco served Pittsburg, each with their own depot.²⁵ KCFS&G's depot was located at the southeast corner of Elm & 4th streets; Frisco's was centered in 2nd Street just west of Broadway (*Figure 6*).

Two additional railroads arrived in Pittsburg by 1892 (*Figure 7*). Missouri Pacific had a depot at Elm & 11th streets while the Atchison, Topeka & Santa Fe (ATSF) had a depot at the east end of Hobart Avenue (Kansas Avenue) along what is now Joplin Avenue. KCFS&G's depot was replaced when the line became the Kansas City, Fort Scott & Memphis; a new combination depot was then located at the southwest corner of Elm & 4th (*Figure 8*). A new engine house for the Frisco

¹⁴ Fred Henney, "Mining Historic of Crawford County," *A Twentieth Century History and Biographical Record of Crawford County, Kansas* (Chicago & New York: The Lewis Publishing Company, 1905), 101 [digitized online] Internet Archive <http://www.archive.org/details/twentiethcentury00chic> (accessed 3 April 2017).

¹⁵ Ibid., 13.

¹⁶ Blackmar, Vol. II, 480.

¹⁷ Andrea Herries & Debbie Sheals, "Fourth and Broadway Historic District," National Register nomination form (Summer 2016): 12-13.

¹⁸ Cutler, "Crawford County," part 9. Cutler estimated the population of Girard, the county seat, at 2,000 people. US Federal census records show Pittsburg's population in 1880 at 624 and in 1890 at 6,697. Conversely Girard had a population of 1,289 in 1880 and 2,541 in 1890. Girard remains the second most-populous city (2,789 in 2010). For context on demographics, see William E. Powell, "European Settlement in the Cherokee-Crawford Coal Field of Southeastern Kansas," *Kansas Historical Quarterly* 42 (Summer 1972): 150-165.

¹⁹ Frank Blackmar, *Cyclopedia of Kansas*, Vol. II (Chicago: Standard Publishing Co., 1912), 480 [digitized online] Internet Archive <https://archive.org/details/kansascyclopedia02blac> (accessed 3 April 2017).

²⁰ US Decennial Census, 1930; Pierce & Courtier, 1.

²¹ Cutler, part 9; Henney, 104.

²² W.J. Eldridge, "Map of Crawford Co. Kansas," 1879 [digitized online] *Kansas Memory* Item #308845 <http://www.kansasmemory.org/item/308845> (accessed 30 March 2017).

²³ The intersection of Broadway and 4th Street is also the intersection of Sections 19, 20, 29, & 30 of Township 30 South, Range 25 East. The 1879 atlas of Crawford County shows the rail line two blocks south of 4th Street.

²⁴ Cutler, part 9.

²⁵ Cutler, part 2.

Frisco Freight Depot

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was constructed on 2nd just east of Elm Street.²⁶ In circa 1895 the Frisco removed the old wooden depot on 2nd Street and built two new brick freight depots within the same block. On the northeast corner of Pine & 2nd streets was the freight house, and the new passenger depot was at the northwest corner of Broadway & 2nd Street.²⁷ Around the same time a new railroad line, the Kansas City, Pittsburg & Gulf Railroad, a predecessor of Kansas City Southern, built a freight house and passenger depot along Michigan Avenue at 8th Street in northeast Pittsburg.²⁸ By the turn of the century, Pittsburg had five active railroads, and most of these had at least one depot in town.

In 1901 the Frisco acquired KCFS&G and the Kansas City, Memphis & Birmingham Railroad Company, extending the Frisco's reach into Tennessee, Alabama, and Oklahoma.²⁹ Soon after the acquisitions, the Frisco replaced KCFS&G's combination depot on 4th Street with two new depots. A wood-frame freight depot was erected at the southwest corner of Elm & 4th and a brick passenger depot was constructed to the west of the freight depot (*Figure 8*). The Frisco did not actually use these buildings, however, choosing to continue the use of their depots along 2nd Street. Instead the ATSF leased the buildings on 4th Street from the Frisco until 1928.³⁰

The first three decades of the twentieth century saw the peak of Kansas' railroad growth both in terms of physical track and the consolidation of companies.³¹ In the years leading up to the First World War, several companies "overextended their systems and many operated with financial losses."³² Some went bankrupt and never recovered; others entered receivership. Frisco's entire 5,155 miles, including those in Kansas, entered receivership in 1913.³³ The company emerged from receivership in 1916 and "entered on a new program of improvements...involving an expenditure of many millions of dollars" that "placed the Frisco in the front ranks among the railroads of the middle and southwest United States."³⁴

When the Frisco regained use of the lots along 4th Street, Frisco's Local No. 30 embarked on a building campaign. Both the brick passenger depot and the wooden freight depot used by the ATSF were razed in early 1928, and in August brick layers began constructing a new one story freight depot at the southwest corner of Elm and 4th streets (*Figure 3*).³⁵ By November the depot was "soon to be completed and ready for occupancy."³⁶ A new passenger depot was expected to be constructed along 2nd Street beginning in November, as well.³⁷

In the 1920s and 1930s underground mining began a steady decline. Powell attributes this to "the economic impact of the depression, the rise of mechanized surface mining, competition from oil and gas, labor problems in the coal field (strikes), and competition from Eastern coals."³⁸ Still demand for coal was steady. In 1924 Crawford County accounted for 71.3 percent (3.2 million tons) of the state's 4.5 million tons of coal.³⁹ The Frisco hauled 30 percent of the state's coal,⁴⁰ but also continued hauling goods into and out of the region. In February 1928 William Chaney of Pittsburg's Frisco Local No. 30 reported, "The recent cold spell has had no effect on business at Pittsburg. Everyone is working seven days a week, and we have thirteen regular men on the job and two or three extra runs daily."⁴¹

²⁶ Sanborn Map Company, "Kansas Sanborn Fire Insurance Maps: Pittsburg," (Pelham, New York: Sanborn Map Company, 1892), 1, 2, 5, 6, & 8 [digitized online] The Kansas Collection, Kenneth Spencer Library, University of Kansas <https://lib.ku.edu/sanborn-maps> (accessed 4 April 2017).

²⁷ Sanborn Map Company, "Kansas Sanborn Fire Insurance Maps: Pittsburg," (Pelham, New York: Sanborn Map Company, 1897), 7 [digitized online] The Kansas Collection, Kenneth Spencer Library, University of Kansas <https://lib.ku.edu/sanborn-maps> (accessed 4 April 2017).

²⁸ *Ibid.*, 10.

²⁹ Frisco Railroad, "100 Years of Service," Frisco Veterans' Reunion Booklet (June 1960): n.p. [transcription online] The Frisco, Springfield-Green County Library <http://thelibrary.org/lochist/frisco/history/100years.cfm> (accessed 6 April 2017).

³⁰ "St. Louis & San Francisco Railroad," *Pittsburg, Kansas Memories Online* [Pittsburg Scenes – Transportation page online]; available from http://www.pittsburgksmemories.com/Pittsburg_Transportation/pitttransportfrisco.html; Internet; accessed 6 April 2017.

³¹ Wolfenbarger, E-9.

³² *Ibid.*

³³ Frisco Railroad, "100 Years of Service," n.p.

³⁴ *Ibid.*

³⁵ William Chaney, "Local No. 30 – Pittsburg, Kans.," *The Frisco Employes' [sic] Magazine* V (August 1928): 64.

³⁶ William Chaney, "Local No. 30 – Pittsburg, Kans.," *The Frisco Employes' [sic] Magazine* V (November 1928): 38.

³⁷ *Ibid.* The passenger depot was complete by June 1929, as reported in that month's *Magazine*, and the previous depot on 2nd Street, was deemed a "public 'eyesore'" was razed soon thereafter.

³⁸ Powell, "Former Mining Communities," 199.

³⁹ Young & Allen, "Kansas Coal," 49, 53-54.

⁴⁰ *Ibid.*, 23.

⁴¹ William Chaney, "Local No. 30 – Pittsburg, Kans.," *The Frisco Employes' [sic] Magazine* V (February 1928): 38.

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Between 1933 and 1947 ownership of the Frisco was transferred to a trusteeship.⁴² During World War II the railroad “enjoyed high traffic” due to “lines to several military posts.”⁴³ After the war the railroad “gave indication that it still possessed the energetic vitality that had marked its continuous growth.”⁴⁴ The railroad upgraded and modernized its property throughout the 1950s.⁴⁵ During this time period, Frisco also centralized traffic control and further consolidated its routes.⁴⁶

Pittsburg’s commercial and industrial character began to change during the 1950s.⁴⁷ While several coal and gas companies were still headquartered in town, railroad access in to the center of Pittsburg was less necessary. The prevalence of automobiles diminished the need for passenger trains, and suburban growth relocated industrial businesses to the outskirts of town. While Frisco was still moving tons of freight through the region, in 1958 they ceased using the 1928 depot.⁴⁸

Today only the Kansas City Southern and the Burlington Northern Santa Fe, which acquired the Frisco line in 1980, pass through Pittsburg; although, none of the town’s historic depots are used by them. Throughout the years each of the abandoned depots and railroad-related buildings were demolished and most of the tracks removed in the city. Only Frisco’s 1928 freight depot survives. This is most likely attributed to the Mackie-Clemmons Coal & Fuel Company. Started in Kansas coal mining in the 1890s, Mackie-Clemmons was one of the Frisco Railway’s largest customers in the area for over 90 years. After Frisco abandoned the depot Mackie-Clemmons purchased it and built their headquarters building on the west end of the property in 1961. Mackie-Clemmons used the depot primarily for storage into the 1990s when the company closed. The building sat unused until the current owners acquired it in early 2016 to create an event space for the city of Pittsburg.

Built in 1928 the Frisco Freight Depot is the sole remaining railroad-related building in a town that was historically a hub of rail traffic spurred by the exploitation of the region’s natural resources. The building is most closely associated with the latter years of Pittsburg’s railroad heyday but was instrumental to the local economy by facilitating the transfer of freight from rail cars to other conveyances to be distributed throughout the area. This depot is also one of only nine surveyed freight-only depots in the state of Kansas, being the only one to represent the Frisco Railway.⁴⁹

⁴² Frisco Railroad, “History of the Frisco,” (Unpublished, 1962), n.p. [transcription online] The Frisco, Springfield-Green County Library <http://thelibrary.org/lochist/frisco/history/1962history.cfm> (accessed 7 April 2017).

⁴³ Wolfenbarger, E-39.

⁴⁴ Frisco Railroad, “History of the Frisco,” n.p.

⁴⁵ Ibid.

⁴⁶ Ibid.

⁴⁷ Herries & Sheals, “Fourth and Broadway Historic District,” 22.

⁴⁸ The year 1958 was given by a local who worked for Frisco during the 1950s.

⁴⁹ Kansas Historic Resources Inventory. Of the nine, four are listed in the National Register: Union Pacific (Abilene), ATSF (Atchison), Katy (Fort Scott), and Leavenworth Terminal Railway & Bridge Company (Leavenworth).

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9. Major Bibliographical References

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

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- Cutler, William G. *History of the State of Kansas*. Chicago: A.T. Andreas, 1883 [transcription on-line] Kansas Collection Books, <http://www.kancoll.org/books/cutler/> (accessed 28 March 2017).
- Eldridge, W.J. "Map of Crawford Co. Kansas." 1879 [digitized online] *Kansas Memory* Item #308845 <http://www.kansasmemory.org/item/308845> (accessed 30 March 2017).
- The Frisco Employees' [sic] Magazine* V (February 1928) (August 1928) (November 1928) & VI (June 1929) [digitized online] The Frisco, Springfield-Green County Library <http://thelibrary.org/lochist/frisco/history/1962history.cfm> <http://thelibrary.org/lochist/frisco/magazines/magazines.cfm> (accessed 6 April 2017).
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- Pittsburg, Kansas Memories Online*. Available from <http://www.pittsburgksmemories.com>; Internet; accessed 6 April 2017.
- Powell, William E. "Former Mining Communities of the Cherokee-Crawford Coal Field of Southeastern Kansas." *Kansas Historical Quarterly* 38 (Summer 1972): 187-199.
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- Wolfenbarger, Deon. "Historic Railroad Resources of Kansas." National Register of Historic Places multiple property documentation form. Topeka: Kansas Historical Society, 2000.
- Young, C.M. & H.C. Allen. "Kansas Coal." *Bulletin of the University of Kansas* 26 (1 March 1925) [digitized on-line] Google Books <https://books.google.com/> (accessed 29 March 2017).

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Previous documentation on file (NPS):

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

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository: **Kansas Historical Society**

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property Less than one

Provide latitude/longitude coordinates OR UTM coordinates.

(Place additional coordinates on a continuation page.)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

| | | | | | |
|---|------------------|-------------------|---|-----------|------------|
| 1 | <u>37.410920</u> | <u>-94.702490</u> | 3 | _____ | _____ |
| | Latitude: | Longitude: | | Latitude: | Longitude: |
| 2 | _____ | _____ | 4 | _____ | _____ |
| | Latitude: | Longitude: | | Latitude: | Longitude: |

Verbal Boundary Description (describe the boundaries of the property)

The depot is located on a 0.82-acre parcel described as follows: Pittsburg Original Town, lots 111, 112, 153, 154, Block 26 & vacated alley between. The depot building occupies the western half of lot 111 & roughly the eastern third of lot 154. The nominated boundary includes the entire building, as well as all of lots 111 & 112, and the eastern half of lots 153 & 154. The building located at the eastern end of lots 153 & 154 parcel is not included in this nomination.

Boundary Justification (explain why the boundaries were selected)

The boundary is selected to include the significant building, as well as a portion of its immediate landscape context. Although removed, railroad tracks historically occupied the open area to the south of the building. A wooden platform was also formerly attached to the east and south of the building. The inclusion of the immediate context, which is currently unoccupied, helps to maintain the integrity of the depot's historic setting.

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11. Form Prepared By

name/title Larry Fields (Owner) & Amanda K. Loughlin (KSHS)
organization _____ date Spring 2017
street & number 6425 SW 6th Ave telephone 785-727-8681
city or town Topeka state KS zip code 66615
e-mail Cultural_resources@kshs.org

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

name Larry Fields
street & number 1704 N Locust St telephone _____
city or town Pittsburg state KS zip code 66762

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 100 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.

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Additional Documentation

Submit the following items with the completed form:

Photographs

Submit clear and descriptive photographs. The size of each digital image must be 1600x1200 pixels (minimum), at 300 ppi (pixels per inch) or larger. Key all photographs to a sketch map or aerial map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph Log

Name of Property: **Frisco Freight Depot**

City or Vicinity: **Pittsburg**

County: **Crawford** State: **Kansas**

Photographer: **Rick Anderson (KSHS)**

Date

Photographed: **February 21, 2017**

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 01 of 11:** Office block, north elevation, looking SE
- 02 of 11:** Office block, west elevation, looking NE
- 03 of 11:** Office block, south elevation, looking NW
- 04 of 11:** Freight door, typical
- 05 of 11:** Freight room, north elevation, looking SW
- 06 of 11:** Freight room, east elevation, looking NW
- 07 of 11:** Freight room, south elevation, looking NE
- 08 of 11:** Office block, interior, looking east
- 09 of 11:** Freight room, interior, looking east
- 10 of 11:** Freight room, interior, looking NW
- 11 of 11:** Detail of freight room floor construction

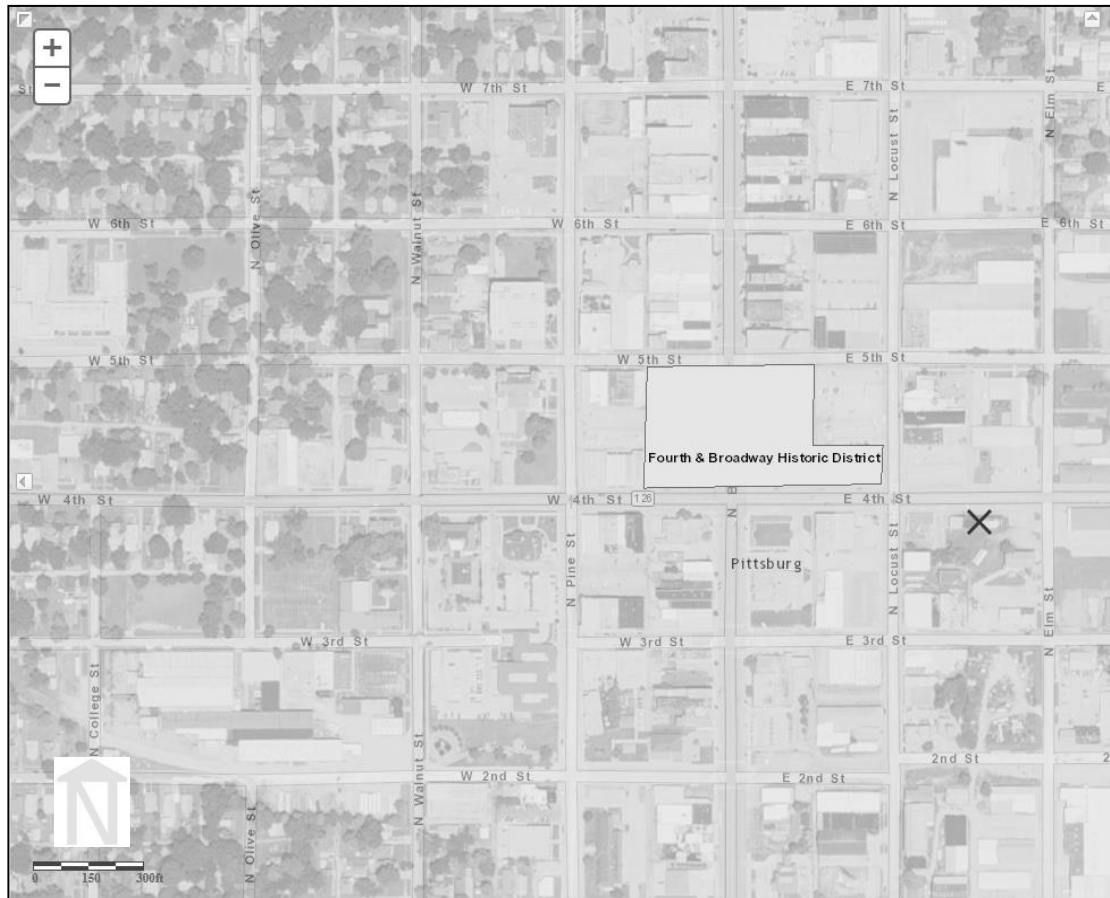
Figures

Include GIS maps, figures, scanned images below.

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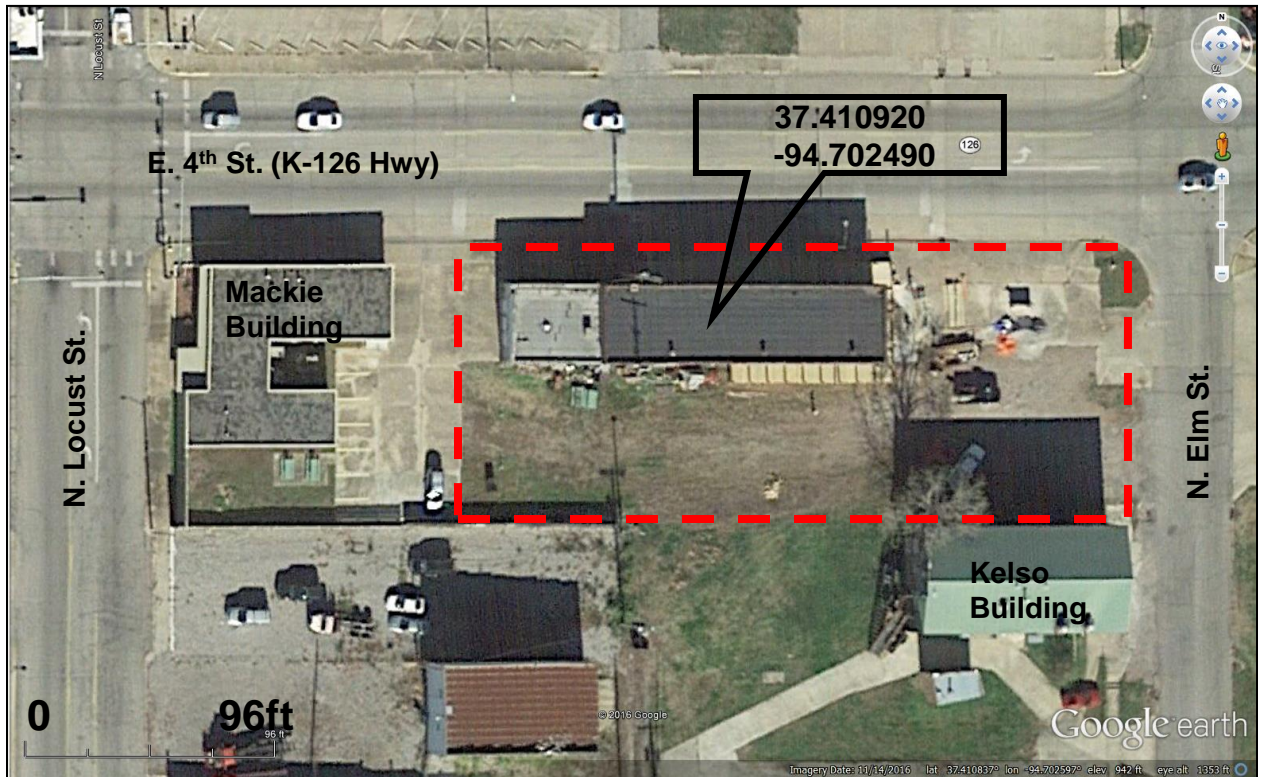
Figure 1. Aerial image showing the location of the depot (marked by X) in relation to the main commercial area of Pittsburg. Contextual map below. (Source: Kansas Historic Resources Inventory, khri.org)



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Figure 2 (Boundary Map). The nominated site is depicted by the outlined shape.
For contextual maps, see Figure 1.



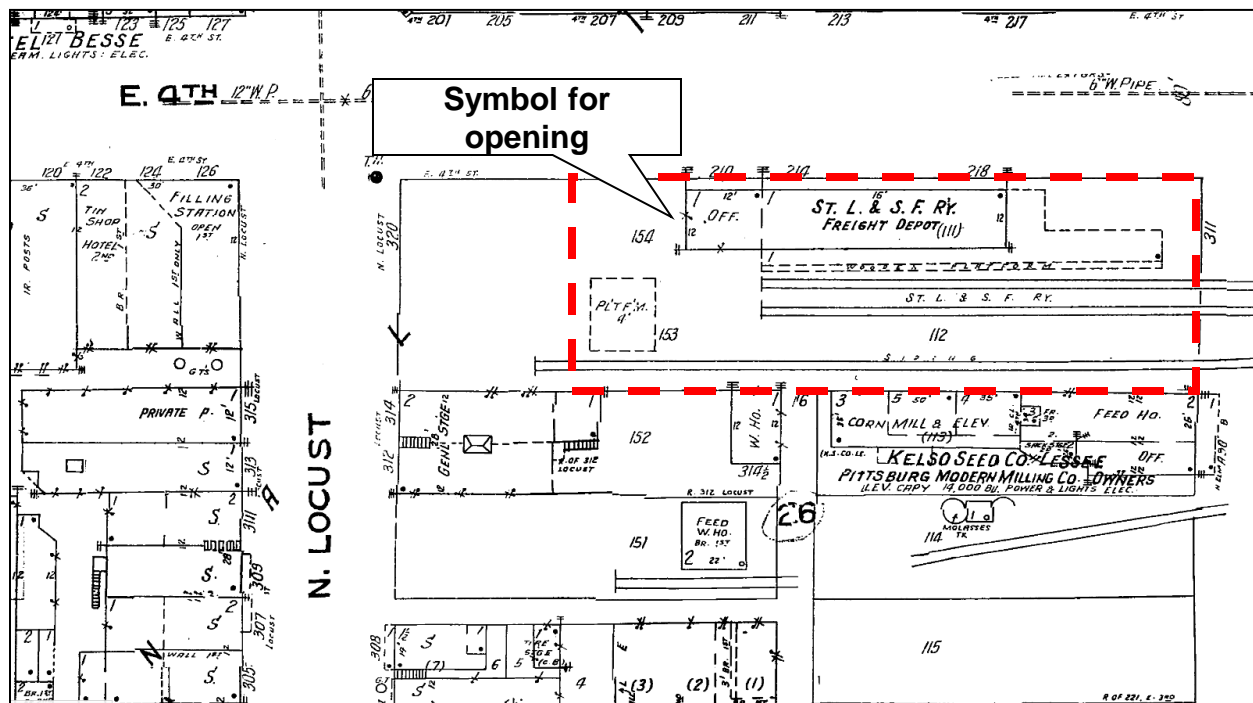
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Figure 3. 1944 Update to the 1923 Sanborn, showing the nominated depot (boundary in dashed line).
(Source: Sanborn Map, page 7)



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Figure 4. 1923 map, showing the extent of the Weir-Pittsburg coal deposit in the Cherokee-Crawford coal field. (Source: Young & Allen, "Kansas Coal," 22.)

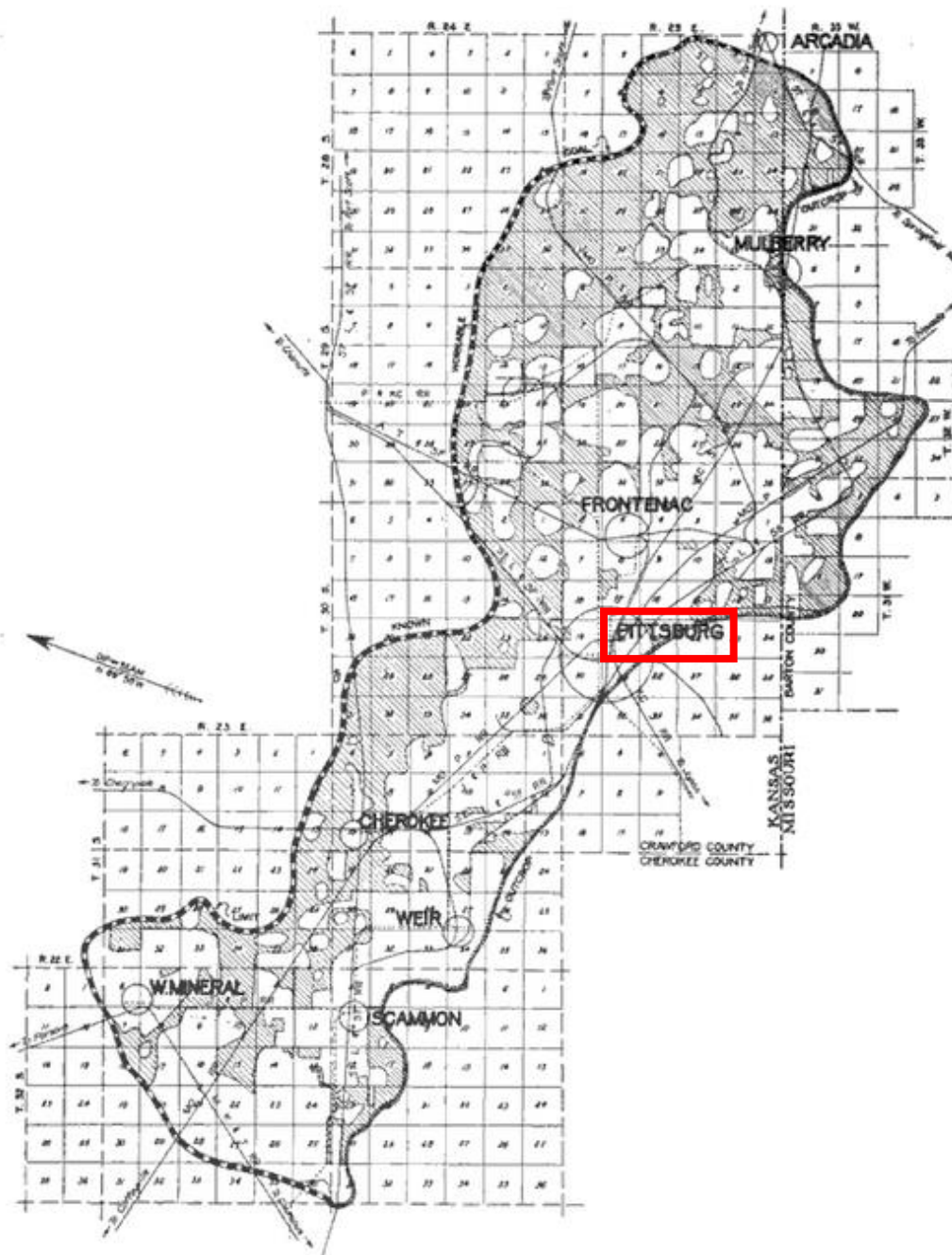


FIG. 1. Limits of lower Weir-Pittsburg coal as now known, and part of area worked out; remaining coal shown by shading.

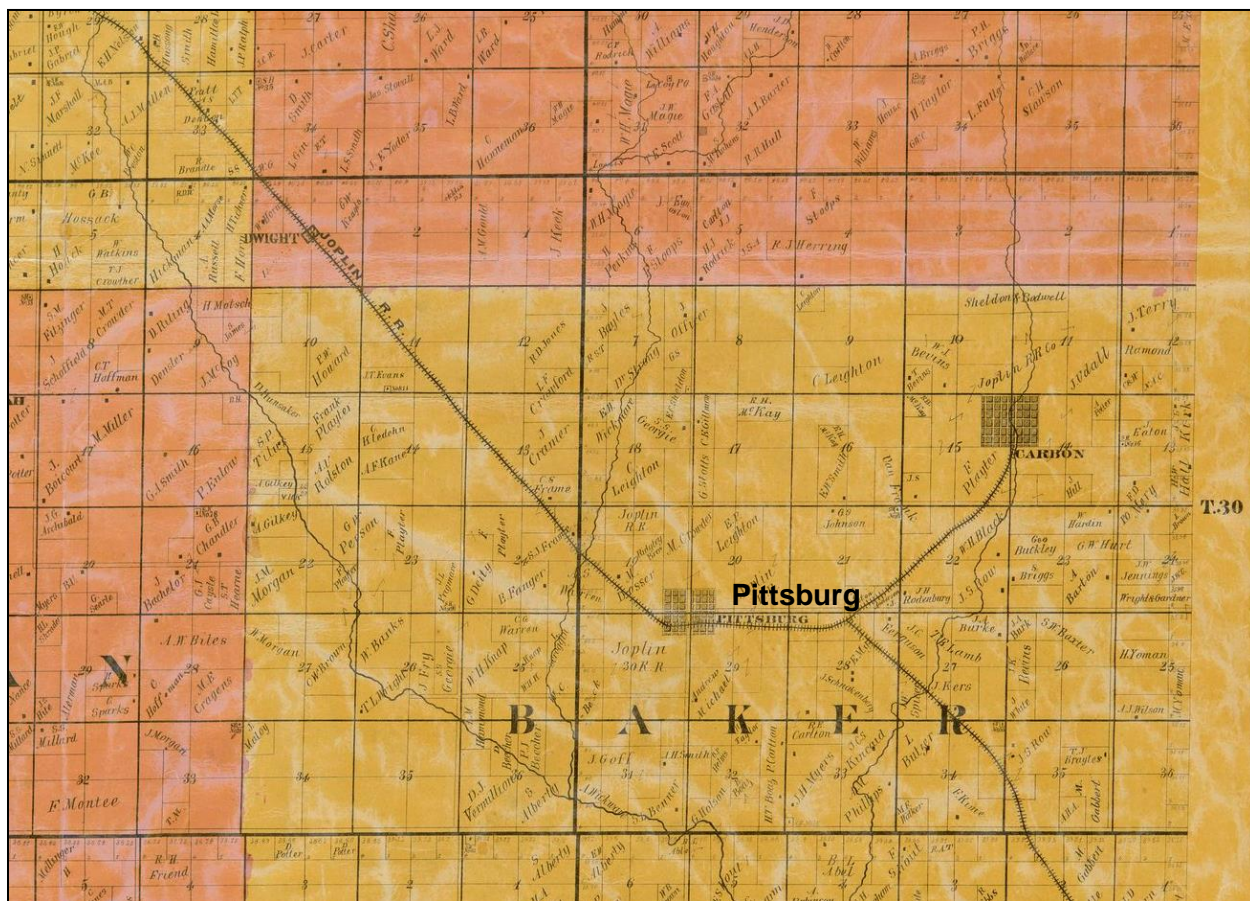
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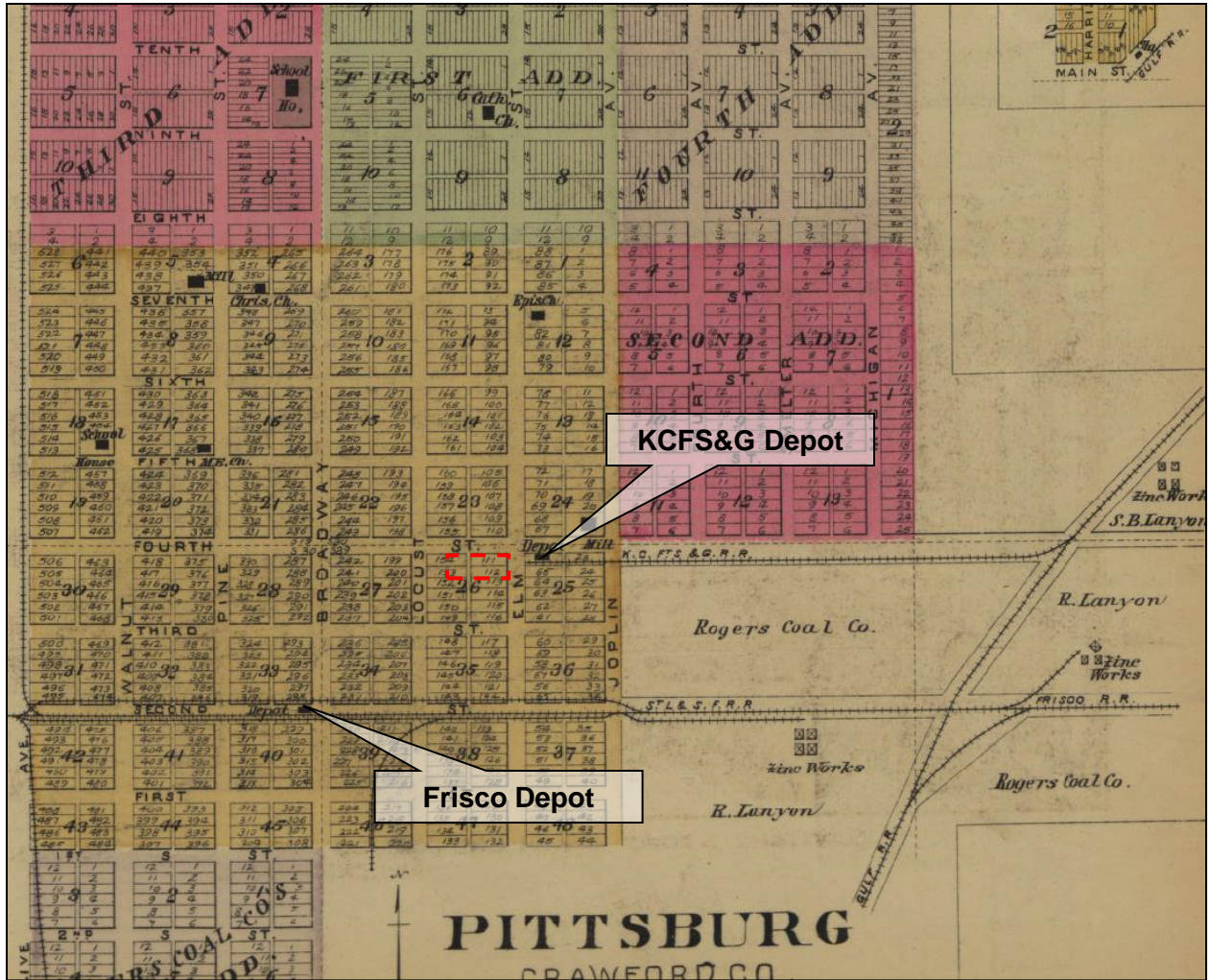
Figure 5. Snippet of 1879 Eldridge map of Crawford County, showing the Girard & Joplin Railroad through Pittsburg. Below is (Source: *Kansas Memory*, item 308845)



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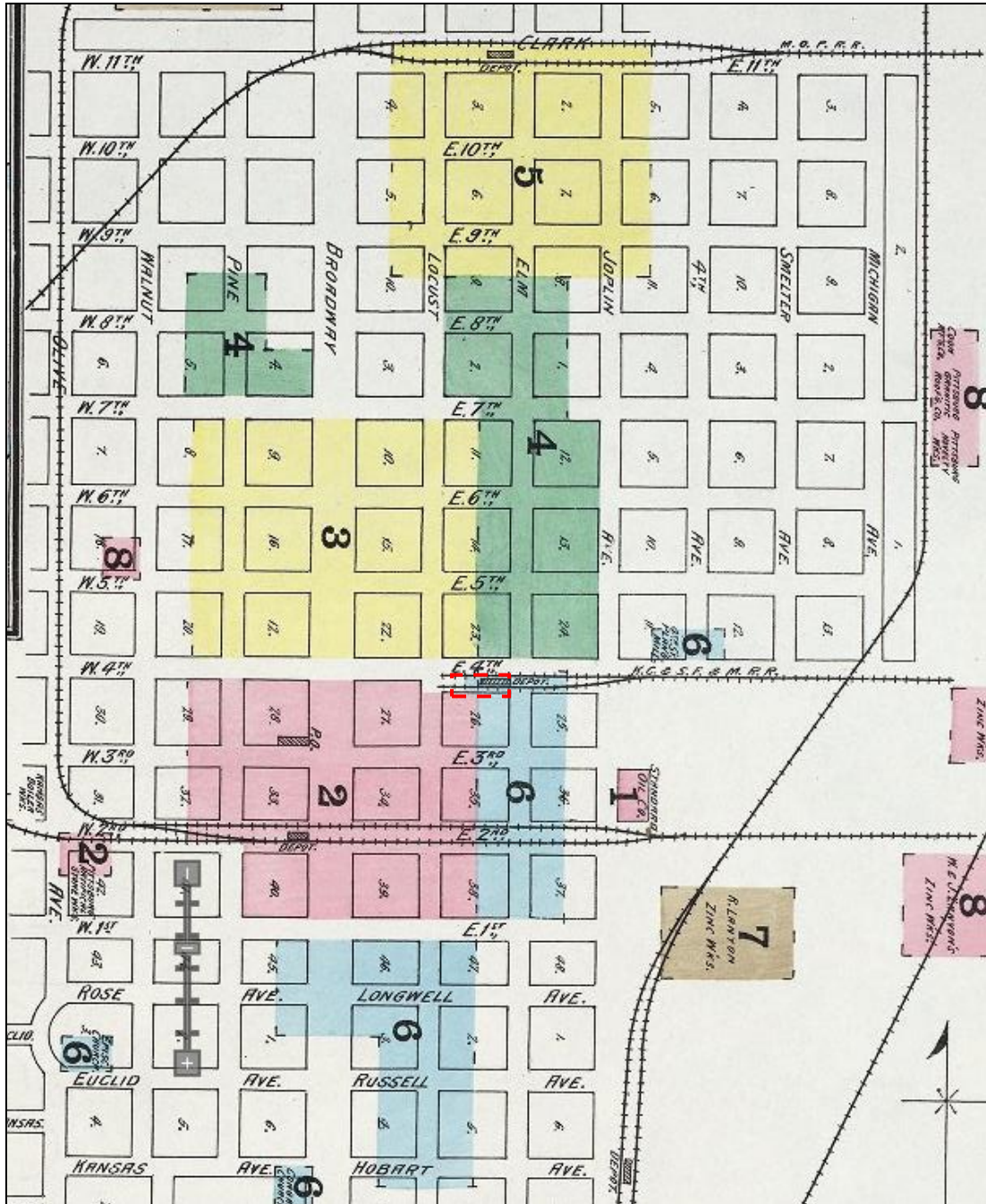
Figure 6. Snippet of 1887 atlas, showing the two railroads in Pittsburg.
Location of 1928 Depot is circled. (Source: *Official State Atlas of Kansas*)



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Figure 7. Snippet of 1892 Sanborn, showing the two railroads in Pittsburg.
Location of 1928 Depot is circled. (Source: Page 1, Sanborn Map)



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Figure 8. Snippets of 1897 (top) & 1902 (bottom) Sanborn, showing the nominated site (in dashed line) with previous buildings. North is up. (Source: Pages 4 & 9, Sanborn Maps)

