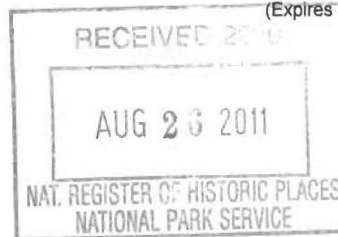


United States Department of the Interior
National Park Service

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

street & number SE 116 Street and SE Beaumont Road

☐ not for publication

city or town Beaumont (Glencoe Township)

☐ vicinity

state Kansas code KS county Butler code 015 zip code 67012

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 X local

Patrick Selmer
Signature of certifying official

8/26/11
Date

DSHPO
Title

State or Federal agency/bureau or Tribal Government

In my opinion, the property X 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:)

Jon Edson H. Beall
Signature of the Keeper

10.6.11
Date of Action

Beaumont St. Louis and San Francisco Railroad
Retention Pond
Name of Property

Butler County, Kansas
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☐ public - Local
☐ public - State
☐ public - Federal

Category of Property

(Check only one box)

- ☐ building(s)
☐ district
☒ Site
☐ structure
☐ Object

Number of Resources within Property

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

Contributing	Noncontributing	
2		buildings
		district
1		site
3		structure
2		object
8		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation: rail-related

Industry/Processing/Extraction: waterworks

Current Functions

(Enter categories from instructions)

Agriculture/Subsistence: fishing facility

Recreation and Culture: outdoor recreation

7. Description

Architectural Classification

(Enter categories from instructions)

Other: retention pond

Materials

(Enter categories from instructions)

foundation:

walls: Concrete; Stone; Metal; Earth

roof:

other:

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.

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

(Enter categories from instructions)

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)

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.

³ Volney Mooney, *History of Butler County, Kansas*, (Lawrence, KS: Standard Printing Co., 1916), 160.

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.

⁷ Jenny Upchurch, "Festival to Celebrate Town's Historic Water Tower." *Wichita Eagle*, 4 June 1998. Butler County Clippings, Kansas Historical Society.

⁸ Blackmar.

moved from a "frame store building across Main Street" to a modern "brick building" in 1915.⁹ Dr. Phillips, a rural doctor and "emergency surgeon for the Frisco Railroad at Beaumont," doubled as the town's pharmacist.¹⁰

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.¹¹

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 1950.¹²

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 1992.¹³ Still, the community celebrates the places and objects that make it unique, including the fly-in hotel and water tower.¹⁴

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 an 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 1980.¹⁵

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

⁹ William E. Connelly, *A Standard History of Kansas and Kansans* (Chicago: Lewis Publishing Company, 1918).

¹⁰ Ibid.

¹¹ *Iola Daily Register*, 13 December 1934.

¹² US Census.

¹³ Lisa Agrimonti, "Post Office Means More than Mail. Beaumont residents fight to keep outlet." *Wichita Eagle*, 3 August 1994. Butler County Clippings, Kansas Historical Society.

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.

¹⁵ James R. Shortridge, *Cities on the Plains: The Evolution of Urban Kansas* (Lawrence: University Press of Kansas, 2004), 150-153; Deon Wolfenbarger, "Historic Railroad Resources of Kansas" National Register Multiple Property Documentation Form (Topeka, Kansas: Kansas Historical Society, 2000), 38-39.

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

Blackmar, Frank W., ed. *Kansas: A cyclopedia of State History, Embracing Events, Institutions, Counties, Cities, towns, prominent persons, etc...* Chicago: Standard Publishing Company, 1912. vol. 3 in 4; transcribed, 2002.

Connelley, William E. *A Standard History of Kansas and Kansans*. Chicago: Lewis Publishing Company, 1918.

Cutler, William G. *History of the State of Kansas*. Chicago: A.T. Andreas, 1883.

El Dorado Times.

Friends of the Beaumont Water Tower. Beaumont Water Tower Festival Booklet, June, 7 1997.

Hagedorn-Krass, Martha. "Beaumont St. Louis and San Francisco Railroad Water Tank" National Register Nomination. Topeka, Kansas: Kansas Historical Society, 1993.

Hutchinson News.

Kansas City Star.

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

Mooney, Vol, P. *History of Butler County Kansas*. Lawrence, KS: Standard Publishing Company, 1916.

Stratford, Jessie Perry. *Butler County's Eighty Years, 1855-1935*. Unknown: Unknown, 1934.

Topeka Capital- Journal.

Beaumont St. Louis and San Francisco Railroad
Retention Pond
Name of Property

Butler County, Kansas

County and State

Wichita Beacon.

Wichita Beacon- Eagle.

Wichita Eagle.

Wolfenbarger, Deon. "Historic Railroad Resources of Kansas" National Register Multiple Property Documentation Form.
Topeka, Kansas: Kansas Historical Society, 2000.

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 # _____

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)

recorded by Historic American Engineering Record # _____

Name of repository: _____

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)

1 14 717510 4169570
Zone Easting Northing

3 14 717825 4169950
Zone Easting Northing

2 14 717500 4169800
Zone Easting Northing

4 14 717825 4169860
Zone Easting Northing

5 14 717940 4169855
Zone Easting Northing

6 14 717940 4169800
Zone Easting Northing

7 14 717690 4169500
Zone Easting Northing

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,

Beaumont St. Louis and San Francisco Railroad
Retention Pond
Name of Property

Butler County, Kansas

County and State

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:

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 #3620400000001010
S04 , T28 , R08E , ACRES 8.6 , BEG NW/C NE1/4 E1400(S) SW700 (S) NW684.54 N329.59 TO POB LESS RO
W

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 date 1/15/2011
street & number 909 1/2 Kansas Ave, Suite 7 telephone 785-234-5053
city or town Topeka state KS zip code 66612
e-mail cdavis@davispreservation.com

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

Beaumont St. Louis and San Francisco Railroad
Retention Pond
Name of Property

Butler County, Kansas

County and State

Photographer: Christy Davis
Date of Photos: November 11, 2010

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 _____

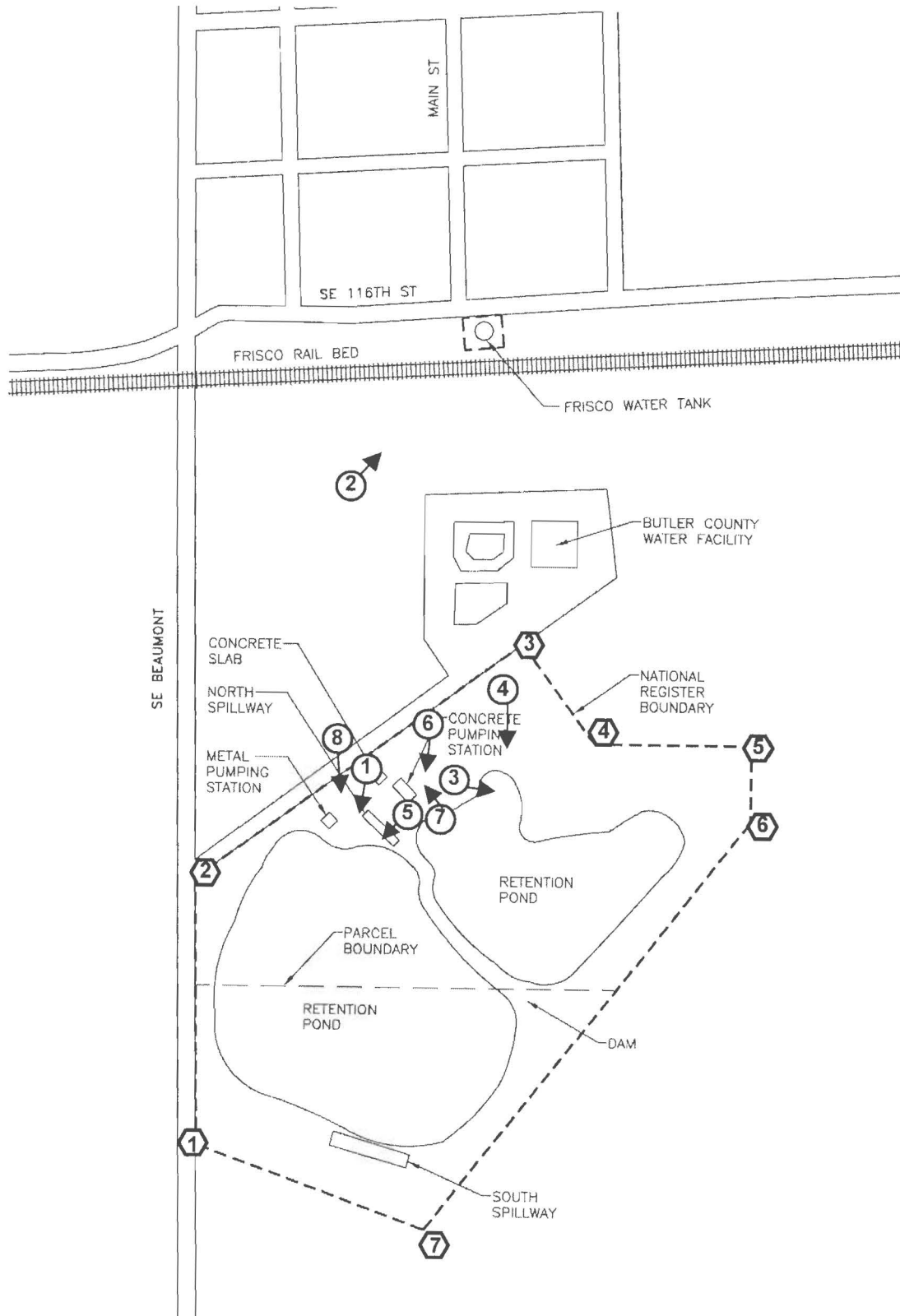
city or town Lawrence

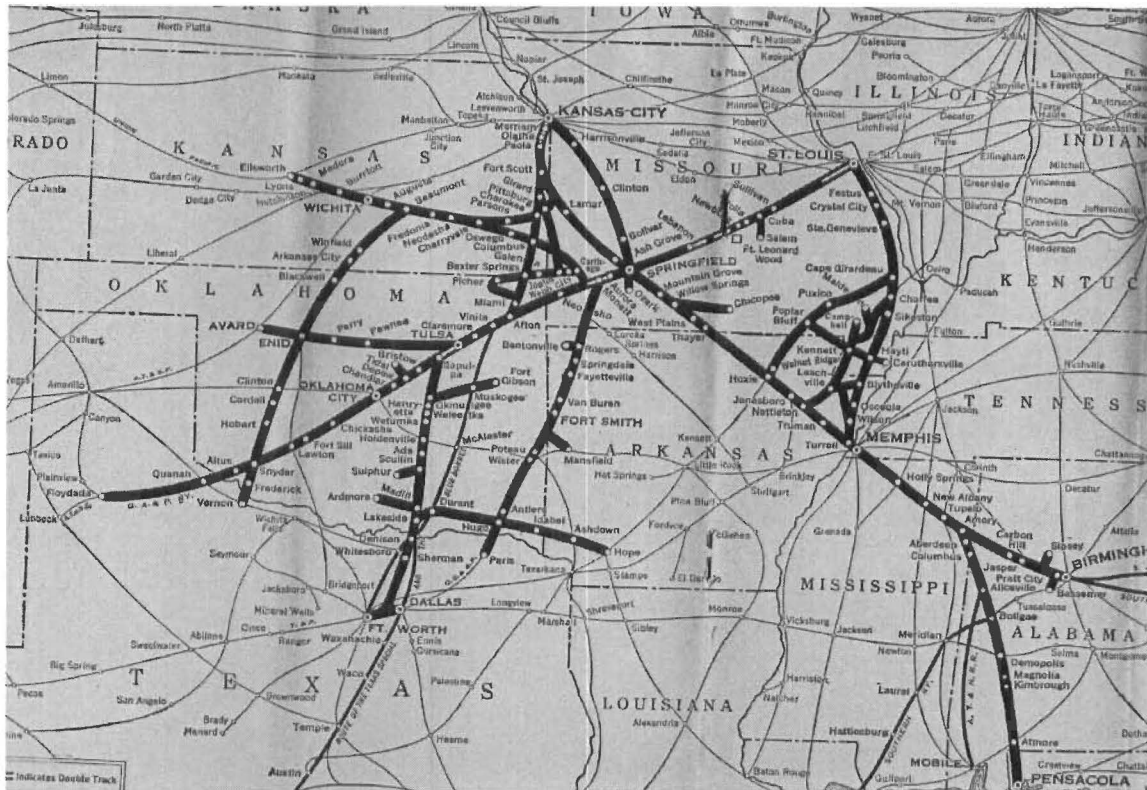
state KS

zip code 66044

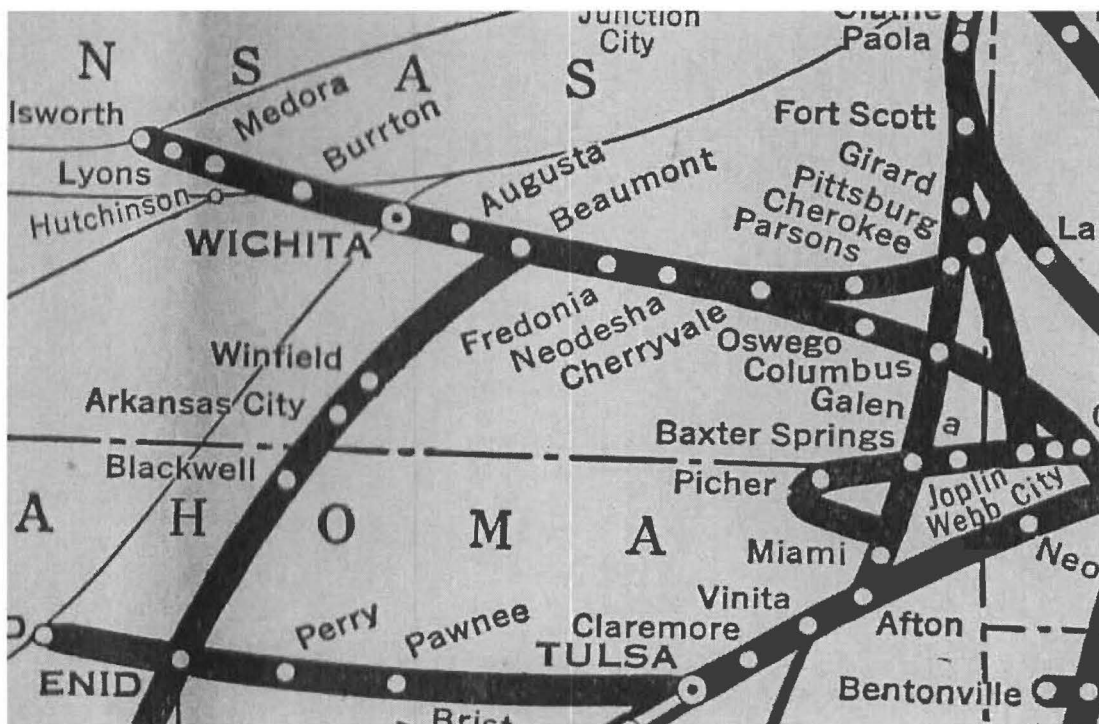
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain 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).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Beaumont St. Louis and San Francisco Railroad Retention Pond

MULTIPLE
NAME:

STATE & COUNTY: KANSAS, Butler

DATE RECEIVED: 8/26/11 DATE OF PENDING LIST: 9/21/11
DATE OF 16TH DAY: 10/06/11 DATE OF 45TH DAY: 10/11/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000724

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 10.6.11 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.







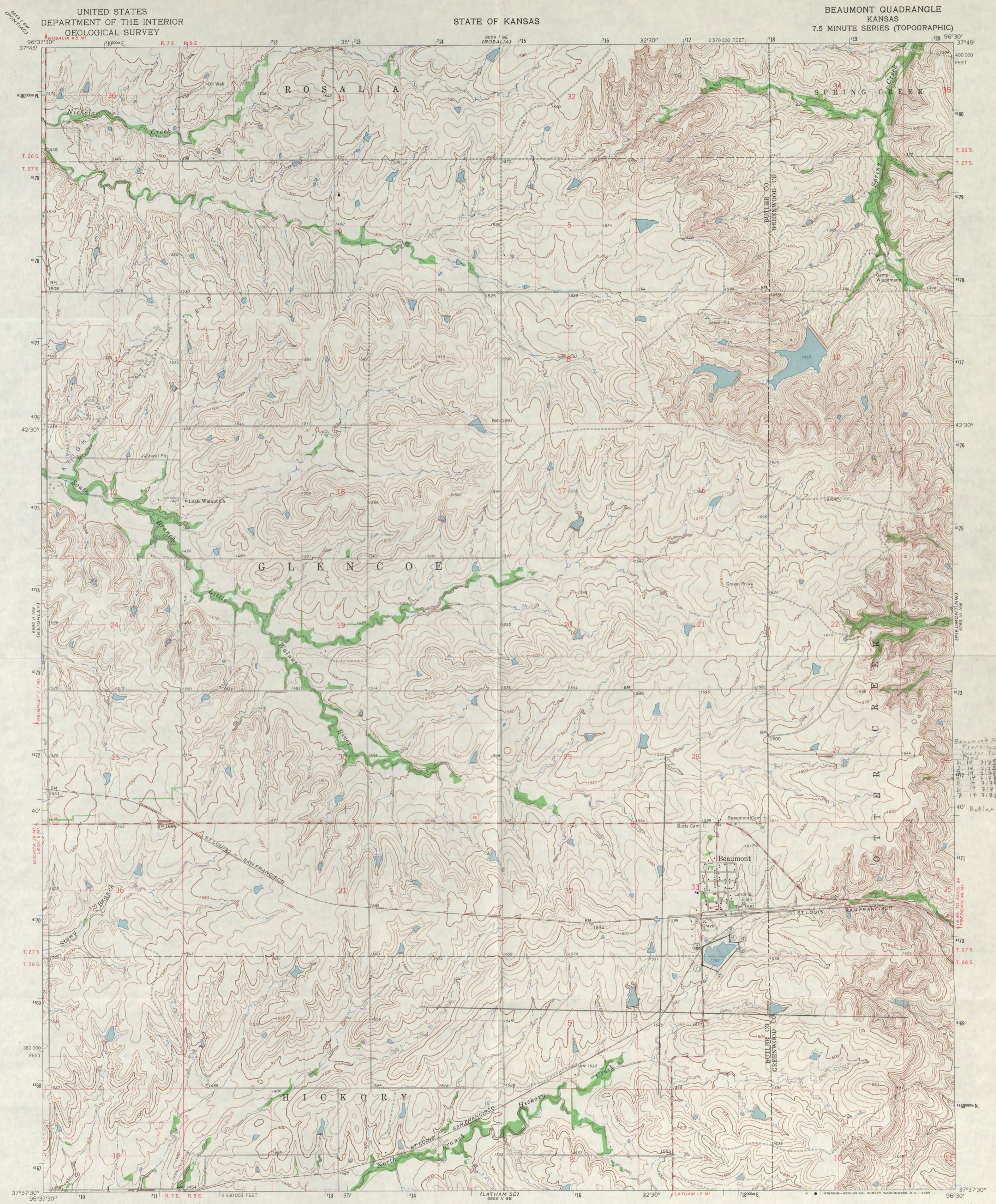












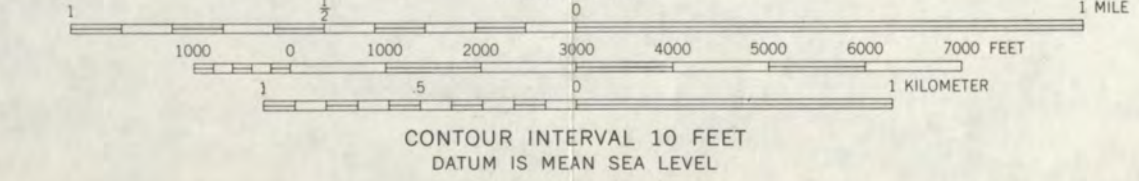
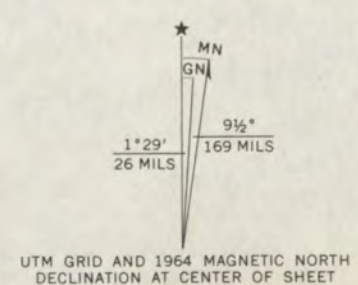
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF KANSAS

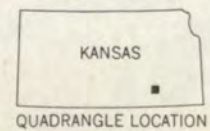
BEAUMONT QUADRANGLE
KANSAS
7.5 MINUTE SERIES (TOPOGRAPHIC)

Mapped, edited, and published by the Geological Survey
in cooperation with State of Kansas agencies

Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1962. Field checked 1964
Polyconic projection. 1927 North American datum
10,000-foot grid based on Kansas coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



ROAD CLASSIFICATION
Medium-duty ——— Light-duty ———
Unimproved dirt ———
State Route —○—



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER COLORADO 80225 OR WASHINGTON, D. C. 20242
AND BY THE STATE GEOLOGICAL SURVEY, LAWRENCE, KANSAS
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

BEAUMONT, KANS.
N3737.5—W9630/7.5

1964
AMS 6559 II NE—SERIES V878

Kansas Historical Society

RECEIVED 2280

Sam Brownback, Governor
Jennie Chinn, Executive Director

AUG 26 2011

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

August 26, 2011

Carol Shull
National Register of Historic Places
National Park Service
1201 Eye Street, N. W.
8th Floor (MS 2280)
Washington, DC 20005

Dear Ms. Shull:

Please find enclosed the following National Register documents:

- Heptig, Joseph, Barn – Pottawatomie County (new submission)
- Lamborn, Horace & Rosemond, Farmstead – Leavenworth County (new submission)
- Beaumont St. Louis & San Francisco Railroad Retention Pond – Beaumont, Butler County (new submission)

Please do not hesitate to contact me if you have any questions. I may be reached at 785-272-8681 ext. 216 or smartin@kshs.org.

Sincerely yours,



Sarah J. Martin
National Register Coordinator

Enclosures