

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For NPS use only
received MAY 11 1982
date entered
JUN 14 1982

1. Name

historic Terminal Building

and/or common Terminal Building

2. Location

street & number 717 Walnut N/A not for publication

city, town Coffeyville N/A vicinity of congressional district

state Kansas code 20 county Montgomery code 125

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Sam Dixon & Wallace Caulkins

street & number CD Investment Company, 717 Walnut St.

city, town Coffeyville N/A vicinity of state Kansas 67337

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Montgomery County Courthouse

city, town Independence state Kansas 67301

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no

date N/A federal state county local

depository for survey records N/A

city, town N/A state

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>N/A</u>

Describe the present and original (if known) physical appearance

The Terminal Building in Coffeyville, Kansas, is a two-story brick structure, trapezoidal in plan. Its Eighth Street facade measures 72 feet, and its east and west frontages are 143.12 feet and 139.7 feet respectively. It is situated in the downtown commercial district and is bounded by Eighth, Union, and Walnut streets and by an alley. Overall the exterior of the building has changed very little. The cloth awnings have been replaced by metal ones, and the double wooden swinging doors that originally led to the second floor have been replaced by a single aluminum and glass door with side lights. The same type of door replaced the original corner entrance door. The interior of the Terminal Building is, for the most part, intact. Dropped ceilings have been added in many of the offices, but the room configuration has not been changed. There are currently plans to alter the second floor to accommodate apartments. The first floor will remain as it is.

The Terminal Building is a very plain commercial structure, typical of the nineteenthens. It is a long, low building, the horizontality of which is emphasized by the limestone stringcourses at the first and second floor ceiling levels. The emphasis on the horizontal is carried out as well in the narrow, long base panels which are outlined in limestone. The seven bays on the east and west facades and the four bays on the south facade are divided by pilasters that run the full height of the building. They are overlaid with stone at the base, in the center and the full height of the parapet. The geometric pattern in stone at the top of each pilaster is repeated in the center of each bay on all three main facades. The parapet is capped with a limestone coping.

The fenestration on the major facades is very regular. The first floor windows are all storefronts. Their transoms have been boarded over. Each bay on the second floor contains two one-over-one double-hung windows. The exception to this is the southeast and southwest corners where the corner bay on each facade contains a bank of three windows.

Old photographs reveal that the signage on the Terminal Building was once much more elaborate than it is now. The one consistent piece of signage is the stone block in the center bay of the west facade that reads "Terminal Bldg." A bus station sign of one sort or another has been in evidence since early in the building's history. The current bus station sign hangs at the southwest corner. The bus depot now occupies one office on the east side of the building.

Much of the interior on the first floor has been covered with dropped ceilings and carpeting. The original plans indicate that all floors were cement. The painted cement floors and original pressed metal ceilings are visible in the Dixon Realty Office, located on the west side of the building. The pressed metal ceilings are also still exposed in the hall that runs between the offices on the east and west sides of the building.

The entrance to the second floor is located in the central bay on the west facade. The wide stair has a simple wooden balustrade. The original chair rails, baseboards, and windows and door surrounds are in place. The molding is very plain.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1915 **Builder/Architect** Austin-Allen, Architects
Clements & Lavery, Contractors

Statement of Significance (in one paragraph)

The Coffeyville Terminal Building, constructed in 1915, served as the headquarters for the Union Traction Company, an electric railway organization in southeastern Kansas. The extensive system of interurban electric cars provided by Union Traction was an important and much used mode of transportation for the areas around Parsons, Independence, Coffeyville (all in Kansas) and Nowata, Oklahoma. The Terminal Building in downtown Coffeyville is one of the few structures in that business district to have been left untouched by urban renewal. It is a typical commercial building of its era.

Allison Chandler in Trolley Through the Countryside noted that the Union Traction Company "developed on the heels of the first Kansas major oil boom. . . . it pushed furthest into the twentieth century of any full-fledged interurban passenger system." The Union Traction Company of Kansas was organized on January 25, 1904, and a state charter was obtained shortly thereafter. The object of the company was to link the oil-field cities of Coffeyville, Independence, Cherryvale, and Parsons with an electric line. The man who was to develop the company and own it for 19 years, Mr. D.H. Siggins, bought out the first owners on July 24, 1905. The charter of the company was amended at that time, changing the title to Union Traction Company from Union Traction Company of Kansas.

In July, 1907, Union Traction cars began making regular runs from Coffeyville to Independence. By the end of 1912 electric cars ran to Parsons, which remained the northeast terminal of the line throughout the company's life. In 1914 tracks were laid south into Nowata County, Oklahoma, and cars were soon operating along that line.

All told, Union Traction at the peak of activity in the late 1910's had eighty-eight miles of lines, seventy-four of which were main line interurban tracks. In 1920 the company was carrying 75,000 city passengers monthly. It then operated fifteen interurbans daily. (Chandler)

At the height of activity in the nineteen-teens, D. H. Siggins had the Coffeyville Terminal constructed. Although much of the building was occupied by Union Traction activities, it was owned by Siggins rather than by the company.

On June 30, 1915, the Coffeyville Daily Journal reported that the contract for the new structure had been let to Clements and Lavery. It continued: "While a portion of the new structure is to be utilized as a waiting room for the Union Traction company, the improvement is not being made by the interurban." On November 16, 1915,

9. Major Bibliographical References

Chandler, Allison. Trolley through the Countryside. Denver: Sage Books, 1963.
Coffeyville City Directory, 1916-1917.

(see continuation sheet)

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Coffeyville East, Kansas

Quadrangle scale 1,24:000

UMT References

A

1	5	2	6	7	4	1	1	0	4	1	0	1	9	1	1	0
Zone			Easting						Northing							

B

Zone			Easting						Northing							

C

Zone			Easting						Northing							

D

Zone			Easting						Northing							

E

Zone			Easting						Northing							

F

Zone			Easting						Northing							

G

Zone			Easting						Northing							

H

Zone			Easting						Northing							

Verbal boundary description and justification Lots 4 and 5, Block 44, Plat of the City of Coffeyville. The building has always occupied these lots.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title Nora Pat Small, Architectural Historian

organization Kansas State Historical Society--HPD

date March 25, 1982

street & number 120 West Tenth

telephone 913 296-3251

city or town Topeka

state Kansas 66612

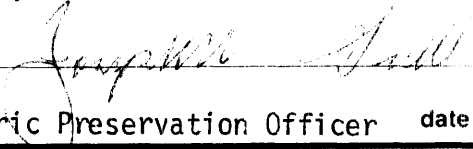
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



title Executive Director & State Historic Preservation Officer

date April 22, 1982

For NPS use only

I hereby certify that this property is included in the National Register



date 6.14.82

Keeper of the National Register

Attest:

date

Chief of Registration

UNITED STATES DEPARTMENT OF THE INTERIOR
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it was reported that the structure was nearing completion, and on December 1, 1915, the first tenants, E.A. Smith and Charles Rogers, barbers, moved in. On December 30 Embree Morgan moved his office into the Terminal Building.

On the second floor of the new Terminal Building were located the office and apartment of D.H. Siggins, as well as the receiver's office, traffic manager, bookkeeper, and store room for Union Traction. The first floor waiting room shared space with a drug store and soda fountain operated by Jim McCue.

The interurban electric line was used heavily during most of its existence. Farmers, officeworkers, commuters all relied on it. The Coffeyville Terminal Building was a familiar sight to those using the system and it was a landmark to the residents of Coffeyville. During World War II the electric lines and the Terminal Building were used to capacity. Allison Chandler stated that the Union Electric (having recently changed its name from Union Traction) was "the sole inter-town electric railway company to enjoy a 'land office' business throughout the rushing days of munitions production and army training. . . during the first half of the 1940's."

In 1947 the Union Electric folded due to "heated battle between disgruntled and uncompensated bondholders and stockholders. . .concerning what course to follow in guiding the destinies of a worn-out but still much used trolley empire."

The Terminal Building is still a vital structure in downtown Coffeyville. The ground floor is occupied by offices and plans are being considered for converting the upper floor to apartments.

THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO AMENDMENT.

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"Contract is Awarded." Coffeyville Journal, June 30, 1915, p. 1.

"D. H. Siggins Died at Hot Springs, Ark." Independence Reporter,
Sept. 29, 1929, p. 1.

Original Plans. In possession of current owner.