Western Vistas Historic Byway

Corridor Management Plan

January 2010

TABLE OF CONTENTS

TABLE OF CONTENTS

I. BYWAY ACKNOWLEDGEMENTS 5

Leadership Team: 6

Committee Planning Team: 6

Contributors: 6

II. BYWAY OVERVIEW 7

Executive Summary: 8

Byway Overview: 8

Route Description: 9

Vision and Mission Statements: 9

Historic Overview: 9

The Kansas Historic Byways Program: 10

The National Scenic Byways Program: 10

Purpose of a Byway Corridor Management Plan: 10

Planning Process: 11

Western Vistas Byway Committee: 11

III. BYWAY MAP(S) AND TOUR 12

Byway Map and Legend 12

Table of Contents of Sites and Historical Stories 15

Individual County Maps and Sites 18

Historical Stories 100

IV. BYWAY MANAGEMENT STRATEGIES AND IMPLEMENTATION 116

Interpretative Plan 117

Preservation Strategy 117

Enhancement Goals: 118

Investment Strategies and Funding Sources: 118

Maintenance Strategy: 118

V. BYWAY MARTKETING AND PROMOTIONAL PLAN 119

Overall Market: 120

Marketing Goals: 120

Marketing Strategy: 120

Promotional Plans: 120

Priority of Projects and Estimated Costs: 121

Measures of Success: 121

VI. BYWAY MANAGEMENT AND HIGHWAY SAFETY 122

Present Highway Status: 123

Traffic Patterns: 124

Safety Issues: 125

VII. BYWAY SUMMARY 126

Overall Summary: 127

Overall Goals: 127

VIII. APPENDIX 128

APPENDIX A: RESOLUTIONS 129

APPENDIX B: LETTERS OF SUPPORT 138

APPENDIX C: EDUCATIONAL REFERENCE MATERIALS 150

APPENDIX D: ANIMALS, BIRDS, AND PLANTS 153

APPENDIX E: LODGING, DINING, SHOPPING, FUEL, PARKS AND POOLS 163

APPENDIX F: LOCAL EVENTS 166

I. BYWAY ACKNOWLEDGEMENTS

I. BYWAY ACKNOWLEDGEMENTS

Leadership Team:

John Foster	Director, Wallace County Economic Development -Chairman
Barbi Winderlin	Director,Travel and Tourism, Scott City
Raelene Keller	Director, Wild West Historical Foundation, Inc.

Committee Planning Team:

Scott County:
Barbi Winderlin, Director, Travel and Tourism
Dennie Siegrist, El Quartelejo Museum
Larry Hoeme, Scott County Commissioner
Greg Mills, Natural Resource Officer I, Scott Lake Park
Betty Latoush, Scott County Travel and Tourism
Jerry Thomas, Artist

Logan County:
Raelene Keller, Director, Wild West Historical Foundation, Inc.
Barbara Shelton, Owner, Keystone Gallery
Lewis Evins, Nature Conservancy
Andrea Plummer, Butterfield Trail Museum
Jim Millensifer, Oakley Convention Visitor Bureau
Mike Baughn, President, Smoky Hill Trail Assn.
Kelsey Von Leonrod, Director, Fick Fossil Museum
Cindy Mullen, Fick Fossil Museum

Wallace County:
John Foster, Director, Wallace County Economic Development
Julie Samuelson, The Western Times (Newspaper)
Jayne Humphrey Pierce, President, Fort Wallace Museum Assn.
Buddy & Glena Allaman, Clark-Robidoux House
Cheri Rhea, Recreation & Rhea Antique Pump Organ Museum
Chrysanne Grund, Project Director, Greeley County Health Services

Contributors:
Bloom Studio, Map consultant
Rick Stevens, Program Service Mgr II, Scott Lake Park
Brian Bartles, Sternberg Museum
Bill Ball, Pastor, Weslyan Church, Hostelries and Restaurants
Jim Talbert, Photographer
Joy Roggee, Butterfield Trail Museum
Carinda McConnell, Oakley Area Chamber of Commerce
Robert J. Hoard, PhD, State Archeologist, Kansas Historical Society
Tod Bevitt, Member, Kansas Anthropological Association (KAA)
Nancy Arendt, High Plains Chapter of the Kansas Anthropological Assn. (KAA)

II. BYWAY OVERVIEW

II. BYWAY OVERVIEW

Executive Summary: John Foster, Wallace County Economic Development Director and new resident, shortly after his arrival to Wallace County, was confronted with the all too familiar plight of communities in rural America, specifically the rapid depopulation trend coupled with both business closures and youth flight. His studies indicated quick action was needed that could potentially assist in curbing the aforementioned trends.

Foster diligently explored a multitude of possibilities and discovered the Kansas Scenic Byway Program, administered by the Kansas Department of Transportation. After conversations with the Coordinator and receiving detailed information concerning the program, two (2) facts stood out. Once designation was gained studies indicated the traffic count would increase by approximately thirty (30) percent and, additionally, each passenger in a vehicle traveling the Byway would spend approximately forty (40) dollars during their travel.

Utilizing the above noted economic success indicators, coupled with the unique opportunity to introduce untold numbers of domestic and foreign travelers to this richly historical and yet vastly scenic area of Western Kansas, a decision to proceed with the project was only logical. The program appeared to meet the criteria of both offering a wonderful educational tourist adventure while affording those participating communities increased travel related employment.

The project commenced in October of 2007 and initially extended through a portion of Wallace and Logan counties. As time passed the route was extended to include a section of Scott County. After the mile by mile surveys were completed and the route was driven with Scott Shields and Sue Stinger of KDOT, a Comprehensive Corridor Management Leadership team was formed with one (1) individual from each county. Those people were (are) Barbi Winderlin, Scott County, Raelene Keller, Logan County, and John Foster, Wallace County. The leadership team then assembled and became a part of a Corridor Management Byway Committee consisting of volunteers from the three (3) counties. In all, approximately thirty people have been involved in driving, site description preparation, maps, meetings, etc.

The Leadership Team and the Corridor Management Byway Committee has assembled a meticulous, fully researched, living document that will be utilized and implemented following designation as the first Historic Byway in the State of Kansas. In essence, a byway designed to take the traveler from prehistoric times through early American history including native Indian tribes, U.S. Cavalry exploits and pioneer tenacity to name a few. A salient component of the Corridor Management Plan (CMP) is how such will be interpreted by a permanent Committee with regularly scheduled meetings to act in an oversight capacity as well as a planning and assessment entity in all areas as described in the CMP.

We look forward to receiving final approval from KDOT and designation from the Secretary of Transportation as the first Historic Byway within the Kansas Scenic Byway Program.

Byway Overview: The Western Vistas Historic Byway is most pleased to be finalizing the process of becoming the first designated Historic Byway under the Kansas Department of Transportation's Scenic Byway Program which currently has nine (9) Scenic Byways. The Byway offers a truly unique insight to the past as it blends three (3) "Wild West" counties and their special history together into an exciting journey through a significant portion of Western Kansas.

During the visitors experience they will be introduced to sixteen (16) primary and twelve (12) secondary sites interspersed with a number of historical stories, all complimented by the beauty of Western Kansas. The tour will include seven National Historic sites i.e., Battle Canyon (2007), El Quartelejo Pueblo Ruins (1966), Monument Rocks (1968), Butterfield Trail Museum (1972), Winona Consolidated School (2005), Pond Creek Station (1972) and Clark Robidoux House (2001). Additionally, six well known museums, i.e., El Quartelejo Museum & Jerry Thomas Art Gallery, Steele Home, Keystone Gallery, Fick Fossil and History Museum, Butterfield Trail Museum and the Fort Wallace Museum are available. Also, Lake Scott State Park offers both spectacular scenery and abundant recreational activities. The twice life-sized Buffalo Bill bronze sculpture will be a highlight of the visitor's overall tour.

A number of other interesting destinations are available to the visitor including Fort Wallace Cemetery, the Butterfield Overland Despatch trail markers, the Smoky Valley Ranch/Nature Conversancy and the Great Plains Museum (Leoti, Kansas).

Route Description: The evaluated route for the Western Vistas Historic Byway is described as follows, to wit: Beginning on the point along US-83 at the northernmost city limit of Scott City, KS, (mile marker 106) and continuing north to the intersection of route 95 west to Scott Lake State Park, then following route 95 to the intersection of US-83, then turning north on US-83 to the intersection of US-40, then turning west along US-40 to a point on the eastern most city limit of Sharon Springs, KS (mile marker 17).

Vision and Mission Statements:

Vision Statement: The Western Vistas Historic Byway will benefit future visitors as an all inclusive, must see, vibrant, and dynamic view of Western Kansas and U.S. history.

Mission Statement: The Western Vistas Historic Byway serves to advance the understanding and desire to explore this significant area of Western Kansas. The Byway is laced with truly magnificent scenic views consisting of historic, natural, archaeological, architectural elements and accompanied by both cultural and recreational opportunities for the visitor.

Historic Overview: The Smoky Hill River valley formed the floor of a shallow inland sea which was, eventually, crowded out by its own deposits. Untold numbers of fossilized marine life remains were left for discovery by paleontologists and are now displayed in museums around the world. After the sea disappeared, the Rocky Mountains were thrust upward and the land was populated by mastodons, antelope, camels, sloth, mammoths, small horses and bison. The Ice Age climate then saw the extinction of many species and after the area warmed, unknown cultures moved into the High Plains. The northernmost pueblo in the United States, El Quartelejo, was established along the Ladder Creek tributary of the Smoky Hill in present day Scott County.

Unique rock formations, such as Monument Rocks and "Little Jerusalem", were carved by time and erosion into the Ogallala limestone left as sediment from the Cretaceous era (inland sea some 60 million years ago).

Landscape, flora and fauna, Indian cultures, exploration, Indian battles, railroad expansion and white and African-American settlements present many stories and mysteries that are still being uncovered and recorded today.

Approximately one hundred thirty (130) to one hundred fifty (150) years ago, the Smoky Hill River valley played a central role in America's western expansion. Gold had been discovered in the Cherry Creek

region of present day Colorado, and many followed the Smoky Hill Trail west. By 1865, the Butterfield Overland Despatch had been established, providing stage and freight service from Atchison, Kansas to Denver, Colorado. Additionally, the Union Pacific Railroad (Eastern Division) was also pushing west, parallel to the trail. Also, multiple settlements were being established.

Traversing west-to-east, the Smoky Hill River valley had been a trade route for the Indians, promoting exchange of goods between the west and southwest to eastern and northern tribes. For thousands of years, the valley had been home to many Indian cultures who hunted the immense herds of buffalo that grazed the vast grama and buffalo grass prairie.

The incursion into the rich hunting grounds by Anglo-American stock set the stage for conflicts that were a major element in the Indian Wars of the West. Fort Wallace, in present day Wallace County, was established in 1865 to protect commerce along the Smoky Hill Trail and the small white settlements.

The immense buffalo herds were, in time, decimated by the late 1800's. William F. Cody earned his nickname "Buffalo Bill" after a buffalo hunting contest held in present day Logan County. Conflict with the Cheyenne, Arapaho, Kiowa, Prairie Apache and other Indian people who were fighting to protect their way of life, brought Generals George A. Custer, William T. Sherman, Phil Sheridan and the famous black "Buffalo Soldiers" to the area.

With the realization that the area has a varied and exciting history, the beginning of a Western Vistas Historic Byway was initiated by a group of Scott, Logan and Wallace County citizens to study and share our rich history.

The Kansas Historic Byways Program: The Kansas Scenic Byways Program is based on the National Scenic Byways Program, a project of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). The Historic Byway process is compatible with the scenic designation criteria and process. Just as with Scenic Byway designations, it is the aim of the Historic Byway to identify the applicable resources along the proposed route and through local grassroots commitment, preserve, enhance and promote those resources for the enjoyment of visitors as well as the economic well-being of the byway communities. It is important that the route have national, regional (multi-state) or state historic significance.

The National Scenic Byways Program: The National Scenic Byway Program is governed by the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve, and enhance selected roads throughout the United States. The National Scenic Byways Program seeks to identify and designate national scenic byways to increase tourism and educate the traveling public about our nation's environment, history, archaeological features and architectural elements accompanied by cultural and recreational opportunities.

Purpose of a Byway Corridor Management Plan: The total focus invested both now and in the future regarding The Western Vistas Corridor Management Plan is threefold in nature. The first objective is the identification, preservation and enhancement of historical structures, sites and the natural beauty. Secondly, the continued planning, overall management and improvement of the byway to attract a wide array of visitors ranging from the history buff, casual sightseer, recreationist, naturalist and those seeking a truly educational touring experience. Thirdly, by concentrating on the aforementioned objectives, the corridor plan will keep the local communities engaged while offering a superior product to all visitors.

As you will note, the plan has been structured to offer a fully explanatory document walking the visitor through a wide range of historical and natural sites coupled with factual stories.

Planning Process: Entails the leadership team, in conjunction with the planning team, to formulate an overall program, with full participating communities' support, that evolves into an ongoing process to plan, initiate, and complete those projects undertaken for the overall benefit of the byway. The significant elements of the process include:

- Defining what value the byway has for both the communities' and visitor alike.
- Effectively planning and managing the byway.
- Protecting the character of the byway by fostering a true appreciation of its resources.
- Ensure activities and future development both to enhance and protect the byway's intrinsic resources.
- Create opportunities for both the visitor and local resident to enjoy when traveling the byway.

Furthermore, the planning will result in a viable, "living" corridor management plan for the Western Vistas Historic Byway.

Western Vistas Byway Committee: The purpose of this committee is to oversee the future implementation plans and all goals of the byway. Initially, the committee will meet and/or "as needed" to review and discuss preservation, interpretation and improvements while maintaining the CMP as a living document. The representative participants, comprising the byway committee, will be individuals desirous of the rare opportunity to be involved with history and its interpretation within the byway three (3) county areas.

The current dedicated committee members have researched and prepared written illustrative site descriptions along with historical stories contributing to the Corridor Management Plan. Additionally, it should be noted, they are also interested in preserving the natural state of the land and its inhabitants. Please find the planning team listed under acknowledgements.

After the byway's designation by the State of Kansas, the current committee members will continue to serve a term and it will be determined as to whether they will serve a two (2) or three (3) year period prior to being considered for an additional term. This significant methodology will serve as assurance for success in that the ongoing committee will always function with both needed leadership and experience while creating and energizing new membership.

III. BYWAY MAP(S) AND TOUR

Byway Map and Legend

III. BYWAY MAP(S) AND TOUR

Byway Legend and Map: The included map details the route designed to complete the tour of the byway and side trips.

Scott County Historic Sites

1 –El Quartelejo Museum & Jerry Thomas Art Gallery
A –Majestic Theatre
2 –Battle Canyon
3 **Lake Scott State Park**
–Visitors Center
–Beach House
4 –Steele Homestead
5 –El Quartelejo Ruins
B –McBride Monument

Logan County Historic Sites

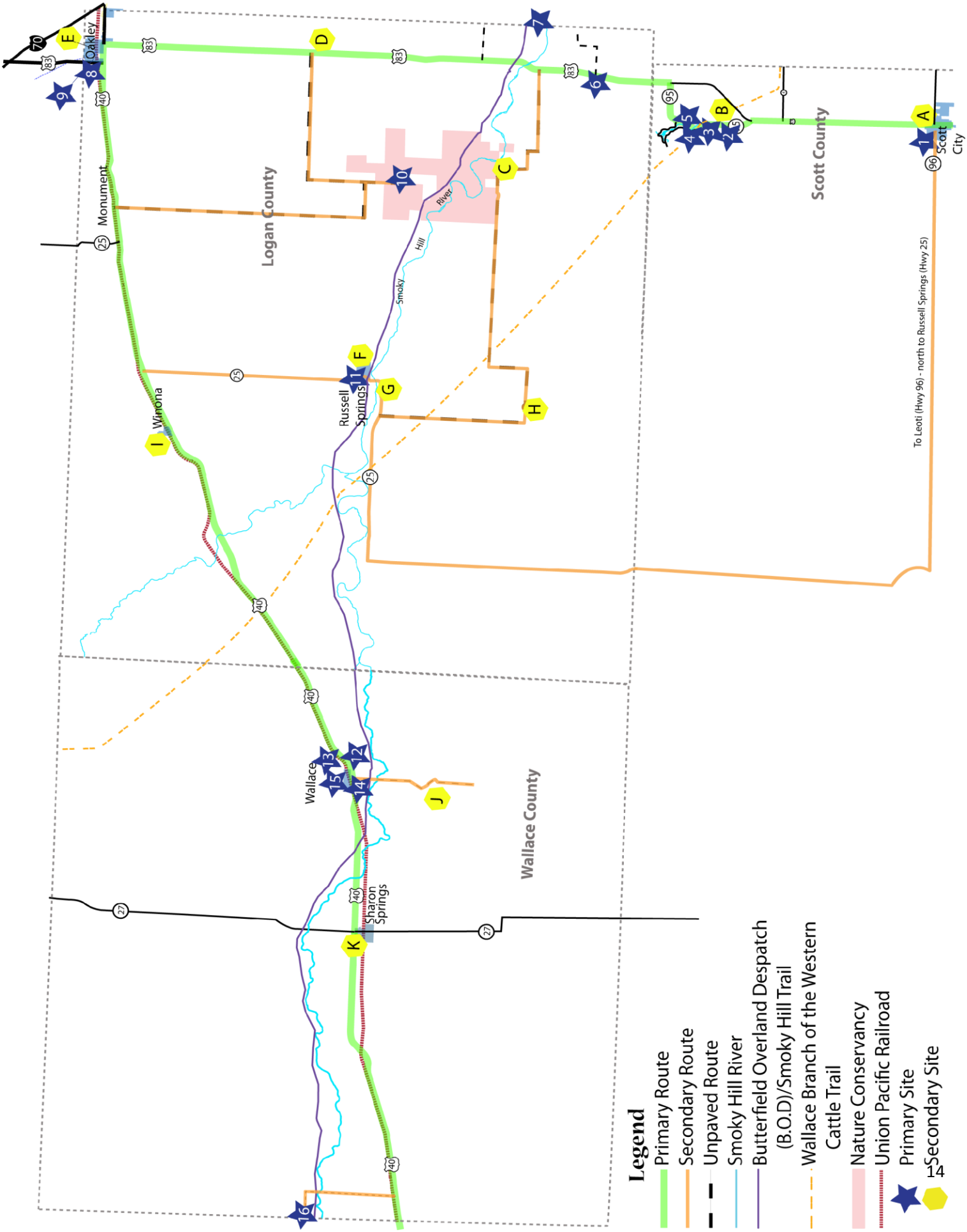
6 –Keystone Gallery
7 –Monument Rocks
C –Little Jerusalem
D –Gunnery Range
8 –Buffalo Bill Sculpture and Cabin
9 –Fick Fossil and History Museum
–Memorial Garden
E –Spirit of the American Dough Boy Memorial
10 –Nature Conservancy - Smoky Valley Ranch
11 –Butterfield Trail Museum
F –Logan House
–WPA Stone Bridge
G –Garden of Gods
H –Lone Butte
I –Winona Consolidated School

Wallace County Historic Sites

12 –Fort Wallace Cemetery
13 –Fort Wallace Museum
–Pond Creek Stagecoach Station
–Sunderland-Poe Building
–Weskan Train Depot
14 –Kansas Pacific Railroad Superintendent's House
15 –Clark Robidoux House
J –Coal Oil canyon
K –Rhea's Antique Pump Organ Museum
16 –Mt Sunflower

Legend

Primary Route
Secondary Route
Unpaved Route
Smoky Hill River
Butterfield Overland Despatch (B.O.D)/Smoky Hill Trail
Wallace Branch of the Western Cattle Trail
Nature Conservancy
Union Pacific Railroad
Primary Site
Secondary Site


Legend
Primary Route
Secondary Route
Unpaved Route
Smoky Hill River
Butterfield Overland Despatch (B.O.D)/Smoky Hill Trail
Wallace Branch of the Western Cattle Trail
Nature Conservancy
Union Pacific Railroad
Primary Site
Secondary Site
Logan County
Scott County
Wallace County
Oakley
Monument
Winona
Russell Springs
Wallace
Sharon Springs
Scott City
Smoky Hill River
To Leoti (Hwy 96) - north to Russell Springs (Hwy 25)

III. BYWAY MAP(S) AND TOUR

Table of Contents of Sites and Historical Stories

Table of Contents of Sites and Historical Stories: The Western Vistas Historic Byway Planning Committee has determined there are sixteen (16) primary resource sites. In addition, there are ten (10) secondary sites that are featured as side trips. Also included, are eighteen (18) significant historical stories which offer an added dimension to the visual experience and serve to take the traveler back in time.

Sites	Priority	Primary	Secondary	Page
SCOTT COUNTY				
El Quartelejo Museum & Jerry Thomas Art Gallery	High	1		21
Majestic Theatre	Medium		A	23
Battle Canyon	High	2		25
Lake Scott State Park	High	3		29
Visitors Center				29
Beach House				30
Steele Homestead	High	4		36
El Quartelejo Pueblo Ruins	High	5		39
McBride Monument	Medium		B	43
LOGAN COUNTY				
Keystone Gallery	High	6		45
Monument Rocks	High	7		49
Little Jerusalem	Medium		C	53
Gunnery Range	Low		D	55
Buffalo Bill Sculpture and Cabin	High	8		57
Fick Fossil and History Museum	High	9		61
Memorial Garden				61
Spirit of the American Dough Boy Memorial	Medium		E	64
Nature Conservancy/Smoky Valley Ranch	High	10		66
Butterfield Trail Museum	High	11		71
Logan House and WPA Bridge				74
Garden of Gods	Medium		F	75
Lone Butte	Medium		G	77
Winona Consolidated School	Medium		H	79

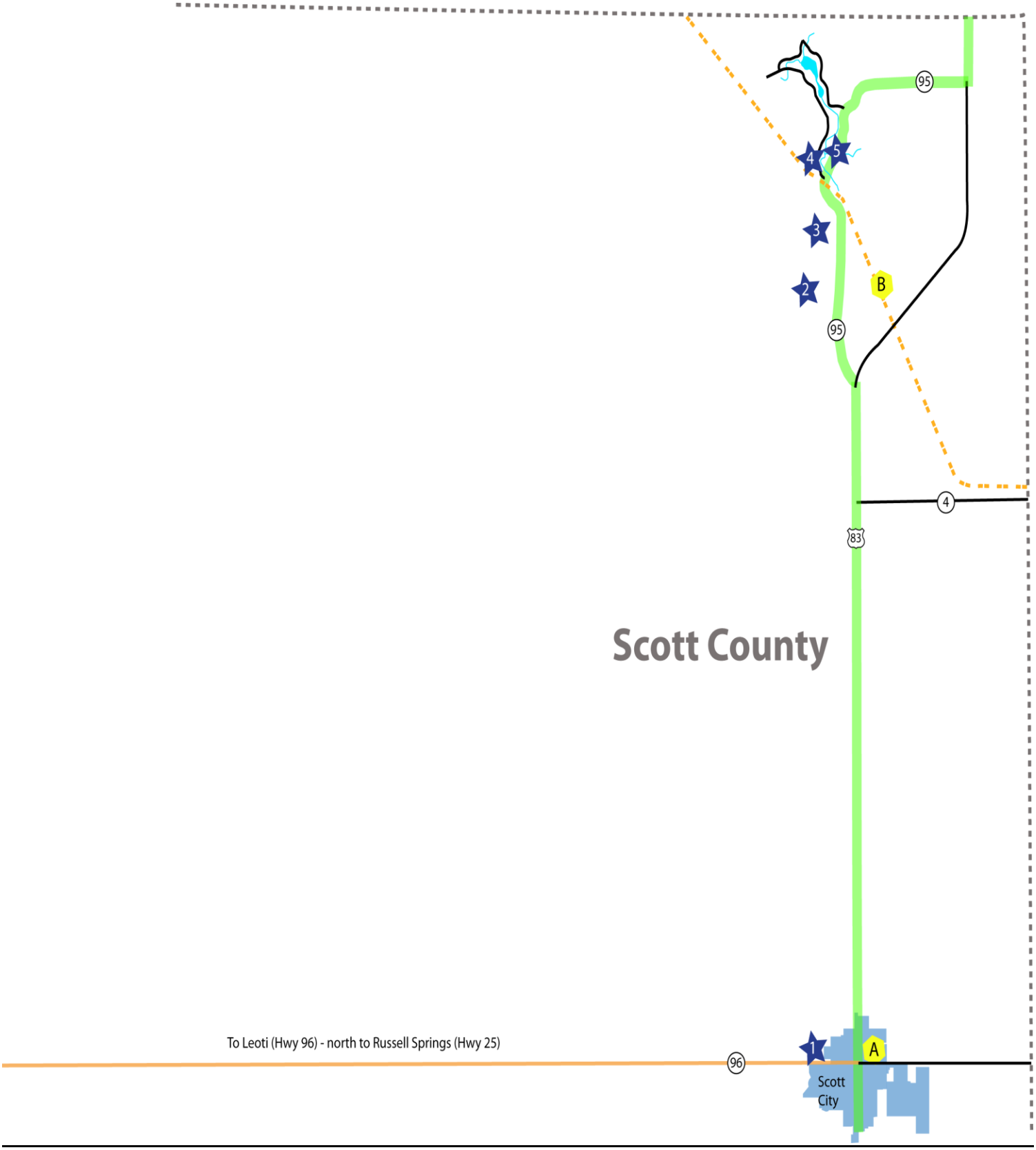
Sites	Priority	Primary	Secondary	Page
WALLACE COUNTY				
Fort Wallace Cemetery	High	12		81
Fort Wallace Museum	High	13		84
Pond Creek Stagecoach Station				84
Sunderland-Poe Building				85
Weskan Depot				85
Kansas Pacific Railroad Superintendent's House	High	14		88
Clark Robidoux House	High	15		90
Coal Oil Canyon	Medium		I	94
Rhea's Antique Pump Organ Museum	Medium		J	96
Mt Sunflower	High	16		98

Historical Stories within the three counties:	Page
Playa Lakes	101
White Woman Basin	101
CK & O Railroad	102
Ladder Creek	103
Riffle Beetle Origination Point	103
CCC Camp (Civilian Conservation Corps)	104
Wallace Branch of Texas Cattle Trail	104
Fleagle Gang	105
Smoky Hill Valley Trail / Butterfield Overland Trail Despatch	105
Elkader	107
Cattle Pools	108
German Family Massacre	109
Harvey Girls	109
Sheridan City	109
Farming	110
Bison/Buffalo	111
Native American History (1 & 2)	113
Kansas Pacific Railroad	115

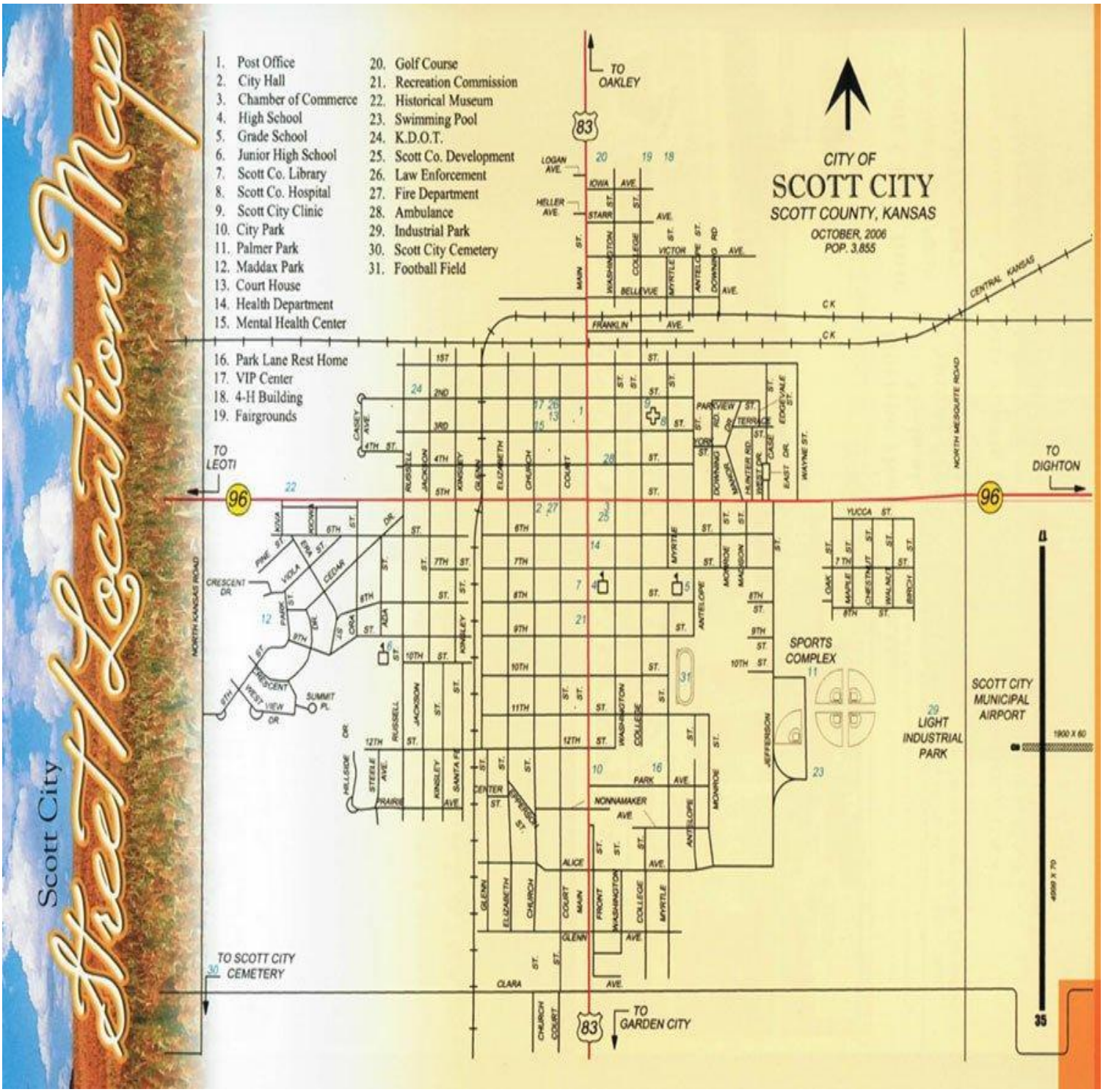
III. BYWAY MAP(S) AND TOUR

Individual County Maps and Sites

Individual County Maps and Sites: **Scott County**



Scott City Map



Site #1 El Quartelejo Museum and Jerry Thomas Art Gallery

Location: 902 West 5th Street, Scott City, Kansas (located on K-96)

GPS Location: N 38*40.611' W 100*54.898'

Priority Ranking: High

Description:

- [x] Archaeological
- [x] Architectural
- [x] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [ ] Scenic

The museum represents an important site and point of destination on K 96 West. This museum's displays and exhibits will lead a visitor through the timeline of history dating back seventy (70) million years. Included are rocks and fossils, early Indian encampment scenes, and a replica of El Quartelejo Pueblo Ruins. In a second building you will find vintage tractors, buggies and miscellaneous household and farming artifacts.

The El Quartelejo Museum is owned and operated by the Scott County Historical Society. The museum is the starting place for tours to Battle Canyon, El Quartelejo Ruins, the buffalo pasture and Monument Rocks.

Jerry Thomas Art Gallery: The gallery building, designed with southwest architectural accents, is a spacious five thousand (5,000) square foot, state of the art facility adjoining the El Quartelejo Museum , and offering a unique insight into the areas' history, wildlife and scenic beauty as depicted by the renowned artist, Jerry Thomas.

The Gallery will house a beautiful array of original artwork by renowned artist Jerry Thomas. Jerry's penchant for realism, incredible detail and historic research and facts has become legendary. His work resides in private and corporate collections in the U. S. and abroad.

The visitor will be treated to an awe-inspiring look into the creative process of Jerry's award-winning artwork at the media and communication center located within the building. It will give the audience a glimpse into the inspiration behind Jerry's work and will lead them through the development of each piece of artwork. The viewer will be fascinated by the histories, stories, people, wildlife and landscapes that are involved and influence in his work and, additionally, tell a special story of the "People of the West".

Patrons will also be entertained by the fascinating and beautiful collection of Western Heritage items and relics, including pieces actually used by the artist in the creation of his paintings. The Collection includes beautiful Native American, Civil War, Indian War, and Cowboy Trail items.

The Jerry Thomas Gallery and Collection will be a "must see: destination point for wildlife and western art enthusiasts and those who appreciate the stories and memorabilia of the Old West.

Existing Conditions:

- A concrete handicap accessible entrance

El Quartelejo Museum

Native American display

Site # A Majestic Theatre

Location: 420 Main Street, Scott City, Kansas

GPS Location:

Priority Ranking: Medium

Description:

- [ ] Archaeological
- [x] Architectural
- [ ] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [ ] Scenic

Sam and Lora (Epperson) Filson built the Majestic Theatre in 1922. They were operating the Filson Mercantile at 5th and Main Street. This was a credit business with farmers borrowing through the year for groceries and merchandise. When a customer, at the end of the day, asked to charge an extra ten (10) cents in order to attend a movie at the Auditorium, the Filson's realized they needed to be in the cash business instead of the credit business.

The Filson's purchased the large eight-sided auditorium on Court Street and planned to construct a large theatre on Main Street. They invited family to join in the business, but all refused stating movies were only a passing fad and the planned building was too large for Scott City's population of fifteen hundred (1500).

Sam and Lora ignored their family and went ahead with plans by using farm labor. A large basement was excavated and local farmers/carpenters built the theatre. Office space above the front provided rentals for local professionals, such as doctors, lawyers, etc., and even Mr. Filson.

In 1922 the Majestic Theatre held the grand opening. The only movies available at that time were silent, however, they had a player piano (in the front of the theatre) where Sam and Lora's daughters, Eva and Elma played. Local productions were also held in the theatre along with high school plays and town productions.

In 1941 the Majestic was acquired by the Filson's daughter and son-in-law, Fred and Eva Young. Fred and Eva continued to operate the theatre until 1966. Friday and Saturday's were the most popular nights with double features of Westerns and other popular hour long movies.

The Majestic is no longer a theatre, but it is now utilized as a restaurant featuring original interior components including a decorative ceiling, wall lighting and large wall dampening tapestries.

Existing Conditions:

- An eating establishment and dinner theatre

Majestic Theatre

Site #2 Battle Canyon

Location: From US-83, exit onto K-95, proceed two (2) miles turning west, two tenths of a mile to the kiosk turn right, cross the cattle guard half mile (1/2) to monument or if walking from the kiosk it is a quarter of a mile (1/4)

GPS Location: N 38* 23' W 100*55.28'

Priority Ranking: High

Description:

- [x] Archaeological
- [ ] Architectural
- [x] Cultural
- [x] Historic
- [x] Natural
- [x] Recreational
- [x] Scenic

The Northern Cheyenne, under the leadership of Chief Dull Knife and Little Wolf, tried to return to their former home in the north. There were ninety two (92) warriors, one hundred twenty (120) women, and one hundred forty one (141) children who had escaped from the reservation at Ft. Reno, Oklahoma. They were at this location on September 27, 1878, when Lt. Colonel William H. Lewis, the commander of Fort Dodge, was dispatched to capture and return them to Oklahoma. The women and children were hidden during the battle in a cave. In the battle that ensued, Lt. Col. William H. Lewis, (West Point graduate and instructor) was mortally wounded and died while in route, for medical help, to Fort Wallace. He was the last officer killed in military action within the state of Kansas. The Cheyenne escaped by night, crossing the Smoky Hill River and fleeing to Nebraska.

This site represents the last encounter in the State of Kansas between the Native Americans and the United States troops. A historical monument overlooks the cave, two canyons, and bluffs where the battle took place.

Conditions have changed somewhat since the battle itself. The creek no longer flows as it did in 1878, but one can still sense the historic drama that took place and can appreciate the desperate situation. Today, the battle site remains pristine. This area was designated on National Register of Historic Places in 2007.

Existing Conditions:

- Presently, a stone monument designates the story of Battle Canyon
- Cave is a short hike down into the canyon
- Open to the public year around
- Registration booth at the entrance
- Hiking shoes are suggested

- A gypped, graded road to the site with cattle guard, road is on private property area is to be viewed from road only

Entry Kiosk onto private land leading to Battle Canyon

Battle Canyon and walking trails

The cave where the Northern Cheyenne hid

Current day Battle Canyon stone monument

Site #3 Lake Scott State Park

Location: From US-83, exit on K-95 proceed three (3) miles north to park entrance

101 W Scott Lake Drive, Scott City, KS 67871-4002, 620-872-2061
scottsp@wp.state.ks.us
http://www.kdwp.state.ks.us/news/State-Parks/Locations/Scott

GPS Location: N38 40.765 W100 54.720

Ranking: High

Description:

- ☐ Archaeological
- ☐ Architectural
- ☐ Cultural
- ☐ Historic
- ☐ Natural
- ☐ Recreational
- ☐ Scenic

Lake Scott State Park: Lake Scott State Park was named by National Geographic magazine as one of America's "50 must-see State Parks". Comparable to an oasis in the desert, the Lake Scott area stands out from the typical plains landscape of Western Kansas. Lake Scott is situated in a valley carved into the steep bluffs of the Ogallala formation by time and composed of sand and gravels that have been naturally joined together over time. It is comprised of 1120 acres.

In 1928, Ladder Creek Canyon was acquired by the Kansas Forestry Fish and Game Commission, State of Kansas. The following year Ladder Creek was damned, creating the one hundred (100) acre Scott Lake.

The Ogallala is a water-bearing formation in many places. It is underlain by much older Niobrara Chalk, and the water flows from the Ogallala and the Niobrara at the rate of hundreds of gallons per minute, streaming into the lake, which is also fed by Ladder Creek. Among the most important springs is Big Spring, which alone, produces more than three hundred (300) gallons of water per minute, making it one of the largest natural springs found in the Kansas plains.

Descending into the canyon, the traveler will discover Scott State Fishing Lake, natural springs, rocky bluffs, and groves of ash, cedar, elm, walnut, and willow trees. Beaver dams are also seen along Ladder Creek. White-tailed and mule deer are common. Foxes, cougar, bobcats, turkeys, two hundred fifty (250) different species of birds and other wildlife have been sighted. The area is additionally known for its large variety of reptiles.

Lake Scott Visitor Center: Lake Scott State Park Visitor Center and office is located at the south entrance. This has been designed for visitors to stop and purchase camping, fishing and hunting licenses. The facility opened in May, 2009, and plans for continued development are still in process. There are approximately one hundred fifty thousand (150,000) people who visit the park annually. GPS: N 38*39.941' W 100*55.174'

Beach House: Located within Lake Scott State Park, the Beach House is privately owned and operated under an agreement with the Department of Wildlife and Parks. Built in 1930, this Spanish architectural structure serves concessions to the public. It offers food items, camping supplies, fishing equipment, bait, boat rentals and information to park visitors. The facility is ADA compliant and contains indoor showers for lake swimmers. GPS: N 38*41.268' W 100*55.307'

Existing Conditions:

- The location is easily accessible to vehicles, tour buses, and RV's. The Visitor's Center and office are located south of the park entrance. Parking is available.
- Open year round, a concession area is available, and permits can be purchased
- Camping, fishing, canoe, paddle boat rentals, and trails for hiking and horseback riding are available
- The park contains fifty five (55) utility campsites, including some with fifty (50)-amp service and water hookups. Three modern shower buildings, one hundred (100) primitive campsites and several vault toilets are also available. Visitors can enjoy a swimming beach and playground, and a privately operated concessions building (stocking camping and fishing supplies).
- Restrooms, drinking water and a picnic area and shelter are also available.
- Nature trails provide excellent opportunities to observe wildlife in natural habitats while accommodating hikers, horseback riders, and naturalists.
- Handicapped accessible

Lake Scott Visitor Center

Beach House

Sunset of Lake Scott

Geese on Lake Scott

Riffle Beetle Site

East side of Lake

Blooming flowers near Lake Scott

Lake Scott State Park Map

Site #4 Steele Homestead

Location: Located within the park. Six tenths of a mile from the south park entrance

GPS Location: N 38*40.402' W 100*55.127'

Priority Ranking: High

Description:

- [ ] Archaeological
- [x] Architectural
- [x] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [x] Scenic

In 1888, Herbert and Eliza Steele, homesteaded the land that now encompasses Lake Scott Park. A large stone monument bears their names and overlooks the stone house they called home while living along Ladder Creek. The State of Kansas acquired this property in 1928, and shortly thereafter, built a dam to create a lake to enhance the park.

Herbert Steele built a home in 1893 for his family. It was a simple dugout, later updated to a four-room house using sandstone gathered from the surrounding bluffs. The Steele Home, now a museum site, preserved, much as it was one hundred years ago, and now serves to display the furnishings and tools used by early settlers.

Located in Lake Scott State Park, the Steele homestead comprises six hundred forty (640) of the one thousand one hundred eighty (1180) acres.

Existing Conditions:

- Direct access off park road
- A sidewalk and foot path lead to the front entrance

Steele Homestead

Steele Home Spring House

Interior of Steele House

Site #5 El Quartelejo Pueblo Ruins

Location: Nine tenths of a mile from the south Scott Lake Park entrance

GPS Location: N 38*40.611' W 100*54.898'

Ranking: High

Description:

- [x] Archaeological
- [x] Architectural
- [x] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [x] Scenic

The pueblo, El Quartelejo, was built in the in the 1600's by Taos Indians, and later occupied by members of other nations. El Quartelejo is the only Indian pueblo that has been discovered in Kansas and the northernmost pueblo in North America. A group of Taos Native Americans migrated to the park region, fleeing Spanish rule. They constructed pueblos and cultivated crops using a system of irrigation ditches from a nearby spring. These were the northernmost pueblos constructed in the United States and were inhabited by Indians approximately twenty (20) years before returning to their homes in the south.

El Quartelejo, meaning "old barracks or building," was later reoccupied in 1701 by a group of Picuris Native Americans who settled the site for two (2) years. The last known reference to the site was in 1727 (after which it was abandoned). The structure deteriorated and disappeared, leaving only a mound and a few irrigation ditches. In the mid-1890s, the ruins were discovered by two (2) professors from the University of Kansas. The present site's foundation has been reconstructed.

This archeologically significant site dates from 1650 to 1750 A.D. and is the north easternmost pueblo ruin in the United States. The outside walls measured between eighteen (18) and twenty (20) inches thick and surrounded seven (7) different rooms. The interior rooms ranged in size from 10' by 14' to 16' by 18'. The total pueblo area measures 32' by 50'. No windows or door evidence was found leading experts to classify the dwelling as a pueblo type ruin.

In 1970, Tom Witty of the Kansas State Historical Society re-examined the El Quartelejo site. Twenty (20) sites were found in conjunction with the pueblo, although only one (1) pueblo building was known to have existed. The other sites were either camp areas or storage buildings.

During the excavation the entire pueblo floor, hearths, and locations of posts were unearthed. The outline of the pueblo walls was found to be different than the 1898 dig. Additionally, the south porch posts were discovered for the first time. Also found was the evidence of an Apache roasting pit under the ruins pre-dating the current pueblo ruins. The walls were stabilized and informational placards were erected.

The D.A.R. (Daughters of the American Revolution), Kansas Chapter, holds the land deed to El Quartelejo. In 1925, the D.A.R. erected a granite marker on the site. It was discovered later that the

marker was actually on top of part of the pueblo ruins and the marker was subsequently moved. In 1964, the El Quartelejo Pueblo Ruins was designated as a National Historic Landmark Site.

The Spanish spelling of El Quartelejo is with a “C”, i.e. El Cuartelejo. The English spelling is with a “Q”. This is noted because both spelling are interchangeable at the museum and the park making both spellings accurate in their identification.

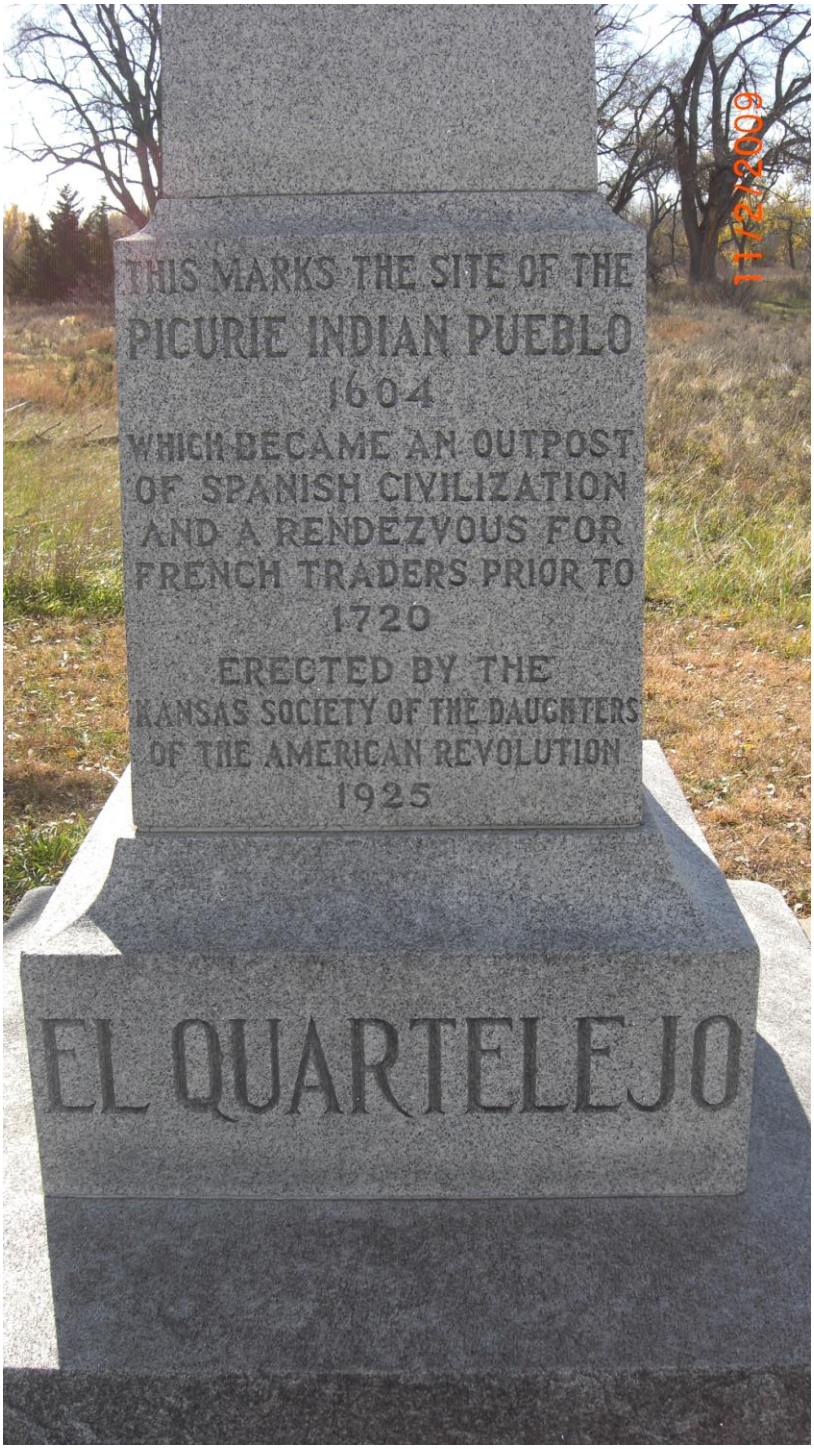
Existing Conditions:

- The structure is visually accessible and free to the public.
- Handicap accessible concrete walkway
- A parking lot is available
- A vault toilet is located on site
- Covered picnic tables

El Quartelejo Ruins

El Quartelejo Monument

Close up of the monument



Site #B McBride Monument

Location: Point Lookout (on the bluff), Lake Scott Park

Priority Ranking: Medium

Description:

- [ ] Archaeological
- [ ] Architectural
- [ ] Cultural
- [x] Historic
- [ ] Natural
- [x] Recreational
- [x] Scenic

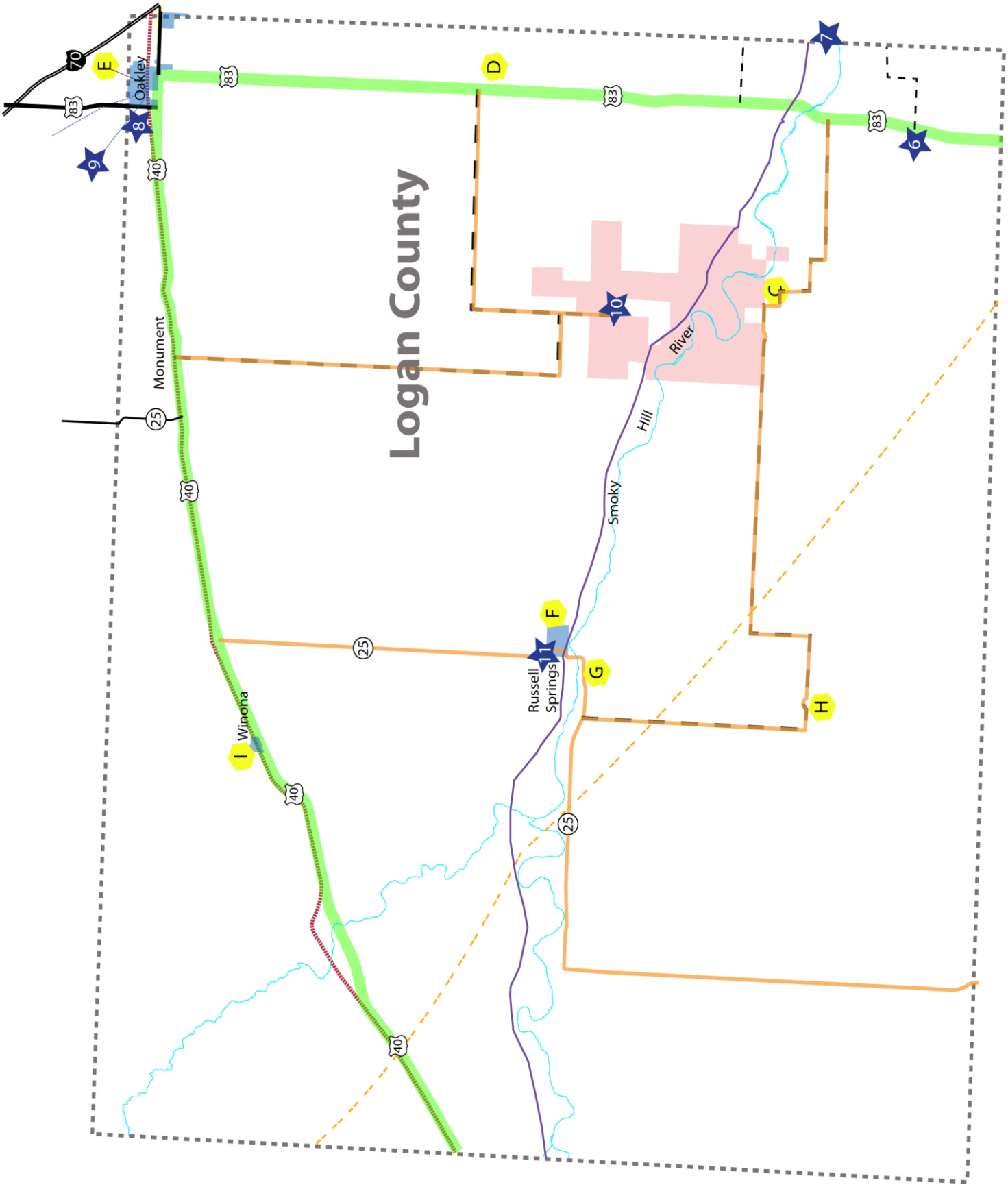
McBride Monument is a stone pillar found within Lake Scott State Park. The lake was named Lake McBride, in honor of Grover E. McBride, who was, to a large degree, responsible for the location of the park. McBride died in October, 1928, and his family erected a monument in his memory which stands at Point Lookout on the bluff (east side of the lake). The monument rests at 2,956 feet (900.99 meters) above sea level.

Existing Conditions:

- Can be viewed from road only

McBride Monument

Logan County Map



Site #6 Keystone Gallery

Location: Twenty six (26) miles south of Oakley on US-83 (or eighteen (18) miles north of Scott City on US-83) Mile Marker: 125 on US-83, Nine (9) miles southwest of Monument Rocks or six (6) miles northeast of Lake Scott State Park; Owners: Barbara Shelton and Charles Bonner: 401 US-83, Scott City, KS 67871 620-872-2762 keystone@keystonegallery.com www.keystonegallery.com

GPS Location: N 38° 44.578' W 100° 52.116'

Priority Ranking: High

Description:

- Archaeological
- Architectural
- Cultural
- Historic
- Natural
- Recreational
- Scenic

Keystone Gallery is one of the only native stone buildings remaining in Southeast Logan County. The limestone building blocks were quarried nearby and the sand for mortar hauled by oxen team from the Smoky Hill River in 1916.

Established in 1991, the gallery is dedicated to preserving local Niobrara fossils from the surrounding "Badlands of Kansas". The gallery also works with museums throughout the United States and other countries on various scientific projects. The Bonner family started fossil hunting in 1925, and museums throughout the world now house their specimens. Research continues to be an on-going process.

In 2010, the Bonner family was honored by having a new fish genus named for them. The fossil, now called Bonnerichthys gladius, was the largest fish of the Kansas Niobrara Sea. It was a huge filter feeder, much like a present day basking shark, that reached lengths of over twenty feet. The specimen was found by Chuck Bonner in 1971.

Keystone Gallery Musuem has excellent examples of Niobrara Cretaceous fossils found by Chuck Bonner and Barbara Shelton including numerous fossil fish, mosasaurs, pteranodons, birds, turtles and invertebrates. Over thirty four (34) permanent fossils are on display and temporary exhibits are rotated on a timely basis.

The gallery's gift shop features Bonner's paintings and Shelton's photography. Gift shop inventory includes fossils and minerals from the United States and around the world, plus Monument Rocks souvenirs, fossils and artwork. This is the only rock and mineral shop located in Western Kansas.

Chuck Bonner has completed many museum murals and also offers fossil lectures on a fee basis. He has lectured at Yale-Peabody Museum, Cincinnati Science Center and other prestigious institutions.

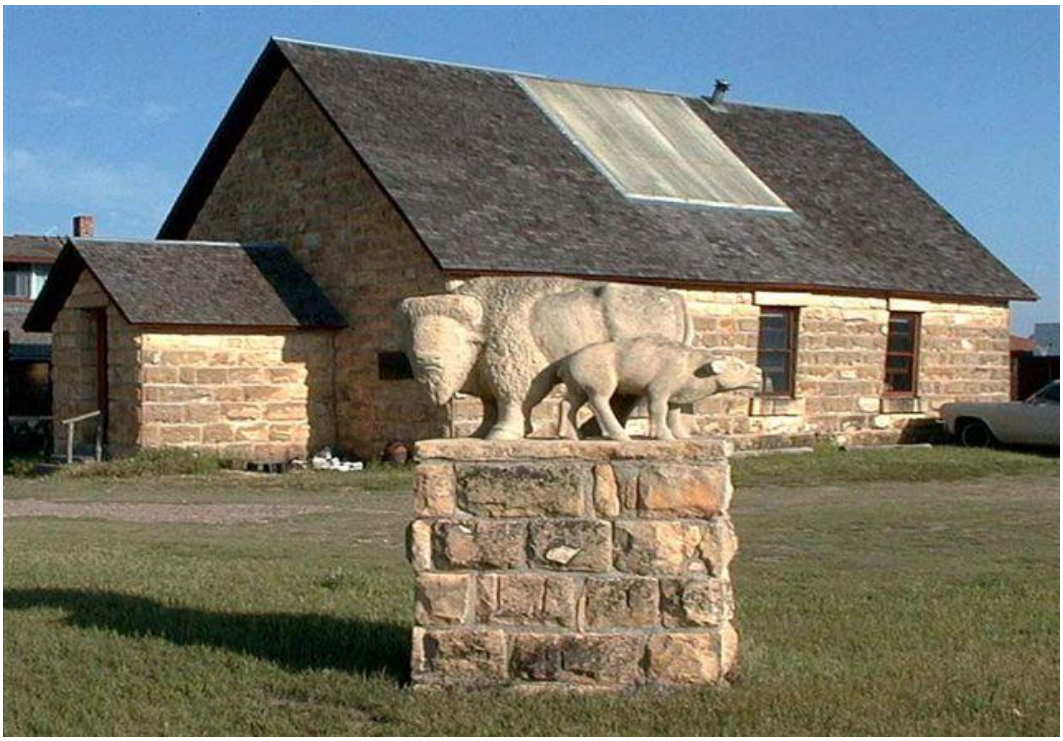
The gallery has been featured in many national TV, newspaper and magazine publications including KC to Kanorado, KCPT Public, Hatteberg's People, books including 10,000 Places to See Before You Die, Planet Ocean, Crusin' the Fossil Freeway, The Kansas Guidebook, (by Marci Penner), Kansas Magazine!, Kansas Curiosities, Kansas Travel and Tourism (created Ready Made Adventure) video and brochure (called Discovering Dinosaurs & Sea Monsters).

Shelton and Bonner sponsored the Monument Rocks site in the competition for the first "8 Wonders of Kansas" project by the Kansas Sampler Foundation. In 2008, the gallery received recognition from Governor Sebelius and the Sampler Foundation as one of the awardees.

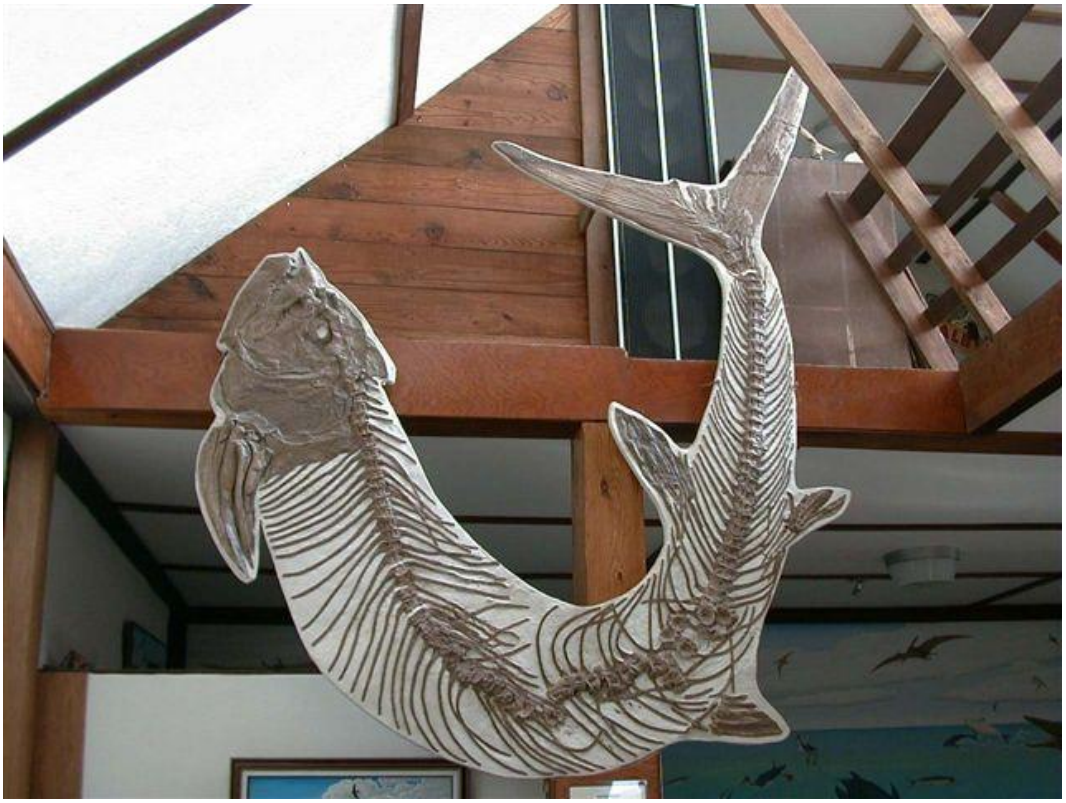
Existing Conditions:

- Located on US-83
- A sweeping panoramic view of the Smoky Hill River valley, Burris Draw, the Little Pyramids (to the west) and Monument Rocks (to the east).
- The 1916 limestone building, 1926 house and 1935 outbuildings are part of the original site.
- The Gallery is handicap accessible inside the building, but has no outside wheelchair ramp.
- Limited turn space for larger buses or RV's. Small vehicles can be easily parked on the sand road to the east.

Keystone Gallery



Xiphactinus Fossil Fish



Pteranodon Wingbone

Keystone Gallery Mural

Buffalo Painting by Chuck Bonner

Site#7 Monument Rocks (also Chalk Pyramids)

Location: Eighteen (18) miles north of Scott City on US-83, two (2) miles east on Dakota Road, one (1) mile north, three and one half (3 ½) miles east, and two and one half (2 ½) miles north. Twenty (20) miles south of Oakley on US-83, four (4) miles east on Jayhawk Road, three (3) miles south, and one (l) mile east.

GPS Location: N 38* 44.578 W 100* 76.23657

Priority Ranking: High

Description:

- [x] Archaeological
- [x] Natural
- [ ] Architectural
- [x] Recreational
- [x] Cultural
- [x] Scenic
- [x] Historic

Rising above the Gove County plains in Western Kansas are the Monument Rocks. A series of large chalk formations, rich in fossils, formed approximately eighty (80) million years ago. It was the first landmark chosen by the United States Department of the Interior as a National Natural Landmark in Kansas.

These magnificent large monoliths, rising as high as seventy (70) feet, were created when chalk was deposited during the Cretaceous Period of geologic history. The area was covered by the Niobrara seaway which extended from the present day Gulf of Mexico north through Canada. When the sea receded, it left behind the chalk deposits which, over time, have been eroded by the once much larger Smoky Hill River, wind and rain.

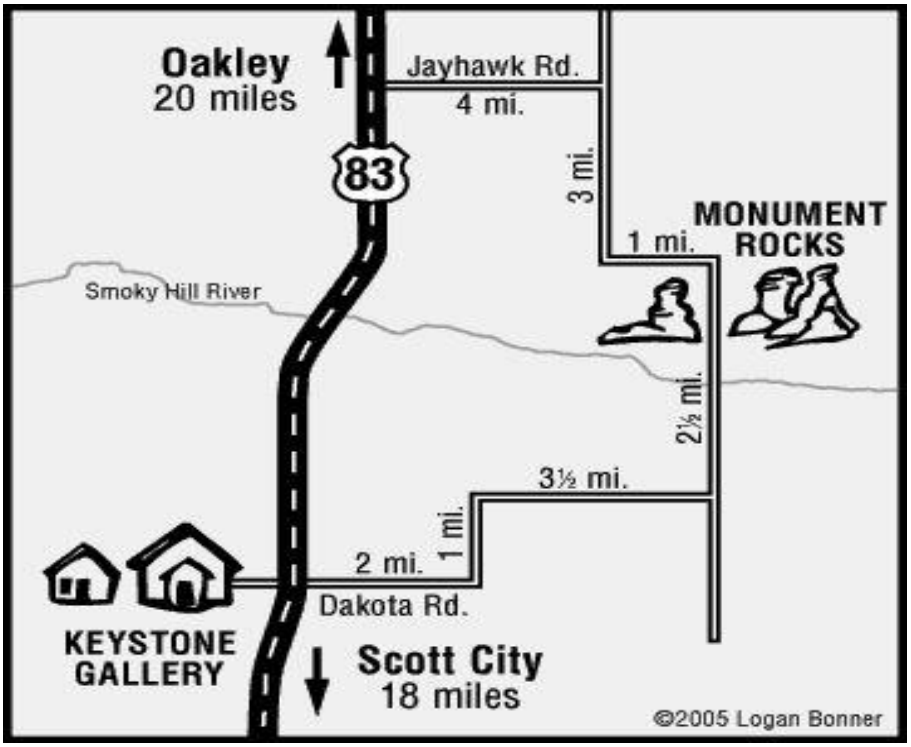
Monument Rocks and numerous chalk outcroppings in the area are today collectively known as the “Badlands of Kansas”. The region is also known as the source of some of the best Cretaceous marine fossils that have been discovered anywhere in the world. Beneath these bluffs and outcroppings lie five hundred (500) feet of marine sedimentary deposits that have provided paleontologists with a wealth of fossils and the remains of extinct animals.

Today, it is hard to imagine that the mostly flat, arid, cactus and buffalo grass prairie was completely covered by water, yet these awe-inspiring rock outcroppings tell a different story. The arches and buttes of Monument Rocks extend over ten (10) acres and the history stretches beyond the prehistoric period into the more recent past. Various wildlife continue to dwell in the area including eagles, falcons, and other birds, wild deer, pronghorn antelope, jackrabbits, coyotes and rattlesnakes.

In 2006, Monument Rocks was voted by the public one of the “8 Wonders of Kansas”.

Existing Conditions:

- Privately owned land, unpaved roads



Monument Rocks/ Chalk Pyramids

Swallow Nests on Monument Rocks

Site #C Little Jerusalem (Hell's Half Acre)

Location: Midway between Scott City and Oakley, off US-83, exit west on Gold Road, four (4) miles (dead end) turn north one half (1/2) mile on LG 390th (dead end & road continues left). Keep right onto trail, located one half (1/2) mile north (several hundred acres of Niobrara shale badlands).

GPS Location: N 38* 47.582' W 100* 56.800'

Priority Ranking: Medium

Description:

- [x] Archaeological
- [x] Natural
- [ ] Architectural
- [ ] Recreational
- [ ] Cultural
- [x] Scenic
- [x] Historic

Little Jerusalem is located on private land with limited access, although it can be viewed from the roadway. The spectacular expanse of eroded Niobrara Shale appears as a golden city. This entire area is known worldwide for the wondrous fossils that have been discovered.

Fossils have been collected throughout West-Central Kansas since the first surveyors came, laying out the trails and later, the routes for the railroads. Actual gun battles were fought over various prime fossil hunting locations during the early 1870's. The Smoky Hill Cretaceous chalk beds of Wallace, Logan and Gove counties were at the center of the Great Dinosaur War, or Bone War, between E.D. Cope and O.C. Marsh. Both men were foremost authorities in their field of Vertebrate Paleontology. The worldwide scientific community excitedly waited for each new discovery coming from the great western plains.

The chalk beds of West-Central Kansas served as an excellent training ground for young paleontologists. S.W. Williston and H.T. Martin were later known as the paleontologists who studied the Twelve Mile Creek site proving the existence of ice age man predating Clovis by twenty (20) years. Also these same two (2) men were the first to study El Quartelejo. In 1900, George F. Sternberg discovered a nearly complete skeleton of a *Plesiosaurus,* which was a ten foot (10') long-headed, short-necked, marine reptile on the east side of Beaver Creek in Logan County (the Bilby Ranch). Family names, such as Sternberg and Bonner, tell a continuing story of Western Kansas and its past.

Existing Conditions:

- Site is unimproved and privately owned, permission is required to enter property
- Dirt road

Little Jerusalem

Site # D Gunnery Range

Location: US-83 between approximately mile markers 119 to 137 (At Plains Rd) east side of highway

GPS: N 38* 55.019 W 100* 51.157

Priority Ranking: Low

Description:

- [ ] Archaeological
- [ ] Architectural
- [ ] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [x] Scenic

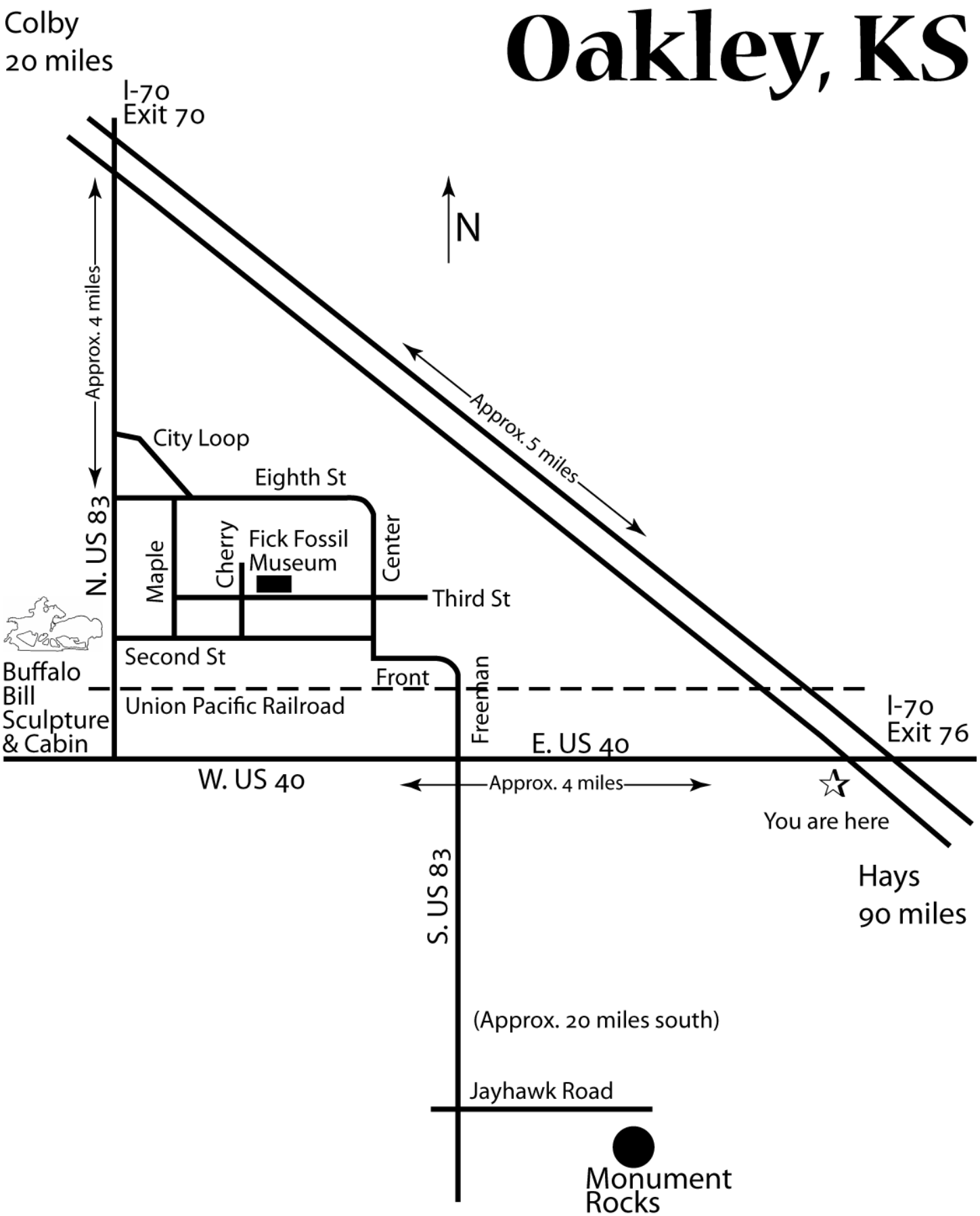
During World War II a need existed for secure training areas for different segments of the war machine. Remote sites, with few residents, were deemed appropriate to train those soldiers flying air support for the allied bombers. The Army Airmen required shooting ranges (at a moving target), thus was born the aerial gunnery range.

Smoky Hill Air to Air Gunnery Range (aka Gove Air to Air Gunnery Range) was commissioned in 1944. The area encompassed two hundred eighteen thousand, three hundred eighty five (218,385) acres, eighteen (18) miles north to south and nineteen (19) miles west to east. The west line was just east of the newly built US-83 and extended east almost too present day K-23. All residents were relocated for the duration of the war, most never returned.

The majority of aircraft using the range came from Smoky Hills Field in Salina. Also, some Navel airplanes came from McCook, Nebraska, augmented by a few coming from Walker Field at Hays, Kansas. The range saw extensive use as evidenced by the .50 caliber cases and bullets that were and can still be found.

Existing Conditions:

- Native grassland, farmland, and very few residents
- All land is privately owned, view from road only



©2005 Susan Bloom

Site #8 Buffalo Bill Bronze Sculpture and Cabin

Location: US-83 and West 2nd Street in Oakley, KS. It is parallel to US-83, one half (½) mile north of US-40. Approximately four (4) miles south of I-70 at Exit 70, and four (4) miles west of I-70 at Exit 76 Wild West Historical Foundation, Inc and City of Oakley Tourism 124 US-83 , 785-671-1000 info@buffalobilloakley.org www.buffalobilloakley.org

GPS Location: N 39* 07.609' W 100* 52.169'

Ranking: High

Description:

- [ ] Archaeological
- [ ] Architectural
- [x] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [x] Scenic

In 1868 William F. Cody, "Buffalo Bill", earned his living as a contract buffalo hunter feeding the crews laying the first railroad track across Kansas for the Kansas Pacific Railroad. At the same time William Comstock, who was also called "Buffalo Bill" by the soldiers at Fort Wallace, made his living providing buffalo meat to feed the soldiers at Fort Wallace. A contest was staged just ten (10) miles west of Oakley, in Logan County, Kansas, to determine who best fit the name "Buffalo Bill". Bill Cody won with sixty nine (69) buffalo to Comstock's forty six (46) buffalo harvested in one day. On that day, in the spring of 1868, the legend of "Buffalo Bill" Cody was born! By the turn on the 20th century "Buffalo Bill" Cody had become one of the most famous people in the United States and the world and shaped the world's image of the west with his "Wild West Show".

Logan County is proud of its heritage and the fact that one of the most famous persons of "American lore" earned his "Legendary Title" in Logan County. After authenticating this story in 1999 from Dr. Paul Fees, curator for twenty (20) years at the Buffalo Bill Historical Center in Cody, Wyoming, the idea was conceived to create a twice life size bronze sculpture to memorialize the event that took place in Logan County.

The Wild West Historical Foundation, Inc., a non-profit 501(c) 3 Corporation, was established to create and promote a "Wild West" experience. Sculptors Charlie and Pat Norton of Leoti, Kansas, were selected to create a bronze sculpture. Buffalo Bill is mounted on his favorite buffalo running horse, "Brigham", in hot pursuit of a buffalo. The sculpture weighs nine thousand (9,000) pounds and stands sixteen (16) feet high. It was first formed with clay and then broken down into more than one hundred (100) pieces to be individually cast. This lost wax method of sculpting, taking three (3) years to complete, enabled the amazing detail seen today.

The monumental Buffalo Bill Sculpture was dedicated May 22, 2004. In 2006, the Buffalo Bill cabin was placed at the location to serve as an Information Center and Gift Shop. In 2007, the Kansas Humanities Council awarded a fifteen thousand dollar ($15,000) grant to install a large outdoor storyboard featuring local and regional history. In 2008, the Buffalo Bill sculpture was chosen as one of the "8 Wonders of

Kansas Art". The site draws many visitors from around the world annually and Buffalo Bill's story is, of course, an ideal vehicle for interpreting the era.

Existing Conditions:

- The sculpture is easily accessible and free to the public 24/7
- The sculpture is displayed on a large manmade hill adjacent to US-83 and 2nd Street in Oakley
- A handicap accessible concrete walkway with handrail leads to the sculpture
- The walkway and sculpture are illuminated at night
- The Buffalo Bill Cabin:
    - The Cabin is open thirty seven (37) hours a week during the summer including weekends and is also open part time during off season
    - Large covered outdoor storyboard featuring local history
    - Several benches are available for the public's use
    - Cutouts of Sitting Bull, Buffalo Bill, and Annie Oakley are located outside the cabin for photo opportunities
    - A covered picnic table is available
- The parking lot is made of ground asphalt and can easily accommodate RV's and buses
- Buffalo Bill Days – Second weekend in June

Buffalo Bill Bronze Sculpture

Site Overview

Buffalo Bill Cabin

Outdoor Interpretive Storyboard

Site #9 Fick Fossil and History Museum and Memorial Gardens

Location: Four (4) Blocks East of US-83 on 2nd Street, one (1) Block North, 700 West 3rd

700 W 3rd, Oakley, KS 67748 785.671.4839 www.discoveroakley.com
fickmuseum@st-tel.net Winter Hours: M-Sat 9am to Noon, 1pm to 5pm
Summer Hours: M-Sat 9am to 5pm, Sundays 1pm-5pm

GPS Location:

Priority Ranking: High

Description:

- [x] Archaeological
- [x] Architectural
- [x] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [ ] Scenic

The Fick Fossil and History Museum was developed after a most unusual collection of shark teeth, fossils, woodcarvings and artwork was given to the City of Oakley by Ernest and Vi Fick in 1972. The City of Oakley agreed to house this collection in a permanent home in 1973. Exhibits detailing the history of the Smoky Hill Trail, later known as the Monument Trail, Monument Station relics, a replica of the Kansas Pacific depot of Oakley (which was destroyed by fire in 1940) and other exhibits illustrating the importance of the railroad in settling this area are located within the Museum. Antiques are displayed in an unusual manner, a military exhibit, and other display's relating to the history of the county and Western Kansas makes for a unique, as well as an educational, museum visit.

Memorial Gardens: In May, 2004, when the "Vietnam Veterans Memorial Moving Wall" was in Oakley, four (4) members of "the Wall" committee discussed how to keep the spirit of "Americanism" in Oakley continuing after the exhibit's stay. In June of that year a committee was formed and they agreed to do something special. The conceived idea was to honor more than just veterans who had given their lives for our country, but to honor anyone from Logan County that had served in the military.

The pillars listing the names of service personnel were to appear on native limestone. The river rocks were to look like those from rivers in Logan County, and the area was to be landscaped with native plants and grasses. It was also decided to honor the well respected State Representative Stan Clark, who had recently died in a car accident during a dust storm in 2005.

Dedicated in May, 2005, the Memorial Gardens have sidewalks throughout the display, well placed benches, flags representing all branches of United State military service, and the names of over six hundred (600) people, with Logan County ties, who served in the armed forces.

Existing Site Conditions:

- The City owned building is shared with the City of Oakley Public Library.

- Parking located in front of the building.
- Handicap accessible.
- Bertrand Park located behind the building, featuring Memorial Gardens and walking trails.
- Restroom facility available

Fick Fossil and History Museum

Inside Mural, fossil collected and prepared by G.F. Sternberg & his son, known as a Xiphactinus audax (formerly known as Portheus molossus)

Memorial Garden location behind museum

Site # E Spirit of the American Doughboy Statue

Location: Second St and Hudson Ave, Oakley, Kansas. Located outside the City of Oakley Administration Building

GPS Location:

Priority Ranking: Medium

Description:

- [ ] Archaeological
- [ ] Architectural
- [x] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [ ] Scenic

Logan County honors the Dough Boy troops of World War 1 with this famous statue "Spirit of the American Doughboy". The Spirit of the American Doughboy, sculpted by Ernest Moore Viquesney (August 5, 1876 – October 4, 1946), was designed to honor the veterans and casualties of World War I. Mass produced during the 1920's and 1930's for communities throughout the United States, the statue's design was the most popular of its kind; spawning a wave of collectible miniatures and related memorabilia as well as numerous copies by other artists. Nicknames for the statue are "The Doughboy" and "Iron Mike". This bronze statue is one of only three (3) in Kansas. The other two (2) statues are located in Axtell and Parsons.

Existing Conditions:

- Focal point of well maintained City Building grounds
- Angle parking in front the statue, additional parking nearby
- Easy access, less than one block from downtown Oakley and viewable 24/7

American World War 1 Doughboy Statue

Site #10 Nature Conservancy (TNC) / Smoky Valley Ranch

Location: From US-83, turn west on Seneca Road (Gove Orion Road), proceed approximately seven (7) miles to the curve (370th road), turn south, and proceed approximately six (6) miles until you dead end at the TNC Ranch Headquarters. From US-40, turn south on 350th Road (Monument road) fifteen (15) miles to the Kiosk that marks the beginning of the Walking Trail. To proceed to the TNC Headquarters go south on 350th Road, approximately thirteen (13) miles until you come to Plains Rd. Turn east on Plains Rd. and travel two (2) miles until you reach 370th Road. Turn south on to 370th approximately three (3) miles until reaching the TNC Headquarters.

GPS Location: N 38* 51.641 W 100* 58.960

Priority Ranking: High

Description:

- [ ] Archaeological
- [x] Architectural
- [ ] Cultural
- [x] Historic
- [x] Natural
- [x] Recreational
- [x] Scenic

The Smoky Valley Ranch preserves an almost vanished site of bison roaming the prairie. This ranch is more than a short grass prairie, dramatic chalk bluffs overlook large expanses of grassland, rocky ravines and the Smoky Hill River. Breaks along the upper reaches of the river represent a transition zone between mixed grass and short grass prairie environments.

Pre-Historic History: The chalk badlands along the Smoky Hill River contain a rich fossil record of animals that lived in a vast inland sea that covered Kansas during the Cretaceous Period, some eighty (80) million years ago. The Cretaceous Period was part of the Age of Reptiles, an era famous for its dinosaurs. Although dinosaurs were restricted to landmasses far from Western Kansas, their marine representatives - mosasaurs and plesiosaurs roamed the seas. Besides these large marine reptiles, huge turtles, sharks, flying reptiles, giant clams, and toothed-birds inhabited the area. Because fossil remains are so well-preserved and scientifically significant, the chalk badlands are among the world's most famous locations for fossils from this era.

A Paleoindian site, the first physical evidence that humans inhabited North America at the end of the last Ice Age, was unearthed on Smoky Valley Ranch in 1895. This discovery contradicted contemporary theory and was not confirmed until thirteen (13) years later when a similar discovery was made in Folsom, New Mexico.

Modern History: Since man first visited this area, the banks of the Smoky Hill River have served as an east-west highway. Mounted Arapahos and Cheyenne, Charles Fremont, Kit Carson, Wild Bill Hickok, the 7th Calvary of George Custer (including William F. Cody) and the 10th Calvary (buffalo soldiers) rode the Smoky Hill Trail many times through The Smoky Valley Ranch in the late 1860s. The Butterfield Overland Dispatch stage line passed through and stopped at a way station, located on the ranch, to change horses and drivers. Beginning in the late 1800s, a number of African-American settlers consisting of approximately one hundred (100) families, settled on and around the ranch. Two brothers from a nearby black settlement quarried the stone and built the current ranch headquarters in the early 1900s.

Now owned and operated by the Nature Conservancy, headquartered in Elkader Township, Logan County, on the Smoky Hill (Butterfield) Trail. The Smoky Hill Station on Butterfield's Overland Despatch was located approximately one (1) mile west of the ranch headquarters. The short-line railroad operated as the Colorado, Kansas and Oklahoma (C, K & O) Railroad Company, and ran through current ranch property.

In 1885, Noah Zeigler homesteaded the section upon where the ranch headquarters is located. The two-story ranch house, constructed of native limestone, was built on the original Zeigler homestead in 1908-1909 by Nelson Sowell, a prominent member of Logan County's black community, for Frank and William Spencer from Bloomington, Indiana.

The ranch, has at various times, been known as the Spencer Ranch (1905), the Chesebro Ranch (1909), the Moffet, Lewis and Andrews Ranch (1919), the Gurley Ranch (1933), the Brigg's Ranch (1953), and the Hardin Ranch and has served as the headquarters for the Smoky Valley Grazing Association, Inc. The property contains approximately four thousand (4,000) acres.

Twelve-Mile Creek flows through the ranch and was the site of a significant archeological find in 1895. It was at the base of a bluff, on the creek, where the earliest scientific discovery in North America of a man-made artifact with the remains of an animal, long extinct, (the Bison occidentalis), was made. An arrow point was impacted in a bone of the Bison, this species became extinct eight thousand (8,000) years ago. The kill took place when the site was a pine parkland, approximately ten thousand (10,300) years ago.

Also, along the Smoky Hill Trail, which ran through the present ranch, General George Armstrong Custer traveled from Fort Wallace to Fort Harker in 1867, a trip for which he was subsequently court-martialed.

The Nature Conservancy: This site was selected as it is a rare remnant of short grass prairie and home to the green toad, (a state threatened amphibian), and the swift fox. In addition to its biological significance, it is a living repository of geological, paleontological, archaeological, historical and cultural history. The land is home to many animals: prairie chickens, pronghorn, ferruginous hawks, burrowing owls, golden eagles, green toad, swift fox, and the most recent resident being the federally endangered black-footed ferret. The Smoky Valley Ranch preserve is a working model and catalyst for short grass prairie conservation. The Nature Conservancy works in partnership with private landowners and other conservation groups to foster conservation efforts in Western Kansas.

Existing Conditions:

- Hiking available: Two (2) new hiking loops are open at the ranch. Prairie vistas and chalk bluffs greet hikers as they wind their way around the two (2) trail loops. The first loop is a one half (1/2) mile hike, the second, a five (5) mile trip. GPS: N 38*53.256 W 101*1.096

- Approximately fifteen (15) miles to reach the hiking trails from US-40 onto 350th Road south. There is parking and a kiosk on the east side of the road. Trails are self-guided.
- There are no fees to hike the trail loops. The Conservancy asks that the visitor respect the rules of the trails by not bringing pets, bicycles, or other vehicles. There is no camping at the ranch. Also, visitors are asked not to remove any keepsakes from the trails.

The Nature Conservancy

Protecting nature. Preserving life.™

The mission of The Nature Conservancy is to preserve the plants, animals and natural communities that represent the diversity of life on Earth by protecting the lands and waters they need to survive.

Smoky Valley Ranch
© Staff Photo

Nature Conservancy and Smoky Valley Ranch

Smoky Valley Ranch Original House

Nature Conservancy Kiosk starting point of walking trails

Site #11 Butterfield Trail Museum

Location: Exit south on K-25 from US-40, twelve (12) miles

GPS Location:

Priority Ranking: High

Description:

- [x] Archaeological
- [x] Architectural
- [x] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [x] Scenic

This site is important as the main point of destination on the K-25 loop. Russell Springs is the former County Seat of Logan County and home to the Butterfield Trail Historical Museum, situated directly on the Smoky Hill (Butterfield) Trail.

The former Smoky Hill (Butterfield) Trail passed directly through where the town and Courthouse were built. Russell Springs was the County Seat from 1887 until an election in 1963 which designated Oakley as the County Seat.

The Butterfield Trail Historical Museum (former Logan County Courthouse) building is a two-story, renaissance-style, rectangular structure of native stone and locally kilned brick, with a mansard roof. It is 60' long, 50' wide and 45' tall. The structure served as the seat of Logan County government from 1887-1963, and is currently owned by the City of Russell Springs and leased to the Butterfield Trail Association and Historical Society of Logan County, Inc. It houses the Butterfield Trail Historical Museum, offering general history, fossil, trail and settlement exhibits. The museum was dedicated in 1965 and is listed on the National Register of Historic Places. It was constructed at a cost of ten thousand dollars ($10,000) by The Town Company and presented to the county in 1887.

The building is considered an emblem of the last of Kansas' famed "Courthouse Wars" and exhibits scars where vault doors were forcefully removed during relocation of county records.

Existing Conditions:

- Landmark site offering seasonal visitor information, restrooms, drinking water and parking
- This site includes three (3) buildings comprising the Butterfield Trail Historical Museum campus and Historical Society. There is also a camping area with electrical hook-ups.
- The Museum is open from the first Tuesday of May, through Labor Day weekend, annually. Hours are Tuesday through Saturday, 9:00 A.M. to 12:00 and 1:00 to 5:00 P.M.; Sunday, 1:00 P.M. to 5:00 P.M. There is no admission fee.

Butterfield Trail Museum

11/2/2009

The Logan House built in 1887 (hotel open to the public by appointment (785-751-4247)

Russell Springs WPA (Works Progress Administration) Bridge built in the 1950's

Site #F Garden of the Gods

Location: Exit K-25 from US-40, one mile south of Russell Springs on left

GPS Location: N 38* 53.961' W 101* 11.447'

Priority Ranking: Medium

Description:

- [ ] Archaeological
- [ ] Architectural
- [ ] Cultural
- [ ] Historic
- [x] Natural
- [ ] Recreational
- [x] Scenic

Garden of Gods consists of Cretaceous limestone out-cropping. The area was a favorite spot for picnics, weddings and fossil hunting for area residents.

The "chalk beds" of Logan County are considered one of the richest in the world for locating deposits of swimming and flying reptiles. In the world of paleontology, the name of Sternberg appears frequently. Dr. George M. Sternberg, Army Surgeon-General of the United States (during 1860's), visited the army posts along the Smoky Hill Trail as early as 1866. Soldiers brought him fossil bones for identification which he took, or sent back east, alerting paleontologists to this rich fossil area.

Charles H. Sternberg, a young brother of Dr. George M. Sternberg, later hunted extensively in the fossil beds of Gove, Logan and Wallace Counties, providing specimens to museums throughout the world. He taught his sons to be fossil hunters, and one, George F. Sternberg, lived with his family in Oakley from 1924 to 1927. They moved to Hays in 1927 and George became curator of the Museum of Paleontology at Fort Hays State College.

In 1900, George F. Sternberg discovered a nearly complete skeleton of a Plesiosarus, which was a 10' long-headed, short-necked, marine reptile on the east side of Beaver Creek in Logan County (the Bilby Ranch). Fossilized remains of ancient marine life discovered in Logan and adjacent counties can be seen at the Sternberg Museum in Hays, the Butterfield Trail Museum in Russell Springs and the Fick Fossil Museum in Oakley, Kansas.

Existing Conditions:

- This site is unimproved and privately owned. It can be seen from K-25;

Garden of the Gods

Site #G Lone Butte

Location: On K-25, south of Russell Springs approximately two (2) miles to road 240, turn south proceeding approximately eight (8) miles and road curves east and turns into Gold Road

On US-83, exit west on Gold Road for four (4) miles (dead ends 370), north ½ mile (road curves), west one (1) (road curves), one (1) mile, west ½ mile, north ½ mile, west on Indian ten (10) miles to 270, south two (2), west two (2)

GPS Location: N 38* 47.297' W 101* 12.352'

Priority Ranking: Medium

Description:

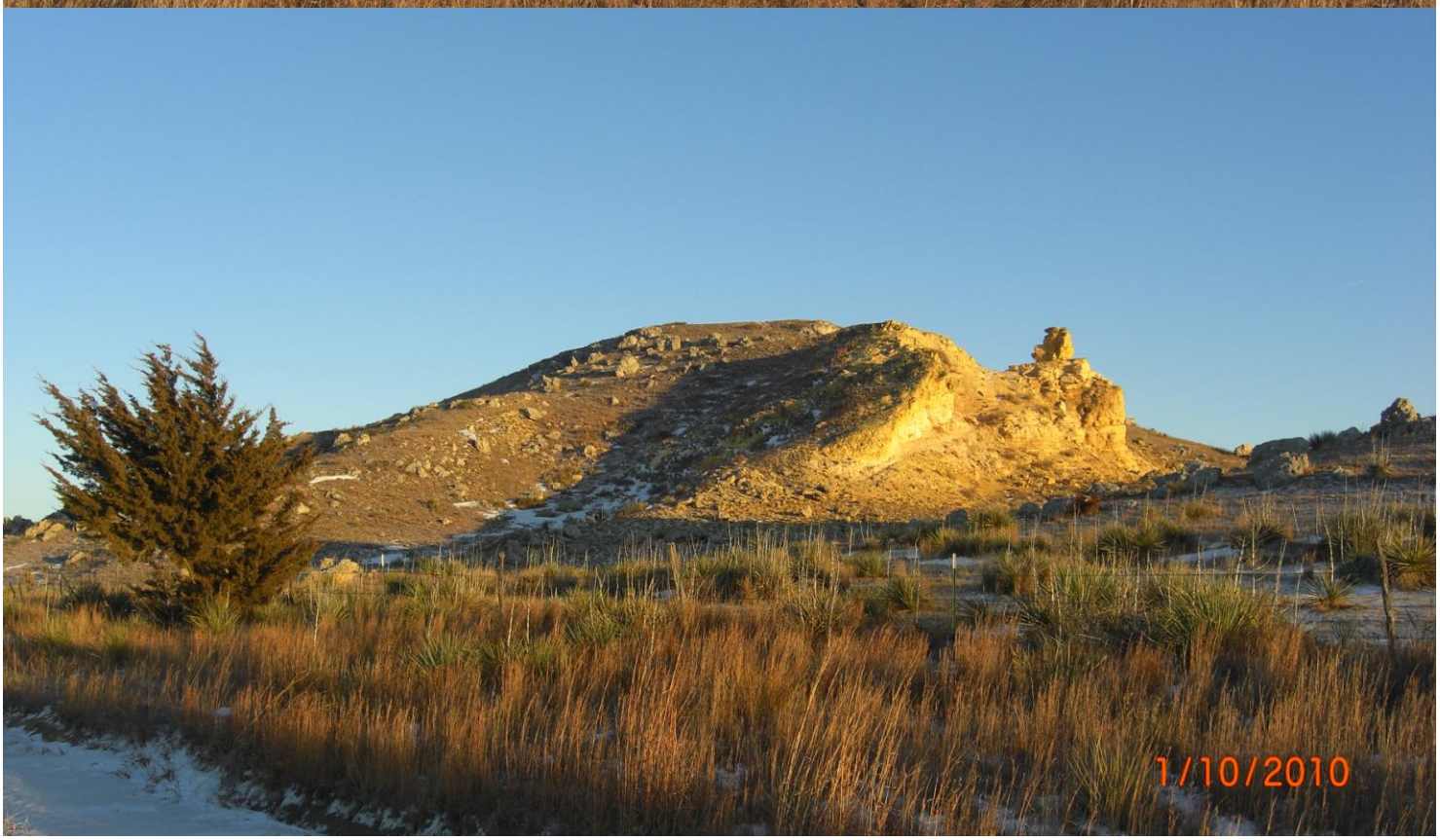
- [ ] Archaeological
- [ ] Architectural
- [ ] Cultural
- [ ] Historic
- [x] Natural
- [ ] Recreational
- [x] Scenic

Rising from the prairie in southwestern Logan County is a natural landmark known as Lone Butte. The towering landmark can be seen from miles around. In fact, Lone Butte was used as a marker for centuries by the Native Americans, hunters, soldiers, and cowboys to locate their trails. Lone Butte rests on the south side of Twin Butte Creek, named for two sister buttes located further west, at an elevation of just over 3000 ft. above sea level.

In April of 1875, a detachment of 6th U.S. Cavalry, consisting of forty four (44) troopers and two (2) supply wagons, led by Lt. Austin Henely, left Ft. Wallace, traveling southwest in pursuit of a band of Cheyenne headed north from Oklahoma Territory. At Lone Butte, they halted to water and rest their horses. The cavalry unit then proceeded east and then north in search of the Cheyenne and discovered their trail just east of Lone Butte.

Cheyenne leader Little Bull and his immediate followers eventually elected to rest further to the north on Sappa Creek setting up camp with twelve lodges and their horse herd. Scouts of the 6th Cavalry eventually located the camp and Lt.Henely, along with his troopers, surprised Little Bull's band in the early morning hours of April 23, 1875, and a battle ensued.

1/10/2010


1/10/2010

Site #G Winona Consolidated School

Location: 5th and Wilson, Winona, Kansas. From US-40 turn North on Bellview, three (3) blocks North to 5th Street, one (1) block West to Wilson

GPS Location: N 39* 03.809' W 101*14.748'

Priority Ranking: Medium

Description:

- ☐ Archaeological
- ☐ Natural
- ■ Architectural
- ☐ Recreational
- ■ Cultural
- ☐ Scenic
- ■ Historic

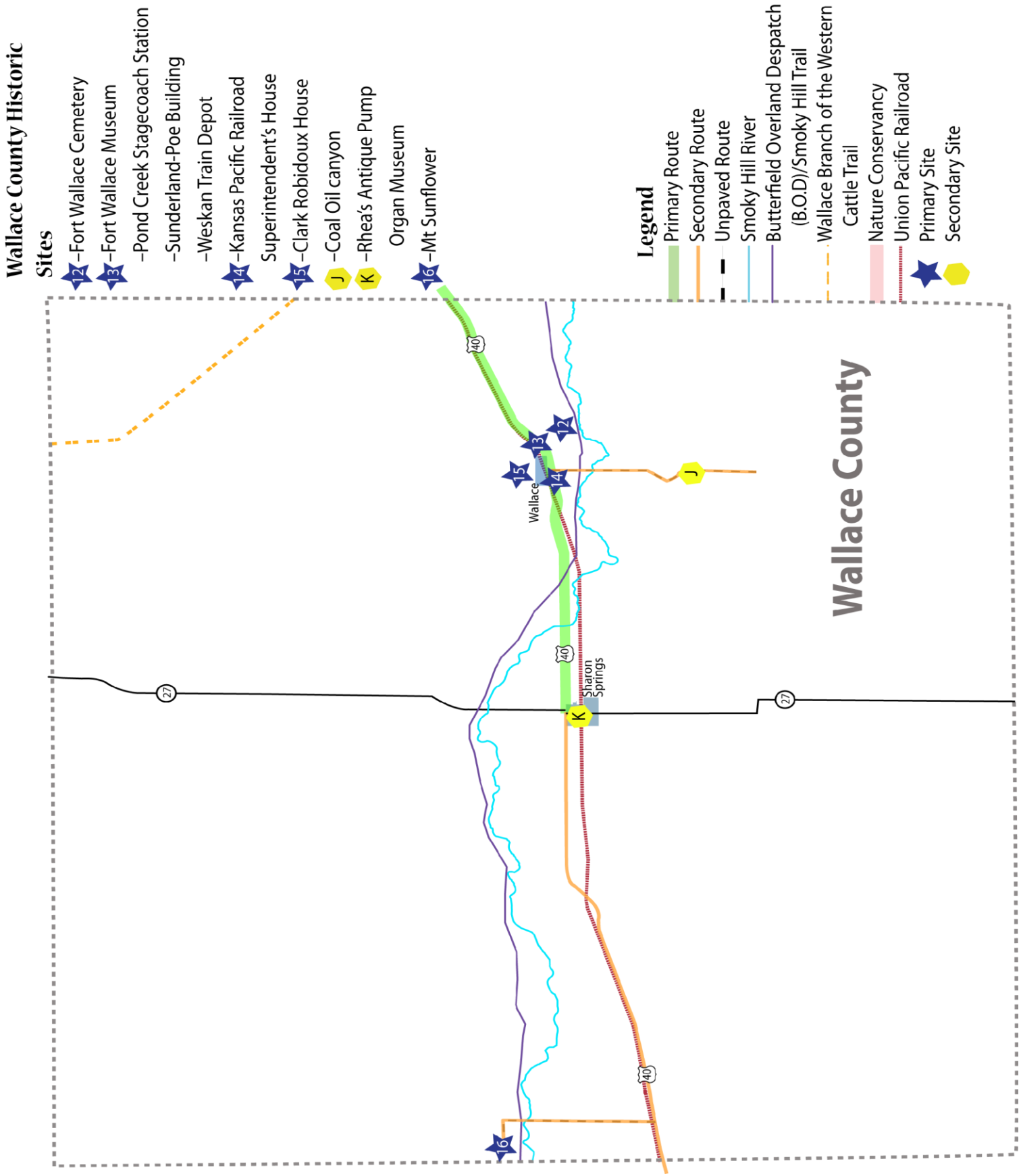
The Winona Consolidated School was designed in 1926 by Hutchison, Kansas, architects Routedge & Hertz and constructed by Corlett & Welchons. The two-story brick building with original clay tile roof, intersecting hip roof gable end wings maintains its original terrazzo corridor, auditorium (with stage) and gymnasium. The school was placed on the National Register of Historic Places September 6, 2005. Additionally, the structure received a Heritage Trust Fund Grant to restore the original clay tile roof.

Existing Conditions:

- Continues to serve K-12 students

Winona Consolidated School

Wallace County Map



Site #12 Fort Wallace Cemetery

Location: US-40 near mile marker 26, turn south on Road 27, go approximately 2 miles and east on Road O, cemetery is on left

GPS Location: N 38* 54.363' W 101* 33.595'

Priority Ranking: High

Description:

- ☐ Archaeological
- ☐ Architectural
- ■ Cultural
- ■ Historic
- ☐ Natural
- ☐ Recreational
- ■ Scenic

The Fort Wallace Cemetery was established when Fort Wallace became a government outpost during the 1860's. The old Fort Cemetery is surrounded by a pink limestone wall and contains a cenotaph erected in 1867 by Co. 1, Seventh Cavalry, and Co. E, Third Infantry in memory of their fallen comrades as a reminder of the bloodshed by brave men.

Eighty-eight (88) remains of soldiers from the Fort were removed and relocated to the National Cemetery at Fort Leavenworth in 1885. A few are still buried here, along with other persons connected with the Fort. Sixty-four (64) engraved wooden headboards, telling how each person died, mark their graves. Members of the German family killed by Indians are buried here also, marked by a reddish-brown granite headstone.

Existing Conditions:

- Easily accessible on dirt road

Fort Wallace Cemetery

Enclosure over the monument

Original wall containing monument and markers

Site #13 Fort Wallace Museum

Location: US-40 on North side at Wallace, KS

GPS Location: N 38* 54.610' W 101* 34.975'

Priority Ranking: High

Description:

- [ ] Archaeological
- [x] Architectural
- [x] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [ ] Scenic

During the period of 1866 – 1881, Wallace was one of the most important towns on the Smoky Hill Trail. Due to the protection of Fort Wallace, the town was an important way station along the Butterfield Overland Despatch, and later, for the Kansas Pacific and Union Pacific Railways. A real cross-roads of the West, this area was populated by such figures as "Wild Bill" Hickok, William F. Cody and William Comstock (who scouted for the cavalry at Fort Wallace). A small replica of the fort is on display within the museum.

Future expansion plans include an addition housing a meeting/presentation room with audio-visual capabilities and kitchenette, a research room, a small sitting area and the Wallace Post Office, which would sell historical stamps. These features would certainly add to the Historic Byway and would be a real asset for groups of tourists.

This is a major stopping point along the Western Vistas Historic Byway. The museum interprets history of the area and is an ideal location to distribute information concerning the remainder of the byway (in either direction).

Pond Creek Stagecoach Station: Recently restored with a $90,000 Heritage Trust Fund Grant, the Pond Creek Stagecoach station is one of only two Butterfield Overland Despatch stations remaining in existence. The building is constructed of ponderosa pine which was brought to the Pond Creek site by ox cart in 1865, making it the oldest building between Leavenworth and Denver. It was known as a "home station" – meals and protection were provided, along with a change of horses. The trap door located in the floor, illustrates how three (3) tunnels were built to extend out from underneath the building: stone-covered bunkers at the end of the tunnels were utilized by sharpshooters to prevent Indians from approaching close enough to set the station on fire. With the coming of the railroad and the end of the Butterfield Overland Despatch (BOD) in 1869, the building became the Thomas Madigan store in boomtown Wallace.

The rivalry between Madigan and Peter Roubidoux, who owned the store across the street, was legendary. When Madigan built a new store in 1883, he moved the old one to his ranch, to the north, to become an outbuilding. There it remained until 1960, when Tom's son Frank, donated the building to the fledgling Fort Wallace Museum. It was designated a National Historic Site in 1972.

Sunderland-Poe Building: A red metal structure housing museum artifacts including the following:

- Barbwire displays
- Antique fire truck
- covered wagon replica
- Rattlesnake memorabilia

Weskan Depot: This depot is one of the few original railroad depots erected in the nineteenth (19th) century. The structure was relocated to the Ft. Wallace Museum grounds in the 1960's and contains many artifacts used while in service. Additionally, the building's exterior has recently been painted in its original yellow color.

Existing Conditions:

- The Museum offers eye-appeal and presents a park-like setting adjacent to US-40. A state park adjoins the building complex with two (2) covered and protected picnic areas. Landscaping, paving and guttering highlight the partially-shaded parking area. An attractive entrance, sitting area, plantings, historical marker and barb-wire art invite the visitor into the museum. The restrooms and lobby are quite attractive and built to accent commercial-level traffic. The museum complex includes the main museum building, the Pond Creek Stagecoach Station, the Weskan Depot, and the Sunderland-Poe Building. A sidewalk and footpath connect these buildings.

- The museum is well-situated on the property offering easy ingress, egress via a paved, looped driveway. It is visible on the highway, particularly to east-bound travelers. There are two (2) "homegrown" signs one (1) mile east and west of the museum. All sidewalks and entrances into the museum are ADA-compliant.

Pond Creed Stagecoach Station **Fort Wallace Museum**

Pond Creek Stagecoach Building/Early Madigan store

Sunderland–Poe Building **Weskan Depot**

Picnic area at museum

Site #14 Kansas Pacific Railroad Superintendent's House

Location: S Main St Downtown Wallace, Kansas

GPS Location: N 38* 54.737' W 101* 35.580'

Priority Ranking: High

Description:

- ☐ Archaeological
- ☐ Natural
- ☒ Architectural
- ☐ Recreational
- ☐ Cultural
- ☒ Scenic
- ☒ Historic

Described by contemporaries as "the most beautiful superintendent's residence on this or any other railroad", this striking building is one of only two (2) remaining from the era of the Kansas Pacific Railroad, which constructed the original tracks across this section of Kansas. Built in 1879, the dwelling is constructed of solid limestone extending from the foundation through the second floor. The building's tall and elegant lines are easily visible from US-40. Built as a residence and office for the Kansas Pacific Railroad superintendent, it was later used as a telegraph office, section office and then as a residence for the Union Pacific sections foreman and his family.

Existing Conditions:

- The house is in reasonable condition
- There is a handicapped ramp available
- A paved parking pad for handicapped usage
- A preservation project in 1999 (funded by KDOT) brought the face of the building back to its original 1870's appearance, as well as doing general renovation work. The Fort Wallace Memorial Association funded a small addition in 2007 to add a restroom facility.
- This site is not currently open to the public although alternatives are being explored

Kansas Pacific Railroad Superintendent's House

Site #15 Clark Robidoux House

Location: 4th & Clark Street, Wallace, Kansas
Approximately one (1) mile north of US-40
Owners: Bud and Glenda Allaman. Open for tours: 785-821-1845

GPS Location: N 38* 54.927' W 101* 35.659'

Priority Ranking: High

Description:

- [ ] Archaeological
- [x] Architectural
- [x] Cultural
- [x] Historic
- [ ] Natural
- [ ] Recreational
- [ ] Scenic

This is a very unusual home for the plains of Western Kansas. It was built in 1880 by H.A. Clark and sold to Peter Robidoux in 1909. The house is listed on the State and National Register of Historical Places as a Gothic Revival style (architecture).

A very unusual home on the Great Western Plains of Wallace, Kansas! The Gothic Revival style home, with a widow's walk, was built in 1880 by H.A. Clark for his Vermont bride-to-be, Lila Carpenter. He chose this style of architecture, which is similar to the homes on the east coast so Lila would not get homesick. Mr. Clark, a state representative in 1895, owned a large ranch south of Wallace and also the lumber yards in both Wallace and Sharon Springs. He was instrumental in building some of the first business places in Goodland, Kansas, hauling lumber by horse and wagon from his lumber yards.

The home boasts a winding walnut stairway, period chandeliers, original yellow pine floors and consists of seventeen (17) rooms, fourteen (14) of which have been restored to their original beauty. It also has front and side porches. At the time the home was built the population of Wallace was three thousand five hundred (3500), largely due to the Fort and the railroad. The first Fred Harvey eating establishment was in Wallace (1875), located in the Wallace Hotel.

In 1909 the home was sold to Peter Robidoux, a French-Canadian entrepreneur who came to western Kansas where he became a very prominent and influential business man. He modernized the home by putting in electricity and indoor plumbing, which was a luxury in the early 1900's. Owning the largest mercantile store between Kansas City and Denver, Robidoux advertised as selling anything and everything, from postage stamps, spices and beer to saddles. He said that if the day ever came that no one came in the store, he would lock the door. Eventually that happened and he locked up and never returned to disperse the merchandise. He became very wealthy and acquired thirty two thousand (32,000) acres of Wallace county range land and developed a large herd of cattle. He was president of the Wallace State Bank and George R. Allaman was vice-president. After losing several thousand head of cattle in a blizzard, Peter lost his land and returned to work. He started a realty business called Robidoux Land Co. which was located in his home. Peter died in 1927 and his wife, Alice (Barry) Robidoux died in 1947.

The Robidoux heirs owned the home until November, 2000, when it was purchased by Buddy (grandson of George R.) and Glenda Allaman. It had been vacant since 1982 when Ramona Bowman, a daughter of Peter and Alice passed away. Buddy and Glenda accomplished having both the home and the unique outhouse listed on the State and National Register of Historical Places on April 25, 2001. Since there acquisition of the home it has been rewired, replumbed, and beautifully restored on the interior. Exterior work has included new porch foundations, new roof, widow's walk and balcony restoration coupled with the addition of storm windows.

To date, there have been in excess of five thousand (5,000) signatures of people from across the United States and foreign countries touring the home. Some special rooms include the bridal suite with private bath, the Calamity Jane room, a western theme bedroom where Martha Jane Canary, aka Calamity Jane, stayed enroute to South Dakota, the Tea Room, Magnolia Room, parlor with beautifully painted ceiling and the music room, both adorned with lace curtains and velvet drapes. There have been two weddings held in the home along with anniversary and birthday celebrations, reunions, and hosting of families following funerals. On Memorial Day every year, Glenda Allaman prepares a roast beef lunch and the house is opened to the public with no reservations necessary. They commence serving after the patriotic ceremony at the Fort Wallace Cemetery and patrons are waited on by young boys and girls dressed in the Harvey House uniforms. All proceeds benefit the restoration project.

Existing Conditions:

- The house is being restored to its original state and beauty by the owners. Open for tours and special occasions by appointment. The interior has been completed.

Exterior of Clark Robidoux House

Interior rooms of the Clark Robidoux House

Site #H Coal Oil Canyon

Location: Wallace County Road; four (4) miles South of Wallace, Kansas, canyon on right

GPS Location: US-40 four (4) miles south of this point, N 38* 57.280' W 101* 28.697

Priority Ranking: Medium

Description:

- [x] Archaeological
- [x] Natural
- [ ] Architectural
- [ ] Recreational
- [ ] Cultural
- [x] Scenic
- [x] Historic

Coal Oil Canyon consists of bluffs south of Wallace, Kansas, and serves as a reminder that all of Western Kansas is not simply flat pastureland. Bordering the southern horizon of the sky, they stretch for miles as the traveler drives US-40. Years ago they provided some protection for the Calvary soldiers of Fort Wallace. The rugged bluffs are now home to cattle herds and wildlife.

A visitor may get a closer look through a side trip off the Historic Byway at Wallace, Kansas. This road was a project originally created as part of the works progress administration (WPA) in the 1930's and was a much safer and usable than the dirt path cut into the cliffs just east of the paved road. This trail is still visible from the main road and gives a unique glimpse into the difficulties that travelers of previous generations encountered.

The bluffs and hills of this region are covered with native buffalo grass, yucca, and sage along with other native plant life. The gullies and dry stream beds have cut through the bluffs over time as the infrequent and often hard rains wash over the land and seek the path of least resistance to lower elevations.

Local ranchers stock the pastures with cattle through the spring and summer months. These animals share the space with native wildlife including coyotes, antelope, white tail and mule deer, ground squirrels, raccoons, badgers and rattlesnakes. The elusive bobcat has even been known to make an appearance.

At the top of the bluffs, the visitor has a clear view for many miles. The cities of Wallace and Sharon Springs are clearly visible and on a typical Western Kansas night, the lights from towns even farther away are visible. Traveling down from the bluffs, you gain a glimpse of the Fort Wallace cemetery and the line of trees bordering the dry, south fork of the Smoky Hill River.

The valley was carved out of the Ogallala Conglomerate and the shale and chalk of the Cretaceous Sea. Most of this erosion took place during the Wisconsin Glacial time (22 to 12 thousand years ago). A series of short canyons eroded back into the hard limestone of the Ogallala. They run parallel to each other and are approximately four (4) to six (6) miles in length and are spaced approximately a mile apart. These structures also flow into Logan County.

Existing Site Conditions:

- A blacktop paved road, marginal shoulder access from Wallace to the bluffs. Minimal shoulder access through the canyons. A gravel / dirt turnaround is available at the top of the hill currently used by county road crews for storing gravel and sand.
- Great sight distance in all directions and there is minimal traffic.
- From this viewpoint, one can see a broad view of the South Smoky Hill River Valley.

Site #I Rhea's Antique Pump Organ Museum

Location: 117 N Main Street, Sharon Springs, Kansas, open to the public by appointment

GPS Location: N 38* 53.725' W 101* 45.115'

Priority Ranking: Medium

Description:

- ☐ Archaeological
- ☐ Architectural
- ☒ Cultural
- ☒ Historic
- ☐ Natural
- ☐ Recreational
- ☐ Scenic

The old pharmacy building on Main Street in Sharon Springs houses the majority of Richard Rhea's antique pump organ collection that he has restored. He has collected and restored more than eighty (80) of these old relics and has them on display for the public.

Several million pump Organs were built in the United States and Canada, most were produced from 1860-1900. Pump organs, or reed organs, were once an important domestic instrument. They offered an alternative to the popular piano for accompanying family hymns on Sunday. In the 1920's, radios and player pianos quickly replaced these instruments as a source of entertainment.

Rhea's collection consists of mostly high-backed or canopy organs. He is partial to these because of the beautiful wood and detailed carvings. The oldest organ in his collection was constructed in 1848 and a 1918 organ is the newest. No two organs are alike.

Existing Conditions:

- The museum is easily accessible
- Parking available in front of the museum
- Restroom available

Rhea's Antique Pump Organ Museum

Site #16 Mount Sunflower

Location: US-40, proceed fifteen (15) miles west from Sharon Springs, turn right (north) on Road Wa N-3/S-3, go ten point eight (10.8) miles, left one (1) mile, right point four (.4) mile

GPS Location: N 38* 51.947’ W 101* 51.016’

Priority Ranking: High

Description:

- ☐ Archaeological
- ☐ Architectural
- ☐ Cultural
- ☐ Historic
- ☒ Natural
- ☐ Recreational
- ☒ Scenic

Mount Sunflower, although not a true mountain, is the highest point in the state of Kansas. At four thousand thirty nine (4,039) feet (1,231 m), it is three thousand three hundred (3,300) feet (1,010 m) feet above the state's topographic low point located in Montgomery County in Southeastern Kansas. Located in Wallace County, it is less than one half (1/2) of a mile (0.8 km) from the Colorado state border and close to the lowest point in Colorado.

The state of Kansas gradually increases in elevation from the east to the west. As such, "Mount Sunflower”, while the highest point in the state in terms of elevation, is indistinguishable from the surrounding terrain.

The Mount Sunflower guest book has been signed by people from almost every state and many foreign countries.

Existing Conditions:

- Mount Sunflower is located on private land owned by Mike and Rae Marie Jones, who encourage visitors to the site.
- Amenities include a picnic table, a sunflower sculpture made from railroad spikes
- Access is via county dirt roads to the edge of the property

MT SUNFLOWER
4039
HIGHEST
POINT IN
KANSAS

III. BYWAY MAP(S) AND TOUR

Historical Stories

Historical Stories:

Playa Lakes: Scott, Lane and Finney counties in west-central Kansas have a great abundance of playas. Many opinions have been advanced concerning the origin of playa depressions, ranging from subsurface solution to wind erosion or buffalo wallows. Haworth (1897) preferred underground solution as the explanation. This may well be the case for some playas in central Kansas, where underground salt beds exist, but is probably not a viable explanation for the High Plains region, which is underlain by the Ogallala Formation (sand and gravel). On the other hand, most playa basins are much too large to explain as buffalo wallows. So the impact of wind erosion and deposition may be considered a leading cause for playas in many cases.

In the late 19th century, widespread ground water beneath the High Plains was indicated by numerous springs draining along the sides of valleys incised into the plains and along the eastern margin of the plains (Haworth, 1897). Playa basins were an important source of recharge for the aquifer. However, the aquifer has been exploited increasingly since the 1950s, as manifested by the rapid spread of center-pivot irrigation. In many portions, the rate of ground-water extraction exceeds the rate of recharge from natural sources of infiltration, which amounts to ground-water mining. In other regions, particularly sand hills areas, recharge may be adequate to maintain ground-water reserves. Nonetheless, the overall result has been a decline of surface water in playas, springs, and streams throughout the region.

White Woman Basin: In the center of Scott County, a few miles to the south of Scott City, is the famous White Woman Basin, a tract of low, bottom land, twenty five thousand (25,000) acres in extent. It is a black alluvial deposit of great depth. In this basin the White Woman suddenly sinks into the earth and takes its subterranean course along and beneath the basin where it is forever lost to sight. The annual overflow of the river, which has its source in the foothills of Colorado, floods the basin with its surplus waters which quickly sink again into the bed of the lost stream. It is claimed that so strong is the current of this subterranean river, at flood time, that the sound of its swift waters can be heard distinctly some distance from the mouth of several of these sink holes, and the listener is left to wonder when and where these wild waters shall again see the light of day.

Several stories have been told as to why this basin was called the White Woman, and perhaps all are wrong, but the following story is a favorite. The towns of Friend and Shallow Water lie close together in the Basin of White Woman River and people living there say this is how the basin got its name. "The family settling at Shallow Water and the lone man who settled at Friend were neighbors for that day. And the daughter of Shallow Water meant to marry the bachelor of Friend. The level Navajo, twelve miles north to south and less than one hundred (100) miles east to west, was ordinarily a dry-bed stream, and the lovers wanted to meet midway between their homes. But when the snow melted and came down from the mountain ranges far to the west, the stream became a raging torrent. On a lonely night the waters came down with a rush and the man was swept away in the swirling torrent. The girl's mind was weakened by her loss, and every night she walked along the basin, looking for her lover. The wraith is seen there now, it is said, and those who in an older day met the white-robed `something' presumed to be the spirit of the lady in search of her lover, christened it, `the Valley of the White Woman'."

CK &O Railroad (Colorado, Kansas and Oklahoma Railroad Company): The Union Pacific Railroad (Eastern Division), later the Kansas Pacific Railroad, angles east-west through Logan County. The Santa Fe and Missouri Pacific Railroads ran east-west in the counties south of Logan County. Promoters dreamed of a north-south rail line extending from Mexico to Canada.

Rails were laid from Garden City to Scott City and operated as the Garden City, Gulf and Northern Railroad in 1910, then sold to the Santa Fe Railroad.

On August 3, 1910, the Scott City Northern Railroad was chartered and the rail line was laid from Scott City to Winona, a distance of fifty- two miles. Passenger trains began running in August, 1911, and the line received a mail contract in December of that year.

Financial difficulties plagued the line, resulting in foreclosure action on July 16, 1913. The Colorado, Kansas and Oklahoma Railroad Company were chartered, utilizing the Scott City to Winona rail line.

Three (3) locomotives, three (3) passenger cars, two (2) baggage cars and twelve (12) freight cars were utilized in transporting goods and freight providing day-trip excursions and mail service from 1913 until 1917. Stations along the route were Scott City, Kelso (Prospect), Christy, Keystone, Ben Allen, Elkader, Logansport, Bowie, Harwi, Russell Springs, Disney and Winona.

Financial difficulties persisted and World War 1 (WW 1) arrived with government control of railroads as a war measure. The last scheduled run on the short-line railroad was approximately November 1, 1917. By December 21, 1917, the rails were junked, providing badly needed steel for the war effort and the rolling stock was sold.

The Russell Springs depot was located at the north end of town with the tracks passing south-east to northwest through town. A railroad cut can still be seen north of the Logan House and railroad fill can be seen adjacent to Highway K-25 north of Russell Springs.

Two Places where CK & O Railroad left a pathway –Logan County

Ladder Creek: Approximately eighty five percent (85%) of the county consists of upland plains. The remainder of the area contains floodplains and intermediate slopes. The most unusual topographic feature is the large depression area Southeast of Scott City at the terminus of White Woman Creek known as the Scott Basin- part of a broad shallow asymmetrical depression extending southward into the Finney Basin in Finney County. The climate is semiarid with an average annual precipitation of approximately twenty (20) inches.

Only the Smoky Hill chalk member, of the Niobrara formation, is exposed in Scott County. It is best exposed in the northern and northeastern parts of the county where tributary streams to the Smoky Hill River have cut down through the plains surface into the underlying Smoky Hill chalk. Exposures of this member in the southeastern part of the county occur in short draws west and northwest of Dry Lake. Both members of the Niobrara formation are present beneath younger sediments everywhere in Scott County.

Riffle Beetle: The Scott riffle beetle, Optioservus phaeus white, is an endangered species in Kansas. This small inhabitant of springs was first described as a separate species by white having previously been misidentified as another species or listed as an unknown species. The species is only known to inhabit the area within the confines of Lake Scott State Park. Studies of other similar habitats in the High Plains of North America have failed to reveal additional populations of Optioservus phaeus white. Due to its endemic status in Kansas and very restricted range and habitat, the Scott Riffle Beetle was designated as a threatened species in 1978. This status was later upgraded to an endangered category by Kansas Register in 1999.

Riffle Beetle

Civilian Conservation Corps (CCC): Between the years 1933 and 1942 over 35,000 Kansans were enrolled in the CCC and more than 2,700 supervisory personnel were employed on projects scattered around the state. There were forty-eight (48) separate CCC projects located around Kansas with thirty (30) different companies (several projects had multiple companies involved either simultaneously or serially) conducting the work at those locations. Camps were typically limited to 200 men (one company) although some projects employed two such companies during certain periods. Actual numbers of enrollees at any one camp were often lower due to fluctuations in enrollment and staffing, particularly late in the period.

The War Department provided the necessary experience for maintaining order and discipline in the camps as well as lending necessary logistical support for moving men, equipment, and supplies. Staff of other federal agencies including the Forest Service, the National Park Service, and the Soil Conservation Service who lent their particular expertise to the work at hand supervised the projects themselves.

Camp McGinnis was established at Lake Scott State Park in October 1933 by CCC Company #731 in order to repair the original dam and spillway that had been heavily damaged by a flood in August of that year. Their arrival there came amid intense public pressure on local and state government to act quickly and decisively to come to their aid. As a result, Company #731 was redirected from its original destination of Atwood to carry out emergency repairs at the state park. The camp consisted of five adobe buildings (four barracks and the mess hall) as well as numerous frame buildings (a total of fourteen (14) buildings) such as a recreation hall/library, a bathhouse, two latrines, an administrative building, and hospital/infirmary. The CCC members spent seven (7) months to rebuild the dam and spillway; they also did other work inside the park such as, planting trees, clearing brush, etc.

During this same time camps and projects were located nearby at Hays and Kalvesta (east of Garden City). Other locations in western Kansas were home to CCC projects later including work in or near the communities of Atwood, Oberlin, Quinter, Meade, and Ashland. GPS: N 38*41.441' W 100*55.716'

Wallace Branch of Texas Cattle Trail: After the Civil War, during the late 1860's, Texas was over-crowded with longhorn cattle, descendents of the cattle imported from Spain centuries earlier. Many of the soldiers returning from the Civil War were in need of a way to make a living. At that time a market for beef existed in the larger eastern cities. Texas did not have a railroad to transport the beef to market. What essentially became the most economical way to transport these cattle to market became known as the Texas Trail that, for this purpose, had terminated at various towns in Kansas, i.e. Abilene, Wichita, Dodge City, and Ellsworth, just to name a few. Thus employment was provided for many of those returning soldiers, both in rounding up the hundreds of thousands of cattle, and subsequently, driving them north.

At approximately the same time, the buffalo were being slaughtered in huge numbers across the Great Plains extending all the way to Montana and the Dakotas. This left a huge amount of grassland open to the grazing of the hearty longhorn cattle coming from Texas. Of the millions of cattle driven out of Texas, post Civil War to 1886, virtually all longhorn cattle either were shipped from Kansas, stayed in Kansas or passed through Kansas for points north.

During the same time period Kansas was undergoing settlement from east to west. Most of the settlers made their living by farming or by raising a few head of livestock or a combination of both. Whereas the Texas Trail originally terminated at points in the eastern half of Kansas, it was gradually forced west so as to not interfere with the settlers. Additionally, there was always the danger of disease for native cattle from transients which the settlers wished to avoid.

As the trail moved west it was eventually referred to as the "The Western Cattle Trail". This cattle trail stretched from south Texas essentially to the Canadian Border, crossing Kansas in the process. This portion of the trail provided a route for more longhorns than any other area of the trail. This "Western Cattle Trail" has been well documented in Gary and Margaret Kraisinger's book "The Western". According to their research, from 1883 thru 1886, "The Wallace Branch of the Western Cattle Trail" crossed US-83 Highway at approximately the El Quartelejo roadside sign in Scott County. Further north and west it eventually crossed over US-40 in Logan County in the general area of McAllister.

Fleagle Gang: On Wednesday, May 23, 1928, four men robbed the First National Bank of Lamar, Colorado, and in the course of the robbery killed the bank president, A.N. Parish and his son, John E. Parish, who was a cashier. One of the robbers, later identified as Howard Royston, was shot in the mouth during the robbery and badly wounded.

Dr. William W. Wineinger, a well-liked and much admired physician at Dighton, was busy at his office caring for a patient at 10:00 p.m. that evening. When a knock at the door by a stranger who told him that a man had been injured on a tractor east of town occurred. The man asked that he hurry out to give the man aid. That was the last time the doctor was seen until his body was found Friday morning. The body was found near his Buick sedan, which had been rolled into a blind canyon approximately three hundred (300) yards off of US-83 two and one half (2-1/2) miles from Elkader (north of Scott City).

Despite the number of searchers and the diligence of their efforts, the gang escaped. It was picked up a year later when fingerprints were discovered on the Buick. These fingerprints were sent to Washington DC, and this is where a woman investigator discovered that they belonged to the felon, Jake Fleagle. This technique of fingerprinting was first used by the FBI and is still in use today for investigations. The Fleagle finger print was the first time the FBI used a single fingerprint to help identify a criminal.

The Smoky Hill Trail / Butterfield's Overland Despatch: The Smoky Hill Trail, in the valley of the Smoky Hill River, had been utilized by various Indian people as a route of travel and commerce for an unrecorded

number of years. In 1844, John C. Fremont, returning from an expedition to the West, returned eastward, utilizing the trail.

When gold was discovered near Cherry Creek, Colorado Territory, the trail was utilized by many anxious to reach the gold fields, even though the Smoky Hill route was the most dangerous of three routes to the gold fields: the Smoky Hill, Arkansas (Santa Fe Trail) and the Platte River (Oregon Trail).

In 1860, Green Russell was hired by business concerns in Leavenworth, Kansas, to survey the route. In 1865, David A. Butterfield organized Butterfield's Overland Despatch (B.O.D.) to utilize the Smoky Hill Trail for freight and staging from Atchison, Kansas to Denver, Colorado. Butterfield, in 1866, due to financial hardship, Indian raids and the inability to obtain a mail contract, sold to Ben Holladay, who in turn, in the same year, sold the business to Wells, Fargo and Company. Wells, Fargo and Company sold the operation to the United States Express Company, which operated staging and freighting until the Kansas Pacific Railroad Company was completed to Denver in August, 1870.

The late Howard Raynesford, Ellis, Kansas, marked the route of Butterfield's Overland Despatch, utilizing limestone markers, from Ellis County, through Trego, Gove, Logan and Wallace Counties in Kansas. One of the markers can be observed on the grounds of the Butterfield Trail Historical Museum.

The Smoky Hill Trail was also known as the Butterfield Trail, the Old Denver Road, Pike's Peak Road and Overland Route. The Smoky Hill Trail has been an important hunting, trade, and migration corridor.

One of the many limestone Butterfield Overland Despatch (BOD) markers this one on US-83

Elkader: Located on the Smoky Hill River, Elkader was at the eastern edge of a large black settlement founded in 1885. The original Elkader town site was on a hill west of US-83, north of the Smoky Hill River, and consisted of one (1) building that served as a general store and Post Office. The name, Elkader, was later attached to a stop on the C. K. & O. Railroad that ran from Scott City to Winona, Kansas. The present site is on the east side of U. S. 83, in the Smoky Hill River bottom. The site consists of only an abandoned gas station, where once also stood a motel, café and residence.

The Elkader community is significant as it was one of the trade locations for some one hundred (100) black families who had settled along the Smoky Hill River in southern and western Logan County from 1885 until the early 1900's. Several of the settlers were relatives or friends of the Exodusters who founded Nicodemus, in present Graham County, Kansas, in 1877.

Logansport Township, east of Russell Springs, grew rapidly in 1904-1905 as a result of black homesteaders. There were three (3) schools which were utilized by the black community. By the 1940's, after suffering through the Depression and Dust Bowl days, there were only approximately fifteen (15) black families remaining.

Not far from the Smoky Hill River, two (2) miles west and twelve (12) miles south of Monument (located on US-40), can be found the remains of a school house used by the black community as both a school house and a place of worship.

Elkader, as well as the Pearse and Robinson Ranch, located fourteen (14) miles southeast of Russell Springs, often hosted annual Emancipation Day celebrations. Friends and relatives from Nicodemus attended with baseball teams to play against Logan County teams, both black and white.

One of the most famous of the black settlers was William Douglass, a machinist-inventor who arrived in Logan County in 1904. He had worked in ordinance during the Civil War and invented a rapid-fire gun, which was not then manufactured, but his principles were used to manufacture the "mitrailleuse," a gun used in the Franco-Prussian War of 1871. He also invented a wheat binder and barber clippers. Douglass died at the age of 104 on August 11, 1921, in Oakley, Kansas.

The black community that existed in southern and western Logan County no longer remains, although the remnants of some old buildings still stand.

The buildings of last Elkader community that remain standing

Cattle Pools: Around 1880 and earlier, a number of cattlemen found places along the Smoky Hill River and its tributaries for ranches, taking advantage of the free range. There was no settlers near-by to cause them any trouble. Since few of the cattlemen took title to their land, either by homestead or school land contract, there are few records to be found of their exact locations.

The cattlemen along the Smoky Hill River banded together to form cattle pools. One of the most prominent was the Smoky Hill Cattle Pool.

The Smoky Hill cattle pool was organized at Farnsworth, in present Lane County, Kansas. Officers were elected and a constitution adopted. Each member retained his own brand, but the cattle were pastured on a common range. All expenses for riders, drift fences, etc. were met by assessments on the members according to the number of cattle each had in the pool.

The territory claimed by the Smoky Hill Cattle Pool extended approximately thirty miles along the Smoky Hill River and approximately twelve miles both north and south of the river. The cattle were watered chiefly on the river, but watering places were established and the old Grinnell Springs station on the Smoky Hill (Butterfield) Trail, Indian Spring on Indian Creek in Gove County, and at other places within the territory claimed by the pool. Each member of the pool advertised his brand in the "*Kansas Cowboy"*, published in Dodge City, Kansas.

The first officers of the Smoky Hill Cattle Pool were S. S. Evans, President, W. A. Sternberg, Secretary and Treasurer, Noah Chenoweth and J. W. Felch, directors. The headquarters was located at Farnsworth, but as the membership grew and its territory expanded, the headquarters was relocated to Grainfield, Kansas, in Gove County. When organized the pool represented five thousand (5,000) head of cattle and by 1884, had grown to approximately fifteen thousand (15,000).

At the end of the first year, it was contracted to build a drift fence forty eight (48) miles long on the south and east sides of the range. Galvanized wire and oak posts were used. The fence maintained the cattle from drifting during storms in the winter and held them on the range. The drift fence which was constructed actually extended sixty-eight (68) miles, commencing at the Sternberg Ranch, extending south four miles and down to the Steele House on the shore of present day Scott Lake. From the Steele House, the fence continued east along the divide where Shields, Kansas, is now located. Two miles west of where Pendennis is now located, the fencing turned north and on across the Smoky and Indian Creek. The posts were white oak and set four rods apart with one wooden stay and two wire stays between the posts and three four-point galvanized wires. Work began on the drift fence in the spring of 1883 and was not finished until the spring of 1884.

In the fall of 1884, another pool was formed in the southeast corner of Gove County and named the Forrester Cattle Pool. One of the members of that pool was I. P. "Print" Olive, a controversial Nebraska cattleman who had located approximately three miles up the Smoky Hill River from Armstrong's Crossing. Olive was killed in a gunfight in Trail City, Colorado, August 16, 1886, by a man named Sparrow who was a former employee.

The bad blizzard of 1886 broke the cattlemen thereby putting the finishing touches on the cattle pools. The prairies were covered with dead cattle, and newspapers reported 10,000 dead cattle between Garden City and White Woman Creek.

German Family "Massacre": Although the location of the encounter has been, and remains in dispute, the elements of the deadly encounter are well known. The traditional location is Six-Mile Gulch, six miles east of Russell Springs, with the "Linville site" located west of Russell Springs at the fork of the Smoky Hill River.

The family of John and Lydia German left Fannon County, Georgia, for Colorado in 1870, seeking a better climate for John's poor health. They spent three years working in Missouri gathering the necessary resources to reach their intended destination.

The Germans' followed the Union Pacific Railroad to Ellis, Kansas, where they were advised to use the old Smoky Hill (Butterfield) Trail to continue their travels westward as water was difficult to obtain along the rail route. They camped on the Smoky Hill Trail on the night of September 10, 1874, and were told by hunters that they were a long day's journey from Fort Wallace.

As the family departed their overnight camp on the morning of September 11, 1874, they were attacked by a Cheyenne war party under the leadership of Medicine Water and his wife, Buffalo Calf Woman. The father, John German, his wife, Lydia, son Stephen and daughters Rebecca and Joanna were slain. Four daughters, Catherine (17), Sophia (12), Julia (7) and Adelaide (5) were taken captive by the Cheyenne. The two younger girls were left on the Staked Plains of Texas and recovered in November, 1874. The two older girls were recovered March 2, 1875, at the Cheyenne Agency in Indian Territory.

Area historian Leslie Linville organized a gathering of the descendents of Medicine Water, Buffalo Calf Woman and the four surviving German sisters held at the Forks of the Smoky Hill River on September 9, 1990. It was called the German Family-Cheyenne Peace Ceremony and was attended by some 1500 people including the garrison commander of Fort Riley and the great-great grandsons of General Nelson A. Miles (who had led efforts to recover the four captive girls from the Cheyenne).

Harvey Girls: The fame of Frederick H. Harvey came from setting the standards for quality meals and accommodations in the American West by way of the railroad. Hardy hired young, attractive girls to wait on tables and make sure the customers had an enjoyable experience while dining at one of his restaurants or in the dining cars making their way West and thus the "Harvey Girls" were born. In 1875 Harvey obtained an existing eating house in Wallace, Kansas along the Kansas Pacific Railway. Being Harvey's first eating establishment, his high standards of "eats" and customer service began in Wallace, Kansas.

Sheridan City: This city was the end of track for the Union Pacific Railroad (Eastern Division) from July 25, 1868 until June 1, 1870. It was the connecting point for freighting from the railroad to Santa Fe, New Mexico and Chihuahua, Mexico. Lawless and untamed, with no law but that of a vigilance committee, Sheridan was for some nineteen months, the "Wickedest Town in the West."

Sheridan (also known as Sheridan City, Phil Sheridan, and for a short time, Lisbon) became the end-of-track for the Union Pacific Railroad Company (Eastern Division) July 25, 1868. Regular passenger service was extended to Sheridan August 16, 1868. It was also the station for the U. S. Express Company's staging and freighting operation to Denver, Colorado. In March, 1869, the railroad company changed from the UPRR (ED) to the Kansas Pacific Railroad Company, with General William Jackson Palmer in charge of the railroad extension. General Palmer spent time in Sheridan and later founded Colorado Springs, Colorado.

The Sheridan town site was designed November 7, 1867 by the National Land Company of St. Louis, which had been employed by the railroad to plan town sites along the new rail route. The business and residential portion of the town was located on the north side of the tracks, with the main street running parallel with the tracks. On the south side of the tracks were the houses of ill repute, gambling establishments and saloons, again with the street running parallel to the tracks. The Irish rail layers were encamped on the east side of Twin Buttes (also called Mexican Buttes and "Hurlbut and Lawrence).

To the east of the town site was a wooden railroad trestle' called the "Hanging Bridge," due to the number of men who met their fate by being hanged by the Vigilance Committee.

Soon after it became "end-of-track," Sheridan had a population of some 2,000 people. There were only approximately 40 houses, as most of the residents lived in tents, lean-tos or dugouts. Warehouses, such as Otero & Sellers, were located on the north side of the tracks. That portion of the town south of the tracks was called, "Rat's Row."

The population consisted of a few reputable business men, an occasional "man of the cloth," and many camp followers, gamblers, prostitutes, card sharks, buffalo hunters, soldiers, Mexican freighters and railroad laborers.

Violence was common place in Sheridan as the closest law was in Hays, Kansas. Three men were killed within the first week and before the winter of 1868; twenty six graves were dug in "boot hill." None of them died a natural death. A common threat in Sheridan was, "I'll give you a high lot," which everyone understood to be six feet of sand in the graveyard, which was located only about 100 yards north of the town site. It was said, a man could be killed in Sheridan for asking someone to "pass the butter."

Manuel Otero, who later became Territorial Governor of New Mexico, spent part of his childhood in Sheridan. Among visitors to Sheridan were Generals Sheridan, Sherman and Grant along with scouts "Medicine Bill" Comstock and "Buffalo Bill" Cody. Noted western scout Homer Wheeler was a resident, as were many colorful characters, such as "Jes-so," "Neb, the Devil's Own," and "Ascension Stephen."

In May, 1870, the railroad equipment was moved to Kit Carson, Colorado, and by June, 1870, the town had swiftly fallen from a population of two thousand (2000) to just eighty (80). By 1873, only soldier's quarters, a section house and water tank remained.

During its existence Sheridan was often attacked by Cheyenne and Sioux war parties. One such attack on a freight wagon at Sheridan brought Forsyth's Scouts from Fort Wallace who trailed the attacking warriors to the Arikaree Fork of the Republican River. There the Scouts were forced to take refuge on an island in the Arikaree when attacked by a large group of Cheyenne and Sioux from September 17-19, 1868. This incident is remembered as the Battle of Beecher's Island.

Farming: Kansas, for reasons you can see before you, is called "the breadbasket of the nation." More wheat is grown here than in any other state. Farming is king in western Kansas. Today, Kansas is one of the most productive agricultural states, producing many crops, and leading the nation in wheat, sorghum and sunflower production most years.

It is not just coincidence that the U. S. Department of Agriculture was established in 1862, the year following Kansas statehood. The Homestead Act, passed the same year, encouraged people to claim 160 acres and to cultivate it. But the plow was slow to reach the short-grass prairie in this part of the state. There is little surface water. Growing crops depended on rainfall. Spanish explorers had recognized that

the true gold of the Great Plains lay in the fertility of the grasslands. But explorer Maj. Stephen H. Long's description of the plains as "the Great American Desert" effectively delayed settlement for a generation.

For many pioneers, the first crop they harvested was buffalo bones. Tons of bones were picked up on the prairie and shipped east to be made into fertilizer.

But beneath western Kansas, and portions of eight other states from South Dakota to Texas, lies a vast reservoir of water known as the Oglala Aquifer. Since the 1930's, irrigation wells have tapped the aquifer allowing farmers to get water to their crops and livestock even when the rains are unreliable.

Bison/Buffalo: There may have been as many as thirty (30,000,000) million bison on the North American plains at their height. But after about 1840 their numbers began to decline. By 1880 only a few hundred survived. Why?

A three-hundred year climate cycle called "the little Ice Age" came to an end in the 1840s. The weather on the plains grew hotter and dryer, and the prairie grasses grew more slowly. Before long, there were more buffalo than the land could support, and the herds grew smaller.

But Indian people still relied on the buffalo and killed up to 250,000 per year. Huge herds of wild and domesticated horses, as many as two million (2,000,000), competed for range. And by the 1850s and 1860s, habitat began disappearing to towns, farms, railroads, and raising of livestock.

Finally, as Buffalo Bill put it, "The death knell of the buffalo sounded when men got to hunting them for their hides only . . ., and they did, recklessly, ruthlessly." Hunting pressures, as the herds were declining from other causes, led to their near extinction.

The crusade to save the buffalo that began in the 1880s has been called the beginning of the modern conservation movement.

Buffalo Range on US-83 south of Keystone Gallery

Native American History (1): Kansas, a word readily recognizable as derived from the Native American tribal name “Kansa”, or "Wind People," is a state possessing a rich Indian heritage spanning from the time of Paleo-Indians, perhaps fourteen thousand (14,000) years ago, to the very present. Identifying "Kansas Indians," however, is a task. Clearly the borders of Kansas mean nothing in describing Native American perceptions of geography. It is rather the nature of the place; the grass, the streams and rivers, the bluffs and rolling prairie, the animals and plants, the earth and rock, the torturing heat and biting cold, the omnipresent wind and sky, that defines Kansas to its first people.

To investigate the history of peoples diverse and distinctive can be entertaining and it can be a moral enterprise. It is to see the images before us as something more, something richer. It can throw a new light upon the background of our mirrored reflections.

In the years before contact with Old World populations, American Indians in what is now Kansas lived diverse lives. The earliest populations were here at the end of the Ice Age and hunted large animals that included mammoths and an extinct form of bison. Between 13,000 and 2,000 years ago people lived solely by hunting and gathering plant foods, and developed a wide range of stone tools for hunting and for processing materials to be used for clothing and shelter. These people used thrown or thrust spears or darts used in conjunction with spear throwers to hunt game. There is little evidence of permanent housing during this time. About 2,000 years ago people adopted the bow and arrow, as evidenced by a significant decrease in projectile point size and by small saucer shaped depressions with hearths in the center that are evidence of houses. People also began to make clay pots for cooking and storing food. In the eastern part of the state seeds of native plants such as sunflower and lambs quarters are found in quantities that suggest that they were raised as crops and corn, a Mesoamerican import, is occasionally found as well. By about 700 years ago there is evidence of large houses made of timbers and covered with earth, corn is grown in large quantities and stored in deep underground pits. Villages form and grow larger through time; some have defensive trenches and walls surrounding them. The arrival of Old World people in the 1500s brought devastating diseases but also brought horses, guns, metal hoes and knives, fabrics, and ornaments, all of which were rapidly adopted by native people, forever changing their lives. Thus, historically-recorded tribes probably were quite different from their prehistoric ancestors.
A description of the Indian tribes removed from Kansas by the United States appears in the issue entitled Emigrant Indian Tribes of Kansas. What follows, then, are schematic notes on the historic tribes associated with Western and Northwestern parts of Kansas of the Native Americans.

Cheyenne: The Cheyenne call themselves *Dzitsiístäs,* "Our People." Their language is from the Algonquian stock. Tribal tradition recalls an early home of settled villages, where the Cheyenne practiced agriculture, located about the upper Mississippi river in present Minnesota. Pressure from other tribes compelled the Cheyenne to migrate in a south and westerly direction, giving up agriculture and adopting the characteristics of a plains life. Their travels continued until large portions of northwest Kansas was contained within the Cheyenne hunting lands.

Arapaho: Like the Cheyenne, the Arapaho are from the great Algonquian family. *Inunaina, "Our People"* is the name the Arapaho use for themselves. Earliest tribal memory cites a homeland in the Red River valley of northern Minnesota. There, the Arapaho were a sedentary people. At an undetermined time in their early history the Arapaho formed a close association with the Cheyenne and moved southwest along the same trails. About 1840 the Arapaho concluded a peace with the Sioux, Kiowa and Comanche, but remained always at war with the Shoshoni, Ute and Pawnee until reservation days. In Kansas, the Arapaho hunted and camped predominantly in the northwest portion of the state.

Apaches: Before the nineteenth century, Western Kansas was home to Athapascan speaking peoples commonly called Plains Apaches. Precisely who these Apachean people were is unknown and lost amidst the general confusion associated with early identifications of Apaches.

Comanche: *Numa* meaning "People" is the Comanche's name for themselves. They were long noted as the finest horsemen upon the Plains.

Pawnee: *Chahiksichahiks* is the Pawnee name for themselves, the meaning of which implies "men of men." They are of the Caddoan family and properly, "Pawnee" comprises several confederated tribes which were organized into four leading villages. Large portions of north central and northwest Kansas formerly were included in the territory of the Pawnee. While claiming extensive areas of Kansas, the valley of the Platte River, Nebraska is the heart of Pawnee land.

In this present day, the Comanche reservation is in Southwest Oklahoma. The Southern Cheyenne/Arapahoe and Kiowa are also in western Oklahoma. The Northern Cheyenne have a reservation in Southeast Montana due in part at least to the Cheyenne Outbreak/Dull Knife's raid. The Apache are in several reservations in Arizona and New Mexico as well as a small reservation in Southwest Oklahoma.

Native American History (2): The span of human occupation on the Great Plains encompasses over 12,000 years. Throughout much of this time, native subsistence strategies revolved around hunting and gathering activities and a highly mobile, nomadic lifestyle. Traditionally this record has been divided into the Paleoindian (ca. 12,000-7,500 years ago) and Archaic (ca 7,500-2,000 years ago) periods although increasingly discussions refer to this span of time as the Paleoarchaic. Evidence of this period consists most often of isolated artifact finds across the region with occasional identification of campsites or kill sites offering notable insight into the period. Important Paleoarchaic sites in the region include the Norton bonebed in Scott County, the 12 Mile Creek bison kill in Logan County, and a cluster of early sites known as the Kanorado Locality in Sherman County. The 12 Mile Creek site, first studied in 1895, represents the earliest association of man-made artifacts and extinct species of animals though it was not widely publicized or accepted at the time.

Approximately 2000 years ago evidence points to increasingly settled native groups. Often this period is referred to as the Woodland period in the Eastern United States and the Plains Woodland or Early Ceramic period in the Central Plains. While these groups still practiced a type of hunter-gatherer subsistence, important innovations including the introduction of the bow and arrow as the primary weapon of the hunt and the use of pottery for cooking and storage distinguish these people from their ancestors. While sites of this period are scattered throughout the High Plains, much remains to be understood about this period and few sites have been formally studied in the area.

By around 900 years ago, populations became even more settled, forming scattered communities along area drainages with reliable water. Often these areas of prehistoric habitation are distinguished by more refined (but still utilitarian) pottery, more substantial evidence of permanent houses (often square to rectangular in form), and evidence of farming/gardening as a supplement to hunting and gathering activities. This period is typically referred to as the Middle Ceramic or Plains Village period.

The period during which the first contacts between native Plains cultures and European explorers and the onset of regular interaction between Native Americans and European Americans is often referred to as the Protohistoric period. Those earliest, isolated contacts with Spanish and French explorers eventually spurred others to seek new partners for trade leading to replacement of much of the native material culture

inventory with items of European manufacture, modifications to life ways through the introduction of the horse of firearms, and ultimately increasingly frequent hostile encounters during the Historic period as settlement crossed the Great Plains. The Scott County pueblo (aka El Cuartelejo) and associated Apachean settlement are representative of this early contact period in the region. The Plains Apache are thought to have been present in the area by the mid to late 1500s and exited the region, moving onto the Southern Plains and the American Southwest, by the mid 1700s.

The plains of western Kansas became the home of a number of equestrian nomadic hunting groups including the Comanche, Kiowa, Cheyenne, and Arapahoe. These groups can essentially be viewed as succession of populations who came into the area from the north and west gradually drifting south of the area to be replaced by another group. First to pass through were the Comanche in the 1700s, perhaps responsible in part for the Apache abandonment of the High Plains. They were followed by the Kiowa sometime around 1800 who moved south of the Arkansas River and lived primarily in the Texas/Oklahoma panhandle region thereafter. The Cheyenne/Arapahoe were the last of the equestrian nomad populations to live in western Kansas. They made the plains between the Arkansas and Platte Rivers their home from around the 1820s through the 1860s.

During the early to mid 1800s, various historic accounts describe seasonal hunts of the Pawnee wherein their permanent villages in the Platte and Republican River drainages were basically abandoned in pursuit of bison herds on the western plains. A broad area encompassing the Republican River valley south across the Smoky Hill and Arkansas Rivers falls within the area typically identified with these seasonal hunting grounds of the Pawnee.

Kansas Pacific Railroad: It was not until after the Civil War that America's great unifying endeavor, the building of the Transcontinental Railroad, actually began. The chosen route followed the Platte River, north of Kansas. By 1867, citizens in the growing city of Denver demanded a direct link to Kansas City, and Texas cattlemen clamored for closer shipping depots. Construction began quickly, and cowboys just as quickly began driving their herd north to railheads at Abilene, Dodge City, and points west. By 1868 the rails had reached Sheridan, just west of Oakley.

When funds ran short and construction stalled, Sheridan became a rough camp of canvas-covered dugouts. It was a haven for heavy-drinking buffalo hunters, railroad laborers, outlaws, and horse traders, and it was a watering hole for soldiers patrolling the dangerous no-man's land between Fort Hays and Fort Wallace. It was at Sheridan that Buffalo Bill raffled off his horse Brigham. And it was 20 miles east of Sheridan where the great buffalo hunting contest between Bill Cody and Billy Comstock is said to have begun.

IV. BYWAY MANAGEMENT STRATEGIES AND IMPLEMENTATION

IV. BYWAY MANAGEMENT STRATEGIES AND IMPLEMENTATION:

Interpretative Plan: The Western Vistas Historic Byway Committee has an opportunity to explore their creativity in telling the byway story. Interpretation is the rare chance to spark the interest of the traveler by methods of touch and vision, thereby allowing those explorers to not only take the experience home but to share with friends, neighbors and others. It will be a challenge to create awareness, guide through a historical pathway, and even dispel a common perception of Western Kansas. Is it really flat? What is there to do and see? Is the public aware such famous Americans as General Custer and Buffalo Bill Cody, to name a few, lived here; or the highest point in Kansas, Mt. Sunflower is located in the area.

A portion of the interpretive approach is to organize a twofold plan that addresses (1) who the audience is and what their interests are, and (2) what needs to be communicated. The desired effect will be to have the traveler leave the experience with five (5) thoughts: it was pleasurable, relevant, organized, thematic and very worthwhile of the time spent. Physical opportunities and educational demonstrations along with active participation achieve those measures to the ultimate.

Several of the potential plans will consist of educational activities aimed directly at revealing the meaning of what the visitor will come in contact with.

- Use of large graphics and illustrations
- Creation of themes (i.e. itineraries)
- Proper placement of signage with appropriate identifying material
- Communication of the intended message within 10 seconds
- Maps
- Illustrative media

Creating itineraries with a theme for the traveler will serve two (2) purposes: allow the sites to be connected with a common thread while also engaging particular interests or knowledge enhancement of the traveler. Possible themes for the byway include: fossils, trails, Indian Wars, Pioneer History, and Natural History, i.e. wildlife, wildflowers and bird watching. The magnificent sunrises and sunsets coupled with distant views and the extensive sighting of wildlife.

Preservation Strategy: A significant component of the Western Plains Historic Byway will be the overall development of a “process” by which to maintain and guarantee the future health, welfare and success of this historic one hundred and five (105) mile trek. The Byway offers all resources, i.e., historic, cultural, natural, scenic, archeological, architectural and recreational, that will popularize it as a destination point to be both explored and remembered.

True preservation, in essence, is the conservation of all intrinsic qualities which will emanate from the permanent byway committee as it maintains a scheduled vigil of tours, inspections and studies leading to the proper care and retention of all resource sites. At this time, there are no future plans to preserve any major structures on the byway primary sites list. It will be encouraged that each site be maintained and preserved by the rightful owner. The committee will foster relationships with landowners encouraging preservation of appearance and improvement. We are committed to preserving the integrity of our communities, the emotional connection with the people, the local flavor and uniqueness.

Enhancement Goals: It is significantly important to not only strive to preserve the intrinsic qualities of this Historic Byway, but endeavor to enhance those said qualities for the greater appreciation and understanding of all visitors.

The Western Vistas Historic Byway Corridor Management Planning Team will put forth a concerted effort to work with individual sites as they pursue both additional communities and enhancement programs that would include the following:

- Identify and prioritize potential enhancement projects
- Create a selection of tour packages for the traveler including self-guided, group and automobile/tour bus drives
- Creation of a personalized Western Vistas Historic Byway website
- Pursuit of National Historic Byway status
- The above noted goals will be assigned to committees by the permanent Western Vistas Byway Committee i.e. “Local Awareness Committee” and “Sustainable Marketing Committee”.

Investment Strategies and Funding Sources: The communities spanned by the Western Vistas Historic Byway have developed an initial “Support Dollars” strategy which includes pursuing potential grants (from both the state and federal level) and approaching regional foundations. This starting point will also be augmented by submitting requests for specific funding to private entities within the State of Kansas and others yet to be identified.

It should be noted a permanent investment committee is now in the process of being formulated to aggressively attack all possible funding sources predicated on Byway project needs and priorities.

Maintenance Strategy: Initially two (2) basic programs should be adopted by the permanent Western Vistas Byway Committee. Those specifically being, an Adopt-a-Highway and Adopt-a-Byway site programs. This will enable local members and entities of the community to become involved in upholding and improving the visual attractiveness of both the designated highway system and individual significant sites. Key elements will include general maintenance, i.e., site and highway cleanliness, snow removal and periodic grading (if not paved) of parking areas. Additionally, this will address any and all potential vandalism.

These individual committees should strive to develop a reasonable schedule of inspection and addressing needed tasks required to maintain and enhance the Byway.

V. BYWAY MARTKETING AND PROMOTIONAL PLAN

V. BYWAY MARKETING AND PROMOTIONAL PLAN:

Overall Market: The Western Vistas Historic Byway will target a particular audience, one that desires to be engaged by the historic features; not so much entertained as to be connected with the historical timeline. Historical attractions, events and dates will be the key to attracting this audience. To fit this combination and the resources, the audience will tend to be composed of individuals or limited to small groups and families. The Historic Byway is best positioned to attract those who want to immerse themselves in the history of the land, its stories and natural beauty.

Marketing Goals:

Invite visitors to the byway

- Historic Byway Guide & Map and State brochure(s)
- Internet web site (individual site and Kansas Scenic Byway site)
- Signage (descriptive and directional)
- Kiosks
- Audio driving tour and pod casts availability

Increase visitor length of stay along the byway corridor

- Encourage year- round exploration and travel
- Advertise tours and day journeys
- Promote events
- Promote lodging, shopping, dining, parks and pools

Marketing Strategy: Maintain a presence in the tourism marketplace. Several promotional materials are proposed below:

- Kiosks: Byway identification, interpretive panels with map and potential brochure distribution
- Signage: Highway signage; individual sites will have informational markers and will also direct the visitor to the next site/marker.
    - Signage approximately 18” x 36” with the Western Vistas Historic Byway name and logo will be located, at yet to be, determined sites. Exhibit appeal, best use of graphics and text is needed.
    - Advance and turn signage to be located prior to site location
- Cooperative Strategy: Coordination with surrounding communities and groups will be invaluable to marketing the byway. Increased communication and awareness with all organizations can reach the youth and other potential visitors.
    - Will seek to partner with other byways for promotional purposes
- Hospitality Service: The local service providers will have an influence and impact on the perception the visitors gain. A hospitality program will be beneficial to the regions’ businesses and agencies in promoting awareness of byway and local attractions.

Promotional Plans: The creation of interpretive materials will be a valuable asset in the promotion of the byway. Postcards, brochures, and maps will approach the different needs to different audiences. These materials should be available at information centers, Chambers of Commerce, restaurants, and other attractions. A historic byway guide book and a “kids” guide featuring the sites, detailed maps, and possible tours will draw visitors to the region and encourage extended stays.

A web site for the Historic Byway will be established. The web site will link to other related possibilities as well as the surrounding area community web sites. This will serve the educational purpose for both residents and potential visitors alike. It will include photos, directional maps, stories and site descriptions. It can include up-coming events, accommodations, and an e-mail response form for users to receive information or make comments.

For some visitors, an audio tour will increase the value and character of the byway experience. It would interpret the cultural and ecological history thereby creating a mental picture while in a vehicle. A CD would also be available at visitor centers, museums, travel & tourism departments, Chamber of Commerce, and other appropriate locations.

Priority of Projects and Estimated Costs: The Western Vistas Historic Byway Planning Committee has chosen several improvement recommendations. These initial improvements are designed to promote and interpret the Byway. The priority of each project and the cost estimates are as follows:

Improvement Items	Quantity	Estimated Cost	Proposed Completion Date
Byway Guide and Map	5000	$2,000.00	Winter 2010
Internet web site		$3,000.00	Spring 2011
Directional signage @$250	12	$3,000.00	Fall 2011
Kiosks @$3,000 (inclusive of state kiosk)	4	$12,000.00	Spring 2012
Interpretive signage/markers@$650	8	$5,200.00	Spring 2013
Audio CD/ pod casts @ $3	500	$1,500.00	Summer 2013
“Kids” Guide	2500	$1,000.00	Spring 2014
Total		$27,700.00	

Additionally, the Planning Committee is expecting additional promotional assistance from the Kansas Scenic Byway Program (KDOT). This includes a signage on interstate, a State kiosk, a pullout and brochures.

Measures of Success: The Western Vistas Historic Byway Permanent Committee will specifically focus its attention and energy on significantly bolstering the eight (8) below listed components of, what we consider to be, a successful byway.

- Increased visitation on guest registries/web page visitation
- State traffic counts
- Completion of Byway goals
- Increased revenue of guest tax within the communities
- Increased revenue via sales tax
- Media coverage
- Potential relocations or inquiries
- Knowledge

VI. BYWAY MANAGEMENT AND HIGHWAY SAFETY

VI. BYWAY MANAGEMENT AND HIGHWAY SAFETY:

Present Highway Status: The level of service (LOS) is a measure of the roadway's adequacy for the amount of traffic present. It is measured at the heaviest traffic times, or the peak traffic hours, and is considered as an evaluation of the amount of delay that a motorist experiences due to roadway design under varying traffic volumes.

Although level of service (LOS) is normally deciphered by six (6) categories, The Western Vistas Historic Byway is graded as "A" throughout. The "A" status represents a free flow roadway offering the highest quality of service where speeds are controlled by both the driver's desires and posted speed limits.

The following highway data has been obtained from the Kansas Department of Transportation:

Road Name	From	To	LOS
US-83	Scott City	K-95	A
K-95	K-95	US-83	A
US-83	US-83	US-40	A
US-40	Oakley	Sharon Springs	A

Traffic Patterns: The average annual daily traffic (AADT) volumes are shown below:

Road Name	From	To	AADT Cars	AADT Trucks
US-83 North Bound	US-83 at Scott City	Intersection of K-95	2530	900
US-83 South Bound	Intersection K-95	Scott City	3460	1070
K-95 North	Intersection US-83	Intersection US-83	225	40
K-95 South	Intersection US-83	Intersection US-83	365	60
US-83 North	Intersection K-95	US-83 at Oakley	1,640	825
US-83 South	US-83 at Oakley	Intersection K-95	860	210
US-40 West	US-40 at Oakley	US-40 to Sharon Springs	1,110	285
US-40	US-40 to Winona	Russell Springs	785	215
US-40	Russell Springs	Sharon Springs	860	210

Safety Issues: Data as of 10/5/2009

Scott City North on US-83 to the US-83/K-95 Junction in Scott Co

Year	Total	Fatal	Injury	PDO*	Deaths	Injury
2004	6	-	-	6	-	-
2005	1	-	-	1	-	-
2006	4	-	1	3	-	1
2007	7	-	-	7	-	-
2008	8	-	2	6	-	3

K-95 around the Lake Scott State Park in Scott Co

Year	Total	Fatal	Injury	PDO*	Deaths	Injury
2004	1	-	1	-	-	1
2005	3	-	-	3	-	-
2006	4	-	1	3	-	2
2007	4	-	-	4	-	-
2008	1	-	1	-	-	1
TOTAL	13	-	3	10	-	4

US-83 North to Oakley, West to US-40 to Sharon Springs

Year	Total	Fatal	Injury	PDO*	Deaths	Injury
2004	27	-	7	20	-	13
2005	27	-	8	19	-	13
2006	26	1	6	19	1	8
2007	30	-	5	25	-	7
2008	23	-	1	22	-	1
TOTAL	133	1	1	27	1	42

*PDO- Property Damage Only Accidents

VII. BYWAY SUMMARY

VII. BYWAY SUMMARY:

Overall Summary: Completion of the corridor management plan is essential. The plan defines the Byway and creates suggested improvements, enhancing, marketing and preservation. It is imperative that we continue to preserve the natural state of the land and its inhabitants. Future success is dependent upon the enduring commitment of the planning team and its responsibility to interpret and promote. Periodically, the scheduling of meetings (both permanent and subcommittees) will be necessary to properly plan, assess, evaluate and implement appropriate actions leading to the overall betterment of the Byway.

Overall Goals:

- Unify the communities along The Western Vistas Historic Byway
- Strengthen the economy of The Western Vistas Historic Byway region
- Improve and maintain the quality of life
- Ensure opportunities that meet and exceed visitor expectations
- Strive to fulfill all goals on an ongoing basis

VIII. APPENDIX

APPENDIX A: RESOLUTIONS

RESOLUTION NO. 2009-17

WHEREAS, the Kansas Scenic Byways Committee (KSBC), consisting of representatives from the Kansas Department of Transportation Commerce, Housing, Wildlife & Parks and the State Historical Society, has developed guidelines and policies regarding the designation of Kansas Scenic & Historic Byways; and

WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents and other interested parties have submitted an application to the KSBC to develop a corridor management plan that includes specific strategies and techniques to preserve, enhance and promote a historic byway; and

WHEREAS, the KSBC has evaluated this route, reviewed the corridor management plan, and recommends that the Western Plains Historic Byway include the route described as follows, to wit:

> Beginning on the point along US-83 at the northernmost city limit of Scott City, KS, and continuing north to the intersection of route 95 west to Scott Lake State Park, then Following route 95 to the intersection of US-83, then turning north on US-83 to the intersection of US-40, then turning west along US-40 to a point on the eastern most city limit of Sharon Springs, KS.

NOW, THEREFORE, IT IS RESOLVED BY THE BOARD OF COMMISSIONERS OF SCOTT COUNTY THE SAID ROUTE IS HEREBY DESIGNATED: the HIGH PLAINS HISTORIC BYWAY.

IT IS FURTHER RESOLVED, the County shall prohibit the erection of any sign, display or device along any portion of the historic byway which is on the Interstate System, National Highway System, or Federal Aid Primary System except signs in conformance with K.S.A. 68-2233 (a) (b) (c).

IT IS FURTHER RESOLVED that this Resolution shall be forwarded to the KSBC as part of the corridor management plan to preserve this historic route.

Resolved and adopted this 15 day of September, 2009

Larry D Hoeme

Larry Hoeme, County Commissioner Chairman

Jack D. Frick

Jack D. Frick, County Commissioner

Dylan Spencer

Dylan Spencer, County Commissioner

ATTEST

Pamela J. Faurot

Pamela J. Faurot, County Clerk

RESOLUTION NO. 2009-09

WHEREAS, the Kansas Scenic Byways Committee (KSBC), consisting of representatives from the Kansas Department of Transportation, Commerce, Housing, Wildlife & Parks and the State Historical Society, has developed guidelines and policies regarding the designation of Kansas Scenic & Historic Byways; and

WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted an application to KSBC to develop a corridor management plan that includes specific strategies and techniques to preserve, enhance and promote a historic byway, and

WHEREAS, the KSBC has evaluated this route, reviewed the corridor management plan, and recommends that the Western Plains Historic Byway includes the route described as follows, to wit:

Beginning on the point along US-83 at the northernmost city limit of Scott City, KS, and continuing north to the intersection of route 95 west to Scott Lake State Park, then following route 95 to the intersection of US-83, then turning north on US-83 to the intersection of US-40, then turning west along US-40 to a point on the eastern most city limit of Sharon Springs, KS.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF SCOTT CITY KANSAS THE SAID ROUTE IS HEREBY DESIGNATED: the WESTERN PLAINS HISTORIC BYWAY.

IT IS FURTHER RESOLVED, the County shall prohibit the erection of any sign, display or device along any portion of the historic byway which is on the Interstate System, National Highway System, or Federal Aid Primary System except signs in conformance with K.S.A. 68-2233 (a) (b) (c).

IT IS FURTHER RESOLVED that this Resolution shall be forwarded to the KSBC as part of the corridor management plan to preserve this historic route.

Resolved and adopted this 21st day of December, 2009.

ATTEST:

Brenda K. Davis, CMC

Brenda K. Davis, CMC
City Clerk

Dan Goodman
Mayor

RESOLUTION NO. 09-18

WHEREAS, the Kansas Scenic Byways Committee (KSBC), consisting of representatives from the Kansas Department of Transportation, Commerce, Housing, Wildlife & Parks and the State Historical Society, has developed guidelines and policies regarding the designation of Kansas Scenic & Historic Byways; and

WHERAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted an application to KSBC to develop a corridor management plan that includes specific strategies and techniques to preserve, enhance and promote a historic byway, and

WHEREAS, the KSBC has evaluated this route, reviewed the corridor management plan, and recommends that the Western Vistas Historic Byway includes the route described as follows, to wit:

> Beginning on the point along US-83 at the northernmost city limit of Scott City, KS, and continuing north to the intersection of route 95 west to Scott Lake State Park, then following route 95 to the intersection of US-83, then turning north on US-83 to the intersection of US-40, then turning west along US-40 to a point on the eastern most city limit of Sharon Springs, KS.

NOW, THEREFORE, IT IS RESOLVED BY THE BOARD OF COMMISSIONERS OF LOGAN COUNTY THE SAID ROUTE IS HEREBY DESIGNATED: the WESTERN VISTAS HISTORIC BYWAY.

IT IS FURTHER RESOLVED, the County shall prohibit the erection of any sign, display or device along any portion of the historic byway which is on the Interstate System, National Highway System, or Federal Aid Primary System except signs in conformance with K.S.A. 68-2233 (a) (b) (c).

IT IS FURTHER RESOLVED that this Resolution shall be forwarded to the KSBC as part of the corridor management plan to preserve this historic route.

Resolved and adopted this 21st day of December, 2009.

ATTEST:

Carl Uhrich, Chairman of Board Pat Schippers, Logan County Clerk

RESOLUTION NO. 2009-15

WHEREAS, the Kansas Scenic Byways Committee (KSBC), consisting of representatives from the Kansas Department of Transportation, Commerce, Housing, Wildlife & Parks and the State Historical Society, has developed guidelines and policies regarding the designation of Kansas Scenic & Historic Byways; and

WHERAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted an application to KSBC to develop a corridor management plan that includes specific strategies and techniques to preserve, enhance and promote a historic byway, and

WHEREAS, the KSBC has evaluated this route, reviewed the corridor management plan, and recommends that the Western Plains Historic Byway includes the route described as follows, to wit:

> Beginning on the point along US-83 at the northernmost city limit of Scott City, KS, and continuing north to the intersection of route 95 west to Scott Lake State Park, then following route 95 to the intersection of US-83, then turning north on US-83 to the intersection of US-40, then turning west along US-40 to a point on the eastern most city limit of Sharon Springs, KS.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY OF OAKLEY OF LOGAN COUNTY THE SAID ROUTE IS HEREBY DESIGNATED: the WESTERN PLAINS HISTORIC BYWAY.

IT IS FURTHER RESOLVED, the City shall prohibit the erection of any sign, display or device along any portion of the historic byway which is on the Interstate System, National Highway System, or Federal Aid Primary System except signs in conformance with K.S.A. 68-2233 (a) (b) (c).

IT IS FURTHER RESOLVED that this Resolution shall be forwarded to the KSBC as part of the corridor management plan to preserve this historic route.

Resolved and adopted this 7th day of December, 2009.

Jerry Robben, Mayor, City of Oakley

Rose Wessel, City Clerk

RESOLUTION NO. 12-02-09

WHEREAS, the Kansas Scenic Byways Committee (KSBC), consisting of representatives from the Kansas Department of Transportation, Commerce, Housing, Wildlife & Parks and the State Historical Society, has developed guidelines and policies regarding the designation of Kansas Scenic & Historic Byways; and

WHERAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted an application to KSBC to develop a corridor management plan that includes specific strategies and techniques to preserve, enhance and promote a historic byway, and

WHEREAS, the KSBC has evaluated this route, reviewed the corridor management plan, and recommends that the Western Plains Historic Byway includes the route described as follows, to wit:

> Beginning on the point along US-83 at the northernmost city limit of Scott City, KS, and continuing north to the intersection of route 95 west to Scott Lake State Park, then following route 95 to the intersection of US-83, then turning north on US-83 to the intersection of US-40, then turning west along US-40 to a point on the eastern most city limit of Sharon Springs, KS.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY OF WINONA OF LOGAN COUNTY THE SAID ROUTE IS HEREBY DESIGNATED: the WESTERN PLAINS HISTORIC BYWAY.

IT IS FURTHER RESOLVED, the County shall prohibit the erection of any sign, display or device along any portion of the historic byway which is on the Interstate System, National Highway System, or Federal Aid Primary System except signs in conformance with K.S.A. 68-2233 (a) (b) (c).

IT IS FURTHER RESOLVED that this Resolution shall be forwarded to the KSBC as part of the corridor management plan to preserve this historic route.

Resolved and adopted this 2nd day of December, 2009.

Jeff E Harper Mayor, Linda Latham

, Mayor, City of Winona , City Clerk

RESOLUTION NO. 2010 – 04

WHEREAS, the Kansas Scenic Byways Committee (KSBC), consisting of representatives from the Kansas Department of Transportation, Commerce, Housing, Wildlife & Parks and the State Historical Society, has developed guidelines and policies regarding the designation of Kansas Scenic & Historical Byways, and

WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted an application to the KSBC to develop a corridor management plan that includes specific strategies and techniques to preserve, enhance and promote a historic byway, and

WHEREAS, the KSBC has evaluated this route, reviewed the corridor management plan, and recommends that the Western Plains Historic Byway include the route described as follows, to wit:

> Beginning on the point along US-83 at the northernmost city limit of Scott City, KS, and continuing north to the intersection of route 95 west to Scott Lake State Park, then following route 95 to the intersection of US-83, then turning north on US-83 to the intersection of US-40, then turning west along US-40 to a point on the eastern most city limit of Sharon Springs, KS.

NOW, THEREFORE, IT IS RESOLVED BY THE BOARD OF COMMISSIONERS OF WALLACE COUNTY THE SAID ROUTE IS HEREBY DESIGNATED: the WESTERN PLAINS HISTORIC BYWAY.

IT IS FURTHER RESOLVED, the County shall prohibit the erection of any sign, display or devise along any portion of the historic byway which is on the Interstate System, National Highway System, or Federal Aid Primary System except signs in conformance with K.S.A. 68-2233 (a) (b) (c).

IT IS FURTHER RESOLVED that this Resolution shall be forwarded to the KSBC as part of the corridor management plan to preserve this historic route.

Resolved and adopted this 26 day of Jan, 2010.

Wallace County, County Commissioner

Wallace County, County Commissioner

Wallace County, County Commissioner

ATTEST

Wallace County, County Clerk

RESOLUTION NO. 2010-1

WHEREAS, the Kansas Byways Committee (KSBC) , consisting of representatives from The Kansas Department of Transportation, Commerce, Housing, Wildlife & Parks and the State Historical Society, has developed guidelines and policies regarding the designation of Kansas Scenic & Historic Byways: and

WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted an application to KSBC to develop a corridor management plan that includes specific strategies and techniques to preserve, enhance and promote a historic byway, and

WHERAS, the KSBC has evaluated this route, reviewed the corridor management plan, and recommends that the Western Plains Historic Byway includes the route described as follows, to wit:

> Beginning on the point along US-83 at the northernmost city limit of Scott City, KS. and continuing north to the intersection of route 95 west to Scott Lake Park, then following route 95 to the intersection of US-83, then turning north on US-83 to the intersection of US-40, then turning west along US-40 to a point on the easternmost city limit of Sharon Springs, KS.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY OF WALLACE OF WALLACE COUNTY THE SAID ROUTE IS HEREBY DESIGNATED: the WESTERN PLAINS HISTORIC BYWAY.

IT IS FURTHER RESOLVED, the City shall prohibit the erection of any sign, display or device along any portion of the historic byway which is on the Interstate System, National Highway System, or Federal Aid Primary System except signs in conformance with K.S.A. 68-2233 (a) (b) (c).

IT IS FURTHER RESOLVED, that this Resolution shall be forwarded to the KSBC as part of the corridor management plan to preserve this historic route.

Resolved and adopted this 2nd day of February, 2010.

Lyle Hammer, Mayor, City of Wallace

Debra Rains, City Treasurer

RESOLUTION NO. 2010-2

WHEREAS, the Kansas Byways Committee (KSBC) , consisting of representatives from The Kansas Department of Transportation, Commerce, Housing, Wildlife & Parks and the State Historical Society, has developed guidelines and policies regarding the designation of Kansas Scenic & Historic Byways: and

WHEREAS, a local advocate group, composed of community leaders, civic group representatives, residents, and other interested parties have submitted an application to KSBC to develop a corridor management plan that includes specific strategies and techniques to preserve, enhance and promote a historic byway, and

WHERAS, the KSBC has evaluated this route, reviewed the corridor management plan, and recommends that the Western Plains Historic Byway includes the route described as follows, to wit:

> Beginning on the point along US-83 at the northernmost city limit of Scott City, KS. and continuing north to the intersection of route 95 west to Scott Lake Park, then following route 95 to the intersection of US-83, then turning north on US-83 to the intersection of US-40, then turning west along US-40 to a point on the easternmost city limit of Sharon Springs, KS.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY OF SHARON SPRINGS OF WALLACE COUNTY THE SAID ROUTE IS HEREBY DESIGNATED: the WESTERN PLAINS HISTORIC BYWAY.

IT IS FURTHER RESOLVED, the City shall prohibit the erection of any sign, display or device along any portion of the historic byway which is on the Interstate System, National Highway System, or Federal Aid Primary System except signs in conformance with K.S.A. 68-2233 (a) (b) (c).

IT IS FURTHER RESOLVED, that this Resolution shall be forwarded to the KSBC as part of the corridor management plan to preserve this historic route.

Resolved and adopted this 1st day of February, 2010.

Dennis Sharp, Mayor, City of Sharon Springs

Connie White, City Clerk

APPENDIX B: LETTERS OF SUPPORT

SCOTT COUNTY HISTORICAL SOCIETY
EL QUARTELEJO MUSEUM
JERRY THOMAS GALLERY & COLLECTION
P.O. Box 155
Scott City, KS 67871

The Scott County Historical Society offers this letter in support of the Western Vistas Historic Byways project. We especially appreciate the many hours which have been expended by Barbi Winderlin, representing Scott County Travel and Tourism in working with the committee to develop the management plan. We believe Scott County has much to offer those visitors who will seek out this unique travel experience across this area, and we look forward to the opportunity to highlight the remarkable history of the western plains of Kansas.

Sincerely,

The Board of Trustees
Scott County Historical Society

Scott City Area Chamber of Commerce
113 East 5th Street ~ Scott City, KS 67871
(620) 872-3525 ~ www.scottcitycofc.com

Scott County Development Committee, Inc.
113 East 5th Street ~ Scott City, KS 67871
(620) 872-3525 ~ www.scottcitycofc.com

December 31, 2009

Mr. Scott Shields
KDOT Bureau of Design/Enviro Services Section
700 SW Harrison Street
Topeka, KS 66603-3754

Mr. Shields:
On behalf of the development of Kansas' first Historic Byway, the Scott City Area Chamber of Commerce and the Scott County Development Committee, Inc. extend support of the Western Vistas Historic Byway project located in Wallace, Logan and Scott Counties.

As advocates for Scott County business, both the Chamber of Commerce and SCDC realize the opportunity before us. We have been told by KDOC officials that in most cases, involvement in a scenic byway can bump local commerce by as much as 30% in a community that is highly accessible to travelers. With the potential to increase local commerce by such numbers, KDOT can rest assured that the Chamber of Commerce and SCDC will give priority to the Western Vistas Historic Byway and assist the efforts of Scott County Travel & Tourism.

On a larger scale, this project will unify the communities along the Western Vistas Historic Byway, thereby strengthening the economy in Western Kansas. A boosted Western Kansas economy can only improve the quality of life in our region. This area has so much to offer the avid history buff – from Indian history…to paleontology…to exploring the beauty of life on the plains, just like the early settlers. Together, we can educate travelers and share with them the vast history imbedded in Wallace, Logan and Scott Counties. Scott County will strive to ensure that the goals of KDOT are met and maintained, so the Western Vistas Historic Byway can also meet or exceed the expectations of its visitors.

Thank you for your thoughtful consideration.

SCOTT CITY AREA CHAMBER OF COMMERCE

Katie Eisenhour

Katie Eisenhour, Executive Director

MAP YOUR DESTINATION TO

VISIT SCOTT CITY KANSAS TODAY

December 31, 2009

Scott Shields, Environmental Scientist III
Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

RE: Letter of Support

Dear Mr. Shields:

Please allow this letter to express the Scott County Travel & Tourism's support of the Western Plains Historic Byway.

Scott County contains an abundance of current and potential tourism assets in heritage tourism, eco-tourism, and recreational tourism. Development of such assets has a two-fold purpose. One is to help foster and promote historic preservation. Buildings and sites that are of interest to visitors and that generate income are more likely to be preserved than some sites that lie empty. Attention focused on these sites by promotion of the Byway will stimulate a desire to preserve the past. Secondly, tourism brings money into the community directly through the dollars spent by visitors, and by the jobs created. Visitors need restaurants, gas stations, grocery stores, shopping, parks, and campsites to enjoy the traveling experience.

Just this past year Scott County has developed printed guides and a website of historic areas that treat visitors to a glimpse into the County's past by portraying the earliest days of the communities up through the turn of the century.

As noted, there are plenty of recreational opportunities along the byway. Lake Scott State Park has drawn many fisherman and hunters for several years and will continue to remain a major tourism destination. Lake Scott State Park remains one of Scott County's key roles in providing scenic, historic, and recreational venues.

Due to the rural nature Scott County is popular in the area. Over 250 bird species, wild turkey, deer, fox, and coyotes are frequently seen along K-95. Less traveled roads provide even more opportunities for viewing wildlife. We also have an abundance of flora that is noteworthy.

P.O. Box 345
206 South Fourth
Leoti, Kansas 67861
Phone: (620) 375-2182 • Fax: (620) 375-4350
www.wichitacounty.org • email: wced@wbsnet.org

Wichita County Economic Development, Inc.
Wichita County Enterprise Community

Executive Board

Sharla Krenzel
Director

Chris Conard
President

Debbie Ames
Vice President

Janice Bjurstrom
Secretary

Farin Watt
Treasurer

Board of Directors

Kathy Bangerter
Mackenzie Brown
Kelley Burch
Vic Case
Lori Christensen
Deandra Gittlein
Jess Krenzel
Rosa Marquez-Krenzel
Joyce McBride
Lisa Ridder
Trenton Wilke

The Wichita County Enterprise Community is an Equal Opportunity Lender, Provider and Employer. Complaints of discrimination should be sent to: USDA, Director, Office of Civil Rights, Washington, D.C. 20250-9410

July 1, 2009

Barbi Winderlin
High Plains Historic Byway Committee
221 W. 5th St.
Scott City, KS 67871

Dear Barbi:

Please accept this letter of support for your application for designation as the High Plains Historic Byway. This designation will not only benefit the core counties of this project, but many adjacent counties as travelers pass through to enjoy the historic byway.

As an identified side trip, the Museum of the Great Plains in Leoti, Wichita County, Kansas, offers visitors an interesting look at the history and life on the great plains. Visitors can relive the Coronado-Leoti County Seat Fight, billed as one of the bloodiest county seat fights in history and chronicled in all the major city newspapers of the time, through photographs, historic recounts, and a historic recreation of mainstreet Leoti. Visitors can also experience the oceanic history of western Kansas though the Marion Bonner exhibit, a Wichita County native and famous Kansas paleontologist. A host of other exhibits make this museum a must-stop side trip along the proposed historic byway.

Travel further west to Selkirk, and visitors can peer down one of the country's last remaining hand-dug railroad wells. To gain perspective, visitors can glance up at the nearby grain elevator - which is as tall as the well is deep at 102 feet, then explore the Santa Fe depot and caboose also located at the site. An exhibit at the Museum of the Great Plains also features an array of railroad memorabilia and information about the Selkirk Hand-dug Well.

The proposed High Plains Historic Byway and surrounding area has much to offer the traveler with an explorer mindset, and I encourage favorable consideration of this application.

Sincerely,

Sharla Krenzel
Director

Wichita County Historical Society

DBA/Museum of the Great Plains

P.O. Box 1561, 201 N. 4th St.

Leoti, Ks 67861

Scott Shields

KDOT Bureau of Design/Env. Service Section

700 S.W. Harrison St.

Topeka, KS 66603-3754

Dec. 16, 2009

We, the Officers and Board of Trustees of the Wichita County Historical Society in Leoti, would like to send a letter of support to include Wichita County in the Western Vistas Historic Byway. This could complete the circle with the other designated counties, or as a side trip.

From the Scott/Wichita County line, on Hwy #96, you will see the Wind Farm with thirty-three wind turbines. These are not historic, but are of interest to many travelers.

The small town of Marienthal, established in 1893, was settled by a group of German– Russian Catholics. They came with their Russian Wheat to farm the flat land of this area. The historic St. Mary's Cemetery, on the north side of the highway, is still being used. Included in the town is Heartland Mills, a Mennonite bakery called "The Country Oven,"the Bluebird Inn and the St. Mary's Catholic Church. The town is about one-half mile off of Hwy #96 and is on Hwy # 167, the shortest highway in Kansas.

One and one-half miles west of Marienthal is a rest stop on Hwy # 96. From this spot, you will see an old fashioned wind mill pumping nearby, showing the difference of the old wind power and the new wind turbines, within a few miles of each other.

The ghost town of Coronado was the scene of the Leoti/Coronado County Seat Fight in 1887, and was considered the "Bloodiest County Seat fight in Kansas." At the present time, a historical marker/kiosk is in the process of being constructed at the site. A photo was taken there in 1887 of some of the most famous lawmen of the old west. They include Luke Short, Wyatt Earp, Bat Masterson, Doc Holliday, Bill Tilghman, Jim Masterson, Pat and Mike Sughrue. This story referred to as the "Cowboy War in Kansas" was reported in the NY Times, San Francisco Examiner and many other newspapers across the U.S.

Going on into Leoti, on the northwest corner, at the 4-way stop, is a historic bank building constructed in 1904, which has been restored and now used as the Business C.A.R.E. Center.

Turning 1 block north on Broadway and 4th St. (hwy#25) is the Museum of the Great Plains in Leoti which is a wonderful stopping place for people who enjoy history. The WPA limestone structure consists of over 14,000 sq. ft. of pioneer displays, and also includes a large military display. In the basement is "Old Leoti City-1887" with stores named after actual businesses of that time. The museum building is ADA accessible.

One block west of the museum, at 112 N. 3rd St. stands the W.B. Washington House.

Mr. Washington was an early attorney in Wichita County. The home was built in the 1890's. It has been donated to the museum and will be used as a further extension of furnishings and displays of the museum. (Raelene, it is not ready for tours yet, but may possibly be by the time the byway is completed.)

Back on the Hwy #25, traveling north on Highway 25 the road will take you to Russell Springs.

For an added side trip, continuing on Hwy #96, past Leoti ten miles is the Selkirk Hand Dug Well. Constructed in 1887 for the "Great Bend Extension" on the Atchison, Topeka, and Santa Fe Railroad, the Selkirk Well is a hand-dug well measuring 24 feet in diameter and 120 feet deep. The well is rock lined to the bottom with rails placed at intervals for stability. The manner of constructing this well, lining from top to bottom is a very interesting process. It was constructed to be part of the Santa Fe line on its way to Denver, however the line was never completed and stopped in Selkirk. The Missouri Pacific line ran parallel to the Santa Fe line between Scott City and Selkirk, which forced the abandonment of the Santa Fe line in 1896. The hand dug well is listed on the KS State Register for Historic Places. It is the only hand dug well constructed by the railroad existing in the USA (Greensburg was dug by the city).

Thank you,

Curtis Walk/Pres.

Oakley Area Tourism and Convention Board 209 Hudson Avenue, Oakley, KS 67748

December 15, 2009

Scott Shields

KDOT Bureau of Design/Environmental Services Section

700 SW Harrison St.

Topeka, KS 66603-3754

Dear Mr. Shields,

Please accept this letter supporting the application for designation of a Western Vistas Historic Byway in Northwest Kansas. This designation will be a great benefit to our area as travelers pass through to enjoy the historic byway. As the major corner of the proposed route, the Oakley area has much history to offer travelers.

The twice life sized Buffalo Bill sculpture by Charlie and Pat Norton at 128 North US-83 commemorates the 1868 contest between William Cody and William Comstock. Cody was a buffalo-hunter feeding railroad workers based out of Hays, Kansas, and William Comstock hunted buffalo to feed the soldiers of Fort Wallace. Both men were known as Buffalo Bill so a contest was arranged to see which gentleman deserved the nickname. William Cody shot 69 buffalo to William Comstock's 46 to win the title of Buffalo Bill. The actual competition took place 10 miles west of Oakley, just past present day Monument, Kansas.

The Fick Fossil and History Museum at 700 West 3rd has world class fossils which were largely found along the Smoky River valley in Gove and Logan counties as well as history displays ranging from a pioneer sod house to a replica of the 1886 Union Pacific railroad depot.

Oakley's Memorial Garden behind the museum honors service personnel from each branch of the military, and WW I troops are remembered through the Dough Boy statue by Ernest Moore Vequesney on the City Building's grounds at 2nd and Hudson.

Nearby to Oakley are the Monuments Rocks, one of the original Eight Wonders of Kansas, and the Butterfield Trail Museum in Russell Springs, Kansas, which documents the history of the Butterfield Overland Despatch stagecoach line as well as early pioneer life.

The Western Vistas Historic Byway connects many important historical sites along the proposed route and Oakley is proud to be the hub where travelers can explore history from ancient sea life to the Wild West. I encourage your favorable consideration of this application.

Sincerely yours,

James Millensifer, Board Chairperson

Scott Shields
KDOT Bureau of Design/
Environmental Services Section
700 SW Harrison St.
Topeka, KS 66603 – 3754

December 9, 2009

Mr. Scott Shields:

On behalf of the Oakley Area Chamber of Commerce, we support the Western Vistas Historic Byway project in Wallace, Logan, and Scott Counties.

As a representative for the Oakley area businesses, we realize the potential the Byway project will have on our area businesses. Being a part of the Western Vistas Historic Byway will give the Counties the ability to share their rich history, educate the traveler, allow visitors to experience the "Old Wild West", and become a destination point for travelers all over the World.

Thanks for taking the time to look over Western Vistas Historic Byway's proposal and your consideration for this project.

Respectfully Submitted,

Carinda McConnell

Executive Vice President

Oakley Area Chamber of Commerce

July 22, 2009

Scott Shields

KDOT Bureau of Design/Environmental Services Section

700 S.W. Harrison St.

Topeka, KS 66603-3754

Dear Mr. Shields,

Please accept this letter of support for the Western Vistas Historic Byway application. The designation of this Byway would not only benefit our community and the other counties directly involved in this project, but surrounding counties in which travelers may pass to enjoy the first historic byway in Kansas.

The Fick Fossil and History Museum in Oakley, Logan County, Kansas, an additional attraction to the byway, boasts one-of-a-kind folk art and hundreds of local fossils. Visitors can enjoy our historical picture display that features thousands of photographs of Oakley, Russell Springs, and other townships in the Logan County area. Grand replications of one of Oakley's original railroad depots, a sod house, as well as a General Store and a Creamery, are located inside the museum. Several other permanent and seasonal exhibits make this Museum a fascinating stop along the proposed Historic Byway.

The proposed Western Vistas Historic Byway and surrounding area has much to offer the traveler who wants to experience our unparallel historic and cultural attractions. The Fick Fossil and History Museum strongly encourages a favorable consideration of this application.

Sincerely,

Kelsey von Leonrod

Director

August 11, 2009

Scott Shields
KDOT Bureau of Design/
Environmental Services Section
700 SW Harrison St.
Topeka, KS 66603 – 3754

Re: Letter of Support for Western Vistas Historic Byway

Dear Mr. Shields:

Please accept this letter as endorsement by the Wild West Historical Foundation, Inc. Board to the Western Vistas Historic Byway.

Our Board believes the byway is a wonderful way to showcase the history of the Northwest Kansas region and the blending of three counties. We look forward to promoting the first Historic Byway in Kansas, along with our twice-life size bronze Buffalo Bill sculpture and other Oakley attractions.

Yours truly,

Cora Lee Park
President

Mr. Scott Shields
KDOT Bureau of Design/
Environmental Services Section
700 SW Harrison Street
Topeka, KS 66603-3754

February 11, 2010

Dear Mr. Shields:

On behalf of the Sharon Springs Area Chamber of Commerce, please accept this letter in support for the designation of the Western Plains Historic Byway as the first Historic Byway, under the Kansas Scenic Byway Program, in the State of Kansas.

We are both most excited and confident that the Byway will afford the public an opportunity to visit spectacular sites and scenery as they tour Western Kansas. In addition, we very much look forward to welcoming all visitors, to what we firmly believe, is a wonderful area of Kansas.

Sincerely,

Scott Miller
President
Sharon Springs Area
Chamber of Commerce

APPENDIX C: EDUCATIONAL REFERENCE MATERIALS

Educational Reference Materials

Book Committee. *History of Early Scott County*. N.p.: Scott County Historical Society, 1977. (K978.1/-Sco8/Sco8).
Chaffin, J.W. "Scott County Historical Society Notes." [Scott City] *News Chronicle (1st)*. Dec. 8, 1932. [1 p.]. (Reel: S1734).
Dickhut, Rosa B. *History of Scott County, Kansas*. N.p.: Author, n.d. (K978.1/-Sco8/Mss./no. 1).
"Fiftieth Anniversary Souvenir Edition," [Scott City] *News Chronicle (1st)*. June 24, 1937. [24 pp.]. (Reel: S1736).
Kansas State Historical Society. *Scott County Clippings, 1888-1967 and 1984-86*. (2 vols.). Topeka, KS: KSHS, n.d. (K978.1/-Sco8/Clipp.).
Lawson, Oliver S. "History of Scott County, Kansas." Master's thesis, Colorado State College of Education, 1936. (K978.1/-Sco8/L446).
N.A. *Scott City: "Confidence in the Future*." N.p.: n.d. (K978.1/-Sco8/ Pam.v.1/no. 7).
N.A. *Take a Look at Scott City, Principal City of Scott County, "Birthplace of Kansas*." N.p.: n.d. (K978.1/-Sco8/Pam.v.1/no. 6).
Reynolds, John D. and William B. Lees. *The Archeological Heritage of Kansas: A Synopsis of the Kansas Preservation Plan.* Edited by Robert J. Hoard and Virginia Wulfkuhle. Kansas State Historical Society, 2004.
Scott City Chamber of Commerce. *Community Profile: Scott City, Kansas*. N.p.: n.d. (K978.1/-Sco8/Pam.v.2).
Scott City Commercial Club. *Scott City and Scott County, Kansas*. Kansas City, MO: Standard Printing Co., 1912. (K978.1/-Sco8/Pam.v.1/no. 3).
Scott County Centennial Commission. *Scott County, Kansas, 1886-1986: Celebrating 100 Years*! Shawnee Mission, KS: Kes-Print, 1986. (K978.1/ -Sco8/Sco8s).
Scott County Historical Society. *Squaw's Den Pageant, Scott County, Kansas*. Scott City, KS: News Chronicle Printing Co., 1960. (K978.1/ -Sco8/Pam.v.1/no. 4).
Sisam, A.L. *Scott City and Scott County, Kansas*. Cedar Rapids, IA: Torch Press, n.d. (K978.1/-Sco8/Pam.v.1/no. 8).
Vaughn, Bonnie B. *Taming the Prairie*. N.p.: Author, n.d. (K978.1/-Sco8/ V465).
De Lay, L.G. “Pond Creek Centennial. Fort Wallace (Kans.) Bugle, June 1965
Forsythe, George A. “Fossil Hunting on the Plains of Western Kansas”. .Fort Wallace (Kans.) Bugle, June 1976
Gray, John S, ‘Will Comstock, Scout: The Natty Bumpo of Kansas”. Montana Western History 20 (Summer 1970)
Jackson, Mrs. Ruth. “Butterfield Overland Dispatch Trail Markers.” Fort Wallace (Kans.) Bugle, June 1965
Manion, John S. “Indian Attack.” Fort Wallace (Kans.) Bugle, March 1971
Montgomery, Mrs. Frank C. “Fort Wallace and Its Relation to the Frontier.” Kansas Historical Collections 1926-1928 17 (1928)
---------“Monument Station and Its Last Commander, Colonel Conyngham.” Fort Wallace (Kans.) Bugle, June 1971
Rogers, Vince. “The German Family Massacre.” Rosenberg, Ore.: Rogers.
Russell, Don. “The Lives and Legends of Buffalo Bill.” Norman: Univ. of Oklahoma Press, 1960
Shine, M. A. “Smokey Trail Aflame.” Fort Wallace (Kans.) Bugle, June 1965
Thompson, W. F. “Peter Robidoux: A Real Kansas Pioneer.” Kansas Historical Collections 1926-1928 17 (1928)
Wallace County Historians. “Wallace County History”. 1979
Wetmore, Helen Cody, Buffalo Bill: Last of the Great Scouts. Chicago: Duluth Press, 1899
Berthrong, Donald J. 1963. *The Southern Cheyennes*. The Civilization of the American Indian series v. 66. Norman: University of Oklahoma Press.
Chalfant, William Y. 1997. *Cheyennes at Dark Water Creek: The Last Fight of the Red River War*. Norman: University of Oklahoma Press.
Grinnell, George Bird. 1956. *The Fighting Cheyennes*. University of Oklahoma Press.
———. 1972. *The Cheyenne Indians*. University of Nebraska Press.
Gunnerson, James H. 1988. *Ethnohistory of the High Plains*. Denver, Colo: Colorado State Office, Bureau of Land Management.
Gunnerson, James H, and United States. 1987. *Archaeology of the High Plains*. Denver, Colo: Rocky Mountain Region, USDA Forest Service.

Gunnerson, James H. 1960. *An Introduction to Plains Apache Archeology*. U.S. G.P.O.
Hoard, Robert H. and William E. Banks (editors) 2006. *Kansas Archaeology*. Lawrence: University Press of Kansas.
Hyde, George E. 1983. *Life of George Bent: Written from His Letters*. University of Oklahoma Press.
———. 1988. *The Pawnee Indians*. University of Oklahoma Press.
Kavanagh, Thomas W. 1999. *The Comanches*. University of Nebraska Press.
Kroeber, Alfred Louis. 1983. *The Arapaho*. University of Nebraska Press.
Maddux, Vernon R., and Albert Glenn Maddux. 2003. *In Dull Knife's Wake: The True Story of the Northern Cheyenne Exodus of 1878.* Horse Creek Publications.
Mayhall, Mildred P. 1971. *The Kiowas*. Norman: University of Oklahoma Press.
Meadows, William C. 2008. *Kiowa Ethnogeography*. Austin: University of Texas Press.
Momaday, N. Scott. 1969. *The Way to Rainy Mountain*. Albuquerque: University of New Mexico Press.
Monnett, John H. 1999. *Massacre at Cheyenne Hole: Lieutenant Austin Henley and the Sappa Creek Controversy*. Niwot, Colo: University Press of Colorado.
Monnett, John H. 2004. *Tell Them We Are Going Home: The Odyssey of the Northern Cheyenne*. University of Oklahoma Press.
Mooney, James. 1979. *Calendar History of the Kiowa Indians*. Smithsonian Institution Press.
Moore, John H. 1999. *The Cheyenne*. Wiley-Blackwell.
Sandoz, Mari. 1964. *Cheyenne Autumn*. New York: Avon Books.
Trenholm, Virginia Cole. 1986. *The Arapahoes, Our People*. University of Oklahoma Press.
Wallace, Ernest, and Edward Adamson Hoebel. 1987. *The Comanches*. University of Oklahoma Press.

NEWSPAPERS

The Western Times (Sharon Springs, Kansas)

Scott City Record (Scott City, Kansas)

Oakley Graphic (Oakley, Kansas)

APPENDIX D: ANIMALS, BIRDS, AND PLANTS

Animals

Amphibians:

Frogs and Toads

Great Plains Toad, Anaxyrus cognatus

Green Toad, Anaxyrus debilis (Threatened)

Woodhouse's Toad, Anaxyrus woodhousii

Blanchard's Cricket Frog, Acris blanchardi

Boreal Chorus Frog, Pseudacris maculate

Plains Leopard Frog, Lithobates blairi

Bullfrog, Lithobates catesbeianus

Plains Spadefoot, Spea bombifrons

Salamanders

Barred Tiger Salamander, Ambystoma mavortium

Reptiles:

Turtles

Common Snapping Turtle, Chelydra serpentine

Northern Painted Turtle, Chrysemys picta

Ornate Box Turtle, Terrapene ornate

Yellow Mud Turtle, Kinosternon flavescens

Spiny Softshell, Apalone spinifera

Lizards

Lesser Earless Lizard, Holbrookia maculate

Prairie Lizard, Sceloporus consobrinus

Six-lined Racerunner, Aspidoscelis sexlineata

Snakes

Eastern Racer, Coluber constrictor

Ringneck Snake, Diadophis punctatus

Speckled Kingsnake, Lampropeltis holbrooki

Milk Snake, Lampropeltis triangulum

Coachwhip, Masticophis flagellum

Great Plains Rat Snake, Pantherophis emoryi

Gopher Snake, Pituophis catenifer

Longnose Snake, Rhinocheilus lecontei (Threatened)

Plains Blackhead Snake, Tantilla nigriceps

Prairie Rattlesnake, Crotalus viridis

Western Hognose Snake, Heterodon nasicus (Species in need of Conservation)

Eastern Hognose Snake, Heterodon platirhinos (Species in need of Conservation)

Northern Water Snake, Nerodia sipedon

Western Ribbon Snake, Thamnophis proximus

Plains Garter Snake, Thamnophis radix

Lined Snake, Tropidoclonion lineatum

Mammals:

Pronghorn, Antilocapra Americana

Bison, Bison bison

Mule Deer, Odocoileus hemionus

White-tailed Deer, Odocoileus virginianus

Coyote, Canis latrans

Swift Fox, Vulpes velox

Red Fox, Vulpes vulpes

Bobcat, Lynx rufus

Striped Skunk, Mephitis mephitis

Long-tailed Weasel, Mustela frenata

Black-footed Ferret, Mustela nigripes (Endangered)

American Badger, Taxidea taxus

Raccoon, Procyon lotor

Brazilian free-tailed Bat, Tadarida brasiliensis

Big Brown Bat, Eptesicus fuscus

Western small-footed myotis, Myotis ciliolabrum

Black-tailed Jackrabbit, Lepus californicus

Desert Cottontail, Sylvilagus audubonii

Eastern Cottontail, Sylvilagus floridanus

Prairie Vole, Microtus ochrogaster

Eastern Woodrat, Neotoma floridana

Muskrat, Ondatra zibethicus

Northern Grasshopper Mouse, Onychomys leucogaster

White-footed Mouse, Peromyscus leucopus

Deer Mouse, Peromyscus maniculatus

Western Harvest Mouse, Reithrodontomys megalotis

Plains Harvest Mouse, Reithrodontomys montanus

Hispid Cotton Rat, Sigmodon hispidus

North American Porcupine, Erethizon dorsatum

Plains Pocket Gopher, Geomys bursarius

Hispid Pocket Mouse, Chaetodipus hispidus

Ord's Kangaroo Mouse, Dipodomys ordii

Silky Pocket Mouse, Perognathus flavus

House Mouse, Mus musculus

Black-tailed Prairie Dog, Cynomys ludovicianus

Fox Squirrel, Sciurus niger

Thirteen-lined Ground Squirrel, Spermophilus tridecemlineatus

Least Shrew, Cryptotis parva

Birds

Canada Goose
Greater White-Fronted Goose
Snow Goose
Gadwall
American Wigeon
Mallard
Northern Shoveler
Green-Winged Teal
Blue-Winged Teal
Northern Pintail
Canvasback
Redhead
Ring-necked Duck
Lesser Scaup
Bufflehead
American Coot
Sandhill Crane
Great Blue Heron
Green Heron
Black-crowned Night Heron
White-faced Ibis
Black-bellied Plover
American Golden Plover
Semi Palmated Plover
Killdeer
Black-necked Stilt
American Avocet
Greater Yellowlegs
Lesser Yellowlegs
Willet
Solitary Sandpiper
Spotted Sandpiper
Long-billed Curlew
Hudsouion Godwit
Marbled Godwit
Semipalmated Sandpiper
Western Sandpiper
Least Sandpiper
Baird's Sandpiper

White-rumped Sandpiper
Pectoral Sandpiper
Stilt Sandpiper
Long-billed Dowitcher

American Kestrel
Merlin
Peregrine Falcon
Prarie Falcon
Barn Owl
Great Horned Owl
Short-eared Owl
Burrowing Owl
Long-eared Owl
Common Nighthawk
Common Poorwill
Rock Pigeon
Mourning Dove
Yellow-billed Cuckoo
Belted Kingfisher
Red-headed Woodpecker
Red-bellied Woodpecker
Warbling Vireo
Red-eyed Vireo
Orange-crowned Warbler
Nashville Warbler
Common Yellowthroat
Yellow-breasted Chat
Yellow Warbler
Yellow-rumped Warbler
Rock Wren
Horse Wren
Winter Wren
Bewick's Wren
Mountian Bluebird
Swainson's Thrush
American Robin
Northern Mockingbird
Brown Thrasher
Loggerhead Shrike
Northern Shrike
Horned Lark
American Pipit
Lapland Longspur
Chestnut-collarded Longspur
Spotted Towhee
Cassin's Sparrow
Am. Tree Sparrow

Lark Bunting
Savannah Sparrow
Grasshopper Sparrow
Song Sparrow
Lincoln's Sparrow
White-crowned Sparrow
Harris's Sparrow
Dark-eyed Junco
House Sparrow
Blue Jay
Black-billed Magpie
American Crow
Red-winged Blackbird
Western Meadowlark
Eastern Meadowlark
Yellow-headed Blackbird
Brewer's Blackbird
Common Grackle
Great-tailed Grackle
European Starling
Brown-headed Cowbird
Orchard Oriole
Baltimore Oriole
Bullock's Oriole
Western Piranga?
Northern Cardinal
Black-headed Grosbeak
Blue Grosbeak
Lazuli Bunting
House Finch
Pine Siskin
American Goldfinch
Townsend's Solitaire
Virginia Rail
Marsh Wren
Swamp Sparrow

Short-billed Dowitcher
Wilson's Phalarope

Franklin's Gull
Ring-billed Gull
Forster's Tern

Ring-necked Pheasant
Lesser Prarie Chicken
Wild Turkey
Northern Bobwhite
Turkey Vulture
Mississippi Kite
Bald Eagle
Northern Harrier
Swainson's Hawk
Red-tailed Hawk
Ferruginous Hawk
Rough-legged Hawk
Golden Eagle
Downy Woodpecker
Hairy Woodpecker
Northern Flicker
Tree Swallow
Northern Rough-winged Swallow
Cliff Swallow
Barn Swallow
Western Kingbird
Eastern Kingbird
Say's Phoebe
Alder Flycatcher
Willow Flycatcher
Dusky Flycatcher
Rudy-crowned Kinglet
Bell's Vireo
Chipping Sparrow
Clay-colored Sparrow
Vesper Sparrow
Lark Sparrow

Turkeys in Lake Scott Park

PLANTS

Catnip
Chalk lily
Sand lily
Steno siphon
White prickly poppy
White milkwort
Annual eriogonum
Western rock-jasmine
Prairie larkspur
Wild plum
Narrow leaf bluets
Bastard toadflax
White beardtongue
Chamaesaracha
Nodding green violet
Plains coreopsis
Retid marigold
Engelmann's daisy
Wax golden weed
Curly-cup gums weed
Broom snakeweed
Maximillian sunflower
Plains sunflower
Prickly lettuce
Cut leaf iron plant
Prairie dandelion
Prairie groundsel
Prairie coneflower
Canada goldenrod
Missouri goldenrod
Plains hymenoxys
Slender green thread
Goat's beard
Golden crown beard
Fringed puccoon
Western wallflower
Bladder pod
Wild mustard
Prince's plume
Plain's prickly pear
St. John's wort
Buffalo gourd
Snowy partridge pea
Golden prairie clover
Berlandier's flax
Stick leaf
Lavender leaf primrose
Serrate leaf evening primrue
Lemon paintbrush
Downy paintbrush
Common mullein
Buffalo bar
Puncture vine
Big bluestem
Purple three awn
Silver bluestem
Side-oats grama
Blue Grama
Hairy grama
Smooth brome
Downy brome
Buffalo grass
Sandbur
Windmill grass
Orchard grass
Barnyard grass
Canada wild rye
Bottlebrush squirrel tail
Stink grass
Virginia wild rye
Red love grass
Sand love grass
Needle and thread
Bush morning glory
Silky prairie clover
Cat claw sensitive briar
Purple poppy mallow
Scarlet globe mallow
Wild four o'clock
Scarlet gaura
Velvety gaura
Devils claw
Prairie wild rose
Small soap weed
Smooth sumac
Poison hemlock
Indian hem dogbane
Narrow-leafed milkweed
Whorled milkweed
Green milkweed
Western yarrow
False Boneset

White aster
Daisy fleabane
Heath aster
Western marble seed
Watercress
Nipple cactus
Clammy weed
Rock sandwort
Hedge bindweed
Wooly croton
Snow-on-the-mountain
Tine-leaf milk-vetah
Illinois bundle-flower
Wild licorice
White sweet clover
Black locust
Silky sophora
Wavy-leaf thistle
Wester wild lettuce
Dotted gay feather
Tansy aster
Aromatic aster
Western ironweed
Venus'-looking-glass
Erect dayflower
Nuttall's evolvulus
Lead plant

Ground-plum milk vetch
Slender milk-vetch
Missouri milk vetch
Wooly loco
Purple prairie clover
Purple locoweed
Wild alfalfa
Amenian vetch
Filaree (crane's bill)
Lemon mint
Pitcher sage
Resinous skullcap
Norton's flax
California loosestrife
Buckley's penstemon
Purple ground cherry
Dakota verbena
Wedge-lead frog fruit
Hoary vervain
Purple coneflower
Indian blanket flower
Rush skeleton plant
Pincushion cactus
Cardinal flower
Foxtail barley
Little barley
June grass

Witch grass
Switch grass
Western wheatgrass
Kentucky bluegrass
Little bluestem
Green foxtail
Indian grass
Johnson grass
Prairie cord grass
Tall drop seed
Sand drop seed fescue sedge
Heavy sedge
Fox sedge
Tape-leaf flat-sedge
Hybrid sedge
Long-stem spike rush
Soft-stem bulrush
Green bulrush
Torrey's rush
Western ragweed
Giant ragweed
Musk thistle
Russian thistle
Kochia
Venice mallow

Yuccas by Monument Rocks

Wildflowers

APPENDIX E: LODGING, DINING, SHOPPING, FUEL, PARKS AND POOLS

Scott County

Lodging	Dining	Shopping & Fuel	Parks & Pools
Airliner Motel	Broiler	Alco	Lake Scott State Park
Camp Christy	Dairy Queen	BJ Antiques	Maddux Park
Camp Lakeside	El Dos De Oros	Bling	Palmer Park
Cowboy Cabins	La Fiesta Rest.	Bruce's Inc.	Patton Park
El Quartelejo Inn	Ma & Pa's Daylight Donuts & Deli	Buttons & More	
Lady Di's B&B	Majestic Rest.	DecMart Furniture	
Lazy R Motel	Peking Garden	Dollar General	
Marz Motel	Pizza Hut	Gene's Appliances	
Navajo & Taos Cabins	Road Kill Grill	Giftologist @ Healthmart Pharmacy	
Pine Tree RV Park	Subway	Gifts, Etc.	
The Guest House	Taco Grande	Kabredlo's Cenex	
	Wendy's	L & M Tire	
		More 4 Less	
		Pamida	
		Paragons & Poppycock	
		Presto	
		Reniassance on the 4th	
		S&S Next 2 New	
		Scott City Coop	
		Sheek Design	
		Suzy B's Flowers & More	
		Timber & Lace	
		U Pump It	
		Vinny's Garage	
		You've Been Framed	

Logan County

Lodging	Dining	Shopping & Fuel	Parks & Pools
Annie Oakley Motel	Buckhorn Rest.	A Moment in Time	Annie Oakley Park
Econo Lodge	Colonial Steakhouse	Ampride	Annie Oakley Pool
Free Breakfast Inn	Dairy King	Bloom Studio	Bertrand Park
High Plains RV & Camping	Daylight Donuts	Buffalo Bill Cabin	
Kansas Kountry Inn	Don's Drive-In	Cute as a Button Art Gallery	
Magnuson Hotel	El Ranchito Café	Divine Secrets	
North Fork Hunting Lodge	Oakley IGA - Deli	Dollar General	
Relax Inn	Our Place	Everything's a Bloomin'	
Sleep Inn & Suites	Pizza Hut	Fick Fossil Museum	
Smoky River Rendezvous	Subway	Flower Garden	
Winona Motel	The Bluff	Great Western Tire	

		High Plains Camping	
		J-J Oil Company	
		Kabredlo's	
		Keystone Gallery	
		Mitten's Travel Plaza	
		Oakley Farm & Home	
		Pens & Papers & Inks	
		Prairie Dog Town	
		RadioShack	
		Second Time Around	
		SGP Glassblowing	
		Smoky River Quilt Shop	
		The Image	

Wallace County

Lodging	Dining	Shopping & Fuel	Parks & Pools
Clark-Robidoux House	Clark-Robidoux House	Locks Electric	Sharon Springs South Park
Heyl Traveler Lodge	Penny's Diner	Millers	
Mt. Sunflower B & B	S S Country Store	Bumper to Bumper	
Oak Tree Inn	Stephens Rest.		
Tumbleweed Motel			

APPENDIX F: LOCAL EVENTS

Scott County Events

• Road to Redemption every odd year	Good Friday every odd calendar year
• OK Kids Day	June
• Walk Run & Roll	July
• Fourth of July Celebration	July
• Beefiesta & Showdown Cookoff	
• Rod Run & Show	August
• Scott County Free Fair	
• Waterfowl Days at the Lake	
• KPRA Rodeo	
• Whimmydiddle Arts & Crafts Fair	Fourth Saturday of September
• Wings and Wheels	
• Sunflower Futurity	October
• Chukar Classic	October

Logan County Events

• Consumer Extravaganza	First weekend in March
• Butterfield Trial Ride, Russell Springs	First weekend of June
• Buffalo Bill Days	Second weekend of June
▪ Oakley City Wide Garage Sale	
▪ Tri-County Cruisers Car Show	
▪ Girls' Day Out	
▪ Chuck Wagon Diner	
• Watermelon Feed & Fireworks	July 4th
• Logan County Fair & Carnival	Fourth Week of July
• Community Free BBQ	Fourth Week of July
• Buffalo Bill Classic Bike-a-Thon	Third weekend of August
• Old Settlers Day, Russell Springs	Sunday before Labor Day
• State Cornhusking Contest	Second weekend of October
• Halloween Costume Parade	Last weekend of October
• Veteran's Day Parade	November 11th
• Fabulous Christmas Light Parade & Pancake & Sausage Feed with Santa	November – Friday after Thanksgiving
• Christmas Craft Fair	First weekend of December
• Winter Blast Dinner Auction	First weekend of December

Wallace County Events

• Wallace County Cruisers Car, Bike & Craft Show	First Saturday in May
• Fort Wallace Rodeo	Memorial Day Weekend
• Wallace County Home-Owned Fair & Livestock Show	Last weekend of July
• Last Chance Craft Show	First Saturday in December

Western Kansas Sunrise