

U.S. Standard Railroad Gauges

-Dr. Warren Gilson, Univ. of Georgia

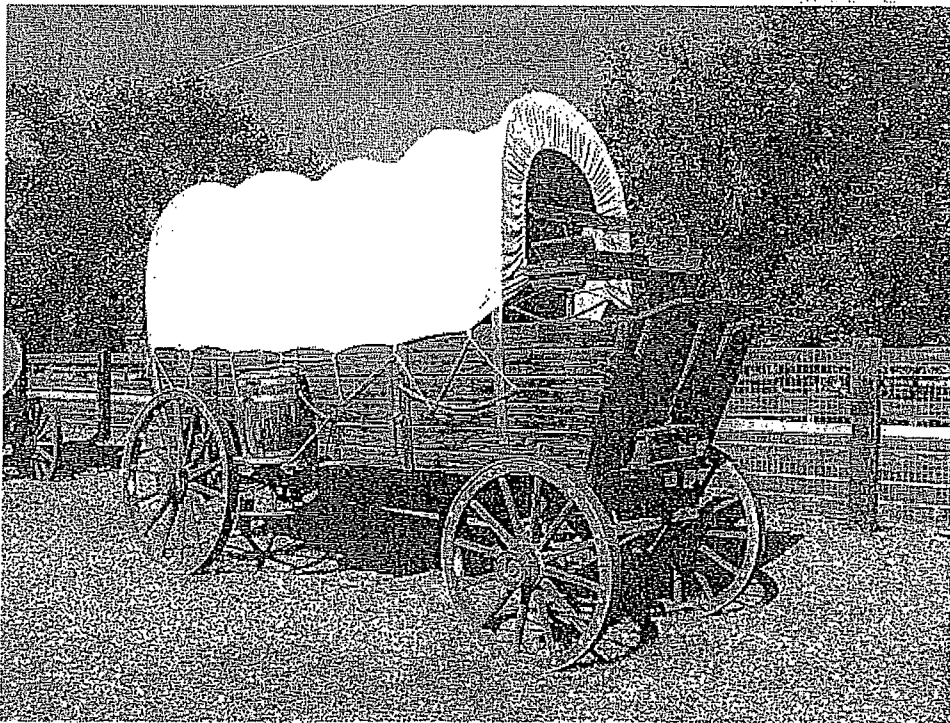
## Railroad tracks.

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number.

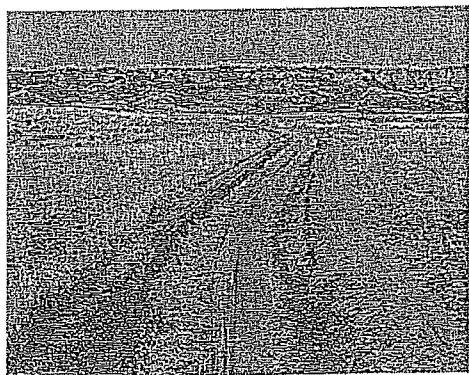
Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the US railroads.

Why did the English build them like that?  
Because the first rail lines were built by  
the same people who built the pre-railroad  
tramways, and that's the gauge they used.

Why did 'they' use that gauge then?  
Because the people who built the  
tramways used the same jigs and tools that  
they had used for building wagons, which  
used that wheel spacing.



Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

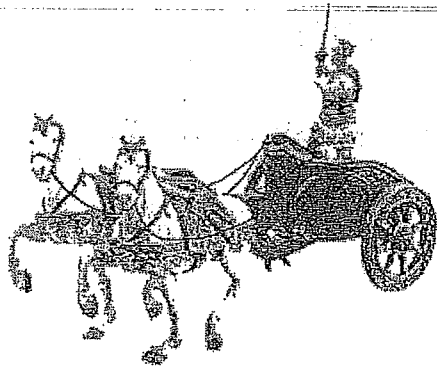


So who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war

chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.



Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot.

Bureaucracies live forever.

So the next time you are handed a specification/ procedure/ process and wonder 'What horse's ass came up with this?',

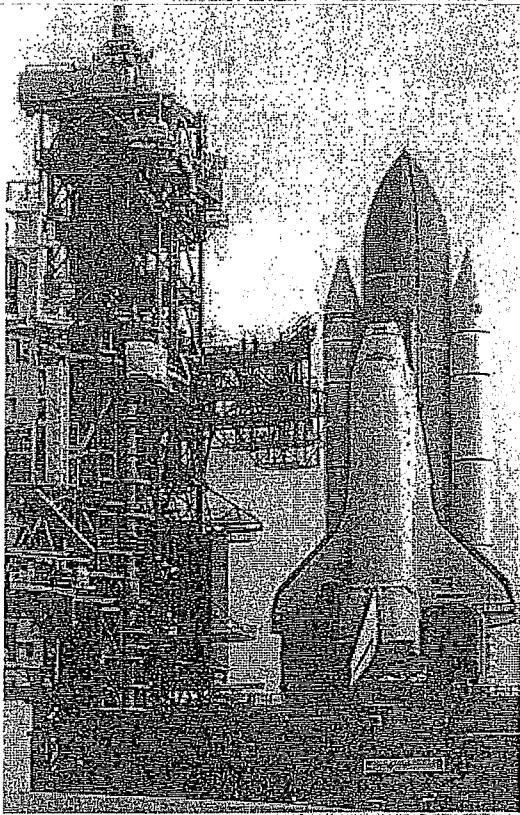
you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)



Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank.

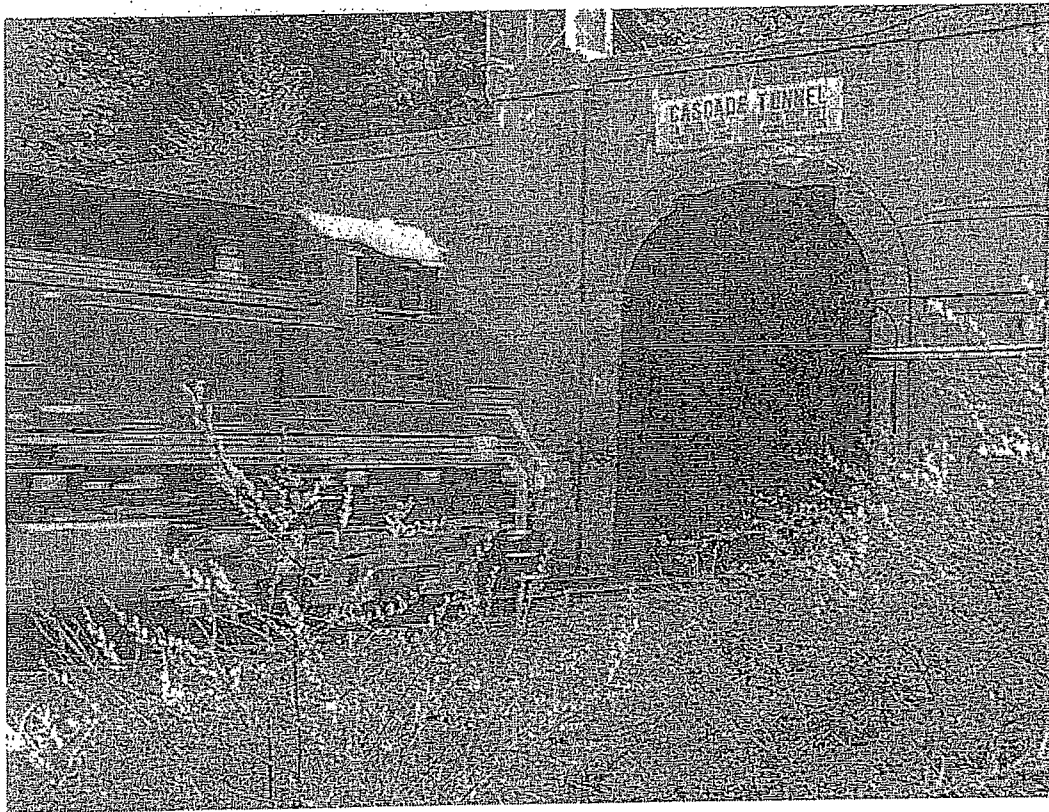
These are solid rocket boosters, or SRBs.  
The SRBs are made by Thiokol at their  
factory in Utah



The  
engineers who designed the SRBs would  
have preferred to make them a bit fatter, but  
the SRBs had to be shipped by train from  
the factory to the launch site. The railroad  
line from the factory happens to run through a



tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.



So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a

horse's ass. And you thought being a horse's  
ass wasn't important? Ancient horse's asses  
control almost everything...

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# Kingman Co. railroads played a significant role in county's history

by Byron Walker

All historic artifacts are a reminder of our heritage. This includes abandoned depots and railroad equipment. When presented in the proper manner can be an education; our heritage.

One might have the impression that railroad depots were built cheaply and all have the same design. Most of the "one railroad" towns did have the same basic design, such as the wooden depot at Cunningham. Bear in mind that all depots whether the standard or a more sophisticated design as in the cities were designed for the comfort of traveling people and movement of freight. Each depot had waiting rooms, toilet facilities, freight rooms, ticket offices and telegraph and train control sections. The telegraph and control rooms usually had a bay window that put the depot agent in a position to observe both directions from the depot for better control of the movements of the trains. There was always a wide overhang of the eaves of the roof. This was to protect waiting freight and travelers from the weather. Every feature of the depot was to expedite the business of the railroads. The buildings were designed for durability and minimal maintenance.

No matter how comfortable the railroads may have tried to make their depots, the hard wooden benches did not always leave passengers with a fond memory of waiting for a train. Only retrospect can enhance the aesthetics of waiting.

Waiting to send loved ones, waiting for returning loved ones. A service man being shipped to a war, or the return of a service man in a box. Some of the most beautiful expectations and some of the worst are incorporated into the memories of these old depots.

Railroads are passing into history after being such an important part of our history. As these railroads and their facilities are terminated most become only records, demolished for the sake of progress.

Neither the Santa Fe nor the Missouri Pacific Railroads exist in Kingman. Both were sold to the South Central Kansas Railroad. The S.C.K. disposed of the two lines by sale or by abandonment. Those sections of the railroad lines now left in Kingman County were sold to the Kansas Oklahoma Railroad who now runs a rail line from Wichita to Conway Springs to Kingman with a line south from Kingman to Rago and then west through Zenda and on to Protection. The K & O Railroad heads east from Kingman to Garden Plain and west to Pratt.

Kingman has two historical depots. The Santa Fe Depot is owned by a private non-profit corporation and dedicated to the history of the Santa Fe Railroad and the Cannonball Stage Line. The depot is near complete restoration, thanks to the time, money and persistence of Anita Cheatum. Mrs. Cheatum has established the depot as the "Cannonball Stage Line Welcoming Center", featuring the story of the founder of the Cannonball Stage lines "Donald Robert Green" and the story of the Santa Fe Railroad in Kingman County.

The Mo Pac Depot is owned by the Kingman County Historical Society and is awaiting full restoration. It will be used as a museum and learning center. When restored and landscaped with sand prairie river biome, the Mo Pac will house the "Catfish Farming Museum" and the Missouri Pacific Railroad story in Kingman County. It will also tell the history of all industries of Kingman County through the years.

The Santa Fe Railroad may no longer exist in Kingman County, but the Santa Fe Depot at Kingman and Cunningham still exist. Fortunately the Cunningham Depot was donated to the Kingman County Historical Society. The depot was relocated approximately 100 yards northwest of the original site on private land, which was subsequently donated, to the Kingman County Historical Society. The Depot was restored and now serves as a fine museum in Cunningham. The procuring and development of the depot and the land was largely through the efforts of David Amick and Betty Amick. The work of the relocating and restoration was made possible by the efforts of the people of the Cunningham community.

Both the Santa Fe and Missouri Pacific railroads played a significant role in the history of Kingman County. All three of these depots are being designed to commemorate that history. The success of these museums as educational institutions will be told by the history agenda and displays that are developed. They deserve the full support of Kingman County.

# First Railroad Came to Kingman On June 3, 1884

## Citizens Turned Out In Sunday Clothes To Watch Event

Kingman Courier, June 6, 1884

"During Kingman's brief existence as a city, she has known few days of such general rejoicing as last Monday. For two weeks past the general topic of conversation was the advent of the railroad. As it advanced mile after mile up the valley, the excitement heightened and increased until last Sunday the workmen came within hailing distance of the corporate limits and the great part of the population turned out to witness the process of construction. The old and young, the pious and the ungodly all went out to the deep cut just east of town where the men were at work, totally oblivious to the sanctity of the Sabbath; as all were willing apparently to readily recognize it as a matter of extreme necessity. By six o'clock the rails were laid about half way through the cut, nearly two miles of track having been completed on that day. Monday morning the work was resumed and by ten o'clock the track had reached the city limits. During the afternoon the crowd of spectators increased and by the time the laying and leveling and spiking had reached Main street nearly one thousand people crowded around to see the first engine make its passage across the principal thoroughfare of the city. The Kingman cornet band was out discoursing enlivening music and the spikes sank into the ties to the measure of sweet strains. Engine No. 30, (engineer) Tom Banks at the throttle, with his good looking fireman, Bennie Watkins, gazing out upon the sea of faces, was the first to make the crossing. While the engine slowly pulled across, the people noiselessly watched its progress and when it had completed the crossing a simultaneous shout of joy burst from the thousand throats.

The crossing was made about six o'clock and soon after the two hundred employees were invited to partake of a good supper prepared for them by the citizens. The first car load of lumber to come in was consigned to C. F. Miller and is intended for Dr. Yancey's new house.

"Thursday evening Jim Smythe flung his grip aboard the train and then monkeyed around among the boys until the train and grip had departed. He has the honor of being the first man to miss a train out of Kingman.

"Mr. H. Pinegar, the artist, brought out his camera and photographed the first car across Main street. It is a good picture, showing an ordinary flat car with the best band in southern Kansas aboard."

## Santa Fe Serves County 54 Years

Lines Cross County Three Times; Paid \$47,142 in Taxes Last Year

Fifty-four years of service to the people of Kingman and Kingman county were rounded out by the Santa Fe Railway on June 2 of this year. The first railroad car into Kingman was pushed across the intersection of Main street on June 2, 1884, completing the Wichita and Western Railroad to Kingman.

Today the Santa Fe still plays a big part in the transportation facilities of the county. Santa Fe lines cross Kingman county three times, twice east and west and once north and south. A fourth line cuts the southeastern corner of the county. The Santa Fe has 108 miles of roadbed and 8 miles of side tracks in Kingman county and paid \$47,142.20 in taxes for last year. The Santa Fe's share of the taxes paid in the county represented one out of every nine dollars paid.

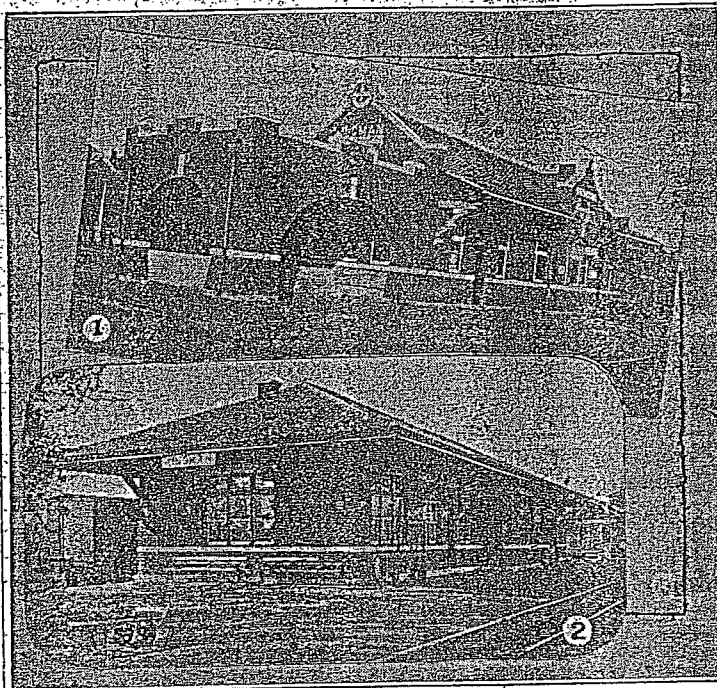
The Hutchinson and Southern branch operates a motor car each way daily in addition to a freight each way daily except Sunday. On the Wichita and Western, the Santa Fe operates a mixed freight each way daily except Sunday. The Englewood branch has a motor car each way daily in addition to a freight each way daily except Sunday.

When the wheat rush is on in earnest in Kingman county, the Santa Fe runs several special freight trains every day in order to rush the Kingman county product to market. Box cars to take care of the rush are spotted around over the wheat belt several weeks ahead of harvest in order that the Santa Fe can give service when real service is needed.

Among the good customers of the Santa Fe in Kingman county are the Consolidated Flour Mills in Kingman and the Skelly Oil Co. at Cunningham. Hundreds of cars of wheat, flour and other milling products are shipped each year via Santa Fe by the Consolidated Mill here. At Cunningham, a special spur has been built for the Skelly Oil Co. to load its oil. The field has over forty producing wells and hundreds of cars of oil and gasoline are shipped over the Santa Fe to the Skelly refinery at Eldorado.

Implement houses, motor car dealers, newspapers, furniture stores, clothing stores and many

## Kingman Has Two Modern Rail Depots



Kingman has two modern up-to-date passenger depots in the Santa Fe and Missouri Pacific stations. Both depots have been built in the past thirty years and are brick construction with plenty of seats in the waiting rooms. The Santa Fe depot is shown above and the Missouri Pacific is shown below in the above picture.

other Kingman merchants rely on the Santa Fe for fast freight service and get it regularly. The pride of the Santa Fe freight department is the overnight freight service offered out of Kansas City. Orders received in Kansas City one day come out to Kingman on the Wichita and Western the next morning.

### Great Colonizer

The Santa Fe's part in colonizing Kingman county and other western areas is too great to be overlooked. For years Hutchinson and Harper were the "end of the line" and persons wanting to come to Kingman had to come overland. In 1884, the first road into Kingman was built and the town began to boom. By 1888 the population of Kingman had jumped from slightly over a thousand to over six thousand people, business was booming and prosperity filled the air. The railroad's part in that boom can not be overlooked.

After the construction of the Wichita and Western in 1884, there was considerable railroad talk, but it was August 30, 1886 before the Kingman, Pratt and Western began passenger service between Kingman and Ninnes-

cah (now Cunningham). The road extended to Greensburg. On July 15, 1889, the citizens of Kingman voted \$20,000 in bonds to the Hutchinson, Oklahoma & Gulf Railroad, only three votes being cast against the proposal. The H. O. G. depot was located on Sherman street about a block east and slightly north of the present Santa Fe depot. The building was moved away when the Santa Fe purchased the line under foreclosure on December 20, 1899. The H. O. G. was originally a Rock Island feeder line.

In the southern part of the county, the LeRoy & Western Railway started operation between Mulvane and Spivey on May 1, 1887. This road was extended to the east line of Clark county on October 1, 1887 while the Southern Kansas & Panhandle Railroad built from that county line to Englewood at the same time.

The Santa Fe acquired all of the above mentioned lines in the latter part of the nineteenth century. The Wichita and Western absorbed the Kingman, Pratt and Western and the combined lines were sold to the Santa Fe on December 31, 1899.

## Missouri Pacific Here Since 1886

Missouri Pacific Furnishes Outlet for Fertile Wheat Land in County

Coming to Kingman as the Denver, Memphis and Atlantic Railway, the Missouri Pacific has served this county for over fifty years coming to Kingman in 1886. The line crosses Kingman county by going through Norwich, Belmont, Kingman, Brown Spur and Penasola. The branch operating through Kingman extends from Larned to Conway Springs. The Missouri Pacific has over 39 miles of main line track and nearly three miles of side tracks in Kingman county. The Missouri Pacific paid \$8,571.93 in taxes in Kingman county last year.

When the county was settled in the eighties, the Missouri Pacific played an important part in bringing people to this area. South Kingman was the most thickly populated part of the town in the early days and the Missouri Pacific was the principal railroad as far as the South-landers were concerned.

The Missouri Pacific goes thru fertile wheat land in its trip across the county and is forced to operate many special trains during the wheat rush in order to accommodate the elevators located on the Missouri Pacific tracks. During the remainder of the year a mixed freight is operated over the line every other day, except Sunday. The train goes to Larned on Monday, Wednesday and Friday and returns Tuesday, Thursday and Saturday.

The first train over the DM&A from Kingman to Conway Springs was run on September 10, 1886. The D.M.&A. was consolidated with a number of other railroad companies on January 10, 1891 to form the Kansas and Colorado Pacific Railway Company. The latter company was consolidated with a number of other rail lines on August 9, 1909 to form the Missouri Pacific Railway Co. An old landmark at the Missouri Pacific station in Kingman is the wooden water tower located a few yards west of the present station. The old-time tower was erected shortly after the line was constructed and is still in use. It is one of the few wooden water towers still in use on rail line in this section of Kansas.

Grover King is the Missouri Pacific agent at Kingman.



# Age of elegance

BY BECCY TANNER  
The Wichita Eagle

THE WICHITA EAGLE ■ SUNDAY, APRIL 23, 2000

**T**his 90-year-old Newton woman beams whenever she talks about her days as a Harvey Girl — even though it's been more than half a century.

What Clara Connor remembers best is that on Mondays "you could have anything you wanted to eat."

"Well, I'd have a big glass of orange juice, scrambled

eggs and bacon and coffee. Then,

we'd serve the lunch crowd, and

I'd have a piece of pie and a cup of

coffee. I'd go home on break

and change clothes so I could

be ready and back to work at 5 for

dinner. . . . And I still had a small

waist because I'd work it all off

being a Harvey Girl."

Connor is one

of the few women still alive who can call themselves Harvey Girls. Their

numbers are quickly dwindling.

As the West was settled, the name Harvey came to mean impeccable service

and quality along the nation's railroads.

Fred Harvey's Harvey House system started in Kansas and thrived nationwide until the 1960s.

His perfectionism and attention to detail helped not only define the standards for restaurants nationwide but

helped civilize the Old West. Even now, nearly a century after his death, his

impact is felt every time you enter a restaurant where a dress code and conduct rules are in effect.

Even so, today's diners may be hard

pressed to find a chain of national restaurants meeting Harvey's standards.

"There is nothing comparable to them today," said Dee Harris, director of the Smoky Hill Museum in

Salina, who researched the Harvey history for her master's thesis in 1995. "Yes, we have restaurants that

focus on standards and quality, but there is nothing like the Fred Harvey system — certainly nothing that

employs women based on his

requirements from the 1880s and 1890s."

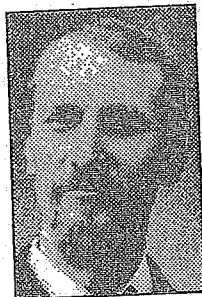
The Harvey House legacy started in the mid-1870s. Harvey, a restaurant owner in New York and New Orleans

and a frequent train passenger, knew from experience that travelers were often hard pressed to find decent food.

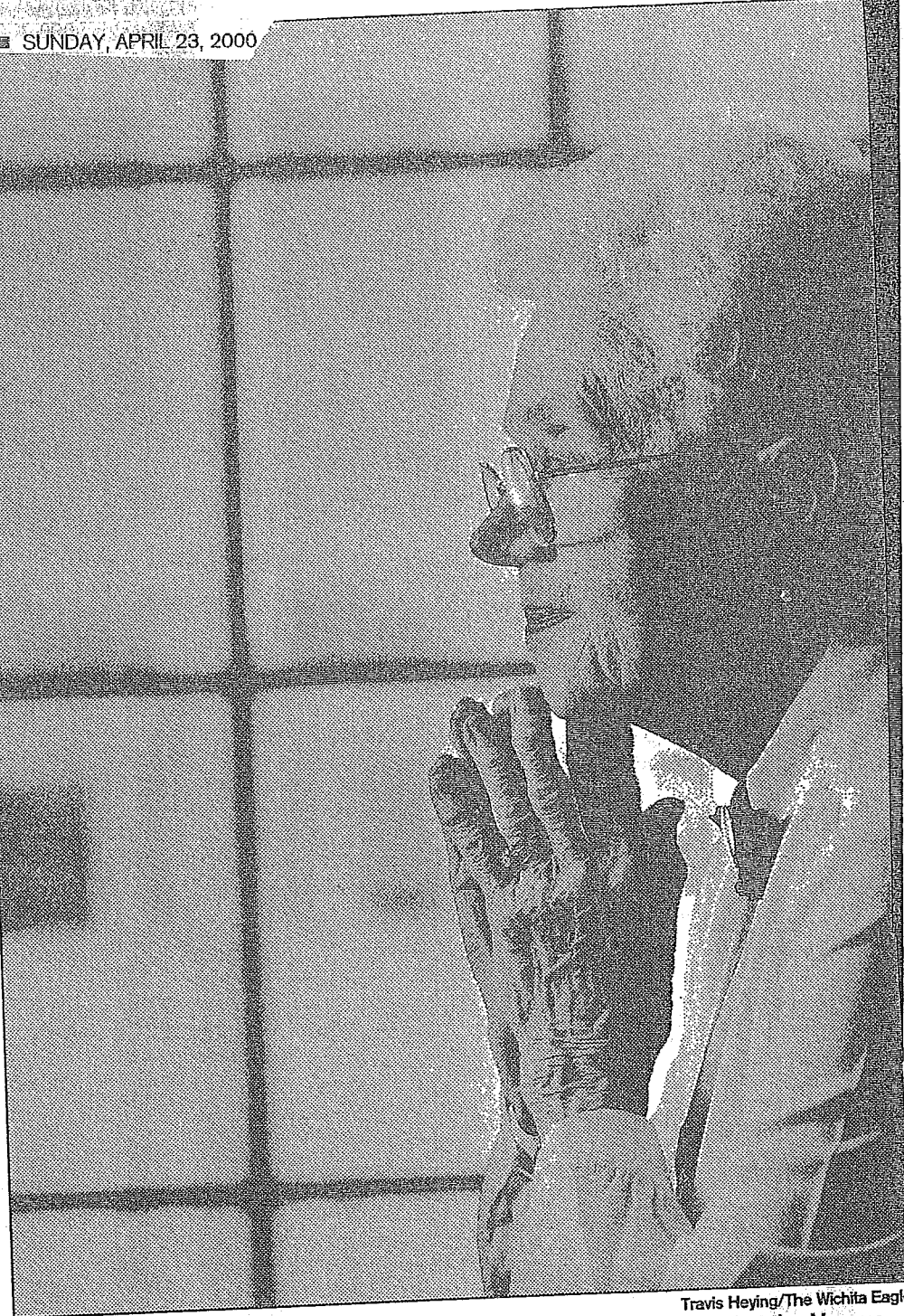
He went to the Santa Fe Railway, promising he could draw more passengers with delicious food at reasonable prices — particularly if it was served by a pretty face.

Harvey placed ads in Eastern and Midwestern newspapers reading: "Wanted: young women of good character, attractive and intelligent, 18 to 30."

The women were trained to provide courteous service. And to be prompt — to serve hundreds of passengers in only 20 minutes, the aver-



Fred Harvey opened his first Harvey House at the Topeka Santa Fe Depot in 1876.



Travis Heying/The Wichita Eagle

**Clara Connor, 90, of Newton recalls the days she spent as a Harvey Girl at the Harvey House in Newton.**

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# A century after their heyday, Fred Harvey's dining rooms are considered important in the development of Kansas and the West

4/23/00  
INSIDE ON 22A

During the late 19th century, travelers often arranged their schedules so they could dine and sleep at the Harvey House in Florence, also known as the Clifton Hotel. The Marion County stop was once considered to have the largest and finest buildings in central Kansas.

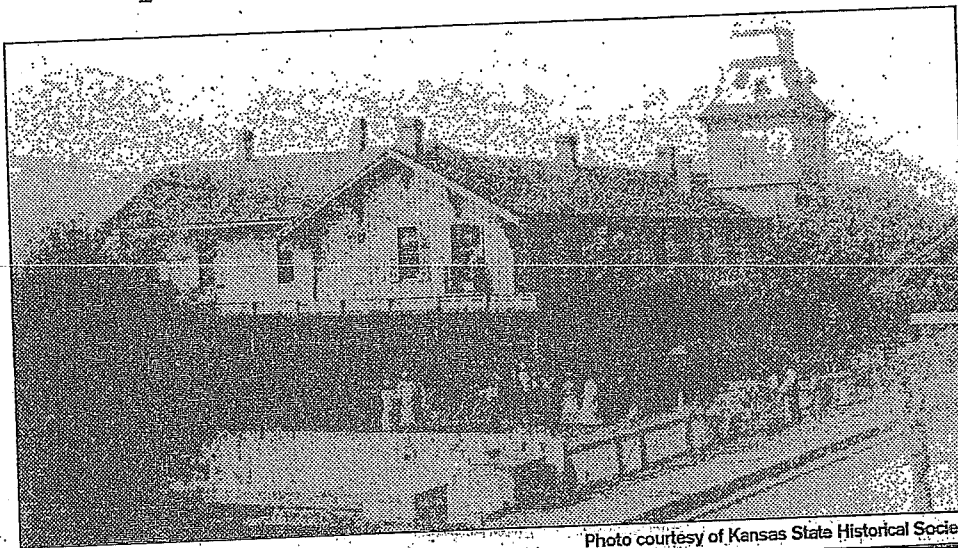


Photo courtesy of Kansas State Historical Society

The Harvey House menu in 1927.

Complete lyrics to Johnny Mercer's "On the Atchison, Topeka and the Santa Fe," the song which Judy Garland sang in the movie, "The Harvey Girls."

age time a train paused at a station for servicing every four hours.

The first Harvey House was in Topeka. The second was in the town of Florence in Marion County, population 100.

But the standards were the same. In Florence, Harvey bought the local hotel, brought in expensive walnut furniture, silver and crystal from England, china from France and

linens from Ireland. Harvey even originated the oversize napkin to accommodate gentlemen who tucked them into waistcoats.

He brought in a chef from Chicago to prepare the delicacies he bought locally: \$1.50 for a dozen prairie chickens, 75 cents for a dozen quail and 10 cents for a pound of hand-churned sweet butter.

Soon, the Harvey House in Florence became famous, and travelers arranged their schedules to stop and eat.

"Kansas is significant in the story of the Harvey Houses because Kansas is the home of the Fred Harvey empire," Harris said. "He started in a two-story wood-frame structure in Topeka, moved on to Florence, then Newton, Hutchinson and Dodge City. The Harvey system soon spread throughout all the Southwest."

By 1900, the entire Santa Fe route was dotted with Harvey Houses. Because of its central location, Newton was a regional headquarters for the Harvey system and housed dairy farms and barns, a creamery, a

poultry feeding station, a produce plant, an ice plant, meat locker rooms, and a carbonating plant for bottling soda pop.

Wichita had a Fred Harvey Dining Room in its Union Station until 1937.

## The Harvey House menu

Imagine sitting down for a Harvey House dinner in 1927:

For 75 cents, diners had a choice of fried flounder in tomato sauce, a potted small steak with smothered onions, fresh shrimp with noodles au gratin, or roast homemade veal loaf in mushroom sauce. Included were mashed potatoes, cauliflower in cream, bread and a drink — finished with a choice of raisin pie, ice cream or fresh peach pudding with fruit sauce.

lunch counter and marble-topped tables. The morning sun shone through blue stained-glass windows.

Harris said that Harvey demanded the utmost in cleanliness, elegance and service — so much that historians speculate Harvey required his restaurants to lose money.

Harvey's attention to detail is legendary.

Even customers faced a dress code: Men had to wear a jacket as they dined. If someone lacked a jacket, every Harvey House had a supply of dark alpaca coats to loan.

But the strictest rules governed the Harvey Girls.

He required them to wear a uniform: a long-sleeved black dress with a stiff collar, black shoes and stockings. They had to sign contracts for a year, during which they promised not to marry. They were strictly supervised, living in special dormitories and abiding by curfews.

Before the Harvey Girls, historian Harris said, "waitresses were considered prostitutes. That was one reason they were called Harvey Girls and not

"They had very strict moral codes they had to live by. They had strict physical demands made on them. If you could not live by those rules, you were no longer a Harvey Girl. That's why, to me, they are truly pioneering women."

The Harvey Girls are a legend of the Old West, immortalized by Hollywood like the cowboy. In 1946, Judy Garland starred in "The Harvey Girls," whose theme "On the Atchison, Topeka and the Santa Fe"

won that year's Oscar for best song.

Harvey died in 1901, but the restaurants were a fixture until the 1940s. The Harvey Houses' elaborate meals and service were left behind by faster trains and Americans' faster-paced lives. By the 1960s, all were gone.

The memories remain, though, for Harvey Girls like Clara Connor, who worked at Newton's Harvey House and was married to a brakeman for the Santa Fe for 71 years.

"A Harvey Girl meant you were top class — and we were. I wouldn't take anything for my experiences then."

Beccy Tanner writes about preservation and Kansas history. She can be reached at 268-6336 or [btanner@wichitaeagle.com](mailto:btanner@wichitaeagle.com)



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Dee Harris,  
director of the Smoky Hill  
Museum in Salina



Photo courtesy of Kansas State Historical Society

Harvey Girls — these three worked at the Hutchinson Harvey House in 1915 — had to follow a strict code of conduct and dress and provide a high standard of service set by owner Fred Harvey.

## "ON THE ATCHISON, TOPEKA AND THE SANTA FE"

4/23/00

(Words by Johnny Mercer. Performed by Judy Garland and company in the 1946 film "The Harvey Girls.")

Do you hear that whistle down the  
line?  
I figure that it's engine number forty-  
nine.  
She's the only one that'll sound that  
way.  
On the Atchison, Topeka and the  
Santa Fe.

See the old smoke risin' round the  
bend.  
I reckon that she knows she's gonna  
meet a friend.  
Folks around these parts get the time  
o' day  
From the Atchison, Topeka and the  
Santa Fe.

Here she comes!  
Ooh, ooh, ooh,  
Hey, Jim! Yuh better get the rig!  
Ooh, ooh, ooh  
She's got a list o' passengers that's  
pretty big.

And they'll all want lifts to Brown's  
Hotel,  
'Cause lots o' them been travelin' for  
quite a spell,  
All the way to Cal-i-form-i-ay  
On the Atchison, Topeka  
On the Atchison, Topeka  
On the Atchison, Topeka and the  
Santa Fe.

Oh, the roads back east are mighty  
swell,  
The Chesapeake, Ohio and the ASL.  
But I make my run and I make my  
pay  
On the Atchison, Topeka and the  
Santa Fe.

Goin' back and forth along these  
aisles,  
My land you must've walked a mil-  
lion miles.  
It's a treat to be on your feet all day  
On the Atchison, Topeka and the

Santa Fe.  
Here we come!  
Raa-a-raa-a-raa-a-raa-raa-raa  
She's really rakin' down the line  
Looky, look, look, looky look, look,  
look  
Oh boy, we're huffin' and a-puffin'-on  
the forty-nine!

In this day and age girls don't leave  
home.  
But if you get a hankerin', you  
wanna roam.  
Our advice to you is to run away  
On the Atchison, Topeka and the  
Santa Fe.

Hey, men did you ever see such pert  
femininity  
Arrivin' all at once in this here town  
In this here town?  
Never saw the likes of this for miles  
around!



# ORPHAN TRAINS

## HISTORY OF THE ORPHAN TRAINS

Between 1841 and 1860, America received 4,311,465 immigrants who were looking for a better life for their families. During this time, port cities were overcrowded. It was hard to find housing, and jobs and food were scarce. Children as young as 6 were working to help support the family, and young families fell apart. An estimated, 30,000 children roamed the streets of New York in search of money, food and shelter.

In 1853, a 26 year-old minister, Charles Loring Brace, became obsessed by the plight of these children. Horrified by the conditions he saw on the streets, Brace and a group of businessmen formed the Children's Aid Society to help care for neglected children. Brace felt that these children's only hope was to leave their surroundings and send them away to kind Christian homes in the country. The Children's Aid Society (later there were other agencies, too) arranged trips, raised money and obtained the legal permission needed to relocate these children. He was the founder of what would later be called "the Orphan Trains." However, most of these children were not truly orphans. Some children had one parent and others had both parents. But because of various reasons (too many children, not enough money or food, parents had to work, etc.) they could not care for their children.

On September 20, 1854, the Children's Aid Society sent out the first group of children by train to Dowagiac, Mich. All 46 10- to 12-year-old boys and girls were successfully placed in new homes. The Orphan Train movement lasted for 75 years - the last train departed in 1929. It is estimated that between 150,000 and 200,000 "orphan" children were relocated via

the Orphan Trains. The Orphan Trains traveled to all 48 U.S. states.

### KANSAS ORPHAN TRAINS

The first documented Kansas-bound Orphan Train arrived in Manhattan in 1867. During the 62-year span that the Orphan Trains traveled to Kansas, it is estimated that between 5,000 and 6,000 children found homes in Kansas.

Although it is difficult to document every Orphan Train stop in Kansas towns, several researchers have been able to record partial lists of towns and children. The Kansas Collection has a partial list of train arrivals in Kansas that totals 218 stops in Kansas towns and the names of many children. Some of towns that were included in the list were Abilene, Agenda, Belleville, Beloit, Cawker City, Chapman, Chase, Clay Center, Clifton, Clyde, Concordia, Ellis County, Hays, Hope, Jewell, Lamed, Lindsborg, Mankato, Marion, McPherson, Salina, Schoenchen, Sterling, Victoria, WaKeeney, Wakefield and Washington.

At the Children's Aid Society, they would determine which children (usually 40-60) were to be sent out on the train, where the train would travel and in what towns it would stop. Each train had placing agents that would accompany the children on their journey - usually one female and male per train. The placing agents would send out advance notice to key newspapers "Homes Wanted for Orphans" - to alert



GAFFNEY WICH	PAWNEE	CLARK	COMBARGE	BARBER	ALBANY	SUMNER	CONLEY	CHATHAM	LANETTE-HOPKES
STANLEY	SEWARD	MEADE	CLARK	COMBARGE	BARBER	ALBANY	SUMNER	CONLEY	CHATHAM
STANLEY	SEWARD	MEADE	CLARK	COMBARGE	BARBER	ALBANY	SUMNER	CONLEY	CHATHAM
STANLEY	SEWARD	MEADE	CLARK	COMBARGE	BARBER	ALBANY	SUMNER	CONLEY	CHATHAM
STANLEY	SEWARD	MEADE	CLARK	COMBARGE	BARBER	ALBANY	SUMNER	CONLEY	CHATHAM
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STANLEY	SEWARD	MEADE	CLARK	COMBARGE	BARBER	ALBANY	SUMNER	CONLEY	CHATHAM
STANLEY	SEWARD	MEADE	CLARK	COMBARGE	BARBER	ALBANY	SUMNER	CONLEY	CHATHAM
STANLEY	SEWARD	MEADE	CLARK	COMBARGE	BARBER	ALBANY	SUMNER	CONLEY	CHATHAM
STANLEY	SEWARD	MEADE	CLARK	COMBARGE	BARBER	ALBANY	SUMNER	CONLEY	CHATHAM

# PLACES AND PAGES

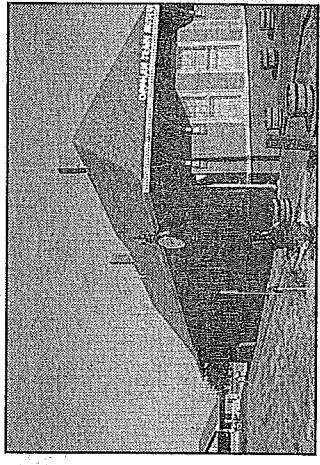
the public that the children would be coming. On Friday, June 18, 1909, 16 children arrived in Belleville. The local newspaper headline was "The Day They Gave Babies Away."

The potential families were allowed to visit with (and inspect) the children. If the family, child, committee and the placing agents agreed that it was a good match, then the child would leave the group and go to his/her new home. Often brothers and sisters were separated by the "adoption" process, sometimes never to see each other again.

Reports from the riders varied. Sometimes they were treated like part of the family, but there were reports of abuse and instances in which they became farmhands or maids. It was difficult for these children to adapt to their new surroundings. Since many were immigrants, they spoke another language or had an accent. There are also many sad accounts from Orphan Train riders that state that they were considered "outcasts" and other children were not allowed to play with them and teased them. So it is not surprising that when they became adults, many did not talk about riding the Orphan Train.

## NATIONAL ORPHAN TRAIN COMPLEX

The National Orphan Train Complex, Museum and Reach Center is located in Concordia. It consists of two buildings: a restored 1917 railroad depot that houses the museum and exhibits



Source: The Kansas Collection (kancoll.org)  
The National Orphan Train Complex/Orphan Train Heritage Society of America  
(<http://orphantraindepot.com/>)

about the Orphan Train movement, riders from across the country, and information about the organizations that participated in the movement. The Morgan-Dowell Research Center houses the archives collected by the Orphan Train Heritage Society of America as well as an ever-growing collection of documents and information about riders and their experiences. The research center has a library and research room for historians, genealogists, students and anyone seeking information about the Orphan Train movement. They strive to help people who are trying to find information about relatives who were riders and conduct research, for a fee. The NOTC is host to an annual celebration in September - a reunion for people connected and interested in the Orphan Train movement.

## Activities:

- 1 Why was there a need for the Orphan Trains?
- 2 During what years did the Orphan Trains place children in the U.S.? How many years did they travel in Kansas?
- 3 Why do you think Kansas was a good place to bring children?
- 4 In what town is the National Orphan Train Museum located? Locate this town on a map