NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Kansas Route 66 Historic District, East of Galena

other names/site number US Highway 66

2. Location

street & number US Highway 66 [n/a] not for publication

city or town Galena [X] vicinity

state Kansas code KS county Cherokee code 021 zip code 66739

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [ ] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [ ] locally.
(See continuation sheet for additional comments [ ].)

Richard D. Pankratz, DSHPO 7-11-03

Signature of certifying official/Title Date

Kansas State Historical Society
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria.
(See continuation sheet for additional comments [ ].)

Signature of certifying official/Title

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper Date

[ ] entered in the National Register
See continuation sheet [ ].
[ ] determined eligible for the National Register
See continuation sheet [ ].
[ ] determined not eligible for the National Register.
[ ] removed from the National Register
[ ] other, explain
See continuation sheet [ ].

5. Classification

Ownership of Property

[ ] private
[X] public-local
[ ] public-State
[ ] public-Federal

Category of Property

[ ] building(s)
[X] district
[ ] site
[ ] structure
[ ] object

Number of Resources within Property

Contributing	Noncontributing	
		buildings
1		sites
9		structures
		objects
10		Total

Number of contributing resources previously listed in the National Register.

0

Name of related multiple property listing.

Route 66 in Kansas

6. Function or Use

Historic Function

TRANSPORTATION: Road-related (vehicular)

Current Functions

TRANSPORTATION: Road-related (vehicular)

7. Description

Architectural Classification

No Style

Materials

foundation CONCRETE
walls N/A
roof N/A
other CONCRETE

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

[X] **A** Property is associated with events that have made a significant contribution to the broad patterns of our history

[ ] **B** Property is associated with the lives of persons significant in our past.

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

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

Criteria Considerations

Property is:

[ ] **A** owned by a religious institution or used for religious purposes.

[ ] **B** removed from its original location.

[ ] **C** a birthplace or grave.

[ ] **D** a cemetery.

[ ] **E** a reconstructed building, object, or structure.

[ ] **F** a commemorative property.

[ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

TRANSPORTATION

Periods of Significance

1926-1953

Significant Dates

N/A

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

[ ] preliminary determination of individual listing (36 CFR 67) has been requested

[ ] previously listed in the National Register

[ ] previously determined eligible by the National Register

[ ] designated a National Historic Landmark

[ ] recorded by Historic American Buildings Survey

#_____

[ ] recorded by Historic American Engineering Record

#_____

Primary location of additional data:

[ ] State Historic Preservation Office

[ ] Other State Agency

[ ] Federal Agency

[X] Local Government

[ ] University

[x] Other:

Name of repository: Kansas State Historical Society Archives; Cherokee County Engineer's Office

10. Geographical Data

Acreage of Property 8.7 acres

UTM References

A. Zone 15	Easting 355240	Northing 4105310	B. Zone	Easting	Northing
C. Zone	Easting	Northing	D. Zone	Easting	Northing

[ ] See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Elizabeth Rosin, Partner

organization Historic Preservation Services, LLC date December 1, 2002

street & number 323 West 8th Street, Suite 112 telephone 816-221-5133

city or town Kansas City state MO zip code 64105

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black-and-white photographs** of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of SHPO or FPO.)

name Cherokee County; c/o Pat Collins, County Commissioner

street & number 110 West Maple Street telephone 620-429-3256

city or town Columbus state KS zip code 66725

Kansas Route 66 Historic District – East Galena Cherokee County

At Missouri state line (Culvert 1) (C); 0.1 miles west of the state line (Culvert 2) (C); 0.3 miles west of the state line (Culvert 3) (C); 0.385 miles west of the state line (Culvert 4) (C); 0.6 miles west of the state line (Culvert 5) (C); Intersection of Route 66 and Bellevue Street (Culvert 6) (C); 0.65 miles west of the state line (Culvert 7) (C); 0.8 miles west of the state line (Triple Culvert) (C); 1.0 mile west of the state line (Route 66 Viaduct) (C)

SUMMARY

The Kansas Route 66 Historic District, East of Galena includes a 1.2-mile stretch of US Highway 66 (Route 66). The district begins at the Missouri state line and continues west to a point approximately 300 feet northeast of the intersection with Front Street at the north end of the Galena business district. In addition to the historic roadbed, the district includes nine functional concrete structures — seven small box culverts; one large, triple box culvert; and a viaduct.1 The paving of the road and construction of the structures took place between 1922 and 1923, three years prior to the designation of Route 66 as a federal highway. Both of the larger structures are in good condition and retain a very high degree of integrity. While some of the original railings on the smaller culverts are damaged beyond repair or missing, as a group these elements, together with their setting, form a cultural landscape that clearly conveys the historic feeling of Route 66.

ELABORATION

Roadbed

This segment of Route 66 occupies a right-of-way that ranges between 50 and 60 feet wide. Within that right-of-way, the roadbed is roughly 25 feet wide with little or no shoulder. The current asphalt road surface overlays an earlier concrete base. The pavement is in fair condition, with cracks and bumps common. Where the side of the road is level with the pavement, it forms a soft, gravel shoulder. Generally, the right-of-way slopes steeply away from the roadbed on either side, forming shallow drainage ditches. Bellevue Street intersects this segment of Route 66 approximately 0.6 miles west of the state line.

The alignment of this road segment responds to the topography, in particular to a large hill around which it travels. From the state line, Route 66 heads northwest for approximately 0.3 miles. It makes a 90-degree curve to the southwest around the mass of the hill, continuing in that direction for approximately 0.5 miles. At this point, the road heads nearly due west across the flat landscape as it approaches the viaduct. The viaduct carries the road back to the southwest toward the intersection of Front Street as it approaches downtown Galena.

Road-related Structures

The remaining contributing structures to the Route 66 Historic District share common design features. All are of reinforced, poured concrete construction and have a gritty, sandy aggregate. Surrounding the rectangular mouths of the box culverts are rectangular or trapezoidal structures.

While some of the structures have flanking retaining walls set at oblique angles to the culvert, others do not. When a railing is present, it rises from the top (lintel) of the culvert at the edge of the road. Generally, the railing posts are located directly above the corners of the culvert opening. The railing posts have recessed panels on their tall, outward faces and chamfered caps. The rails connecting the posts also

1 The sketch map at the end of this nomination shows the locations of the contributing structures within the historic district.

have chamfered edges. Each pair of culvert elements (north and south sides of the road) has identical dimensions. The members (posts and lintels) that compose each small culvert also have standard dimensions with only minimal variations between the structures. Each contributing structure to the Route 66 district is described in detail below. The district includes no non-contributing elements.

Culvert 1, at the Missouri state line (0.0), includes elements on the north and south sides of the road. The culvert lintel is 8 feet long and 15 inches wide at the edge of the street. Supporting the culvert lintel are retaining walls that extend outward 75 inches. From the level of the pavement, the lintel is 22 inches high. Below the lintel the rectangular culvert opening is 56 inches tall and 96 inches wide. On the south side of the road, the culvert has a typical two-bay railing. The three posts rising from the lintel are 40 inches high and 12 inches square. Centered on the lintel, the posts are set 42 inches apart. Connecting the posts are pairs of 6-inch-tall rails set 12 inches apart. This culvert structure and railing are in good condition, although the middle post has some spalling and exposed rebar. On the north side of the road, the upper railing is missing.

Culvert 2, 0.1 miles west of the state line, includes elements on the north and south sides of the road. On the south side of the road, the culvert has a typical one-bay railing. The culvert lintel is 72 inches long and 15 inches wide at the edge of the street. Supporting the lintel are retaining walls that extend 72 inches to the south. From the level of the pavement, the lintel is 22 inches high. Below the lintel the rectangular culvert opening is 48 inches tall and 36 inches wide. The two posts rising from the lintel are 40 inches high and 12 inches square. The posts are at the outer corners of the lintel and are set 36 inches apart. Connecting the posts are pairs of 6-inch-tall rails set 12 inches apart. The west post is askew and the railings dislodged. The east post is missing a large chunk from the northwest top corner. This south culvert structure is otherwise in good condition. On the north side of the road, the railing is detached from the lintel and there is one extant post.

Culvert 3, 0.3 miles west of the state line, includes one element on the south side of the road. The culvert lintel is 72 inches long and 15 inches wide at the edge of the street. From the level of the pavement, the lintel is 22 inches high. Below the lintel the rectangular culvert opening is 24 inches tall and 36 inches wide. This culvert has neither flanking support elements nor a railing, although the anchors for two posts are visible on top of the structure. The structure has some chipping and spalling along the top edge. A small bit of rebar is visible on the south side near the top. This culvert structure is otherwise in good condition.

Culvert 4, 0.385 miles west of the state line, includes elements on both the north and south sides of the road. The lintel of this culvert is 147 inches long and 15 inches wide at the edge of the street. From the level of the pavement, the lintel is 22 inches high. Below the lintel the rectangular culvert opening is 36 inches tall and 36 inches wide. Neither portion of this culvert retains a railing, although the anchors for two posts are visible on top of each structure. Both lintels have minor chipping along the top edge and a small piece of rebar is visible from the south side of the road. On the north side of the road, the pavement has pushed the top of the culvert away from the roadbed, although it remains secure in its tilted position. Otherwise, the culvert is in good condition.

Culvert 5, 0.6 miles west of the state line, includes elements on both sides of the road. The culvert lintel is 147 inches long and 15 inches wide at the edge of the street. From the level of the pavement, the lintel is 22 inches high. Below the lintel the rectangular culvert opening is 24 inches tall and 36 inches wide. The north end of the culvert retains its one-bay railing. The two posts rising above the lintel are 40 inches high and 12 inches square. The posts are centered on the lintel and are set 60 inches apart. Connecting the posts is a pair of six-inch-tall rails set 12 inches apart. The railing is generally in fair condition. There is concrete spalling at the bottom of both rails, the east post has a large crack toward the top, and there is evidence that the west post may spall as well. The railing is missing from the south culvert, although anchors for the posts are visible. This structure is otherwise in good condition.

Culvert 6, at the intersection of Route 66 and Bellevue Street, includes elements on the southeast and southwest corners of the intersection. The culvert lintel is 72 inches long and 15 inches wide at the edge of the street. From the level of the pavement, the lintel is 22 inches high. Below the lintel the rectangular culvert opening is 36 inches wide. The openings are 18 inches tall on the southwest structure and 9 inches tall on the southeast structure. The structures are in good condition with few chips or spalls.

Culvert 7, 0.65 miles west of the state line, includes elements on both sides of the road. The culvert lintel is 147 inches long and 15 inches wide at the edge of the street. From the level of the pavement, the lintel is 22 inches high. Below the lintel the rectangular culvert opening is 24 inches tall and 36 inches wide. The south end of the culvert retains its one-bay railing. The two posts that rise from the lintel are 40 inches high and 12 inches square. The posts are centered on the lintel and are set 60 inches apart. Connecting the posts is a pair of six-inch-tall rails set 12 inches apart. The railing is in good condition, exhibiting only minor chips. The south culvert's railing is missing, although anchors for the posts are visible. This structure is otherwise in good condition.

The large *triple culvert*, 0.8 miles west of the state line, includes elements on both sides of the road. This large drainage structure is 137 inches long and 15 inches wide at the edge of the road. Angled retaining walls extend 90.5 inches on each side of the culvert opening. From the level of the pavement, a continuous 22-inch-tall lintel runs above the three-bay opening. Each bay is 42 inches wide and 72 inches tall, with a 5½-inch-wide wall separating the adjacent bays. The dividing walls run the full depth of the culvert below the road. A concrete apron, level with the base of the culvert, fills the space between the retaining walls. The north opening retains its original apron, which is six feet wide and two feet thick. The south apron, which has been repoured, is eight feet wide and slopes gently to ground level. The drainage channel on the south side of the culvert also appears to be partially covered with concrete as well, probably when the new apron was installed. A four-bay railing spans the width of the lintel. Each post is 38 inches tall, 12 inches wide, and nine inches deep. Connecting the posts are pairs of rails that measure six inches tall and 64 inches wide. The ground slopes steeply beyond the edge of the road and modern metal guardrails flank the culvert, abutting the historic railings.

The Route 66 Viaduct,[2] 1.0 mile west of the state line, is a graceful structure measuring 215.9 feet in

[2] Department of Transportation, Bridge Number 1115.0-0700.5, Bridge Inspection File for Bridge Number 18.3-Z (Columbus, Kansas: Cherokee County Courthouse, Cherokee County Engineer's Office, n.d.).

length that curves gently as it carries the two-lane road across the tracks of the Missouri Kansas and Texas Railroad (MKT). The steel girder bridge structure is encapsulated in concrete. Its central span is 65.9 feet long with approach spans at each end. A pair of steel girders runs the length of each span, connected by perpendicular floor beams at regular intervals. Knee braces on the outside of the girders extend the floor beams to support the sidewalks cantilevered on either side of the roadway. The main span rises 21 feet above the railroad tracks below. Supporting the ends of the central span and the inner ends of the approach spans are pairs of square posts that are connected at the center to form an "H." The tops of the posts flare slightly to form trapezoidal caps. Supporting the center span are additional single posts: one supporting the south girder just east of the west end of the span; one supporting the north girder just west of the east end of the span. Providing these posts with an additional connection to the girder are exposed steel angle braces. Short single posts are also found at the center of the approach spans where the ground slopes up to the elevated roadway. An asphalt road surface covers the cast-in-place concrete deck. The road is 20 feet wide with 5-foot-wide concrete sidewalks on either side. Railings run along either side of the viaduct next to the sidewalks. The railings are composed of 12-inch square posts connected by three parallel rails.

The *Route 66 Viaduct* is in generally fair condition. It received a rating of "Substandard" on its 2002 Kansas Department of Transportation Bridge Inspection Report. The concrete structure has some spalling and the steel rebar is visible in some locations, particularly on the posts, knee braces, and railing. Some of the damage is the result of vehicular collisions.

Setting

The landscape along the road varies. Nearest the state line, the ground is level on either side of the road. Scattered residential and commercial properties have grassy lawns dotted with mature trees and shrubs. At approximately 0.25 miles, as the road approaches the large 90-degree curve, the terrain drops off on the north side of the road and a metal guardrail lines the convex side of the curve. The concave south side of the curve holds a steep, hilly rise covered with prairie grasses and trees. West of the curve, the terrain levels out and the remnants of the large chat piles form rolling hillocks south of the road. The planting of prairie grasses and the marking of all the remaining open mine shafts pocking the area occurred approximately ten years ago as part of a reclamation project. A spur of the Burlington Northern & Santa Fe (BNSF) Railroad parallels the road on the north, with the remnants of the Eagle-Picher lead smelting facility located north of the tracks. The landscape becomes increasingly flat and industrial as the road continues west. At approximately 1.0 mile west of the state line, the viaduct lifts the road over the tracks of the MKT Railroad before it continues into downtown Galena.

STATEMENT OF SIGNIFICANCE

The Kansas Route 66 Historic District, East of Galena is significant under Criterion A in the area of Transportation as described in the Multiple Property Documentation Form *Historic Resources of Route 66 in Kansas*. This 1.2-mile section of roadbed is the most intact section of the original U.S. Highway 66 (Route 66) in Kansas. It was first paved around the turn of the century using macadam made from the waste products of the nearby mines. Prior to its federal designation, it was an important corridor serving the vast mining network in the Galena area. Its setting continues to reflect that history.

When highway planners decided that Route 66 would cross Oklahoma rather than Kansas, this previously paved road became one of the original segments designated by the federal government on November 11, 1926. Subsequently, as vehicles improved and driving speeds increased, highway engineers designed improvements for older roadways, such as Route 66. These changes included decreased grades, straighter curves, wider driving surfaces, and expanded shoulders. Bypassed by a four-lane extension of 7th Street between Galena and Joplin, Missouri in the early 1960s, this segment of road is the longest section in Kansas to retain its original design largely intact. It also includes more road-related structures (culverts and bridges) than other intact stretches of Route 66 in Kansas.

The period of significance for the *Kansas Route 66 Historic District, East of Galena* begins in 1926 with the federal designation of Route 66 and ends in 1953, the arbitrary fifty-year cut-off date. Because this section of road remained part of the Route 66 system until the completion of the Interstate 44 bypass in 1961, in the future its period of significance could be extended to 1961.

PROPERTY HISTORY

The initial improvements to this segment of Route 66 were made during the peak of the mining boom in the Tri-State lead mining district, an area that extended from Galena east to Joplin and Carthage, Missouri, and south through Baxter Springs into northeastern Oklahoma. Mining in this area began in 1876 with the discovery of lead ore in Galena. Within thirty days, the population of this largely undeveloped area swelled to ten thousand as miners rushed in to capitalize on the potential wealth. By the turn of the twentieth century, the population of Galena had stabilized at around five thousand. The community boasted paved streets, sewers, city water, and both city and interurban electric streetcars.[3] Running from Baxter Springs and Galena to Joplin and Carthage, Missouri, the streetcars connected area workers to jobs at mines throughout the Tri-State Mining District.

The initial road improvements were most likely financed by a special benefit district formed by the local mining companies. Kansas law provided adjacent property owners the ability to create such benefit districts to fund road improvements assuming the road was considered a "public utility." As early as 1904, the roads received a hard surface utilizing the tailings, or chat, produced by the local mines. The

[3] John I. McClaren, "The Galena Smelter: Most Modern Plant in the Country," *The Galena (KS) Weekly Republican*, 23 June 1923.

ground up chat formed a hard concrete-like surface that withstood the heavy traffic the road received.

Additional road improvements occurred in 1922 and 1923. In addition to the special benefit district, money Kansas received through the Federal Highway Act of 1921 funded the construction of the concrete structures, including the viaduct over the railroad tracks. Contemporary improvements along Route 66 also included the construction of the two Marsh Arch Bridges, one at Riverton (now demolished) and one at the Brush Creek Curve (listed on the National Register). Other than repaving, virtually no changes have been made to this section of road over the last 80 years.

The peaceful journey of travelers and truckers along this section of road was disrupted in June of 1935 during a strike at the Eagle-Picher lead smelter. Located north of the road, between the triple culvert and the 90-degree curve, this facility was among the leading processors of lead ore in the country during the first part of the 20th century. During the spring of 1935, leaders of the Union of Mine, Mill and Smelter Workers called a strike to protest working conditions and asking the mine operators to recognize the union.[4] On June 28, nearly two months into the strike, a violent attack broke out on Route 66 in front of the Eagle-Picher Smelter. Several hundred strikers gathered near the smelter, throwing rocks and threatening to shoot any scab workers attempting to enter or exit the plant. Automobiles were overturned, and all traffic on Route 66 was stopped.[5] Twelve men were hurt.[6] While the mines and processing facilities had returned to nearly normal production schedules by August, protests and sporadic violent incidents, such as dynamiting the gas lines feeding the smelter, continued for several years.

The setting of this stretch of road remains the most distinctive feature of Route 66 through Kansas. From its inception the road entered Kansas through an industrial wasteland created by nearly 50 years of mining. Both the 1937 WPA guidebook to Kansas and a 1946 guidebook to Route 66 comment on the distinctiveness of this particular landscape. The WPA writers noted, "Lying in all directions from the highway are man-made white mountains of chert, residue from the mines, topped occasionally with gaunt black mills and separated by dusty roads, railroad tracks, and patches of rock and cinder-covered wasteland." The guide calls out the Galena Smelter, "a great gray hulk surrounded by a maze of chat-covered roads and railroad tracks." This ubiquitous detritus has unequivocally "destroyed the original

[4] "Zinc Strike Riots," *Kansas City (MO) Star,* 28 June 1935 (Mounted Clippings, Topeka: Kansas State Historical Society, Archives).
[5] Ibid.
[6] "Militia Brings Peace in Mine Strike Section," *Topeka (KS) Capital*, 1 July 1935 (Mounted Clippings, Topeka: Kansas State Historical Society, Archives).

beauty of the country."[7] A decade later, the Rittenhouse guide notes the "great piles of 'chert' or 'chat,' the waste from the lead and zinc mines," that dominate the landscape between Joplin and Galena.[8] Today, most of the mines have played out, and while still harsh, efforts have been made to reclaim the damaged landscape. North of Route 66, buildings from the Eagle-Picher smelting facility still stand, although the hulking Galena Smelter is no longer extant. And, a reclamation project in the 1990s planted prairie grasses on the remaining chat piles south of 66 and sealed most of the remaining open mine shafts. Grasses aside, the landscape remains haunted and unnatural and is a striking element of one's journey through Kansas along this road.

7 Federal Writers' Project of the Work Projects Administration, The *WPA Guide to 1930s Kansas,* with an introduction by James R. Shortridge, ([n.p.]: Kansas Department of Education, 1939; reprint, Lawrence, Kansas: University of Kansas Press, 1984), 440.
8 Jack Rittenhouse, A *Guidebook to Highway 66,* (Los Angeles: Jack D. Rittenhouse, 1946) 39.

BIBLIOGRAPHY

Federal Writers' Project of the Work Projects Administration. *The WPA Guide to 1930s Kansas.* With an Introduction by James R. Shortridge. [n.p.]: Kansas Department of Education, 1939; reprint, Lawrence, Kansas: University of Kansas Press, 1984.

Kansas Department of Transportation. Bridge Number 1115.0-0700.5. Bridge Inspection File for Bridge Number 18.3-Z. Columbus, Kansas: Cherokee County Courthouse, Cherokee County Engineer's Office. n.d.

"Militia Brings Peace in Mine Strike Section." *Topeka (KS) Capital,* 1 July 1935. Mounted Clippings, Topeka: Kansas State Historical Society, Archives.

"Military Rule Ends in Cherokee County: Civil Authorities in Charge." *Lawrence (KS) World,* 7 August 1935. Mounted Clippings, Topeka: Kansas State Historical Society, Archives.

McClaren, John I. "The Galena Smelter: Most Modern Plant in the Country." *The Galena (KS) Weekly Republican,* 23 June 1923.

Rittenhouse, Jack. *A Guidebook to Highway 66.* Los Angeles: Jack D. Rittenhouse. 1946.

"Zinc Strike Riots." *Kansas City (MO) Star,* 28 June 1935. Mounted Clippings, Topeka: Kansas State Historical Society, Archives.

VERBAL BOUNDARY DESCRIPTION

Beginning at the Missouri State Line, proceed west, following the course of the road for 1.2 miles.

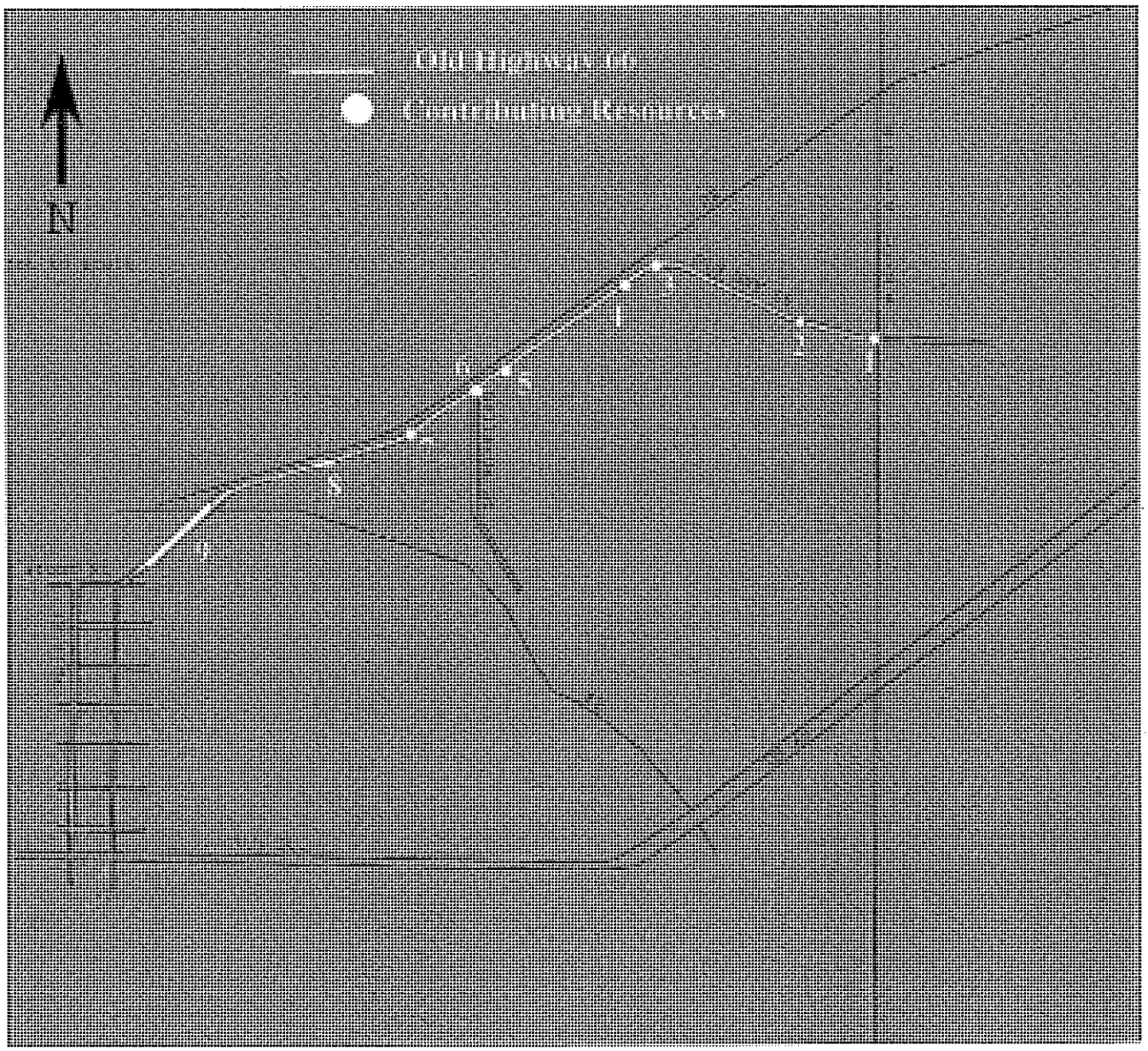
BOUNDARY JUSTIFICATION

This nomination includes the historic alignment of Route 66 and the flanking ground currently located within the publicly owned right-of-way.

PHOTO LOG

Photographer: Elizabeth Rosin
Date of Photographs: July and September 2002
Location of Negatives: Kansas State Historical Society, Topeka, Kansas

1) Route 66, view looking west from the state line.
2) Route 66, view looking northeast approximately 0.35 miles west of the state line.
3) Route 66, view looking west approximately 0.5 miles west of the state line. The access road to the Eagle-Picher facility is visible on the right and the intersection of Bellevue Street is visible on the left. Culvert 5 is visible in the foreground.
4) Route 66, view looking east approximately 0.6 miles west of the state line. The access road to the Eagle-Picher facility is visible in the foreground. Culvert 5 is visible at the middle of the photo.
5) Route 66 viaduct and road, view looking east approximately 1.2 miles west of the state line. The Eagle-Picher facility is visible in the background.
6) Culvert 1, north side of road, view looking northeast.
7) Culvert 1, north side of road, view looking southwest.
8) Culvert 1, south side of road, view looking northwest.
9) Culvert 2, south side of road, view looking south.
10) Culvert 2, south side of road, view looking northwest.
11) Culvert 2, north side of road, view looking south.
12) Culvert 3, south side of road, view looking northeast.
13) Culvert 4, south side of road, view looking north.
14) Culvert 4, north side of road, view looking southwest.
15) Culvert 5, north side of road, view looking north.
16) Culvert 5, north side of road, view looking southwest.
17) Culvert 5, south side of road, view looking east.
18) Culvert 6, southeast corner, view looking west.
19) Culvert 6, southwest corner, view looking east.
20) Culvert 7, south side of road, view looking west.
21) Culvert 7, north side of road, view looking southeast.
22) Triple Culvert, north side of road, view looking southeast.
23) Triple Culvert, south side of road, view looking northeast.
24) Viaduct, view looking northwest.
25) Viaduct, west abutment, view looking west.
26) Viaduct, view looking northwest.
27) Viaduct, east abutment, view looking north.
28) Viaduct, east approach, view looking south.
29) Viaduct, deck and railing, view looking northeast.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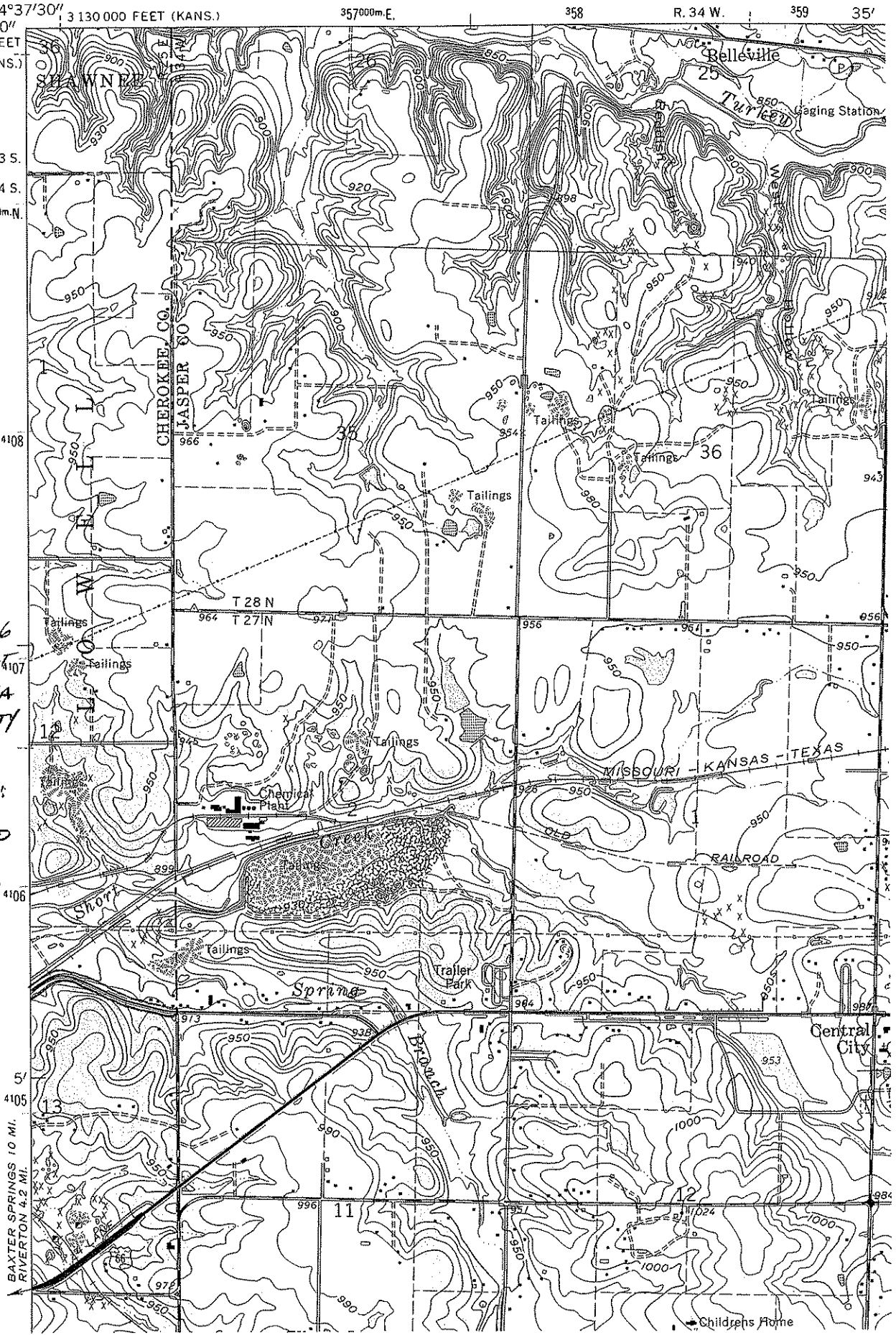
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

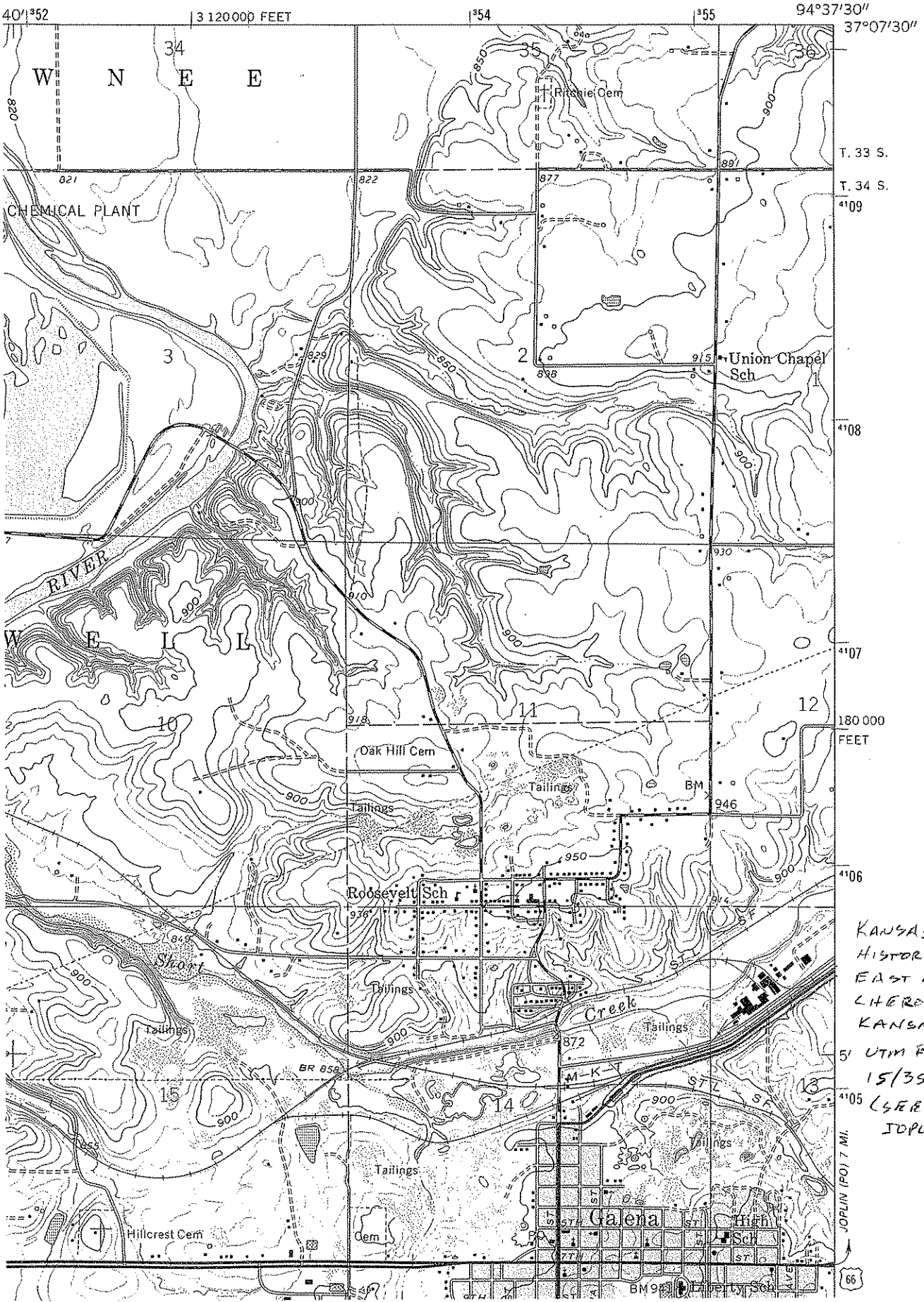


KANSAS ROUTE 66
HISTORIC DISTRICT
EAST OF GALENA
CHEROKEE COUNTY
KANSAS

UTM REFERENCE:
15/355740/4105310
(SEE ALSO
BAXTER SPRINGS
QUAD MAP)

BAXTER SPRINGS QUADRANGLE
KANSAS—CHEROKEE CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

7058 II NE
(CARL JUNCTION)

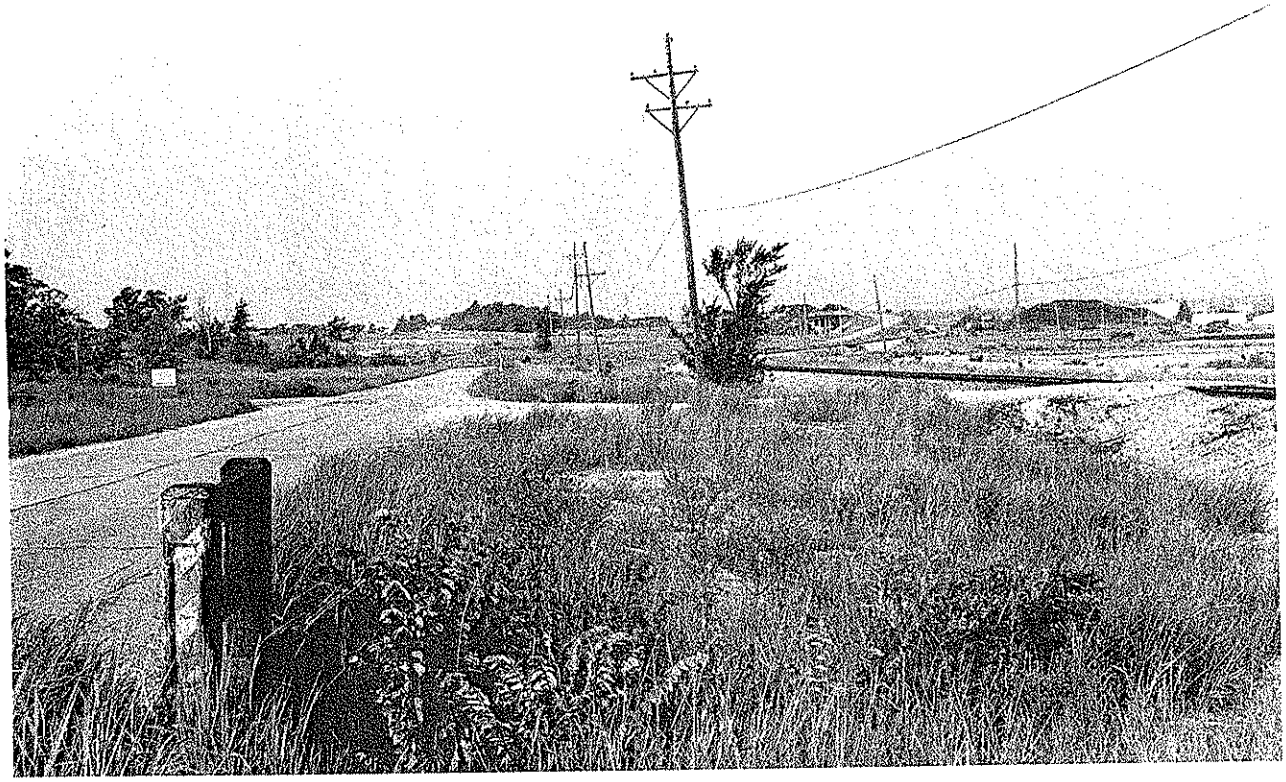


KANSAS ROUTE 66
HISTORIC DISTRICT,
EAST OF GALENA,
CHEROKEE COUNTY,
KANSAS

UTM REFERENCE:
15/355740/4105310
(SEE ALSO
JOPLIN WEST, MO QUAD)

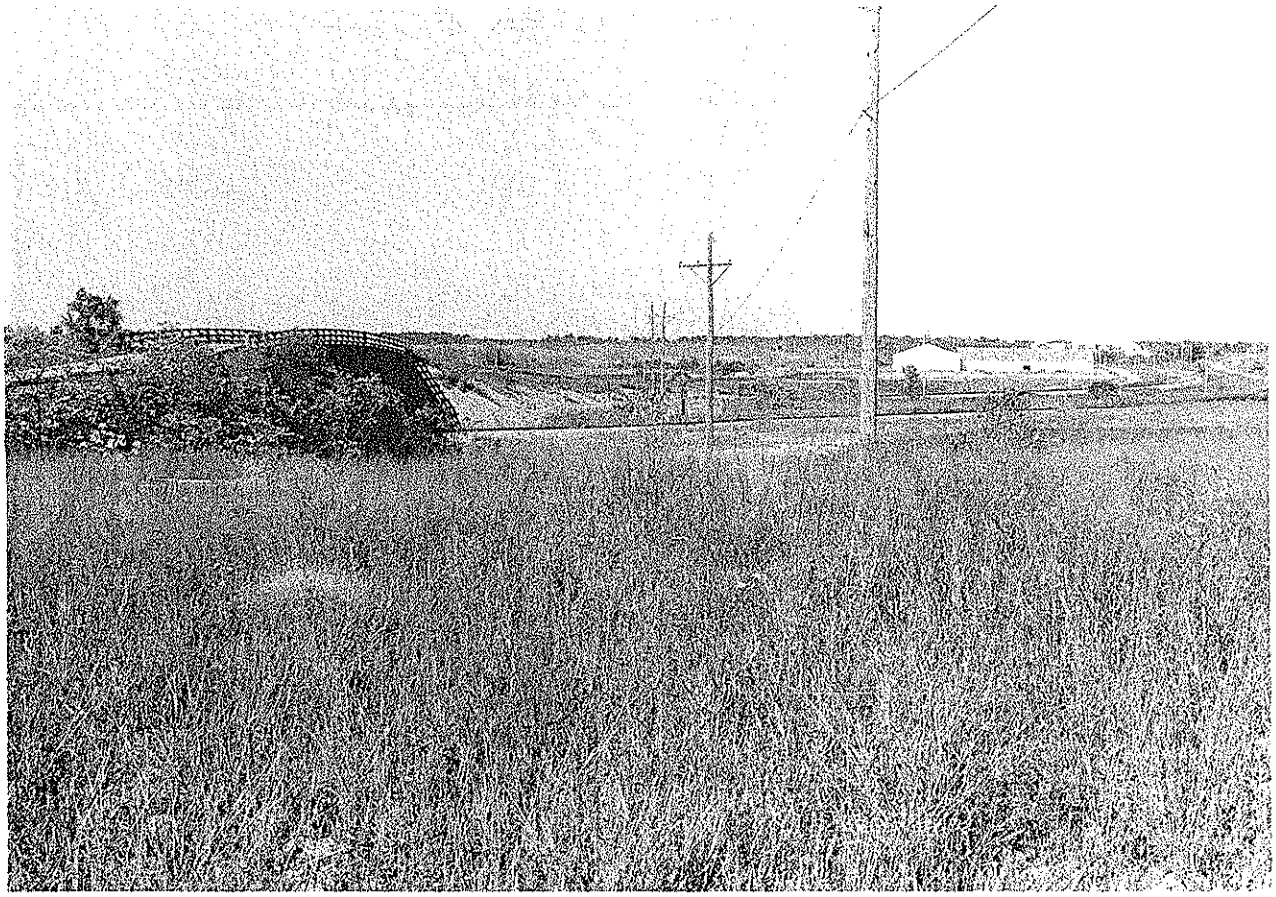
#1

#2



#3

#4



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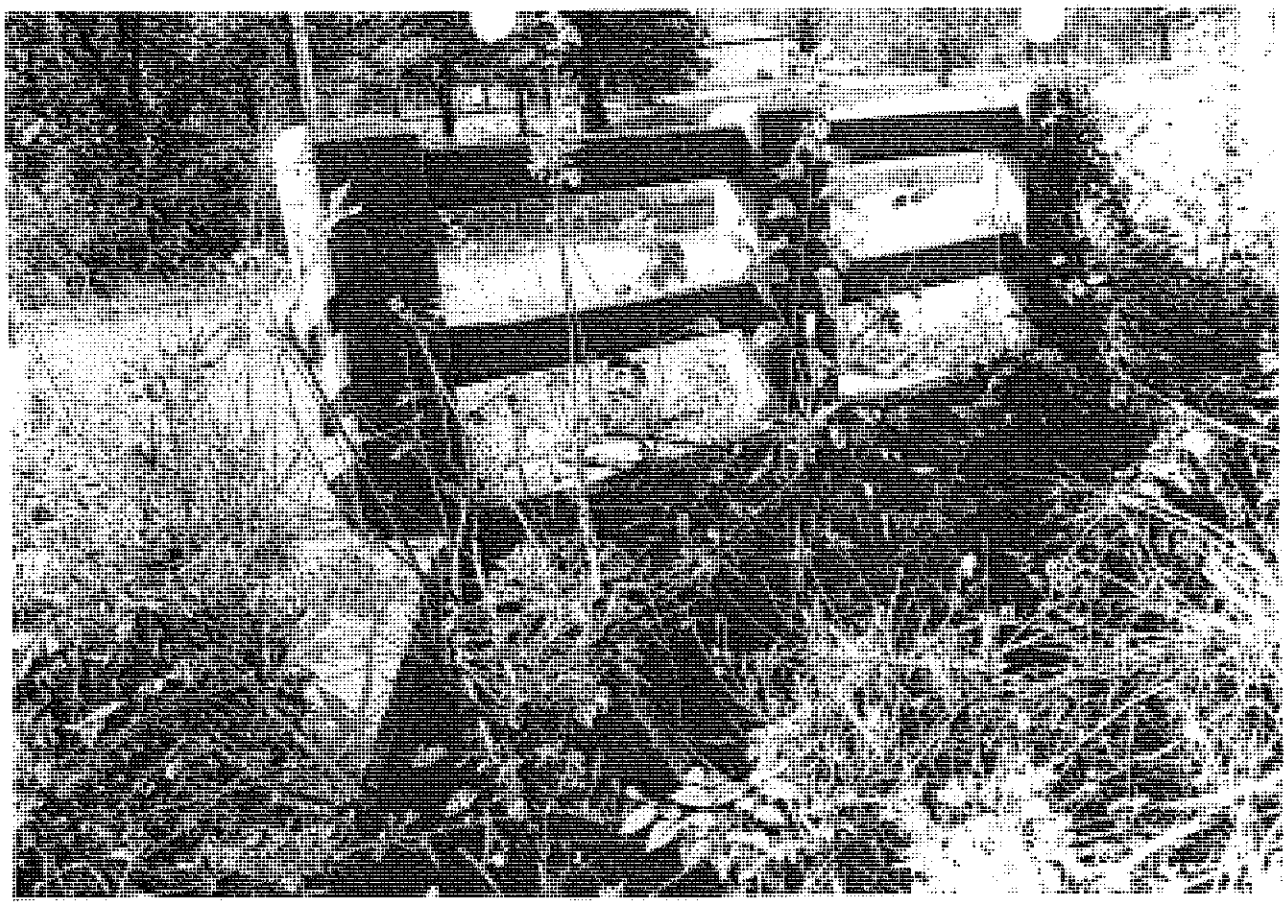

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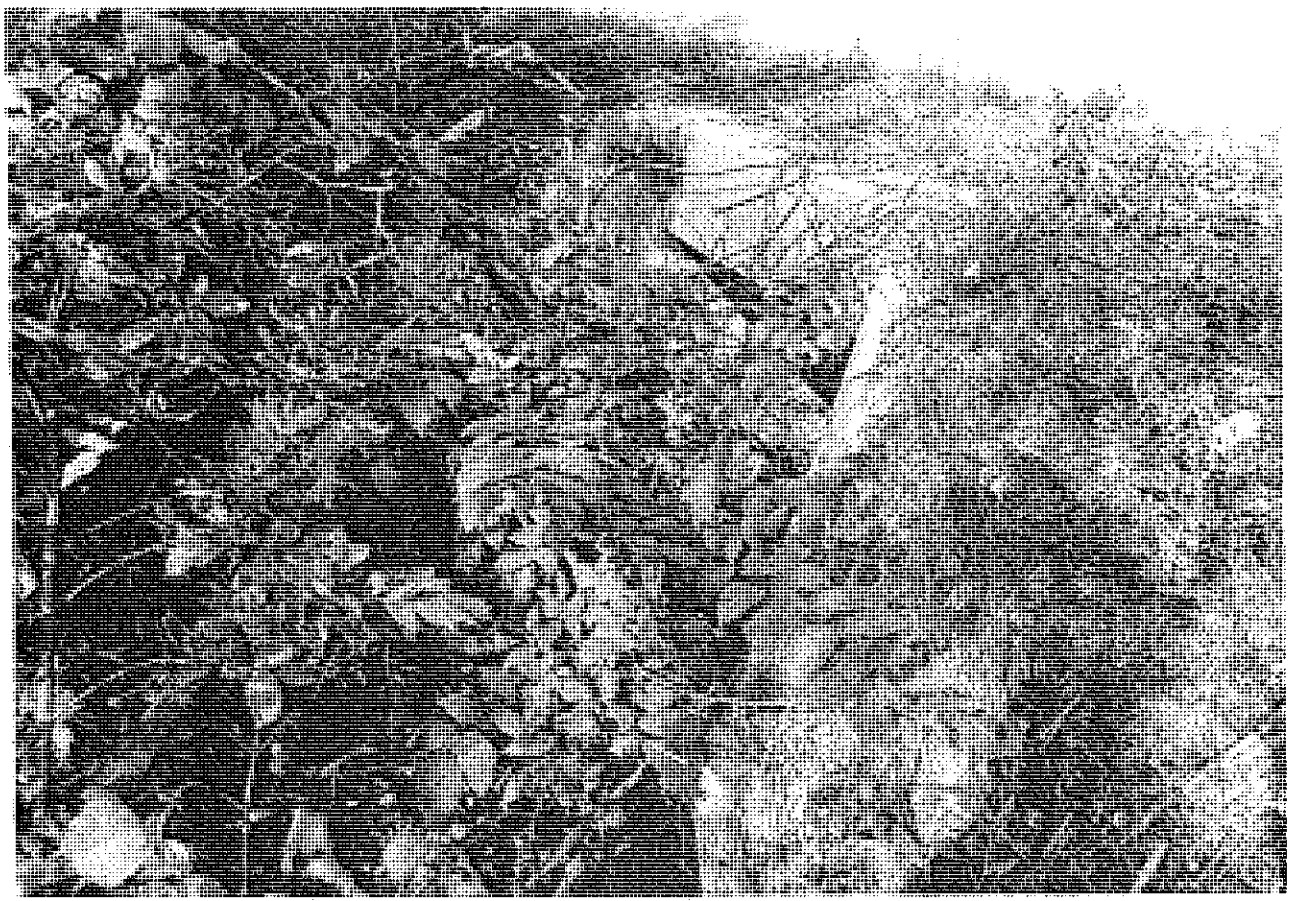

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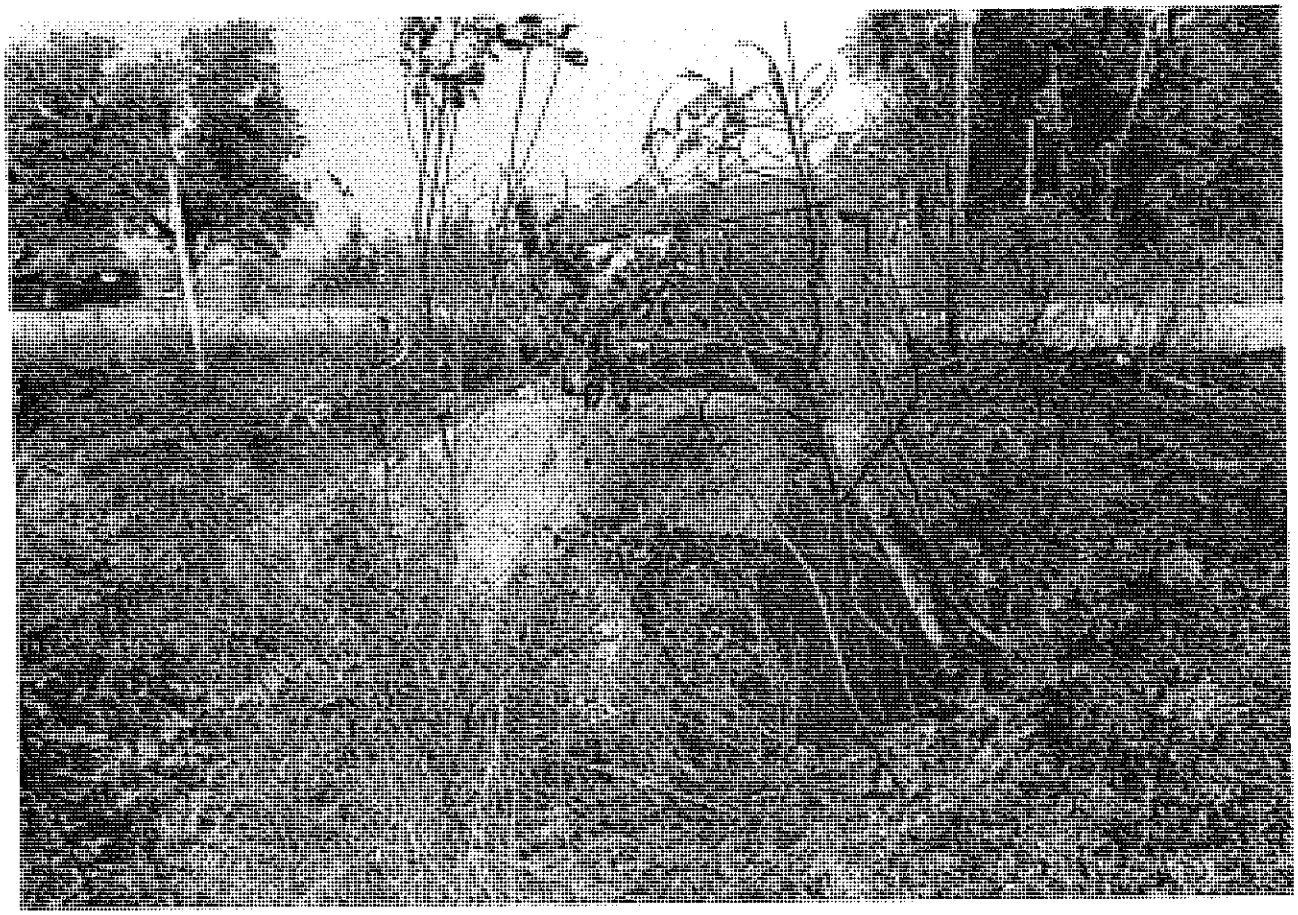

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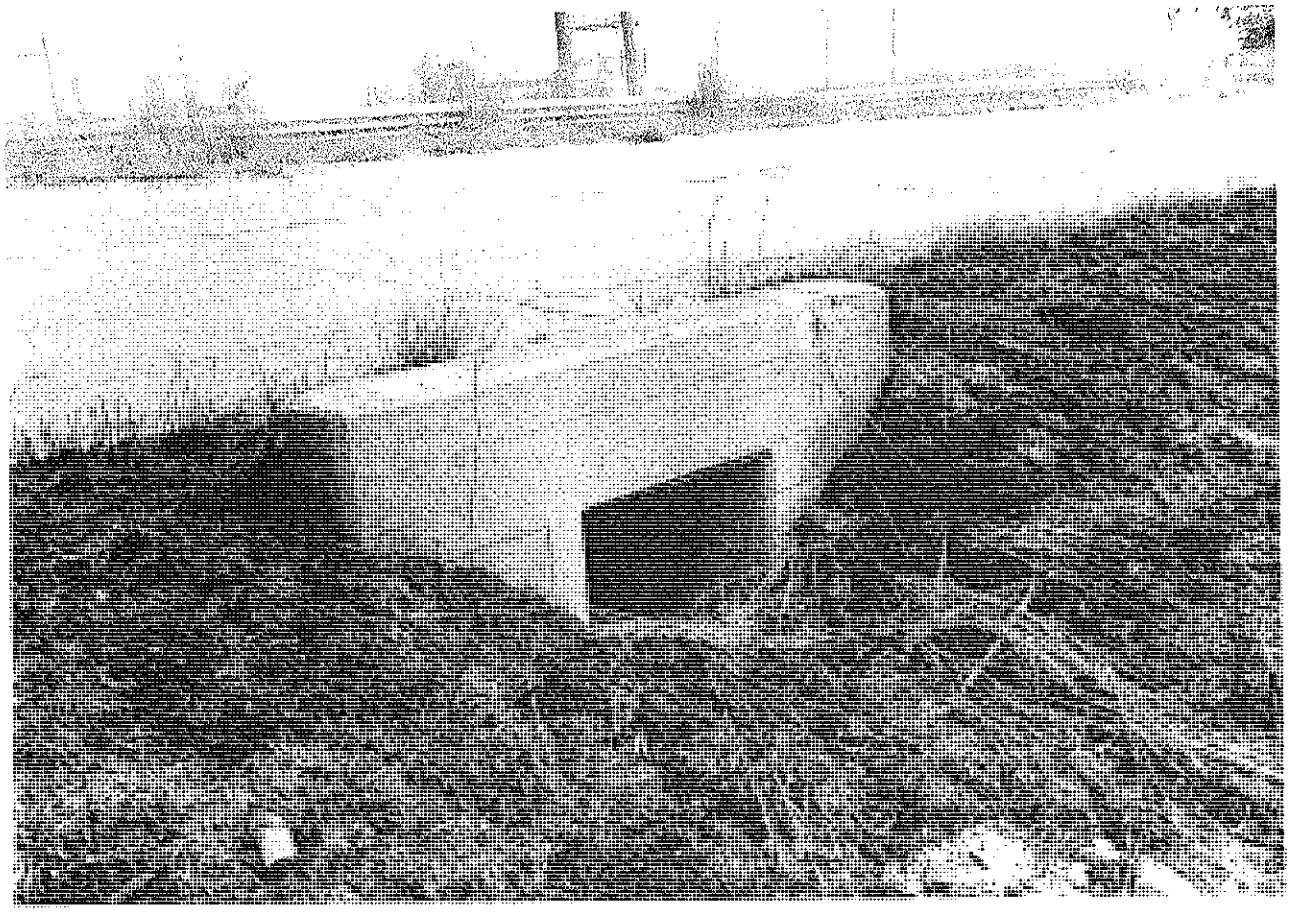

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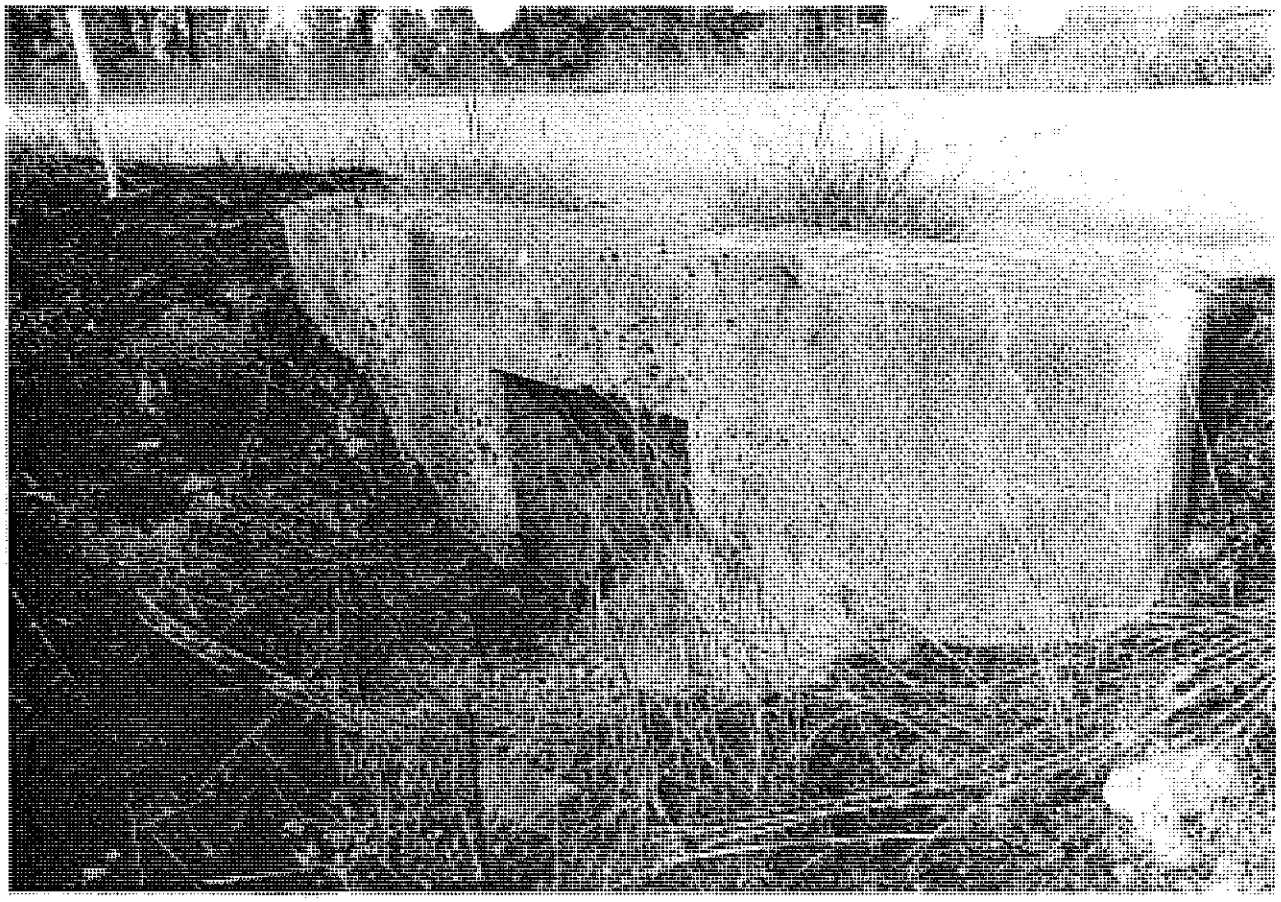

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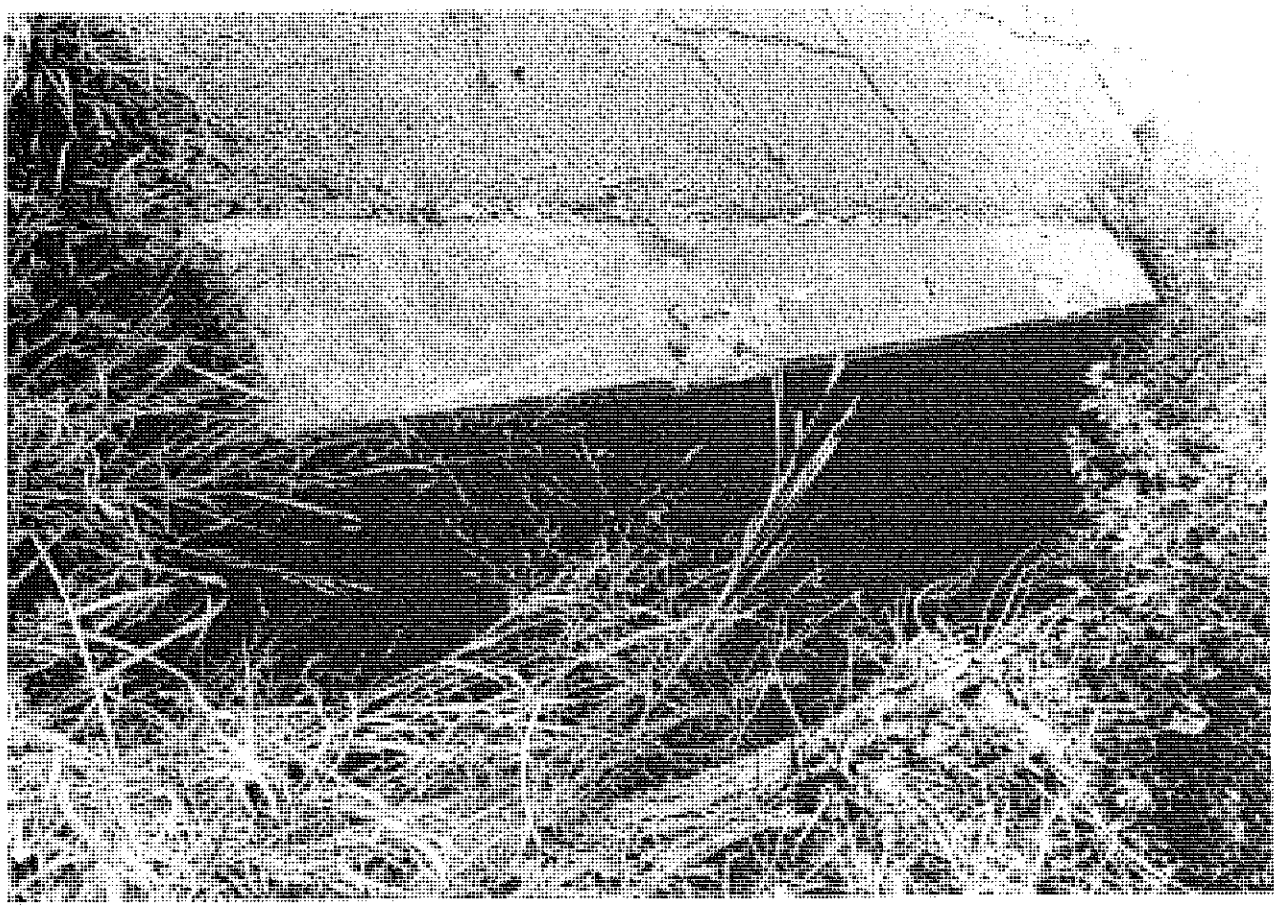

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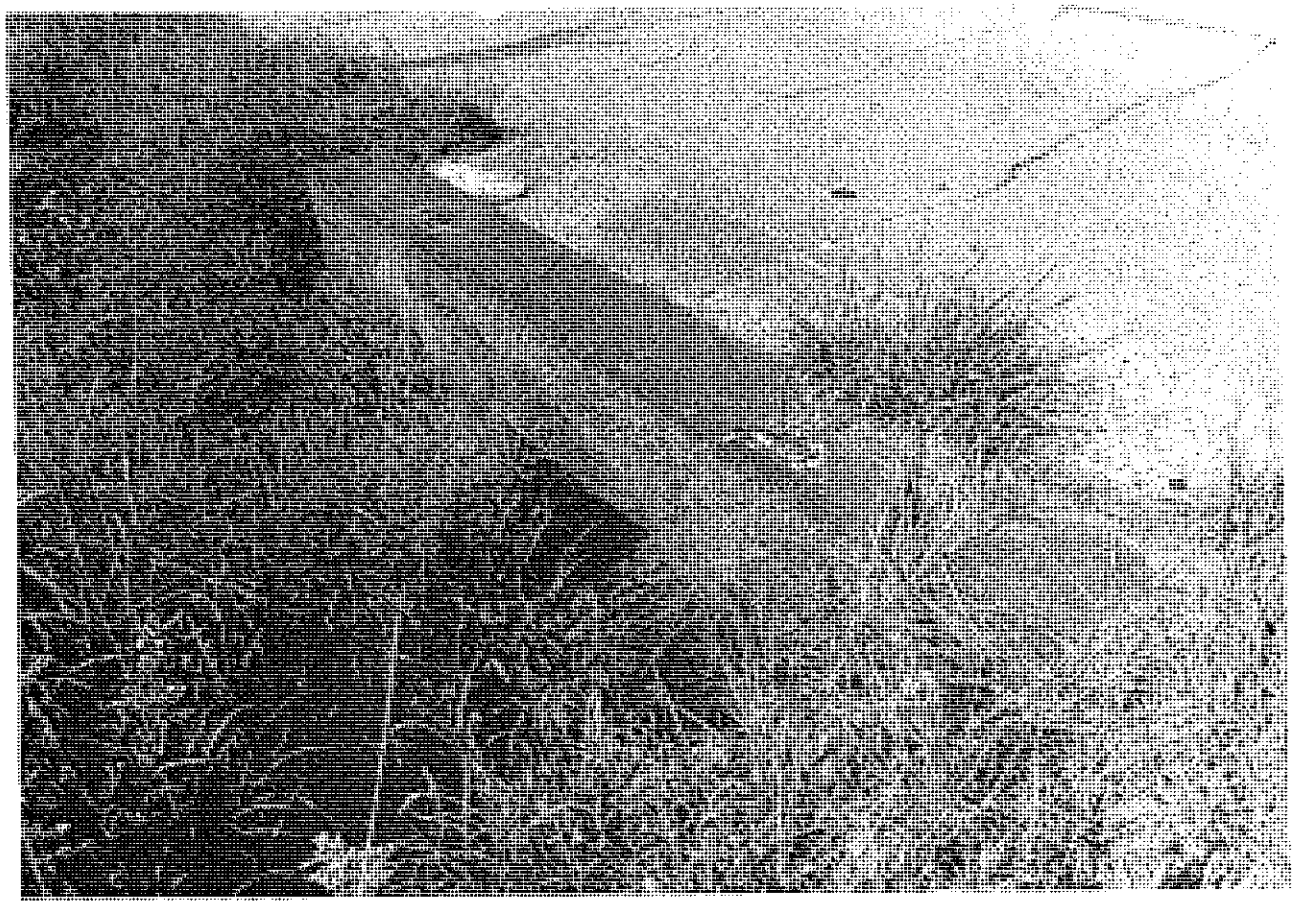

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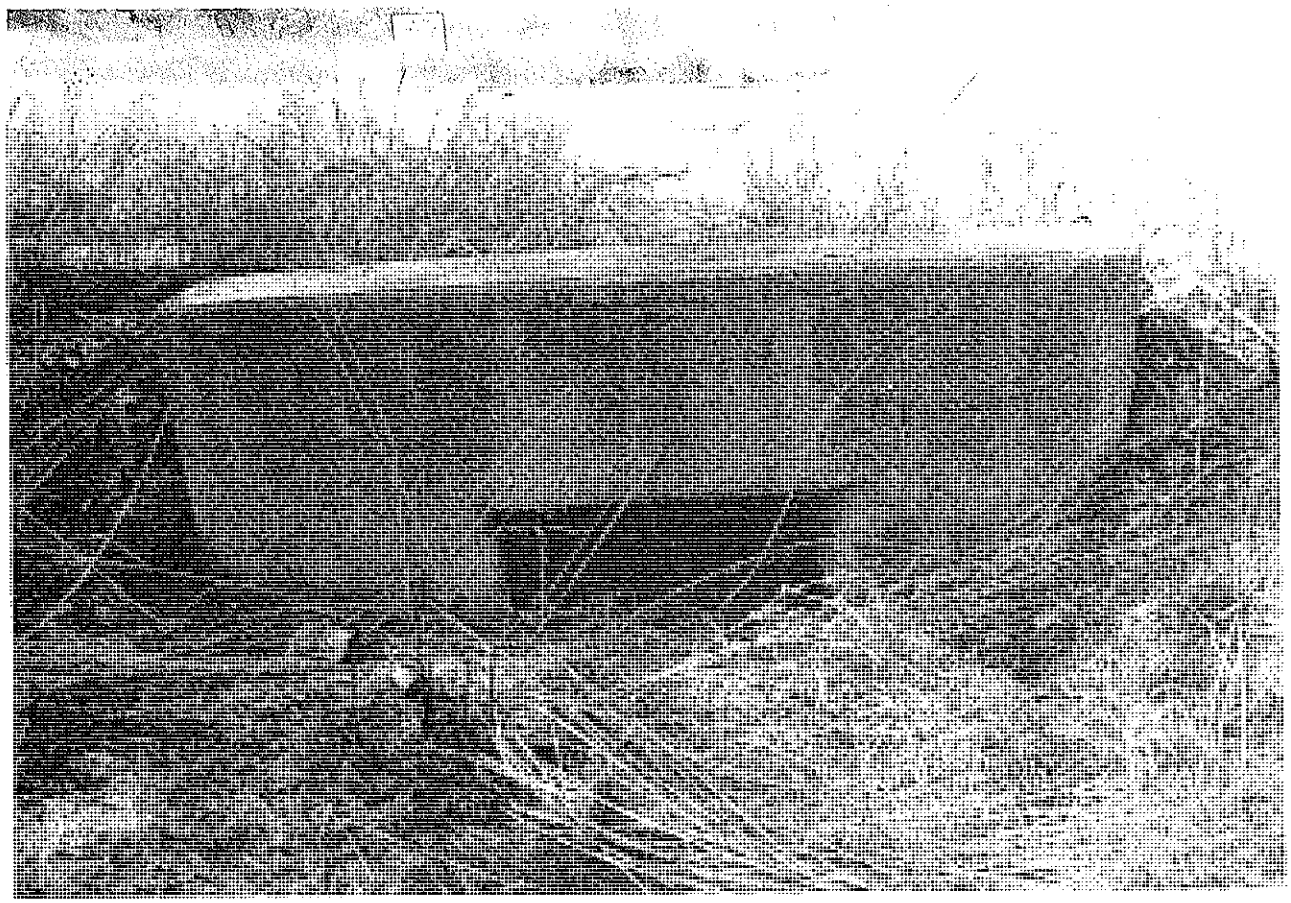

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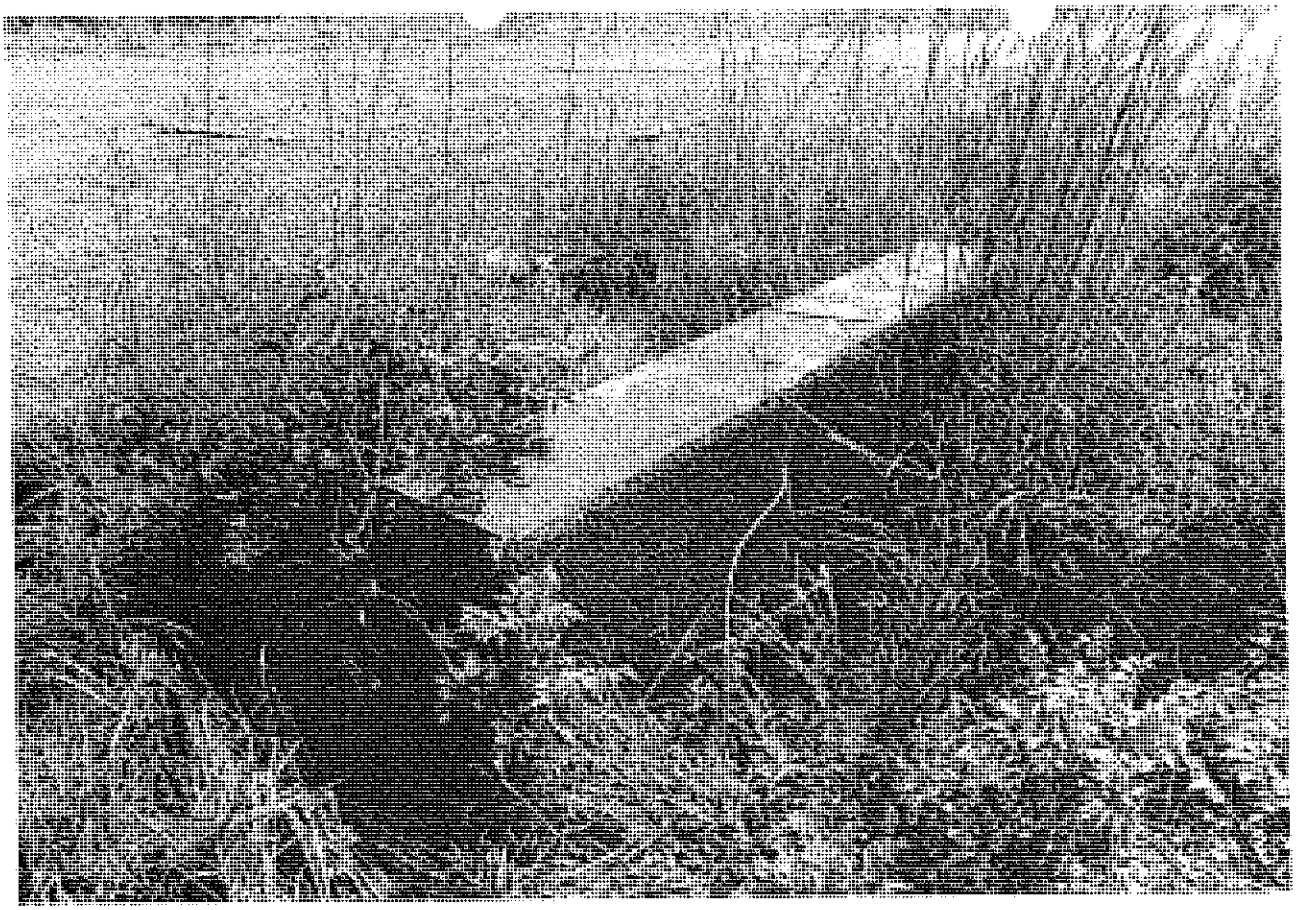

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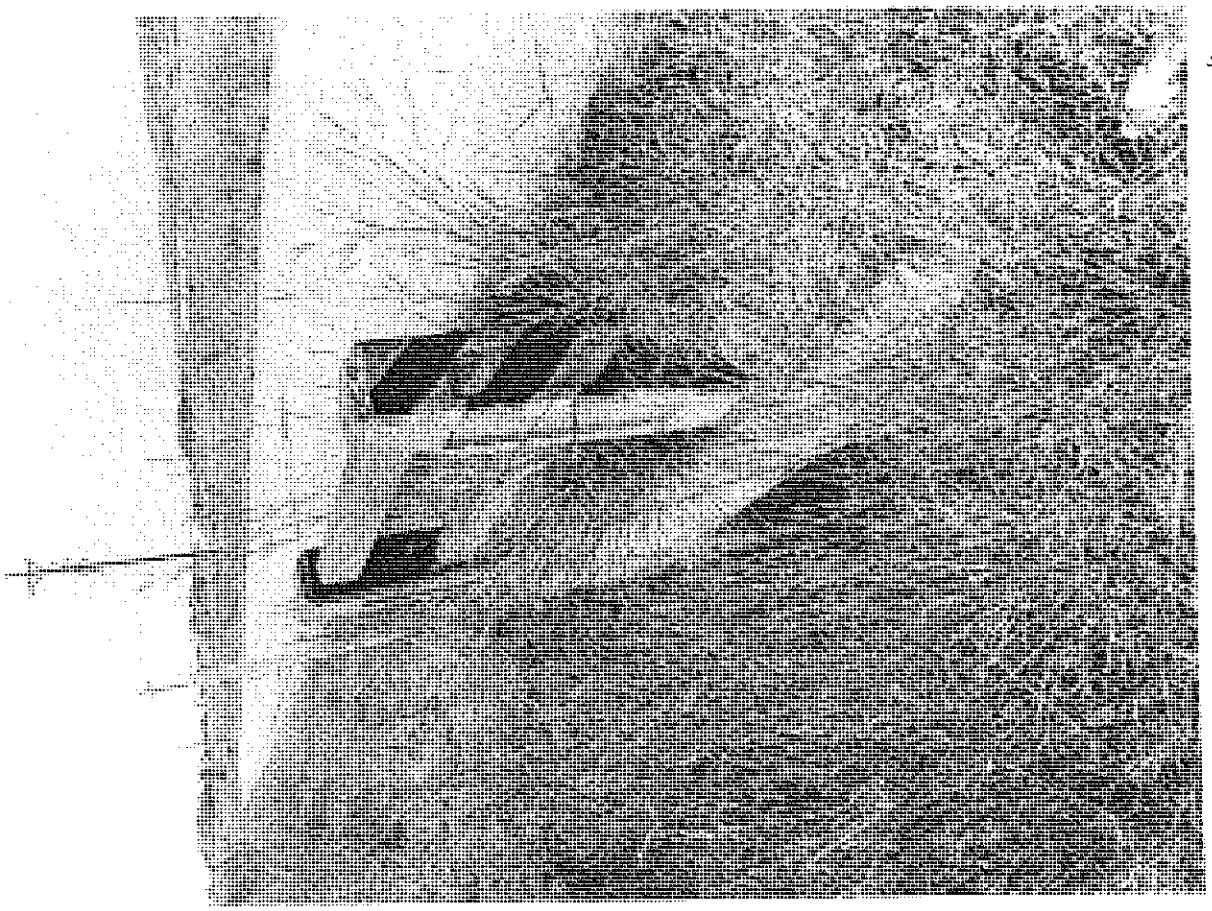

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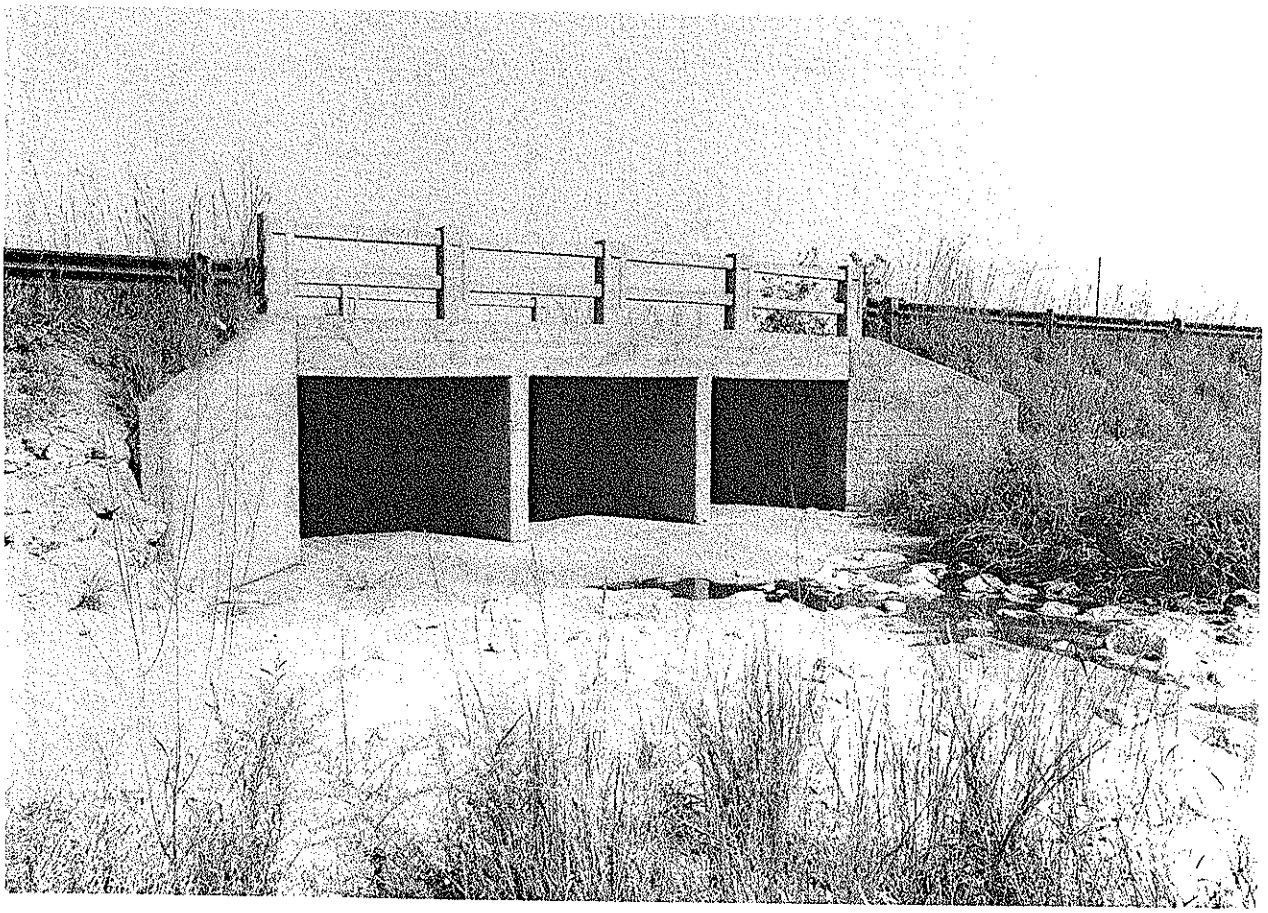

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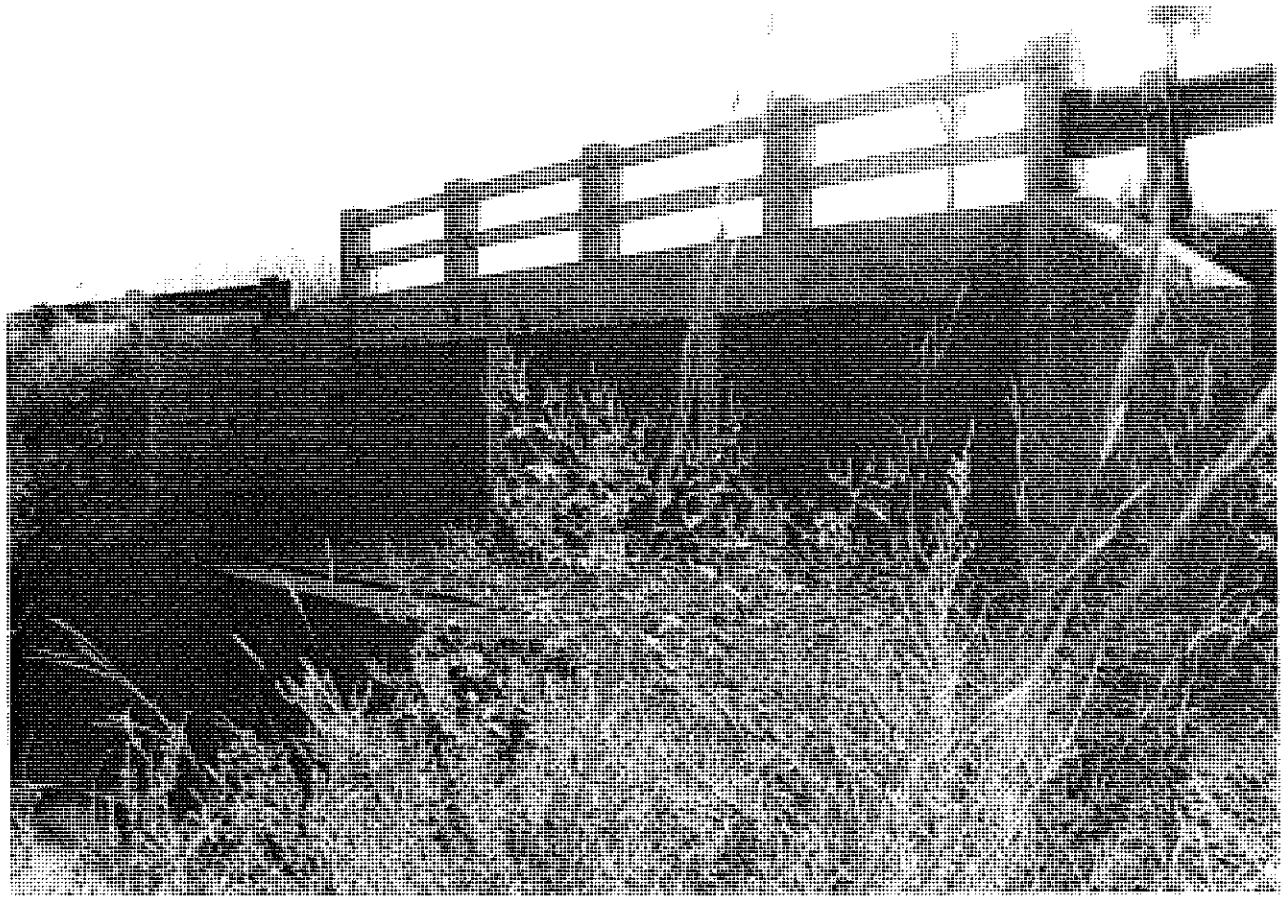

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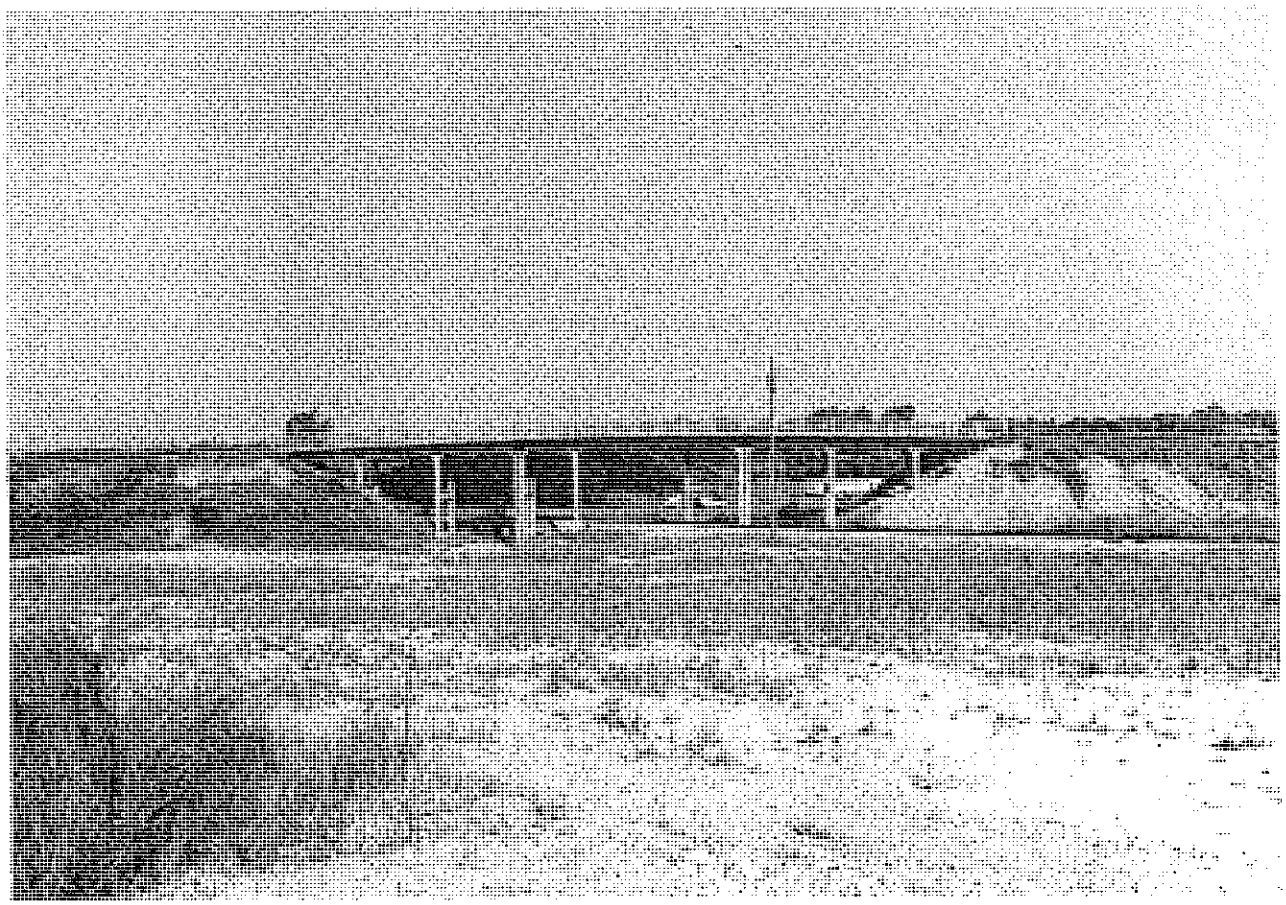

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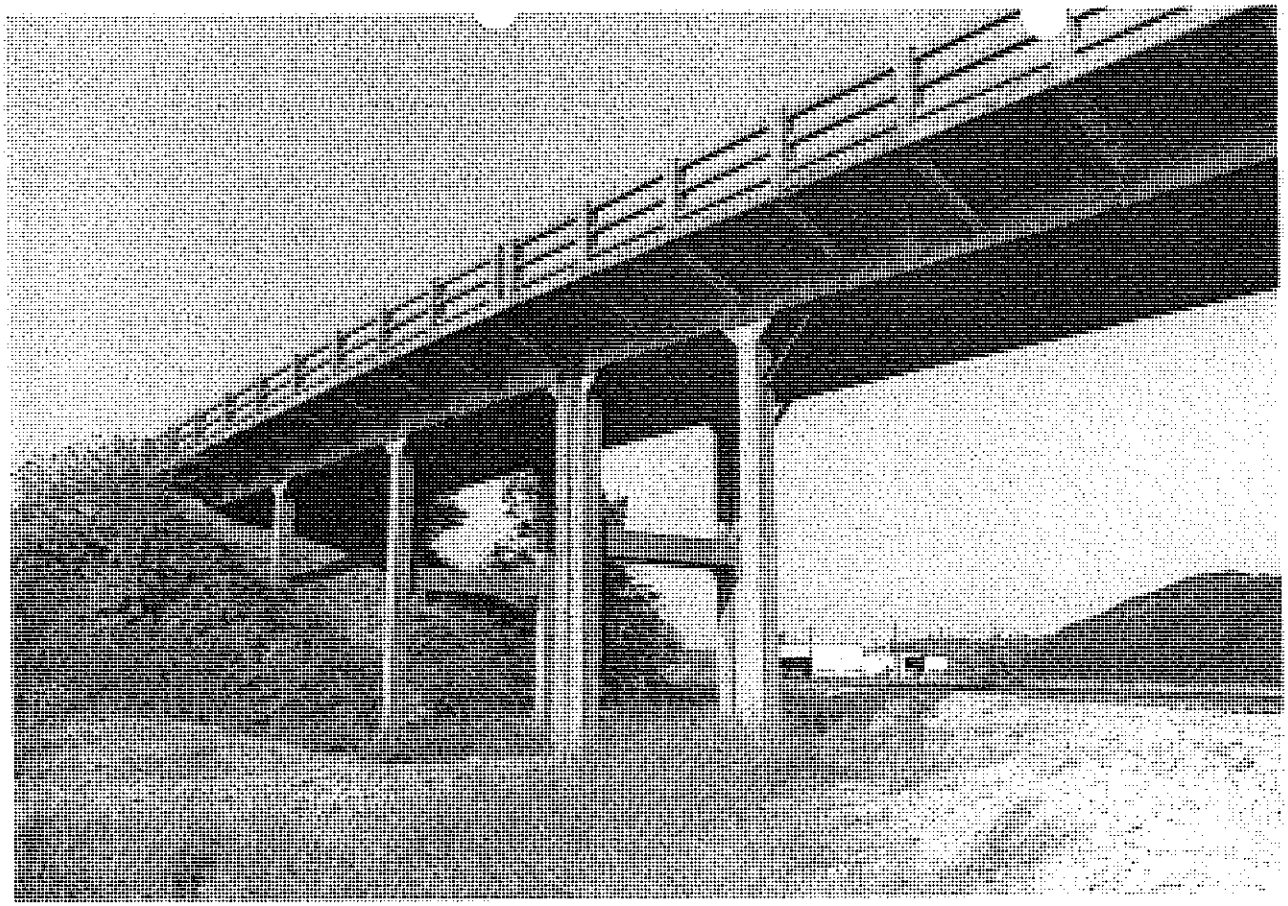

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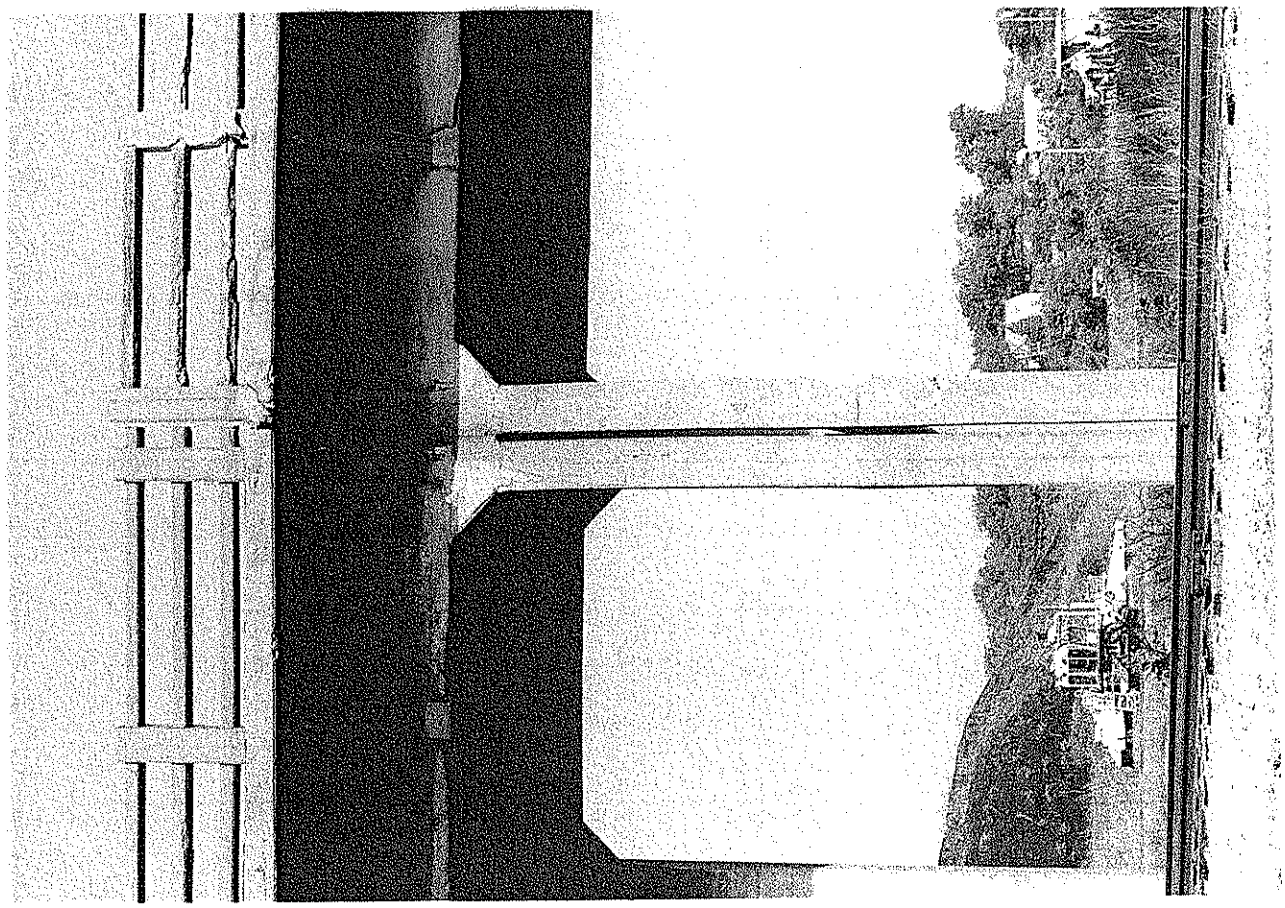

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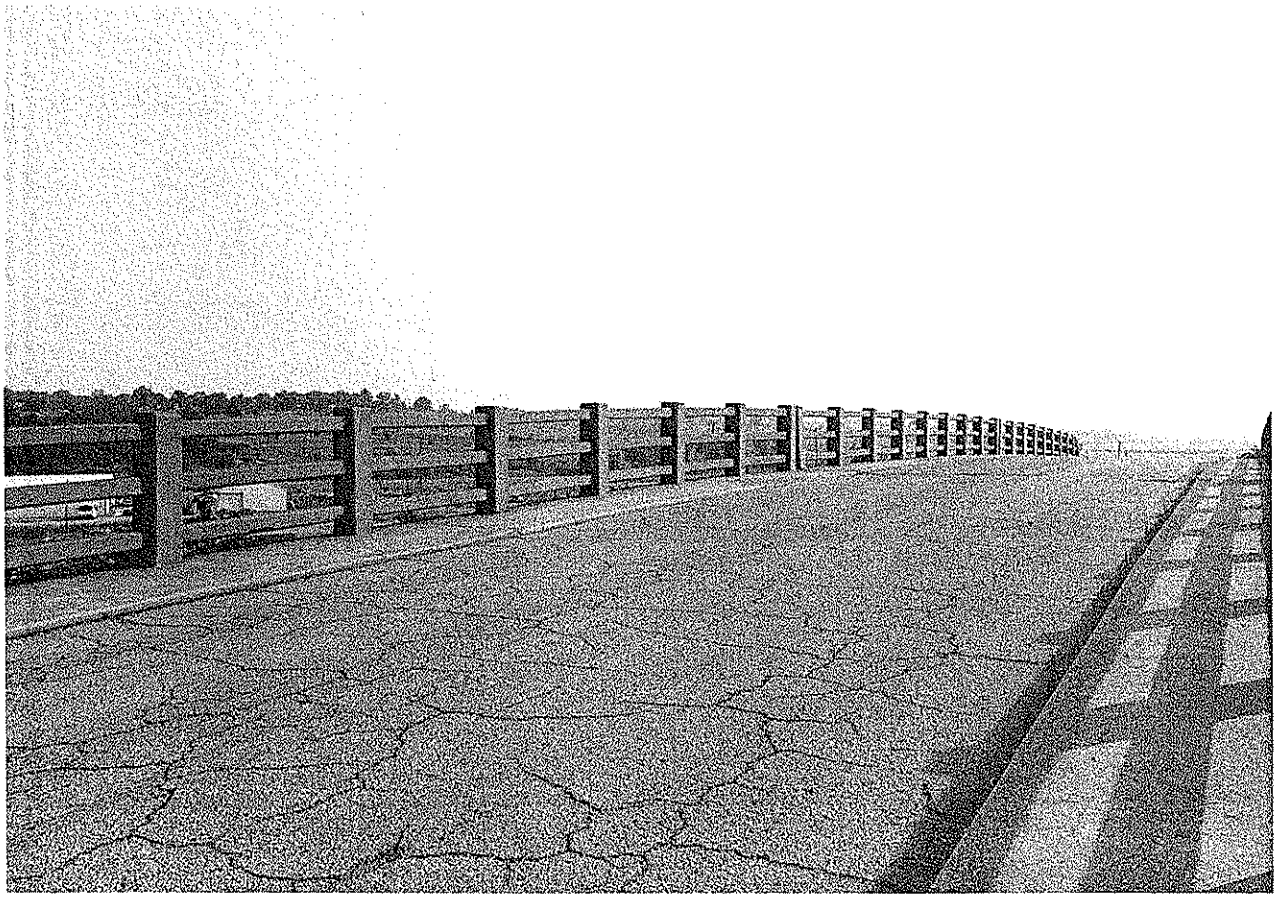

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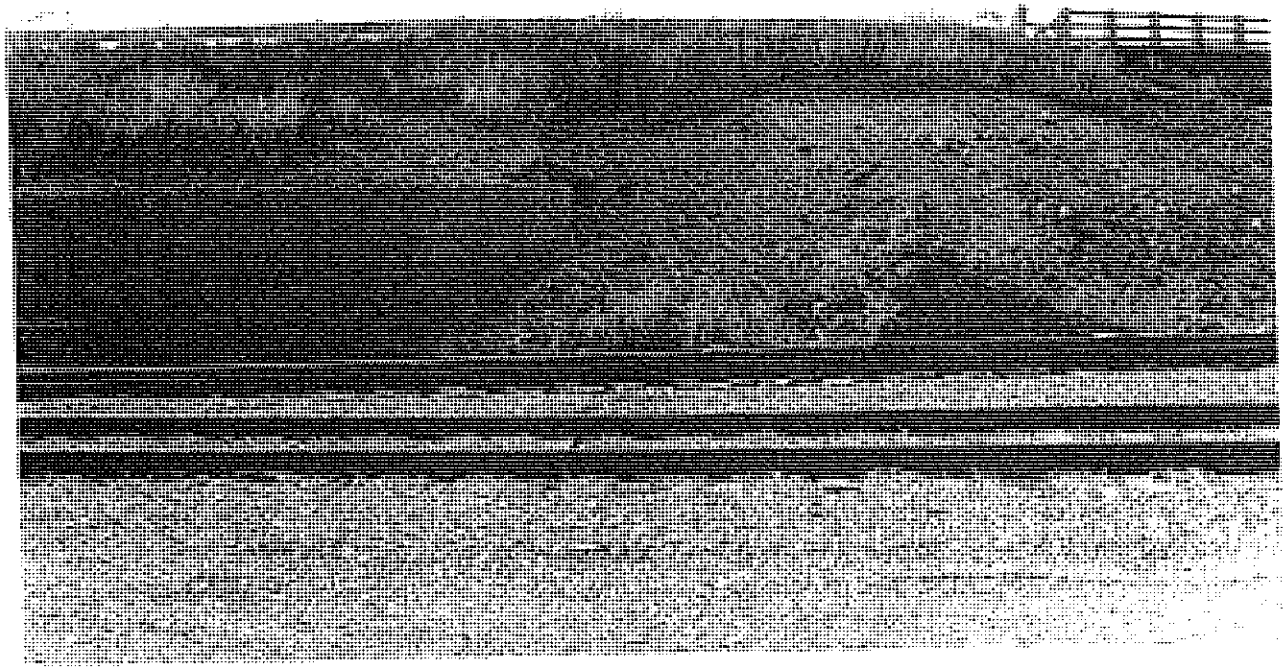
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