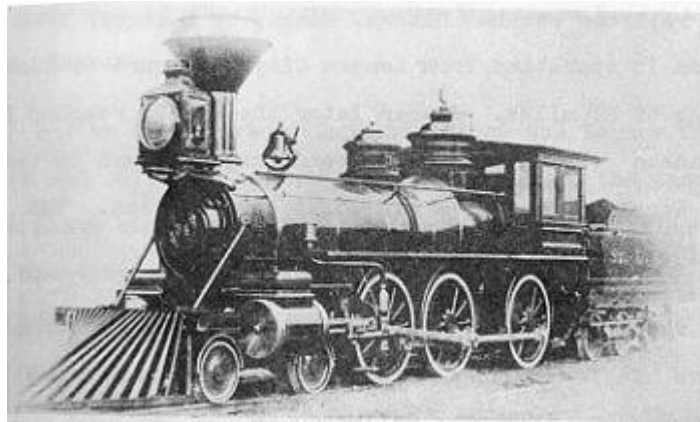


The Winding Valley and the Craggy Hillside

A History of the City of Rosedale, Kansas by Margaret Landis.
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All attempts have been made to reproduce the spelling, capitalization and layout of the original book as much as possible.

Chapter II THE COMING OF THE RAILROAD



The Kansas City, Fort Scott & Gulf Railroad used this type of locomotive prior to the turn of the century. It is a Wood-burner and has a "Wash-tub" stack.

At the close of the Civil War (or The War Between the States), the Kansas and Neosho Valley Railroad was incorporated in the State of Kansas, March 1865. Kersey Coates, of Kansas City, was President of the railroad.

The K. & N.W. was also known as the "Border Tier Line." The railroad went thru Rosedale to Olathe then South to Baxter Springs, Kansas along the border tier counties of Kansas.

There were a few scattered residents in the Turkey Creek Valley in 1865. The railroad was the first industry to come to this quiet, peaceful place.

October 1868, the corporate name of the railroad was changed to the Missouri River, Fort Scott and Gulf Railroad.

The railroad reached Olathe, Kansas by December 1868 and was placed in operation from Kansas City, Missouri to Olathe, a distance of 21 miles. A year later the tracks reached Fort Scott, Kansas (100 miles). The road was continued to Baxter Springs, Kansas, making in all about 159.92 miles. The entire road was placed in operation May 2, 1870.

The rapid development of railroads meant merchandise would move faster - new markets for farm products and new towns sprang up along the railroad as the prairies and the plains were colonized. The Townsite of Rosedale was platted and then recorded in Wyandotte County, Kansas, May 16, 1872 by James G. Brown and Abraham Grandstaff.

George H. Nettleton was appointed Receiver for the Missouri River, Fort Scott & Gulf Railroad, March 1878. By the purchasers, at foreclosure sale, The Kansas City, Fort Scott and Gulf Railroad was incorporated, March 1879 - to maintain and operate the road.

The following excerpt about the railways was given in the April 21, 1888 issue of The Rosedale Record, then official newspaper of Rosedale, Kansas:

"Rosedale and vicinity possess many advantages for manufactories and homes ... while, from our being on the Fort Scott Railroad, Connection can be made with railroads for the Atlantic or Pacific oceans, for the Great Lakes or the Gulf and City of Mexico."

There were railroads or railroad lines not located in the Rosedale area but were associated with events leading up to the entrance of the St. Louis & San Francisco Railroad to Rosedale, Kansas.

By an agreement of Consolidation the Kansas City, Fort Scott and Gulf and 6 other companies formed the Kansas City, Fort Scott and Springfield Railroad Company. The new company was operated under the name of the Kansas City, Fort Scott and Memphis Railroad.

1901, "The Frisco acquired by long-term lease the lines of the Kansas City, Fort Scott and Memphis Railway Company, extending from Kansas City to Memphis and Birmingham." [1]

Here with, the St. Louis and San Francisco Railroad Co., enters the story of Rosedale, Kansas thru the Kansas City, Fort Scott and Memphis Railway Company.

September 1928, the Kansas City, Fort Scott and Memphis Railroad was sold to the St. Louis and San Francisco Railway Company.

1954, a modernization and improvement program brought a new office building and 5 new shops to Rosedale.

THE MISSOURI - KANSAS & TEXAS RAILROAD

The Union Pacific, Southern Branch Railway became the Missouri, Kansas & Texas Railway Company in February 1870.

1887, the Katy entered Rosedale via a Track Agreement. This trackage rights agreement is still in effect. The Katy uses the Frisco tracks between Paola and Kansas City.

1905, Dr. Simeon B. Bell sold Glen park and other property to the Katy Railroad for their yards. This tract contained about 40 acres and sold for \$3,000.00 per acre.

The M.K.T. has its yard office at State Line and Southwest boulevard. A "Piggy-Back" yard is at this location also.

Other railroads that came thru Rosedale on track agreement:

The Kansas City, Lawrence and Southern R.R.

The Leavenworth, Lawrence and Fort Gibson R.R.

The Leavenworth, Lawrence and Galveston R.R.



Frisco Office Building



View - Frisco Yards

THE ROSEDALE DEPOT



Holmes Street - 1/2 Block South of Kansas City Avenue - (later Southwest Boulevard.)

Major B.S. Henning, Superintendent of the Missouri River, Fort Scott and Gulf Railroad named the train stop "ROSEDALE."

The Rosedale Post Office was established Aug. 17, 1872. It was described as "a new town - just building with about 50 inhabitants. The population to be supplied by the Rosedale Office was 150." The Post Office was near the Depot and the railroad carried mail six times per week each way.

When a person at Kansas City, Missouri wanted their luggage or trunk delivered to Rosedale, they would put it on the train to be delivered to the Rosedale Depot for the passenger fare of 15¢.

The Depot was used as a Passenger and Freight Depot until 1952. When Passenger and Freight service at the depot were discontinued, the building was used for storage.

In 1959, the property was taken for the Turkey Creek Expressway, a linkage of Inter-State Route 35.

There was another depot on the west side of Mill street, on the south side of the Frisco tracks.

There was also another station or railroad building on Lincoln Street and the Frisco tracks. My earliest recollection of this property was the Frisco had this for living quarters for their Section Foremen. In later years, the Milton Oil Company occupied this building and it was destroyed by fire.



The Frisco Elevators - "The Memphis" and "The Frisco." The Unit named "Memphis" because it was dismantled in Memphis, Tennessee and reassembled here. Both elevators were destroyed by fire in 1935.

[1] "Frisco Folks" - Bain