

Dr. Edward N. Tihen (1924-1991) was an avid reader and researcher of Wichita newspapers. His notes from Wichita newspapers -- the "Tihen Notes," as we call them -- provide an excellent starting point for further research. They present brief synopses of newspaper articles, identify the newspaper -- Eagle, Beacon or Eagle-Beacon -- in which the stories first appeared, and give exact references to the pages on which the articles are found. Microfilmed copies of these newspapers are available at the Wichita State University Libraries, the Wichita Public Library, or by interlibrary loan from the Kansas State Historical Society.

Subject(s): Rock Island Depot

WICHITA EAGLE

Wednesday, March 23, 1887

page

4. The men working to secure the Rock Island depot on East Douglas yesterday subscribed the amount necessary, \$35,000, to which the company added \$20,000, making the total for purchase \$55,000. The company has agreed to build a depot costing not less than \$10,000. ¶Article contains sarcastic comments about the poor Santa Fe depot.

Friday, September 30, 1887

page

4. Long article summarizes construction progress on major buildings in Wichita. Many details. ¶Richland block is now completed and opposite it the Schweiter-Mosbacher block has a beautiful arch of white stone above the entrance. ¶Brick work started yesterday on the parochial school building being erected on 2nd st. opposite St. Aloysius church. ¶The brick work is completed on the two wings of the Rock Island depot.

Saturday, October 8, 1887

page

8. The Rock Island depot is nearing completing. The brick work is now finished and yesterday the workmen had commenced putting on the cornice and slate roof.

Friday, October 14, 1887

page

4. Slate roof was being put on the Rock Island depot yesterday.

Wednesday, October 19, 1887

page

4. Roofing of the Rock Island depot is now completed.

Wednesday, November 9, 1887

page

5. Carpenters were yesterday finishing the interior of the Rock Island depot.

Saturday, July 11, 1891**page**

5. W. A. Martin, ticket agent at the Rock Island depot, moved his family to Wichita from Hutchinson this week. They are occupying the rooms in the second story of the depot.

Friday, July 28, 1893**page**

5. Changes have been made in the Rock Island depot. The partition which heretofore divided the gents' waiting room from the ladies' waiting room has been removed and the whole thing now belongs to the ladies, while the dining room on the south side of the entrance hall has been converted into a gents' waiting room.

Sunday, May 7, 1899**page**

13. Article reports rumors of a possible Union depot some where on East Douglas avenue, probably between the present Rock Island and Santa Fe depots. ¶ At present the Santa Fe, Frisco, Wichita and Western, and Midland trains all arrive at one depot which is called the Union depot. The Rock Island is but a block away. ¶ There are 42 passenger trains arriving and departing from Wichita daily, mostly between 7:00 a.m. and 6:00 p.m.

Saturday, September 22, 1900**page**

5. Foundation now being laid for the new Walterscheid Brothers building on north Mead, one-half block north of the Rock Island depot. To be one story, 52 feet by 150 feet.

Saturday, December 1, 1900**page**

8. Article says the new dining room installation work at the Rock Island depot began yesterday. Details. To be opened December 15.

Thursday, January 10, 1901**page**

6. The new restaurant at the Rock Island depot will be opened next Monday.

Saturday, March 1, 1902**page**

6. Workmen are now building an addition to the United States express building at the Rock Island depot, to be used for a mail room. The addition will be 16 by 15 feet.

Thursday, January 8, 1903**page**

6. The dining room at the Rock Island depot will be closed after today. It has been running for two years but has not been a paying proposition since the train schedule has been changed and patronage has fallen off. In the room formerly used as a kitchen a lunch counter will be placed, where light lunches will be served. The dining room will be used as a waiting room, which is much needed as the present waiting room is entirely too small.

Saturday, January 17, 1903**page**

5. Article describes remodeling of the interior of the Rock Island depot, which will start in a few days. Details.

Tuesday, February 24, 1903**page**

6. Article discusses proposed changes in the Rock Island depot. The big hall in the center of the depot will be remodeled into an office, with a big bay window where the east doors are now. Doors will be cut into the present waiting room, and a waiting room will be made from the old dining room just south of the hall. The telegraph operator will have his desk in the big window on the east. An arch will be cut through the wall just west of the office connecting the two waiting rooms, and the staircase leading to the second floor will be changed.

Thursday, March 26, 1903**page**

5. The room in Rock Island depot which until a short time ago was used as a dining room has been converted into a ladies waiting room. The two waiting rooms make the depot much more convenient.

Thursday, November 12, 1903**page**

5. Rock Island depot's dining room, now in the south part of the building, will be moved to the north part in space now occupied by the baggage department. Change will be about December 1st, and both parts will be renovated.

Saturday, June 18, 1904**page**

6. Adjoining the Rock Island depot on the west is a driveway about 25 feet in width and extending from the curbing of Douglas avenue about 200 feet south to the Rock Island freight house. The surface of this is to be graded down and filled in with 18 inches of crushed stone, making a solid pavement for freighters to haul over.

Tuesday, July 5, 1904**page**

6. Article reporting rumor the Orient will use Rock Island depot.

Sunday, October 16, 1904**page**

6. Work started yesterday on remodeling of the Rock Island depot. Several partitions are to be taken out and the ticket office will be moved to where the hall way now is. The stairway will be turned lengthwise of the building and entrances made from both of the waiting rooms. The old dining room, which has been vacant for several years, will be added to the general meeting room, which will more than double the waiting room space. ¶ It is probable also that a heating plant will be added some time this fall.

Thursday, December 8, 1904**page**

6. Article about remodeling at Rock Island depot.

Sunday, December 18, 1904**page**

6. Rapid progress is being made on the improvements to the Rock Island depot, and the ticket office is now ready for occupancy.

Friday, February 22, 1907**page**

7. Article on planned improvements to the Rock Island depot. Company intend to build on the upper story at north end of depot and make it the same dimensions as ground floor. Improvements to cost approximately \$10,000.

Tuesday, April 30, 1907**page**

7. Article about remodeling at Rock Island depot.

Wednesday, May 8, 1907**page**

6. Article on redecoration of Rock Island depot.

Wednesday, July 10, 1907**page**

7. New furniture has arrived for the ladies' waiting room of the Rock Island depot, and more will arrive in the next few days for the other rooms of the depot. The furniture for the ladies' room is of the mission type and includes several new rocking chairs. The furniture for the other rooms will be high backed oak seats of the latest design.

Wednesday, April 29, 1908**page**

8. Article says plans completed for a three story brick hotel building 75 by 120 feet to be located just east of the Rock Island depot and tracks.

Tuesday, May 2, 1911**page**

6. Rock Island depot is being painted Irish green. The interior is being redecorated, with side walls painted green, the ceiling corn yellow, and the molding Indian red. The interior of the ticket office probably will be done in white enamel.

Sunday, December 17, 1911**page**

- 9-B. Brick buildings on south side of Douglas between Santa Fe and Rock Island depots are being vacated prior to being torn down. These are at 701-703 East Douglas and 715-717 East Douglas. ¶ Work on construction of the depot will start after the terminal company gets possession of the Lehmann-Higginson building at Santa Fe and William streets about March 15. ¶ Work will start on the depot first, followed by starting on the retaining wall and grading soon afterwards. The side is to construct two tracks on the elevation, running past the depot, before the present Santa Fe depot is torn down.

Sunday, January 21, 1912**page**

1. The Lehmann-Higginson Wholesale Grocer company have purchased a building site 125 by 132 feet on the north side of 1st street between Mead and Rock Island for about \$30,000, and will construct a new four story reinforced concrete building there to cost about \$60-70,000. Work will be started within the next two weeks, with completion due by September 1. ¶ The company sold its old building on north side of William street between Santa Fe and Rock Island depots to the Wichita Union Terminal Railway company about a month ago and will open for business tomorrow at its temporary location in the old Hockaday Paint company building at 140-148 North Mosley. Razing of its old building will start February 5 so as to have the site cleared by March 15.

Tuesday, May 14, 1912**page**

1. Photograph of booster train departing from Rock Island depot south bound with a bit of buildings to east of tracks visible.

Thursday, July 3, 1913**page**

8. Article about a fire on second floor of Rock Island depot.

Thursday, December 4, 1913**page**

10. Through street car service to College Hill will stop this afternoon, when workmen will start tearing up the tracks under the subway on East Douglas in preparation for paving. The street car company's right-of-way will be paved with brick from the Rock Island depot to the west edge of the Santa Fe right-of-way and double tracks will be laid. It is

hoped to complete the work in ten days to two weeks. ¶ A stub service will be operated east of the Rock Island tracks.

Friday, March 6, 1914**page**

5. Articles report banquet, to be held at new union station this evening and dedication tomorrow afternoon. ¶ The Rock Island will run a special four car train Saturday afternoon every hour from the old Rock Island depot south of Kellogg and then up on the elevation to the union station, where passengers will have the opportunity to inspect it.

Monday, August 5, 1918**page**

2. Report that Orient Railroad freight and passenger trains will use the Midland Valley depot beginning August 7. ¶ At present the Orient freight depot is located east of the Rock Island depot on East Douglas avenue and the passenger depot is a temporary affair nearby.

Friday, April 8, 1921**page**

1. Rotary convention in Wichita. Photographs of Pullmans on the elevated tracks and east of Rock Island depot.

Saturday, April 7, 1928**page**

3. Passenger offices of the Rock Island Railroad will be moved from their present location in Union station to the old Rock Island depot about May 1.

WICHITA EAGLE-BEACON**Wednesday, February 1, 1978****page**

- . City Commission yesterday visited the Union Station complex, which is undergoing a four million dollar renovation, including the Rock Island Depot, scheduled for completion in September or October. Photos.

Saturday, January 10, 1981**page**

- 1C. Chronology of events (with dates) relating to redevelopment of Wichita's Union Station and Rock Island Depot. First proposals were received by Urban Renewal Agency in June 1975. Details.

WICHITA BEACON**Tuesday, June 15, 1886****page**

1. The *Beacon* has learned positively that the Chicago, Rock Island, and Pacific Railroad company has at last decided upon the location of their passenger depot, and they have purchased property on Mead avenue between Douglas avenue and English street. The company have selected Mead avenue as the one on which they will enter the city.

Thursday, July 22, 1886**page**

1. Article confirms a previous report that the Rock Island passenger depot is to be located on Mead avenue south of Douglas and says the company is buying lots on both sides of Mead from Douglas south to Kellogg.

Tuesday, March 22, 1887**page**

1. It is believed the Rock Island Railroad will build its depot at the southwest corner of Douglas and Mead.

Friday, March 25, 1887**page**

1. The directors of the Wichita Street Railway company today decided to build a double track on Main street and Douglas avenue from the new Ft. Scott depot on 11th street to the site of the proposed Rock Island depot at Douglas and Mead. ¶ The executive committee was instructed to purchase eight new cars and a large stock of iron and ties.

Friday, March 25, 1887**page**

1. The Rock Island company today became proprietors of the J. R. Stone property on the corner of East Douglas and Mead avenues. Fifty-five thousand dollars was the price paid over, but of this only \$20,000 was paid by the company, the balance being subscribed by property owners in the neighborhood who thereby secure the Rock Island depot.

Monday, June 13, 1887**page**

1. Bids have been opened for the Rock Island passenger depot. The lowest was \$37,000. The work on the freight depot is progressing rapidly and it will soon be completed.

Thursday, June 23, 1887**page**

1. Today saw the commencement of building operations on the Rock Island passenger depot on corner of Douglas and Mead avenues.

Thursday, June 30, 1887**page**

4. The brick work on the north half of the Rock Island freight depot has been finished and

that part is now being roofed.

Wednesday, July 6, 1887**page**

1. Today the Wichita City Railway company has placed eight new cars on its tracks, five red ones for the Main street service and three blues for Topeka avenue. This will give improved service and enable the company to place another car on the Maple street line and also an extra one on the South Water street line. The laying of the double track on Main street progresses, and the double track will soon be in running order from Rock Island depot to the Ft. Scott freight depot on North Main. It is the intention of the company to put in plank crossings on the double track line and also to line each side of the rails with oak planks leaving just enough space between the rails and the planks to admit the flange of the car wheels. This will do away with the catching of buggy and wagon wheels on the edges of the rails. ¶ The Linwood Park extension is well under way and the Central avenue track is laid from Main street to 4th avenue. On this last line cars will be running in a day or two, the proposal arrangement being that half the Union Depot cars shall travel on Central avenue instead of all going along Oak street. This will also serve to meet the demand for increased facilities on 4th avenue.

Tuesday, July 12, 1887**page**

1. The Rock Island Railroad was completed into Wichita today (this afternoon) and the construction train ran right to the depot grounds at Douglas and Mead avenues.

Wednesday, July 13, 1887**page**

1. Contract let yesterday for the Rock Island passenger depot to Mr. A. R. Link for \$16,000.

Monday, September 19, 1887**page**

4. The Rock Island depot at Mead and Douglas is enclosed.

Saturday, October 22, 1887**page**

1. Report of visit of a *Beacon* reporter to the new Rock Island depot, which is almost completed. It is 74 by 36 feet. Description.

Thursday, November 17, 1887**page**

4. The Rock Island depot in this city is completed and will be occupied by the offices next Monday. All trains will stop for meals at the depot hotel (sic), which is in the south wing of the building.

Friday, December 9, 1887

page

4. Capt. Lamont will open the Rock Island depot dining rooms on Monday next.

Monday, December 12, 1887

page

4. Capt. Lamont opened the Rock Island depot dining hall today.

Monday, January 7, 1889

page

4. The Rock Island Railroad constructed its present depot with the proceeds of the sale of half the lots donated for building purposes.

Tuesday, December 31, 1889

page

1. Rock Island Railroad company has purchased property just south of its passenger depot for \$5000 and will erect a new brick freight depot there.

Tuesday, January 7, 1890

page

1. The "Red Light" property facing on the Rock Island track has been sold to that company by Ellen Williams for \$3500. The company will soon erect a freight depot on these lots.

Friday, January 17, 1890

page

1. Men are now tearing down the "Red Light" property facing the Rock Island track preparatory to erection of a brick freight depot on the site.

Saturday, April 19, 1890

page

1. The stone work for the foundation of the new Rock Island freight was finished this morning. The structure will be 30 by 128 feet and is situated immediately south of the passenger depot on Mead avenue.

Thursday, May 1, 1890

page

4. The frame work of the new Rock Island freight house, which is being erected just south of the passenger depot, is up, and the structure will be enclosed in a few days.

Monday, July 14, 1890

page

1. The new freight depot of the Rock Island was taken possession of by the company this morning and opened up for business. W. H. Harbig is the freight agent.

Saturday, March 28, 1896

page

1. Chicago, Rock Island and Pacific railroad has decided to remove its ticket office at corner of Main and Douglas, and hereafter the public will purchase tickets at the depot.

Monday, June 7, 1897

page

5. The platform at the Rock Island depot has been torn up and is being replaced by a cement one.

Saturday, September 23, 1899

page

6. The platform at the Rock Island depot is being relaid and will be extended to the south about 40 feet.

Friday, November 30, 1900

page

5. United States circuit court judge in Street. Louis ruled against A. E. Stilwell and appointed a receiver for the Guardian Trust company of Kansas City. Details.

Monday, December 3, 1900

page

5. Work started in earnest this morning on opening a dining room at the Rock Island depot. All the old furniture is being removed from the waiting room to make room for the dining room furniture. It is hoped to open the dining room by December 15.

Saturday, December 22, 1900

page

5. Furniture is being placed today in the new dining room at the Rock Island depot, and it is expected to be open January 1.

Thursday, January 10, 1901

page

5. The Rock Island restaurant will be opened Monday.

Tuesday, January 15, 1901

page

5. The dining hall in the Rock Island depot was opened yesterday and served 36 persons the first day. There are four waiters for whom rooms are furnished on the second floor of the station. ¶ About two years ago there was a private dining hall in the Rock Island depot, but it was abolished.

Wednesday, March 20, 1901

page

5. The Rock Island depot is to be fitted with steam heat.

Friday, June 7, 1901**page**

6. Rock Island officials have received a large 20 foot sign bearing the words "Rock Island Route" in large gilt letters. The sign will be placed on the north side of the building.

Monday, June 17, 1901**page**

6. Work started today on the erection of the new addition to the Rock Island freight depot.

Friday, January 16, 1903**page**

5. Article about plans for remodeling the Rock Island passenger depot. Now that the eating house has been discontinued, the two large rooms will be changed into separate ladies' and gentlemen's waiting rooms. Staircase will be changed and ticket office enlarged. A steam heating plant is to be installed. Details.

Tuesday, May 22, 1906**page**

6. F. L. Parks, master carpenter of the Rock Island, from Topeka, was in Wichita yesterday drawing plans for improvement of the Wichita depot. The old baggage room at the north end will be converted into a ladies' waiting room, an arch will be built at the east end, and the whole lower floor of the depot is to be tiled.

Saturday, September 29, 1906**page**

6. G. W. Rourke, superintendent of the Kansas division of the Rock Island, was in Wichita yesterday and stated that the plans for improvements to the depot here will be carried out soon. The plans call for a new tile floor on the ground floor of the station. An archway is to be cut in the wall on the north side of the present waiting room and an unused room which was formerly a baggage room is to be converted into a ladies' private waiting room. The depot will also be entirely repainted.

Monday, April 1, 1907**page**

12. Improvements are being made at the Rock Island depot. The wooden floor has been torn up and a concrete base is being put in upon which a floor of white tile will be laid. The building will then be painted.

Friday, May 17, 1907**page**

2. The new white tile floor at the Rock Island passenger depot here has just been

completed. The depot is now being painted inside and out. Five colors are being used on the interior -- the border is of russet, the ceiling sky blue, the side walls old ivory, the wainscoting quaker gray, and the moulding old Oriental. Exterior brick work is being painted red, with green and black trimmings for the doors and windows. Improvements are costing total of approximately \$10,000.

Saturday, September 14, 1907**page**

5. Article reports Santa Fe has plans and speculations drawn for a new depot in Wichita, probably to be located on north side of Douglas opposite the present depot, and said to cost \$200,000. Says the Rock Island built depot here for \$15,000, then the Santa Fe built its stone depot for \$35,000, then the Missouri Pacific built a \$75,000 edifice and the Frisco a \$50,000 passenger depot.

Tuesday, August 24, 1909**page**

1. The Rock Island plans to spend \$20,000 for improvements in Wichita this fall. Work will begin September 1. The freight depot will be moved fifteen feet west of its present location to give more room for passengers to get on and off trains. The receiving freight platform will be extended 70 feet south and roofed, giving about 125 feet of covered platform, south of the freight depot. Capacity of the freight yards, now about 300 cars, will be doubled by addition of five tracks on vacant ground north of Kellogg, east and west of the present yards. The team track west of the freight depot will be extended. Passenger platform east of depot will be extended 300 feet south and paved with brick.

Tuesday, August 31, 1909**page**

5. The Rock Island freight depot will be moved about 15 feet west Saturday night and Sunday to permit construction of a new wider brick passenger platform on its east side.

Monday, October 4, 1909**page**

4. Rock Island Railroad employes have finished moving the freight depot about fifteen feet west of its former location and are now engaged in extending the passenger platform about 300 feet south of the station. The concrete base is finished and is ready for the brick surface. When completed it will no longer be necessary for south bound passenger trains to stop where they block Douglas avenue.

Thursday, July 14, 1910**page**

9. A new platform has just been finished at the Rock Island station. It is really a continuation to the south of the old one, is made of brick, and is 150 feet long. New arc lights have been ordered to light the new part.

Saturday, October 15, 1910**page**

Section C -- Transportation Section.

C-4. Photograph of Rock Island depot with people on platform. Article with details.

Friday, February 3, 1911**page**

1. The Santa Fe Railroad is negotiating for purchase of the entire block bounded by Douglas avenue, Santa Fe tracks, William street, and Rock Island depot, as site for new union station. The south half of the block is owned by the Lehmann-Higginson Wholesale Grocery Company. Facing Douglas avenue there are three pieces of property. One, owned by Henry Schweiter, is the Santa Fe Hotel, abutting on the Santa Fe tracks, with 50 foot frontage on Douglas. The next 50 feet east is owned by W. H. Bretch and occupied by the Rock Island building, which contains a restaurant, cigar parlor, and barber shop, and rooming house on the second floor. The third 50 feet is owned by a brewing company in Milwaukee. Half of this is vacant and the other half occupied by a low two story building leased by the Wichita Mineral Water company.

Wednesday, February 7, 1912**page**

11. Photograph of buildings (Santa Fe Hotel and Bretch building) being razed between Santa Fe and Rock Island depots on East Douglas.

Monday, June 29, 1914**page**

1. Article says Rock Island plans to build a new \$130,000 freight depot at Douglas and Mead and that plans have been completed. Details.

Saturday, June 12, 1915**page**

15. Rails and ties have been ordered by the street railway company to rebuild two and a half blocks of the East Douglas line from a point near the old Rock Island depot to the east side of Washington Street. To be a double track.

Tuesday, December 4, 1923**page**

7. The Chicago, Rock Island and Pacific Railroad expects to build a new freight depot in Wichita to supplant the old depot which has been in use for more than a quarter of a century on East Douglas just east of the union station.