United States Department of the Interior
National Park Service

National Register Listed
September 17, 2012

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Cudahy Packing Plant

other names/site number TreatCo, Inc.; FYG Investments

2. Location

street & number 2300 N Broadway Street ☐ not for publication

city or town Wichita ☐ vicinity

state Kansas code KS county Sedgwick code 173 zip code 67219

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this **x** 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 x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide _x_ local

SEE FILE
Signature of certifying official — Date

Title — State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official — Date

Title — State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper — Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [x] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box)

- [x] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
5		buildings
		district
		site
7		structure
		object
12		**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Agriculture / Subsistence: Processing

Current Functions
(Enter categories from instructions)

Agriculture / Subsistence: Processing

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Industrial

Materials
(Enter categories from instructions)

foundation: Concrete
walls: Concrete; Brick;
roof: Asphalt
other: Glass Block

Narrative Description

Summary

The Cudahy Packing Plant is located within the city limits on the north side of Wichita, Sedgwick County, Kansas, in an area that was once home to bustling livestock yard and meat-packing district, which was a cornerstone of the city's early development. Bounded by a fence line on the north, south, and west sides and Chisholm Creek on the east, the 14-acre property once contained numerous access points by rail, but these have been removed. However, the Burlington Northern Santa Fe Railroad continues to operate a track along the property's west boundary, which parallels North Broadway Street. Originally located north of the city, this and the adjacent packing plants and stockyards were annexed by the city in 1974.

The complex was built in 1889 during the early growth of the city's livestock and meat-packing industries that developed as a result of the Chisholm Trail and the arrival of the railroad. Today, the property includes two central units of interconnected spaces and several free-standing buildings and structures built from 1892 to 1960. A large concentrations of early 20th century buildings, in particular, have survived. There are five contributing buildings that are divided into specialized sections and seven contributing structures, all of which are noted on the attached map [Figure 1]. Portions of the complex have been compromised by recent additions and changes in use and there are empty spaces once occupied by buildings that were removed as technologies and economic conditions changed. However, the overall integrity of the complex is good, and the utilitarian masonry design of the buildings clearly indicates its industrial function. The heavily massed, one- to five-story brick and concrete buildings reflect the city's early meatpacking history.

Elaboration

Chronology

The plant has been owned by six different companies: Francis Whittaker and Sons, 1888-1900; John Cudahy Company/Louisville Packing Company, 1900-1906; Cudahy Packing Company, 1906-1977; Thies Packing Company,1977-1993; Ohse Foods, Inc., 1993-1995; and FYG Investments, 1995 to present. The buildings remaining on the property today are used in modern food processing operations, and thus reflect a succession of additions, expansions and modifications.

The major periods of development correspond to the first three owners prior to 1975. The property's change over time is well-documented on the Sanborn Fire Insurance Maps for 1892, 1897, 1903, 1914, and 1935 [Figures 2-6]. The earliest Whittaker period established the basic framework of the packing plant. Processing during the last decade of the 19th century included the slaughtering of animals, processing and storage of animal products, smoking of pork products, drying and storage of fertilizer, and powering the plant.

John Cudahy and the Louisville Packing Company acquired the Whittaker plant in 1900. He added lard refining and ice-making capabilities to the plant. A post card drawing of the plant shows how the plant may have appeared near the turn of the century [Figure 7]. The lard refining operations were subsequently moved to a different location but the structure still exists.[1]

Beginning in 1906, the Cudahy Packing Company made significant structural and product capacity additions to the facilities. The 1914 Sanborn Map claims that the capacity was increased to 2500 hogs per day and 2400 cattle and sheep per month. The ice-making facilities were replaced by a refrigeration system that held the temperature in the meat processing facilities to below 50 degrees. A post card drawing of the plant shows how it appeared during the Cudahy operations in the 1930s [Figure 8]. The plant as it existed in circa 1930 is documented in an aerial photograph [Figure 9].

Resources

The current locations of buildings and structures within the plant are shown on Figure 1. The existence of these buildings and structures is supported by the Aerial Survey of 1960 [Figure 10]. The following description of the

[1] See Figure 1 - Section 6.

general appearance of the complex is followed by a more detailed description of the two interconnected units and supporting free-standing structures.

The plant has commonality in the use of concrete and locally produced brick as a fireproof material. The buildings skeletons are either brick bearing-wall or concrete post and beam with concrete floors. The buildings that are not refrigerated have concrete engaged columns and brick siding with some glass block and concrete block siding. The refrigerated buildings where meat was handled and stored have 8-inch concrete exterior walls finished with two separate layers of 2-inch cork insulation inside. The refrigerated buildings are designed to maintain temperatures below 50 degrees. The total roof area of all the buildings is approximately 198,000 square feet. Generally the roofs are flat with reflective asphalt coating over cement slab.

Most of the building's windows are of a metal pivoted type with several glass panes that can be opened to allow for air circulation. The windows are grouted into the concrete columns and brick walls. Some of the windows have three horizontal courses between the rowlock arches and brick sills. There are a limited number of double hung windows and the administrative office windows are aluminum framed with horizontal sliding glass. The office windows were inserted into loading doorways on the south side of the shipping dock that was used for pork products.

Building A (contains sections 1-9), contributing

Sections 1-9 constitute the property's primary massing. It is essentially one large unit composed of inter-connected wings and additions. For clarity's sake, each space will be described separately.

Section 1-Office
Building Date(s): 1935-1960, 1993-1995 Photograph Log #: 1

Section 1 is a one-story, flat-roofed structure of 35 by 130 feet built of locally produced red brick. The north wall rises about eight inches above the flat, asphalt-covered roof and on the east, south and west sides, the eaves extend about one foot. The original cladding is white stucco over wire mesh and is in need of some minor repairs. The building was originally constructed as the shipping dock for hog production.

The nine former loading stations on the south side of the building where shipping doors once were have all been altered in recent years. They have been replaced at six stations with windows framed in wood siding, two stations are covered by wood siding and one station contains a single glass door with one sidelight. The siding is vertical, 6-inch tongue-and-groove clear-finished wood. The double-paned, horizontal sliding -sash are encased in aluminum frames. There are small, single double-hung windows on the north and west sides of the building. From the thickness of the walls where windows and doors now exist it is apparent that this structure was once part of the refrigerated plant.

The interior cement floor has been covered with 12-inch square tile flooring and a drop ceiling has been used to lower the 10-foot height to an eight-foot level. The south and west sides of the space have been built out as offices with a connecting hall on the north side of the building. This building may have been converted to office space at the time the original office[2] was no longer useable.

Section 2-Smoke House
Building Date(s):1960-1975 Photograph Log #: 2

Section 2 is one-story with a flat, asphalt-covered roof and measures approximately 85 by 165 feet. The 30–foot tall building was built with cement block walls and an interior surface caddied with insulation. Floors and ceiling are cement with concrete exterior walls supporting a flat roof. Its first appearance is on the Aerial Survey of 1960 [Figure 10]. This building contains the smoking facility and coolers for ham and bacon processing. There are two small rooms on the southeast corner of the building, one contained the receiving dock for pork bellies and the other housed saw dust used for the smoking of hams and bacon. The receiving dock has an insulated exterior door that is the only point of exterior entry; however, there are two sealed cargo doors and one pedestrian door on this side. There is a cement liquid-smoke tank abutting the south side of the building. The north side of this building has seven connections with Section 5 for product movement and one passage for pedestrians.

[2] There was a free-standing three-story office building, which appears in the 1930s postcard in Figure 8, on the Sanborn Fire Insurance Maps of 1914 [Figure 5] and 1935 [Figure 6], and on 1930s and 1960 aerial photos [Figure 9 & 10] in the southwest part of the property. The building was demolished when Ohse Foods, Inc. owned the property, between 1993 and 1995.

This facility appears to have at least doubled the smoking capacity of the plant from what it replaced. Also, it permitted the direct movement of pork products from the processing areas via the rail system used throughout the plant. The original smoke house[3] was constructed by Francis Whittaker and Sons in circa 1888 [Figure 2]. The location of this smoke house eliminated the exterior movement of the hams and bacon via an outside passageway.

Section 3-Ham Boning Area
Building Date(s): 1935-1960

The construction of section 3 is associated with section 7. Both sections appear to have been the result of a substantial increase in pork processing and modernization of the pork facilities following the end of the Second World War (1945-1950).

Section 3 is a one-story building of approximately 40 by 210 feet. A flat, concrete roof overhangs by one foot along the west side and is covered by asphalt topped with gravel. Interior ceiling heights are 13 feet and are supported by white concrete walls. Former bay openings for product loading now contain cement block infill. Section 3 is attached to Sections 4 and 5 on the east side, the shipping dock on the north and a passage way on the south. There are two insulated pedestrian doors to the exterior of the plant on the west side of the structure. There is no basement under this section of the plant. The floor is unfinished concrete. The original dock occupied only 52 feet in the center of the 210 feet of the western face of the existing structure. This structure was converted from a dock area and expanded to handle increased pork production that occurred after the Second World War.

Section 4- Beef House
Building Date(s): 1906-1914 Photograph Log #: 14

Section 4 is the separate beef house that was part of the Cudahy expansion that took place soon after they acquired the plant in 1906. The three-story building is square with 120-feet on all sides. The flat concrete roof is covered with asphalt over felt. There are no windows or outside doors directly connected to the refrigerated part of the structure.

The construction is similar to the other buildings in that engaged concrete columns are set within substantially insulated concrete walls (see description of typical refrigeration in Section 5's description). Essentially, the building is a cold storage and processing structure. The processing areas were designed to be kept below 50 degrees and the storage areas were freezing lockers with temperature of 15 degrees below zero. The only windows are located in uninsulated passageways.

Originally the shipment of beef products was handled by iced rail cars on the north side of the plant. The rail service was replaced by refrigerated trucks after the interstate trucking industry developed and the interstate highway system came into existence in the post-war period.

Section 5- Hog Processing
Building Date(s): 1888, 1906, 1947 Photograph Log #: 2, 3, 5, 20

Section 5 was originally constructed by Francis Whittaker and Sons Packing Company. It has a basement and four stories that are above-grade. The building is 120 by 198 feet with a flat roof covered by asphalt over felt. The building originally had exterior walls of locally produced red brick. Access to each floor is through a stairwell/elevator located in a tower addition attached to the buildings southwest corner. Large, metal pivoting windows with prominent concrete sills are present on each floor of the tower. Interiors of the main space are structurally supported by rounded concrete columns and contain mostly brick flooring and masonry tile walls.

The Sanborn Maps for 1892 and 1897 [Figures 2 and 3] show the east quarter of the structure being used for processing beef and the remainder for pork. The 1903 Sanborn Map [Figure 4] shows that the "ice tank" had been removed and that an ice machine, ice storage, and freezing tanks had been added to the plant by John Cudahy.

Early construction was modified by Cudahy Packing Company as part of the extensive increase in capacity beginning with their acquisition in 1906. After the Cudahy company acquired the plant from John Cudahy and

[3] The building is shown as a three-story red brick building on the postcard [Figure 7]. The Sanborn Maps indicate it was around 100 square feet in size.

constructed Section 4 for a beef operation, this section was switched to handling only pork on floors one through four with the fifth floor designated for storage of barrels and boxes [Figure 5 and 6].

The late nineteenth and early twentieth century construction used ice as the coolant in refrigerated facilities. Cudahy's introduction of ammonia for refrigeration was a development of note. Facilities were modernized to accommodate increased scale of production and new refrigeration technologies were devised to efficiently maintain a temperature below 50 degrees. This also permitted the efficient processing and storage of meat on a year round basis.

The building underwent significant remodeling in 1947-48. A major part of the modernization was the replacing of the exterior brick walls built by Whittaker with concrete engaged columns and concrete walls. In addition, this work permitted the incorporation of new handling equipment and cork was used as the insulating material.

Section 6 - Sausage, Lockers and Dressing Rooms
Building Date(s): 1903 - 1935 Photograph Log #: 7, 8, 9, 10, 18

The west portion of this section appears on the 1903 Sanborn Map [Figure 4] as an addition by John Cudahy, who acquired the property in 1900. Cudahy built this section as a lard refinery. It was converted to sausage production and the lard refinery was moved to a new location (section 13).

The east portion is shown on the 1913 Sanborn Map as having been added by the Cudahy Packing Company. The five-story structure is 133 by 140 feet with a flat roof covered by asphalt over felt. Initially, the west portion was built out as dressing rooms for the employees near the area where livestock was slaughtered. Also, there was a passage area on the north side for the movement of beef quarters to Section 4, the beef house.

The east side of this building provides a hint of the height of the slaughtering facilities by the lack of windows on the first two floors. Above the first two floors there are thirty window openings containing steel pivoted sash with a mix of one and two-lights.

Section 7-Hog Receipt and Processing Building
Building Date(s): 1935-1960 Photograph Log #: 5, 6, 7, 8, 9, 10

Section 7 is three stories with east and west sections of 32 feet by 85 feet and 23 feet by 109 feet, respectively. The lower story is partially below grade. The east section contains four bays and the west has five bays. All windows are steel-framed casement and pivot outward to allow for air circulation.

There is a ramp leading down to double doors on the east elevation of the lower story and one door opening from each of the second and third stories. The second- and third-story doorways have a steel beam extended out about 4 feet to permit the hoisting of equipment and materials into the building. There is a ramp on the north side of the building that leads into the fourth bay on the second floor. Its design with wooden cleats seems to indicate the movement of live hogs up and into the building, suggesting the slaughtering took place there. There is an obvious change in operations to the west of the ramp where the walls change to all concrete block.

The hog bridge connects with this building at the second floor and proceeds at a 45-degree angle for 45 feet to the delivery point on the fourth floor of Section 5. The hog bridge is for the transfer of the slaughtered hogs into the processing and storage cooling areas. Both the building and the hog bridge have asphalt covered felt for the roofs.

Section 7 exhibits modernist traits unique to the complex. Structural exterior concrete columns highlight the organization of interior space. An industrial curtain wall effect is realized with the use of wide rows of small, structural glass blocks over large spandrels of concrete block. In between the glass block and spandrels, ribbons of functional steel casement windows pivot outward.

Each bay of the first, partially sub-grade story contains casement window walls and no spandrels or glass block. The second floor, presumably where slaughter occurred, contains mostly concrete block spandrel with a relatively narrow row of steel casements above. The third story has from bottom to top, concrete block, glass windows and glass block. This pattern is repeated in each of the four bays on the north and south sides of the east segment of the building. The west segment of the building does not have the in-ground floor and it is connected to the bridge to the hog processing on the third story of Section 5. The wall pattern on the lower floor is all cement block and the upper floor is cement block, glass windows and glass block from bottom to top.

This building is related to the increase in slaughtering of hogs after the end of World War II. The Wichita market became a significant center for the sale of hog production by small to medium size farms in the area.

Section 8 - 9 - Engine and Boiler House
Building Date(s): 1888 circa Photograph Log #: 3, 4, 5, 6, 21, 22

Sections 8 and 9 combined are 75 feet by 199 feet. Both sections are characterized by locally produced brick load-bearing walls and open interior spaces designed to house large machinery. The Engine Room and Boiler House provide the energy and power to operate the plant. The steam, refrigeration, and some electric power are products of these facilities.

The one-story, forty-foot-tall building 9 is the more prominent of the two. A very low-pitch gable roof covers a forty-foot tall interior space and is supported by a heavy steel truss system. The primary façade contains an outward appearance of six bays divided by engaged pilasters tapered at their tops. Window openings are commercial steel pivoted sash resting on single header-course brick sills.

Section 8 is obscured by external power systems and is characterized by a flat roof, a height of approximately 30 feet, and no openings.

The south side of Section 9 contains steel-framed pivoted windows and four pedestrian doors. The east side has a large cargo door and two windows. The north wall adjoins the south wall of Section 7. The west wall of Section 8 adjoins the east wall of Section 5 with a passage area between Section 5 and the Engine House. The space between the Engine House and the Boiler Room is essentially open with easy passage.

Part of the modernization that occurred when Cudahy acquired the plant was the expansion of these buildings to the west.

Building B (contains section 10), contributing

Section 10- Fertilizer House
Building Date(s): 1906-1914 Photograph Log #: 11

Section 10 was the Fertilizer House; it was used for drying and storage of waste products from the slaughtering of animals. Presently the building is being used for equipment storage. The work at this location was such that a separate change building was available nearby for the workers. It has been removed and no record of its size or type of construction exists.

The free-standing, two-story, brick building measures 50 by 114 feet There are seven bays on the east and west side and three on the north and south. It has a 17 by 5-feet monitor roof that is open at each end to provide space for transfer equipment and for air circulation.

The construction includes concrete framework with brick walls. At certain locations along the east wall, original brick has been replaced with red brick. The original windows were double-hung, one-over-one wood units with three rowlock arches and brick sills. At four locations on the east side where the structural repairs of the walls have occurred, the rowlock arches and sills have been lost. This has taken place on four windows on the east side of the building and at the door. The replacement windows are steel pivoted framed. The west wall is without repairs and retains original windows in all seven bays. The windows and door on the east and west sides are on the first floor.

The north and south walls have three bays with three double-hung wood windows on the second floor and a double door in the center bay of the first floor. This building is built with a four-foot clearance above the ground.

Building C (contains sections 11-13), contributing

Section 11 - Maintenance Supplies
Building Date(s):1906-1914 Photograph Log #: 10, 11

Section 11 is the Maintenance Supply building; it was originally the Glue Factory and part of the Cudahy expansion and modernization of the plant. The building includes three stories and a basement except for a two -story area on the north of the 16 feet by 88 feet built out area on the east side of the building. This appears from the 1914 Sanborn Map to be part of the building that was the control area for the steam cookers and processing. The remainder of this building is 55 feet by 145 feet; it is three stories above a basement with the height of the second floor being less than heights of one and three. This building was built for glue production from non-meat parts of the animals.

The structure follows that of the other buildings with engaged cement columns and cement floors. The roof is flat with asphalt over felt. There are both sandstone and red brick walls. Its seems probable that at the locations where the walls were repaired or opened up to permit changes in internal equipment that the sand stone was replaced with red brick. There is no documentation of this difference in brick type.

The south wall has three bays and three-stories with a double steel door in the center bay and a single steel door in the west bay on the first floor. There are no windows or doors in the east bay on the south side. The three original windows have three rowlock arches and brick sills with pivoted steel frame sash. The window in the center bay on the third floor has been replaced and the rowlock arch and the brick sill have not been retained.

The control area on the east side of the building contains three bays; the south two have three floors and the north has two floors. There are windows in each elevation except on the first floor where the doorway has been closed with concrete blocks. The two third story windows have three rowlock arches and brick sills. The second floor windows are smaller with no arch or sill, however all the windows on the east side of the building are steel frame pivoted.

To the north of the control area the building extends by three bays with three floors of red brick walls. The nine windows are steel-framed pivoted sash without arches or sills.

Section 12 - Maintenance Shop
Building Date(s): 1935 - 1960 Photograph Log #: 10, 11

Section 12 shares a wall to the east with Section 11 and to the west with Section 13. It is a 42 by 145-feet, 3-story, flat- roofed structure that was constructed sometime after 1935. It is visible on the 1960 Aerial Survey.

The north and south walls are of locally produced red brick unlike the sand stone bricks used for the other buildings along this row. This building's construction made way for the operations of the repair and maintenance shops that were removed to make space available for construction of Section 7. The south wall contains three bays defined by engaged concrete columns reaching only to the third story.

It appears that the concrete columns existed at the time the building was constructed and supported a walkway between Sections 11 and 13. There are concrete cleats visible on the south side of the columns that would have supported the steel beams of a walkway between the two buildings. The columns on the north side continue up to the roof of the building. This theory is also supported by the Sanborn Maps of 1914 and 1935 showing the steel bridge at this location. Also, there is an existing steel bridge from Section 6 that enters this building at the southeast corner and would have connected with the bridge between Sections 11 and 13.

There is a pedestrian door in the center bay on the building’s south side. There are windows in the second and third stories in the center and western bays. The bridge from Section 6 takes up most of the wall space in the eastern bay. The north wall has windows in all three bays of the second and third stories. There is one door in the center of the northern wall. All of the openings contain pivoted steel framed sash.

Section 13 - Leased Office Space
Building Date(s): 1906-1914 Photograph Log #: 14, 17

Section 13 was constructed by the Cudahy Packing Company for use as a lard refinery in place of the one built by John Cudahy (Section 6). It has four stories and a basement following the construction pattern of most of the other buildings with engaged concrete columns and brick walls. The building is 66 by 130 feet with four bays in the north and south walls and eight bays on the east and west sides. Sand-stone brick may have originally been used for most of the walls; however the north wall is of red brick, the west wall has white plaster covering the bricks and some repairs and changes have been made on the south wall.

There are four doors and one small double-hung window on the first story of the west wall. Other windows on the west wall are on the third and fourth stories and are steel framed pivoted sash except for the windows in the third elevation from the north, which are double-hung with three rowlock arches and brick sills. Those in the third bay are steel framed pivoted sash where the arch and sills have been eliminated. There is one outside door and iron stair-case descending from the third floor area that was once the women's locker area.

The first bay of the north wall contains one door, a small window and clapboard siding. This bay, formerly brick, was demolished to accommodate the removal of equipment from the building.

The south wall of the building is of sandstone brick on the third and fourth stories, except for one area of red brick on the lower half of the fourth stories eastern elevation. The windows are double-hung with three rowlock arches and brick sills. The first two stories of this building have had some extensive repairs over the years.[4] A portion of the west wall's first story has been replaced by soft, under-fired bricks. These bricks have eroded at the vertical mortar joints and show a substantial pitting. The north wall is of red brick, which may have replaced original sandstone brick. The large lard refining equipment may have been removed from the building through this area when lard lost its market in the mid-1950s. There is a single door on the second story with no stairway to the ground. Windows with steel pivoted frames grace the second story.

The building's function and use changed as the use of lard was vanquished by shortenings in the 1950s. After the building's usage changed, the first floor was built out for office space and is presently rented to a publishing organization. Prior to that, the first floor was a break room and a USDA office, while the upper floors were men's and women's locker and change facilities.

The west wall of the building shows the shadow of two buildings that were demolished during Ohse's ownership.[5]

Building D (contains section 14), contributing

Section 14 - Pump Control House
Building Date(s): 1906-1914 Photograph Log #: 16

The steam driven water pump used for fire protection was controlled from this location. The 7 by 17 feet one-story white painted red brick structure has a double door on the east side and a single door on the north. The roof is flat with asphalt over felt. The fire pump house next to the controls has been removed but its existing basement is discussed in the other structures section.

Building E (contains section 15), contributing

Section 15-Paint Shop
Building Date(s): 1906-1914 Photograph Log #: 15

The paint shop is 16 by 35 feet with an 8 by 10 feet open shed on the east side. The paint shop and shed are clad in red brick that has been painted white. The roof is flat but slopes slightly to the east. It is covered with asphalt over felt. There is a door and window on the west wall, a door into the shop and an opening without a door into the shed on the north side of the building.

[4] There is extensive use of red brick on the first two stories which suggests a substantial event occurred. It could have been the result of a train derailment or the need to remove the lard refinery equipment when that change occurred.
[5] Both of these two buildings' footprints are about the same size as Section 13 (33 by 130 feet). The east building was labeled as a Cooper Shop and the west one was a Box Factory. From the location of the windows on the west side of Section 13 these buildings appeared to have been two stories. Their products were once used in the storage and shipment of meat. These functions were not needed by Ohse.

Other Contributing Structures

Pump House Basement
Construction Dates: 1906-1914

This structure is a concrete in-ground containment area for a steam pump that was part of the fire protection system for the complex. The three-story tower that was over the pump was taken down when city water became available. The foundation is 23 by 33 feet and covered with wood planks.

Water Tower Foundation
Construction Dates: 1914 - 1935

The water tower first appears in the historic record in the 1930s postcard, aerial photograph, and on the 1935 Sanborn Map. It was still extant in the 1960 Aerial Survey. Prior to the installation of the tower and tank, water for fire protection was stored in the concrete reservoir (discussion that follows). The capacity of the tower's tank was substantially less than the concrete reservoir, but it provided sufficient pressure to the plant's water outlets. Once the plant obtained city water, the advantages of the tower were eliminated.

Concrete Reservoir
Construction Dates: 1906-1914

The Concrete Reservoir provided two services to the property; first as a water storage facility for fire protection and second, as a storage facility for rain water runoff. The tank is a 35 by 137 feet concrete structure with a flat roof of asphalt over felt. It has a capacity of 75,000 gallons.

Water Tank
Construction Dates: 1936-1960

The Water Tank is a concrete storage and settlement tank that allows the runoff and gray water to have time to separate any heave material and oils before the water is delivered to the city's sewer system. The tank is capable of holding 10,000 gallons of water.

Pipe Rack
Construction Dates: 1906-1914

A Pipe Rack would have been in existence from almost the beginning of construction of the property's facilities. The present structure is about 10 by 10 feet and six feet tall. It is a matrix of horizontal and vertical rails and tubing that allows different sizes of pipe to be stored until needed.

Hog Bridge
Construction Dates: 1893, 1906-1914 Photograph Log #: 7, 8, 9, 10

See the discussion as part of Building A - Section 7.

Cattle Bridge
Construction Dates: 1906-1914 Photograph Log #: 10, 19

The Cattle Bridge is the last structure that can directly be identified with the slaughtering of cattle. After the cattle were slaughtered, the hide and internal organs removed, the remainder, probably as a quarter section of the animal was transported by a track system to the bridge. The track system provides for the movement of the meat from the slaughter areas through the plant, onto the shipping vehicle and to the delivery truck.

The bridge has two parts, first the 20 by 53 feet entry structure and the 10 by 60 feet incline that joins the third floor passage to the beef house. Both the entry structure and the incline are concrete with steel pivoted framed windows. There are four windows on each side of the incline and two on each side of the entry structure. The roof on both the entry structure and the incline are asphalt covered felt over concrete.

Removed Features

The Sanborn Maps show the incremental development that took place during a good portion of the buildings historic period (1888-1960). However, several of the property's features have been removed since the early 1960s.

Slaughter Area
The slaughtering facilities were first constructed by Whittaker and Sons in 1888. During its use, cattle, hogs, sheep and horses, and possibly chickens and other fowl were slaughtered there. Initially, the animal products moved from the slaughter house to Section 5 via an open bridge, a distance of about 50 feet. With developments by the Cudahy Packing Company, the slaughtering area increased to around 104 by 135 feet. The windows on Section 6 show that the height was less than three stories.

Bridge from the Stockyards
The delivery of the animals to the plant was accomplished by a walking bridge facility from the stockyards. The bridge was 200 yards long and passed over Chisholm Creek and the railroad track of the spur that served the north side of the complex. The closing of the Wichita Union Stockyards in 1979 eliminated the need for the bridge facilities and it was removed.

City Sales Building
The City Sales Building first appears in the Sanborn Maps in 1935 was still extant in the 1960 Aerial Survey. The building was located about 50 feet west of Section 4. It was one-story and measured about 26 by 40 feet.
It was likely demolished in the early 1990s when Oshe owned the property.

Railroads Spurs
The earliest Sanborn Maps show that the railroad spurs were on both the north and south sides of the plant. Until the 1950s, the meat products were shipped by rail. The freight cars were loaded with ice to provide refrigeration for the shipment. After World War II, the development of the interstate highway system, refrigerated trailers, and diesel engines for trucks changed the dynamics of shipping for meatpacking plants.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- [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.
- [x] 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.

Areas of Significance
(Enter categories from instructions)

Commerce

Industry

Architecture

Period of Significance

1888-1962

Significant Dates

1888; 1900; 1906; 1909; 1960

Significant Person
(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Builders: Francis Whittaker & Sons; John Cudahy Company; Cudahy Packing Company

Criteria Considerations
(Mark "x" in all the boxes that apply)

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 old or achieving significance within the past 50 years.

Period of Significance (justification)

The period of significance begins with the construction of the earliest buildings in the district, which were erected by Francis Whittaker & Sons Packing Company in 1888. The property expanded and adapted to changing industrial needs until the early 1960s. The period of significance ends in 1962 – fifty years ago – which is generally when the property ceased growth and re-development. The high cost of its operation lead to the plant's closing and sale in 1975.

Criteria Considerations (justification)

N/A

Narrative Statement of Significance

Summary

Wichita's former Cudahy Packing Plant is nominated to the National Register of Historic Places under Criterion A in the areas of *Commerce* and *Industry* and Criterion C in the area of *Architecture*. In the areas of *Commerce* and *Industry*, the property is locally significant for its role in the economic and industrial development of Wichita. In the area of *Architecture*, the property includes buildings and structures from several periods of development and redevelopment and is reflective of the evolution of the meat-packing industry from the late 19th and 20th centuries. It is a rare surviving example of a multi-floored packing plant associated with a large stockyard.

To understand the significance of the property's surviving resources requires awareness of their relationship to broader historic contexts associated with industrial and commercial development in Wichita and south central Kansas. And, the evolution of the livestock industry parallels the development of Wichita and its environs. Six separate companies have operated this plant, which has endured for over 120 years as a facility used for the processing of livestock and/or their parts.

Elaboration

EARLY HISTORY

The Kansas-Nebraska Act established Kansas as a U.S. territory in 1854, and Euro-American settlers immediately began forming cities. While eastern and northern cities – such as Leavenworth, Atchison, Lawrence, and Manhattan – grew quickly, some areas in Kansas Territory were reserved for American Indians and did not experience the same rapid development. The area around the junction of the Big and Little Arkansas rivers and present-day Wichita had long been the home of American Indians, had served as a trading post in the mid-19th century and, at the time the Kansas Territory was opened, was a part of the Osage reserve.[6]

Despite the area's delayed development compared with other early Kansas cities, there was much activity in this region going back many years. American explorer James Wilkinson, who was traveling with the Zebulon Pike expedition, camped near the junction of the two rivers in November of 1806. Trader and guide Jesse Chisholm arrived in this area in 1836 as part of a gold-seeking group. That same year, the federal government surveyed the area around present-day Wichita. Entrepreneurs like A.J. Greenway and Ed Mosley arrived in the 1850s to trade with American Indians, and, trader James Mead arrived in 1863 and established a trading post at the junction of these two rivers.[7]

Mead, according to historian Craig Miner, "had better plains knowledge and better eastern marketing connections than anyone who had tried to exploit the Arkansas fork before him, and he also had more capital."[8] The Wichita Indians, had been displaced from their homes in Indian Territory and settled at the fork in 1864, which contributed to the success of Mead's trading business. Mead and others, including Chisholm, who was born in Tennessee in about 1806 to a Scottish father and Cherokee mother, recognized the need to ship goods and herds to areas of need. As a result, Chisholm regularly shipped supplies and cattle between Kansas cities and Indian Territory. His route would later be known as the Chisholm Trail, which connected herds of Texas cattle to Abilene and other shipping points in Kansas.[9] These traders – among many others – laid the foundation of the early cattle industry in Wichita.[10]

CATTLE TRAILS AND RAILROAD DEVELOPMENT

During the period between the Mexican War (1846-1848) and the American Civil War (1861-1865), the price of cattle climbed slowly. Cattlemen based largely on the Texas plains relied upon steamships to transport stock out of ports like New Orleans. The late 1850s saw the development of the Longhorn breed, which could withstand the Texas climate and

[6] Craig Miner, *Wichita: The Early Years, 1865-1880* (Lincoln: University of Nebraska Press, 1983), 1-2.
[7] Ibid., 3-5.
[8] Ibid., 6-7.
[9] Wayne Gard, *The Chisholm Trail* (Norman: University of Oklahoma Press, 1954), 72-3.
[10] See also: O. H. Bentley, ed., *History of Wichita and Sedgwick County Kansas: Past and Present, Vol. 1 & 2* (Chicago: C. F. Cooper & Co., 1910).

"almost any ordeal that cowmen could devise."[11] This "hardy breed" especially appealed to young men returning from war and looking for opportunities.[12] Prior to the Civil War, herds were moved north through parts of eastern Kansas and western Missouri to destinations in eastern Missouri and Illinois for rail shipment to eastern markets. After the Civil War – and still years from completed rail lines in the Texas plains – the mid-1860s witnessed a major migration of Texas cattle to destinations in Kansas – namely Abilene, and later Newton, Wichita, Ellsworth, Caldwell, and Dodge City.

During the mid-1850s, Texas fever, a disease caused by ticks carried by longhorn cattle, had become a problem, and states through which the cattle were driven took measures to mitigate the problems associated with the fever.[13] Tensions among cattle drovers and farmers, in particular, resulted in the closing off of Missouri as a shipping point. This action in Missouri led to the opening of the market in Abilene, Kansas. An 1867 Kansas law established a quarantine line, and although Abilene was within the quarantine, it received a special legislative exemption.[14]

James Mead provided first-hand written accounts of mid-19th century cattle drives through the Wichita area. He noted the importance of the emerging cattle trail and the resulting commerce, suggesting, "The Chisholm Trail is now a greater public highway, rivaling the famous Santa Fe road of old."[15] As historian Craig Miner notes, despite Wichita's prime location, Abilene was the first Kansas town to benefit from the post-war cattle shipping business as the terminus of the Chisholm Trail. Until Wichita could land a railroad, the cattle drovers would continue northward to Abilene's Kansas Pacific line. The railroad had not yet extended to Wichita in 1870, but efforts were underway to finance and build a line through Wichita. Wichita had been platted in 1868 and became a city of the second class in 1872.[16]

Meanwhile, competition for cattle shipping developed along the Kansas Pacific railroad line as other towns noted the benefits of the cattle industry. When cattle shipments out of Abilene ended in 1871, the Kansas Pacific shifted cattle business to Ellsworth. However, Park City. Newton, and Wichita all competed for the cattle business, and Wichita would retain a large piece of the market by 1872. The city was the primary shipping point for Texas cattle until 1876 when the Kansas Legislature moved the quarantine line farther west, pushing much of the cattle-shipping business to Caldwell, Dodge City, and other western Kansas towns.[17] Due in part to the worsening relationship between cattle drovers and area residents and businessmen, Abilene cattle king Joseph McCoy relocated to Wichita in 1872 just as the railroad lines were reaching the city.

It was estimated that during the year 1871, roughly 800,000 head of Texas cattle were driven through Sedgwick County. The Wichita and Southwestern Railroad Company organized in June of 1871 – with Mead as its president – and the road was completed to the city on May 16, 1872. The first shipment of cattle – 18 carloads in all – was made the following month on June 8.[18] The Wichita and Southwestern Railway Company was sold to the Santa Fe Company, which had developed its main east-west line through Newton to the north. The Wichita line was connected to the main line at Newton.

Of course the local newspapers provided daily updates of the development of the first rail line through Wichita. This example from the *Wichita Beacon* in April of 1872 documents the laying of track between Newton and Wichita: "Track-laying on the railroad has proceeded steadily, except Sunday, for ten days. The iron is being put down by 150 men at the rate of 1 1/2 mile a day. They are this side of Sedgwick. Valley Center is the name of a new town just laid out ten miles up Little river on the railroad. The railroad cars are now running to Sedgwick, where stages connect to bring passengers to Wichita the same evening. This started last Wednesday."[19]

This example from the following month notes the arrival of trains in Wichita and the development of stockyards: "Regular through trains reached our depot yesterday. The bosom of our valley 'heaved and sot' with ecstatic emotion. All is joy,

[11] Gard, *The Chisholm Trail*, 15.
[12] Ibid., 18.
[13] Robert W. Richmond, "Cowtowns and Cattle Trails," in *Kansas: The First Century. Volume 1.* John D. Bright, ed. (New York: Lewis Historical Publishing Company, Inc., 1956), 255. See also: James Hoy, "Texas Fever," in *Encyclopedia of the Great Plains*, David J. Wishart, ed. (Lincoln: University of Nebraska, 2004), 55.
[14] Miner, *Wichita, The Early Years*, 65.
[15] As quoted in Gard, *The Chisholm Trail*, 147.
[16] William Cutler, *History of the State of Kansas* (Chicago: Andreas Publishing Company, 1883). Accessed 1 March 2012 online at www.kancoll.org.
[17] Miner, *Wichita, The Early Years*, 77-78.
[18] Cutler. *History of the State of Kansas.*
[19] *Wichita Beacon*, 7 April 1872, p. 4.

and many, very many, are 'too full for utterance.' We are exhausted, bewildered, and can say no more. It is enough. 44 passengers arrived on the first train to Wichita, last Saturday night. From 50 to 70 a day is the average here since the railroad reached us. The stock yards are nearly completed."[20]

Less than a month into service through Wichita, the newspaper reported some rail statistics: "During the 13 days last month that the railroad was open for business, there was received at the depot here 4,295,381 pounds of freight, or over 2142 tons, an average of 160 tons per day."[21]

The growing cattle industry in Wichita brought success to other local merchants in the early 1870s. With nearly 80,000 head of cattle shipped out of Wichita in 1872, plans were underway to develop a packing plant. Although the number of cattle shipped out of Wichita in 1873 dropped to 66,000, this was still well ahead of Ellsworth.[22] Over one-half million people lived in Kansas in 1875, and Wichita's population of 2,703 made it only the sixth-largest city in Kansas.[23] Three other major railroad companies recognized the economic benefit of passing through Wichita. The St. Louis and San Francisco line pushed through the city in 1880, the Missouri Pacific line in 1883, and the Chicago, Rock Island and Pacific in 1887. With this rail service, it developed into an industrial, milling, and wholesale center.

STOCKYARDS AND PACKING PLANTS

Stockyards were built adjacent to the rail line to facilitate the collecting and holding of cattle prior to shipment. The first pens in Wichita were built in the southeast part of the city near present-day Kellogg Avenue and were built by the Santa Fe company for the cattle arriving from the Chisholm Trail that were to be transported to the eastern markets. The yard included fifteen pens, seven gates, and four runways with chutes. Approximately 2,500 cattle could be held there and ten rail cars could be loaded in a single hour. The site included a twelve-acre area where cattle could be held overnight.[24]

Two excellent fords were established on the Arkansas River to accommodate Texas cattle drovers. These fords were about a half-mile below the bridge on Douglas Avenue and almost in line with the loading pens. The fords were thought to allow for easy crossing at the highest water known by the oldest settlers. However, when the river was high in 1872, the drovers used the bridge up the river. This caused problems when the cattle were forced to make the turns on Douglas Street to go south to the pens.[25]

As Wichita grew, Santa Fe extended their rail line and built a second stockyard about seven miles south on the trail at the Cowskin Creek.[26] This was an accommodation to those with cattle to be shipped eastward, and it avoided problems that came with the other yard being so close to Wichita residents.

The next stockyard was established in Wichita in 1887 north of 18th Street, which is north of present-day downtown. This facility burned and was replaced by a new yard on 21st Street by January 1, 1888 and became known as the Wichita Union Stock Yards. From these stockyards, cattle were loaded onto railcars and shipped to packing houses in Kansas City, Omaha, St. Louis, Chicago, and elsewhere. Packing companies would then purchase the cattle and slaughter them in facilities adjacent to the stockyards.[27] Small packing businesses were operating in Wichita in the 1870s, but by the mid-1880s, Wichita leaders were actively courting representatives of nationally-known cattle processors in an effort to bring a major packing business to the city. In 1886 the "Big Four" cattle shippers and meat processers in the United States were Armour, Hammond, Morris, and Swift. Into the early 20th century, the "Big Five" included Swift, Armour, Morris, Cudahy, and Schwarschild & Sulzberger.[28]

[20] *Wichita Beacon*, 17 May 1872, p. 2.
[21] *Wichita Eagle*, 7 June 1872, p. 3.
[22] Miner, *Wichita, The Early Years*, 81-83.
[23] Brenda Spencer and Christy Davis, "Historic Agriculture-Related Resources of Kansas," National Register Multiple Property Documentation Form (Washington, DC: National Park Service, 2007), E-4-5; Miner, Wichita, The Early Years, 141.
[24] *Wichita Eagle*, 7 June 1872, p. 3. See also, Miner, *Wichita, The Early Years*, 78.
[25] *Wichita Eagle*, 9 August 1872, p. 3.
[26] *Wichita Beacon*, 23 June 1875, p. 3.
[27] Michael J. Broadway, "Meatpacking," In *Encyclopedia of the Great Plains*, David J. Wishart, ed. (Lincoln: University of Nebraska Press, 2004), 426.
[28] Jimmy Skaggs, *Prime Cut: Livestock Raising and Meatpacking in the United States 1607-1983* (College Station: Texas A&M University Press, 1986), 96, 98.

City leaders (and newspaper editors) proudly announced the opening of two packing houses owned by Jacob Dold & Sons of Buffalo, New York, and Francis Whittaker & Sons of St. Louis. They opened in 1888 and 1889, respectively. The Whittaker company broke ground on December 6, 1888, on about 20 acres of land at 23rd Street and Lawrence Avenue (now Broadway Avenue), which was immediately north of the Dold plant. When the Whittaker plant opened on August 1, 1889, it consisted of "six large buildings and yards capable of holding 4,000 head of stock" with a "force of 200 men."[29] Although the facility was equipped to handle cattle, but only hogs were slaughtered when it opened. During its first day open, 250 hogs were slaughtered.[30] (The Whittaker Plant would later be occupied by the Cudahy company.)

Francis Whittaker went into the packing business in 1848 in St. Louis. He was born in Ireland in 1810 and, as a young man, was apprentice to Andrew Britton, a packer and merchant. With the encouragement of his brother, Dr. John H. Whittaker, he moved to New York in 1848. He visited other U. S. cities like Louisville and St. Louis, where he took a job with John Sigerson's packing house. He would later partner with John J. Roe and, together, they operated Francis Whittaker & Sons. They opened packing houses in New York and New Orleans. He died, June 14, 1871, leaving a large and prospering business.[31] His son John assumed the duties of the business, and ultimately negotiated the opening of the Wichita plant. R. A. Hamilton served as the plant's general manager.[32]

During the 1880s and 1890s, in particular, the *Wichita Eagle* regularly reported statistics and plans for plant improvements at both the Dold and Whittaker plants. For example, the following statistics were reported for the Whittaker plant in April of 1890: "The number of hogs killed…from August 1 to November 1, 1889 was 17,200; from November 1, 1889 to March 1, 31,000; and for March, 1890, 10,500; making the total for eight months 58,700."[33] Additionally, the Whittaker plant employed about 175 and had a weekly payroll of $1,700. The company averaged shipments of 35-40 cars a week.[34]

However, the Whittaker plant in Wichita apparently was not on solid long-term financial footing as the nation sunk into economic depression in 1893. The *Wichita Eagle* first noted financial concerns and a disagreement between the partners and stockholders in the company in June 1893, which apparently came as a surprise to Wichitans. This may have been a result of the sale of the company's St. Louis plant they year before. The newspaper announced the plant would be sold to the highest bidder on April 1, 1894,[35] but apparently John Whittaker was able to obtain bonds and keep the plant operating. It wasn't until 1898, after continued hardship, that John Whittaker transferred his equity in the plant to the two St. Louis-based bondholders – William H. Thompson and J.C. Van Blarcon.[36] As they had just ten years earlier, city leaders again began discussions with major meat-packing companies in an effort to entice them to the Whittaker plant. Talk of such companies – including John Cudahy's Louisville-based packing company and Schwarzschild, Sulzberger & Company of New York – appeared in the newspapers as rumors, but nothing was confirmed until August 1900 when it was announced John Cudahy would take over the plant.[37]

John Cudahy, a silent partner in the Cudahy Packing Company, owned and operated the Louisville Packing Company, which ultimately purchased Wichita's Whittaker packing plant. He would then sell the plant in 1906 to the Cudahy Packing Company, which would own the property for the next 71 years. The Cudahy Packing Company originated in Milwaukee where Irish-born brothers Michael, Patrick, and John Cudahy met Philip Armour and began working in the meat business. They followed Armour to Chicago in the 1870s and eventually partnered with Armour to open the Armour-Cudahy packing plant in Omaha, Nebraska, in 1887. A few short years later, Michael bought Armour's interest in the company, and during the next few decades the company opened plants in other U.S. cities, including Los Angeles, Sioux City, and Kansas City. They acquired the Wichita plant was acquired in 1906, followed by plants in Salt Lake, Jersey City, Detroit, Memphis, and East Chicago, Indiana.[38] The company's headquarters relocated from Omaha to Chicago in 1911, and in 1965 to

[29] *Wichita Eagle*, 7 December 1888, p. 5; 1 August 1889, p. 5.
[30] *Wichita Eagle*, 2 August 1889, p. 5.
[31] Thomas J. Scharf, *History of Saint Louis City and County, From the Earliest Periods to the Present Day: Including Biographical Sketches of Representative Men. Vol. I* (Philadelphia: Louis H. Everts and Co., 1883), 614-615. Transcription accessed online 5 March 2012 at http://lincoln.lib.niu.edu/file.php?file=scharf1.html.
[32] *Wichita Eagle*, 6 April 1890, p. 1.
[33] *Wichita Eagle*, 6 April 1890, p. 1.
[34] *Wichita Eagle*, 6 April 1890, p. 1.
[35] *Wichita Eagle*, 11 March 1894, p. 5.
[36] *Wichita Eagle*, 1 October 1898, p. 6.
[37] *Wichita Eagle*, 16 August 1900, p. 5.
[38] O'Rourke, *The Cudahy Packing Company, A Year Book 1890-1924,*14.

Phoenix. The company was purchased by General Host and dismantled in the 1970s.[39] One of Michael's early achievements was the introduction of summer curing of meats in insulated buildings, where temperatures were lowered by the use of ice.[40]

Representing the Louisville Packing Company, John Cudahy finalized agreements with the City of Wichita in 1900 to take over the Whittaker plant as soon as necessary repairs were made. An inspection the old plant determined that re-piping and other repairs would be necessary, at a cost of $12,000.[41] The sentiments expressed in the newspaper included both relief and optimism: "From the day that John Cudahy came here and looked over the Whittaker plant Wichitans hoped that his company would take the house in charge and operate it….The result of the coming of the Cudahys will mean more than the average citizen realizes. It means employment for men, good wages for laborers and a growing demand for stock which must come from the territory adjacent and which increases the present stock market."[42]

By 1903, Cudahy had made about $140,000 in improvements ($40,000 of which had come from the City of Wichita), most of which included repairing and replacing machinery and boilers and improving fire protection.[43] Additions had been made to the plant in 1902 and 1903, which seems to have been done in part to keep pace with the Dold packing plant that had rebuilt after a devastating fire. His strategy seems to have worked, at least according to statistics published in the newspaper in 1904. The *Wichita Eagle* reported that during 1903, "317,828 hogs were received at the Wichita Union stock yards" and that "Cudahy bought 149,777 of them and Dold 122,579."[44]

In November 1906, the 40-acre Wichita property was sold to the Illinois-based Cudahy Packing Company for $225,000.[45] This new owner continued improving the facility with additions and improvements in machinery all in an effort to increase output. One of the first things the company did was to enlarge the hog capacity.[46]

Not long after their purchase, the Cudahy Packing Company announced plans for additions to the plant.[47] The company agreed to spend $350,000 on improvements at the Wichita plant in 1909, and in exchange, the city agreed to make no effort to annex the packing plants into the city limits before January 1, 1924.[48] And, in fact, the property would not be annexed to the City of Wichita until 1993. A series of expansions and improvements would follow over the next decade totaling approximately $800,000 that included a lard refinery and box factory for $300,000 and $500,000 in additional buildings.

During the late 19th and early 20th centuries, the Cudahy Packing Company did a substantial business in exporting beef to Europe by shipping on refrigerated boats from the Atlantic seaboard. At the same time, the growing demand in the United States was accommodated by the establishment branch houses and peddler cars, which significantly improved sales and allowed for the development of national and international markets. Prior to the establishment of branch houses, which were pioneered by Armour in 1886, distribution was accomplished by brokers, jobbers, and wholesalers. Branch houses could hold product in readiness for sale, and this worked well in metropolitan areas, but smaller peddler cars were needed to serve rural areas.[49]

By World War I, Chicago remained the nation's largest producer of red meat, "followed closely by Kansas City and Omaha in total beef output and was surpassed by them in pork production." Historian Jimmy Skaggs notes that "all the centers – Chicago, Kansas City, Denver, and Wichita, in order of size – were dominated by the now Big Five meatpackers (Swift, Armour, Morris, Cudahy and S&S), ranging from a low of 50 percent of pork packing in Wichita to 100 percent of beef, pork, and lamb in numerous other cities."[50]

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[39] Mark R. Wilson, "Cudahy Packing Co." In *The Electronic Encyclopedia of Chicago* (Chicago Historical Society, 2005). Accessed 5 March 2012 at http://www.encyclopedia.chicagohistory.org/pages/2635.html. See also O'Rourke, *The Cudahy Packing Company, A Year Book 1890-1924,* 3.
[40] O'Rourke, *The Cudahy Packing Company, A Year Book 1890-1924,* 3.
[41] *Wichita Eagle*, 26 October 1900, p. 3.
[42] *Wichita Eagle,* 20 October 1900, p. 5.
[43] *Wichita Eagle,* 20 December 1903, p. 13.
[44] *Wichita Eagle*, 3 January 1904, p. 13.
[45] O'Rourke, *The Cudahy Packing Company, A Year Book 1890-1924,* 13. See also: *Wichita Eagle*, 25 November 1906, p. 4.
[46] Bentley, *History of Wichita,* 699.
[47] *Wichita Beacon*, 28 May 28 1907; 18 December 1908. *Wichita Eagle*, 28 September 1907.
[48] *Wichita Eagle*, 23 December 1908, p. 5.
[49] Skaggs, *Prime Cut*, 97. Yearbook, 26.
[50] Skaggs, *Prime Cut*, 98.

Within the meatpacking industry, this prosperous period before and during World War I was followed by a postwar depression during which Americans simply consumed less food – including red meat. As the industry was rebounding, the nation slipped into the Great Depression and dashed the hopes for recovery.[51] But this stagnant inter-war period did not stop experimentation and advancement, particularly in distribution methods, and motorized truck transport would revolutionize the industry. Skaggs suggests that statistics on truck transport before 1950 are fragmentary, but that it obviously grew exponentially during the first half of the 20th century. Quoting economists Robert Aduddell and Louis Cain, Skaggs notes that in 1917, the major packers owned 92 percent of the specialized rail transport system, giving them an obvious advantage when it came to shipping. But, "when trucks were substituted for rail cars, the advantage declined."[52]

The domination of the industry by the five major meatpacking companies (Armour, Cudahy, Morris, Swift, and Wilson) also declined with their signing of a consent decree in 1920. This agreement between the federal government and the five largest American meat-packing companies was "designed to achieve two goals: to end the exercise of the monopoly power achievied by these firms prior to 1920, and to prohibit the extension of that power to other areas within the food industry."[53] With this agreement, they had to sell their holdings in retail meat businesses, public cold storage warehouses, market newspapers and journals, terminal railroads, and stockyards. This, in addition to significant changes in transportation and shipping technologies and the rise of "multi-unit food retailing groups,"[54] would bring the decline of the packer-dominated distribution of meats, especially after World War II.

After World War II, another "technological revolution" hit the industry. According to labor historian David Brody, "New methods and machinery began to appear: stunners, mechanical knives and hide skinners, power saws, electronic slicing and weighing devices. At the end of 1955, an engineer told the American Meat Institute that automation…was a technical reality in sausage and bacon operations. Labor productions rose by 15 per cent from 1954 to 1958. Demand could not keep pace and employment began to fall."[55]

The Cudahy company mimicked these trends of enhancing facilities and technology for a greater output of product. They made major investments in the Wichita property in 1940 when it announced $250,000 in improvements. According to the newspaper, the expansion would allow for a 100 percent increase in sheep and lamb kills and for a 50 percent increase in cattle, calf, and hog kills. The previous year, the plant had killed and processed approximately 425,000 and these changes would increase that number to 750,000 per year.[56]

Additionally, improvements in packaging, sausage production, canning, and hide processing were emphasized during a "twofold modernization program" announced in 1958 for the upcoming decade. These improvements placed importance on "producing consumer type packages which are suitable for self-service sale, convenient for the consumer and carry the Cudahy brand into the home." New equipment, such as Flex-vac sealing machines, which allowed for the packaging of "wafer-thin" sliced meats, and Cryovac, which was used to seal and package boneless hams, was installed within the streamlined conveyor system designed to eliminate needless motion and improve efficiency. Also, the plants assembly line was re-organized, with the assistance of Food Management, Inc. of Cincinnati, to include a "completely conveyorized setup" in which "the shipping cartons move past fixed product stations and the assembled orders are carried directly into the refrigerated truck." Three such lines terminated at the truck-loading area, and "as one truck is loaded by a gang, the end of the conveyor is pivoted to load another truck spotted at the next door." Some 50,000 pounds of product per hour could be loaded by these lines.[57]

Almost simultaneously, the Cudahy company began what would become an exodus out of Chicago, and by 1960, "most of the large plants there were idle."[58] Large plants were moving out of the cities to smaller cities, primarily on the High Plains

[51] Skaggs, *Prime Cut*, 130-132.
[52] Robert Aduddell and Louis Cain, "The consent decree in the meatpacking industry, 1920-1956," *Business History Review* 55 (1981), 361. As quoted in Skaggs, *Prime Cut*, 153.
[53] Robert M. Aduddell and Louis P. Cain, "The Consent Decree in the Meatpacking Industry, 1920-1956," In *The Business History Review*, Vol. 55, No. 3 (Autumn 1981): 359-360.
[54] Ibid., 366.
[55] David Brody, *The Butcher Workmen: A Study of Unionization* (Cambridge, MA: Harvard University Press, 1964), 241-242. As quoted in Skaggs*, Prime Cut*, 190.
[56] *Wichita Eagle*, 31 August 1940, p. 5.
[57] "Cudahy Points to the 1960's in Modernizing Packaging, Processing Operations at Wichita," In *The National Provisioner*, 6 December 1958.
[58] Skaggs, *Prime Cut*, 190.

as evidenced by the opening of the Iowa Beef Plant (now IBP Inc.) in Denison, Iowa. Sprawling feedlots were often constructed near or adjacent to these rural plants. Regarding facilities, the industry was shifting away from multi-story buildings where workers relied on gravity to process animals to sprawling buildings with highly mechanized assembly lines.[59]

The Omaha-based Cudahy company relocated to Phoenix and was ultimately purchased by General Host and dismantled in the 1970s.[60] The company considered closing its Wichita facility in 1970, but a new union contract was negotiated that delayed the sale. At that time, about 1,000 people worked at the plant.[61] The Thies Packing Company of Great Bend, Kansas agreed to purchase the Cudahy plant in 1975.[62] In October 1976, Thies asked the City of Wichita for $1.25 million in industrial revenue bonds to purchase and renovate the plant, which was granted. The following March, Thies began producing cooked hams in the plant and was turning out 100,000 pounds per week, with plans for bacon production to begin the following year. The company's biggest purchaser of cooked hams was the Dillon Stores Company.[63] In 1977, Thies was using about one-sixth of the old plant and employed just 52 people.

ARCHITECTURE

The Cudahy complex conveys the evolution of industrial architecture in response to early 20th century building technologies and economic pressures. Its purely functional design was driven by national developments in factory production including concern for fire safety, increases in mechanization and standardization and the need to maximize light and ventilation. This integration of technology and function is manifested in Cudahy's architecture by way of structural advances, open plans and honest exteriors. These traits link Cudahy to American factory designs often taken as sources of inspiration for Bauhaus architects and International-style design throughout the 20th century.

The plant features brick-bearing, reinforced concrete and steel-frame structural components, but the dominant construction technique is reinforced concrete. The allowance of ventilation and light characterize the buildings in which slaughtering or noxious activities took place whereas refrigerated buildings take on a windowless, monolithic appearance. Buildings where slaughtering took place (6,7e,7w,) exhibit the characteristics of the concrete-framed 'daylight factory'.[64] Although the 'daylight factory' concept was not new, Cudahy's use of concrete exterior columns to highlight the interior's open, rectangular grids marked a new structural expression. Interior spaces in the majority of the plant's buildings were designed with 'mushroom-and-slab' reinforced-concrete systems to aid in the movement of materials and the suppression of fire.

Experimental use of reinforced concrete flourished in the mid-19th century when French and British engineers obtained a series of patents by embedding various grids of iron and steel wire in concrete forms. As a structural application, the technology gained momentum with the publication of Thaddeus Hyatt's *An Account of Some Experiments with Portland Cement Concrete, Combined with Iron, as a building material.* It was Enrnest L. Ransome, however, who popularized reinforced-concrete in American industrial production. 'Fully homogenous floor construction came with Ransome's factory of the Pacific Coast Borax Works at Alameda, California (1889), in which the girders, beams , and slab of any one bay were cast as a unit on concrete columns.'[65]

Cudahy's architectural massing further reflects the rigorous rationalization of early 20th century industrial architecture. Rectangular plans serve the dual purpose of maximizing the availability of light and allowing power to be efficiently distributed through central, linear power shafts. Multiple stories, where workers relied on gravity, demonstrate the vertical movement of materials before increased mechanization led to a horizontal approach.

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[59] Michael J. Broadway, "Meatpacking," In *Encyclopedia of the Great Plains*, David J. Wishart, ed. (Lincoln: University of Nebraska Press, 2004), 426.
[60] Mark R. Wilson, "Cudahy Packing Co." In *The Electronic Encyclopedia of Chicago* (Chicago Historical Society, 2005). Accessed 5 March 2012 at http://www.encyclopedia.chicagohistory.org/pages/2635.html.
[61] *Wichita Eagle*, 26 June 1970, p. 1
[62] *Wichita Eagle - Beacon*, 1 July 1975, p. 1.
[63] *Wichita Eagle-Beacon*, 19 June 1977, p. 1F.
[64] Reyner Banham, *A Concrete Atlantis: U.S. Industrial Building and European Modern Architecture, 1900-1925* (Cambridge, MA: MIT Press, 1986), *29.*
[65] Carl W. Condit, *American Building: Materials and Techniques from the First Colonial Settlements to the Present* (Chicago: University of Chicago Press, 1968), 172.

The Cudahy plant represents a monumental history of American industrial architecture as it transitioned from masonry bearing wall to reinforced concrete frame construction. Its functional design reflects the rationality of an economic/industrial system that would inspire a global architectural philosophy unprecedented in scope.

Summary

Wichita's former Cudahy Packing Plant is nominated to the National Register of Historic Places under Criterion A in the areas of *Commerce* and *Industry* and Criterion C in the area of *Architecture*. In the areas of *Commerce* and *Industry*, the property is locally significant for its role in the economic and industrial development of Wichita. In the area of *Architecture*, the property includes buildings and structures from several periods of development and redevelopment and is reflective of the evolution of the meat-packing industry from the late 19th and 20th centuries. Not only is it a unique surviving example of a multi-floored packing plant that was once associated with a large stockyard, but it reflects the changes to the meatpacking industry throughout the 20th century. .

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Previous documentation on file (NPS):

x 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:

x State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: **Kansas Historical Society**

Historic Resources Survey Number (if assigned): NPS Part 1 Project Number 25446

10. Geographical Data

Acreage of Property 14.18
(Do not include previously listed resource acreage)

UTM References
(Place additional UTM references on a continuation sheet)

Lat/Long: See Figure 15

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

Verbal Boundary Description (describe the boundaries of the property)

Legal Description – Tract #2
A tract of land in the SW ¼, of Section 4, Township 27 South, Range 1 East of The 6th Principal Meridian, Sedgwick County, Kansas, being more particularly Described as follows:

Commencing at the NW Corner, of the SW ¼, of said Section 4, thence on an assumed bearing of S 0°20'37" E along the West line of The NW ¼ of said SW ¼ a distance of 1323.76 feet to the NW Corner of the SW ¼, of the SW ¼, of said Section 4; thence N 89°55' 43" E along the North line of The SW ¼, of said SW ¼, a distance of 50 feet to the East right-of-way of The Atchison, Topeka & Santa Fe Railway Company to the Point of Beginning. Thence continuing along said North line N 89°55' 43" E a distance of 547.72 feet To the West line of the following described tract: commencing at the NW Corner of the SW ¼, of said Section 4; thence East along the North line of the NW ¼, of said SW ¼, on an assumed bearing of N 90°00'00" E a distance of 473.04 feet; thence S 0°09' 45" W a distance of 1131.07 feet, thence S 89°50' 15" E a distance of 120.00 feet to the Point of Beginning; thence S 89°50' 15" E a distance of 217.80 feet; thence S 0°09' 45" W a distance of 200.00 feet; thence N 89°50' 15" W a distance of 217.80 feet, thence N 0°09' 45" E a distance of 200.00 feet to thePoint of Beginning; thence S 0 degrees 09' 45" W along the West line of said described Tract a distance of 8.42 feet; thence S 89°50' 15" E along South line of said tract a distance of 217.80 feet, thence N 0°09' 45" E a distance of 9.3 feet to the North line of the SW ¼, of said SW ¼; thence N 89°55' 43" E along North line of the SW ¼, of said SW ¼, a distance of 146.33 to the intersection of the centerline of The 70 foot wide Drainage Easement Misc. Record 60, Page 133 & Misc . Book 77, Page; thence along said drainage easement centerline S 10°44' 24" E a distance of 435.45 feet, thence S 4°34' 24" E a distance of 234.00 feet, thence S 89°53' 36" W a distance of 1015.63 feet to the East right-of-way line of said Railway; thence N 0°20' 37" E along said right-of-way a distance of 661.85 feet to The Point of Beginning.

Said tract contains 641,089.14 square feet more or less.

Boundary Justification (explain why the boundaries were selected)

The boundaries include the extant buildings and land currently and historically related with the nominated property.

11. Form Prepared By

name/title Bill Prather

organization Prather Energy Consultants date March 2011

street & number 1528 S Emporia telephone 316-267-7089

city or town Wichita state KS zip code 67211

e-mail wgprather@cox.net

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Historic images, maps, etc.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Cudahy Packing Plant
City or Vicinity: 2400 N Broadway, Wichita
County/State: Sedgwick County, Kansas
Photographer: Sarah Martin
Date of Photos: March 17, 2010

Description of Photograph(s) and number:

1 of 22 Building A, South elevation of Section 1, facing N
2 of 22 Building A, South elevation of Section 2 in foreground, Section 5 in background, facing NE
3 of 22 Building A, South elevation of Section 5 on left, Section 8 in middle, Section 9 on right, facing N
4 of 22 Building A, South elevation of Section 9, facing N
5 of 22 Building A, East elevation of Section 9, facing W
6 of 22 Building A, East elevation of Section 9 on left and south elevation of Section 7 on right, facing N
7 of 22 Building A, East and north elevations of Section 7 & hog bridge, facing W
8 of 22 Building A, North elevation of Section 7 and east elevation of Section 6, & hog bridge, facing W
9 of 22 Building A, North elevation of Section 7 & hog bridge, facing S
10 of 22 Building A, East elevation of Section 6; Building C, partial east and south elevations of Sections 11 & 12 in background on right, hog bridge on left, cattle bridge on right, facing W
11 of 22 Building B, South and east elevations of Section 10, facing NW
12 of 22 Building C, Partial east and south elevations of Sections 11 & 12 in background on right, facing W
13 of 22 North elevation of Shipping Dock, facing S
14 of 22 Building C, West elevation of Section 13 on left; north elevation of Section 4; north elevation of Shipping Dock, facing SE
15 of 22 Building E, Paint shop (section 15)
16 of 22 Building D, Pump house (section 14)
17 of 22 Building C, Section 13, interior freight elevator and staircase
18 of 22 Building A, Section 6, level 2 interior
19 of 22 Building A, Interior of cattle bridge adjacent to section 6

20 of 22 Building A, Section 5, level 1 interior
21 of 22 Building A, Interior of Sections 8-9
22 of 22 Building A, Interior of Sections 8-9

Property Owner:

(complete this item at the request of the SHPO or FPO)

name FYG Investments (Attn: Margie Collins)

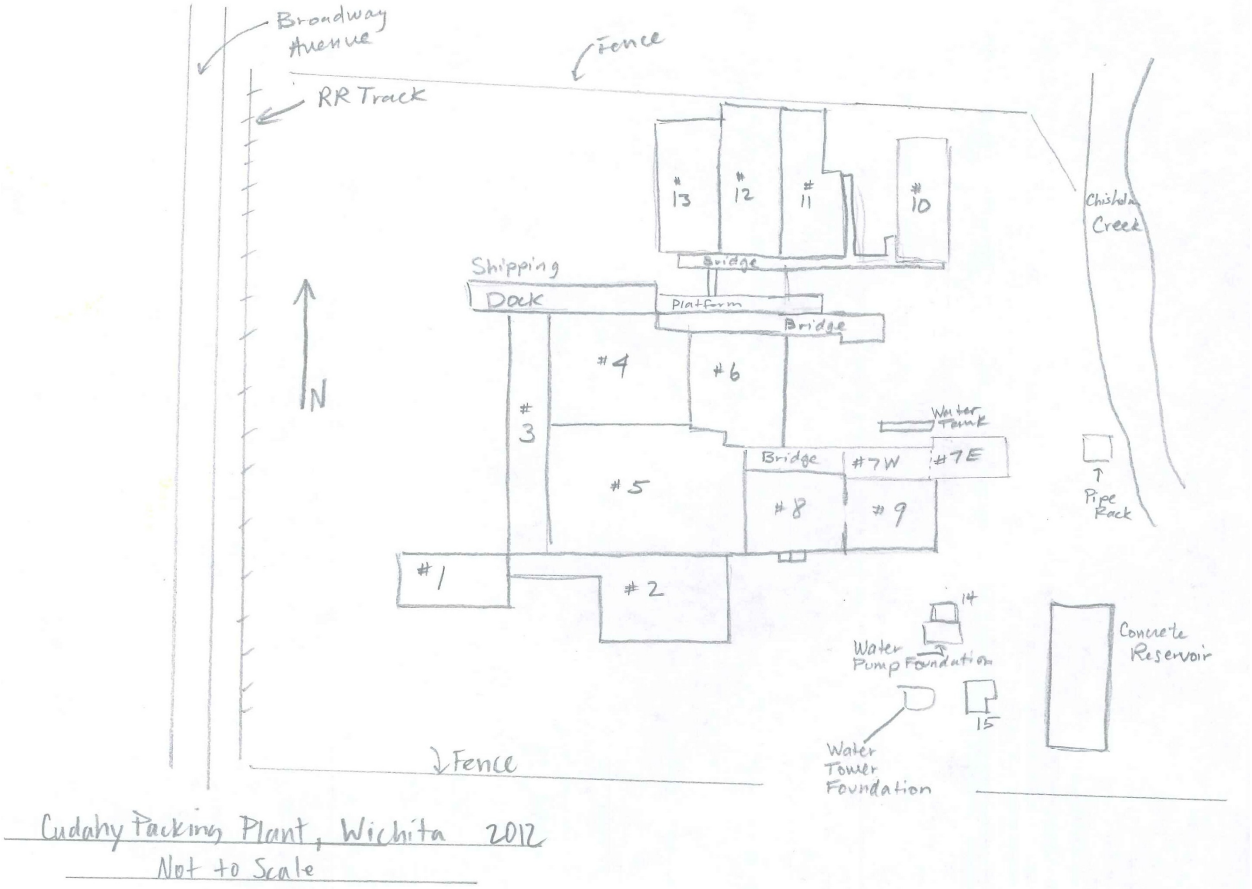
street & number 2305 Mountain Lake Road telephone

city or town Dallas state TX zip code 75224-1651

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Figure 1: Property Map. Numbers correspond to the building sections.



Building A
- 1: Office
- 2: Smoke Houses (non-contributing)
- 3: Ham Room Area (contributing)
- 4: Beef House (contributing)
- 5: Hog Processing (contributing)
- 6:Sausage, Lockers and Dressing Rooms (contributing)
- 7:Hog Receipt and Processing (contributing)
- 8: Engine House (contributing)
- 9:Boiler House (contributing)

Building B
- 10:Fertilizer House (contributing)

Building C
- 11: Maintenance Supplies (contributing)
- 12:Maintenance Shop (contributing)
- 13:Leased Office Space (contributing)

Unit D
- 14:Pump Control House (contributing)

Unit E
- 15: Paint Shop (contributing)

Figure 2: Sanborn Fire Insurance Map, Wichita, KS, 1892, Sheet 21

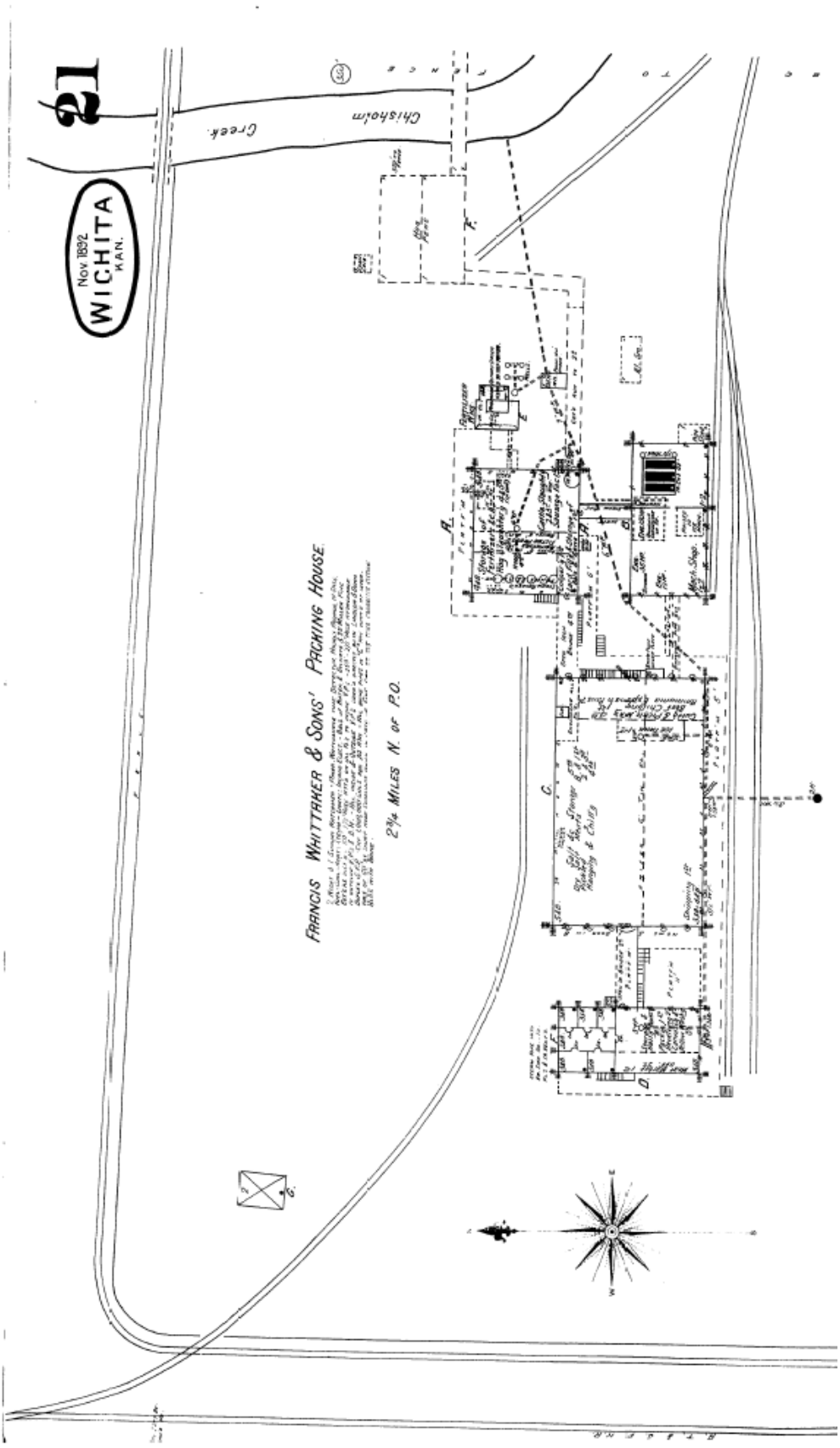


Figure 3: Sanborn Fire Insurance Map, Wichita, KS, 1897, Sheet 33

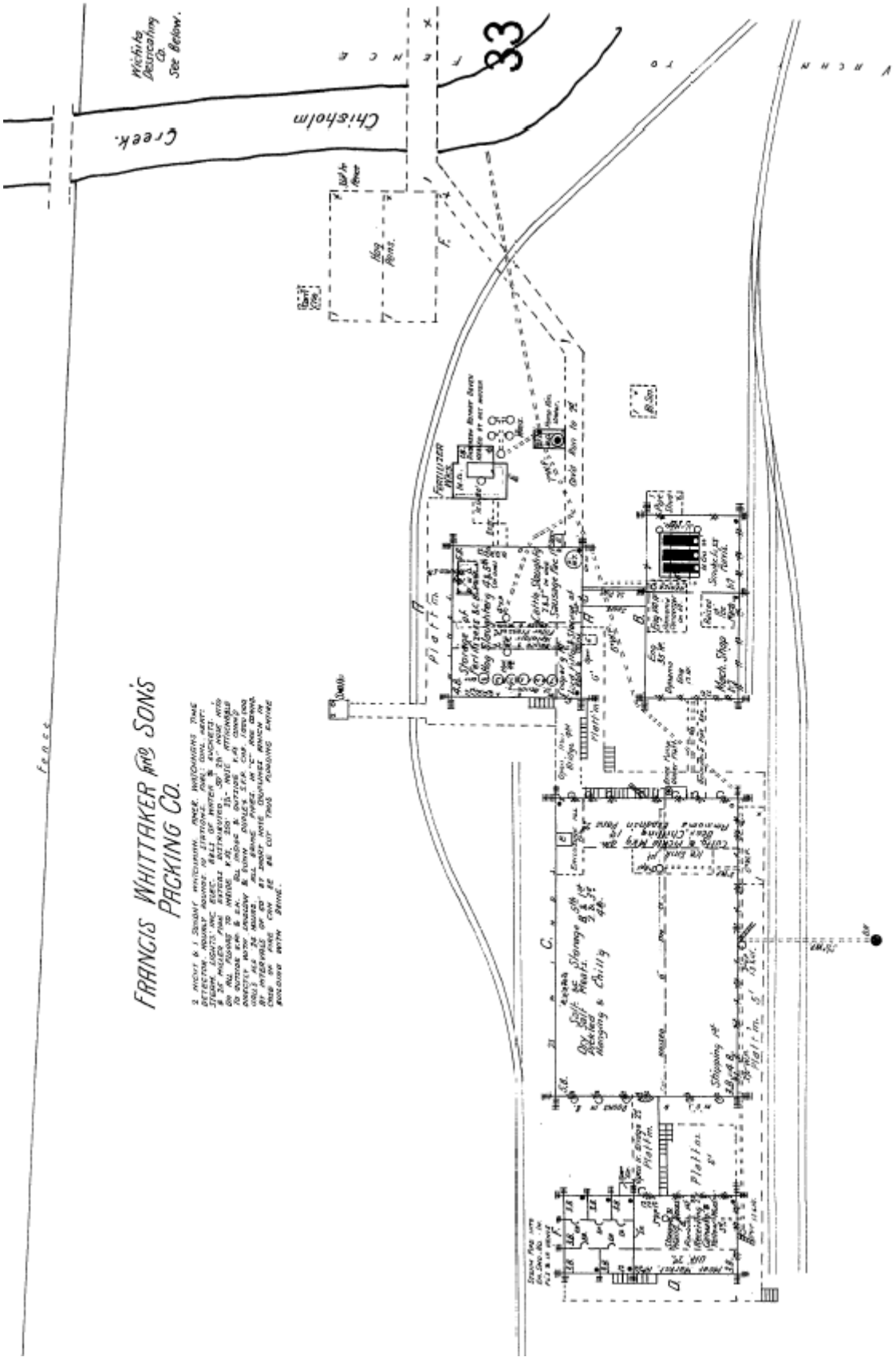


Figure 4: Sanborn Fire Insurance Map, Wichita, KS, 1903

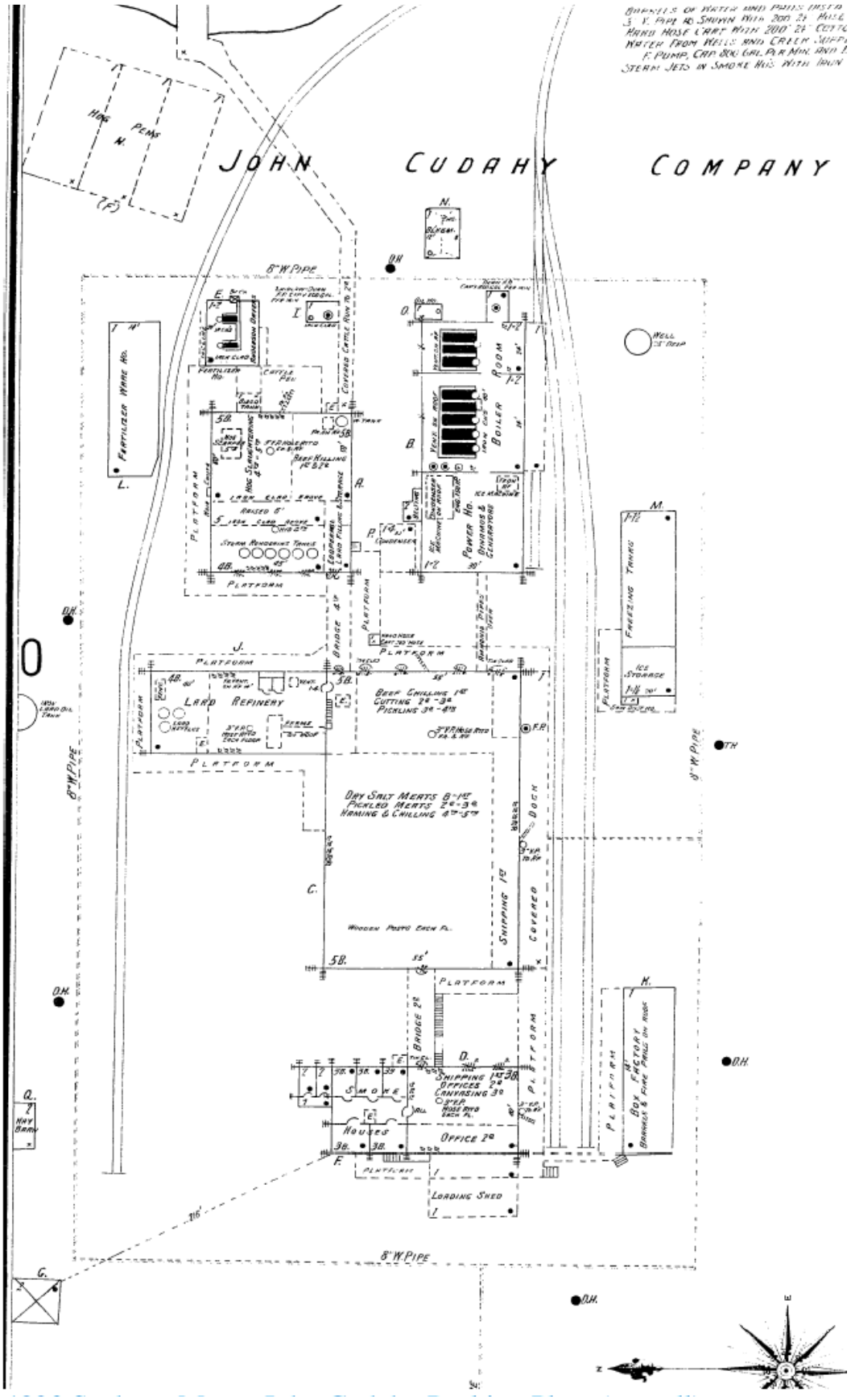


Figure 5: Sanborn Fire Insurance Map, Wichita, KS, 1914

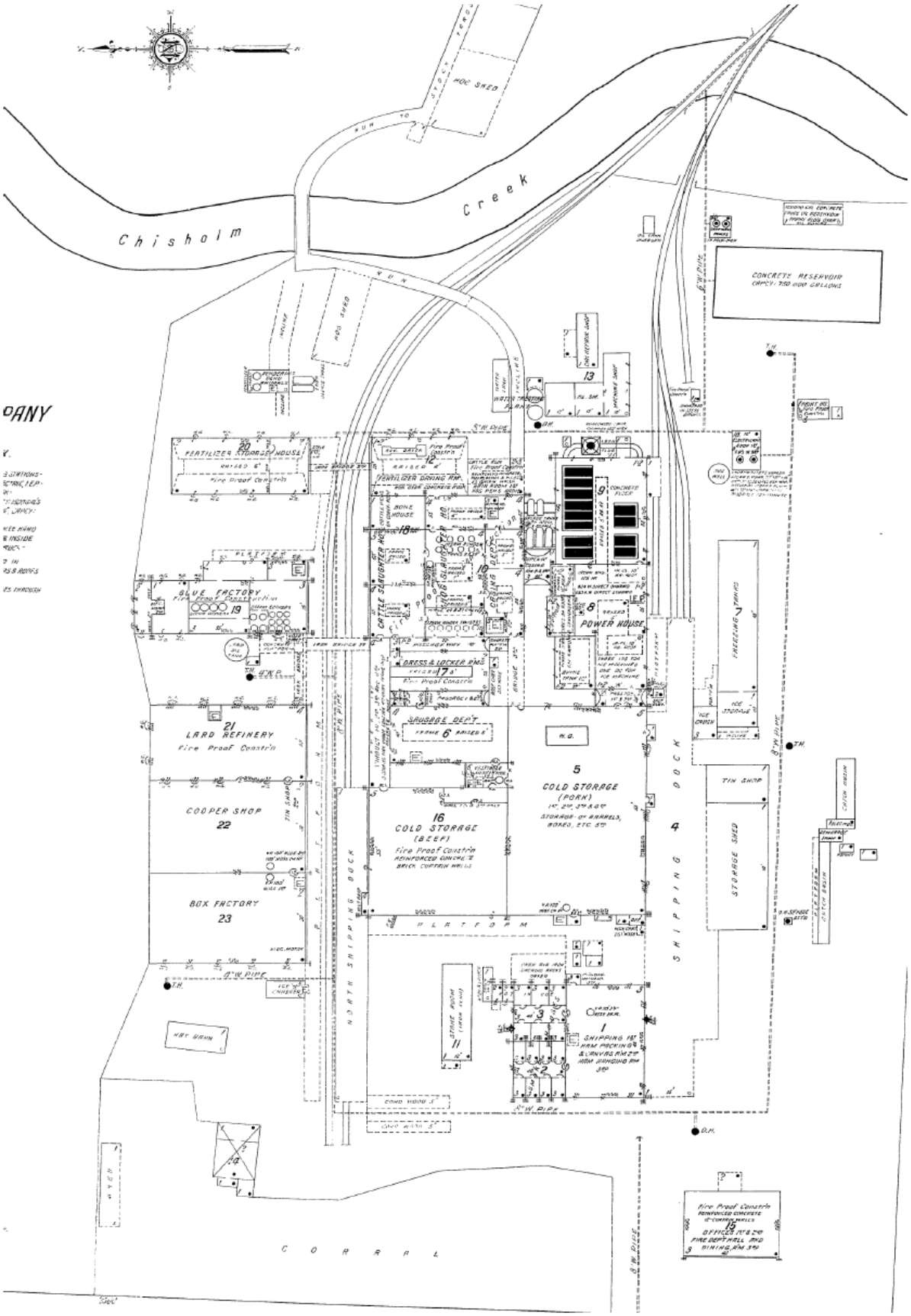


Figure 6: Sanborn Fire Insurance Map, Wichita, KS, 1935

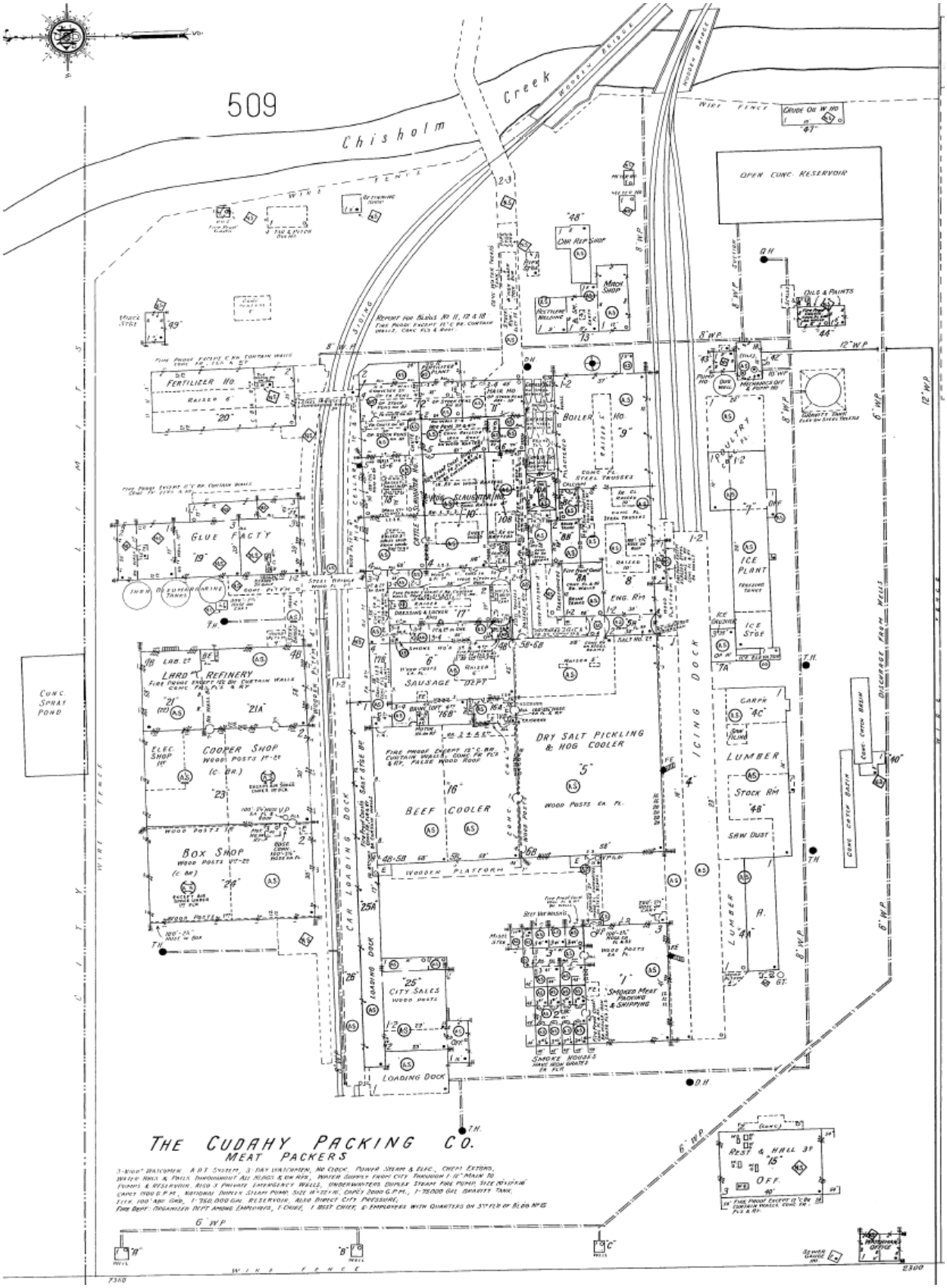

509
Chisholm Creek
OPEN CONC. RESERVOIR
FERTILIZER No
GLUE FACTY
LARD REFINERY
COOPER SHOP
BOX SHOP
BEEF COOLER
DRY SALT PICKLING & HOG COOLER
SAUSAGE DEPT
BOILER No. 9
ICE PLANT
LUMBER
CAR LOADING DOCK
ICING DOCK
CITY SALES
SMOKED MEAT PACKING & SHIPPING
LOADING DOCK
WOODEN PLATFORM
CONC. SPRAY POND
THE CUDAHY PACKING CO.
MEAT PACKERS

Figure 7: Postcard of the John Cudahy Packing Company, 1900-1906

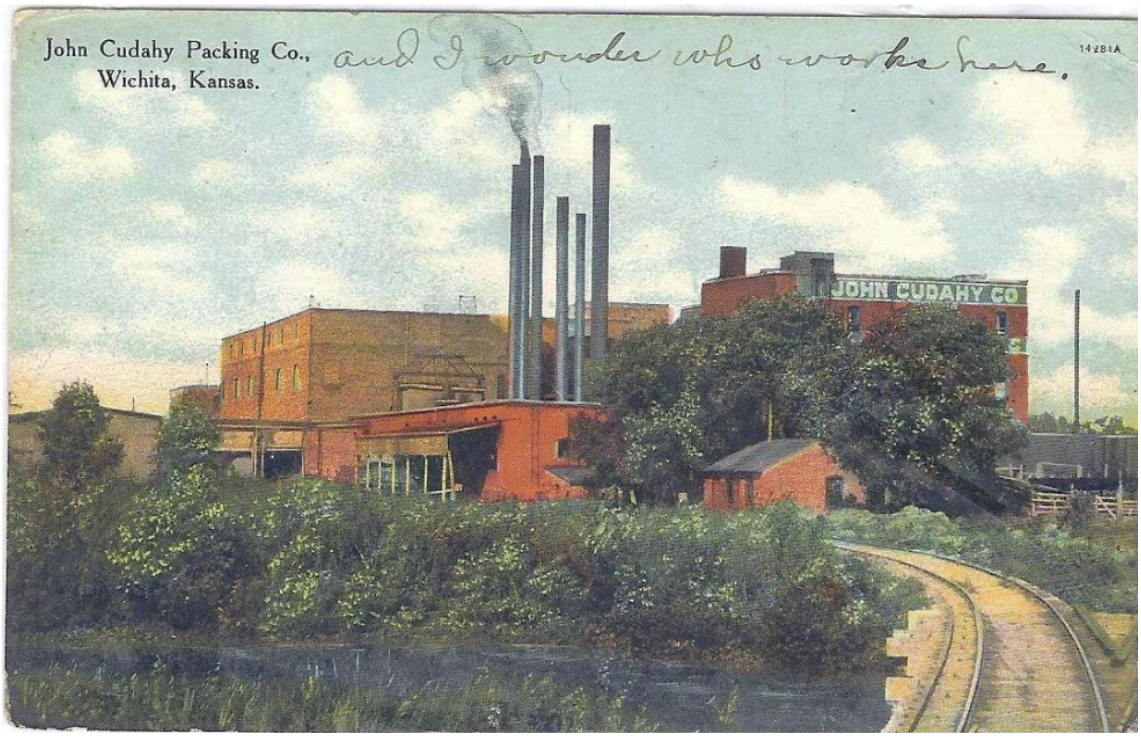


Figure 8: Postcard of the Cudahy Packing Company, 1930s

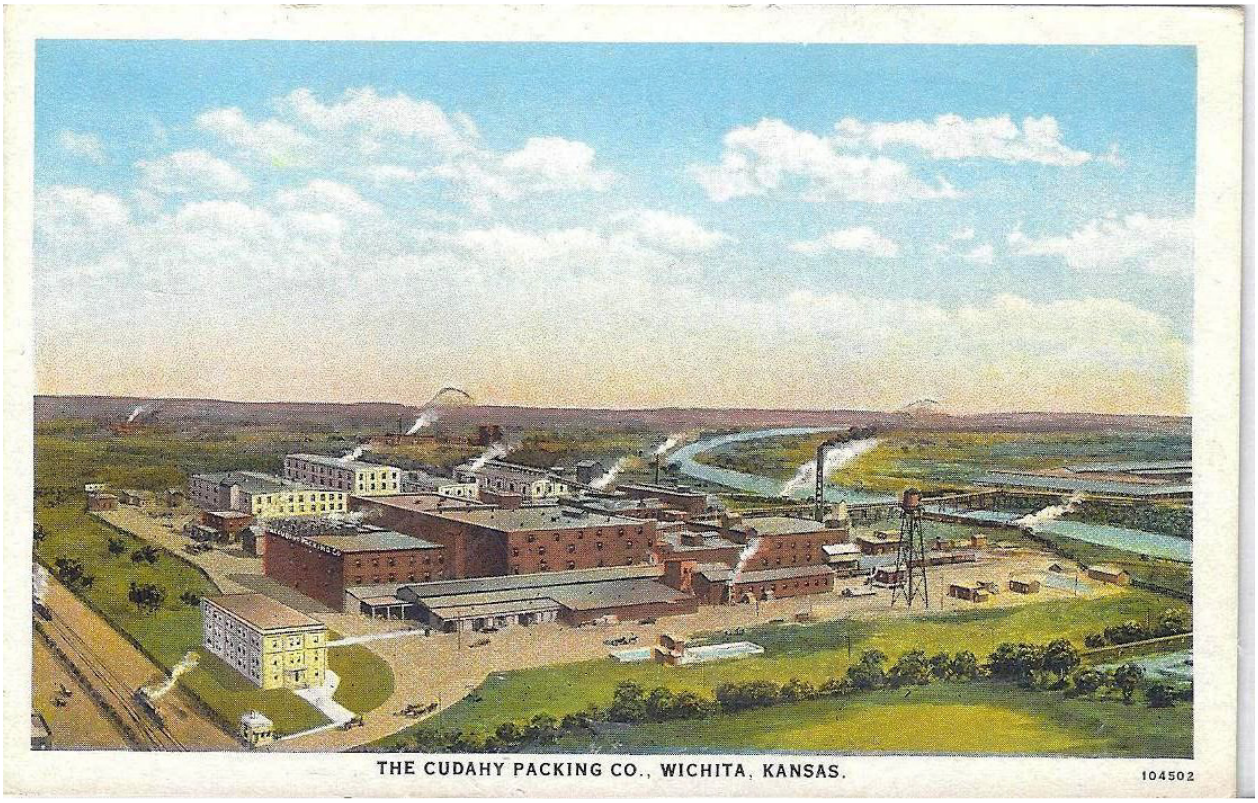


Figure 9: Aerial Photograph – circa 1930s, looking south (Photo in the collection of the Wichita-Sedgwick County Historical Museum. In the background to the south of the historic district is the Dold Packing Plant.)

Figure 10: Aerial Photograph – 1960 (left is north)

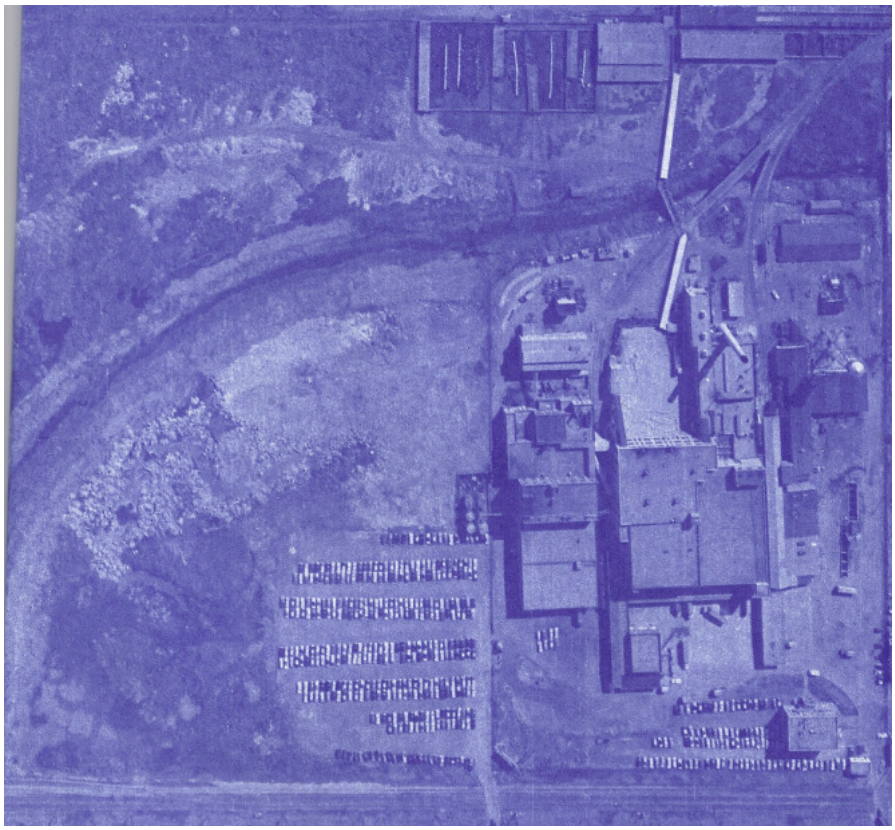


Figure 11: The Cudahy Packing Company, Sales meeting, Hotel Lassen, Wichita. November 27, 1949

Figure 12: Recent Aerial Image, courtesy Bing.com. Facing North

Figure 13: Recent Aerial Image, courtesy Bing.com. Facing East.

Figure 13: Recent Aerial Image, courtesy Bing.com. Facing South.

Figure 14: Recent Aerial Image, courtesy Bing.com. Facing West.

Figure 15: Bing.com aerial map.
1. 37.72765 -97.33544 / 2. 37.72763 -97.33294 / 3. 37.72449 -97.33211 / 4. 37.72448 -97.33537