

# *Emporia, Kansas Industries and Towers*

*(Compiled by Steve Sandifer)*

## **Emporia: Mainline Industries**

Most of the industries in Emporia were located along the main line. For a modeler, this is perfect for a series of flat along a wall. We will examine them from west to east.

Moving from the west side of town:

- Merrick Twr.
- Interstate Lead
- Cook Industries / Bunge Corp
- MP 114
- Anderson East Elevator / Emporia Cold Storage
- Armour Meat / IBP packing plant and stock yard
- Peak and Hatcher
- MP 113
- Teichgraeber Milling Co.
- Penny Ready Mix
- Teichgraeber Fertilizer
- Lyon Co. REA
- Depot
- MP 112
- Emporia Wholesale Coffee
- Fanestil Packing
- Industrial Foods
- Teichgraeber Fertilizer East Roller Mill
- Howard District switch
- MKT connection industries
- NR / Emporia Jct.
- MP111
- Sauder Industries

# *Emporia, Kansas Industries and Towers*

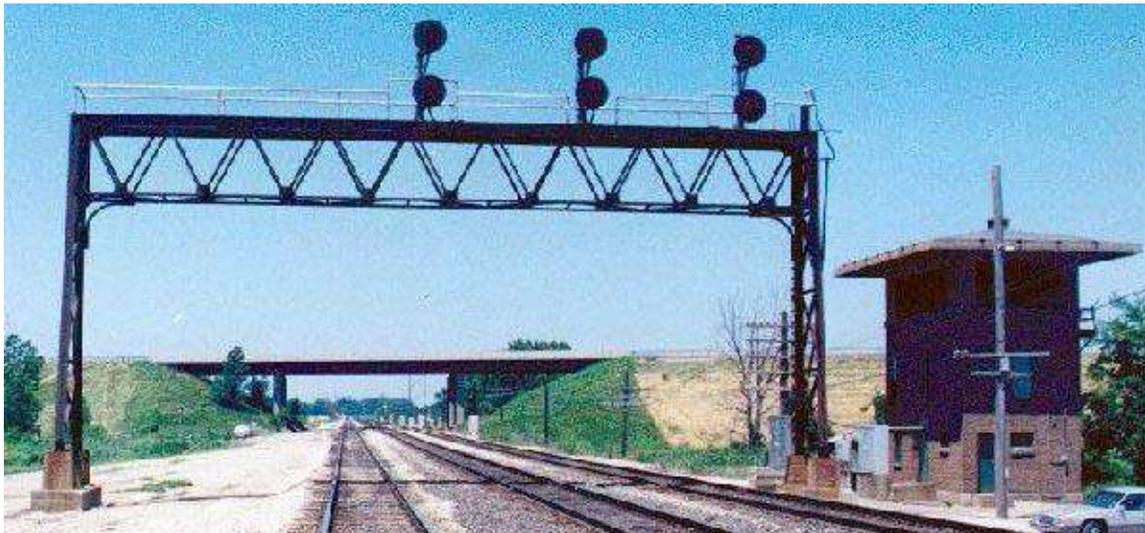
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## **Emporia: Merrick Tower**

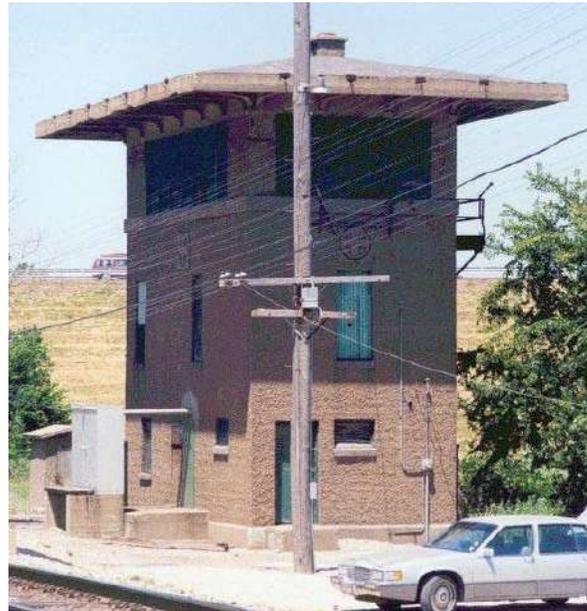
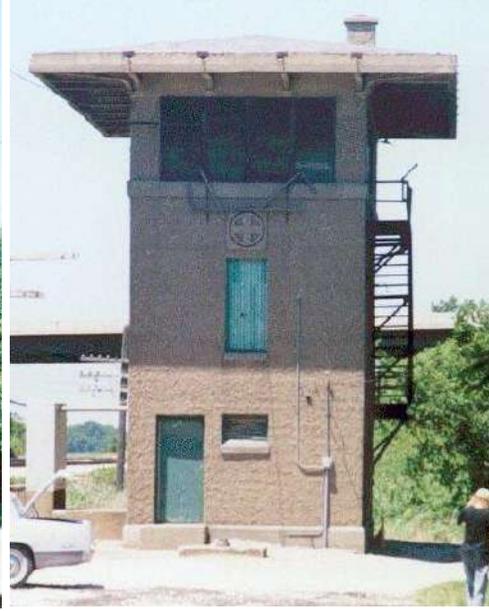
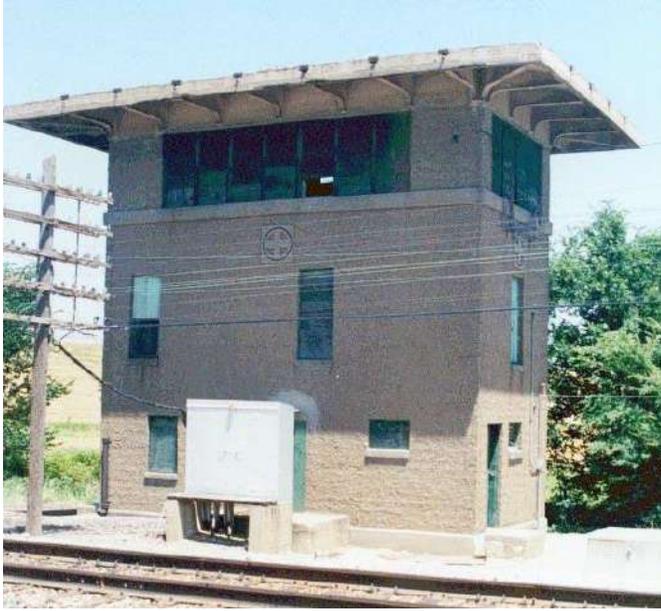


Merrick Tower and the west end of Emporia Yard, from *Wheat Lines and Super Fleets* by Joe McMillan.

Eastbound trains enter the west side of Emporia Yard at Merrick tower. When the original east yard was removed, the line which curved away from the main was also removed. The tower once controlled that end of the yard. Today it contains CTC signal equipment for the BNSF.



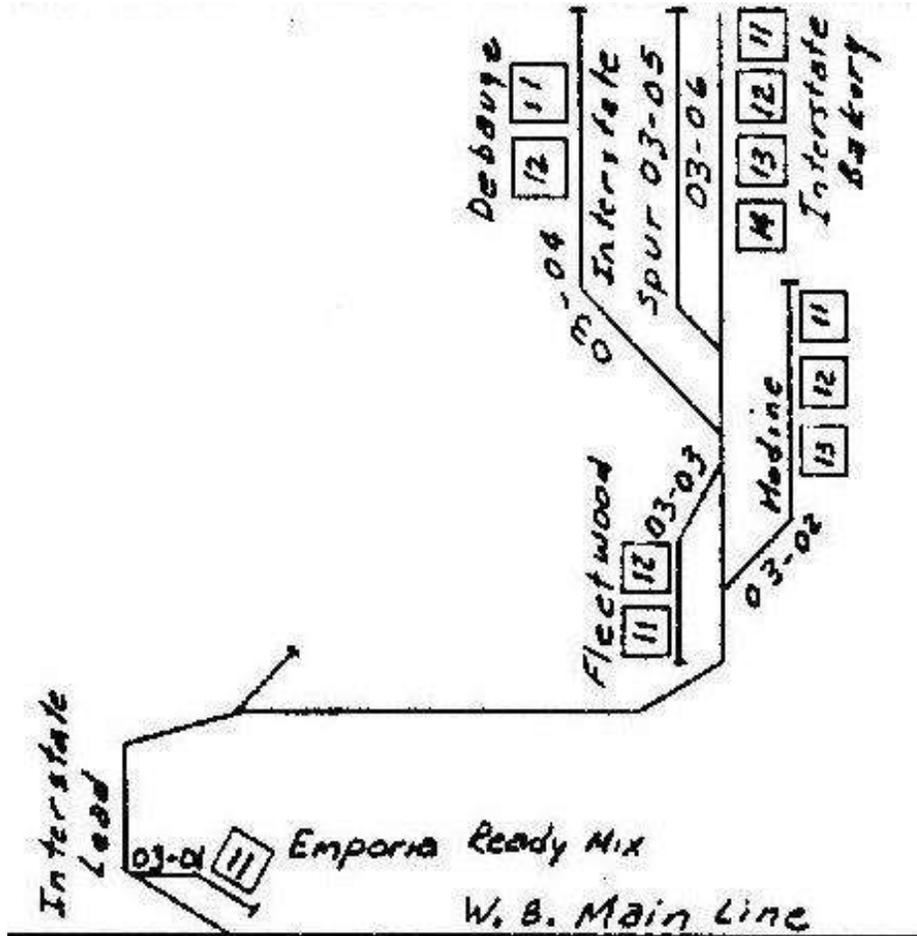
*Emporia, Kansas Industries and Towers*  
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Photos by Victor Rance

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**Emporia: Interstate Lead**



1977 CLIC book

## *Emporia, Kansas Industries and Towers*

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The Interstate Lead on the west side of town was constructed between 1968 and 1973. At first, as in the 1977 CLIC above, it was a spur. A western leg was added to make it into a wye between 1977 and 1990. Locals also call it the *T-bone spur* because of a wager over its construction.

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**Emporia Ready Mix / Meier Ready Mix** is the first track. They were close to the main in 1977 but had moved up the spur and reversed their track by 1990. They



stopped receiving rail shipments shortly thereafter. Their track had a pit for aggregate. By 2001 they had scaled down their operation and share the site with an automotive junk yard.

Between 1977 and 1983, **Safeway** located a pet food plant on this line with two tracks and 4 doors and a pit. The inside tracks are used for box cars shipping product out, the outside track is for incoming materials. In 2001 the plant was expanding and was using 5 former ATSF covered hoppers, painted ghost gray, for storage. They make dog food, cat litter, and mix wild bird seed.

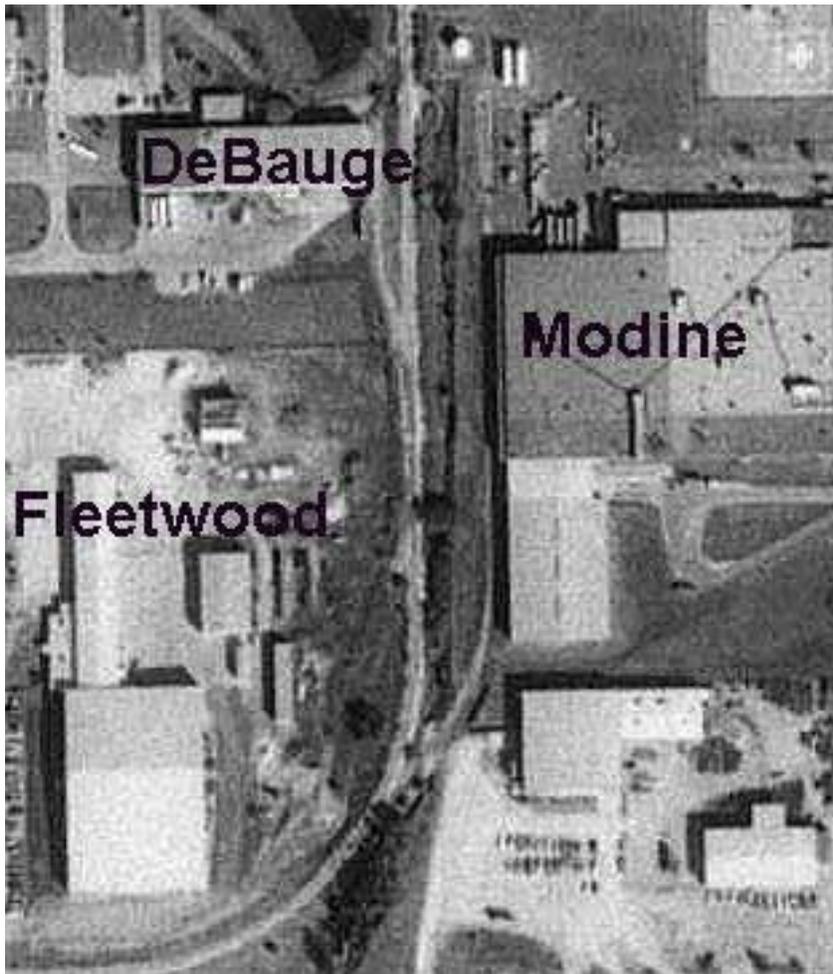
By 1995, all industries north of Safeway no longer received rail shipments. A stop has been inserted between the rails and trees are growing between the ties near Fleetwood.

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**DeBauge Brothers** is a Coors beer distributor. Originally, they were located downtown. They have a door and a dock and received beer by rail.

**Interstate Bakery** makes Dolly Madison cakes. They had two tracks. In 1977 they had a dock and 3 hose spots. In 2001 the tracks had been removed and the street repaved. At one time they received 40' Milwaukee reefers with toppings such as coconut, small tank cars of chocolate, tanks of oil, and bulk loads of sugar.



**Modine** makes automotive radiators. They had 3 doors in 1977 and added a dock by 1983.

**Fleetwood** had two doors. They manufactured mobile homes and brought in various building supplies. In 2001 that building housed the public works department of the city of Emporia.

There is also a spur at the top of the Interstate Lead which is shown as spiked on all charts available to the author. These originally served **Diddy Mfg.** who made printing equipment and **Crawford Mfg.** who made furniture.

# *Emporia, Kansas Industries and Towers*

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## Emporia: Mainline Industries (1)



1977 CLIC



From trackside, looking north.

Between the Interstate Lead and MP 114 was the **Cook Industries West** track. Originally it was an elevator and alfalfa mill for the **Anderson Cattle Company**, built in 1943. Then Cook purchased it, and by 1983 it was the **Bunge Corporation West**. This is a large steel grain elevator which originally was composed of 14 large tanks with 3 smaller tanks on the north side and two small tanks between main tanks. Two spouts loaded cars. This elevator was demolished around 2005.

# *Emporia, Kansas Industries and Towers*

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North side



Note missing tanks, spouts, and 2 small inside tanks.

A close examination will show three tanks missing on the south side. A tornado in 1976 damaged these tanks and they were removed and not replaced.

# *Emporia, Kansas Industries and Towers*

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In November 2001, there was no visible sign of activity at the elevator.

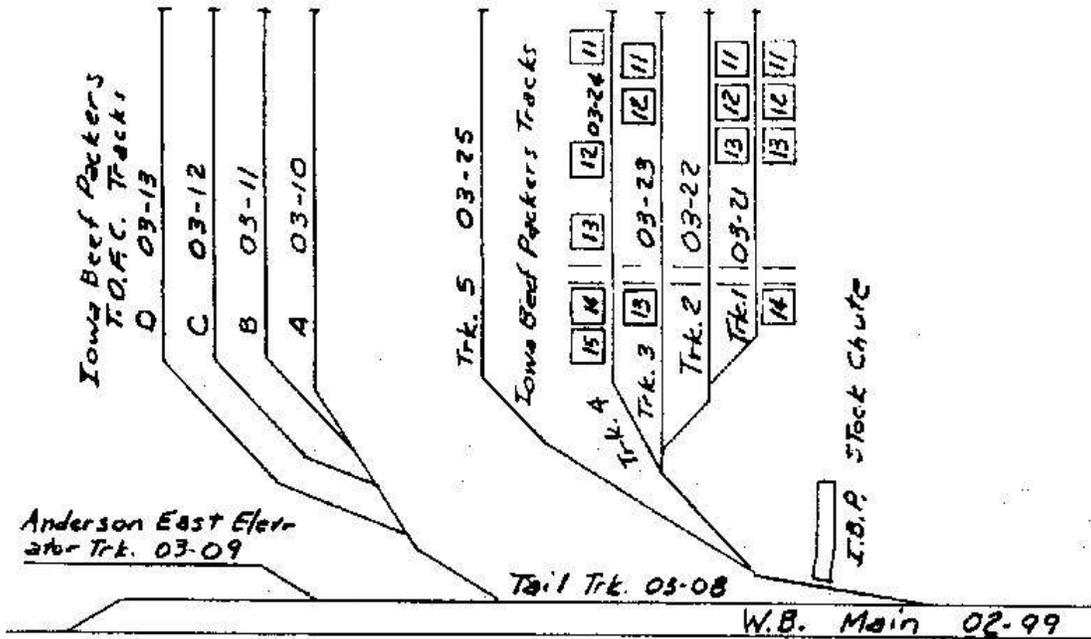


North side, track is behind the building

Just west of the elevator is a Quonset hut which served as a hay barn. It is a car repair shop in 2001. In the pre-1970 days, virtually all of the area covered by this page was cattle yards of the Anderson Cattle Company. Anderson began his Emporia operation in 1941 with a 17,000-bushel elevator and 40 acres including large sheep barns. It was known as Emporia elevator and feeding company. The Kansas City Star of January 18, 1959, stated that Anderson had 50,000 head of cattle on the premises.

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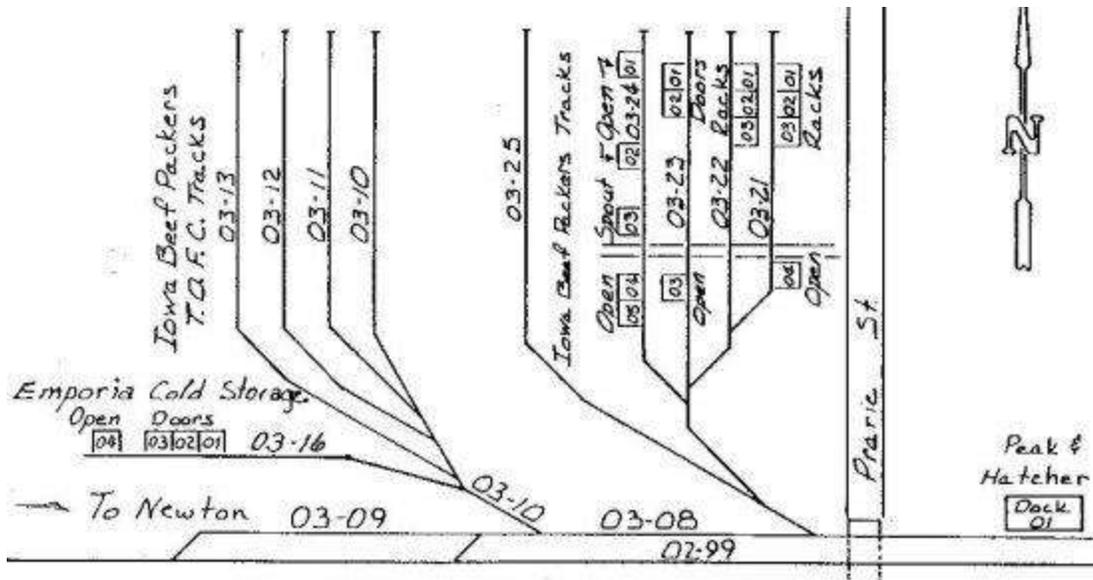
**Emporia: Mainline Industries (MP 114)**



1977 CLIC chart

# Emporia, Kansas Industries and Towers

(Compiled by Steve Sandifer)



1983 CLIC



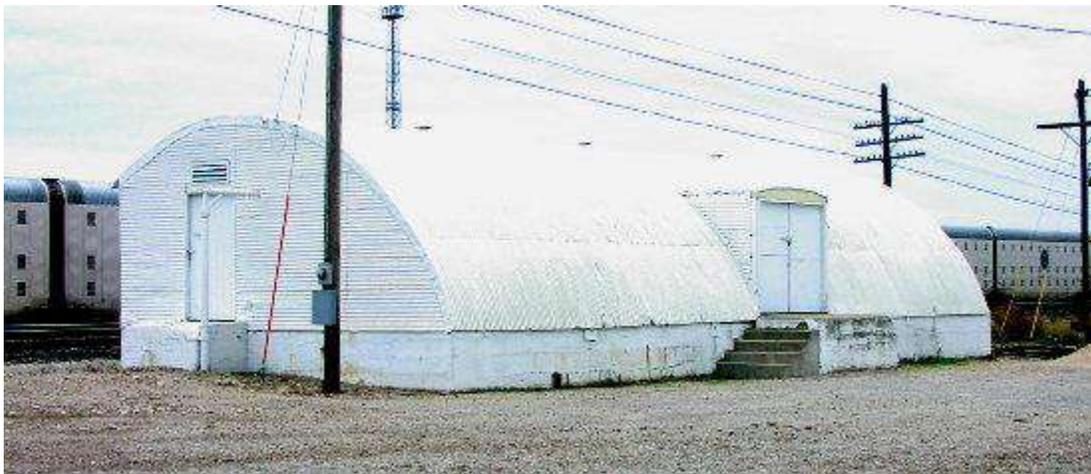
View from the east, from the cold storage parking lot.

From west to east, the first industry is **Anderson Elevator East**, parallel to the main and entered from the east. This industry is actually a storage barn for the Anderson Cattle Company. Among other things, block salt was delivered to this location.

A new industry replaces Anderson in 1983: **Emporia Cold Storage**. They are adjacent to the packing plant with three doors.

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The largest industry in this area is **Iowa Beef Packers**. Even though most stock went through Emporia for points east, Armour had a packing plant in Emporia, located on the north side of the yard. The Armour plant in Emporia was purchased by Iowa Beef Packers. In 1967, IBP bought the plant. The Armour plant was demolished and a modern plant built on the site. This was also the time when rail shipment of cattle was ceasing. At first meat was shipped out in rail reefers. Then the facility was converted for refrigerated trucks with many as TOFC shipments. IBP had four tracks dedicated to Trailers-On-Flat Cars. The potential of boxed beef was such that a processing operation was added to the Emporia facility and opened in 1970. That same year, to reflect the scope of IBP's new operations, the company's name was changed from Iowa Beef Packers, Inc. to Iowa Beef Processors, Inc.

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On the above CLIC chart, Tracks A-D are TOFC. Tracks 1 and 2 are for tallow and include 7 racks for tank cars. Track 3 is the hide track (**Dennison Hide**) with 3 doors. Track 4 had 4 spots and one spout. Track 5 was open.

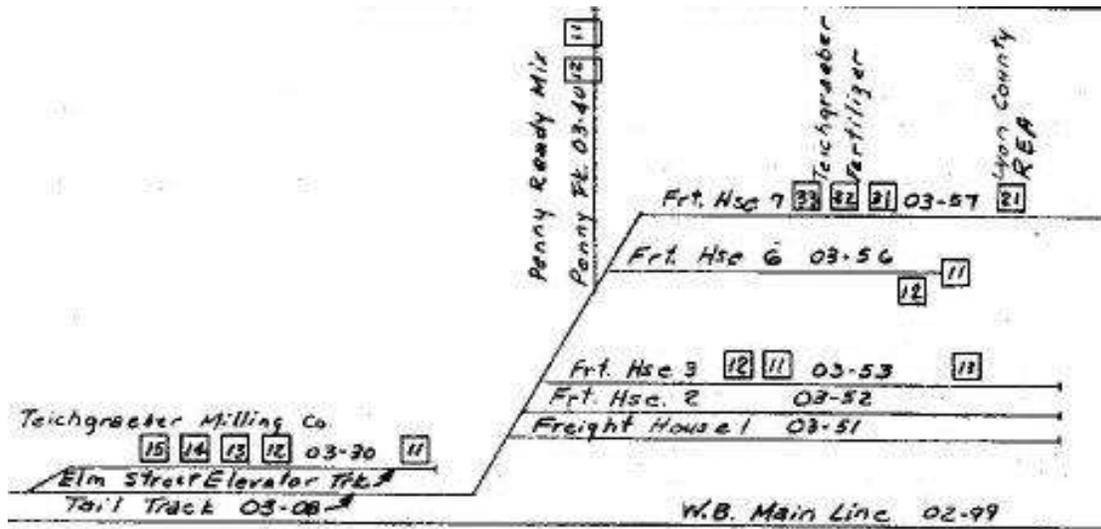
Rod Riley reported that in the days of ice reefers, about 5 36' Armour reefers were taken into town to the Jenson Ice House for icing each day; then they returned for loading at Armour. After loading, they were again taken to Jenson for topping up before leaving Emporia.

The last location in this area is **Peak and Hatcher** which had a chute and a cattle ramp in 1977, a dock in 1983. Peak and Hatcher handled the cattle sales at this location.

# Emporia, Kansas Industries and Towers

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## Emporia: Mainline Industries (MP 113)



1977 CLIC

The Elm Street Elevator Track served **Teichgraeber Milling Company** according to the 1977 click book. It had 5 spots: molasses, 2 box unloading, hopper unloading, and a spout. By 1983, it had become **Irsik & Doll** and consisted of door, hose, open, door, pit, spout. This is the large concrete elevator above and was built in several stages. The rectangular feed mill was the last constructed.

**Penny Ready Mix** was served off of the tail track which originally served the Freight House. They had two pits, one for sand and one for cement. By 1983, Penny had added a warehouse with 2 doors on Freight House track #7 where Teichgraeber Fertilizer was once unloaded.

**Teichgraeber Fertilizer** unloaded supplies on Freight House track #7 using portable equipment. In 1977 they had 3 spots: Tank unloading and 2 hoppers. By 1983 they had become **Irsik and Doll** with a hose, open, and auger.

**Lyon Co. REA** was the third occupant of Freight House track #7. This was a pole and transformer yard for the Rural Electric Association.

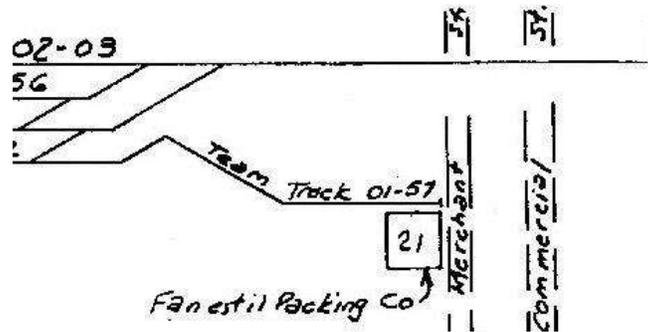
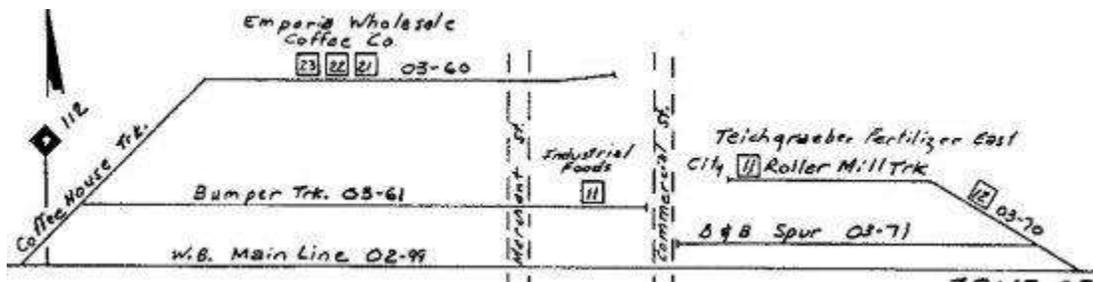
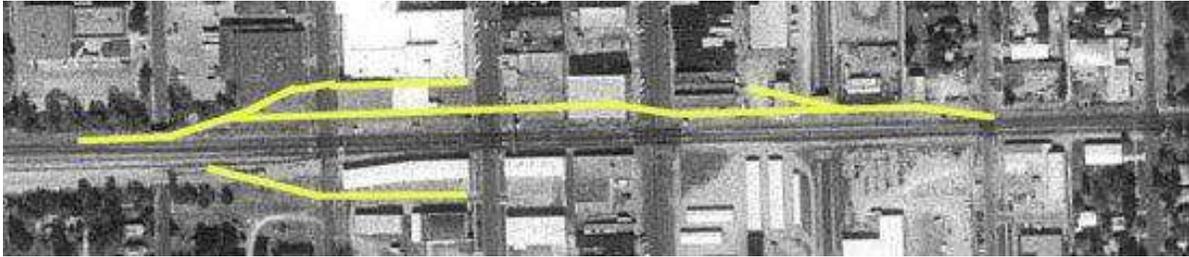
By 2001, only the Elm Street elevator and Penny's cement operation remained. The warehouse is abandoned and everything else is gone.

# Emporia, Kansas Industries and Towers

(Compiled by Steve Sandifer)

## Emporia: Mainline Industries (MP 112)

Several industries were served in old downtown Emporia, east of the depot and Harvey House.



1977 CLIC

## *Emporia, Kansas Industries and Towers*

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The downtown industries have changed substantially through the years. On the north side of the track was **Emporia Wholesale Coffee**. It had three spots. #21 was for unloading coffee, #22 was a door, and #23 was for unloading potatoes, sugar, etc. Only one door remained in 1983. Today it is gone. **AVCO Food** now occupies the building.

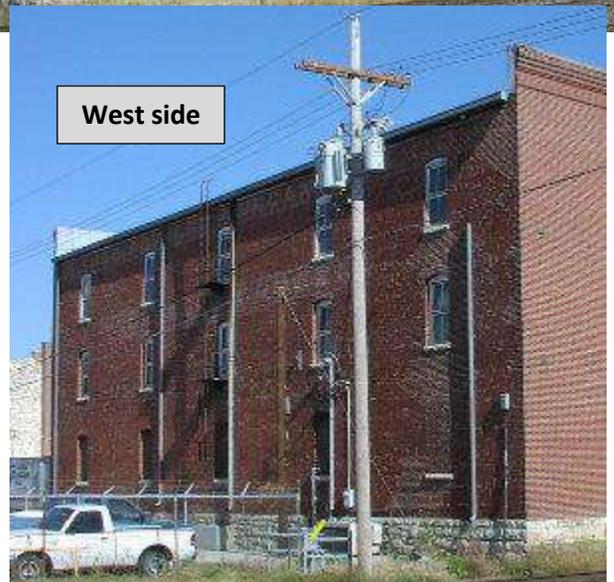
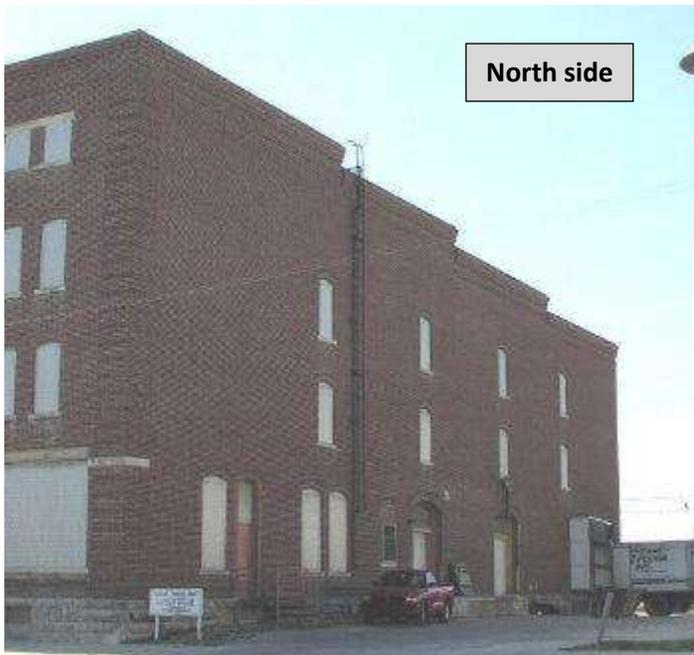
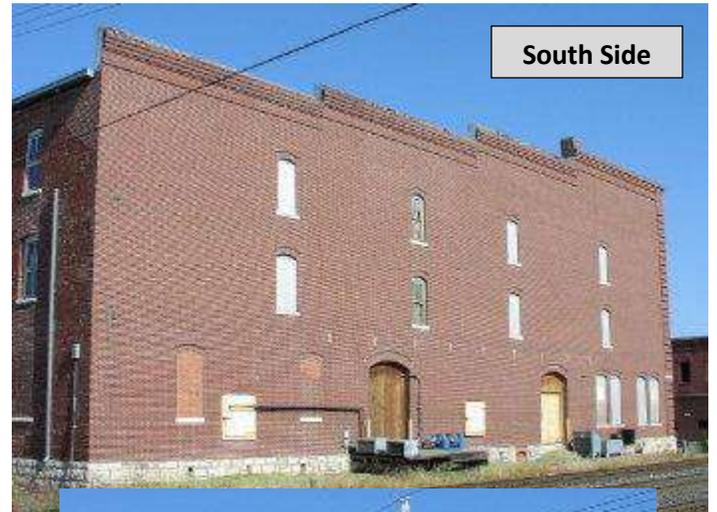
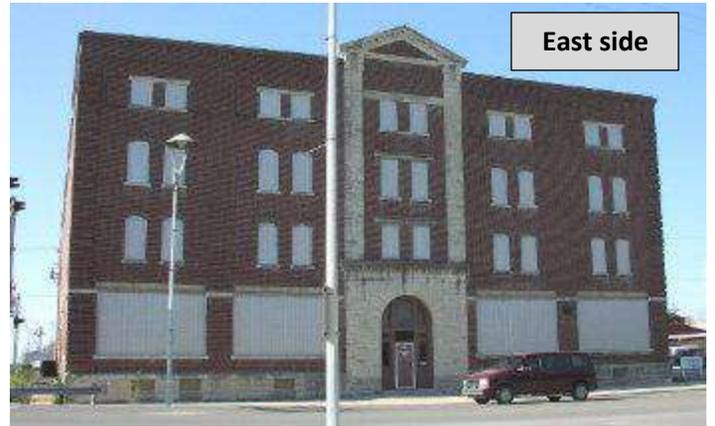
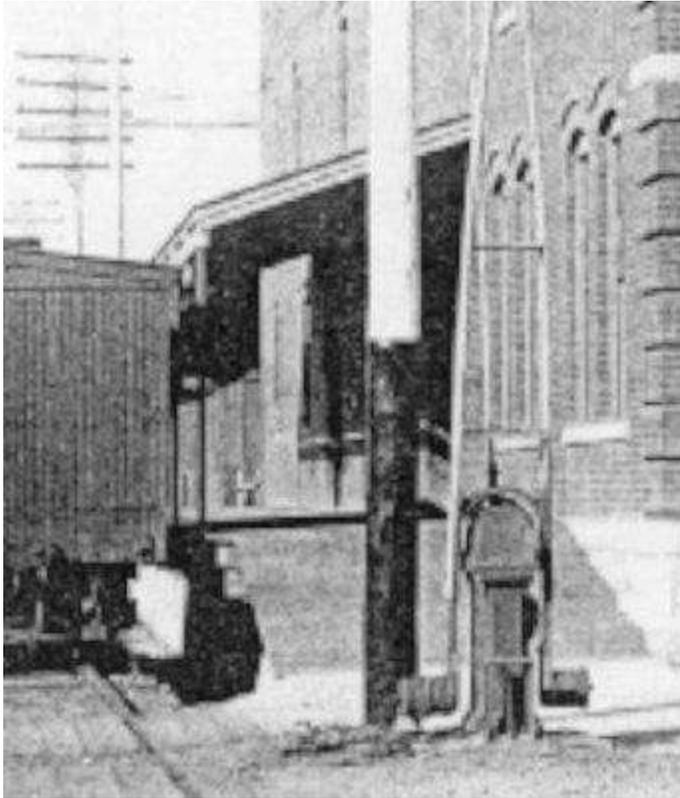


Theodore Poehler Mercantile, from the Kansas Historical Society collection, FK2.67/E.73. Note the loading dock below.

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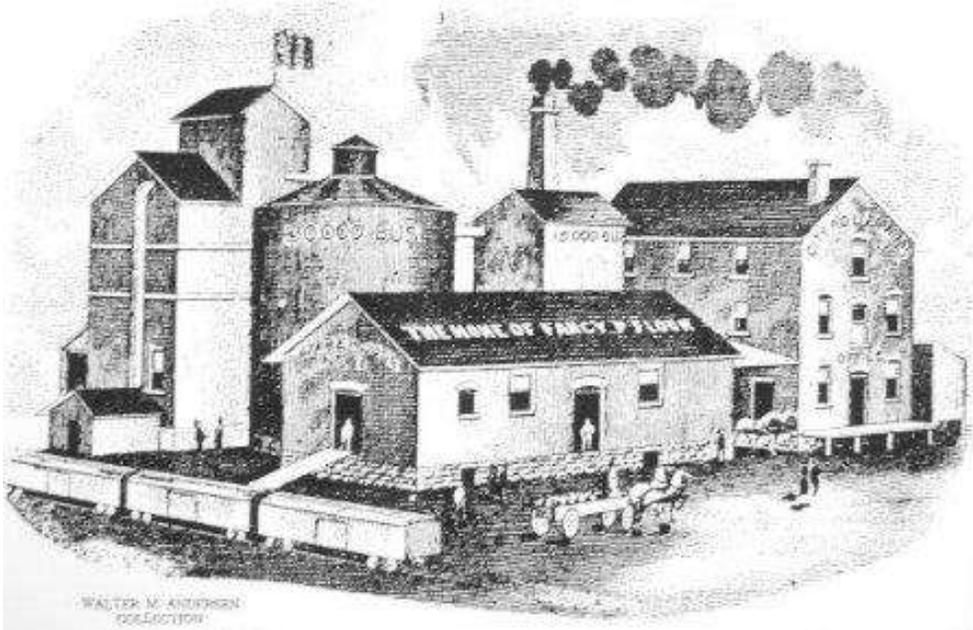
The bumper track led off of that and served doors at **Theodore Poehler Mercantile Company**. This became **DeBauge Brothers** (the beer distributors), then **Emporia Food Inc.** by 1957, then **Industrial Foods**. It is **Carl Foods** in 2001. This track was gone by 1983.



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Originally this track ran across Commercial St. and connected to the B&B spur. The origin of that name is unknown to this writer.



**Teichgraber Fertilizer East, City Roller Mill Track, is next.** It had a short and a long dock in 1978. By 1983, it was owned by **Irsik & Doll Feed Service**. Only a warehouse building remains today.

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According to CLIC books, opposite Emporia Wholesale Coffee was **Fanestil Packing**

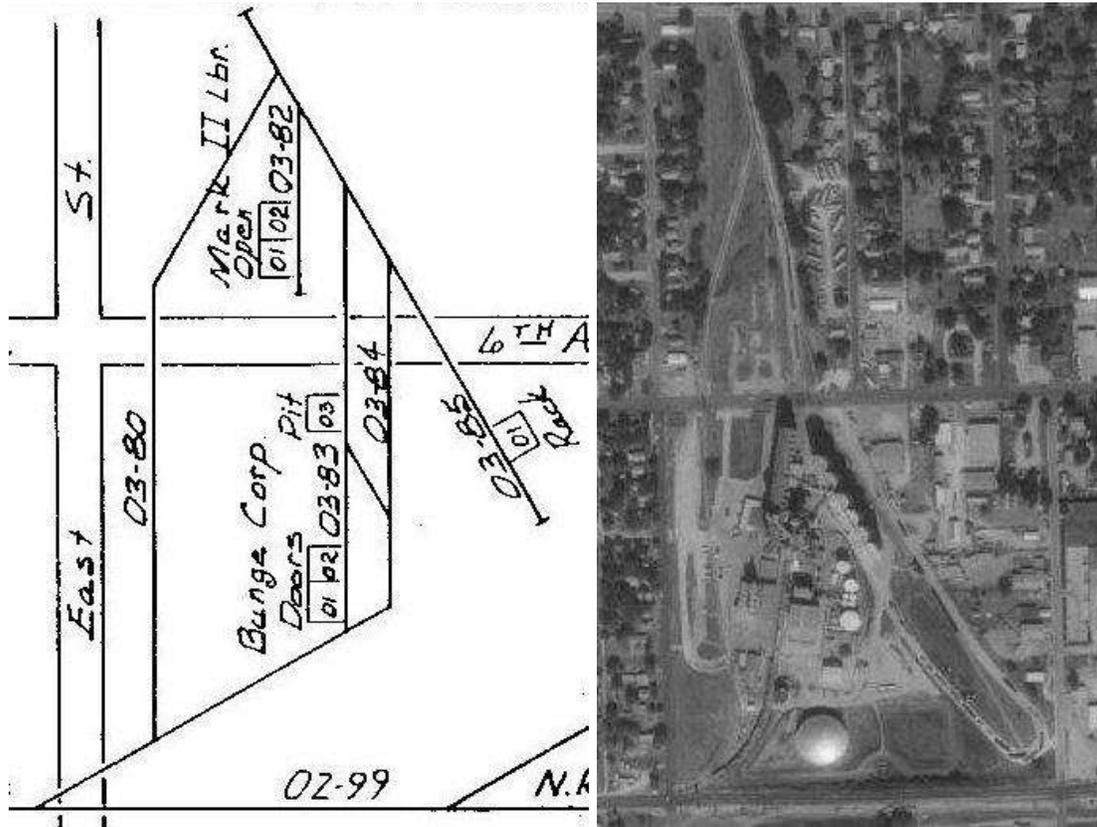


**Company** (1977). However, Fanestil's is located south of town, is not rail served, and denies every having connection in this location. However, the **Rich Coal Company** did occupy this location until the late 60s. The track which led to it also served as a team track. It was gone by 1983.

# Emporia, Kansas Industries and Towers

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## Emporia: Katy Industries

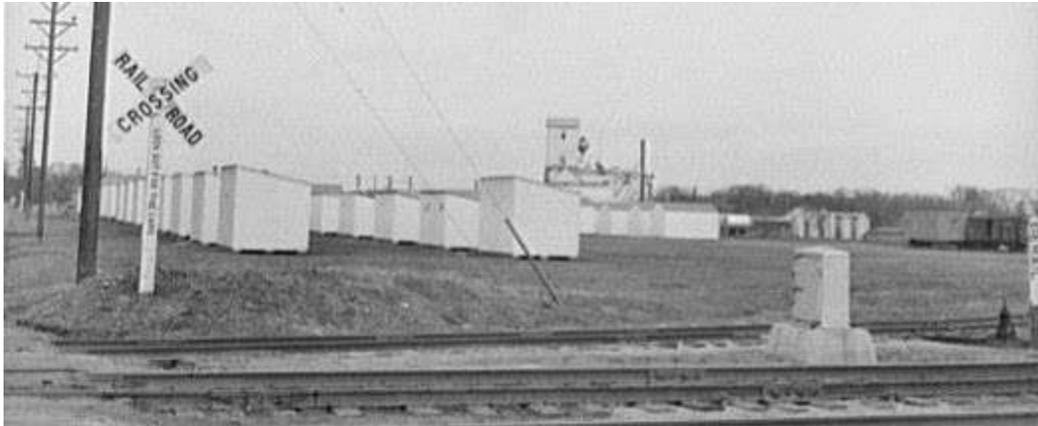


When the MKT left Emporia in the mid-50s, the Santa Fe took over the few industries on their tracks. The spur entering that industrial site left the west main opposite of where the Howard District left the east main to head south.

The largest industry is a soybean mill. Jack Delano took the photo below of the **Kansas Soybean Mill, Inc.** in March 1943, as seen from the ATSF main. The plant processed soybeans for oil and feed. They became **Cook Industries** by 1977 and became the **Bunge Corp.** by 1983 and remains Bunge today.

# *Emporia, Kansas Industries and Towers*

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1943, looking north from the main and East St.

Library of Congress, Prints & Photographs Division, FSA/OWI Collection, LC-USW3-019801-E



2001 from the same location.

This plant had two doors and a pit, a scale track, and a rack for soybean oil. The same facilities have been improved and expanded. One interesting operating detail: the tail track for switching this industry (north end) only has a capacity for an engine and 4 modern or 5 40' cars. This industry requires frequent switching. Bunge does have a road-railer for moving cars within the plant. [For more photos, click here.](#) [For more on soybean plant operations, click here.](#)

Also, on the Katy was **Smith / Mark II Lumber**. They had two spots, one for unloading cement and one for unloading lumber according to the 1977 and 83 CLIC books. Their main office was on the south side of 6th Street with some storage facilities by the Smith Spur. In the mid-80s, Bunge purchased this property and Mark II moved a block east to new facilities with no rail service.

One of the attached photos shows a Texaco bulk oil dealer on the old Katy main. I have not found any information on this dealer as yet.

## *Emporia, Kansas Industries and Towers*

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One final industry is east of Emporia Junction on the Ottawa Cutoff. That is **Sauder Industries**. They are custom steel fabricators who got their start in wooden oilfield tanks in Madison. They have constructed many large water tanks for municipalities as well equipment for the Interstate Bakery. They have one spot for unloading sand and materials and also shipping out their products. The spur is entered from the north track and is switched from the west.

*Emporia, Kansas Industries and Towers*  
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**Emporia: Bunge East**



2001



From East street, looking northeast.

*Emporia, Kansas Industries and Towers*  
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From East St. and 6th St., looking southeast.

Below are 5 views from 6th St. looking at the northern end of the complex.



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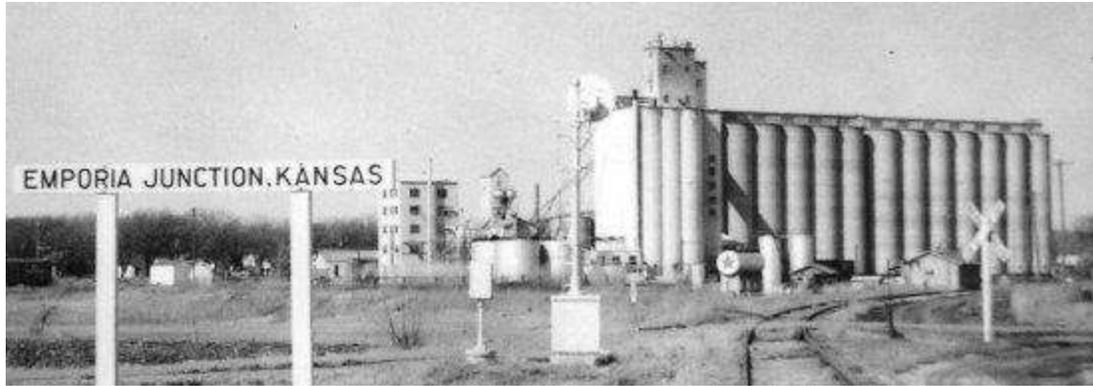


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# *Emporia, Kansas Industries and Towers*

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This view looks in a west-northwesterly direction from diamond of the MKT and ATSF, circa 1955. Note the Texaco bulk oil dealer in the foreground. This is about the time the MKT withdrew from Emporia and the ATSF took over serving this industry.



Same general view in 2001.



# *Emporia, Kansas Industries and Towers*

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## **Emporia: Soybean processing**

Dr. Emerson D. Nafziger, Crop Sciences, University of Illinois, reports: " The early 1940's would have been early in the adoption of soybean as a commercial cash crop, and so acreage in the Midwest would have been starting to grow, but it was probably not very high. I suspect this might have been the only soybean processing mill in KS at the time, or it was surely one of the few. South central KS and eastern KS (with higher rainfall) were probably the where most of the crop was grown, so I would assume that most of the soybeans might have come into Emporia from other places in KS. No nearby state would have had huge surpluses at the time, though the market for soy oil and meal was only starting to grow, so there were probably few processors."

"Soybeans are about 20 percent oil, and each bushel (60 lb.) would produce about 12 LB of oil, which is just under two gallons. On a volume basis, a bushel is about 1.25 cubic ft and at 7 LB per gallon (a guess - I can't lay my hands on the actual density) the oil from a bushel would occupy about a fourth of a cubic foot, so the ratio of whole soy volume to extracted oil volume would be about 5.4 to 1. Most of the rest of the product from an extraction plant would be soybean meal, which because it is crushed would probably be denser than whole soybeans and reduced to about 75 percent of its initial weight by removal of the hull and oil. Hull, at something like 3 or 4 percent (?) would have been hauled away, but I'm not sure what use would have been made of it."

"Without knowing the capacity of the mill at the time in question it will be difficult to guess at the rates of feedstock and product movement. I note that the silo cluster was added after the time you refer to, and it appears that storage capacity was then quite small. That means that there would have had to be pretty constant movement on the tracks to keep the mill supplied. Today, there's likely a lot of truck haul-in, but in 1943 there was probably very little."

Mark Amfahr added, "A modern soybean crushing operation produces (for every 100 tons of soybeans crushed) roughly 75 tons of soybean meal, 18 tons of soybean oil, and 7 tons of other products, such as hulls, etc. Except for the truck shipments, the meal and other dry products go out by covered hopper while the oil leaves the plant in tank cars. If I had to guess, I'd say that 1950's operations would have been similar except for a smaller % of oil output vs. today. Dry products would have probably left mostly in boxcars while oil would have been shipped either in tank cars or as a packaged product in boxcars."

Larry Jackman added, "You will also need inbound tank cars of H<sub>2</sub>SO<sub>4</sub> (sulfuric acid. They use that to extract the oil from the beans."

Based on the above, 1950s operations would look something like this. 10 box cars of soybeans would enter the plant (1,000 tons) from the west. Once processed, 6 8,000 gal. tank cars of oil, 7 boxcars of meal, and 1 boxcar of hulls would be loaded for removal. The oil would probably head east, while the meal was used largely for cattle feed and could go any direction. No one has explained the use for the hulls yet. I am uncertain of the H<sub>2</sub>SO<sub>4</sub> required for this operation, but I expect it to be minimal.

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**Emporia: Emporia (NR) Junction**



Library of Congress, Prints & Photographs Division, FSA/OWI Collection, LC-USW3-019801-E, by Jack Delano.



# *Emporia, Kansas Industries and Towers*

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## **Emporia: Yard Tower**

In the middle of the Yard lay an unusual yard office / tower. I hope someone will be able to provide us with better photographs. The tower was an extension of a two-story office building.



The tower can be seen over S-4 1510 in this 1967 photo by Bill Gibson.