

June 21, 2024

City of Anthony  
PO Box 504,  
Anthony, Kansas 67003

Re: Transcontinental Airway System Beacon & Navigation Marker (200 W KS-2, Anthony, Harper County)

Dear City of Anthony,

This letter is to inform you that at their **6/1/2024 meeting**, the Kansas Historic Sites Board of Review approved the nomination for the *Transcontinental Airway System Beacon & Navigation Marker* to the Register of Historic Kansas Places. The Board also recommended the SHPO forward the nomination to the office of the Keeper of the National Register in Washington, D.C., where it will be evaluated by their professional staff. If they concur with the findings of the Kansas Historic Sites Board of Review, the property will be included in the National Register of Historic Places with 45 days of receipt. We will notify you of their decision at the earliest opportunity. A draft of the nomination is on our website at [www.kshs.org/14633](http://www.kshs.org/14633). No further action is required of you.

Listing in the registers qualifies the property for certain state-funded financial incentives. The Kansas Rehabilitation Tax Credit is available for the rehabilitation of listed buildings. Further, register listing also qualifies properties for the Heritage Trust Fund grant program. More information about these programs is available on our website at [www.kshs.org/15605](http://www.kshs.org/15605) or (785) 272-8681 ext. 240.

Listing of this property provides recognition of the community's historic importance and assures protective review of federal projects that might adversely affect the character of the historic property. This property is now subject to review under the Kansas Historic Preservation Act (K.S.A. 75-2715 through 75-2725). For more information about state and federal preservation law, please visit our website at [www.kshs.org/14658](http://www.kshs.org/14658). Contact your local permitting authority to learn of any applicable local preservation ordinances.

Thank you for your interest in our state's historic resources. If you have any questions concerning this nomination, please contact Jamee Fiore at (785) 272-8681 ext. 216 or [jamee.fiore@ks.gov](mailto:jamee.fiore@ks.gov). We invite you to join us on Facebook at [www.facebook.com/KSHPO](http://www.facebook.com/KSHPO) and follow us on Twitter at [twitter.com/kansashistory](https://twitter.com/kansashistory) or using the handle [@kansashistory](https://twitter.com/kansashistory).

Sincerely,



Katrina Ringler  
Cultural Resources Director  
Deputy State Historic Preservation Officer



Jamee Fiore Krivenko  
National Register Coordinator

United States Department of the Interior  
National Park Service

# 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 Transcontinental Airway Beacon

Other names/site number Contract Airmail Route #34 Amarillo-Kansas City Segment Beacon #24, KHRI # 077-51

Name of related Multiple Property Listing n/a

## 2. Location

Street & number 15 Northwest 20 Avenue

n/a
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 not for publication

City or town Anthony

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 vicinity

State Kansas Code KS County Harper Code 077 Zip code 67003

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.  
In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:  
 national  statewide  local Applicable National Register Criteria:  A  B  C  D

Signature of certifying official/Title Katrina Ringler, Deputy SHPO Date \_\_\_\_\_

Kansas State Historical Society  
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 \_\_\_\_\_

Transcontinental Airway Beacon  
Name of Property

Harper County, Kansas  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

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

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
1		objects
<b>2</b>		<b>Total</b>

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

TRANSPORTATION/air-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions.)

TRANSPORTATION/air-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions.)

foundation: CONCRETE  
walls: METAL  
\_\_\_\_\_  
roof: WOOD  
other: \_\_\_\_\_  
\_\_\_\_\_



Transcontinental Airway Beacon  
Name of Property

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### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources, if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

### Summary

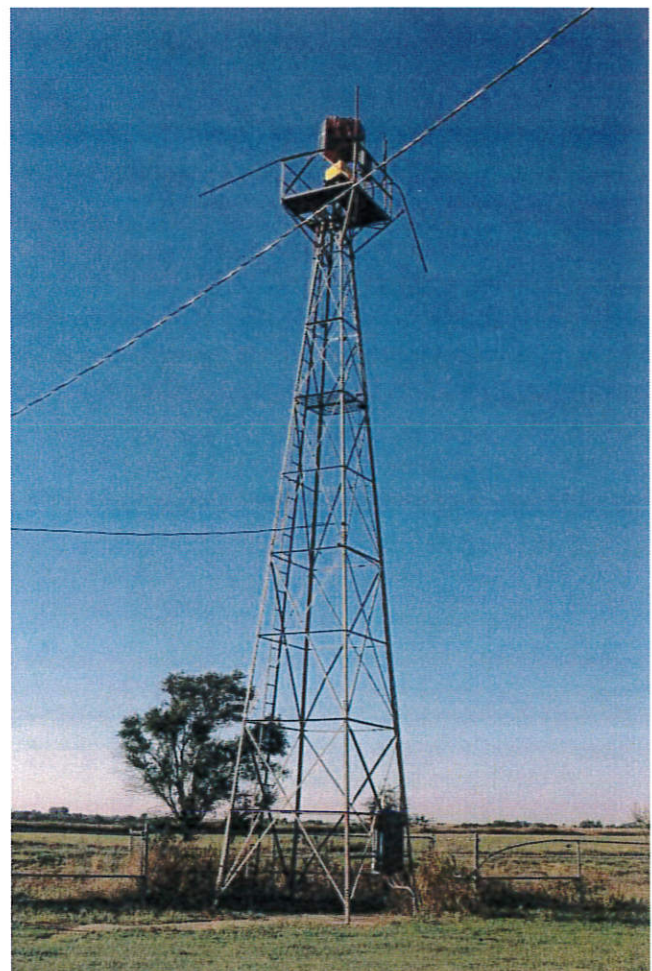
The property is located on the local airport in Harper County, Kansas and consists of the original Transcontinental Airway System Navigation Marker – the beacon/tower (structure) and concrete arrow (object). The base is a concrete arrow that would point pilots in the direction of the airmail route. The beacon tower is the original International Derrick & Equipment Company (IDECO) structure, complete with signage. The generator shed that would have powered the original beacon lights is no longer present, and all lights have been replaced with modern FAA-approved fixtures.

### Elaboration

#### Overview and setting:

The navigation marker was placed at the Anthony Municipal Airport (KANY), then known as the Anthony Department of Commerce Intermediate (Landing) Field. The Department of Commerce’s September 1931 Airway Bulletin No. 1 (pg. 61) describes the placement as follows:

“Anthony—Department of Commerce Intermediate field, site 24. Amarillo-Kansas City Airway. Two miles west. Altitude, 1,200 feet. L shape, 130 acres, 2,592 by 2,574 feet, sod, level, natural drainage; two landing strips, 2,574 by 1,050 feet E./W.; 2,592 by 1,000 feet N./S.; entire field available. Directional arrow marked “24 AM-KC.” Pole lines to S. and E., trees to SE. and SW. Beacon, marked “24 AM-KC.” Pole lines to S. and E., trees to SE. and SW. Beacon boundary, approach, and obstruction lights. Beacon, 24-inch rotating, with green course light flashing characteristic “4” ( . . . . ). No servicing facilities. Teletypewriter. Department of Commerce marker beacon, characteristic signal “B” ( . \_ . ), operating frequencies 332 and 278 ke, under construction.”



*Anthony Transcontinental Airway Beacon  
Taken by: Kansas SHPO, September 2023*



Transcontinental Airway Beacon

Name of Property

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The marker now sits in the southeastern quadrant of the airport property, closest to the end of Runway 36. The airport is active and in public use. The beacon tower is utilized to meet Federal Aviation Authority (FAA) airport standards. The airport property is delineated by a fence. The beacon is completely within the fence. The rear connector of the arrow extends a few inches under and outside of the fence. However, the entire property boundary is within the the property of the airport and the city of Anthony, Kansas.

The lighting system is believed to have been updated. The course lights are not operable. Dates of alterations are not known. However, the arrow and tower have great authenticity. The structure is in its original location. Features of the tower and beacon have not been moved.



*Concrete Directional Arrow, Anthony Municipal Airport  
Taken by: Kansas SHPO, September 2023*

### **Ground Directional Arrow (object):**

The directional arrow is made of poured concrete and consists of four distinct sections that make up the arrow -- arrowhead, front connector, square base, and rear connector. Measurements include (LxW): Arrowhead—11'7" x 11'4"; Front Connector—10'0" x 4'0"; Square Base—11' ½" x 11' ½"; and Rear Connector—unable to attain measurements. The arrow is oriented approximately 45 degrees, pointing northeasterly. Red paint remains visible on the rear connector, which is mostly covered in dirt and sod. This red color is unusual, as the standard is a yellow color on other arrows. This could have been changed at some point, but the date is unknown. The arrowhead and front connector show minor subsidence, which has caused minor ½" ledges between the sections. There are minor cracks on each segment due to vegetation growth. The ground directional arrow is considered an object because it is place bound, small in scale, and distinguishable from other structures (beacon tower) and buildings (hangars, offices) at the airport.

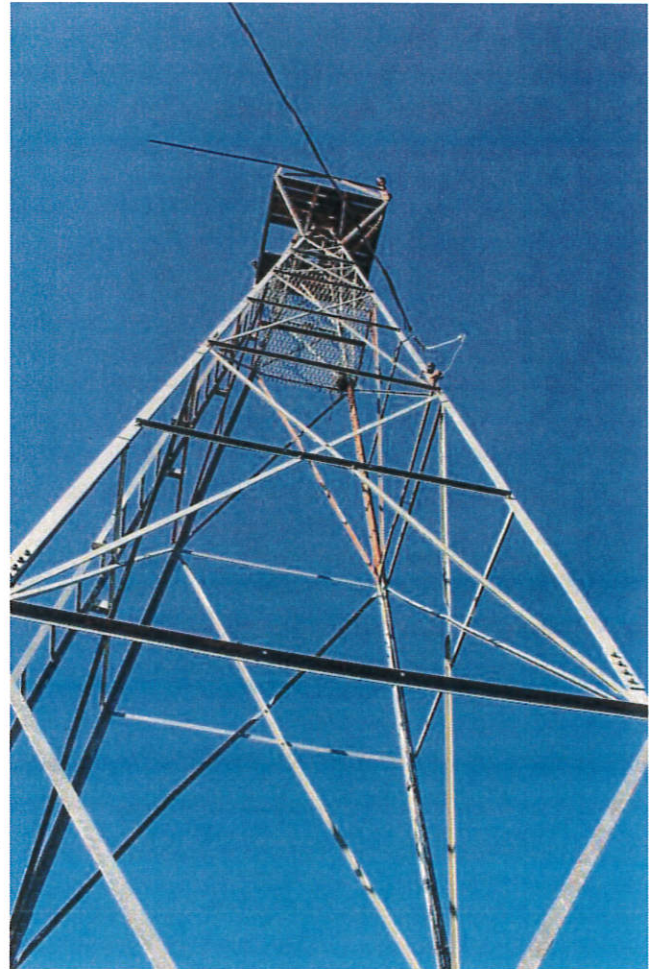


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**Beacon Tower (structure):**

The beacon tower was produced by IDECO and made of galvanized structural steel – this was the standard for these resources. At the top is a 6’ x 6’ platform for maintenance of the beacon. The platform is accessible by a ladder that runs the full height of the tower. Safety railing surrounds the platform, which holds the beacon and its equipment. Measurements of the tower are (LxWxH): 9’5” x 9’5” x 34’0”. The tower sits atop the square base of the concrete arrow, as designed. The original Civil Aeronautics Authority and original International Derrick and Equipment Company signage are still present. The beacon light is not original and has been modernized for modern use.



**Integrity and Condition:**

Overall, the Anthony Transcontinental Airway Beacon retains great historic integrity. The location and setting are original to the beacon as it is located along the historic airway route for the U.S. Air Mail service, and it remains on the local airfield where it was originally constructed. The design, materials, and workmanship remain intact as the structure has seen little alterations *Beacon Tower, Anthony Municipal Airport* over the years – such as changing the physical light.

The light is still used as a beacon, keeping the structure within its historic use and purpose. The association with transportation and the airway routes is apparent from its location and surrounding environment. The context of the property continuing to serve its historic use, having little alterations, and its location on an airfield all contribute to the feeling of the property.

*Taken by: Kansas SHPO, September 2023*

Transcontinental Airway Beacon  
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**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.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(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.

**Areas of Significance**

TRANSPORTATION

**Period of Significance**

1931 - 1960

**Significant Dates**

1931

**Significant Person**

(Complete only if Criterion B is marked above.)

**Cultural Affiliation**

N/A

**Architect/Builder**

**Period of Significance (justification)**

The period of significance is tied to the construction and use of the navigation aid when the system was widely used across airway routes. It served as early navigation equipment for airmail pilots. Eventually, it was phased out by the introduction of more sophisticated navigation equipment, such as non-directional beacons (NDBs).

**Criteria Considerations (justification)**

N/A



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### **Narrative Statement of Significance**

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

#### **Summary**

The Anthony Transcontinental Airway Beacon is eligible for the National Register of Historic Places for its association with transportation history in the U.S. The navigation markers enabled airmail pilots to navigate along approved routes. The arrows were utilized for day flights and pointed out the direction of routes. The beacon towers identified Intermediate Landing Fields (i.e. airports) along the route at night. Though thousands of navigation markers were erected, less than one hundred sites are estimated to still exist.

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#### **Elaboration**

##### **Anthony, Harper County**

Harper County is located in the south-central prairie bordering Oklahoma. The county was organized in 1873 under false pretenses but became formally recognized in 1878.<sup>1</sup> Anthony, created by the Anthony Town Company,<sup>2</sup> is the county seat in honor of then-governor George Anthony.<sup>3</sup> In 1878, approximately 4,000 people lived in the county, and 1,000 lived in Anthony. The one-room schoolhouse was constructed in 1878 and two more in 1880 as the population grew.<sup>4</sup> The Harper County Courthouse was built in 1908 and designed by George Washburn. By 1883 the population had a post office, school districts, several churches, two newspapers, several social organizations, a frame bank building and mills.<sup>5</sup> Other activities occurred in Anthony's early years:

The Anthony Commercial Club organized on January 1, 1909 in an effort to maximize and strengthen business opportunities and promote growth and development. And, the citizens of Anthony approved to adopt a commission form of government in February 1909. This frenzy of activity and development, including the construction of two houses of worship, was highlighted in a 1910 promotional booklet

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<sup>1</sup> William G. Cutler, *History of the State of Kansas: Harper County Part 1*, (Chicago, IL: A.T. Andreas, 1883). Accessed online <https://www.kancoll.org/books/cutler/>

<sup>2</sup> National Register of Historic Places nomination, "First Congregational Church," Anthony, Harper County, Kansas. Listed June 27, 2014, NRIS # 14000349.

<sup>3</sup> William G. Cutler, *History of the State of Kansas: Harper County Part 3 "Anthony"*, (Chicago, IL: A.T. Andreas, 1883). Accessed online <https://www.kancoll.org/books/cutler/>

<sup>4</sup> William G. Cutler, *History of the State of Kansas: Harper County Part 2 "Statistics"*, (Chicago, IL: A.T. Andreas, 1883). Accessed online <https://www.kancoll.org/books/cutler/>

<sup>5</sup> William G. Cutler, *History of the State of Kansas: Harper County Part 3 "Anthony"*, (Chicago, IL: A.T. Andreas, 1883). Accessed online <https://www.kancoll.org/books/cutler/>



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entitled *Anthony, Kansas: New and Nifty, May 1910* and in a lengthy article published in the *Anthony Bulletin* on May 27, 1910.<sup>6</sup>

## Kansas Aviation History

Many aviation entrepreneurs were in Kansas in the late 1800s and were developing various aircraft. Two successful inventors include Clyde Cessna of Rago and A.K. Longren of Topeka; both of whom had sustained flights in 1911.<sup>7</sup>

Kansas proved an ideal location for enthusiasts ready to try their hand with the new mode of transportation. Early landing strips were simply mowed fields on the flat plains. Following World War I, cities began constructing paved runways and municipal airports in earnest. Major air hubs were in place and expanding in Kansas City and Wichita by 1927. The rest of the state followed suit and a dependable network of airports was constructed, with paved landing strips in Topeka, Lawrence, Coffeyville and Garden City.<sup>8</sup>

In 1928, the “All-Kansas Air Tour” took place over one week with 30 airplanes and 100 dignitaries.<sup>9</sup> “An estimated 500,000 Kansas residents viewed the event intended to promote new airport construction and procure grass-roots supports for the National Aeronautics Association.”<sup>10</sup> The smaller airports were common across the state and had runways and some had hangars. Around 200 W.P.A. workers constructed the Topeka airport, along with other runways and hangars in Hutchinson and Manhattan.<sup>11</sup>

## Airmail Route History

In the early twentieth century, the U.S. Postal Service began shipping mail by plane. This venture was experimental and led to some advancements in air transportation due to the lack of efficient navigational systems.<sup>12</sup> The transcontinental airway beacon system was established to increase the success and safety of the airmail program.<sup>13</sup> “In 1918, Congress appropriated \$100,000 to establish experimental airmail routes. The Post Office Department urged the Army Signal Corps to lend its planes and pilots to the Department to start an airmail service. Carrying the mail, the Department argued, would provide invaluable cross-country experience to student flyers.”<sup>14</sup> To develop its 18,000-mile network of federal airways, the U.S. Post Office overhauled the

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<sup>6</sup> National Register of Historic Places nomination, “First Congregational Church,” Anthony, Harper County, Kansas. Listed June 27, 2014, NRIS # 14000349.

<sup>7</sup> National Register of Historic Places multiple property documentation, “World War II-era Aviation-Related Facilities of Kansas,” approved September 25, 2012, section E page 2.

<sup>8</sup> Ibid.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

<sup>11</sup> Ibid.

<sup>12</sup> Gunn, Kenny, *United States Postal Service Federal Airway Beacon System in Oregon*, “Historical Background,” (Adapt Engineering).

<sup>13</sup> Ibid.

<sup>14</sup> Ibid.

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standard of night flying. Cooperating with illumination engineer J.V. Magee, the postal service saw a beacon of hope: lighting the night with 5,000 acetylene gas beacons erected in three-mile separations.<sup>15</sup> These white lights rapidly flashed in ten-second intervals.<sup>16</sup>



*Transcontinental Air Transport map 1929*  
*David Rumsey Historical Map Collection*

With the acetylene beacons, routes became defined at night for the pilots. Each beacon could be seen from a radius of ten miles, and sometimes this distance could be up to one hundred miles under perfect conditions.<sup>17</sup> Emergency landing fields were also illuminated at night with rotating incandescent beacons on 50-foot towers, and standard airports were delineated with perimeter lights.<sup>18</sup> Terrain and obstacles had red light of floodlights.<sup>19</sup> In 1924, the United States Postal Service lit 89 emergency landing fields, 18 terminal fields, and 500 beacons.<sup>20</sup>

Most beacon towers were secured on a concrete base in the shape of an arrow.<sup>21</sup> These 70-foot, yellow arrows lay horizontally on the ground, pointing the way to the next numbered arrow.<sup>22</sup> Each arrow served as a way-finder to the next arrow, forming a path to the destination for mail delivery. Most fit the standard, yellow-painted concrete form, but the color, length, width, and material frequently varied. For example, some arrows

<sup>15</sup> (Saum, 2017, p. 93)

<sup>16</sup> (Saum, 2017, p. 93)

<sup>17</sup> (Saum, 2017, p. 93)

<sup>18</sup> (Pope, n.d.)

<sup>19</sup> (Pope, n.d.)

<sup>20</sup> (Pope, n.d.)

<sup>21</sup> (Treichler, 2020, p. 189)

<sup>22</sup> (Scott, 2016)



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located in the southwestern U.S. were made of metal or clay.<sup>23</sup> Due to higher population density along the East Coast, spacing was less frequent because pilots could navigate by city lights.<sup>24</sup> Most East Coast beacons were only placed on the highest elevation within a distinct area, serving the dual purpose of terrain warnings as well as postal place guides.<sup>25</sup> As part of the Bureau of Air Commerce's National Air Marking Program in the mid-1930s, an air marker was placed every 15 miles.<sup>26</sup>

The government's preferred choice for the beacon and tower was the International Derrick & Equipment Company (IDECO) Beacon Towers.

These towers are especially constructed to resist high winds and storms. They are protected against the weather, rust and corrosion by hot dip galvanizing and are fire and lightning proof - essential requirements for structures of this type. ...

All members have been standardized and are built over jigs and dies, insuring absolute interchangeability and eliminating any cutting or fitting in the field. ... Heights vary from the short 20' tower used on deserts and plains country to towers 87' or more in height.<sup>27</sup>



*Closer view of the Amarillo – Kansas City Segment, Anthony is on the border of Kansas & Oklahoma.*

<sup>23</sup> (Scott, 2016)

<sup>24</sup> (pope, n.d.)

<sup>25</sup> (Treichler, 2020, p. 190)

<sup>26</sup> (Treichler, 2020, p. 190)

<sup>27</sup> "IDECO Airway and Airport Beacon Towers Brochure," published 1928. Thesurveystation.com, Accessed online: <https://thesurveystation.com/wp-content/uploads/2016/07/1928-Ideco-Airway-and-Airport-Beacon-Towers-Brochure.pdf>

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The Anthony navigation marker was located on Contractor Airmail Route #34, which stretched from Los Angeles to New York – specifically, on the Amarillo-Kansas City segment. The site was labeled Beacon #24. The site’s Morse Code identifier was “B” ( . \_ . ). Every beacon was aligned to broadcast the first letter of a word in the phrase “When Undertaking Very Hard Routes Keep Direction By Good Methods.” Pilots could monitor their progress along a route by which word of the pneumonic they were nearest. This is one of the few remaining intact beacons across the U.S. The use and function of the property are maintained as it is on an active airfield. The Airway Beacon retains good historic integrity as the directional arrow, beacon, and tower are still intact.



Transcontinental Airway Beacon  
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**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Cutler, William G., *History of the State of Kansas: Harper County Part 3 "Anthony"*, (Chicago, IL: A.T. Andreas, 1883). Accessed online <https://www.kancoll.org/books/cutler/>

Gunn, Kenny, *United States Postal Service Federal Airway Beacon System in Oregon*, "Historical Background," (Adapt Engineering).

"IDECO Airway and Airport Beacon Towers Brochure," published 1928. Thesurveystation.com, Accessed online: <https://thesurveystation.com/wp-content/uploads/2016/07/1928-Ideco-Airway-and-Airport-Beacon-Towers-Brochure.pdf>

National Register of Historic Places nomination, "First Congregational Church," Anthony, Harper County, Kansas. Listed June 27, 2014, NRIS # 14000349.

National Register of Historic Places multiple property documentation, "World War II-era Aviation-Related Facilities of Kansas," approved September 25, 2012.

Pope, N.A. (n.d.). *Object Spotlight: Airmail Beacon*. Smithsonian National Postal Museum. <https://postalmuseum.si.edu/collections/object-spotlight/airmail-beacon>

Saum, B. (2017). *Black Elk Peak: A history*. History Press.

Scott, P. (2016, January). *What Are Those Giant Arrows Dotted the American Landscape?* Smithsonian Magazine: Air & Space. <https://www.smithsonianmag.com/air-space-magazine/soundings-arrow-quest-180957833/#:~:text=The%20government%20built%20a%20path,New%20York%20to%20San%20Francisco.>

Transcontinental Air Transport & Funk & Wagnalls Company, "Illustrated Map of the Route of Transcontinental Air Transport, Inc. TAT," map, David Rumsey Historical Map Collection, 1929.

Treichler, J.W. (2020, April 27). Archaeology of aviation in the United States Southwest. *Journal of Southwestern Anthropology and History*. 86(2), 186—193. <https://doi.org/10.1080/00231940.2020.1749778>

United States Civil Aeronautics Authority. (1931, September 1). Airway Bulletin No. 1: General Airway Information. United States Government Printing Office. <https://books.google.com/books?id=mT0kAQAAAJ&printsec=frontcover#v=onepage&q=anthony&f=false>

United States Postal Service: Postal History Section <https://about.usps.com/who-we-are/postal-history/airmail.pdf>

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_ KHRI # 077-51 \_\_\_\_\_

**10. Geographical Data**

**Acreeage of Property** Less than 1 acre

**Provide latitude/longitude coordinates OR UTM coordinates.**

(Place additional coordinates on a continuation page.)

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**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

1	<u>37.151896</u>	<u>-98.076950</u>	3	_____	_____
	Latitude:	Longitude:		Latitude:	Longitude:
2	_____	_____	4	_____	_____
	Latitude:	Longitude:		Latitude:	Longitude:

**Verbal Boundary Description** (describe the boundaries of the property)

The nominated boundary includes the concrete arrow base, beacon, and tower.

**Boundary Justification** (explain why the boundaries were selected)

The Anthony Municipal Airport is approximately 208 acres. The beacon boundary was selected because all notable features sit atop the concrete arrow base. The location and setting of the property are important due to the nature of the design and the overall use of the airway beacon. However, they do not define the full significance of the site, and the viewshed and aeriels are more important to understanding the property's importance.

**11. Form Prepared By**

name/title Ivy Adams

organization Middle Tennessee State University date October 10, 2022

street & number Box 67 telephone (615) 448-8018

city or town Murfreesboro state TN zip code 37132

e-mail iea2e@mtmail.mtsu.edu

**Property Owner:** (complete this item at the request of the SHPO or FPO)

name City of Anthony Kansas

street & number Box 504 telephone \_\_\_\_\_

city or town Anthony state KS zip code 67003

**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 100 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.

**Additional Documentation**

Submit the following items with the completed form:

**Photographs**

Submit clear and descriptive photographs. The size of each digital image must be 1600x1200 pixels (minimum), at 300 ppi (pixels per inch) or larger. Key all photographs to a sketch map or aerial map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the