The Burroughs Creek Trail Project is being developed by Sunflower Republic, LLC, under the auspices of the Lawrence, Leavenworth, & Santa Fe Railway National Heritage Area, with in-kind assistance from the Hall Center for the Humanities at the University of Kansas.

The route of the Burroughs Creek Trail began with the rails of the Lawrence, Leavenworth, and Galveston Railroad in 1867. As the name suggests, its main goal was to build a railroad to the south. In the end, the LL&G didn't produce the expected bounty, though this near-deal had a modestly useful life until the mid-20th century. In frustrated pursuit, tell us much about the speculative nature of early railroads, the ambitions of the cities and counties that invested in them, and why Lawrence failed to become the railroad hub of the region, a distinction that Kansas City would realize and retain.

Following a series of mergers, this line became part of the Atchison, Topeka & Santa Fe Railway in 1895. AT&SF was a Kansas success story, founded in Atchison, based in Topeka for decades, and eventually stretching from Chicago to California and the Gulf of Mexico.

It recruited settlers from as far as Russia to its rich land grants in the Cottonwood and Arkansas River valleys, indubitably changing the face of Kansas and making it the state's breadbasket.

The story of the former LL&G was not so illusory, however. The line was a backwater in the vast AT&SF system, through to the end provided local traffic and passenger service between Lawrence and Olathe. La Yarda could change to mainline trains at both cities to reach distant destinations. With the advent of good roads, marked lines like this were doomed, and Santa Fe abandoned it in 1965.

The LL&G was Lawrence's second railroad. Ultimately absorbed by the Atchison, Topeka, & Santa Fe, it had a moderately useful life until the mid-20th century.