NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

Listed in the National Register 10/11/2016

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 Marysville Union Pacific Depot

Other names/site number KHRI #117-3560-00014

Name of related Multiple Property Listing Historic Railroad Resources of Kansas

2. Location

Street & number 000 Hedrix Avenue (at Alston Street) ☐ not for publication

City or town Marysville ☐ vicinity

State Kansas Code KS County Marshall Code 117 Zip code 66508

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 Applicable National Register Criteria: x A _B x C ___D

See file.
Signature of certifying official/Title Patrick Zollner, 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

Marysville Union Pacific Depot
Name of Property

Marshall County, Kansas
County and State

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	
1	0	buildings
0	0	sites
1	0	structures
0	0	objects
2	**0**	**Total**

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION/Rail-related

Current Functions
(Enter categories from instructions.)

Work in Progress

7. Description

Architectural Classification
(Enter categories from instructions.)

Late 19th & 20th Century Revival: Spanish Revival

Materials
(Enter categories from instructions.)

foundation: Concrete
walls: Stucco
Brick
roof: Tile
other: Terra Cotta

Narrative Description

Summary

The Union Pacific Railroad Depot, built in 1929, is at Hedrix Avenue and Alston Street in Marysville, Marshall County, Kansas.[1] It is located adjacent to the former railyards on 7th Street, two blocks north of the downtown business district (*Figure 1*). The asymmetrical stucco, brick, and terra cotta building is of the Spanish Revival style. The single story steel-framed building stands on a reinforced concrete foundation and is roofed with red clay tiles. With overall measurements of 160' north-south x 40' east-west, the depot maintains an eastern facade to Hedrix Avenue, with the western facade to 7th Street, which was the former railyard and tracks. The nominated property extends south to Carolina Street and north to Calhoun Street.

Elaboration

The property grounds include a two-block, 12'-wide brick platform (brick laid in herringbone pattern) on the west side of the building that served as a boarding platform for passenger trains; it is considered a contributing structure (*Photos 7 & 8*). A brick sidewalk on the south side of the building connects with Hedrix Avenue, which fronts the property. Large open areas to the north and south of the building were planted with grass, flowers, trees, and shrubs; although, they are currently asphalt areas.[2]

The 12'-wide brick platform previously noted extends from Carolina Street north to Calhoun and was recently rediscovered. It connected to an island platform between the tracks, connected by heavy board runways. The tracks themselves were set a foot or two below today's grade, allowing passengers onboard. No tracks are currently in place.

Exterior

The rectangular building is divided into three main masses tied together by similar materials: brick wainscoting, stucco, and red clay tile gable roof. The center section served as the main public space and is the tallest and most decorated; it features cross-gable entry bays and measures 54' x 40'. The north and south sections have shorter side-gable roofs; the south wing measures 46' x 40'. The south section features a chimney on its south end and a protruded entry bay on the north end of the west elevation. The north section has only one exterior double entry. This north section also contains the least amount of ornamentation.

The east elevation faces Hedrix Avenue (*Photo 1*). The south wing is five bays wide. Each bay is slightly inset within the wall plane and features a window opening; four unevenly-spaced window wells are located in the south wing as well. From the south: Bay 1 is a fixed, historic eight-light window with brick rowlock sill; Bay 2 historically matched Bay 1, but the window opening is currently covered with plywood. Bays 3 through 5 were historically identical, but only Bay 5 features the historic 8-over-8 double-hung wood-sash units; Bay 3 and 4 are covered in plywood.[3] A brick wainscot runs the entire length of this section. Between the bays, the brick is Flemish bond; within each window bay, the brick surrounds a centered blue diamond shape, parallel with each side of the diamond. Above the brick wainscot is stucco. Glazed terra cotta ornamentation highlights the upper perimeter of the building at the eave, setting off the stucco finish exterior. This terra cotta datum extends across the face of the center section and terminates at the north wing. The center section is four bays wide, with the fourth bay the main entry into the building. The south three bays are identical. Each bay is slightly inset from the wall plane and is divided from each other by a round terra cotta pilaster with decorative capital on a stucco plinth. Brick wainscoting is only found below each window opening and it contains the center blue diamond and diagonal brickwork seen in the south wing. The decorative terra cotta datum runs along the top of each bay. Centered above each window bay is a terra cotta panel featuring the Union Pacific Overland System logo centered within a floral background. A simple wood fascia board terminates the wall plane at the eave. The entry bay is a gable-front mass that protrudes from the wall plane. Its wall surface is stucco. Centered within this protrusion is a 20' terra cotta-framed arch with divided windows above the entry (*Photo 2*); a single aluminum framed door that replaced

[1] The street to the east of the depot was renamed Hedrix Avenue at the time of construction, in honor of C. E. Hedrix, Superintendent of the Union Pacific at the time the depot was built.

[2] A metal frame communications tower was located to the immediate south of the building. It was dismantled by Union Pacific railroad immediately prior to the Marysville Union Pacific Depot Preservation Society's acquisition. In June 2016, the 1972 metal building to the north of the depot was removed.

[3] The original windows of Bays 2, 3, and 4 were removed before the current owner took possession of the building. Part of the planned restoration work is to replace the window with a compatible unit.

historic double doors at an unknown date. The divided lite design includes wooden octagonal muntins.[4] The north wing is very similar to the south wing. It is four bays wide and features the brick wainscot patterns as are found on the south wing. Bays 1 and 2 feature historic 8-over-8 double-hung wood-sash units; Bays 3 and 4 feature fixed, historic eight-light window with brick rowlock sills; Bay 3's window is covered with plywood. No terra cotta ornamentation is found on this wall plane. The entire elevation features a single row of soldier bricks at the base of the walls (typical on all elevations).

The south elevation is symmetrical (*Photo 3*). Most of the wall plane is stucco. A stucco chimney is centered on the gable. The walls of the chimney begin to cant inward about halfway up. It is capped by two rows of brick and concrete laid in a checkerboard pattern. The Union Pacific Overland System logo is centered in the upper half of the chimney. Flanking the chimney on the east and west is a window opening, which historically contained 8-over-8 double-hung wood-sash units with brick sills; only the lower portion of the east window is extant, and the remaining openings covered with plywood. Between the east window unit and the southeast corner of the building is a single pedestrian door leading to the basement. To the immediate west of this door is the metal trap door of a dumb-waiter that allowed produce to be delivered to the basement. To the west of the chimney runs a brick wainscot. Under the west window unit, the wainscot features the same diagonal brickwork with centered blue diamond seen elsewhere on the building. A single square of terra cotta ornamentation accents the corners of the elevation at the roof line. Two window wells are located on either side of the chimney.

The west elevation faces 7th Street where the railyards were historically located (*Photo 4*). This elevation is almost a mirror image of the east elevation with a few differences. The south wing is five bays wide; two window wells are located in this wing (one well is an old coal chute into the basement). From the south end of the elevation, Bays 1 through 4 are identical and feature a window opening slightly inset within the wall plane. Each window is an 8-over-8 double-hung wood-sash unit with brick sill; the two southernmost windows were enlarged in 1930 to match the adjacent windows (*Figures 2 & 3*). The brick wainscot matches the east elevation under each of the four bays, and glazed terra cotta ornamentation highlights the upper perimeter of the building at the eave. Bay 5 is an entry bay, and it protrudes from the wall plane. The side gable roof is extended over this bay. This bay contains the only historic exterior doors; there is a simple wood-frame transom above the doors. Each wood-frame door contains a central glass panel with wording that reads "TRAIN MEN / ONLY" in the upper half (*Photo 5*). Two horizontal metal bars act as handles on each door. Glazed terra cotta panels surround the door system; every third panel is a flower motif. The center section of the west elevation is a mirror of the east elevation, with the exception that Bays 2 and 3 contain historic window units that also feature the octagonal muntins, with clear glass. The west elevation of the north wing is also a mirror of the east elevation; although, only one eight-light fixed sash window remains.

The north elevation is symmetrical (*Photo 6*). It features the Union Pacific Overland System logo near the center of the gable. Historically, a pair of doors was located directly below this logo, surrounded by the same terra cotta panels as are found on the west elevation, south wing entrance. A brick wainscot runs the width of the elevation and is interrupted by the terra cotta surround.

Interior (*Figures 8 & 9*)

The form of this building indicates its various functions. The center portion of the depot contained the main lobby, ticket booth, and waiting area. The south wing housed a lunch counter, separate dining area, and kitchen, and the north wing housed a women's retiring room and restroom, men's smoking room and restroom, offices, a baggage room with floor scale, and warm/cold room, used for storing perishable goods being shipped. The current floor plan dates to the early 1930s, after the dining room was closed. Most of the building's historic materials remain, including interior doors, radiators, and floor tile.

The main lobby/waiting area is completely open and appears essentially as it was constructed (*Photos 9 & 10*). The ceiling is a plastered elliptical vault with cross barrels at the entries. The ceiling and walls reflected the hue of antique bronze light fixtures, radiators, and fans, with a stencil pattern here and there to set them off.[5] The floor retains its

[4] Specifications were drafted to avoid using leaded sash, as such had been a maintenance problem. It was suggested that careful consideration be given as to the design of "broken up sash" such that it can be renewed when necessary by an ordinary glazer. The windows were to be all wood framed with wood muntins (Source: Ronald T. Schlichter & Wayne W. Link, Union Pacific's Central Division Hub, Marysville, Kansas (Marysville: Blue River Press & Decatur, Illinois: Green River Express, 1995).

[5] There are currently two historic stencil patterns extant in the main lobby. The 1929 pattern is believed to be in the SE corner where an office was later installed; the date of the other stencil is unknown, but its design indicates an early installation (*Photos 9 & 10*).

historic ceramic tile, laid in a checkboard pattern. On the floor in the center of the cross vaults is a circular stone tile design. This grand space historically included six long, roomy walnut finish benches placed at three of the walls (north, south, and east) and back-to-back at the center of the room. The plaster ceiling rises some 22' at its peak and provided a grand space for passengers to gather. Three large 6' x 9' windows on each side allowed for considerable natural light. The plaster walls historically contained wood wainscot, most of which remains. The outline remains on the floor where the original wood construction ticket booth stood along the west wall. This counter measured 20' long by 9' deep and had a 2' deep counter. It was to the west in the center of the room, finished halfway up with walnut, the upper section being glass, with three ticket windows.

The north wall has three openings, all of which are historic. The ladies waiting room was through the east door; the historic opening in the middle is to a central hallway in the north portion of the building; and the men's smoking room is accessed through the west door. Although missing, the location of the historic clock above the center opening is evident by a large round hole. The south wall has two openings. When constructed, this wall had a single opening that mirrored the opening in the north wall, containing a pair of swinging doors. In circa 1930, this opening was reduced to a single pedestrian doorway with transom. The easternmost door was added at an unknown date, presumably when the building was converted into offices.

The central opening in the lobby's north wall leads directly into a double-loaded corridor (*Photo 11*) with three relatively equally-sized spaces on both sides and a tile floor that matches the lobby. On the east side of this central corridor are (from south to north): women's waiting room, women's restroom, and a record room. Only the latter historically opened into the corridor, which it continues to do today. The women's restroom historically only was accessed through the north wall of the women's waiting room, which, as previously noted, was only accessed through the main lobby. Currently, an entrance into the restroom is also in the corridor; the southernmost toilet stall was converted to this entryway.[6] To the west of this central corridor are (from south to north): three built-in phone booths, men's smoking room (to the west of the phone booths), men's restroom, and warm-and-cold room for keeping perishables protected between trains.[7] Like the record room across the hall, the warm-and-cold room was the only room on the west side that historically opened into the corridor. The men's restroom was historically only accessed through the north wall of the smoking room; although, a door opening to the corridor was installed at an unknown date. The three phone booths also historically opened into the corridor; today, only the southernmost two are intact, as the northernmost booth's door and west wall were removed at an unknown date to create an additional entrance into the men's smoking room.[8] Both the men's and women's restrooms retain their historic stalls; small square mosaic tiles on floors were added in mid-century. The corridor terminates at the baggage room at the northernmost end of the depot. This room is completely open and contains a five-ton platform scale in the floor. A non-historic door was installed in the wall between the record room and baggage room; the doorway between the warm-and-cold room and the baggage room is historic. With the exception of the men's smoking room and women's waiting room, which previously had an applied tile, the floors in this area were historically bare concrete.

When the depot opened, entrance to the south third of the building was through a single opening centered on the lobby's south wall. A pair of swinging doors accessed the lunch room with U-shaped counter for 27 people. A low partition separated the lunch room on the west from the dining room on the east. The dining room accommodated 28 people. Floors and walls were the same as the waiting area, but the walls had more elaborate stencil patterns in red, blue, and gold.[9] The kitchen spanned the entire width of the depot to the south of the lunch and dining rooms, and the stair to the basement was in the southeast corner of the kitchen.

The current configuration of the south third of the building dates mostly to circa 1930 after the space was converted to offices. The centered opening in the lobby's south wall leads directly into a double-loaded corridor; the east wall is approximately in the same location as the former dining room's partition wall. The west wall contains two doorways with transoms that lead into the former lunch room. This space is open and retains its historic floor tile (*Photo 13*). In the west wall of this room is also the "Train Men Only" vestibule. A small wooden counter is located within a niche in the north wall of this vestibule; this counter contains two grooves on the surface.[10] The former lunch counter's south wall

[6] The toilet was removed, but the stall remains as a separate door into the restroom.
[7] This insulated room kept warm items warm in winter and cold items cold in summer.
[8] Historic trim, ceiling vent, and overhead light fixture were retained.
[9] A sample of this pattern is still visible on a door surround in the lunch room.
[10] These grooves likely were for placing pencils, etc. used by railroad employees.

was removed, and a new wall installed south of the original location.[11] A door installed in this wall accesses a storage room. The lunch room's original two window bays retain their raised surrounds; although, any decorative painting on these surrounds appears to be covered with additional paint layers. The southernmost wall in this space has no decorative surrounds, as it was built to light the kitchen.

Three doors within the corridor's east wall and a single door within its south wall access what was the former dining room and kitchen, respectively; although, the wall separating these spaces has been removed (*Photo 14*). Excepting the center door in the east wall, all of these doors once had a transom that has since been covered. The dining room area retains its historic floor tile and wooden wainscoting. At the west end of the kitchen, in the southwest corner of the building, is the storage room also accessed through the former lunch room. The kitchen floor is concrete; the walls in these rooms are mostly plaster; although, gypsum board has been used in places.

A 40' by 60' basement below the south wing is accessed through a stairway in the southeast corner of the former kitchen. The south elevation's east door also leads into the stairwell's vestibule. The concrete stairs are lighted by one of the east elevation's short windows and lead down to a L-shaped, double-loaded corridor (*Photos 15 & 16*). The basement allowed for food and supply storage, locker rooms for employees, ice making machinery, which cooled the refrigerators upstairs, and a boiler which provided heat for the building. The boiler and fuel rooms are located directly below the former kitchen – the boiler room in between the stairs and the fuel room (which is only accessible through the boiler room's west wall. In the south wall of the boiler room are the remains of a former light-duty freight lift for storage items. The west wall of the fuel room contains the original coal chute. Directly north of the stair and boiler room is a large room for kitchen storage. Terminating east-west corridor on the west is a long room for vegetable storage. The north-south corridor contains four similar rooms of various sizes that were used to store meat, fruit, dairy products, and concession goods within separate areas. Each of the four doors into these storage rooms contains a round, screen covered opening at the top and bottom for ventilation; a light fixture is mounted above each door. The men's and women's locker rooms are located to the north of the kitchen storage area and are accessed from the corridor's east wall. Across the hall from the locker rooms is the entrance to the machinery room, which wraps behind (to the west) of the meat, dairy, fruit, and concession storage rooms. The floors are concrete, and the walls are plaster throughout the basement.

The interior underwent two major remodels. The short-lived lunchroom and kitchen were closed in 1930, and the area in the south wing was divided into office space shortly thereafter. The main lobby was divided into offices as the facility was converted from a passenger station in 1972.[12] At that time, a separate metal frame building with additional space for offices and lockers was added; this was removed in June 2016.

Current Condition and Restoration Plan

The Union Pacific depot served its original function, primarily a passenger depot, from completion in 1929, until passenger service was suspended in 1955. The only significant renovation during that time period was the transformation of the lunchroom/dining area into office space. The main lobby was further divided into office space in 1972. Limited maintenance during the later years of operation, and neglect for a period of time until the property was acquired for renovation, have led to some issues. The building was declared surplus by the railroad and was slated for demolition. A group of local citizens founded the Marysville Union Pacific Depot Preservation Society, and with the cooperation of the City of Marysville, were able to acquire the depot with intentions to restore it.

Recent work has been accomplished to make the building eligible for the National Register and to allow the building to be sold. The exterior skim coat of stucco was temporarily removed as part of the asbestos and lead paint abatement required before acquisition of the building. A protective coat of white paint remains until the buff color stucco exterior is restored. Historic windows have been stabilized. Non-historic office partitions were removed, as was the suspended ceiling, which exposed the original high arched ceiling in the main lobby. Most of the original walls have been uncovered and remain intact. Original ceramic flooring in the lobby has largely been uncovered, with carpet, tile overlay, and adhesive removed.

[11] This newer wall is located between the southernmost windows on the west elevation. The decorative floor tile stops where the old wall was located.

[12] *The [Marysville] Advocate* reported in the September 20, 1973 issue that vast changes were taking place at the station as it was being renovated to house communications, assistant engineer office, trainmaster office, special agent offices and a variety of other things. Ceilings were lowered with recessed lighting, and the northernmost window was enlarged.

The building's restoration plan includes restoring materials and spaces to original condition. Stucco will be restored with a compatible skim coat. Historic windows will be reglazed and repainted, matching original paint color. Plaster repair and patching is intended throughout the building once minimal water damage is fixed. The original ceramic tile floor is to be restored.

Asphalt parking lots are also to be removed to allow for the return of greenspace to the immediate north and south of the building, per landscaping designs which have been found. This greenspace is noted as a significant original feature that defined the property.

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.

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 (Railroad-related)
Architecture

Period of Significance
1928-1955

Significant Dates

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Underwood, Gilbert Stanley

Period of Significance (justification)
The period of significance begins in 1928 with the beginning of construction and ends in 1955 when regular passenger service was suspended.

Criteria Considerations (justification)
N/A

Narrative Statement of Significance

Summary

The Marysville Union Pacific Depot (1928-1929) is nominated to the National Register of Historic Places as part of the *Historic Railroad Resources of Kansas* multiple property submission under Criterion A for its historic association with the growth and development of Marysville, Kansas, and under Criterion C for its architectural significance as an example of a Spanish Revival passenger depot. The stucco and terra cotta passenger depot was designed by California architect Gilbert Stanley Underwood. The period of significance begins in 1928 with the beginning of construction and ends in 1955 when regular passenger service was suspended.

Elaboration

Unless otherwise noted, the information detailed below is from Ronald T. Schlichter & Wayne W. Link, *Union Pacific's Central Division Hub, Marysville, Kansas* (Marysville: Blue River Press & Decatur, Illinois: Green River Express, 1995), which is considered the definitive history of this depot and the history of the Union Pacific in Marysville.

Marysville has served as a transportation crossroad since its earliest days. Frank Marshall (for whom Marshall County is named) settled along the Big Blue River and established a ferry service in the late 1840s, serving military traffic en route from Fort Leavenworth to Fort Kearney. In 1854, the year Kansas Territory was opened, Marshall received permission to build and operate a post office which he named "Marysville" in honor of his spouse, Mary. In the early 1850s westward-bound travelers on the Oregon and California trail networks passed through town. Marysville was a hub of traffic, also serving those traveling along the Mormon Road, the Overland Stagecoach, Atchison-Denver Road, the Territorial Road, the Pony Express, and even the Otoe Indian Trail.

Marysville was selected as a terminus for the earliest planned railroad line in Kansas because of its location on the Oregon Trail, Mormon Trail, and the route of the Pony Express. This offered a plethora of transportation associations and was already a hub and crossing point of these other associations. With towns popping up across Kansas, the little communities needed connection with larger city areas for industrial development, commerce, and trade of goods. The earliest rail track laid in Kansas was for the Elwood-Palmetto Line, which was planned to connect St. Joseph, Missouri, with Marysville.[13] Construction on the Elwood-Palmetto line began in Doniphan County on March 20, 1860, almost ten months before statehood (January 1861). However, due to the Civil War, the line was only completed from Elwood to Wathena. The line was never fully completed, but after the war, it became part of the St. Joseph and Western Division of the Union Pacific.

Several rail lines eventually ran through Marysville (again because of the diversity and central location it provided for multiple transportation associations); all later incorporated into the Union Pacific (UP). The earliest depot stops were at the south edge of town just south of today's city park where the earliest tracks had been laid. In January 28, 1871, a St. Joseph & Denver City Railroad depot was erected on the east side of the rail crossing on 10th Street. It took all of two weeks to build the 24' by 80' structure, which was lost to a fire on August 3, 1876, supposedly set to cover up a robbery.

That location, nearly a quarter mile from the main business district downtown, was not preferred by citizens or businessmen, but the same site was used for another depot finished six months later. A short year after that, completion of the Blue Valley Railroad (which later became the St. Joe and Western railroad) between Beatrice, Nebraska, and Marysville (now part of the Blue River Rail Trail) prompted construction of a new depot in 1880, which was located across the tracks west and just south of where the 1929 depot was constructed (*Figure 4*).

In 1903 a new 2000' track was built north and west of the 1880 depot, allowing a busy freight yard to emerge. Grain and processing facilities, coal and lumber sheds, and freight docks brought goods and products to the community, along with passengers. The district around the yards came to life with shops and cafes, and the famous Pacific Hotel (which was destroyed in the 1980s) was expanded from two floors to a five story "skyscraper" just two blocks south to accommodate travelers. The original Pacific Hotel (which was not connected with the railroad) originally had two stories and eventually added three more.

[13] Marshall served as vice president of the Palmetto and Roseport Railroad, which was chartered by the Territorial Legislature in 1857 to connect with the Hannibal and St Joseph Railroad at St Joseph, Missouri. Marysville absorbed the town of Palmetto, and Roseport became Elwood, where the first track in Kansas was laid in the spring of 1860.

Efforts in 1917 to obtain the Central Division point of the Union Pacific promised to increase activity, with added maintenance and construction jobs, as well as added freight and passenger service potential. During this time myriad lines came and went that eventually became part of the UP system. Thoughts were that the Central Division would bring commerce and development to the area along with jobs and increased activity in the yards. Then-Mayor Charles Pusch was a prominent businessman. (His three story cigar factor today houses Marysville Mutual Insurance, and his three story brick home stands just south.) As a part of the agreement between the city and UP, citizens of the community would deed land to the railroad for a new depot. Over 400 local contributors funded that purchase, and construction began on the roundhouse, and associated improvements in May 1917. As the United States entered World War I, railroads were put under government control, and most projects came to a halt. No action on the new depot project followed for a decade.

After the war, many communities were looking to attract railroad traffic, with improved depot facilities. Multiple requests for consideration of a new passenger depot in Marysville went unanswered by the UP. As a result in 1927 a citizens' committee was reorganized and petitioned the cause of a new depot to UP officials, citing the then current situation as "deplorable." That delegation met with officials at UP headquarters in Omaha, reminding them of the generous land contribution a decade earlier. In response the UP pledged consideration. This was met with a flurry of letters regarding design and functionality of a new depot. A railroad official's memo noted that Marysville's 1880 frame combination freight and passenger depot had long been inadequate. With no restaurant, passengers are obliged to go to a nearby commercial restaurant, which was reported as "none too good." It was noted that four trains were arriving daily at noon, and while Marysville citizens have been patient, "they are now becoming quite insistent."

As many communities were pressuring the Union Pacific for new facilities at the time, efforts were made so as not to allow the Marysville depot to appear extravagant in contrast to cities of larger population. The railroad was clear that were it not for citizen pressure, and the commitment given with the land contribution agreement a decade earlier, construction almost certainly would not have happened at the time.

A set of plans was drafted by the Union Pacific Chief Engineer and sent to Los Angeles-based architect Gilbert Stanley Underwood (*Figures 5 through 9*). In her book about Underwood, author Joyce Zaitlin writes, "Some of his most pleasing depots were created in the Spanish Revival style, probably influenced by his early apprenticeship with Arthur Benton." Underwood served as a draftsman under the San Bernardino-based architect – considered a "master of the Mission mode" – joining the firm in 1911. Benton's "interest in everything having to do with the Southwest had an enormous impact on the young Underwood."[14] Marysville's depot was designed in the Spanish Revival style and became one of several depots Underwood's firm designed for the Union Pacific. Among others were ones in Gering and Cozad, Nebraska, as well as larger stations in Omaha and Topeka. The Abilene Depot was also designed by Gilbert Stanley Underwood during the same timeframe, and it is also designed in a Spanish Revival style.

Underwood based the design of Marysville's depot on the one in Gering, Nebraska. Initially measuring 42' by 202', Marysville's depot dimensions were reduced to 38' by 160' because the size was determined by UP officials to be larger than necessary to meet the requirements and functionality of the building. Entry into the lobby was through a wide arched doorway designed to be on axis with Alston Street (*Figure 10*), which the city vacated at the request of the railroad. Railroad officials feared that these large doorways, which are hallmarks of the building, might make the waiting room too bright, thus the utilization of translucent glass in the windows. Officials were also quick to demand that the sash not be leaded so as to allow a common glazer to repair them. The impact of the lit windows exposed at night was noted. It was also noted that the Union Pacific shield was not shown, and it was "assumed" that would be incorporated somewhere. That shield eventually flanked the north and south ends of the building and one over each of the three large windows on both track and streetside locations. Estimated cost, including equipment and furnishings, was just over $220,000.

Underwood's Spanish Revival design called for stucco and terra cotta finishes. UP officials at first were interested in the use of limestone for this building, most likely due to lobbying by the Indiana Limestone Company, who was a big shipper on the UP. Eventually, both the UP and Underwood agreed that limestone was not suitable for this installation due to rapid discoloration and excessive expense. The Indiana Limestone Company was promised consideration for other depots. Aware of correct perceptions regarding doing business with railroad suppliers, the UP demanded that a

[14] Joyce Zailtin, *Gilbert Stanley Underwood: His Rustic, Art Deco, and Federal Architecture* (Malibu: Pangloss Press, 1989), 7-8, 114.

preferred tile company be chosen for the red clay tile roof; this was agreed upon and the tile remains original nearly 90 years later.

Work began on the depot in August 1928 by Ryberg & Sorenson of Salt Lake City under the supervision of H.C. Mann, and G.J. Adamson, UP assistant chief engineer. On April 11, 1929 the depot was opened for public inspection. That evening a parade marched from 13th and Broadway to the depot's dedication where UP's Superintendent Charles E. Hedrix gave the main speech; free refreshments and a dance followed the dedication. The depot opened for passenger rail traffic the following day; the 1880 depot became exclusively freight only.

Landscape specifications were drafted and included with the original building design and blueprints. The areas north and south of the depot were landscaped with large grass areas and planted with several trees and roses; a sprinkler system provided water. A well-known station agent, Tommy Tompkins, added canna bulbs, which he planted each year through the 1940s and 1950s and stored in his basement each winter.

When the depot opened in the spring of 1929, lunch and dining rooms were accessed to the immediate south of the waiting room (*Figure 11*). Owing perhaps to the economic times, with the Great Depression, and local competition, the restaurant averaged losses of $500 to $600 per month and was closed by the end of September 1930. The dining rooms and kitchen were then converted to offices to consolidate UP departments back into one building; since 1918 these departments had been located around Marysville due to lack of space in the 1880 depot. To facilitate the alteration into offices, the kitchen's windows were enlarged at this time.

As Marysville was entering into serious negotiations about a new depot, 29 engines operated out of the city each day. By 1937 freight and passenger traffic had increased to a peak of 64 trains in one day. One June 1938 day is recorded as having ten arrivals and ten departures, not including pass-through trains. During World War II, passenger service was again reduced as the government used the railroad for shipping supplies. However, in June 1943 passenger ticket sales were over $3000, up almost $2000 from the previous year, for four daily trains out of Marysville. After the war, passenger ticket sales began to decline from $25,344 in 1947 to $17,430 in 1950. Passenger service was reduced in 1953 and mail service ceased in 1954. Although freight traffic was steady, regular passenger service was suspended in 1955; sporadic passenger service appears to have been available through 1963.

A facility renovation in 1972 refitted the building for various railroad offices (*Figure 12*), and the metal building to the north was added for locker room space. Following this work, the old 1880 depot was torn down in January 1974. The depot sat vacant for many years after the railroad established new operations when the main lines were run further west. Tracks were pulled, and the depot itself neared demolition. Efforts by the Landmark Group to raise funds to provide for a community theater on the property fell short of fundraising goals, and the city voted several times not to seek ownership.

Literally within days of its demise, Leroy Schroller, who had the Schroller Body Shop south of the depot with his dad for many years, and later with his son, made one last effort calling a meeting of local residents to see if the building could be saved. Those dozen or so individuals, led by the leadership of Mayor Bill Phillip, elected Rachel Frye as president, and met diligently for over a year, coming to an agreement with the Union Pacific for the City of Marysville to acquire the property, which includes the former rail bed to the west, the depot, and an overflow parking lot to the east, for a sum of $152,000. The city has the right to sell, or develop a majority of the property. The historic 1929 depot, and adjacent property immediately north and south, were purchased by the Marysville Union Pacific Depot Preservation Society.

Marysville Union Pacific Depot
Name of Property

Marshall County, Kansas
County and State

9. Major Bibliographical References

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

The [Marysville] Advocate.

Schlichter, Ronald T. & Wayne W. Link. *Union Pacific's Central Division Hub, Marysville, Kansas.* Marysville: Blue River Press & Decatur, Illinois: Green River Express, 1995.

Zailtin, Joyce. *Gilbert Stanley Underwood: His Rustic, Art Deco, and Federal Architecture.* Malibu: Pangloss Press, 1989.

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:

_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): _____n/a_____

10. Geographical Data

Acreage of Property 1.07

Provide latitude/longitude coordinates OR UTM coordinates.
(Place additional coordinates on a continuation page.)

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1	39.84419	-96.649068	2	
	Latitude:	Longitude:	Latitude:	Longitude:

Verbal Boundary Description (describe the boundaries of the property)
PALMETTO, BLOCK 73 & 90, Lots 6 & 7 & W28' Lots 5 & 8 of both blocks & adjacent vacated street & alleys. Calculated acreage is 1.07.

Boundary Justification (explain why the boundaries were selected)
The boundary includes the entire parcel owned by the Marysville Union Pacific Depot Preservation Society and contains the 1929 building as well as adjacent land in which associated train tracks are and were historically located.

11. Form Prepared By

name/title Bruce Dierking & Brandon Spevacek (UP Preservation Soc.) and Amanda K. Loughlin (KSHS)

organization Marysville Union Pacific Depot Preservation Society date June 2016

street & number 1205 N 8th St. telephone

city or town Marysville state KS zip code 66508

e-mail dierking@bluevalley.net

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

name Marysville Union Pacific Depot Preservation Society (Attn.: Rachel Frye)

street & number 205 N 11th St. telephone

city or town Marysville state KS zip code 66508

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 photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph Log

Name of Property: **Marysville Union Pacific Depot**

City or Vicinity: **Marysville**

County: **Marshall** State: **Kansas**

Photographer: **Amanda K. Loughlin (KSHS)**

Date Photographed: **12 July 2016**

Description of Photograph(s) and number, include description of view indicating direction of camera:

See photo key.

1 of 16: East elevation, looking SW.
2 of 16: Terra cotta detail above east elevation entrance.
3 of 16: South elevation.
4 of 16: West elevation.
5 of 16: "Train Men Only" entrance on west elevation.
6 of 16: Looking SE at north and west elevations.
7 of 16: Brick platform, looking north from NW corner of depot.
8 of 16: Brick platform, looking south from SW corner of depot.
9 of 16: Main lobby, looking SW from east entrance.
10 of 16: Main lobby, looking NE from SW corner. Footprint of ticket booth is evident in floor foreground.
11 of 16: North corridor, looking N; phone booth doors on left.
12 of 16: Five-ton scale in baggage room floor.
13 of 16: Lunch room, looking SSW from entrance.
14 of 16: Former dining room, looking NNW from SE corner of room.
15 of 16: Basement corridor, looking W from bottom of stair. Boiler room to left; vegetable room in background.
16 of 16: Basement corridor, looking N from vegetable room entrance.

Figure 1. 2014 Google aerial image showing the depot in relation to downtown Marysville.

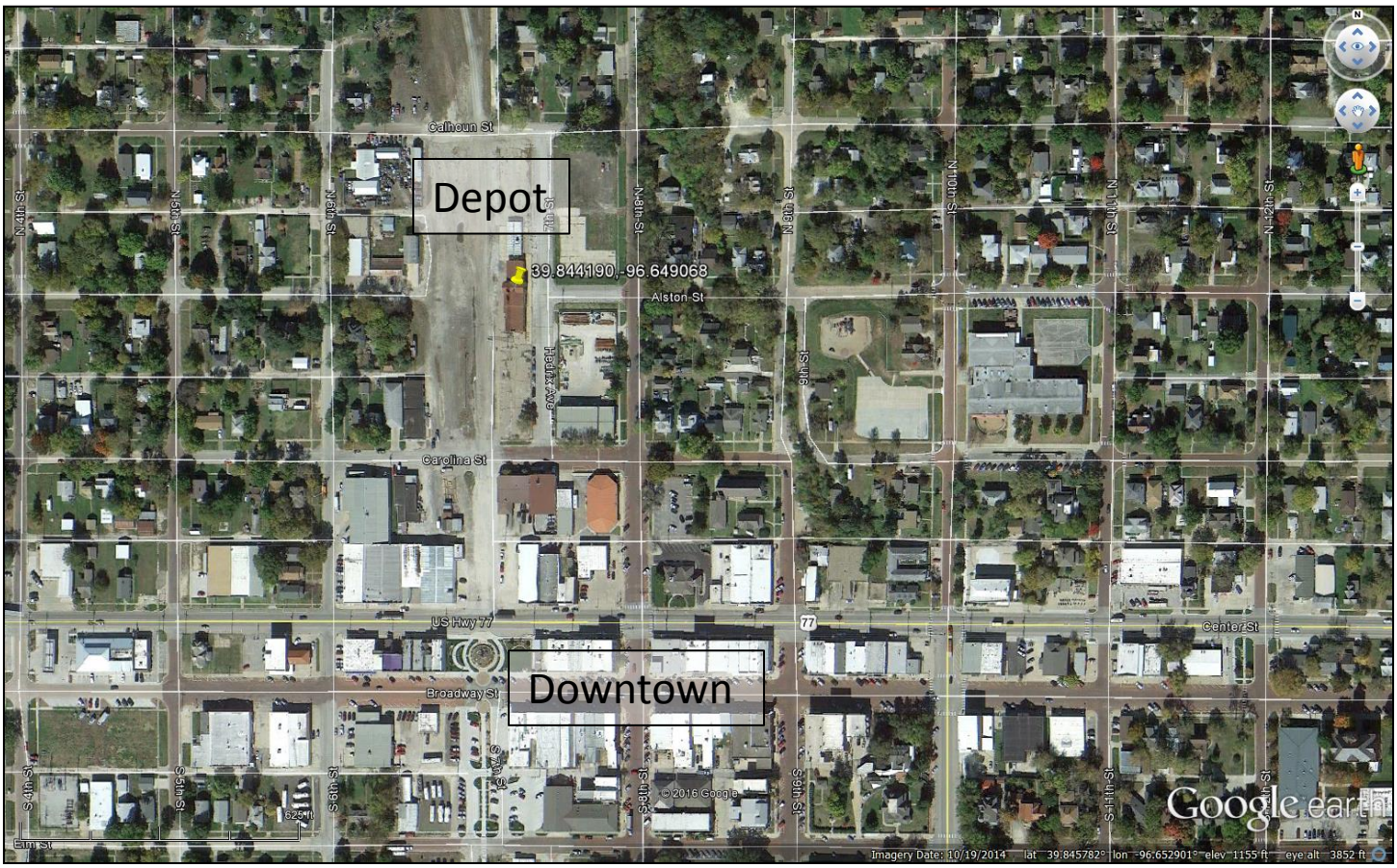


Figure 2. April 4, 1929 image of west elevation, showing half windows at north and south ends. Source: Schlichter & Link, *Union Pacific's Central Division Hub*, 94.

A. Ackerman Photograph, D. Richardson Collection

Figure 3. Early 1930s image looking northeast at west elevation.
Source: Schlichter & Link, *Union Pacific's Central Division Hub*, 8.

Figure 4. Snippet of 1925 Sanborn map showing 1880 depot.

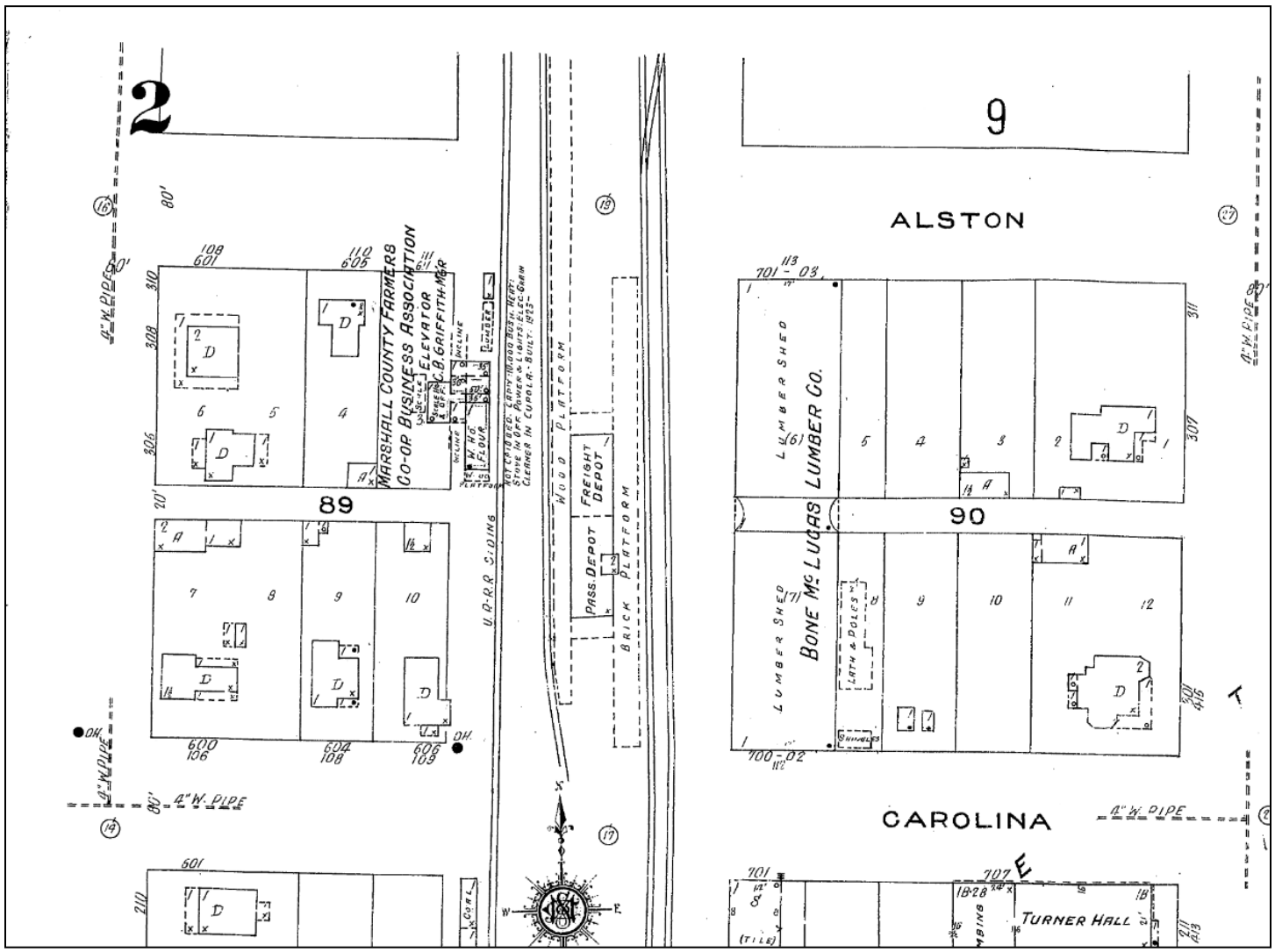


Figure 5. Plans developed by UP Chief Engineer, H.C. Mann, January 10, 1928.
Source: Schlichter & Link, *Union Pacific's Central Division Hub*, 93.

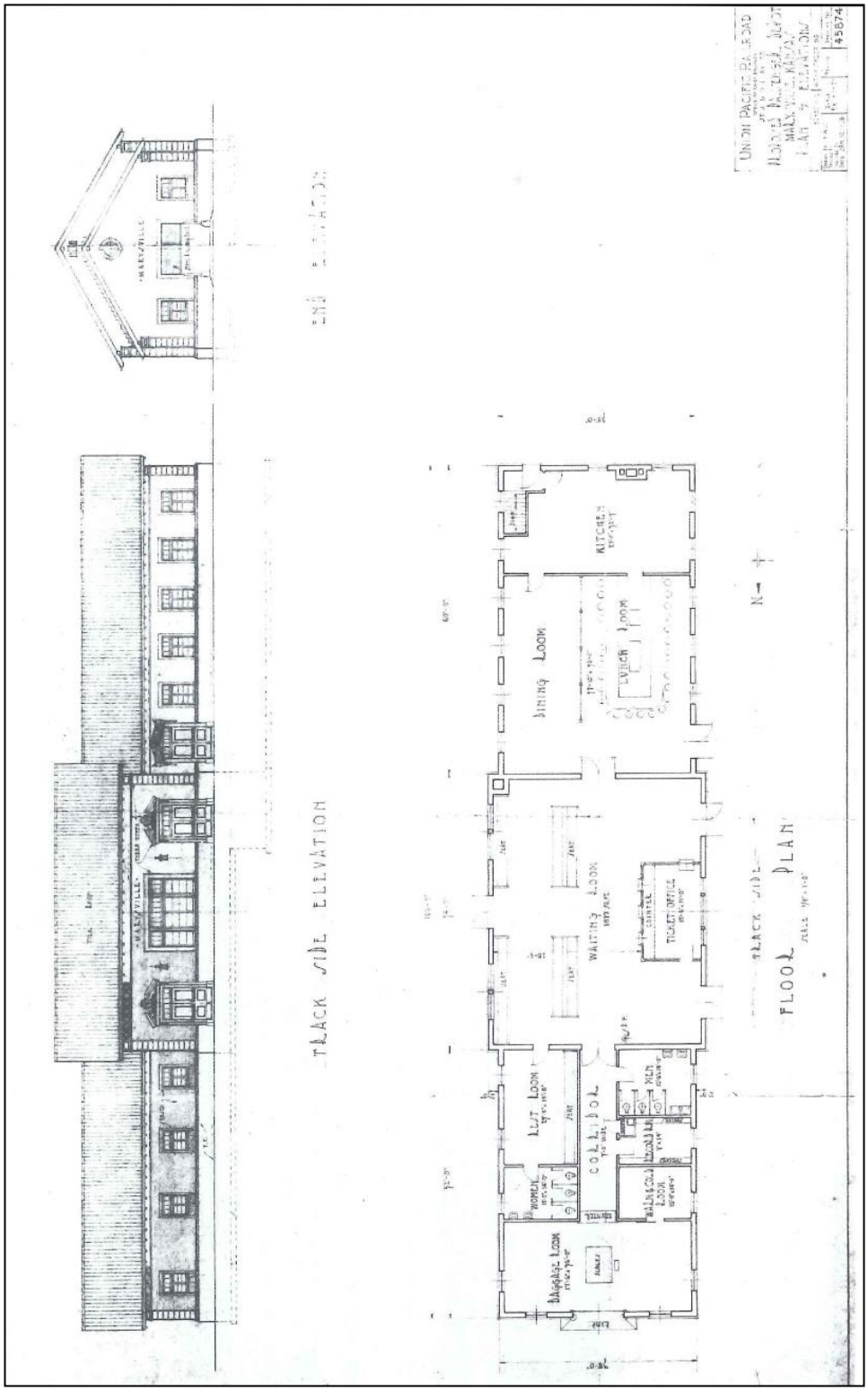
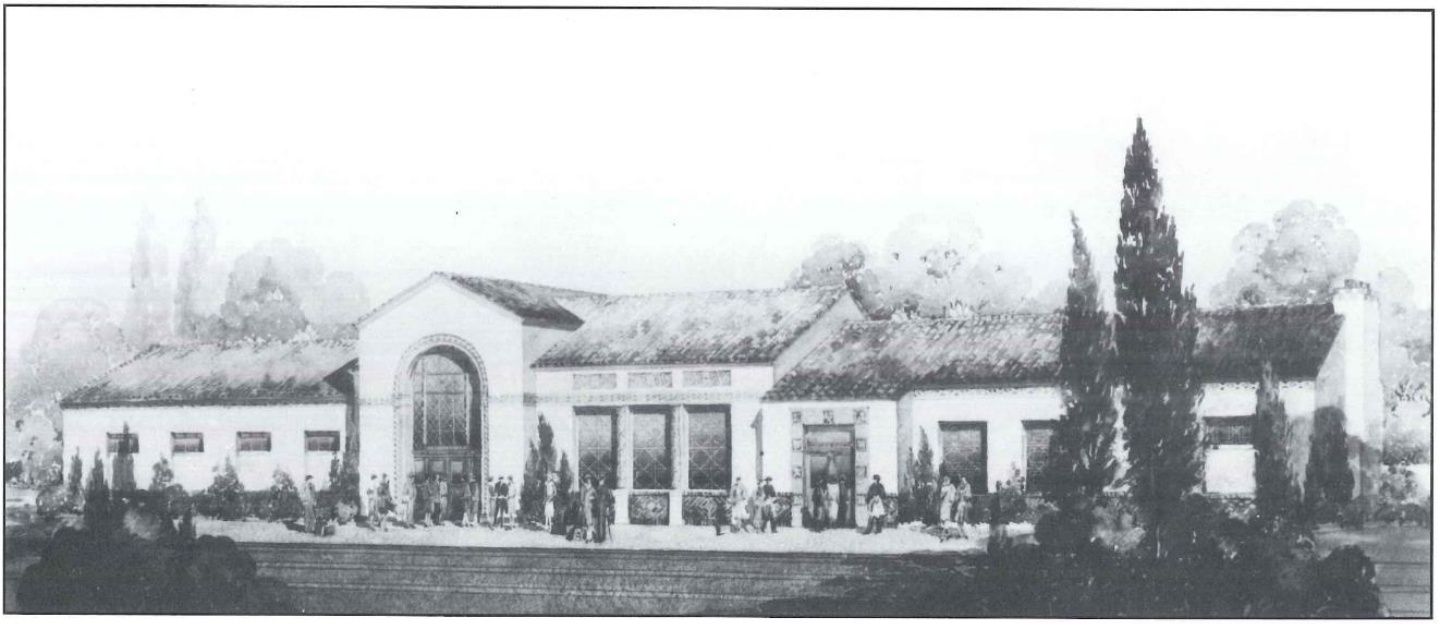


Figure 6. Underwood's design.
Source: Schlichter & Link, *Union Pacific's Central Division Hub*, 93.



Union Pacific Museum Collection

Figure 7. Underwood's design, as constructed.
Source: Schlichter & Link, *Union Pacific's Central Division Hub Facilities Supplement*, 87.

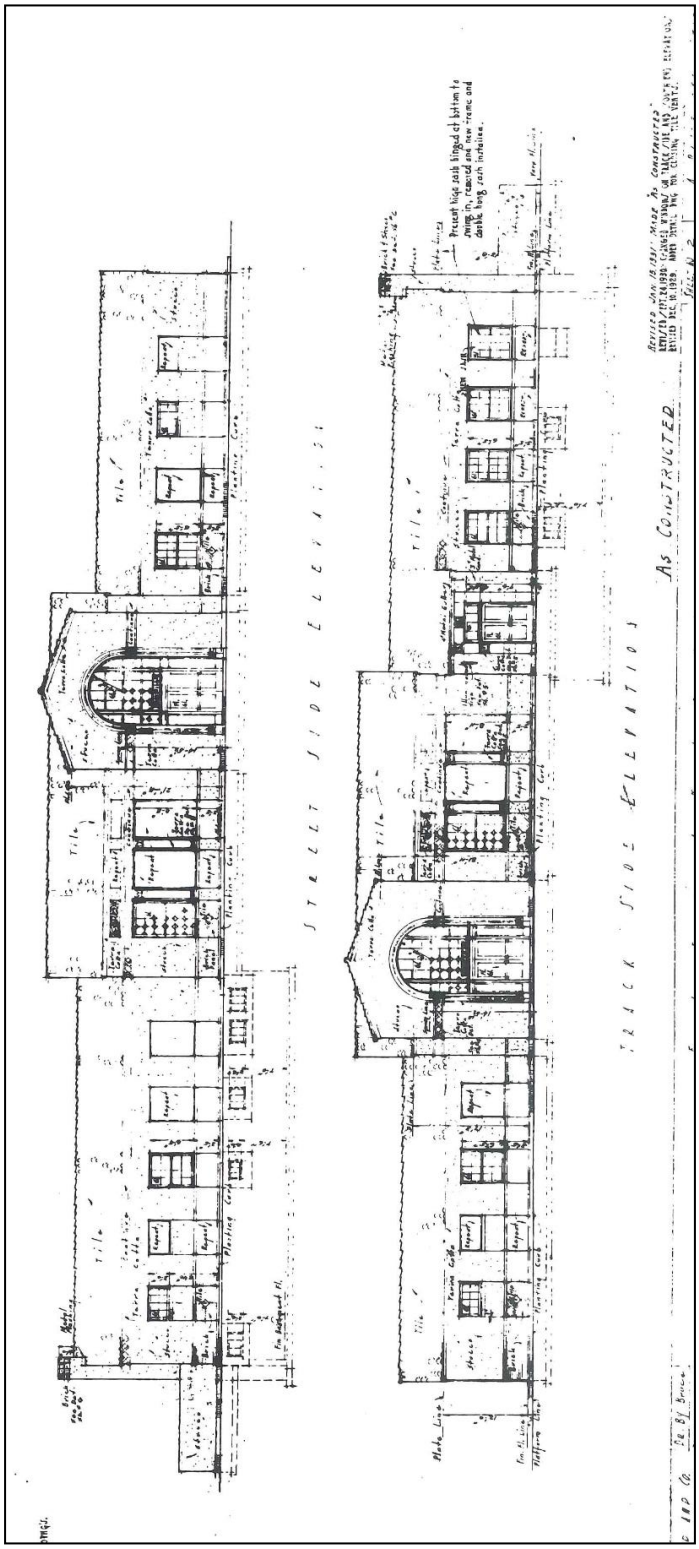


Figure 8. Underwood's design, as constructed.
Source: Schlichter & Link, *Union Pacific's Central Division Hub Facilities Supplement*, 88.

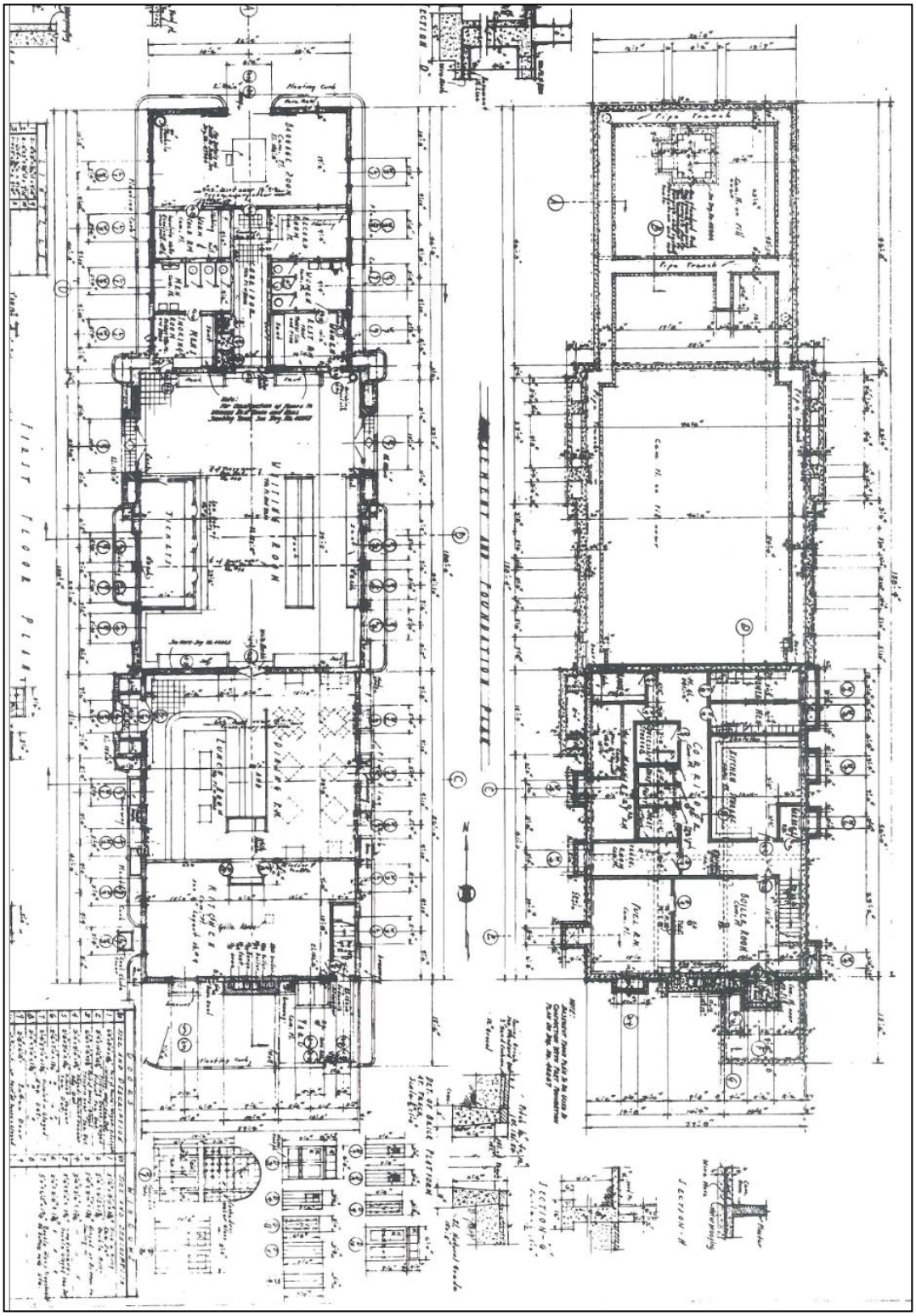


Figure 9. Underwood's design, as constructed.
Source: Schlichter & Link, *Union Pacific's Central Division Hub Facilities Supplement*, 89.

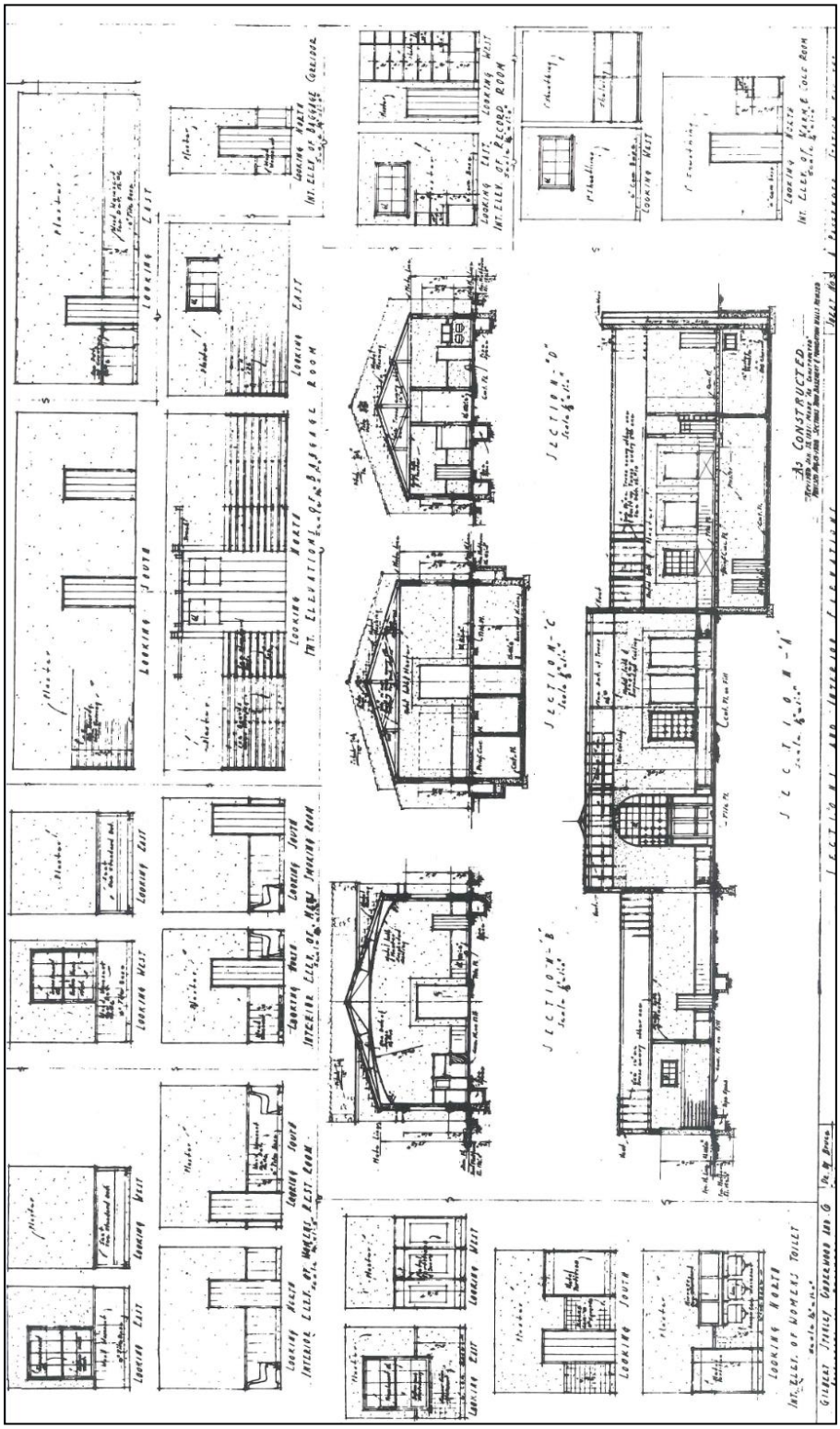


Figure 10. Snippet of 1942 Sanborn map showing both depots.

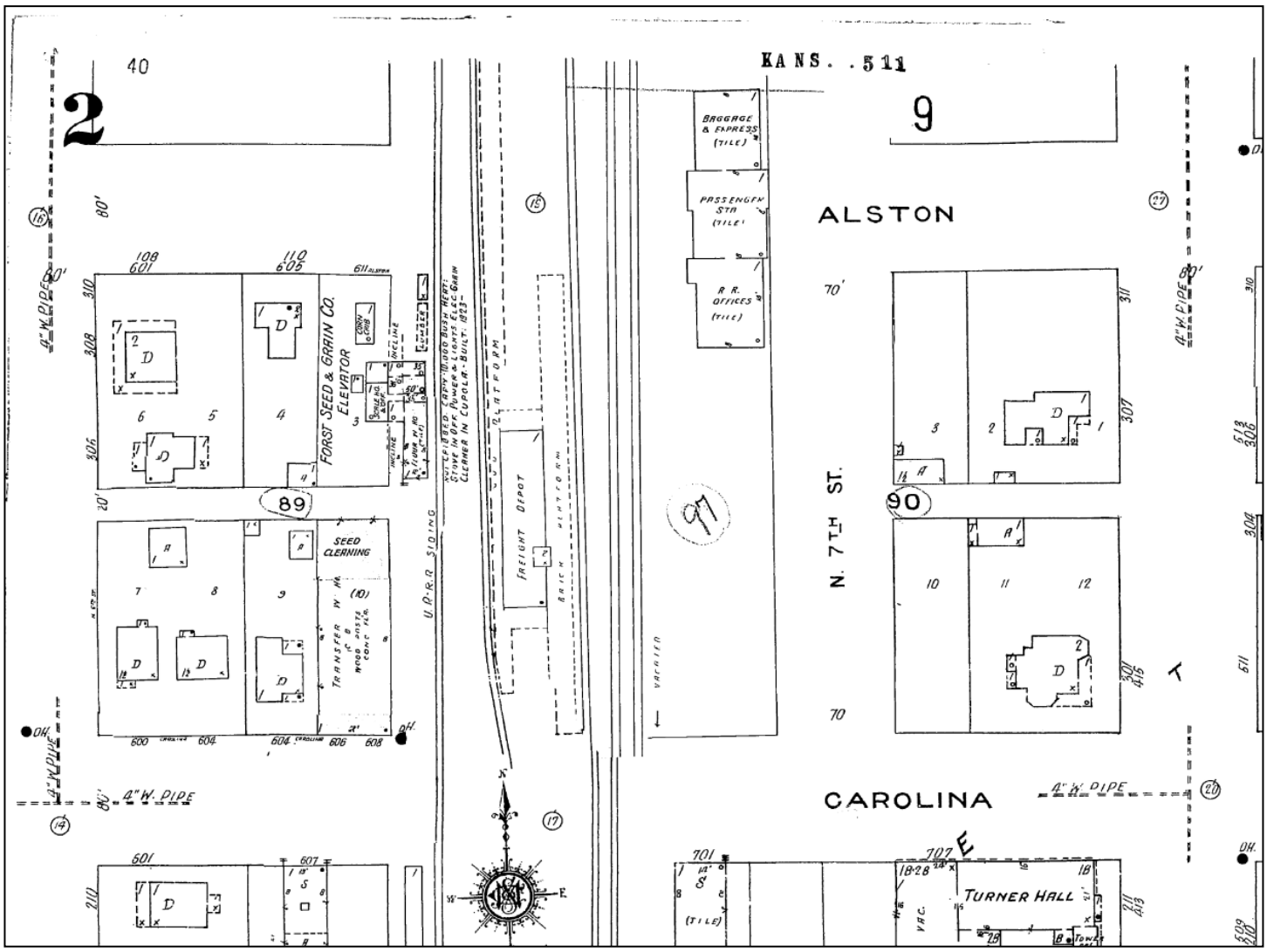
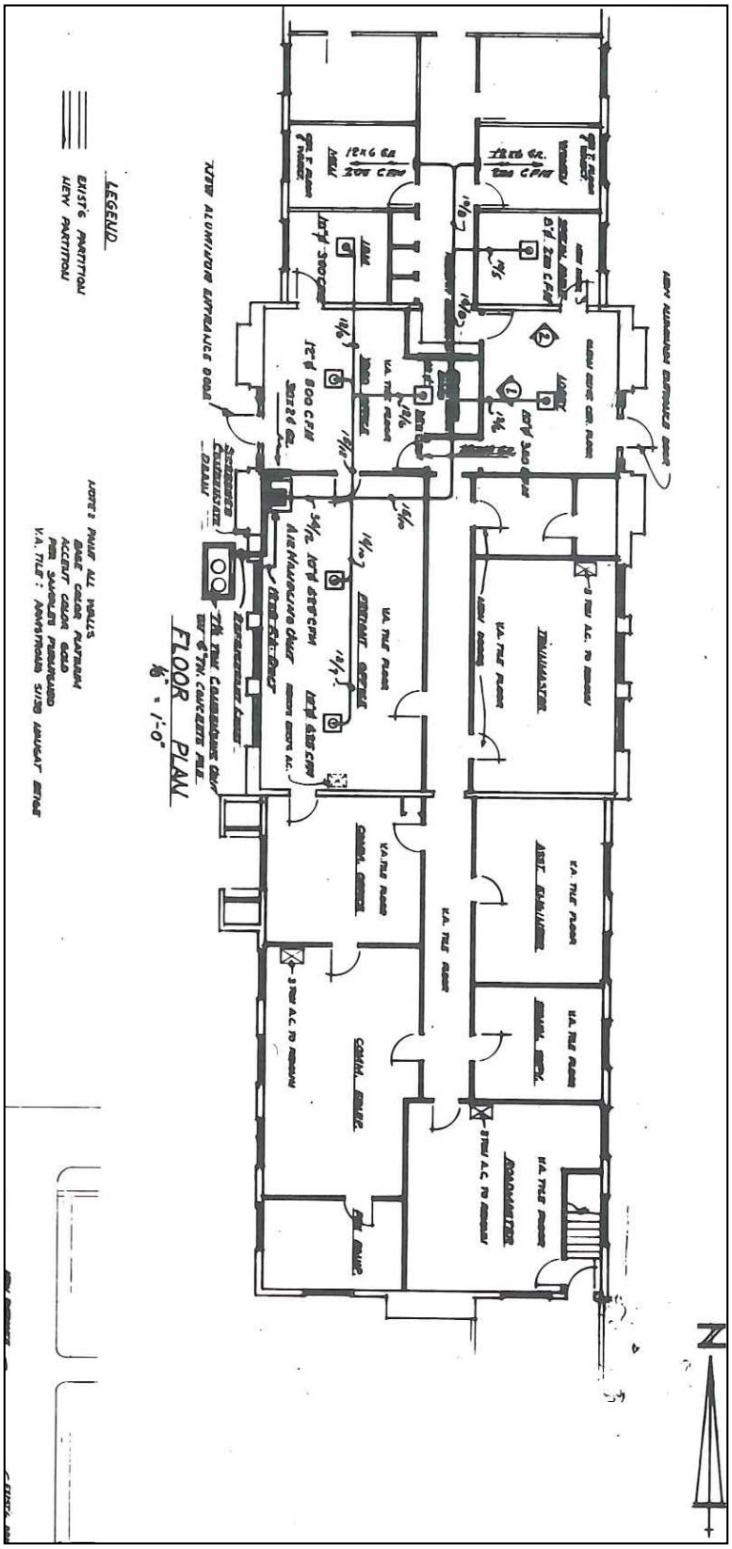


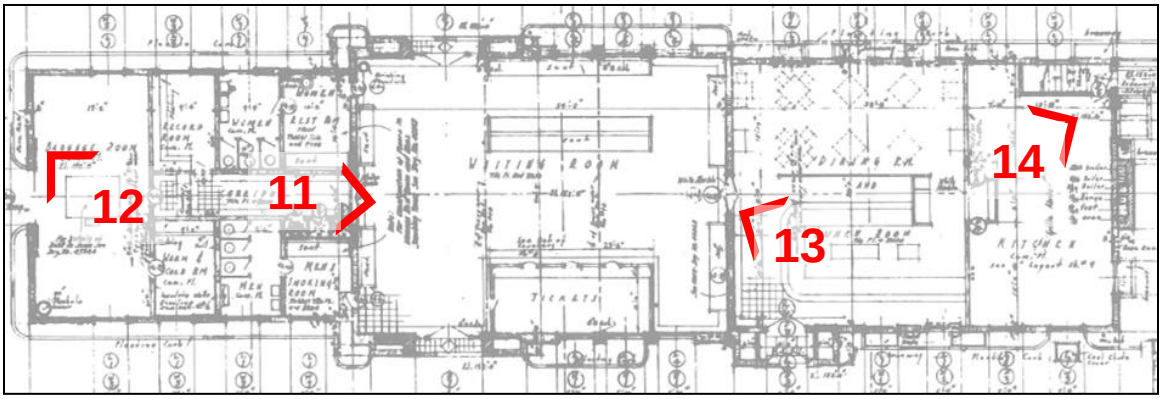
Figure 11. Dining room shortly after the depot's opening
Source: Schlichter & Link, *Union Pacific's Central Division Hub*, 98.

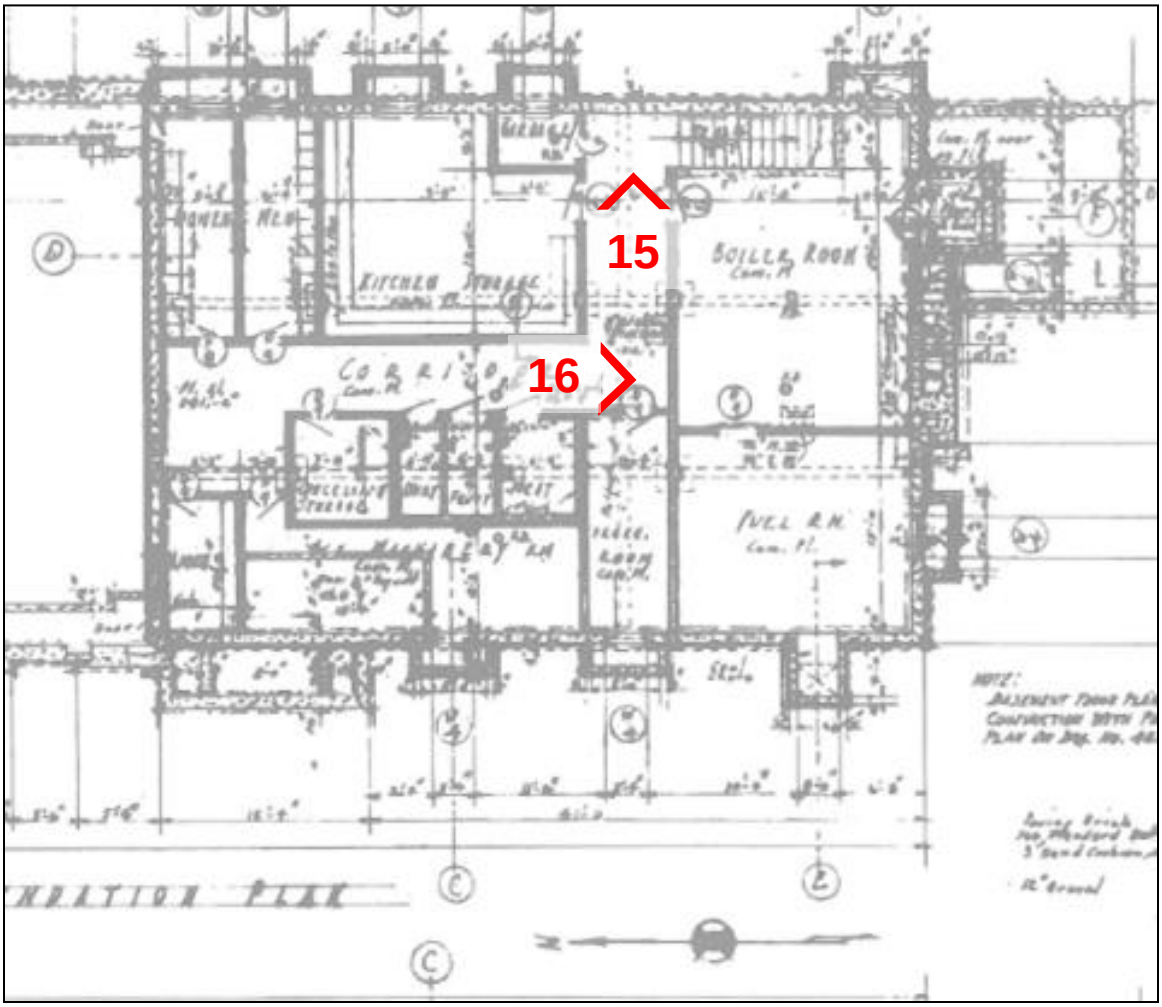
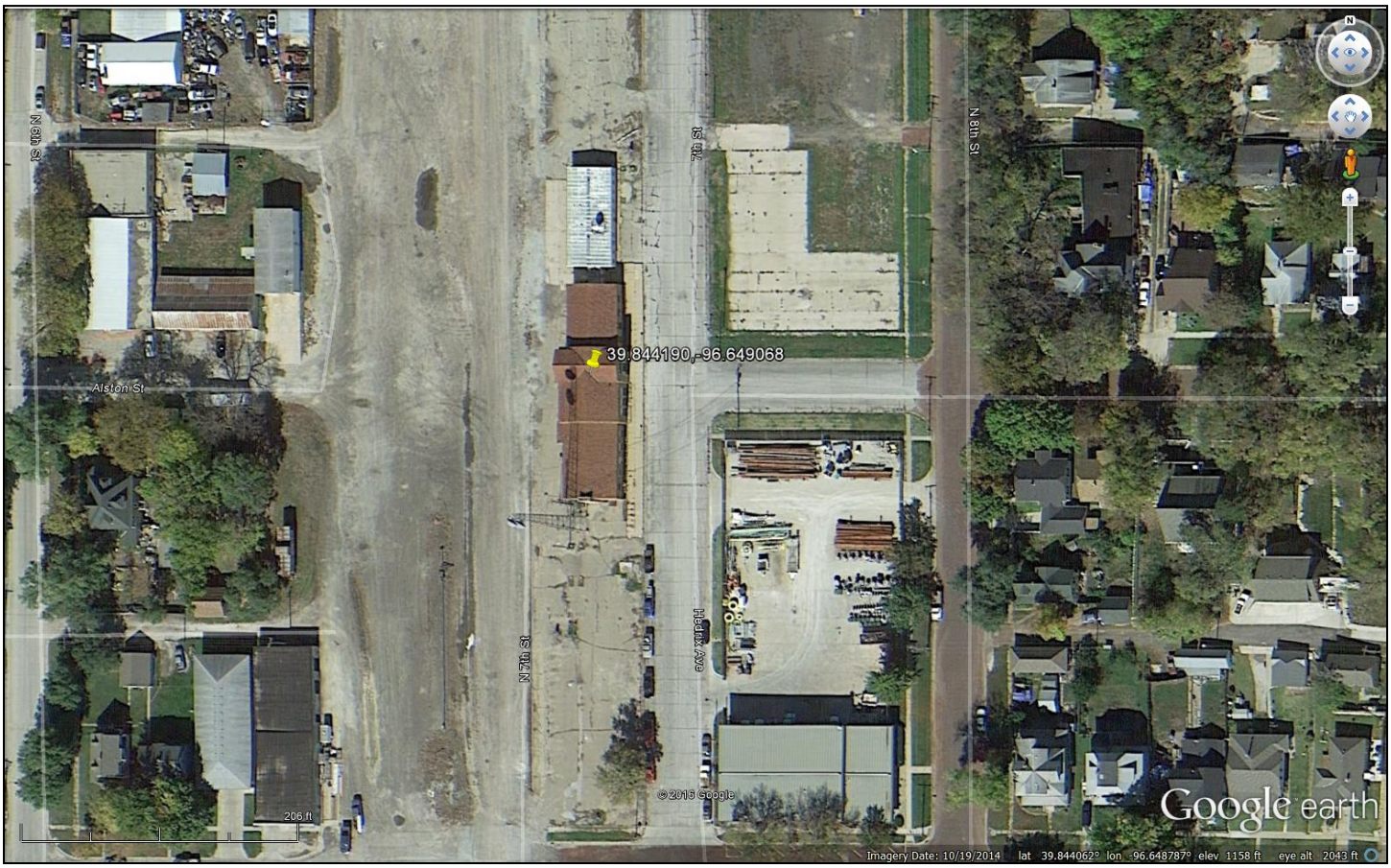
Union Pacific Museum Collection

Figure 12. 1970s redesign into office space.
Source: Schlichter & Link, *Union Pacific's Central Division Hub Facilities Supplement*, 91.



Interior Photo Key. Main level top; basement below.





Boundary Map. 2014 Google image, showing location of depot.
Metal communications tower to the south of the depot and the metal building to the north have been removed.