

United States Department of the Interior
National Park Service

FEB 18 2014

National Register of Historic Places Registration Form

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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 Sylvan Grove Union Pacific Depot

Other names/site number KHRI # 106-120

Name of related Multiple Property Listing Historic Railroad Resources of Kansas

2. Location

Street & number 131 South Main Street

--

 not for publication

City or town Sylvan Grove

--

 vicinity

State Kansas Code KS County Lincoln Code 105 Zip code 67481

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

Patrick Zollner
Signature of certifying official/Title Patrick Zollner, Deputy SHPO Date 2-11-14

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:) _____

Alexis Abernethy
Signature of the Keeper Date of Action 4/2/14

Sylvan Grove Union Pacific Depot
Name of Property

Lincoln County, Kansas
County and State

5. Classification

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

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

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

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

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Transportation – Railroad-related: train depot

Current Functions
(Enter categories from instructions.)

Vacant/Not In Use

7. Description

Architectural Classification
(Enter categories from instructions.)

Late Victorian: Stick
Other: Vernacular Combination Railroad Depot

Materials
(Enter categories from instructions.)

foundation: Other: Wood beam
walls: Wood
roof: Metal: Tin
other: Brick (chimney)

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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 Sylvan Grove Union Pacific Depot is located at the south end of Sylvan Grove's Main Street business district in Pleasant Township, Lincoln County, Kansas. The building is in its original location situated between two sets of rails, but these were removed following a flood in 1993. The line was originally known as the Salina, Lincoln & Western Railway Line, which later became a part of the Union Pacific Railroad. The wood-frame building has a gable roof with eave brackets, and the only renovations to the building of record include electrical re-wiring, installation of a tin roof, and the addition of an open-air lean-to along the north side. There is a small open space/park area north of the depot. The lot, which includes the depot and adjoining open space, measures 198' x 142'.

Elaboration

The Sylvan Grove depot was built in 1887 and is an example of a combination depot, meaning it served both freight and passenger needs. The rectangular building rests on a wood-beam foundation and features a gable roof with eave brackets and decorative trusses, a wood clapboard exterior (3" reveal) with vertical wood siding (23" tall) below the windows, a projecting office bay on the south facing the former location of the track, and measures approximately 66' 9" long x 20' 6" wide x 20' tall. The building's original multi-light, double-hung wood windows are extant. The west end of the building houses the freight/baggage bay, the center portion includes the former office, and the east end served rail passengers. An open-air lean-to (added 2003) extends the length of the building on the north side.

South (Primary) Elevation

This elevation faced the track, which was removed in 1993 following a flood. A square bay with a gable roof projects from the center of this elevation, and allowed for the station agent to view up and down the track from within the building. The bay includes two south-facing windows, a single west-facing window, and a single east-facing window. West (or left) of the bay is a sliding freight door (53" x 7') situated on an interior track. East (or right) of the projecting bay is a wood man door topped by a transom window leading into the passenger waiting area.

West (Side) Elevation

The west end of the depot functioned as the freight and baggage area. The west side of the building includes a single opening at the northwest corner – a sliding freight door (6' ½" high x 9' 4" wide) on an interior track. The opening is at ground level. The gable features a decorative truss, and the exterior wall within the gable includes board-and-batten and flush diagonal wood siding.

North (rear) Elevation

There is just one opening on the north elevation – a multi-light wood window on the east end looking into the passenger waiting area. An open-air lean-to supported by simple wood posts extends the length of the building on this north side. It extends outward 13' 10".

East (side) Elevation

The east end of the depot functioned as the passenger waiting area. There are two six-over-six wood windows centered on this side of the building. The gable features a decorative truss, and the exterior wall within the gable includes board-and-batten and flush diagonal wood siding.

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Interior

The **freight/baggage area** features a typical unfinished appearance. The space measures 20'1" x 38'8" and the interior walls are 12' 6 $\frac{3}{4}$ " in height. The floor consists of wood planks of varying sizes, and the walls are covered by 12"x1" planks to a height of 12' 6 $\frac{3}{4}$ ". The ceiling is open to the top of the roof without insulation. An interior door centered on the east wall of the freight area provides access to the agent's office located in the center of the building.

The **agent's office** is 22' 11" long x 12' 8" wide x 12'5 $\frac{1}{4}$ " high. The interior walls are lathe-and-plaster accented with wainscoting that extends 3' up from the floor. There is a square bay with four windows on the south wall of the office. The bay measures 4' x 10'4" x 4' and includes a built-in desk that spans the entire space. The four windows (two on the south, one on the east, and one on the west) measure 78" in height and 29" in width. There is a single window on the north wall of the office measuring 40 $\frac{1}{2}$ " x 77 $\frac{1}{4}$ ". The east wall of the office includes a rectangular opening that served as a ticket window and a door providing passage into the passenger waiting area. A narrow, six-shelf storage cupboard is situated between the ticket window and the door into the waiting area. Above the cupboard is a chimney with vents to both the agent's office and the passenger area, however it is no longer vented to the outside. All openings – doors and windows – feature a simple grooved wood trim.

The **passenger waiting area** has lathe-and-plaster walls accented with wood wainscoting. The south wall of the waiting area includes a single four-panel wood door (topped by a transom measuring 28 $\frac{3}{4}$ " x 3' 1") providing access from the exterior. There are two windows, each measuring 40 $\frac{1}{2}$ " w x 77 $\frac{1}{2}$ " h, located on the east wall. All openings – doors and windows – feature a simple grooved wood trim.

Integrity

The Sylvan Grove depot is the last remaining railroad depot in its original location in Lincoln County. Though in need of rehabilitation, the wood-frame building retains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The only changes of note to the building include the addition of a simple, open-air lean-to on the north side, the installation of a tin roof, and rather recent electrical re-wiring.

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Name of Property

Lincoln County, Kansas

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.

Areas of Significance

Transportation

Architecture

Period of Significance

1887-1968

Significant Dates

1887, 1968

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Union Pacific Railroad

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The Period of Significance begins in 1887 with both the construction of the railroad line through Sylvan Grove and the construction of the depot and ends with its closure in 1968.

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 Sylvan Grove Union Pacific Depot is nominated to the National Register of Historic Places under Criteria A and C for its local significance in the areas of transportation and architecture. It is nominated as part of the Historic Railroad Resources of Kansas multiple property nomination as an example of a railroad depot (combination depot subtype). It was built in 1887 as the Union Pacific Railroad developed its line through Sylvan Grove. It provided freight and passenger services until it was closed in 1968. It is the last surviving railroad depot in Lincoln County, Kansas.

Elaboration

*Union Pacific Railroad*¹

The following brief history of the Union Pacific Railroad is taken from Deon Wolfenbarger's *Historic Railroad Resources of Kansas* National Register multiple property documentation form:

As one of the two railroads to build the first transcontinental line which met in Promontory, Utah in 1869, much of the emphasis on the history of the Union Pacific focuses on that race. The company's history in Kansas is often overlooked by all except Kansans, who realize the importance of the Kansas Division of the Union Pacific to the state's development. The Union Pacific realized that it would need feeder lines to generate additional traffic and revenue, and an important early feeder line was the Leavenworth, Pawnee & Western. This was established in Kansas to build west towards Denver. However, the Union Pacific had no capital to invest in it, so it was bought out and eventually became part of the Kansas Pacific. In 1872, it formed the St. Louis, Lawrence and Western to build from Lawrence to coal mines in Carbondale. It was forced into purchasing the Kansas Pacific by the dealings of rival speculator Jay Gould, but was later glad to have this large acquisition.² It continued to assemble feeder lines to generate traffic, but entered receivership during the Panic of 1893. New management turned it around into one of the best railroads in the West. Not including the more recent mergers and acquisitions, its mileage peaked in 1911 with 1334.4 miles, making it third in the state.³ To secure flagging passenger traffic after the turn of the century, the company purchased a three-care streamlined passenger train in 1934 and called it the "City of Salina," the first in the nation and a beginning of a line of UP "City" trains. It grew stronger throughout the twentieth century, and entered the period of mergers in the 1960s by attempting to purchase the Rock Island. Although that buy-out fell through, it eventually purchased the Missouri Pacific, Western Pacific, Katy, and Southern Pacific.⁴

¹ This narrative is taken from: Deon Wolfenbarger, *Historic Railroad Resources of Kansas* National Register Multiple Property Documentation Form (Topeka, KS: Kansas State Historical Society, 2001), E40-41.

² Robert Collins, *Ghost Railroads of Kansas* (David City, NE: South Platte Press, 1997), 67-68. As quoted by Wolfenbarger, E40.

³ *A History of Railroad Construction and Abandonment Within the State of Kansas* (N.p., Kansas Corporation Commission, Transportation Division, 1 October 1972), 19. As quoted by Wolfenbarger, E40.

⁴ Collins, 69-70. As quoted by Wolfenbarger, E41.

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Sylvan Grove Union Pacific Depot

The Union Pacific Railroad company constructed this depot at Sylvan Grove in 1887 as part of its westward expansion of the Salina, Lincoln & Western Railway line. From the early 1870s until 1886, Sylvan Grove was a center for flour milling, due in part to its location along the Saline River. During these early years, the town was located about a mile southwest of its present location. Customers traveled from as far as 30 miles to use the mill. A disastrous flood in 1886 destroyed the mill and the townspeople responded by relocating northeast to higher ground to avoid future flooding and to be near the new railroad line that was expected soon.

It was during this period that thousands of settlers were moving into Kansas, many enticed by the railroads' promise of free land and opportunity. Railroad development in Kansas continued at a feverish pace as rail companies competed for business; between 1877 and 1890, "there were 6,782.1 miles of rail built in the state."⁵ In the eastern part of the state, railroads tended to connect established towns, and farther west railroad development influenced the future location of towns and settlements. Access to a railroad line influenced the success and survival of a town, and "for the first time for the majority of the state, its citizens could rely on a vital transportation link which gave them access to national markets."⁶

Prior to the development of the railroad, overland travel and the movement of goods were done using wagons. Roads were unreliable, hardly more than paths or trails that were dusty in dry weather and too muddy to travel in wet weather. Crossing rivers without the benefit of a bridge was often hazardous. However, once the railroad was in place, great strides were made in developing the town and surrounding area. The railroad brought the mail, lumber, supplies, people (including many immigrants), and most anything that was needed to build and sustain a settlement. As Sylvan Grove grew and farms were established, the railroad provided the means to easily market grain, cattle, milk, poultry, eggs and other agricultural items, all of which moved through the depot. The depot became an important part of Sylvan Grove's growth and survival. Locals came to the depot for national news, weather, and to hear the promises of whistle-stopping politicians. Until the mid-1950s, local citizens came to the depot to board the jitney, a railroad passenger car that took them to Salina for shopping and business.

The arrival of the railroad and its impact on Sylvan Grove was noted in the local newspaper of the time. The July 28, 1887 edition of the *Sylvan Grove Sentinel* listed 32 businesses in town, perhaps many newly established in anticipation of the completion of the line through town, which the newspaper announced on August 25. It reported, "the intention of the company is to push the work on as speedily as possible, as the road must be in operation to the west line of Russell by the 20th of next month in order to secure the bonds voted there."⁷

Work on the depot began within a few weeks of the completion of the track.⁸ The building was erected quickly, with all but the painting completed by the end of September.⁹ The first delivery of freight – an order for J.W. Gates and the Spot Cash Grocery – arrived a few days later.¹⁰ Mail delivery soon commenced and an express office was established by the railroad. Work on a water well adjacent to the tracks began in mid-October and was finished late in the year when a tank was brought in from Lincoln.¹¹ Also by the end of this busy year, the town was platted for residential growth.

⁵ Wolfenbarger, E6.

⁶ Wolfenbarger, E17.

⁷ *Sylvan Grove Sentinel*, 25 August 1887.

⁸ *Sylvan Grove Sentinel*, 15 September 1887.

⁹ *Sylvan Grove Sentinel*, 29 September 1887.

¹⁰ *Sylvan Grove Sentinel*, 6 October 1887.

¹¹ *Sylvan Grove Sentinel*, 15 December 1887.

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Just as the railroad brought prosperity and growth to Sylvan Grove, the depot closing in 1968 marked the beginning of a gradual decline in Lincoln County and throughout rural Kansas. With the construction of K-18 and Interstate 70 highways, over-the-road trucking and automobiles replaced much of the need for trains to haul goods and people. Eventually Union Pacific decided to close the depot, except during June and July when train cars were needed during wheat harvest. The building has remained empty except for a few items from years ago that are stored there by the Sylvan Historical Society, which purchased the building in 2005.

Though in need of rehabilitation, the 125-year-old building depot remains as an important reflection of the railroad's impact on the development of a small rural Kansas community. It served important functions related to transportation and communication that influenced how the town developed, and has survived downtown fires, flooding, severe weather, and the closing of the railroad.

Architecture

Railroad depot designs of the late 19th century were standardized and ranged from elaborate brick and stone buildings in larger cities to small, unadorned wood-frame buildings in smaller towns. As settlers poured into Kansas during the 1870s and 1880s, often at the encouragement of railroad companies and speculators, railroad executives kept construction costs low by erecting standardized depots as quickly and efficiently as possible.

By the 1880s, railroad companies had developed "a pared-down building where form met function perfectly – a linear rectangle oriented to the tracks containing a waiting room, agent's office, and freight/baggage room."¹² This arrangement provided space where passengers could purchase tickets, wait for a train to arrive, and deliver or pick up packages. Cities with more traffic constructed separate buildings for baggage/freight and passengers. Minimal ornamentation was often applied to a depot of this period, which typically reflected the popular Victorian-era styles, such as Queen Anne and Stick.

The Sylvan Grove depot is an example of a standardized late 19th century combination depot erected by the Union Pacific Railroad. The single rectangular building contained space for freight/baggage, passengers, and an agent's office. Minimal ornamentation was applied to the Sylvan Grove depot consistent with the Victorian-era Stick Style. The eave brackets, decorative trusses, and minimal detailing within the end gables are the most distinguishing architectural elements on the building, and these were common embellishments on Union Pacific's standardized depots of the 1880s.

¹² Wolfenbarger, E23.

Sylvan Grove Union Pacific Depot
Name of Property

Lincoln County, Kansas
County and State

9. Major Bibliographical References

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

Barr, Elizabeth. *Souvenir History of Lincoln County, Kansas*. Topeka, KS: Farmer Job Office, 1908.

Bird, Roy. *Heartland History: Stories and Facts from Kansas*. New York: Cummings & Hathaway, 1990.

Grant, H. Roger. *Kansas Depots*. Topeka, KS: Kansas State Historical Society, 1990.

A History of Railroad Construction and Abandonment. N.p., Kansas Corporation Commission, Transportation Division, October 1, 1972.

Klein, Maury. *Union Pacific: The Birth of a Railroad 1862-1893*. Garden City, NY: Doubleday & Co., Inc., 1987.

Lawson, Marge. *Honoring Our Heritage: A History of Sylvan Grove, Kansas*. Ellsworth, KS: Ellsworth Reporter, 1976.

Mulenburg, Grace, and Ada Swineford. *Land of the Post Rock: Its Origins, History, and People*. Lawrence: University Press of Kansas, 1975.

Wolfenbarger, Deon. *Historic Railroad Resources of Kansas* National Register Multiple Property Documentation Form. Washington, DC: Department of the Interior, 2001. Accessed online July 5, 2013 at http://kshs.org/resource/national_register/MPS/Historic_Railroad_Resources_Kansas_mps.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: Sylvan Grove Historical Society

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreeage of Property Less than one acre

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	<u>39.009457</u>	<u>-98.392854</u>	3	_____	_____
	Latitude:	Longitude:		Latitude:	Longitude:
2	_____	_____	4	_____	_____

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Name of Property

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Latitude: Longitude: Latitude: Longitude:

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

The nominated property includes a tract of land in the West part of Lot One (1), Block One (1), Farmer's Elevator Addition to the City of Sylvan Grove, Kansas, and further described as follows: Beginning at the Southwest Corner (SW/C) of Lot One (1); thence north along the West line of Lot One (1), a distance of 198.0 feet; thence East parallel to and 198.0 feet North of the South line of Lot One (1), a distance of 142.0 feet; thence South parallel to the West line of Lot One (1), a distance of 198.0 feet to the South line of Lot One (1); thence West along the South line of Lot One (1), a distance of 142.0 feet to the Southwest corner and the point of beginning.

The west boundary sits on Sylvan Grove's Main Street. The north boundary gave room for a park area for the enjoyment of Union Pacific passengers and others. The east boundary meets the alley that runs north and south. The south boundary includes the area occupied by the actual rails and abuts personal property to the south.

Boundary Justification (explain why the boundaries were selected):

The above-described property includes the depot and the land with which it is currently and was historically associated.

11. Form Prepared By

name/title Terry Lilak, Secretary (Edited by KSHS Staff)
organization Sylvan Historical Society date 2013
street & number 211 N Kentucky Ave telephone _____
city or town Sylvan Grove state KS zip code 67481
e-mail _____

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

name Sylvan Grove Historical Society (Attn: Duane Vonada)
street & number PO Box 22 telephone _____
city or town Sylvan Grove state KS zip code 67481

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

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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: Sylvan Grove Union Pacific Depot

City or Vicinity: Sylvan Grove

County: Lincoln State: Kansas

Photographer: Sarah Martin

Date
Photographed: 4 September 2013

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

- 1 of 12: Exterior, west (side) and south (front) elevations, camera facing NE
- 2 of 12: Exterior, south (front) and east (side) elevations, camera facing NW
- 3 of 12: Exterior, bay extension on south elevation, camera facing NW
- 4 of 12: Exterior, east (side) elevation, camera facing W
- 5 of 12: Exterior, gable detail on east (side) elevation, camera facing W
- 6 of 12: Exterior, east (side) and north (rear) elevations, camera facing SW
- 7 of 12: Exterior, close-in view of north (rear) elevation, camera facing SW
- 8 of 12: Interior, freight bay at west end of building, camera facing E
- 9 of 12: Interior, freight door on south wall, camera facing S
- 10 of 12: Interior, central agent office (door into freight area at right), camera facing SW
- 11 of 12: Interior, detail of built-in desk along south wall of agent office, camera facing S
- 12 of 12: Interior, passenger waiting area (ticket window at right), camera facing S

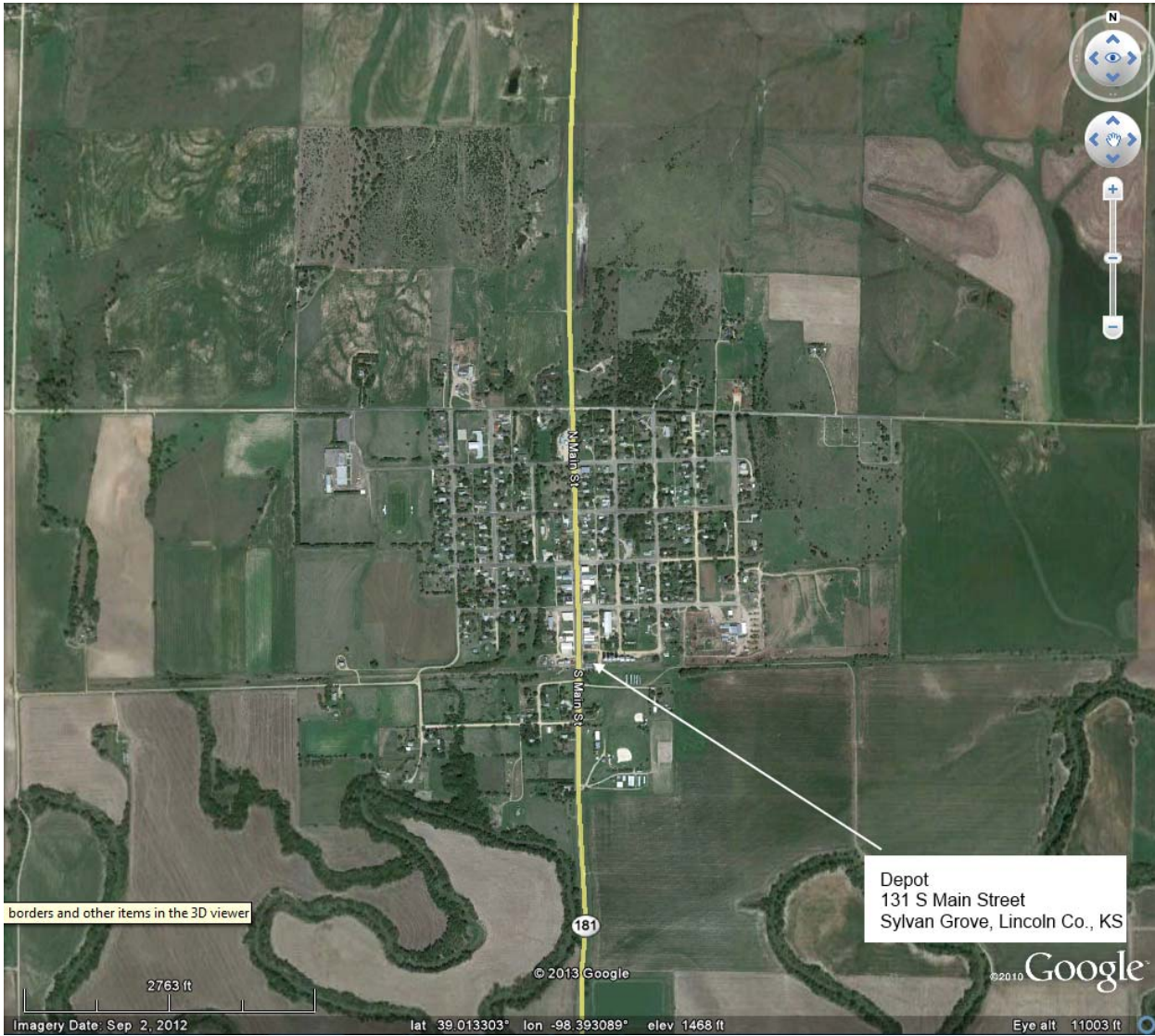
Figures

Include GIS maps, figures, scanned images below.

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Figure 1: Contextual aerial image, Google Earth, 2013



Sylvan Grove Depot
Sylvan Grove, Lincoln County, Kansas

Latitude / Longitude Coordinates
39.009457 / -98.392854
Datum: WGS84

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Figure 2: Close-in aerial image, Google Earth, 2013



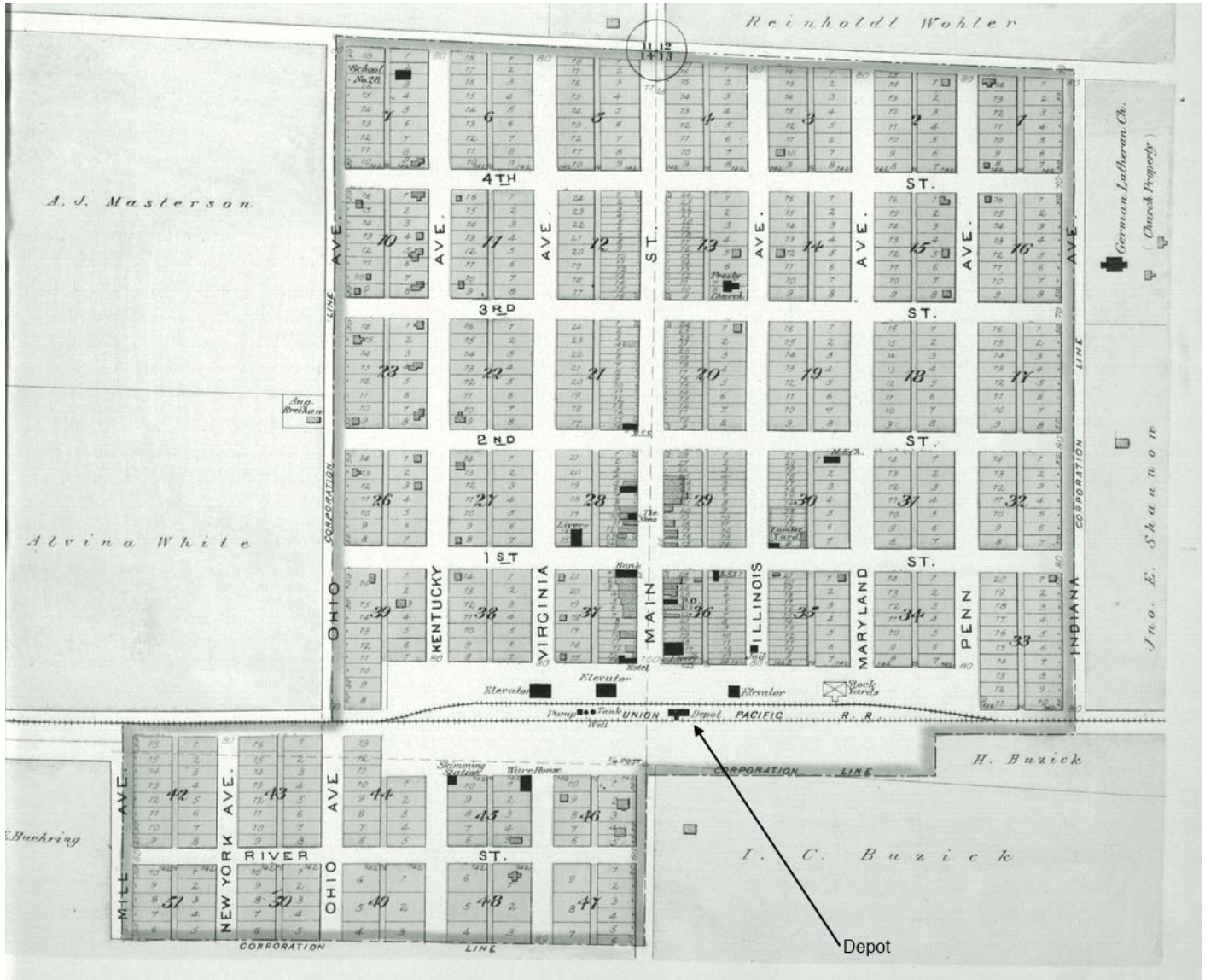
Sylvan Grove Depot
Sylvan Grove, Lincoln County, Kansas

Latitude / Longitude Coordinates
39.009457 / -98.392854
Datum: WGS84

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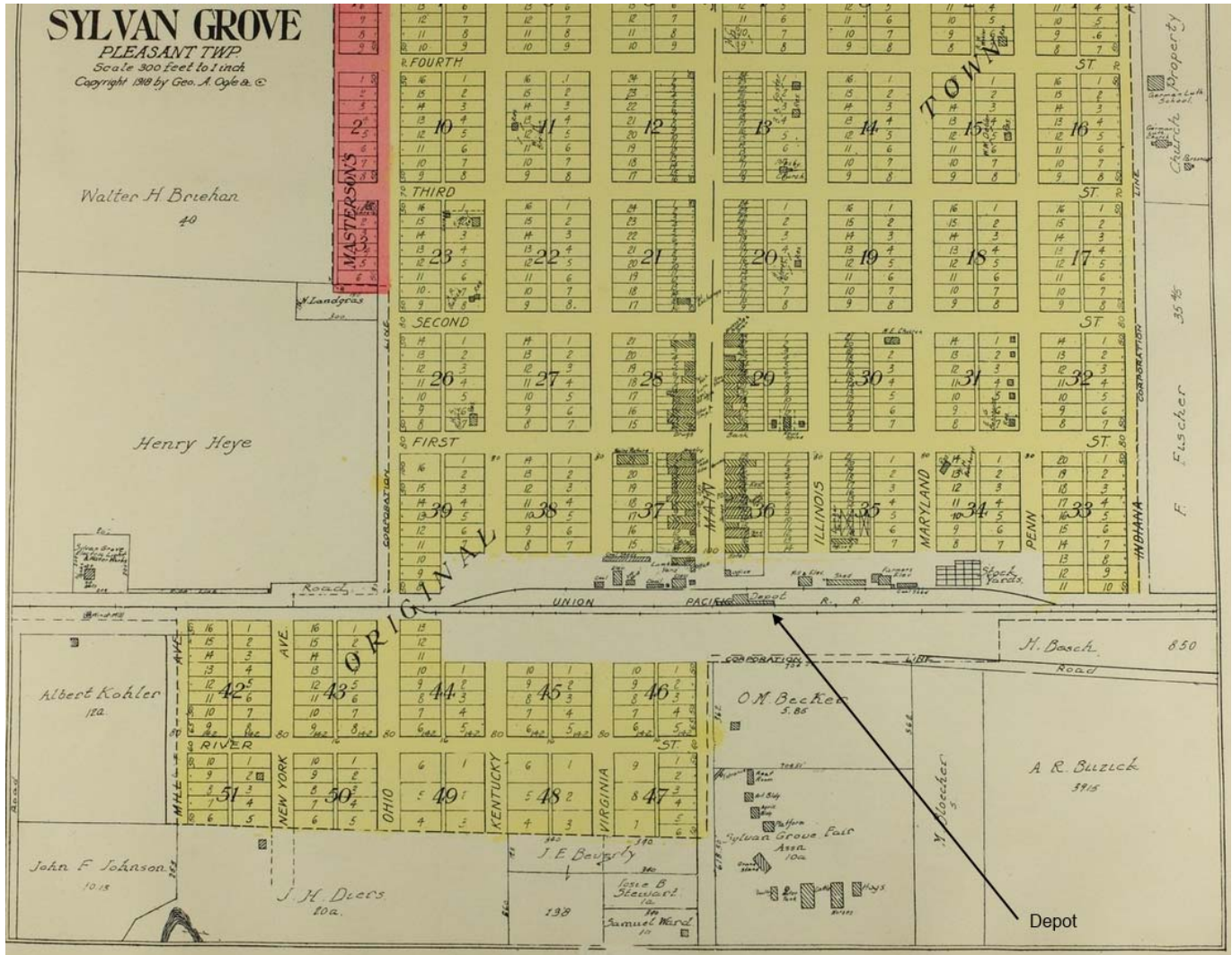
Figure 3: Plat Book of Lincoln County, Kansas (Minneapolis, MN: Northwest Publishing Co., 1901), 24. Accessed online July 5, 2013 at <http://www.kansasmemory.org/item/209379/page/23>.



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Figure 4: Standard Atlas of Lincoln County, Kansas (Chicago, IL: Geo. A. Ogle & Co. Publishers, 1918), 10. Accessed online July 5, 2013 at <http://www.kansasmemory.org/item/223968/page/8>



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Figure 5: Historic Image of Sylvan Grove UP Depot, courtesy of Sylvan Historical Society.



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Figure 6: Historic Image of Sylvan Grove UP Depot, courtesy of Sylvan Historical Society.









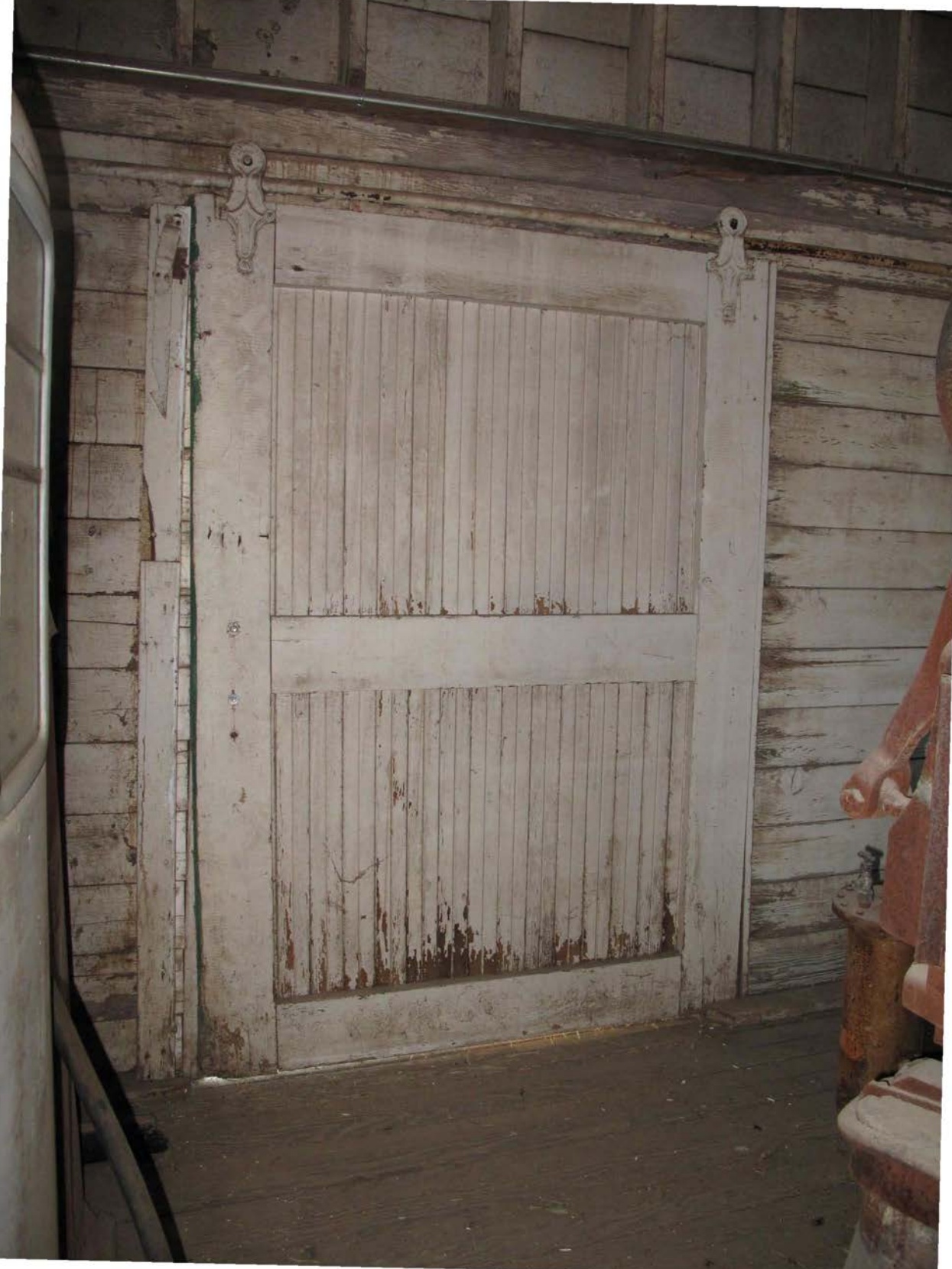


















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Sylvan Grove Union Pacific Depot
NAME:

MULTIPLE Railroad Resources of Kansas MPS
NAME:

STATE & COUNTY: KANSAS, Lincoln

DATE RECEIVED: 2/18/14 DATE OF PENDING LIST: 3/18/14
DATE OF 16TH DAY: 4/02/14 DATE OF 45TH DAY: 4/06/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000118

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: Y
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 4/2/14 DATE

ABSTRACT/SUMMARY COMMENTS:

Last remaining Depot in Lincoln County in its original location. Even though the tracks have been removed the building still reads as a depot

RECOM./CRITERIA AC

REVIEWER Abel DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

February 12, 2014

Carol Shull
National Register of Historic Places
National Park Service
1201 Eye Street, N. W.
8th Floor (MS 2280)
Washington, DC 20005



Re: National Register Nominations – new submissions

Dear Ms. Shull:

We are pleased to submit for your consideration the following National Register documents:

- **Norcatour City Hall – Decatur County** (new nomination)
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, GIS, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.
- **Minier, Abram M., House – Doniphan County** (new nomination)
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, GIS, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.
- **Birchmore, John M., House – Dickinson County** (new nomination)
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, GIS, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.
- **Truitt, James & Ella, House – Neosho County** (new nomination)
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, GIS, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.
- **Sylvan Grove Union Pacific Depot – Lincoln County** (new nomination)
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, GIS, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **Low Center School – District #115 – Washington County (new nomination)**
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, GIS, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **Sand Creek Tributary Stone Arch Bridge – Rush County (new nomination)**
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, GIS, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **Lone Elm Campground Swale – Johnson County (new nomination)**
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, GIS, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.

- **Little Arkansas River Crossing – Rice County (new nomination)**
 - Enclosed: Signed copy of nomination and 2 disks (with nomination, GIS, and photo files)
 - The enclosed disk #1 contains the true and correct copy of the nomination.

Please do not hesitate to contact me if you have any questions. I may be reached at 785-272-8681 ext. 216 or smartin@kshs.org.

Sincerely yours,



Sarah J. Martin
National Register Coordinator

Enclosures