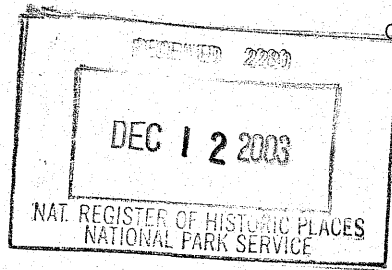


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United States Department of the Interior
National Park Service



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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A) Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-9000a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Union Pacific Railroad Depot
Other name/site number 029-1120-0015

2. Location

Street & number 300 Washington Street not for publication
City or town Concordia vicinity
State Kansas Code KS County Cloud Code 029 Zip code 66901

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 nationally statewide locally. (See continuation sheet for additional comments.)

Richard D. Parkins DSHPO December 10, 2003
Signature of certifying official/Title Date
Kansas State Historical Society

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional Comments.)

Signature of commenting official /Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other, (explain:)

Edson J. Beall
Signature of the Keeper

Date of Action 1/21/04

Union Pacific Depot
Name of property

Cloud County, KS
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)
Historic Railroad Resources of Kansas

Number of contributing resources previously listed in the National Register
8

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 and 20th Century Revivals

Materials
(Enter categories from instructions)

foundation Concrete
walls Stucco

roof Asphalt

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Name of Property Union Pacific Depot County and State Cloud County, KS

8. Statement of Significance

Applicable National Register Criteria (Mark "X" in one or more boxes for the criteria qualifying the property for National Register)

- 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 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 of age or achieved significance within the past 50 years

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

Areas of Significance (Enter categories from instructions)

Transportation
Architecture

Period of Significance

1917- 1943

Significant Dates

1917

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): Primary location of additional data:

- 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 #

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

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Narrative Description

GENERAL

The Union Pacific Railroad Passenger Depot (c.1917) is located at the southwest corner of Third and Washington Streets in Concordia, Kansas. This depot is a slight modification from the standardized plan utilized by Union Pacific during in the early 1900s where the use of concrete floor slabs in lieu of wood floor system was incorporated into the depot's construction.

SITE

The depot is located on a site which at the time of its construction was at the north edge of the city of Concordia just three blocks from the downtown business district and only a block from one of the largest hotels in the area that catered to the passengers and railroad personnel. The depot is south of the now abandoned Union Pacific tracks and north of tracks currently used periodically by the Kyle Railroad on a tract of land bordered on the east by Washington Street, on the west by Broadway Street, on the north by Third Street and on the south by Fourth Street consisting of 0.65 acres. There are no other buildings sharing the site with the depot. Solid paving bricks were laid on the north side of the depot in the area that served as the loading and unloading zone for the trains. These brick are still in place. The east side of the depot was the parking area where a hitching post is still located. The other two sides are open for the entire site – void of any trees and shrubs.

DEPOT

The Concordia Union Pacific Depot is a single story wood framed stucco faced building 24 feet wide by 78 feet long with its long axis running parallel to the railroad tracks in a east/west direction. Its design incorporates many common elements of a small town railroad station design utilized by Union Pacific in the early 1900s. These include a rectangular footprint, a hipped roof with overhanging eaves, a central telegrapher's bay, and two separate waiting rooms separated by the central office/lobby area.

The exterior of the depot has only had a few alterations over it life. The stucco exterior of the building, though not as ornate as other larger community depots of this circa, still features such architectural elements as raised perimeter sill trim and flared eaves with knee braces. Based upon the plans obtained from Union Pacific, the only major alternations to the exterior involved the removal of asbestos roof shingles and the galvanized iron roof crestings and finals and replacing them with asphalt composite shingles. The unique architectural elements such as the

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long flared enclosed eaves with generous use of large knee brace brackets, rough textured cement stucco veneer, and single hung windows consisting of divided lights in the upper sash and single light in the lower sash still remain in tact and in very good condition. Most of the exterior light fixtures also remain in tact and in good condition. Hardware on the doors (i.e. door hinges, latches and handles) and windows (i.e. window weights, latches and prop opens) are, for the most part, intact and functional. Also, the original round corrugated downspouts are still being utilized. There are two window bays located on the building, one facing the east in the Women's Waiting room and one serving the railroad personnel located in the central office area facing the loading and unloading dock area and the tracks. The use of transom windows over the pedestrian doors is common throughout.

On the interior, there is little alteration to the structure itself and only minor alterations to the finishes. The floor plan is typical of its age where there are two separate waiting rooms, one for women and children and one for the men, on either side of a central office ticket booth and lobby. Separate restrooms are located adjacent to the respective waiting rooms and off of the lobby. The baggage room is located adjacent to the Men's Waiting room and at the west end of the building. Window, door and simple chair rail trim is in tact and in very good condition. Due to water damage from the original roof, some plaster on the walls and ceiling is damaged. However, the damage has been localized and is minor and repairable in nature. The interior doors throughout the building are five paneled wood doors.

In the Waiting Rooms, both the Men's and Women's, curvilinear edged plaster ceilings has the use of dropped plaster cornicing incorporating dentil work in very good condition. As mentioned before, there is a bay window set in the east wall of the Women's Waiting Room. This bay window is complete with a window seat. Off of the waiting rooms are the small restrooms with the original plumbing fixtures, a small single faucet sink and small flushing toilet are in tact and functional when last used. The high narrow single hung windows in the restrooms are still housing Florentine glass.

The central office area between the waiting rooms has a triple ticket window set with transoms facing the lobby with the two sidelights and the central window containing Florentine glass. Opposite these windows is a protruding bay window still containing the Operator's desk and cupboards.

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The Baggage and Freight Room is located at the west end of the building. A large sliding freight door is located at the west wall of the room opposite from the waiting room entrance. This door has been modified sometime in the past from the original design as indicated on the plans. Though the original baggage counters have been removed, the wood wainscoting on the walls remain in tact. The baggage scale pit located just inside the large freight door is still in place and covered with rough plank flooring though the scales have been removed. The floor treatment in this area is simple concrete.

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Statement of Significance

The Concordia Union Pacific Passenger depot (c. 1917) is being nominated to the National Register as part of the Historic Railroad Resources of Kansas Multiple Property Submission under criterion A for its historical association with the growth and development of Concordia and for its architectural significance as an example of a railroad depot type.

The Central Branch of the Union Pacific Railroad reached Concordia in January 1878, becoming the railroad to serve Concordia. A frame depot was constructed in 1879 and served the needs of the growing community for almost thirty years. The 1917 depot represented a substantial though simple replacement that derived most of its embellishments from the large roof brackets and stuccoed finish.

The Concordia Blade-Empire newspaper, on August 18, 1917 it was reported, "Lon Hill, Union Pacific agent here was sort of strutting his stuff for he was moving into the new station after two years of unceasing work to get a new building for Concordia. The new building is of mission style architecture in concrete and stucco, and has all new fixtures. Work was begun in April. On 30 October 1917, the local newspaper reported that, "the new Union Pacific station here was all complete except for the heating plant. Furniture for the waiting rooms had been installed and all the decorating done." The benches were made of oak and were likened to those at Union Station in Kansas City.

The 30 October 1917 issue of the Concordia Blade-Empire newspaper reported that, "the building is of the Old Spanish Mission style, with a concrete foundation and stucco exterior. The floors are of terrazzo, which is chipped marble and concrete, and the roof is of asbestos shingles, making the structure fireproof throughout." According to the same report, the waiting rooms had 120 electric lights concealed about the walls. To round out an impressive exterior look, "a brick sidewalk 275 feet long and 20 feet wide runs along the tracks, and south of the building a flower garden and grass plot will be constructed, while the remainder of the property will be made into a gravel driveway." The railroad superintendent at the time, Mr. J. P. Cary, obtained the necessary \$10,000 appropriation needed for construction to take place.

One of the obvious benefits of established rail service to a town was travel. Average citizens suddenly had the opportunity to go places and see sights that previously were out of reach for the

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majority. Because of the railroad, people began to reach beyond their familiar surroundings to far away locales they had only seen in picture books or newsreels. Even a short train ride could provide a day's excitement. For instance, a woman from nearby Jamestown remembers riding to Concordia every so many months to get her hair permanent waved. Several natives have spoken about taking the UP to their honeymoon destination in Kansas City or Denver. Others report strong memories of somber good-byes with loved ones going off to military service. Still others remember joyful reunions with their returning loved one and veteran. A day trip to Kansas City for school children to see their first professional play or walk through their first museum or see their first professional baseball game required the railroad to carry them on their adventure. Each would leave from the UP depot in the morning and return at night an experienced traveler and culturally awakened member of a society whose wayfaring adventures were just beginning.

This building is still referred to by many older citizens as, "the passenger depot." It is one of the few reminders of Concordia's "golden days" as an affluent railroad center. One railroad buff wrote, "Concordia is one of the few county seats not to have a more substantial brick or masonry depot." Another source may give insight into this sleight saying that unless there was a local "bigwig or money bags, to throw his weight around," depots were constructed as cheaply as possible. At one time the UP, Missouri Pacific, and Santa Fe railroads had passenger and freight depots in Concordia. The CB & Q had a freight office.

Concordia's Union Pacific railroad continued as a source of economic vitality and opportunity up until the Great Depression when a decline in operations began as a result of overbuilding in what is now known as "down sizing," and a concerted governmental effort to more strictly regulate the industry in general. Finally, 3 July 1933, the Union Pacific railroad asked the Interstate Commerce Commission for permission to abandon its main passenger line. However, the company continued to serve Concordia with connections to the north, south, and east. What began with mass jubilation and fanfare passed quietly with no strong voice of opposition as most across the land had their attention focused on an inevitable war in Europe. In 1939, Pan American Airways introduced its first regular passenger service to the United States and Europe. The same year, the New York World's Fair was, "The World of Tomorrow," promising a Depression-torn nation that bigger and better things were just around the corner.

In 1942, Union Pacific passenger service available to Concordia was noticeably diminished and was limited to:

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the westbound daily to Superior NE;
the westbound "Doodlebug" electric car from Emporia to Concordia;
the Sunday only, Emporia from Concordia;
the daily except Sunday, Emporia from Concordia; and
the eastbound except Sunday, Superior NE to Concordia.

At the outbreak of World War II, the town's rail resources were useful to the war effort. On 9 September 1942, the building of a 3,000-man prisoner of war camp was authorized through the lobbying efforts of a local judge, Senators Arthur Capper and Frank Carlson, and Milton Eisenhower, the General's brother who was Director of the War Relocation Authority. The site designated was north of town at the old Civilian Conservation Corps camp. The Union Pacific, CB & Q, Missouri Pacific, and Santa Fe railroads would supply the new camp's necessary transportation needs. On 21 January 1943, the Concordia press explained that the camp would cost over two million dollars and would take up to 1,500 men between four and six months to build. Town fathers could envision the benefits of having the camp in Concordia adding jobs, enriching the local economy, and providing a visible means of supporting the war effort.

A photograph in the *Concordia Blade-Empire* from 1954 shows the last trip for engine #477. The old UP steam locomotive was headed for the scrap heap as part of a general removal of steam engines from the line.

The UP tracks were taken up in the late 1960s and early 70s. The Missouri Pacific freight depot and tracks are used by the KYLE railroad. The Santa Fe depot is still in use as are the tracks from Abilene to Superior, NE, now called BNSF after a merger, and the Missouri Pacific depot is privately owned.

The Union Pacific depot, built in 1917, stands as a symbol today of how the railroads created a dramatic and positive cause-effect relationship with Concordia. With this in mind, preserving and restoring this structure seems at the very least the responsible action to take.

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- "Kansas Railroads," 5 December 1879.
- "Jay Gould Among Us," 5 December 1879.
- "How Are You Railroad Center?" 26 December 1879.
- "An Elegant Train," 1 February 1880.
- "The 'Union Pacific'," 6 February 1880.
- "Consolidated Pacific Railway," 13 February 1880.
- "The Greatest Danger of RR Travel," 27 February 1880.
- "By Order of Jay Gould," 12 March 1880.
- "UP Moves to it New Home," 20 August 1917.
- "UP Depot is Nearly Complete," 1 November 1917.
- "Final Trip," 1954 (day and month not noted).
- "Twenty Years Ago," 27 October 1937.

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Emery, Janet Pease. *It Takes People to Make a Town: the Story of Concordia Kansas 1871-1971*. Arrow Printing Company, Salina, KS, 1970.

"The First Excursion," *Concordia Empire*, 1 February 1878.

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

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Kansas Preservation Newsletter, March-April 1993, Volume XV, No. 3.

May, Lowell. *Camp Concordia: German POWs in the Midwest*, 1995. Sunflower University
Press, Manhattan, KS.

"One Hundred-Twenty-Fifth Anniversary," *Concordia Blade Empire*, 15 August
1996, p. 8C.

"The Track Completed," *Concordia Empire*, 1 February 1878.

Interviews

Fredrickson, George, farmer and stockman who used the Union Pacific for
stock shipping, 11 August 2002.

Kerr, Don, former Camp Concordia and Union Pacific employee, 11 August 2002.

Wahl, Richard W., retired judge and Camp Concordia enthusiast, 11 August 2002.

Verbal Boundary Description

The nominated property stands on Lots 1 through 6, Block 171, City of Concordia. The land is
bounded on the west by railroad right-of-way, on the north by 3rd Street, on the east by
Washington Street, and on the south by an alley.

Boundary Justification

The property contains all land historically associated with the depot.