NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

492

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 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name UNION PACIFIC RAILROAD PASSENGER DEPOT

other names/site number 177-5400-162

2. Location

street & number 701 NORTH KANSAS AVENUE ☐ not for publication

city or town TOPEKA ☐ vicinity

state KANSAS code KS county SHAWNEE code 177 zip code 66608

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 Pankratz 3-11-02
Signature of certifying official/Title Date

KANSAS STATE HISTORICAL SOCIETY
State of 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:) _____

Signature of the Keeper Date of Action

Linda A McClelland 10/1/02

UNION PACIFIC RAILROAD PASSENGER DEPOT
Name of Property

SHAWNEE COUNTY, KS
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

- [X] 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.)

RAILROAD RESOURCES OF KANSAS MPS

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)

RECREATION AND CULTURE: museum

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19th and 20th CENTURY REVIVALS:
Classical Revivals

Materials
(Enter categories from instructions)

foundation CONCRETE
walls BRICK, TERRA COTTA
roof OTHER: clay tiles
other

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

DESCRIPTION

The Union Pacific Railroad Passenger Depot (c. 1925- 1927) is located at 701 N. Kansas Avenue in Topeka, Kansas. The eclectic, Free Classical Revival structure stands south of the railroad tracks and Curtis Street and between North Kansas Avenue and Harrison Streets. The brick and terra cotta building is composed of five pavilions that descend symmetrically from the highest and largest center unit. The steel framed building stands on a reinforced concrete foundation and is roofed with red, clay tiles. With overall measurements of 317' E/W x 58' N/S, the depot maintains a northern facade orientation toward the track.

Glazed terra cotta ornamentation emphasizes the building's simple lines--base, water table, belt course, quoins and cornice are all faced with this light-colored material, which contrasts in both tone and texture with the red brick walls. Floral panels are set above the water table and elaborately decorated blocks are set below the cornice area returns. Arches and columns articulate the main north and south walls; Palladian detailing adorns the east and west gable ends. Garlands executed in terra cotta surround the Union Pacific emblems above the waiting room entrances and in both gable ends. Circular vents flanked by decorative torches are located in the peak central block and the main lobby of 92 feet x 50 feet has a 34-foot high ornate coffered plaster ceiling.

The center bay of the Station was the main lobby, ticket office and waiting room. The east wing housed the lunchroom and dining room, 45 x 58 feet. The west wing was the location of the baggage room, measuring 41x 75 feet in size. There was a large restroom for women, a smoking room for men and offices in the west central wing, and a newsstand, kitchen and offices were located in the east central wing.

The interior of the Station was remodeled in 1985 to use as a computerized customer service center. The central waiting room with its high ceiling was covered with an eight-foot high-suspended ceiling system.

A fire on March 1992 damaged the west central wing of the building. The roof structure over the wing was destroyed and the first and second floors in this area were, for all practical purposes, gutted. The fire also damaged the roof over the west end of the center bay.

Phase I of the restoration project was completed in November 2000. In Phase I the building, which was in extremely poor condition, was stabilized. The damaged west wing was rebuilt, the fire-damaged clay tile roof over the main waiting room was replaced, new metal windows were installed throughout the structure, the building was sealed and the west wing was renovated into usable space. The metal windows were based on the window profile shown in Underwood's original drawings for the building and appear very similar to the original windows installed in the building. The new windows replaced second generation, metal windows installed after the 1951 flood.

Phase II began in the fall of 2001 with interior remodeling of the central and east wings (main lobby area, mezzanine, additional restrooms, catering kitchen, staircase and display areas). The exterior will receive some parking, roadways and entryways. Phase III will complete the exterior renovation in 2002 and include parking, roadways, track lines and landscaping.

RESTORATION

Central Wing:

The Central Wing was historically the Main Waiting Room for the facility. This space, with its large open volume and 34 feet tall ornate plaster ceilings, was "the space" where everyone would gather to wait for the trains. The Main Waiting Room was the most ornate space in the facility. The plaster ceiling was created with a boxed beam design with ornate stenciling. Ornate plaster brackets were placed below each beam. Large windows allowed natural light to flood the interior space. What little wall was left was finished with plaster. A combination of rough and smooth plaster finishes gave the space a paneled appearance. Below the large windows a horizontal band of ornate plaster separated the upper plaster wall from the lower plaster finish. This lower plaster was finished to look like "Caen Stone."

Ornate plaster columns flanked the main entrances and exits. Above each entry was a large ornate pediment with ornate plaster cartouche. Below the "stone" finish was tile wainscoting, approximately 4 feet above the finished floor. The original wood and glass ticket booth was located along the North wall of the Main Waiting Room. The floor of the Main Waiting Room was covered with tile. This space experienced numerous changes over time. It appears the most drastic change occurred after the 1951 flood. Flood waters apparently damage much of the ornate plaster walls. The plaster finish from the bottom of the large tall windows down to the tile wainscot was completely removed and replaced with a simple smooth plaster finish. The ornate plaster work surrounding the entries was also stripped from the interior. The historic wood and glass ticket window was replace with a modern "streamlined" wood and glass ticket window. Most of the tile floor and wainscot appeared to have survived the flood, or was replaced with similar tile. Some original plaster ornamentation still survives high on the wall.

Current Condition & Preservation Plan:

As explained earlier, this room underwent a major interior renovation project after the 1951 flood. In addition to this, the 1992 fire that gutted the West Central Wing spread through the attic above the Main Waiting Room. Gallons of water were pumped into the attic to fight the blaze. The ornate plaster ceiling suffered much water damage, as ornate pieces of plaster began dropping to the floor below. Temporary roof coverings lasted only for short periods of time, thereby exposing the ornate plaster to the elements. Even though the entire building received a new clay tile roof as a part of the Phase I construction, most of the plaster ceiling has suffered extreme water damage.

Because the 1992 fire burned the roof ridge away, rain and snow were allowed to soak the suspended plaster ceiling system over a period of eight years. Not only has the plaster been damaged, but also the steel suspension system

has rusted and has been weakened. It appears that at least 50% of the ceiling will receive major repair or replacement work. The remaining 50% will need to have significant repair work undertaken. Because the ceiling has been exposed to the weather, much of the newer paint has faded or peeled to the point that the original painting pattern can be observed. It is the intent of this project that the existing plaster ceiling will be documented and then repaired. The extent of replacement work is still unknown at this point.

The plaster walls have also suffered from the rain and weather extremes. The plaster on the East and West walls of the Main Exhibit Gallery are attached directly to the masonry. A large portion of this plaster has lost its adhesion. Structural movement cracks and crazing are also evident throughout the plaster finish on these walls and will need to be repaired. The North and South walls of this space are built from 2 x 8 studs furred away from the masonry walls. Metal lath is tied to this framing and then plaster has been applied to the lath. These studs appear to be original. They survived the 1951 flood, but not the termite damage that has occurred in the past. It appears that the water soaked lumber attracted termites that have caused extensive damage to the wood studs. The existing wall finish will be removed from the floor to approximately two feet above the large windowsills above. This includes the historic tile wainscoting. Once the wood studs are exposed, repair/replacement can be undertaken and new plaster can be applied over the repaired framing.

It is the intent to preserve and repair as much of the historic plaster located from the upper window's sill to the ceiling. The 1951 plaster, from the upper window's sills down to the tile wainscot, will be removed and replaced to match the original design. One small area of the original "Caen Stone" design survives and is located on the North wall. This pattern will be recreated as originally designed. Because the grout joints used on the tile wainscoting has bonded so tightly to the historic tile, it is unlikely that the old tile can be reused. New tile will be selected to match the historic is size, color, and finish.

A new compatibly designed wood, steel, and glass "ticket booth" will be created and installed where the original ticket booth was located. The structure from the gallery above will also be incorporated into the new "ticket booth" design.

The concrete slab below the tile flooring has suffered water damage and neglect. Areas of the floor have settled, while other areas have heaved. The original tile will be removed so repairs can be completed. As noted above, because the grout joints have bonded so tightly to the historic, it is unlikely that the old tile can be reused. However, every attempt will be made to salvage the specialty tile and marble decorative elements. The entire space will require extensive restoration work. The restoration work will be based on the historical documentation acquired from the Union Pacific Railroad archives, which is located in Omaha, Nebraska.

East Central Wing - 1st Floor:

The first floor of the East Central Wing was historically used as the Kitchen, Newsstand, and Manager's Office. The Kitchen was located in the southern half of the wing and the Newsstand and Manager's Office were across the hall on the North wall. Flat plaster ceilings existed throughout these spaces. The walls were also flat plaster with historic tile wainscot being located within the Newsstand area and around the Manager's Office. Smaller, recessed, punched window openings provide natural light to these spaces. The Kitchen floor appears to be exposed concrete, while the corridor between the Kitchen and the Newsstand is quarry tile matching that found in the Main Waiting Room.

Current Condition & Preservation Plan:

The old newsstand and Manager's office has long since been removed, although the old wall locations are still visible today as "ghosts" on the wall. This area is currently one open space. When the old Manager's Office was removed, the tile wainscot along the North wall of the Newsstand was also removed. Numerous holes have been punched through the tile floor. The floor slab itself has heaved and is not level.

The Kitchen area has been modified over time and stripped of all original material. The concrete floor in the Catering Kitchen is in fair condition; however, numerous holes have been cut to provide access to the perimeter tunnels. The concrete floor will be patched and repaired with floor patching compounds and the larger holes will be replaced with new concrete slab sections. Because the floor will be in marginal condition after the repair work has been completed, it is recommended that it be covered with a troweled on resinous floor. The portion of the floor within the new toilets will need to be removed in order to install and route new plumbing lines below the floor slab to the existing tunnels. The floor will then be patched and covered with new ceramic tile. The concrete floor located near the historic newsstand appears to have settled and heaved a great deal. It is assumed that the only way repairs can be made is by removing the remaining historic tile. It is intended that the old tile be salvaged and reinstalled.

The plaster walls and current spatial layout appear to date from after the 1951 flood and have been remodeled several times over the years. The plaster in these areas was also applied directly to the brick masonry. Along the exterior walls, it appears to have lost its adhesion to the substrate and is in deteriorated condition. The plaster on the wall dividing the two spaces appears to be in fair condition at best. This wall also has historic tile wainscoting on the north face of the wall. Because the tile wainscot is adhered to the plaster and because the plaster is no longer bonded to the masonry wall, we believe the tile wainscot will need to be removed.

A non-original opening will be filled in and a new opening will be cut to allow access to the new toilet vestibule. The walls of the old "dumb-waiter" and a brick flue will be removed. The new walls of the toilet rooms will be constructed of 3 5/8" metal studs with 5/8" gypsum board. The toilet rooms will have ceramic tile floors and wainscoting rising to 5 feet above the finished floor. The original masonry walls will be furred with 2" metal studs. Insulation and a vapor barrier will be installed over the furring. This furring will allow electrical conduit and water piping to run on the surface of the historic masonry in lieu of channeling through the historic brick. The walls

within the Catering Kitchen/Storage and above the tile wainscot in the public restrooms will be painted with latex enamel paint for clean ability.

The plaster ceiling in the Kitchen is applied over wood lath, which may be original to the structure; however, it is in very poor condition and has been covered in the past with acoustical tile. The plaster ceiling in the Newsstand area appears to be plaster on metal lath. This may date from after the 1951 flood. It is also in poor condition and has been damaged by past remodeling work. All of the ceilings in these spaces will be removed. A new gypsum board ceiling will replace the old plaster ceiling in the Newsstand. It will be suspended from the new floor structure above. A new 2 x 2 suspended ceiling grid will be installed in the Kitchen and public toilets at a height of approximately eight feet above finished floor.

East Central Wing- Second Floor

The second floor of the East Central Wing was historically used as the storage for the Kitchen, which is located directly below. This level was subdivided into warm and cold storage areas and also included toilets for the staff. The rooms were utilitarian in nature and consisted of flat plaster walls and ceilings. The wood flooring was originally specified to be covered with linoleum. Asphalt composition flooring appears to exist in some of the rooms.

Current Condition & Preservation Plan:

Changes have been made to the second floor over time. Newer partitions have been added. The original stair leading to the second floor remains; however, it is in very deteriorated condition and is too narrow and steep to comply with today's building and life safety codes. Parts and pieces of the "dumbwaiter" framework still remain. The wood floor is deteriorated and has buckled and warped because of the amount of moisture that has entered the space. The plaster walls on the exterior walls are in extremely poor condition and the wood lath and plaster ceiling has suffered greatly over time and is in very poor condition.

It is the intent of this project to remove all remaining interior partitions as well as the floor structure within the second floor of the East Central Wing. The current floor structure is built of wood joists that span from the north exterior wall to the masonry wall dividing the Newsstand area from the Kitchen and then to the south exterior masonry wall. The wood joists do not provide the required floor loading capability required by today's building and life safety codes. The new floor system will consist of steel beams and joists with a concrete floor above and will be designed to match the dimensions of the original floor/ceiling assembly. The new floor will be finished with carpet. The existing plaster walls will receive 2" furring so that electrical conduit can be easily run where needed. The new and existing walls will receive a layer of ¾" plywood under the 5/8" gypsum board to allow for the easy rearrangement of artwork.

Because the historic wood lath and plaster ceiling on the second floor are in such deteriorated condition, they will be replaced. New Air Handling Units (AHU) will need to be located within the attic area, so a steel grate mezzanine will be created between the historic trusses. A new gypsum board suspended ceiling system will be hung from the existing trusses.

East Wing:

The East Wing was historically used as the Dining Room. This large space was included two different dining areas. Tables and chairs were located at the East End while the dining counter and fixed stools were located at the West End of the room. This space was highly finished with flat plaster walls incorporating ornamental wood surrounds, which resembled raised panels or framed areas. Raised panel wood wainscoting surrounded the room below the large wood windows. The plaster ceilings include seven false plaster beams that run north and south and were stenciled in a pattern similar to the main waiting room ceiling stenciling. The floor was exposed concrete and tooled with a grid pattern.

Current Condition & Preservation Plan:

The room has experienced many changes and suffered much deterioration. The exposed concrete floor still exists and the ghosts from the dining counter and stools are still evident. The floor, however, has been scared and damaged by recent raised mechanical pads and by the numerous holes and penetrations that have been cut through it. The concrete floor will be patched and repaired with floor patching compounds and the larger holes will be replaced with new concrete slab sections. Because the floor will be in marginal condition after the repair work has been completed, we recommend that it be covered with carpet. The carpeting can be directly glued to the existing floor slab and is considered a "reversible" finish.

The wood wainscoting and approximately half of the historic plaster on the walls were removed after the 1951 flood. New flat plaster was installed up to a height of approximately 8 feet above the finished floor. Both the original and 1951 plaster was applied directly to the brick masonry walls. Where internal down spouts were located, expanded metal lath spanned the gap. The historic and 1951 plaster is in very poor condition and is no longer held tightly to the brick walls. Because of this, all wall plaster will need to be removed within this area. The plaster finishes will only be removed after careful documentation locating the existing "framing" pattern design. The masonry walls will be furred with 2" metal studs. Furring the walls will allow insulation and new electrical outlets to be easily installed. Because the space will be used for exhibit purposes, a vapor barrier is necessary to protect the historic exterior masonry walls from the potential harm of the high humidity levels that will be provided. A vapor barrier will be installed below the gypsum board. The historic wood wainscot will be recreated using historic documentation.

The historic suspended plaster ceiling with its beamed design still exists. The plaster ceiling is in fair condition. It has suffered from moisture damage and from being within an unconditioned space. Old layers of paint have begun to peel, exposing the historic stencil patterns and colors. It is the intent of this project to remove the newer

layers of paint, document the historic stencil patterns and colors, and then repair and repaint the existing plaster ceiling to match the historic appearance. The plaster consultant believes this is feasible. However, extreme care must be taken when penetrations for new mechanical and electrical equipment are added to the ceiling.

West Central Wing

The West Central Wing housed the toilets and offices. This wing was substantially damaged by the 1992 fire. The fire destroyed the roof structure over the wing and gutted the first and second floors in this area. The fire also damaged the roof over the west end of the center bay. Plaster wall damage in both wings was substantial.

The reconstruction of the West Central Wing involved a new floor and new walls although the layout is very close to the original floorplan. The corridor connecting the West Central Wing to the Central Wing and West Wing was retained. This wing houses the toilets as well as classroom/meeting space and offices. The walls are sheet rocked and the file is tiled. Access to a newly created basement is provided as part of the new construction. The basement houses the mechanical systems for the building.

West Wing

The West Wing was historically an unfinished baggage area. After the fire the flat plaster ceiling was repaired. The overhead metal doors are intact, along with the radiator. This wing has been left open for an exhibition space.

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.)

- [XX] **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.
- [XX] **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 of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance

1927- 1952

Significant Dates

1927, 1951

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

UNDERWOOD, GILBERT STANLEY (Architect)
SIMPSON, ALEX, JR (Builder)

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

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):

- [ ] 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 # _____

Primary location of additional data:

- [XX] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Name of repository:

_____

SIGNIFICANCE

The Union Pacific Railroad Passenger Depot (c. 1925- 1927) is being nominated to the National Register under criterion A for its historical association with the growth and development of Topeka, Kansas and for its architectural significance as an example of an eclectic, Free Classic style depot constructed by the Union Pacific Railroad in the 1920s. The brick and terra cotta passenger depot was designed by California based architect Gilbert Stanley Underwood. Underwood designed a freight depot as part of the Topeka project, that building is non-extant. The property will be included in the Railroad Resources of Kansas Multiple Property National Register nomination.

The Union Pacific Railroad was incorporated as the Leavenworth, Pawnee and Western Railroad by the legislature of the Territory of Kansas in 1855, although construction of the line did not begin until 1863. During the eight years that followed its incorporation, the railroad organized and sought purchasers for its securities. By 1861, the territorial legislature had granted fifty-one charters for railroad companies but only one had laid any tracks. The companies were designed largely to promote settlement.

In 1864 the Leavenworth, Pawnee and Western Railroad was renamed the Union Pacific Railway Company Eastern Division. The new railroad reached Topeka in 1866 and built as far west as Collyer in Trego County, Kansas by 1867. The company changed its name again in 1869 to the Kansas Pacific Railway Company and reached Denver in 1870. From Denver, the Kansas Pacific Railway built to Cheyenne, Wyoming over a subsidiary road, the Denver Pacific Railway. The main line of the Union Pacific Railway and the Central Pacific Railway met at Promontory, Utah in May 1869.

Jay Gould acquired the Kansas Pacific Railway in 1879, combining it with the Union Pacific Railway and the Denver Pacific Railway to form the Union Pacific Railway in 1880. The company went into receivership in 1893 and was reorganized into the Union Pacific Railroad Company in 1898.

The Union Pacific Railroad reached Topeka in January 1866. The railroad followed the north bank of the Kansas River passing through North Topeka. The first depot served as a passenger and freight depot until 1871, when a new passenger station was constructed. This station burned in 1876 and was replaced immediately. The 1925- 1927 capital improvement project for the Topeka facility represented a significant investment in the community. T. M. Lillard, general attorney for the Union Pacific in Kansas and Missouri, stated in January 1927 that, "the new station here fulfills a long-felt wait.....and that the facilities are sufficient for the needs of the city and for a great many years to come." (Topeka Daily Capital, January 27, 1927)

Topeka's pride and boosterism is evidenced in this August 26, 1926 quote from the Topeka Capital:

> North Topeka looks with joy as the Union Pacific flashes with brick, terra cotta, marble and mortar with ribs of steel and wood the railroad has reared.....North Topeka has wanted new buildings.....since the flood struck.....and now sees..... the Union Pacific..... giving the start of a new movement that will have for its refrain the sound of the builder.

During the 1920s, the "rich and powerful" Union Pacific Railroad "erected high quality and architecturally attractive stations throughout Kansas and its far-flung system...creating custom designs for both combinations and passenger-only facilities." (Grant, 1990, p. 71) The Los Angeles, California architectural and engineering firm of Gilbert Stanley Underwood and Company was retained by the Union Pacific Railroad to design the new complex. Underwood's firm designed at least twenty small or moderately sized depots for the Union Pacific Railroad between 1924 and 1931, including the extant passenger depots in Topeka (c. 1925- 1927) and Marysville, Kansas (c. 1930), and the extant passenger and freight depots in Abilene (c. 1928-1929, NR 1992). In a 1930 article entitled "The Design of Small Railway Stations" written for Architectural Forum Underwood states that, "Our own firm has developed a great number of standards, but each of them may be changed by differing conditions on one railroad or by different railroads.....On the Union Pacific system, for instance, we have developed a somewhat different style for each of the different railroads forming the system." (Underwood, 1930, pp. 695-696)

Underwood applied very effective interpretations of the Spanish Colonial Revival and the Art Deco styles to the railroad depots designed for the Union Pacific Railroad between 1924 and 1931, although he also worked well with the Classical Revival style. Underwood's most prominent railroad commission is the Omaha Union Pacific Passenger Station (c. 1930). "As the country's first Art Deco station, it naturally attracted attention for both the railroad company as well as its designer and, as planned, gave the Union Pacific the image of a company involved with the very latest technology." (Zaitlin, 1989, p. 126)

Underwood's treatment of the Topeka depot resulted in an elegant merging of classical forms with twentieth century materials. The eclectic, Free Classical Revival building is composed of five pavilions that descend symmetrically from the highest and largest center unit. The brick and terra cotta, steel framed building stands on a reinforced concrete foundation and is roofed with red, clay tiles. Glazed terra cotta ornamentation emphasizes the building's simple lines--base, water table, belt course, quoins and cornice are all faced with this light-colored material, which contrasts in both tone and texture with the red brick walls. Floral panels are set above the water table and elaborately decorated blocks are set below the cornice area returns. Arches and columns articulate the main north and south walls; Palladian detailing adorns the east and west gable ends. Garlands executed in terra cotta surround the Union Pacific emblems above the waiting room entrances and in both gable ends. Circular vents flanked by decorative torches are located in the peak central block and the main lobby of 92 feet x 50 feet has a 34-foot high ornate coffered plaster ceiling.

Gilbert Stanley Underwood (1890 – 1960) spent his youth in San Bernardino, California. He joined Arthur Benton's southern California architectural practice as an apprentice in 1911, and enrolled in the School of Architecture at the University of Illinois, Champaign-Urbana the following year. He did not complete his studies at Campaign-Urbana, rather he received his bachelors in architecture from Yale University in 1920. Awarded a scholarship to the Ecole des Beaux-Arts, he could not afford to take his family to Paris with him, and instead, pursued graduate study at Harvard University, winning the Avery Prize and receiving his masters degree in architecture in 1923. Underwood

moved to Los Angles with his family in 1923 and established Gilbert Stanley Underwood, Architects and Engineers, at 408 Spring Street. During the next nine years Underwood's small firm established itself as a designer of railroad depots and National Park lodges. In 1932 Underwood became a consulting architect for the federal government, and served as Supervising Architect for the United States between 1945 and 1949.

A contract for this Union Pacific freight and passenger stations was awarded August 1, 1925 to replace the aging passenger station to the east of Kansas Avenue in North Topeka. The new structure was located on the site of the first railroad depot in Topeka, built by the Union Pacific in 1866. Designed by Underwood, the construction contract was awarded to the Alex Simpson, Jr. Company of Denver, Colorado. The freight station opened April 15, 1926 and the passenger station on January 27, 1927. Costs of the passenger and freight stations were over $200,000 each. The new station replaced an earlier depot and hotel which had been in use since 1876. The new station was placed west of the 1876 station, allowing trains to stop at the platform without blocking Kansas Avenue.

For many years the Union Pacific officials had dreamed of a new depot for Topeka. That dream materialized when Mr. Carl R. Gray, President of the Union Pacific Railroad formally presented the Station to Topeka on January 28, 1927. Mayor J. E. Thomas received it on behalf of the city. When it was opened in 1927, The Union Pacific Station in Topeka was reportedly one of the largest and finest stations west of the Missouri River. The formal monumental characteristics of the building reflected the station's original role as an important element of the railroads flourishing passenger service in the early twentieth century. Nearly 20,000 people attended the grand opening ceremonies.

On January 29th, the first regular trains began using the new passenger station. The first train to stop at the new station, which arrived at 12:40 p.m., was train No. 103. W.S. Glover, a dry goods salesman from Topeka, bought

the first ticket. Mr. Glover's ticket was from Topeka to Manhattan, Kansas. N.J. Chamblin, ticket seller, made the sale.

The Topeka Station was a daily stop in the 1930s for the Union Pacific's sleek M-10000 passenger streamliner, *The City of Salina*, after its sixty-five city tour around the United States in 1934.

The station received extensive damage during the 1951 Topeka flood requiring major interior remodeling. The water reached over eight feet high inside the building. The seats, counters and interior were redone to the "modern fifties styling" of the period.

Even while the station was being built the pattern of transportation in the United States was being radically changed by the growing use of the automobile. After a flurry of activity during World War II, rail passenger service steadily declined in the 1950s and 1960s at the station. The last time the station was used by passengers on regularly scheduled runs was in 1971. After the passenger service was discontinued, the main waiting room was adapted for use as office space; the east wing for storage and the west wing were used as the freight office and a small maintenance shop. The interior of the Station was remodeled in 1985 to use as a computerized customer service center. The central waiting room with its high ceiling was covered with an eight-foot high-suspended ceiling system. The Union Pacific Railroad abandoned the building in 1989 and moved its operations

Railroad Heritage, Inc. (f/k/a Topeka Railroad Days, Inc.), with the technical assistance of Historic Topeka, Inc., initiated a preliminary investigation of acquisition and redevelopment of the site and building in January 1992. A fire on March 1992 damaged the west central wing of the building. The roof structure over the wing was destroyed and the first and second floors in this area were, for all practical purposes, gutted. The fire also damaged the roof over the west end of the center bay.

In April of 1992, Topeka Railroad Days, Inc. entered into an agreement with the Union Pacific Railroad to allow time to determine the feasibility of saving the historic Station. Following architectural and engineering studies and in conjunction with the City of Topeka, neighborhood associations of North Topeka and in cooperation with North Topeka businesses, a plan was developed to save and renovate the Station. Now called the Great Overland Station, the building will become a railroad heritage museum.

The project is being done in three phases and in cooperation with the North Topeka Revitalization Plan developed by the Shawnee County Metropolitan Planning Department in conjunction with the North Topeka community in 1999. The Great Overland Station is the centerpiece for restoration and economic development of the North Topeka Historic District and riverfront development.

The station was built on a site already rich in history. Here, this landmass site included a part of the Oregon Trail system where Louis Papan transported pioneers across the Kaw, disembarking at " Papan's Landing", while Chief Burnett traded supplies and horse with the sojourners. Slaves seeking their freedom crossed here on their way north along the "underground railroad." Louis Papan's grandson, Charles Curtis, was born on this site, became Majority Leader of the US Senate and was elected and served as Vice-President of the United States. George Armstrong Custer, Buffalo Bill and Wild Bill Hickock were frequent visitors to the bustling frontier community on the north bank of the river. The area is listed as a high potential Oregon Trail site for development in the Comprehensive Plan of the Department of Interior, National Park Service.

The preservation of this historic building and the site development/enhancement of the land, which it sits, are extremely significant to Kansas and Topeka. The history of our community and state and their contributions to the expansion and growth of this Nation will be preserved and the story will continue to be told for generations to come.

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Verbal Boundary Description

The nominated property is located in the NE 1/4 of Sec. 30, Tws. 11, Rng. 16 beginning northeasterly 450.94', southeasterly 10.98' of SW corner lot 7, then northeasterly 39.1', southeasterly 317.9', southwesterly 9.1', and northwesterly 317.9' to the point of beginning. The property is in Reserve #4. The property is bounded by Union Pacific Railroad Company (now Burlington Northern Railroad Company) right of way on all sides. The railroad tracks bound the depot to the north.

Boundary Justification

The nominated property stands in the middle of a railroad company owned reserve. It has been extracted from the reserve as part of the nomination. Historically, the land associated with the depot included a larger area.

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