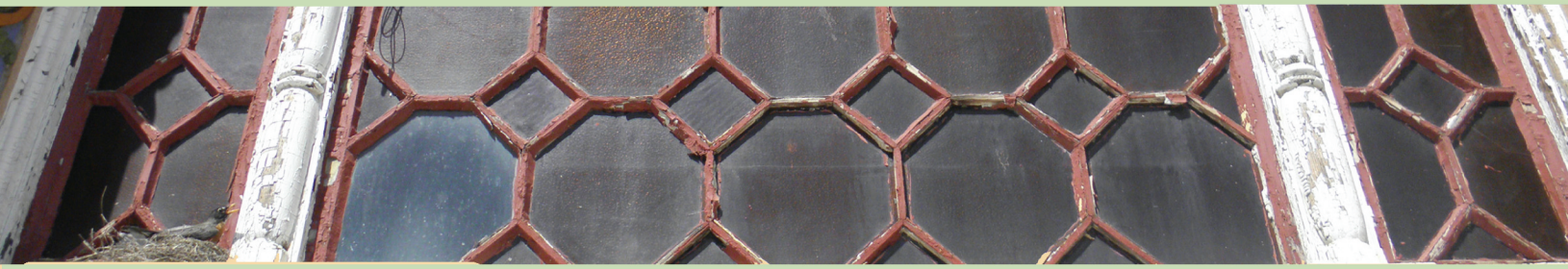
Building Assessment and Restoration Plan



Marysville Union Pacific Depot
Marysville, KS



William Morris Associates Architects
114 East 5th
Augusta, KS 67010

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William Morris Associates Architects
P.O. Box 2, 114 East Fifth Avenue
Augusta, Kansas 67010
316 775 2590
wmaarchitects@yahoo.com

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Introduction

This report will give an overview of the current conditions observed at the Marysville Union Pacific Depot. This report will also evaluate the conditions observed. The goals of the current owner, The Marysville Union Pacific Depot Preservation Society, will also be addressed and an outline of how those goals might be executed will be presented. A prioritized timeline will be given as well as an outline of projected costs to complete the outlined work. The project which is the subject of this building assessment and restoration plan has been financed in part with Federal funds from the National Park Service, a division of the United States Department of the Interior, and administered by the Kansas Historical Society. The contents and opinions however, do not necessarily reflect the view or policies of the Unites States Department of the Interior or the Kansas Historical Society.

Background

The Union Pacific Depot in Marysville, Kansas was built in 1929. It was built to replace an earlier depot constructed in the 1880s. The depot was designed by Architect Gilbert Stanly Underwood in the Spanish Revival style. This style of architecture began to gain in popularity in the United States in 1915, when the Panama California Exposition was held in San Diego which had an exhibit featuring this architectural style. By the time the Union Pacific Depot was designed, this style was at the height of its popularity in the United States. The Spanish Revival style is reflected through the use of exterior finishes, including stucco and a terracotta clay tile roof and decorative terracotta features, as well as its general design proportions.

The depot served the Marysville community and surrounding areas with both freight and passenger service from 1929 until 1955 when passenger trains service ended in Marysville. The Union Pacific Railroad retained ownership of the building until it was sold to the Marysville Union Pacific Depot Preservation Society in 2015. The Society is focused on the preservation of the structure and its future adaptive reuse as a multipurpose space, as well as its overall relationship to the community.

Authors

This report has been prepared by William Morris Associates Architects. This firm specializes in historic preservation with over 34 years of experience in this field and is located in Augusta, KS. The evaluation and recommendations regarding the building systems were done by representatives from Mechanical Concepts, based in Andover Kansas, and Engenuity based in Wichita, KS. Mechanical Concepts evaluated the existing HVAC and plumbing systems. Engenuity evaluated the electrical system.

Methodology

This report is based on field observations conducted on January 21st 2019. During this visit the building was observed by representatives of the mechanical and electrical engineering firms as well as a licensed architect and staff. The team spent time visually observing current conditions. Measurements were taken to verify current building configurations so plans could be updated to reflect those conditions. Architectural features were assessed to determine which parts of the structure were original, and which were later additions. After the site observations, a public meeting was held to seek input from the community and other interested parties. The discussion focused primarily on the future use of the building and how the building would relate to the community.

Existing building conditions

Structural overview

The building is of masonry construction. The building sits on a concrete foundation with a partial basement. The walls are constructed of hollow clay block with steel reinforced columns. The exterior walls are finished with stucco. The roof trusses are mixture of steel and wood construction with a Spanish clay tile roof. The basic structure of the building is generally sound with no signs of major settling or structural deterioration. There are signs of general cosmetic deterioration due to neglect as well as alteration to the original floor plan of the building.

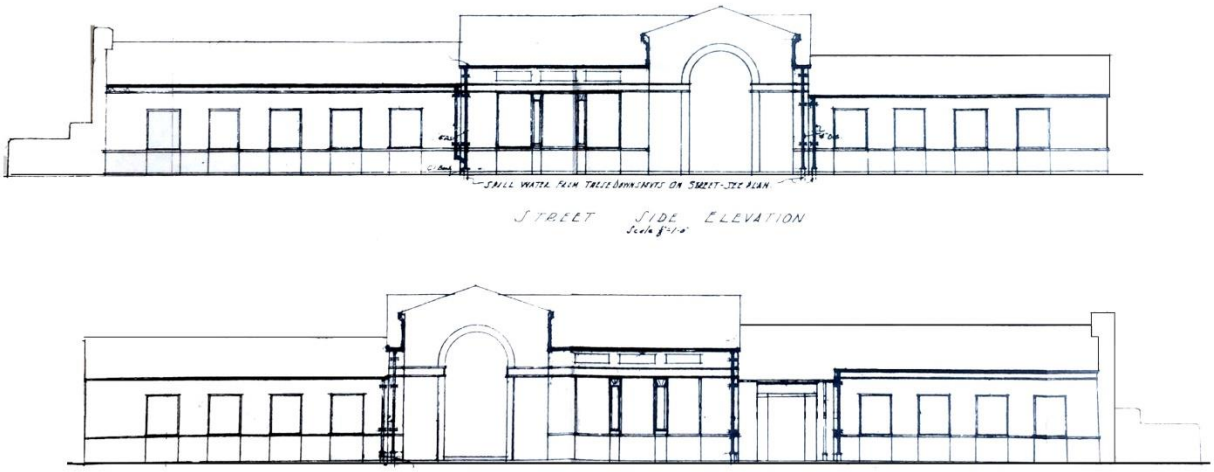
Exterior site overview

The site of the Marysville Depot has been significantly altered from its original design. The building was originally surrounded by a brick platform that extended approximately 12 feet out from the building on the North, South, and East, sides. The West side of the depot originally faced the tracks and had a brick platform approximately 33 feet wide. Only the brick platform on the track side exists today. The curb that held the brick in place is broken and missing in some areas allowing some brick to become dislodged. It is recommended that the platform be re-laid using the existing brick as well as replacing damaged sections of the curb in order to create a level surface. The remaining locations the brick platform once occupied are now covered in concrete. The depot was originally designed with large green spaces to the north and south of the depot that extended to the end of the block. Today nothing remains of these landscape areas.

Exterior walls overview

The walls are constructed of hollow clay brick with a stucco finish on the exterior. The original finish coat of stucco was found to contain asbestos and was removed by the Union Pacific Railroad prior to the present owner acquiring the property. A new finish coat of stucco has been applied to the building. The new stucco is integrally colored. The color was matched to the original color of the building from samples obtained from the site. Because the building had been painted to protect the stucco sublayer, a special bond coat was applied to the painted surface prior to applying the new stucco finish coat.

Exterior conditions



Original plans of the depot showing the general layout of the east and west facades

Roof

The roof retains its original clay tiles. The majority of the tiles appear to be in good condition with only a few areas requiring attention due to damaged or missing tiles. While it is possible to repair individual areas of the roof, it is our recommendation that all of the roofing tiles be removed and a new underlayment installed. The existing underlayment has exceeded its service life, It is our concern that any repair done to the roof may damage the fragile underlayment causing additional damage and thus compromising the watertight integrity of the roof. Tile used to replace any broken or damaged tiles is ready available.

East Façade

This side of the building faces the street and includes the main street entrance to the building. This façade is divided into three sections. The walls are all finished with stucco unless otherwise noted. The southern most section has five windows. There is a brick wainscot that runs below these windows. The central section contains three windows separated by terracotta columns. There is a terracotta belt course above the windows. There is an ornamental terracotta frieze panel above each window. There are brick panel insets below each of these windows. There is an ornamental terracotta frieze that runs just below the roof of this section. The main entrance to the depot is located north of these windows. This area has large double door with sidelights. Above the door is a large window set in an arched opening. The opening is framed with terracotta. There is also a terracotta belt course in this section and terracotta accents at the top of the wall. Ornamental terracotta frieze panels are located above the belt course. The northern most section of the east façade has four windows. There are two large windows and

two half size windows. There is a brick wainscot that runs the length of this section below the windows.



Detail of terracotta ornamentation at west façade entrance

The general conditions of the East façade are good, although there are areas that have been subject to neglect and alterations. The integrally colored stucco has been recently restored with a new finish coat. It remains in good condition. The basic form of the East façade remains from the original design. All of the original window openings are still present. The three large windows that were in the former lobby to the south of the main entrance have been partially closed and the original mullions are no longer present. There is another set of three windows south of the lobby that originally opened onto the restaurant dining room. All existing wood windows are in need of restoration. The main entrance doors have been replaced with commercial aluminum doors during an earlier modernization. The original wood framed sidelights are still present. Two of these have been partially blocked and are covered over with siding. South of these windows are two smaller windows that originally opened onto the

kitchen. One of these has been blocked in the same manner as the rest. The remaining windows on the south end are mostly intact with the exception of one that was altered to accept an air conditioning unit.

West Exterior Façade

This façade originally faced the trackside of the station. This façade is divided into three sections. The northern most section has four windows. There is a brick wainscot that runs below the windows with a stepped base course. The center section contains the main lobby. This section has a large central set of doors that lead to the lobby. There is a large window in an arched opening situated above the doors. The door area is surrounded by ornamental terracotta. There is also a terracotta belt course and the top of the wall is finished with terracotta. There are three large windows that are directly south of the entrance that open onto the lobby. These windows have brick insets below them and ornamental terracotta frieze panels above the belt course. The windows are separated by terracotta columns. The southernmost section of this façade has a second set of doors with a terracotta surround. South of the door, there are four windows with a brick wainscot below, running the rest of the length of the building.

The large central entrance was originally used by train passengers when boarding or exiting the trains, and opened directly onto the main lobby. The doors have been replaced with modern commercial aluminum doors. The sidelights remain but have been closed with wood. South of the main entrance is a smaller set of doors that originally opened onto the restaurant dining room. These doors are made of wood and appear to be original to the building. There are three large windows that open onto the lobby south of the main entrance. One of these has been partially blocked. There are four more windows south of the main entrance. Two of these have been blocked, while the other two appear to have retained their original design.

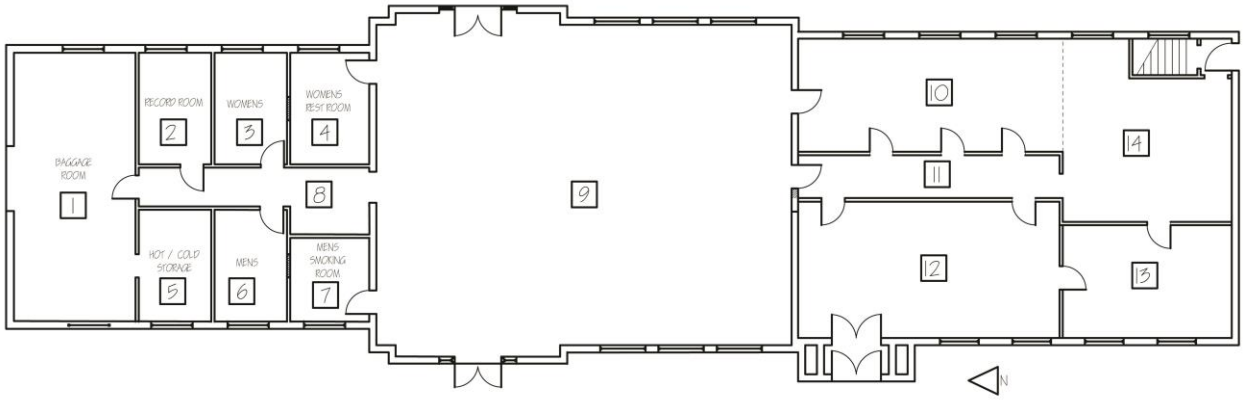
South Exterior Facade

The south side of the depot has a wide chimney in the center of the wall that was used for exhaust for the basement mechanical system. A porcelain-metal sign displaying the symbol for the Union Pacific railroad remains affixed to the upper part of the chimney. There is one window to the west of the chimney. It is in it's original configuration but appears to be weathered. There is one window and one door to the east of the chimney. This window is also in its original configuration but also appears to be weathered and in need of restoration. The door originally opened onto the stair landing leading to the basement.

North Exterior Façade

This side of the depot has one set of double doors that originally opened onto the freight room of the depot. The opening for the freight door has not been altered, but it is has been partly closed with wood in order to accept a smaller set of doors. The door is framed with ornamental terracotta accents. The terracotta has been badly damaged near the base of the door. A porcelain-metal sign displaying the symbol for the Union Pacific railroad remains above the freight door.

Existing building interior conditions



Key plan illustrating locations of interior description and current conditions

Room 1

This room was originally designed to be a baggage room. Currently, the room is in a deteriorated condition with a significant amount of plaster missing from the walls exposing the hollow clay block underlying structure. The exterior doors on the north side of the baggage room are not original to the building and the opening size has been altered.

Ceilings are generally intact with some plaster cracking present. Sections of the wood trim are missing from this room. One exterior window was not installed at the time of the inspection and was undergoing restoration.



Photo illustrating interior condition of plaster in room 1

Room 2

This room was designated on the original plan to be a Record Room. The footprint of this room was a part of the original design of the building. The general condition of the plaster in this room is good, with some areas of patching required. The woodwork in this room has paint over the original stain finish.

Room 3

This room was originally designed to be the women's toilets. The entrance to this room was originally through the women's rest room (room 4). There is currently a direct entrance to this room from the hallway. (room 8). This room retains its original toilet partitions as well as some fixtures like toilet paper roll holders. The tile floor does not appear to date from the time the building was constructed, nor does the wall tile which appears to be a much more recent addition. The general condition of the walls and ceilings appears to be good.



Photo showing original toilet partitions and non-original wall tile and flooring

Room 4

The original plans describe this room as the “women’s rest room”. This room would have originally been a separate woman’s seating area separated from the main lobby. It would have also served as a buffer between the toilets and the more public lobby. The women’s toilets were originally accessed from this room. The general condition of the walls and ceilings appears to be good, with much of the plaster intact with peeling paint

Room 5

This room was originally used as a climate controlled storage room. It opens off of the baggage room and the hallway. The general condition of the walls and ceilings appears to need repair.

Room 6

This room was originally the public men’s toilet. This room was originally accessed through the “men’s smoking room” (room 7). This room retains its original toilet partitions as well as some fixtures like toilet paper roll holders. The tile floor does not appear to date from the time the building was constructed, nor does the wall tile which appears to be a much more recent addition. The general condition of the walls and ceilings appears to be good, with much of the plaster intact with peeling paint.

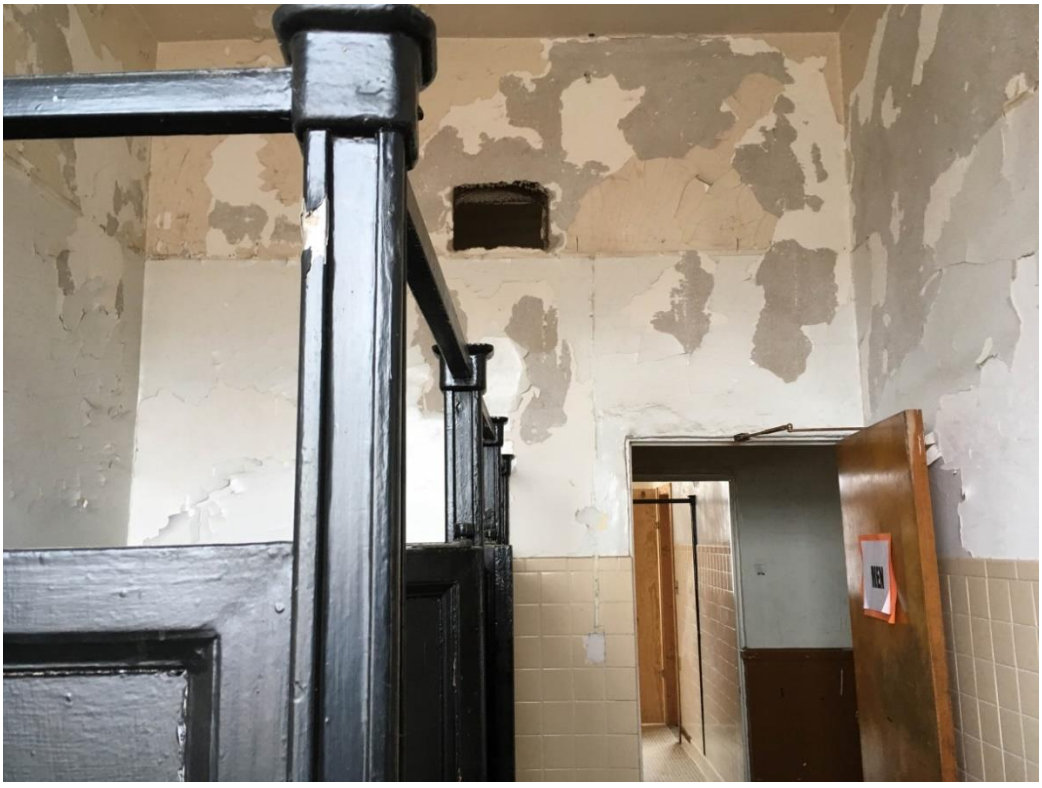


Photo showing historic toilet partitions and general wall condition including non-historic tile.

Room 7

The original plans label this room “men’s smoking room”. This was a separate men’s sitting area that originally served as a buffer between the lobby and the men’s toilets. This room formerly contained the entrance to the men’s toilets. The original woodwork has been painted. The door that originally gave access to the men’s toilets has been blocked.

Room 8

This is the hallway that provides access to rooms on the north side of the lobby. The general condition of the walls and ceilings appears to be good with mostly minor repairs to the plaster needed as well as peeling paint. The original base and wainscot are also present. The original stain finish of the wainscot has been painted. A doorway has been opened up off the hallway to provide access to the bathrooms from the hallway. There are also additional holes in the wall that appear to indicate that ductwork had been installed during an earlier modernization. The floor is finished with the same original tile as the lobby.

Room 9

This room was the original lobby for the Station and is the largest room in the depot. This room currently has a painted frieze near the top of the interior walls. Remnants of this design are still present. This is not a feature original to the building. The frieze was painted during the 5th repaint of the lobby. The original wood wainscot is still present in the room, although the original stained finish has been painted over. The base is made of stone. Multiple holes have been made in the walls to accommodate electrical conduit, ductwork, etc., which were made during earlier updates. These will all need to be addressed as part of the restoration. Original details such as radiator covers are present in some locations in the room. The original station clock is not present, but the area where it was previously mounted is clearly visible above the door on the North wall. The original tile floor is largely intact, although there are many areas of damage that will need to be addressed. The area that originally housed the tickets booth is clearly defined through exposed concrete where the tile floor was not originally present. The outline of the structure is still made evident by the absence of floor tile where the walls were once located. This area of exposed concrete should by lightly ground. An epoxy leveling compound should then be applied to the area to provide an even surface. The leveling compound could be integrally colored to compliment the surrounding tile. The stone base should be similarly treated. Missing sections should be replaced with stone of the same type and finish. Smaller damaged areas can be patched with an integrally colored epoxy patching material. The ceiling of this room is curved and has many holes in it that appear to have been used for suppling power to light fixtures. The fixtures currently in place are later additions and not original to the 1929 design.



Photo showing the lobby floor (room 9). The area of exposed concrete shows the outline of the original ticket booth.



This photo shows an example of the later addition painted frieze in the lobby. (room 9)

This photo also illustrates the damage done to the walls during earlier attempts at modernizing the electrical and mechanical systems of the building.



This photo shows the original wainscot, stone base, flooring and historic radiator covers In the lobby. Note the areas of exposed wood at the top of the wainscot which show the original wood finish.

Room 10

This room is a part of what was originally a much larger room. Rooms 10, 11, and 12 originally made up a space that was used for a lunch room and dining room. This configuration was not retained for long after the building was constructed as it was soon apparent that the lunch room was not profitable. It was at this time that the walls currently dividing these rooms were constructed. A later plan of the building dated 1950 labels this room as “chief dispatcher” with a smaller office in the space being labeled “asst. superv. / asst. engr.” The partition dividing these spaces no longer exists.

The wood trim is largely intact, but has been painted. The wood trim was originally stained in this room.

The floor is a decorative glazed tile floor. The condition varies from excellent to some areas with damage.

Room 11

This room is a part of what was originally a much larger room. Rooms 10, 11 and 12 originally made up a space that was used for a lunch room. This space was used as a hallway sometime after 1930.

The wood trim is largely intact but has been painted. The wood trim was originally stained in this room

The floor is a decorative glazed tile floor. The condition varies from excellent to some areas with damage. Damaged areas may have cracked or missing tiles or may have had anchor bolts drilled in to the floor. It is recommended that larger damaged areas of the tile be replaced with replica tile or, if the damage is less extensive, patched with a color matched epoxy compound.

Room 12

This room is a part of what was originally a much larger room. Rooms 10, 11 and 12 originally made up a space that was used for a lunch room. A later plan of the building dated 1950 labels this room as the "telegraph office" with another office on the south side labeled "trainmaster clerk". The wall dividing these offices no longer exists.

The wood trim is largely intact but has been painted. The wood trim was originally stained in this room.

The floor is a decorative glazed tile floor. The condition varies from excellent to some areas with damage. Damaged areas may have cracked or missing tiles or may have had anchor bolts drilled into the floor. It is recommended that larger damaged areas of the tile be replaced with replicated tile or, if the damage is less extensive, patched with a color matched epoxy compound.

Room 13

This room was a part of the former kitchen that served the lunchroom. The kitchen was divided sometime after 1930 and room 13 was created from this space. A later plan of the building dated 1950 labels this room as "Train Master".

Room 14

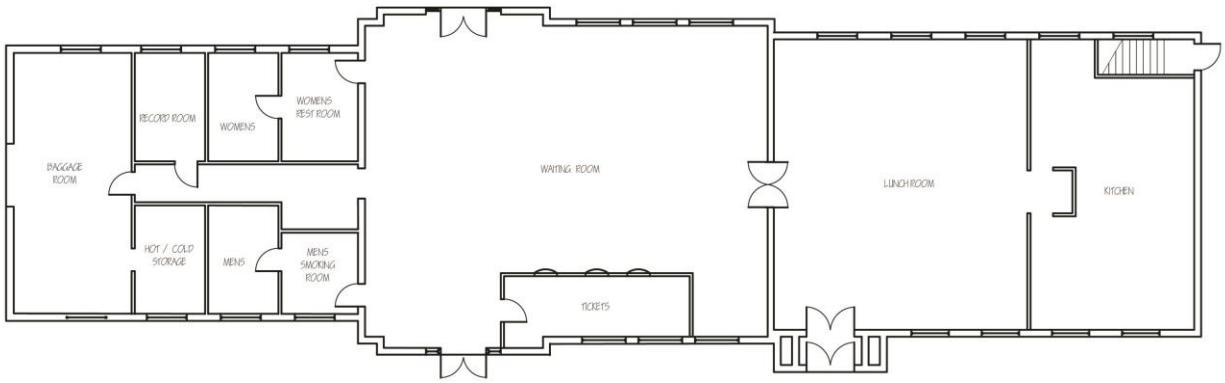
This room, along with room 13, was originally designed as the kitchen to serve the lunch room. This room currently has an exposed concrete floor. The wood trim in this room has been painted. The north interior wall of this room has been removed to combine the space of rooms 10 and 14. The west wall of room 14 was added to subdivide the former kitchen space creating room 13. A later plan of the building dated 1950 labels this room "road master and clerks"

Basement

The basement has several rooms within it that were formerly used as storage areas to serve the restaurant which was located above. The basement also housed the boiler room, fuel storage and an area for the maintenance staff. The basement was originally accessed through the former kitchen which is part of room 14 on the key plan.

The basement wall partitions are still present along with the boiler and other equipment such as piping that served the depot. All of the walls suffer from neglect and the plaster would need significant attention if it were to be restored. The basement floor is poured in place concrete.

The basement of the depot is accessed through a single staircase in room 14. Because of this limited access with no additional egress routes, code prohibits the use of this space for purpose other than for service equipment or storage. Because of the possibility of only limited use, It is our recommendation that work in the basement should be limited to removal of debris and minor cosmetic work as well as improved lighting. Although it will not be reused as a part of the restoration plan, all existing building equipment including the boiler, etc., should be left in place.



Original floor plan for the Marysville Union Pacific Depot.

Interior restoration notes

INTERIOR RESTORATION NOTES

ROOM #	CEILING	FLOOR	WALLS	TRIM
1	B, C	*	B, C	D
2	B, C	*	B, C	D
3	B, C	*, ***	B, C	
4	B, C	A	B, C	D
5	B, C	*	B, C	D
6	B, C	*, ***	B, C	
7	B, C	A	B, C	D
8	B, C	A	B, C	D
9	B, C	A	B, C	D
10	B, C	A	B, C	D
11	B, C	A	B, C	D
12	B, C	A	B, C	D
13	B, C	A	B, C	D
14	B, C	*	B, C	D

Room numbers correspond to the key plan found on page 10

***Clean and seal concrete**.

****Remove existing non-historic tile**.

Remove existing non-historic tile. Floor can then be evaluated to determine whether the original exposed concrete floor should be used, or a more historically correct tile installed.

***** **Remove existing non-historic tile base and wainscot**.

Non-historic tile should be removed. The base and tile wainscot should then be replaced with a historically appropriate type.

Interior

A. Floor tile repair

The floor should be repaired by removing any masonry anchors or other material embedded in the floor. Cracks and small pieces of missing tile may be repaired using a tinted epoxy compound after a thorough cleaning of the surface. Larger areas of missing

tile should be filled in with replicated tile that matches the original in color texture and size. Reference preservation Brief #40

B. Wall / ceiling repair

Non-original openings created in interior walls may be closed with the same type of materials used in the original construction of the building. For example, clay tiles should be used to close the openings made in the walls constructed of clay tiles. Once the opening has been closed, a coat of plaster should be applied to the area being repaired that matches the original where original walls have had new openings added. See Preservation Brief #21

C. Painting interior walls.

Interior walls with a plaster finish should first be prepared for painting. This will include removing any unstable existing paint through scraping or stripping. Plaster surfaces should have any cracks or holes repaired according to the guidelines outlined in preservation brief #21. Evidence of old repairs or other uneven areas should be smoothed down to provide a uniform surface. New paint should be applied to the prepared plaster surface matching historic colors and finish type.

D. Interior wood trim

The majority of the interior wood trim has been painted during updates to the depot. Field investigations revealed that the wood wainscot, door trim, etc., originally had a stained finish. Existing layers of paint should be removed from the wainscot to expose bare wood. Any areas of damage to the wood trim should be repaired. Small repairs can be made with wood epoxy. Larger areas of missing or damaged trim should be replicated using wood that matches the original in profile and species. The prepared wood surface should then be stained to match the original color. Two coats of varnish should then be applied to the newly stained wood as a final protective layer.

1929 paint scheme

The original color pallet for this 1929 building reflects it's Spanish revival style.
The interior public spaces had a unified design reflecting this style. The public spaces generally were shades of yellow with evidence of a dark accent at the top of the walls in the main lobby. The wainscot throughout the building originally was finished in a reddish brown stain. The wainscot was subsequently painted later during various remodels. The main lobby also has a base that is a type of dark stone.

Exterior finish notes

The exterior originally had integrally colored stucco. This was removed as a part of the asbestos remediation work. The present exterior color of the depot was replicated using samples of the original stucco.

Interior finish notes

Samples of existing paint were taken from several different locations of the public areas of the building. These samples were then examined under magnification to determine what colors were present when the building was originally constructed in 1929. These colors were then matched to a commonly available commercial color pallet. Rooms are referenced by numbers that can be found on the key plan on page 10.

The general design of the interior of the depot followed the Spanish revival influence as the rest of the building producing a harmonious design complimenting the exterior colors. The colors from the 1929 color pallet are referenced for various locations in the commentary below. See paint schedule, page 21.

The main lobby (Room 9)

The lobby was unique to other rooms in that the walls were not originally painted, but instead, had an integrally colored plaster as the wall finish.

This wall color is closely matched by Sherwin Williams color SW6666. Paint samples taken near the top of the ceiling revealed the first layer of paint above the integrally colored plaster to be a black color that was not present in samples taken from lower sections of the wall. This would seem to indicate the wall originally had a dark accent band running along the top next to the ceiling.

The painted frieze that currently exists in this area is not original to the structure.

The frieze occurs on the fourth paint layer indicating it was done many years after the construction of the building. The colors after the base color include a dark accent band, a muted pastel green, yellowish tan similar to the original color and finally the layer that contains the frieze.

Hallway north of the lobby (room 8)

Samples taken from the hallway north of the lobby show the base layer as a pastel green similar to Sherwin Williams color SW6422. The next layer was a dark color which may have been an accent band on the wall. Further sampling would be necessary to determine in the exact extent of this band. A pastel coral color followed, with a slightly darker coral with other earth tones following.

Dining room (room 10)

This room was painted a lighter version of the lobby color. This would have added to the overall harmonious design of the building while creating a light and pleasant atmosphere for the restaurant dining room. This color is approximated by Sherwin Williams color SW6673

Record Room (room 2)

This room is typical of the non-public areas of the depot. The base color appears to be the same color as the main lobby, (Sherwin Williams color SW6666), although the first layer is paint instead of the integrally colored plaster found in the lobby. This color seems to be typical of other non-public areas of the depot where samples were taken. No other samples contained evidence of any accent lines as found in the lobby and hallway.

INTERIOR PAINT NOTES (1929 PALLET)

ROOM #	WALLS	NOTES
1	SW6666	
2	SW6666	
3	SW6666	
4	SW6666	
5	SW6666	
6	SW6666	
7	SW6666	
8	SW6422	EVIDENCE OF A DARK ACCENT BAND MIDWAY UP WALL
9	SW6666	EVIDENCE OF A DARK ACCENT BAND AT TOP OF WALL
10	SW6673	
11	SW6666	
12	SW6666	
13	SW6666	
14	SW6666	

Exterior

Clay tile roof

Option 1:

Repair existing tile roof. The existing clay tile roof may be repaired by replacing broken or defective tiles. This process would also include repairing any damage to the underlying roof structure, underlayment and wood nailers that might be present in the affected area. This should only be considered a temporary measure as the underlayment under the entire roof is likely nearing the end of it's service life. This process is outlined in detail in preservation brief #30.

Option 2:

This option will involve a complete removal of the existing roof tiles. A new underlayment will be installed along with things such as new copper flashing. Existing tiles will be evaluated by the manufacture for moisture content to ascertain their suitability for re-use. Existing tiles that are suitable for reuse will then be re-installed. Broken, degraded or damaged tiles will be replaced with new tile that matches profile and color.

Exterior terracotta ornamentation.

The terracotta ornamentation may be cleaned using water with a mild detergent and a nylon brush. Areas of damage can be patched using an appropriate masonry patching material. Colored areas of the terracotta may be painted to match the original integrally colored designs. Preservation brief #7 recommends that any terracotta pieces that are no longer firmly attached to the underlying structure may need to be replaced. Our recommendation is to evaluate any detached material and ascertain if it may be reattached without replacement. Each area of detached terracotta should be evaluated on a case by case basis for suitability for reattachment through mechanical means or through epoxy injection, etc. Any open joints between terracotta pieces or terracotta and masonry should be sealed with an appropriate caulking material.

General masonry work

The exterior of the building should be carefully examined for any open joints between masonry features, wood to masonry joints, or masonry and terracotta. Any open joints should be filed with a matching color mortar.

Asbestos removal comments

As a part of the Depot acquisition from Union Pacific' it was negotiated that Union Pacific would be responsible for removing asbestos containing materials.

The materials were removed including the original exterior finish plaster coat applied to the building. Other asbestos materials were removed by Union Pacific as well. Union Pacific declared the building to be free of asbestos when the City of Marysville took over ownership of the building.

Engineers report regarding current condition of plumbing system

The current plumbing is unserviceable and will not meet the requirements of the proposed building use.

The plumbing needs all new fixtures and re-piped. It needs a new high efficiency hot water heater also. If the commercial kitchen is installed it would also mean that a grease trap would need to be added. Drinking fountains need to be added as well and a mop sink to meet code requirements.

The plumbing cast iron sanitary waste and vent piping looks for the most part that it could be reused. The water piping should be replaced with either copper or pex tubing.

Engineers report regarding current condition of HVAC system

Description of Facility:
The facility is approximately 6700 sq. ft.. The building is on the historical register so any modifications need to address this.
The building needs roof insulation which could be handled by either batt insulation or blowing insulation. The building currently has single pane glass which is being restored however it would appear that custom interior storm windows could be added and still maintain the historic properties. These improvements would significantly reduce the heating and air conditioning requirements. The existing lighting should be replaced with LED lighting which will lower not only the energy usage of the lights but also significantly reduce the air conditioning loads.

The existing heating system consists of an old boiler and radiators and black steel piping. The good news is that the previous owner abated all of the asbestos on the piping. The system is unusable and either should be removed or abandon in place.

Three heating and air conditioning systems were evaluated.

System 1 would be to replace the boiler and piping with a new high efficiency boiler and a new chiller with fan coil units to replace the existing radiators. This would be the most expensive approach and while it would most satisfy the historic nature of the building the installation and maintenance of the system would be very high. I would not recommend this system for the owners.

System 2 would be a VVT system with central heat pumps and either console heat pumps or ceiling mounted ducted heat pumps. While this system would be less than the chiller system it would still be high in cost and would be all electric. Contractor would have to be certified to install this system and that might limit the number of bidders on the project.

System 3 would be using variable volume gas furnaces and modulating high efficiency air conditioning units. The furnaces would be mounted in the attic space or the basement and would require structural support for the platform and

attic access. The main area would be fed by sidewall registers and there are registers that conform to the décor of the past. The advantages would be that these systems are common to local heating and air conditioning firms and repair and maintenance would be available. This system would also be the most cost effective and still be energy efficient. The need for variable volume units is because the facility is projected to have a multiple of different uses. Consequently it might go from high usage to low usage and the system would vary the performance with the load requirement. The building would be zoned for the various spaces. The most common method of control would be with programmable thermostats, however, a direct digital control system could be installed that would enhance energy efficiency and give the owner custom programing of the system for space use. For example if a wedding was going to take place the owner could from a remote location set the time for the system to come on and turn off. The control system could also incorporate alarms of malfunction and could be interlocked with a security system for remote monitoring.

There was discussion of a commercial kitchen. This would entail the installation of a class 1 hood and exhaust fan and make up air unit.

The plumbing needs all new fixtures and re-piped. It needs a new high efficiency hot water heater also. If the commercial kitchen is installed it would also mean that a grease trap would need to be added. Drinking fountains need to be added as well and a mop sink to meet code requirements.

Engineers report regarding current condition of electrical system

A walk thru observation was conducted on the Union Pacific Railroad Station – Marysville, KS on 01/21/19, by ENGINUITY CONSULTING ENGINEERS, LLC and the following electrical items were noted.
The original electrical service consisted of (1) 120/240-volt, single phase, 3 wire, 200-amp panel and (1) 240-volt, three phase, 3 wire, 200-amp panel - both existing panels have been disconnected. The existing electrical service is a 240-volt, 3 phase, delta service feeding a wireway located in the basement.

At the time of observation, there is a small 120/240v, single phase panel connect to the wireway, this panel fed another panel located on the main floor, and a small 240v, three phase panel connected to the wireway.
Nothing electrically in the building is salvageable except for a few outlets, which we would recommend be replaced. The existing 240-volt, 3 phase delta service is obsolete. Westar will require the service to be up-graded to meet the latest electrical service standards. All old conduit and wire is to be removed during demolition. The existing main distribution panels, recessed in the wall of the basement, cannot be re-worked as they are obsolete and will not meet the latest codes and standards. They can, however, be retained for “decorative purposes”. We would propose a new electrical system, which includes electrical service, consisting of (1) main distribution panel (located in the basement at the same location as the existing service wireway) and various sub-feed panels at strategic locations thru-out the building. New lighting, power, and electrical wiring to meet current standards. Actual size of new size of service will be dependent on final design loads.

Proposed plan for adaptive reuse of Marysville Union Pacific Depot



Proposed floor plan reflecting the uses discussed

Possible reuse: Community meeting space, event venue, small museum, rails to trails stop.

Numerous ideas have been discussed regarding the possible use of the Marysville depot. A public meeting was held to help bring these ideas into focus. This proposed adaptive re-use of the depot is a result of the ideas expressed at the meeting.
Some of the ideas discussed included:

- A rest area for travelers using the trail
- Large public space that will be available for rent
- Possible locating quasi-government organization offices to depot
- Classroom space
- Museum/ gift shop
- The Department of Interior's guidelines for Historic Preservation will be observed in the plan in order to maintain the historic integrity of the building as well as to make it eligible to receive tax credits for future work.

Also discussed, was the relationship of the depot to the Marysville community at large. Further discussion included how it could not only become a tourist attraction but also a destination place, as well as venue hosting regional conventions and exhibits.

Proposed exterior restoration work:

The brick platform is to be restored and the area south of the depot could become a park. This area would be lit with historic pole fixtures and would have electrical outlets available. This park area would help to physically link the depot to the rest of the community. Once developed, this area could be used to hold events ranging from a farmers market to an outdoor art show. Completing the exterior restoration would contribute to the overall character of the depot and could in itself be a tourist draw.

Proposed interior restoration work:

The Marysville Depot is located at the trail head for Blue River Rail Trail which is a part of the larger rails to trails program in Kansas. Because of this, we propose to create a way station for people using the trail. This would include restroom and shower facilities as well as a small lounge area. This area would function independently from the rest of the building. This adaptive reuse would allow the depot to continue to serve travelers using this transportation route.

Other uses that were incorporated into our proposed design include flexible spaces that could be used as meeting rooms, classrooms or possible office space for local organizations depending on the needs of the community. These flexible spaces could be used for distance learning or other remote instruction opportunities as well. It is our recommendation that high speed internet connections as well as a wifi system be a part of the design of the depot to mke these spaces suitable for as many opportunities as possible. Our plan also includes a catering kitchen that could be used to serve food for catered events at the depot. Developing an area for tourists was also a desired function of the Depot. A museum could be developed targeting the local rail development, and within the museum area, could be a gift shop to serve visiting tourists.

The central part of the depot contains the largest room which originally was used as the main train station lobby. This proposed use of this area would be for a large multipurpose meeting/gathering space. Depending on seating configuration, this space could set 150-300 people. This larger area could function independently from the smaller meeting areas. The existing bathrooms north of large meeting room would be restored and enlarged to serve the large meeting room. One small office is proposed to be staffed by volunteers for building operations or possibly a local quasi-governmental organization.

There is currently no functioning HVAC equipment at the depot. In order to accommodate new equipment, some of the wood trusses on the south side of the building will need to be modified to accommodate locating new horizontal mechanical units in the attic south of the main lobby. A new electrical system will also need to be installed that will allow current technology to be incorporated in meeting room/ classrooms.

All areas of the depot will need to have extensive cosmetic repairs done. We recommend that all of this work be done to the Department of the Interior Standards for Historic Preservation. One of the requirements of these standards include that existing finishes be restored when possible. Based on these requirements we propose that the following work be carried out as a part of the depot restoration plan:

- All of the existing tile floors that are original to the building should be restored. The tile floors have varying amounts of damage to them. Damaged areas may have cracked or missing tiles or may have had anchor bolts drilled into the floor. It is recommended that larger damaged areas of the tile be replace with replica tile. Or, if the damage is less extensive, patched with a color matched epoxy compound.
- All original woodwork should have the later painted finish removed and be re-stained to match the original finish color. Missing or damaged pieces should be replicated to match the original profiles.
- All non-historic openings that were added to accommodate HVAC or electrical conduit should be closed.
- Areas of peeling paint on plaster surfaces should be scraped and new paint applied that matches the historic color pallet.
- Areas of damaged or missing plaster should be patched and the rooms painted using a historic color pallet.
- Window openings that have been partially closed with wood should be re-opened to their original size.
- Historic windows should be restored in accordance to Department of the Interior Standards and Preservation brief #9. Where the original widows are no longer present, new windows that match the original windows should be reconstructed.
- Historic features such as radiators should be left in place even if not used as a part of the new HVAC system.
- Non-original finishes such as the bathroom wall and floor tile should be removed and new finishes that are appropriate to the overall design of the building should be installed.
- Original electrical devices should be retained where possible.
- No significant historic light fixtures remain. New light fixtures should be installed that are of a historic design and appropriate for the building's original function and design.
- The original wood entry doors have been replaced with modern aluminum doors. New entry doors should be created to match the originals profile and materials.
- Interior doors should be replicated where missing.
- Exterior masonry joints should be repointed as necessary. Damaged pieces of terracotta should be repaired.

- The brick platform that formerly surrounded the building should be recreated to dimensions shown on the original site plan.
- The building should be wired to accept the addition of equipment such as LCD projectors and a WiFi system to meet the needs of the building's proposed use as housing classrooms for distance learning and meeting rooms.

Restoration time table

The restoration timetable will largely be contingent upon the availability of funds as to when each phase of the project will be executed. The order of completion of these projects should begin with insuring that the depot is weather tight to prevent any further deterioration of the structure.

- First phase
  This phase will include the repair or complete restoration of the tile roof to insure its water tight integrity.
- Second phase
  The work should concentrate on the repair of the exterior windows, at least to the point of them being weather tight.
- Third phase
  This phase will concentrate on the structure's mechanical systems, plumbing and electrical. After these systems are installed it may be possible to have at least limited use of the building.
- Fourth phase
  This phase of the project could be executed in stages as funds become available. This phase would include the restoration of interior finishes, modifications for reuse, and the restoration of the exterior site.

Summarized construction estimate including scope and projected costs

• Landscaping and development of plaza area	$73,000.00
• Patching existing tile roof	$8000.00
• Restore remaining exterior windows, doors and guttering	$43,000.00
• Restoring masonry, terracotta, repointing masonry joints and exterior painting	$25,000.00
• Restore area north of historic lobby area	$148,453.00
• Restore interior south of historic lobby area	$115,144.00
• Structural modifications to accommodate HVAC equipment	$15,000.00
• Modifications for trail use	$77,196.00
• Electrical	$84,500.00
• HVAC	$90,000.00
• Plumbing	$20,000.00
• 20% contingency	$143,912.00
Total for project	$863,466.00

If roof is the be redone the cost of the project will increase by an additional $140,000.00 This would include completely removing the roof tiles and stockpiling the materials, installing new underlayment and wood, and reinstalling the existing tiles on the roof and adding any missing or broken tiles.

Appendix I

Department of the Interior Preservation Briefs referenced in this report

- #7 The Preservation of Historic Glazed Terracotta
- #10 Exterior Paint Problems on Historic Woodwork
- #21 Repairing flat plasters walls and ceilings
- # 24 Heating, Ventilating, and Cooling Historic Buildings—Problems and Recommended Approaches
- #28 Painting Historic Interiors
- #30 The Preservation and Repair of Historic Clay Tile Roofs
- #40 Preserving Historic Ceramic Tile Floors

Appendix II

Appendix III

KAW ROOFING & SHEET METAL
INTEGRITY SINCE 1923

Issued To:

Rick Shain
Union Pacific Railroad Co
602 N 2nd St
Marysville, KS 66508

Date: 11/14/2018

Building:
Union Pacific Railroad Co
400 Hedrix Ave
Marysville, KS 66508

Roofing Service - Commercial - Estimate

Observations: The roof appears to be past its serviceable life. The wood stringers used to attach the tile have become deteriorated. The underlayment is also deteriorated and needs replaced. Leaks at low eave are attributed to deteriorated underlayment and improper counterflashing of the fascia/gutter condition. The step flashings at the raised center clerestory are a through wall reglet cut counter flashings and need reworked.
Recommendations: We recommend replacing the roof. Reuse of the existing tile is possible with a 15% waste factor. Please see scope and budgetary figures below. Additionally, we offer a repair scope to address the missing broken tile and counter flashing issues but cannot guarantee leaks will be addressed under this scope

Work to be Performed: Replacement (budgetary) maintaining historical installation
-Remove tile and store
-Remove all wood stringers, underlayment, and associated flashings and dispose of
-Install new high temp self-adhering modified underlayment
-Install new copper drip edge at low eave, valleys and starter flashings at rake edges to be stripped in with underlayment
-Install new treated exterior grade wood stringers
-Reinstall existing tile and new as needed
-Reuse existing gutter and downspout
Price: $148,000.00

Work to be Performed: Repairs
-Replace approx. 60pcs field tile, 5 ridge pcs and 10 bird stop closures at low eave
-Rework step flashings at clerestory with sealant and masonry fastners

Price: $7,450.00

MRCA MEMBER Midwest Roofing Contractors Association
SMACNA
NATIONAL ROOFING CONTRACTORS ASSOCIATION MEMBER

2105 North 13th Street • Kansas City, KS 66104 • Phone: 913-371-6100 • Fax: 913-371-4014
www.kawroofandmetal.com

KAW ROOFING & SHEET METAL
INTEGRITY SINCE 1923

Terms and Conditions

- Contract Proposal excludes the following, unless otherwise specifically noted above: electrical and mechanical rework, disconnect, reconnect or testing, asbestos testing and or abatement, structural testing and / or repairs, any items not listed above or evident at the time of inspection / proposal.
- All work to be completed in a workmanlike manner according to tolerances and deviations customary to the building / roofing industry. Any alteration or deviation from the above specifications involving extra costs will be performed only upon receipt of written change orders.
- Kaw Roofing and Sheet Metal, Inc. the Contractor, warrants the work to be performed will be performed in a timely and workmanlike manner. Other than warranties of the manufacturer and other than the warranties specifically contained herein, Contractor makes no other warranty, expressed or implied. Contractor reserves the right to use materials of equal or similar quality to those specified herein.
- To the extent permitted by law, Owner shall defend, indemnify and hold Contractor harmless from any and all penalties, actions, liabilities, costs, expenses and damages arising from or relating to the presence of (a) asbestos or similar hazardous materials or (b) mold of such type or in such quantity as to require mediation (hereafter "potentially harmful materials") at this work site, including without limitation, installation, disturbance or removal of any product containing potentially harmful materials or violation of governmental regulations relating to such potentially harmful materials. Owner releases Contractor from all claims and liabilities relating to such potentially harmful materials at this work site, including claims for subrogation. Should Contractor undertake to locate, abate, encapsulate and remove any potentially harmful materials present at this worksite, provided Contractor conducts its operations in accordance with applicable requirements established by the Occupational Safety and Health Administration and the Environmental Protection Agency, Owner agrees to exonerate, indemnify, defend and hold harmless Contractor from and against all claims, demands and lawsuits and all damages, expenses and losses incurred by Contractor's removal of potentially harmful materials from Owner's building and worksite. Without Imitation of the foregoing, this indemnification shall include any and all claims, damages, fines, judgments, penalties, costs, response costs, liabilities, or losses (including, without limitation, any and all sums paid for settlement of claims, attorneys, consultant and expert fees) incurred by Contractor resulting in Contractor's removal, transportation and disposal of such potentially harmful materials from Owner's building and worksite, and specifically including any and all costs incurred because of any investigation of the site at which such materials are disposed of by Contractor or any cleanup, removal, remediation or restoration of such site mandated by a federal, state, or local agency or political subdivision. As used herein, the term "hazardous substances" means:
    1. Any "hazardous waste" as defined by the Resource Conservation and Recovery Act of 1976, as amended from time to time, and any regulations promulgated there under.
    2. Any "hazardous substance" as defined by the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended from time to time, and regulations promulgated there under; and
    3. Any substance that is or becomes regulated by any federal, state) or local governmental authority.

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- In the event the Owner fails to pay the Contractor within 30 days after the due date, Owner agrees to pay Contractor a sum equal to 1½% per month, or portion thereof, of the amount outstanding, which amount shall reimburse the Contractor for the additional administrative expense there by incurred. In addition to any and all other amounts due and payable hereunder, and in the event the Contractor employs legal counsel to collect any such amounts outstanding, the Owner agrees to fully reimburse and pay the Contractor for any and all reasonable costs of collection, including reasonable court costs and attorney fees. Any warranty to convey to the Owner will only become valid upon full and satisfactory payment by the Owner. Any valid warranty will become null and void if at any time the Owner fails to reimburse the Contractor for work performed.
- Any changes or alterations from the plans or specifications herein noted which may be required by any public body or inspector shall constitute an additional cost to the Owner and shall be paid for the same as any other additional change requested by the Owner. In the event the Contractor hereafter discovers a hidden or unknown defect or condition that increases the cost of completing the project, the Owner and the Contractor shall equitably adjust the price to reimburse the Contractor for the extra costs thereby incurred plus applicable overhead and profit margins.
- Once the Contractor commences the work provided herein, the Owner shall not interrupt or otherwise interfere with or stop the Contractor. In the event the Owner interferes with, stops, or otherwise delays the Contractor, the contract amount shall be equitably increased by an amount sufficient to reimburse the Contractor for any additional cost and expenses thereby incurred. Owner agrees that the direction and supervision of the working forces including subcontractors, and suppliers rests exclusively with the Contractor, or its duly designated agent, and the Owner agrees not to issue any instructions or to otherwise interfere with the same.
- Unless otherwise provided herein, the Contractor agrees to carry such workers compensation and public liability insurance as it customarily maintains.
- The Owner does hereby release and waive any and all claims for incidental or consequential damages arising from any cause whatsoever.
- The individual, by signing hereunder, represents and warrants that it is the Owner of the property (or is authorized by the Owner of the property) and that it is authorized to enter into this agreement and that the Contractor is thereby permitted to enter upon the property and to perform the services anticipated hereby. By execution hereunder and delivery to the Contractor, this proposal becomes a binding contract. This contract will be valid in an original or facsimile form.
- In the event that the Contractor shall be delayed, hindered in or prevented from the performance of any act required hereunder by reason of strikes, lockouts, labor troubles, inability to procure materials, failure of power, restrictive governmental laws or regulations, riots, insurrection, the act failure to act or default of the other party, war, terrorist act, or other reason beyond the Contractor's control, then performance of such act shall be extended for a period equivalent to the period of such delay, or at the election of the Contractor, if the delay is for a period longer than twenty (20) days, the Contractor may cancel the within agreement and received from the Owner the reasonable costs of labor and materials rendered to the date of the cancellation.

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KAW ROOFING & SHEET METAL
INTEGRITY SINCE 1923

Acceptance of Proposal-The above prices, specifications, terms and conditions are satisfactory and are hereby accepted. You are authorized to proceed with the listed repairs as specified.

Date of Acceptance: _____

Name: _____

Signature: _____

MRCA MEMBER Midwest Roofing Contractors Association

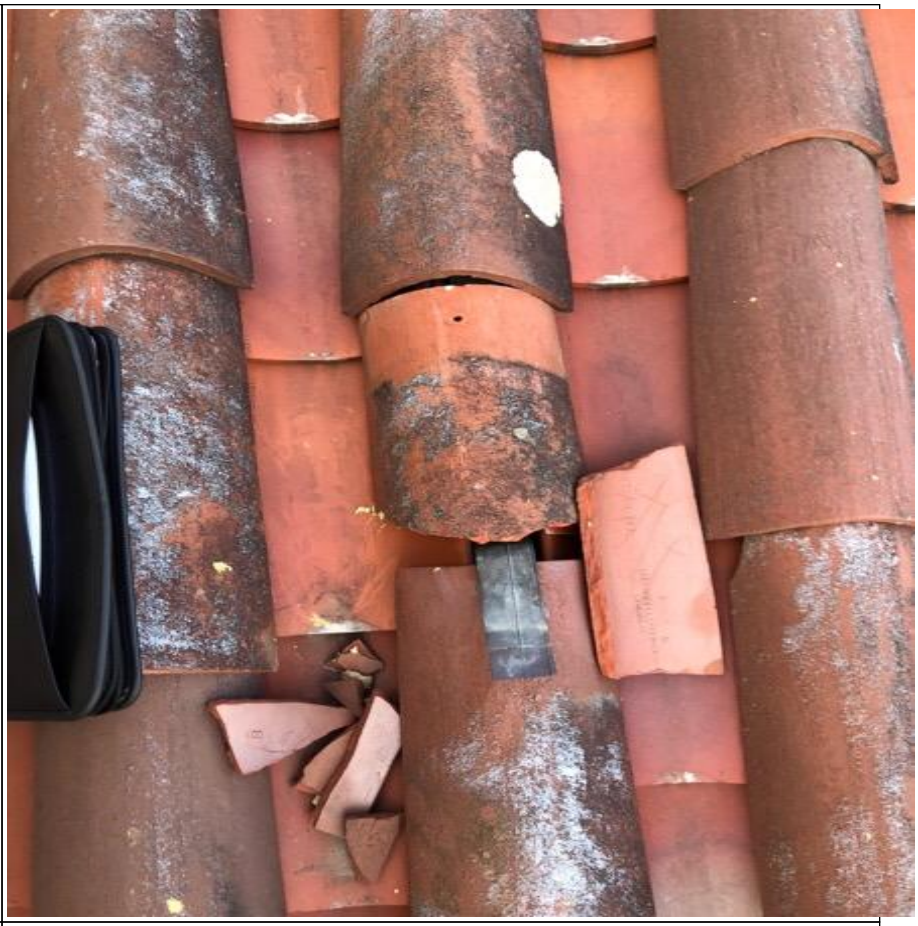
SMACNA

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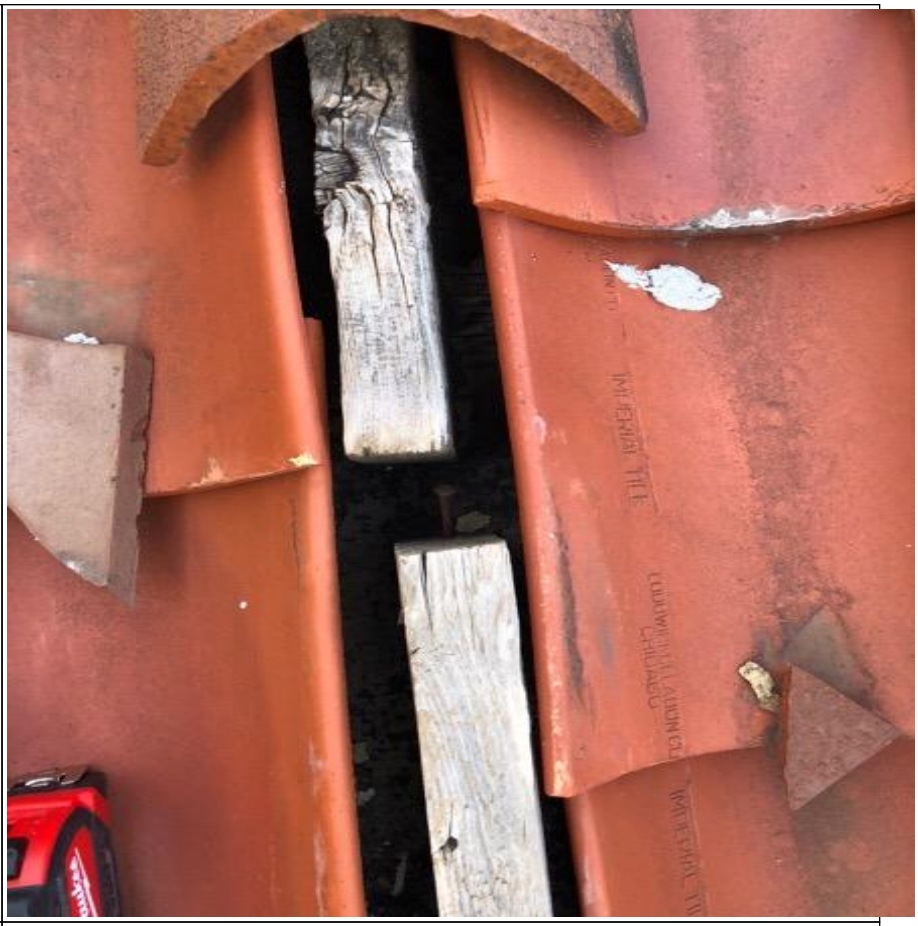
www.kawroofandmetal.com

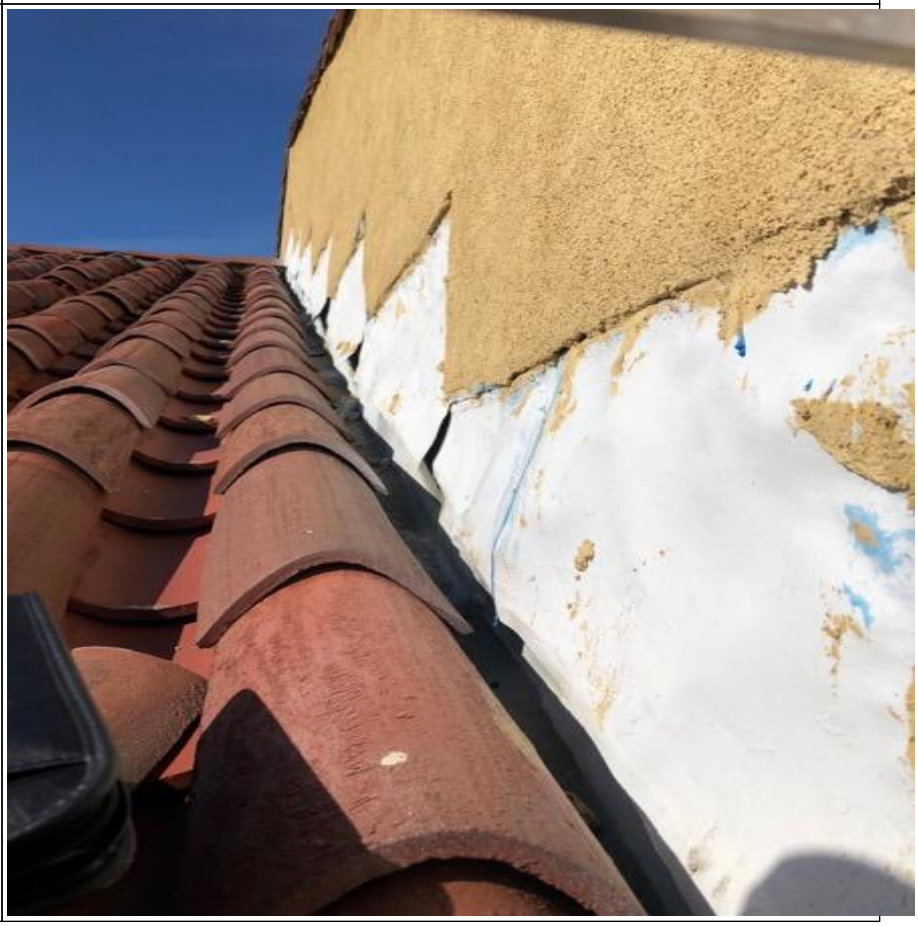
1541159172222563.JPG **WORKORDER:[WO #5374 (ALT#:) (CL#:)]** Showing low eave detail. Gutter is below fascia detail. Counter flashing is minimal. Deteriorated underlayment is potentially the cause of leaks at low eave	
1541159172230190.JPG **WORKORDER:[WO #5374 (ALT#:) (CL#:)]**	

1541159172231825.JPG **WORKORDER:[WO #5374 (ALT#:) (CL#:)]**	
1541159172233462.JPG **WORKORDER:[WO #5374 (ALT#:) (CL#:)]** Deteriorated wood stringers	

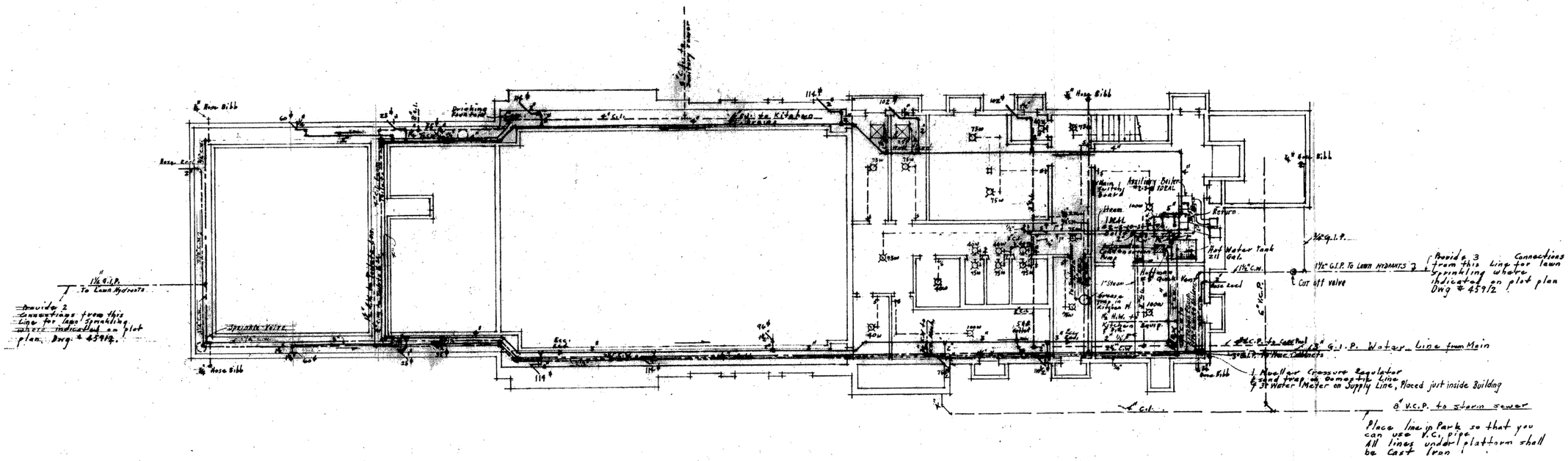
1541159172244374.JPG **WORKORDER:[WO #5374 (ALT#:) (CL#:)]** Reglet cut counterflashing needs resecured with lead wedges, urethane sealant and masonry fasteners	
1541159172245838.JPG **WORKORDER:[WO #5374 (ALT#:) (CL#:)]**	

1541159172247290.JPG **WORKORDER:[WO #5374 (ALT#:) (CL#:)]**	
1541159172264666.JPG **WORKORDER:[WO #5374 (ALT#:) (CL#:)]** Deteriorated wood stringers	

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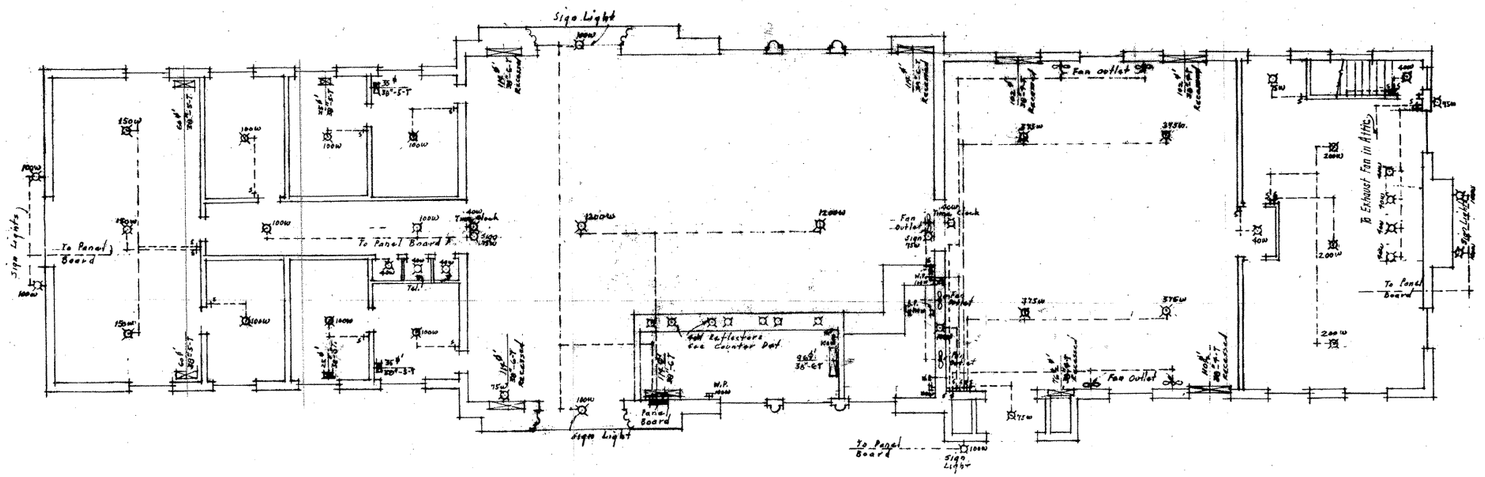
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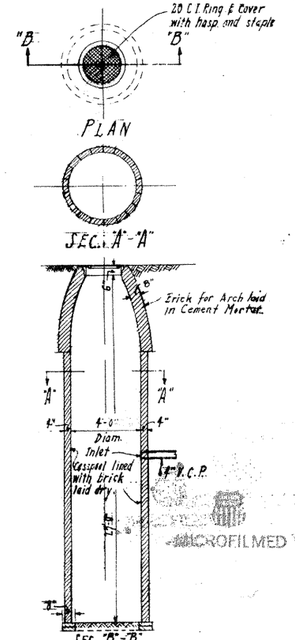
BASEMENT PLAN

KEY TO PIPE SYSTEM

- Heating Pipe
- Cold Water
- Hot Water
- Waste & Drains
- Fire Hose supply



FIRST FLOOR PLAN



DETAIL OF CESSPOOL
SCALE 1/2" = 1'-0"

NOTE:
FOR HEATING PLANS, BOTH LOW AND MEDEUM PRESSURE, SEE DRG. NO. 46068

AS CONSTRUCTED.

GILBERT STANLEY UNDERWOOD AND CO.
ARCHITECTS AND ENGINEERS
408 S. SPRING ST. LOS ANGELES CALIF

DE. By Bruce
TR. By
CK By Albert

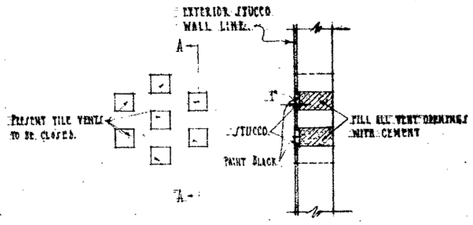
HEATING & ELECTRICAL AND PLUMBING LAYOUT
Scale 3/8" = 1'-0"

REVISED JAN. 15, 1931: Made "As Constructed"
REVISED AUG. 15-1928. NOTE ADDED
Added 49 Lawn Sprinklers for Parks
REVISED SEPT. 4-1928. LAWN SPRINKLERS OMITTED
LAWN HYDRANTS ADDED

SHEET NO. 11
JOB NO. 441
DATE 6-6-28

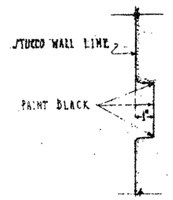
A PASSENGER STATION FOR THE UNION PACIFIC SYSTEM AT MARYSVILLE & KANSAS

MICROFILMED



ELEVATION OF TILE VENTS. SECTION "A-A"

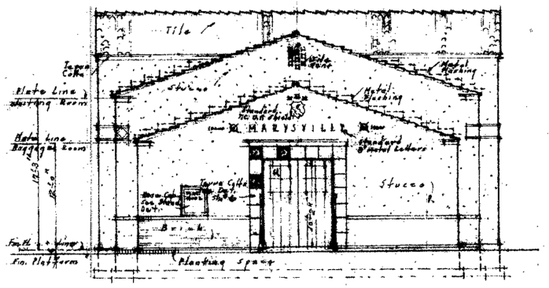
1/2" = 1'-0"



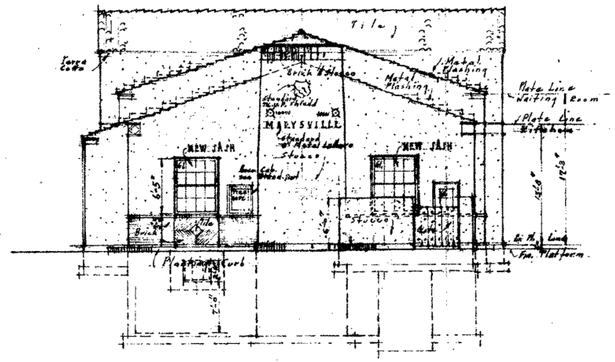
PROFILE

AFTER CLOSING VENT OPNGS.

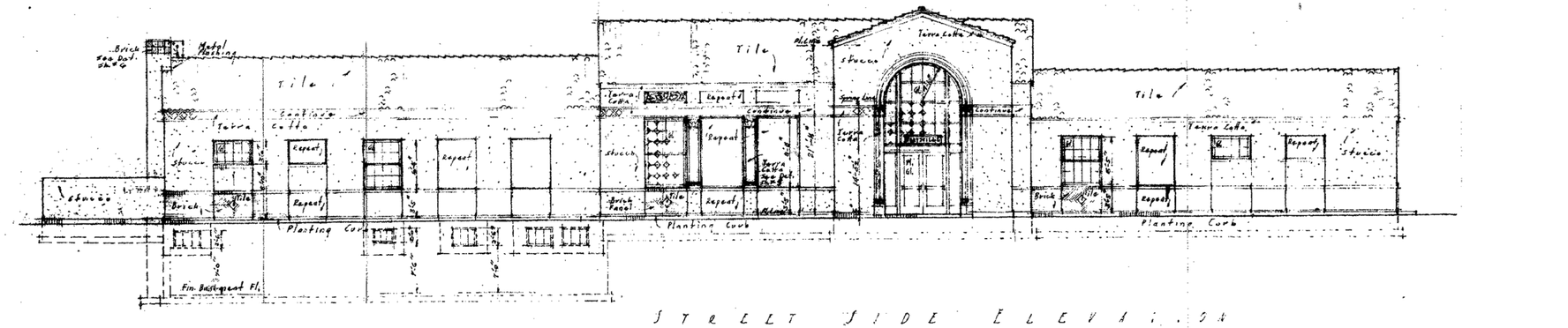
3" = 1'-0"



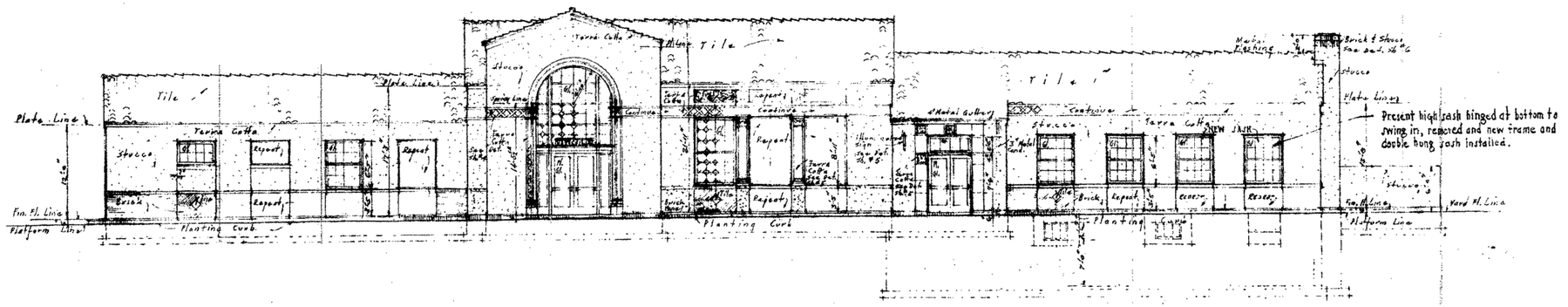
END ELEVATION



END ELEVATION



STREET SIDE ELEVATION



TRACK SIDE ELEVATION

AS CONSTRUCTED

REVISED JAN. 15, 1931: MADE AS CONSTRUCTED
REVISED FEB./SEPT. 24, 1930: CHANGED WINDOWS ON TRACK SIDE AND SOUTH END ELEVATION
REVISED DEC. 10, 1929. ADDED DETAIL DWG. FOR CLOSING TILE VENTS.

GILBERT STANLEY UNDERWOOD AND CO.
ARCHITECTS AND ENGINEERS
458 S. SPRING ST. LOS ANGELES CALIF.

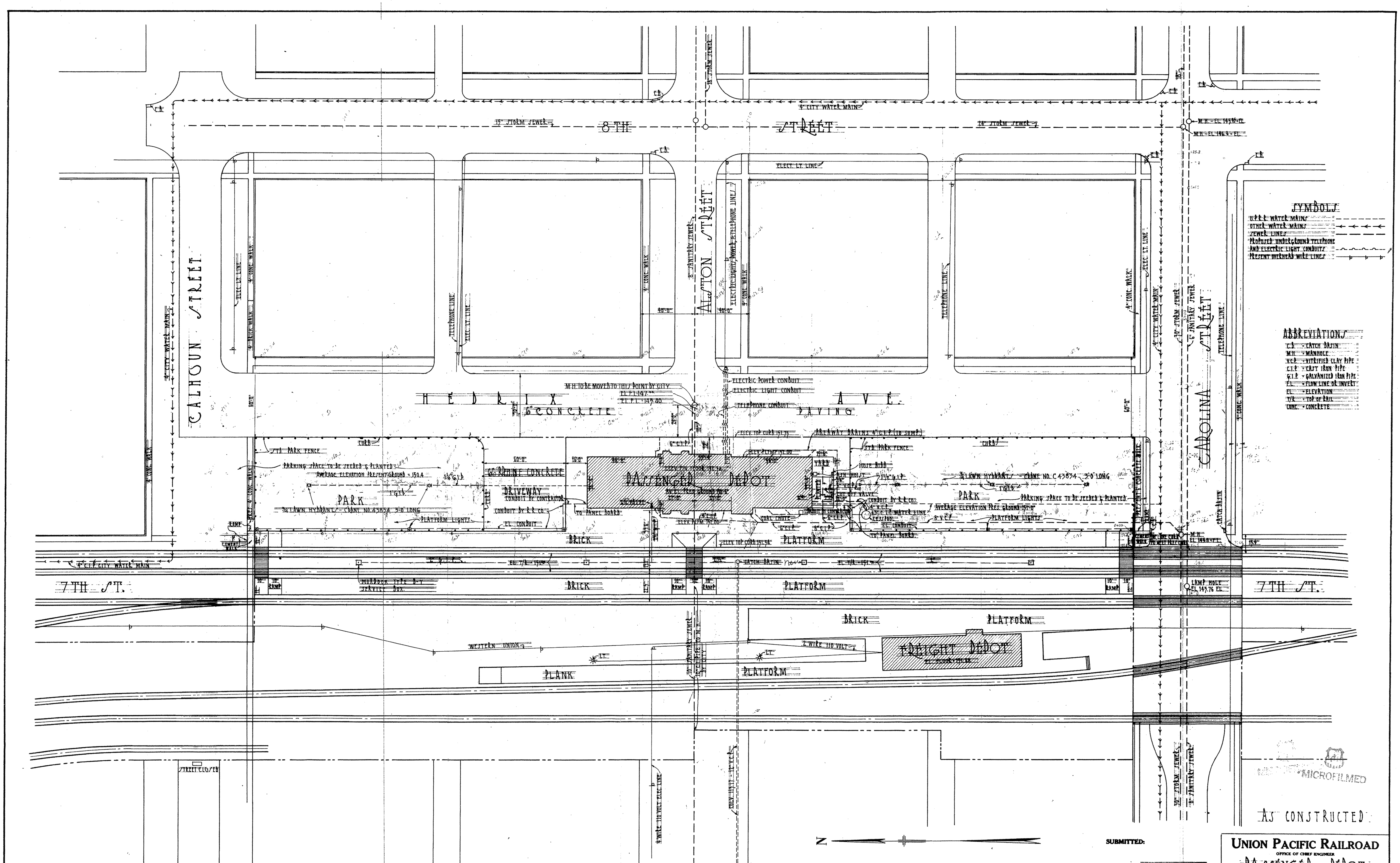
Dr. By Bruce
Tr. By
Ch. By Albert

ELEVATIONS

Scale 1/8" = 1'-0"

SHEET NO 2
JOB NO 441
DATE 6-6-28

A PASSENGER STATION FOR THE UNION PACIFIC SYSTEM AT MARYSVILLE, KANSAS



REVISED JAN. 15, 1931: MADE "AS CONSTRUCTED"
REVISED MARCH 29, 1929: ADDED SIDEWALK RAMPS AT NORTH & SOUTH ENDS OF PLATFORM.
REVISED OCT. 1, 1928: CHANGED LOCATION OF ELEC. LIGHTS, POWER & TEL. CONDUITS ENTRANCE.
REVISED SEPT. 4, 1928: ADDED 5 LAWN HYDRANTS & OMITTED 54 LAWN SPRINKLERS
REVISED AUG. 15, 1928: ADDED 49 LAWN SPRINKLERS IN PARKS & OMITTED 7 HOSE BIBBS.
REVISED JULY 5, 1928: DRAWING RETRACED.
REVISED JUNE 14, 1928: CHANGED PARK PIPING AND PIPING CONNECTIONS TO BLDG.
REVISED MARCH 30, 1928: ADDED KITCHEN YARD AT SOUTH END OF DEPOT.

SUBMITTED:

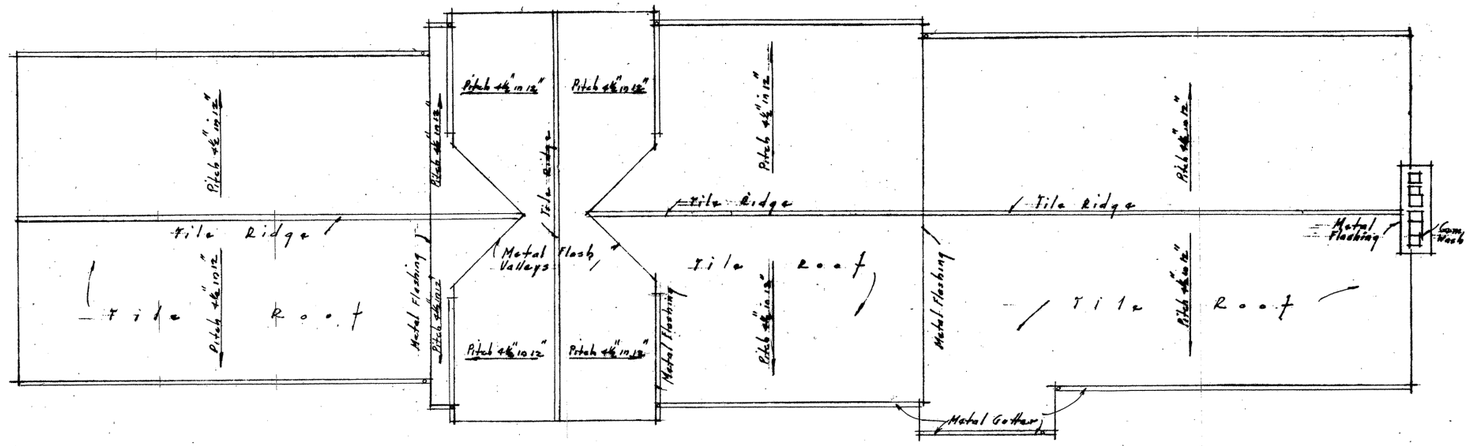
APPROVED:

UNION PACIFIC RAILROAD
OFFICE OF CHIEF ENGINEER

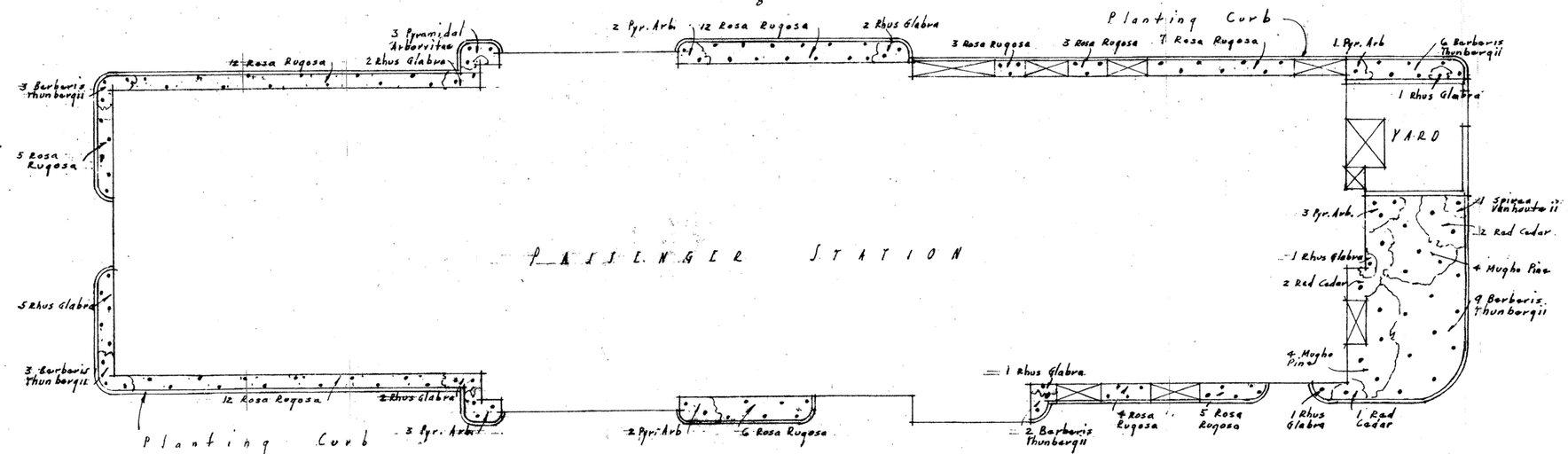
PASSENGER DEPOT
MARYSVILLE KANSAS
LAYOUT PLAN

SCHEDULE	WORK ORDER NO. 11072

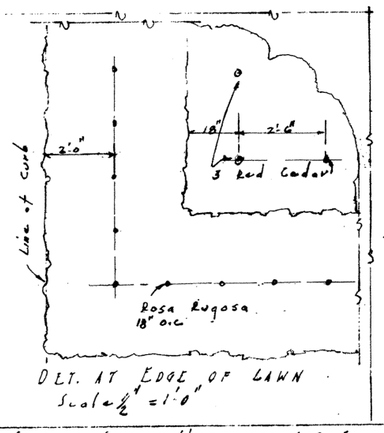
Drawn by W.L.F.	Scale	Revised	Drawing No.
Traced by R.H.W.	1" = 30'-0"	MAR. 30, 1928 / JUNE 14, 1928 / JULY 5, 1928 / AUG. 15, 1928 / SEPT. 4, 1928 / OCT. 1, 1928 / MAR. 29, 1929 / JAN. 15, 1931	45912
Checked by			
Date MARCH 5, 1928			



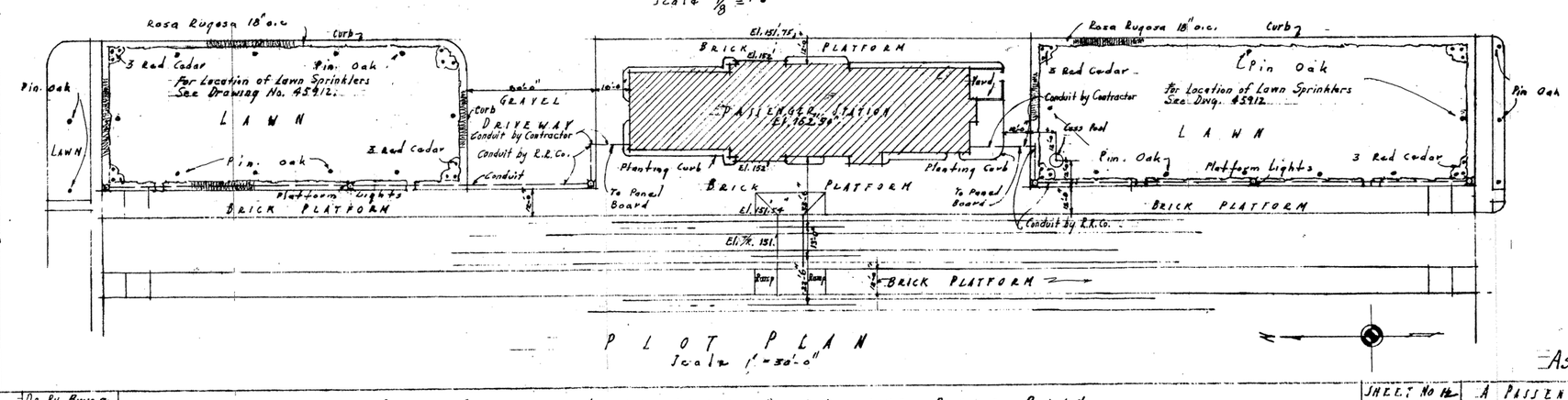
ROOF PLAN
Scale ⅛" = 1'-0"



LANDSCAPE PLAN
Scale ⅛" = 1'-0"



DET. AT EDGE OF LAWN
Scale ½" = 1'-0"



PLOT PLAN
Scale 1" = 30'-0"

AS CONSTRUCTED.

GILBERT STANLEY UNDERWOOD AND CO.
ARCHITECTS AND ENGINEERS
408 S. SPRING ST. LOS ANGELES CALIF.

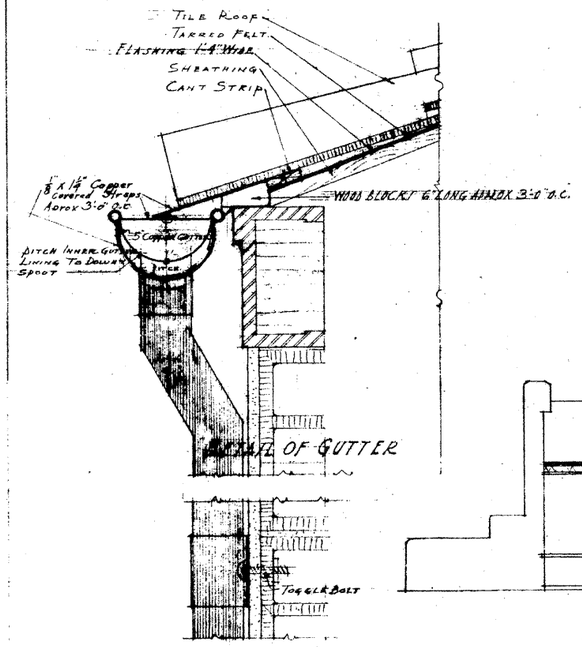
Dr. By Bruce
Te. By
Ch. By Albert

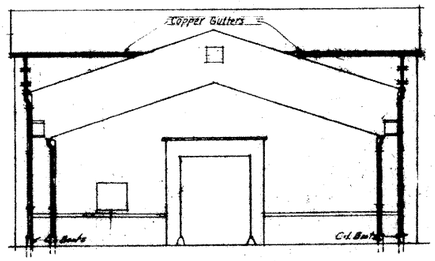
PLOT PLAN & LANDSCAPE PLAN AND ROOF PLAN
Scale as shown

REVISED JAN. 15, 1931: MADE "As Constructed."
Revised Aug. 15, 1928: Changed Lawn Sprinklers.

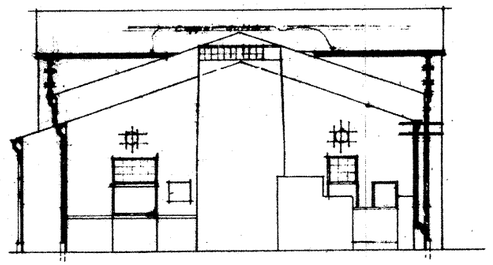
SHEET No 12
JOB No 441
DATE 6-6-28

A PASSENGER STATION FOR THE UNION PACIFIC SYSTEM AT MARYSVILLE KANSAS

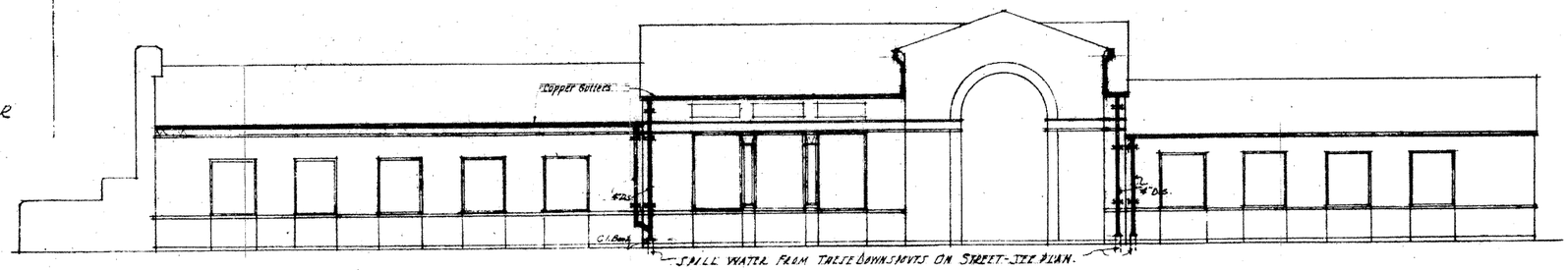




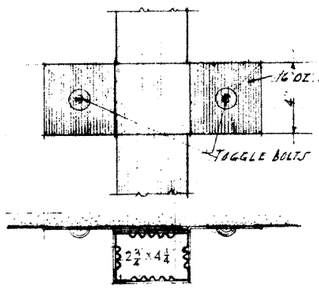
North Elevation
Scale 1/8" = 1'-0"

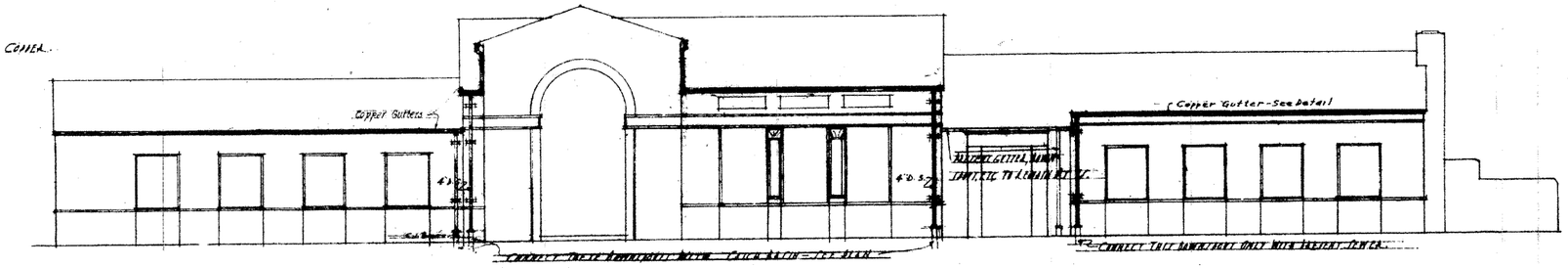


South Elevation
Scale 1/8" = 1'-0"



Street Side Elevation
Scale 1/8" = 1'-0"





Track Side Elevation
Scale 1/8" = 1'-0"

Plan & Elevation of Downspout & Strap
Scale 3" = 1'-0"

As Constructed

Note: All C.I. Steel Under Platform From C.I. Beams To Grade - See Plan.
All Downspouts To Be 16 oz. Soft Rolled Copper - See Detail
All Gutters To Be 16 oz. Soft Rolled Copper. - See Detail
Remove Present Tile For The Installation Of New Gutter Spouts. Tile To Then To Be Restored To Its Original Condition.
All Gutters, Downspouts, & Sewer Risers, Which Are Not Marked Present Are To Be Installed At This Time In The Best & Most Workmanlike Manner.

Revised Jan. 19, 1931 Made "As Constructed"

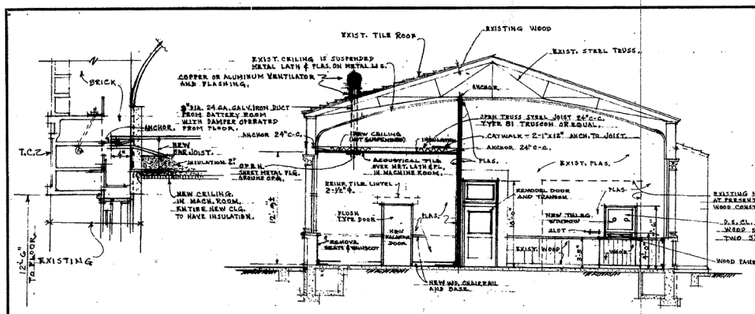
Gilbert Stanley Underwood and Co.
Architects and Engineers
608 S. Spring St. Los Angeles Calif.

DE. BY Bond.
TR. BY
CK. BY

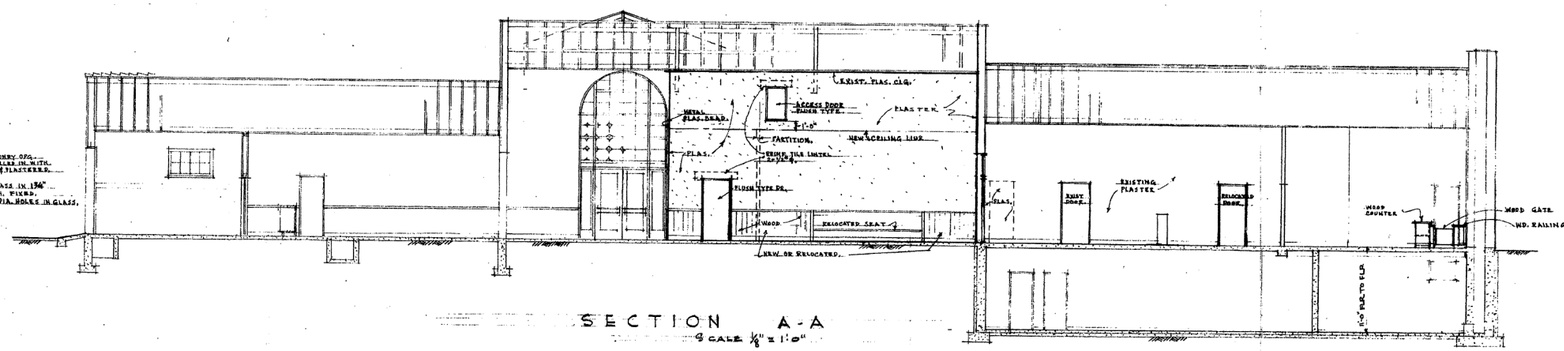
Elevations Showing Gutters & Downspouts and Details

Sheet No 14
Job No. 441
Date 4/19/29

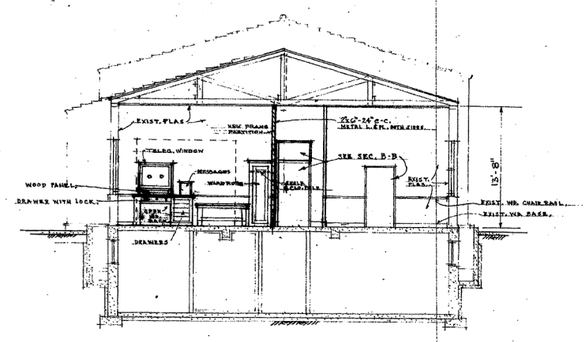
A Passenger Station For The Union Pacific System At Marysville Kansas



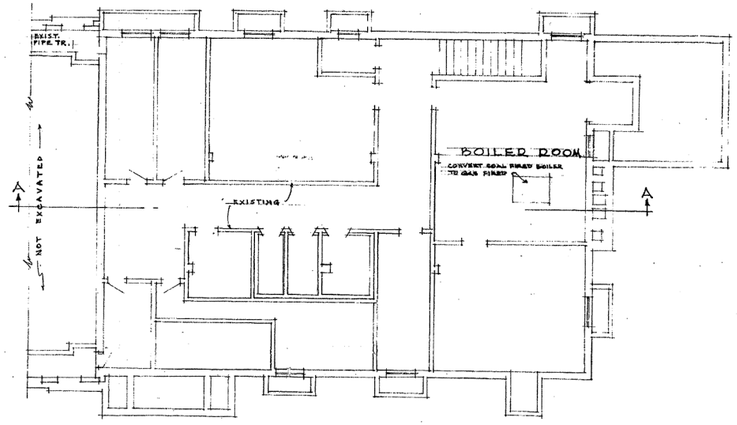
SECTION B-B
SCALE ⅛" = 1'-0"



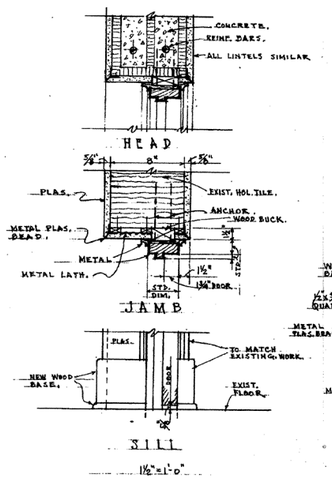
SECTION A-A
SCALE ⅛" = 1'-0"



SECTION C-C
⅛" = 1'-0"



BASEMENT FLOOR PLAN
⅛" = 1'-0"

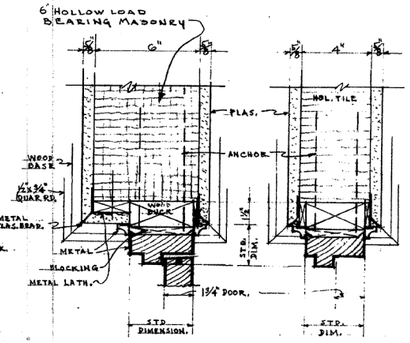


HEAD

JAMB

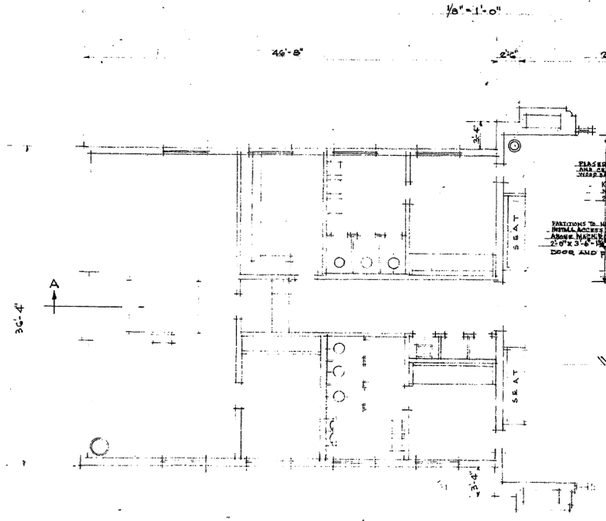
SILL
1½"=1'-0"

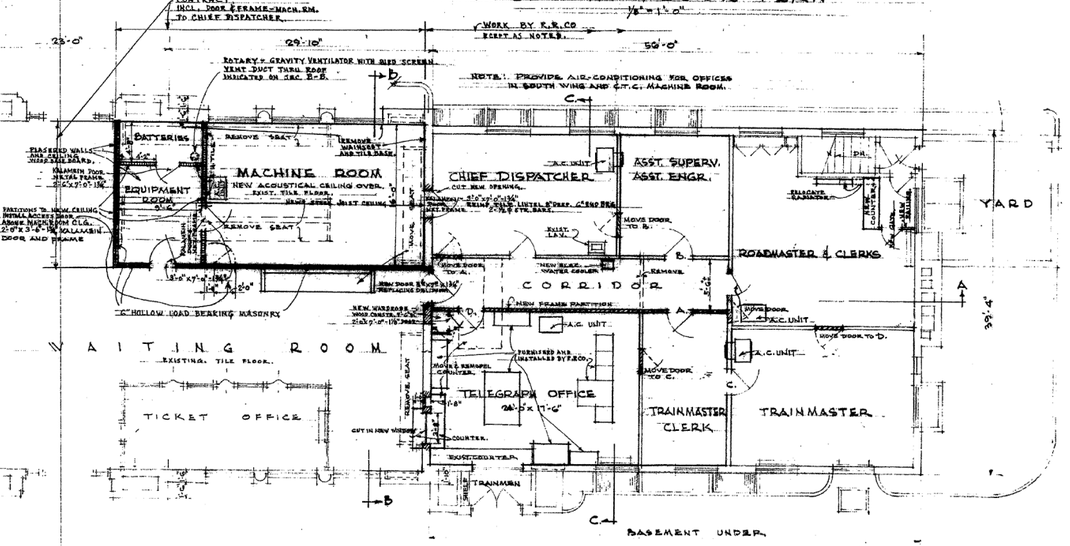
DOOR - MACH. RM. TO DISPATCHER RM.



JAMB
HEAD SIMILAR
3"=1'-0"

DOOR WAITING RM. TO EQUIPMENT RM.
" EQUIPMENT RM. TO BATTERY RM.
" EQUIPMENT RM. TO MACH. RM.
ACCESS DOOR TO SPACE ABOVE MACHINE ROOM SIMILAR. PLAS. ONE SIDE ONLY.





FIRST FLOOR PLAN (TRACK SIDE)
SCALE ⅛" = 1'-0"

NOTE:
EXISTING BUILDING SHOWN - LIGHT LINES OR NOTED.
NEW WORK SHOWN - HEAVY LINES, HATCHES, OR NOTED.
WORK TO BE REMOVED - SHOWN IN GENERAL, DOTTED OR NOTED.

REVISED JAN. 9, 1951. MINOR REVISIONS. ADDED NOTES AND DETAILS.
REVISED DEC. 28, 1950. 2 DOORS RELOCATED
REVISED DEC. 20, 1950. STEEL JOIST SHOWN OVER MACHINE ROOM.
REVISED: NOV. 1, 1950. ADDED DIM. AND NOTES

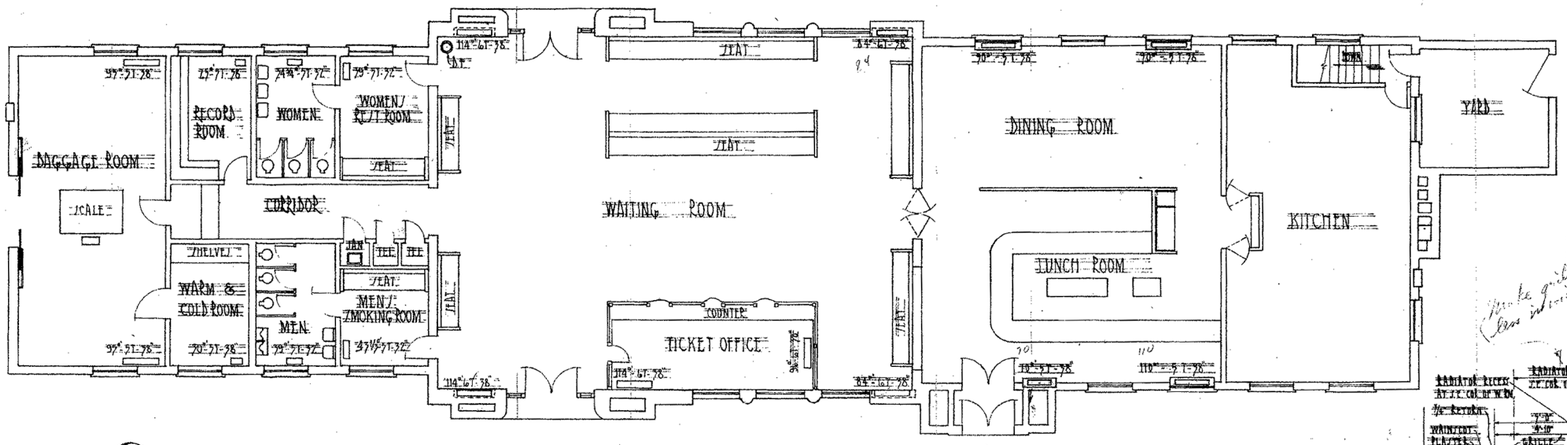
MICROFILMED

Union Pacific Railroad Co.
OFFICE OF CHIEF ENGINEER

MARYSVILLE, KANSAS

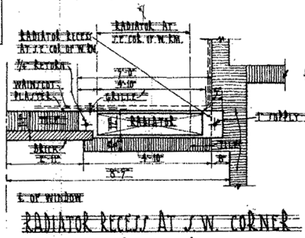
ALTERATIONS IN PASSENGER STATION FOR TELEGRAPH OFFICE AND C.T.C. FACILITIES
PLANS AND SECTIONS

DRAWN BY	EWR	SCALE	WORK ORDER	DRAWING NO.
TRACED BY		AS NOTED	967	49816
CHECKED BY	GCW			
DATE	JULY 18, 1950			



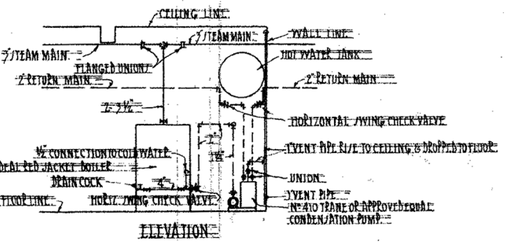
FLOOR PLAN

SCALE: 1/8"-1'-0"

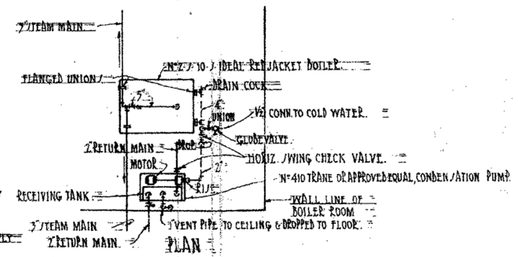


RADIATOR RECESS AT S.W. CORNER OF WAITING ROOM

SCALE: 3/4"-1'-0"



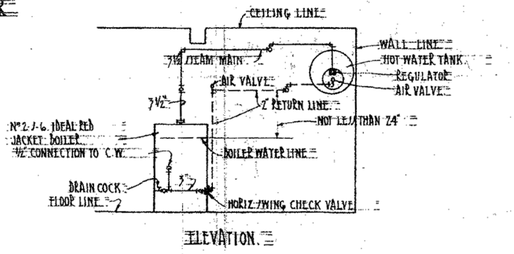
ELEVATION



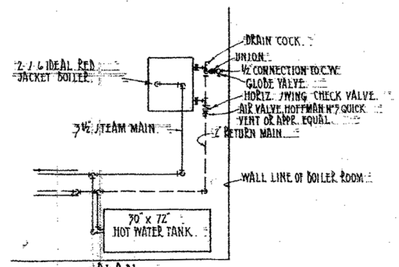
PLAN

HEATING BOILER

SCALE: 1/4"-1'-0"



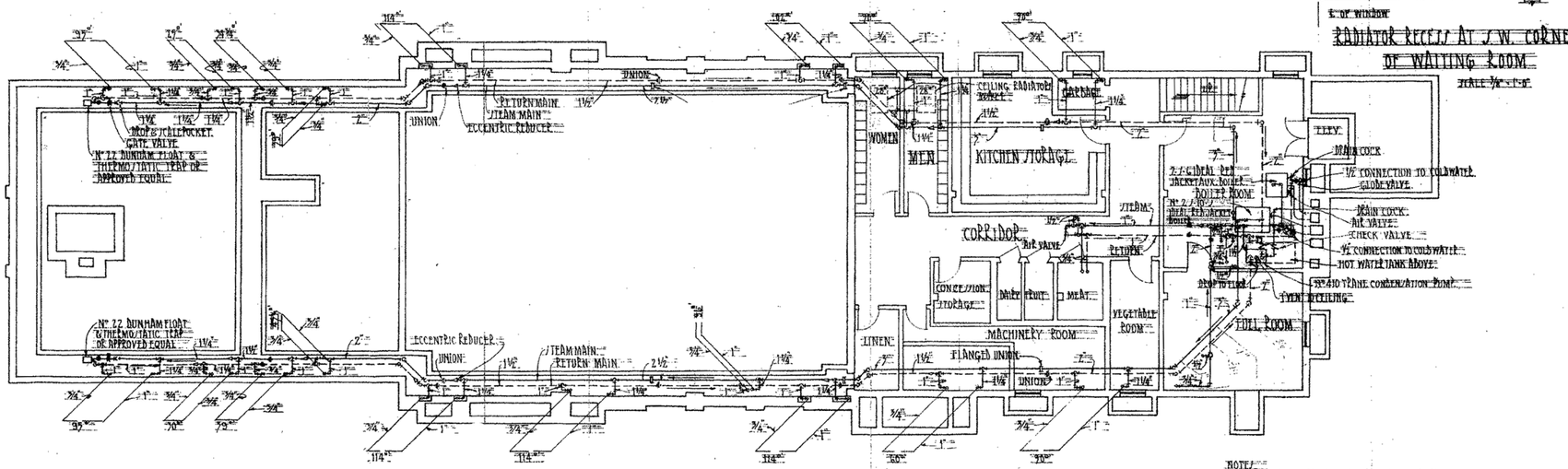
ELEVATION.



PLAN.

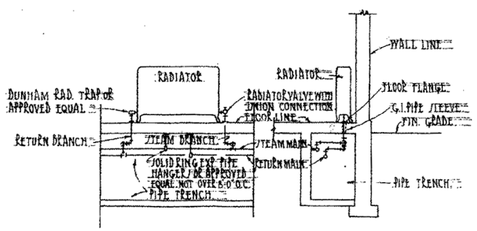
AUXILIARY BOILER

SCALE: 1/4"-1'-0"



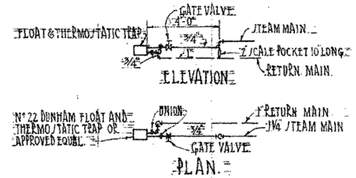
BASEMENT PLAN

SCALE: 1/8"-1'-0"



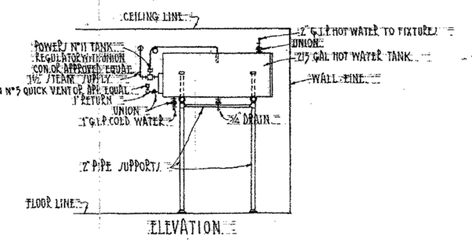
RADIATOR CONNECTIONS

SCALE: 1/4"-1'-0"

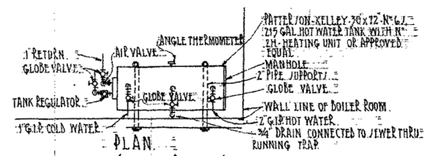


END OF STEAM MAIN

SCALE: 1/4"-1'-0"



ELEVATION



PLAN.

HOT WATER TANK

SCALE: 1/4"-1'-0"

NOTE:
HEATING & AUXILIARY BOILERS SHALL BE EQUIPPED WITH ALL TRIMMING FOR SAFETY VALVE, STEAM GAUGE, GAUGE GLASS, REGULATOR, ETC.
RADIATORS SHALL BE AMERICAN RADIATOR CO. CORTO SIZES AS SHOWN OR APPROVED EQUAL.
PROVIDE UNIONS WHERE SHOWN & AS REQUIRED.
USE SOLID RING EXP. PIPE HANGERS OR APPR. EQUAL NOT OVER 8'-0" O.C.
USE DOUBLE ELBOW AT ALL CHANGES OF DIRECTION OF PIPES & SWING JOINTS ON BRANCHES AS REQUIRED TO ALLOW FULL MOVEMENT FROM EXPANSION.
ALL PIPING SHALL SLOPE DOWNWARD IN DIRECTION OF ARROWS TO UNIFORM GRADE OF 1" IN 15'-0"
PIPE TO BE STD BLACK WROUGHT STEEL PIPE.
FITTINGS TO BE STD BLACK CAST IRON.
WHERE PIPES PASS THRU WALLS, CLGS, OR FLOOR PROVIDE G.I. PIPE SLEEVES & FLOOR OR CLG. PLATES.
ALL STEAM LINES & RETURN LINES INCLUDING THOSE IN TRENCHES EXCEPT EXPOSED RISERS SHALL BE COVERED WITH JOHNS-MANVILLE ASBESTOCEL PIPE COVERING OR APP. EQUAL, INSTALLED IN ACCORDANCE WITH MFG'S INSTRUCTION.
HOT WATER TANK SHALL BE COVERED WITH APPROVED GRADE OF ASBESTOS CEMENT 1" THICK, AND COVERED WITH MUSLIN.

REVISED JAN. 7, 1928 MADE AS CONSTRUCTED
REVISED DEC. 10, 1928 SIZES OF RADIATORS CHANGED, CHANGES SHOWN IN FOUNDATION.
WALL PIPING CHANGED ABOVE DETAIL OF RADIATOR RECESS

AS CONSTRUCTED

SUBMITTED: _____

APPROVED: _____

UNION PACIFIC RAILROAD
OFFICE OF CHIEF ENGINEER

PASSENGER DEPOT
MARYSVILLE KANSAS
HEATING PLANS & DETAILS

SCHEDULE	WORK ORDER NO. 11772

Drawn by: W.W.Z.	Traced by:	Checked by: E.M.C.	Date: AUG. 16, 1928.	Scale: AS NOTED.	Revised: OCT. 11, 1928. JAN. 13, 1928	Drawing No. 46068.

MICROFILMED

SECTION - A

SECTION - B

SECTION - C

SECTION - D

SECTION - E

SECTION - F

SECTION - G

SECTION - H

CELLAR AND FOUNDATION PLAN

NOTE: BASEMENT FLOOR PLAN TO BE USED IN CONJUNCTION WITH PART FOUNDATION PLAN ON DRG. NO. 45067

DET. OF BRICK PLATFORM AT TRACK

FIRST FLOOR PLAN

Note: All Exterior Door & Window dimensions taken to Finish Stucco & Terra Cotta. All overall Dimensions to Rough

FLOOR PLANS

Scale 1/8" = 1'-0"

DOORS		WINDOWS	
No	SIZE AND DESCRIPTION	No	SIZE AND DESCRIPTION
1	6'0"x8'0"x1¾" Part 4 Panel - Veneer Mahogany	1	5'-0"x 6'-11"x 1¾" Double Hung Sash
2	3'-0"x7'-0"x1¾" Mahogany Panel Door	2	5'-0"x 6'-11"x 1¾" Double Hung Sash
3	6'0"x7'-0"x1¾" Part 4 Panel Mahogany Transom over Ext. Pat. Glass Door	3	5'-0"x 3'-0"x 1¾" Hinged at Bottom Swing in
4	3'0"x7'-0"x1¾" Mahogany Veneer Ext. Door	4	3'-0"x 2'-6"x 1¾" " " "
5	2'-8"x7'-0"x1¾" Mahogany Veneer Ext. Door	5	5'-0"x 5'-0"x 2¾" Stationary Double Glazing Sash
6	2'-6"x7'-0"x1¾" " " "	6	2'-6"x 2'-0"x 1¾" " " "
7	2'-4"x7'-0"x1¾" Panelled & Glazed Ext. Door	7	5'-0"x 6'-5"x 1¾" Double Hung Sash to Bottom Sash Only
8	3'0"x7'-0"x1¾" " " "	8	
9	2'-6"x6'-0" Batten Door	9	
10	6'0"x7'-0"x2¾" Part 4 Panel Mahogany Glazed Ext. Door	10	
11	3'0"x6'-0" Batten Door	11	
12	2'-6"x7'-0"x1¾" Ice Box Door insulated	12	
13	4'-0"x8'-0" Pair of Batten Doors	13	

AS CONSTRUCTED

REVISED DEC. 31, 1930: CHANGE IN WAITING ROOM CURVES TO TANG.
REVISED APR. 19-1930 FIRST FLOOR: WAITING ROOM RE-ARRANGED.
CURVED SIGN COUNTER OMITTED. NOTE ADDED.
BASEMENT PLAN ADDED WALL SECTIONS REVISED. NOTE ADDED.
Waiting Room, Dining Rm. & Cart. Floors changed to Tile,
Toilet Rooms & Women's Rest Rm. Threshold changed to Marble Tile

REVISED JAN. 15, 1931: MADE AS CONSTRUCTED

SHEET NO. 1
JOB NO 441
DATE 6-16-28

PASSENGER STATION FOR SAL
UNION PACIFIC SYSTEM
AT MARYSVILLE KANSAS

ARCHS. STANLEY UNDERWOOD AND CO.
ARCHITECTS AND ENGINEERS
S. SPRING ST. LOS ANGELES CALIF.

DR. BY Bruce
TR. BY
CH'K BY Albert