

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

 NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

20

 SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
 TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS
1 NAME

HISTORIC

Chicago & Alton (C & A) Depot at Marshall

AND/OR COMMON

Illinois Central Gulf Depot

2 LOCATION

STREET & NUMBER

Sebree Street

--NOT FOR PUBLICATION

CITY, TOWN

Marshall,

-- VICINITY OF

CONGRESSIONAL DISTRICT
#4 Hon. Ike Skelton

STATE

Missouri

CODE

029

COUNTY

Saline

CODE

195

3 CLASSIFICATION

CATEGORY

 DISTRICT BUILDING(S) STRUCTURE SITE OBJECT

OWNERSHIP

 PUBLIC PRIVATE BOTH

PUBLIC ACQUISITION

 IN PROCESS BEING CONSIDERED

STATUS

 OCCUPIED UNOCCUPIED WORK IN PROGRESS

ACCESSIBLE

 YES: RESTRICTED YES: UNRESTRICTED NO

PRESENT USE

 AGRICULTURE COMMERCIAL EDUCATIONAL ENTERTAINMENT GOVERNMENT INDUSTRIAL MILITARY MUSEUM PARK PRIVATE RESIDENCE RELIGIOUS SCIENTIFIC TRANSPORTATION OTHER:**4 OWNER OF PROPERTY**

NAME

Illinois Central Gulf Railroad

STREET & NUMBER

233 North Michigan Avenue

CITY, TOWN

Chicago

-- VICINITY OF

Illinois

STATE

60601

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Recorder of Deeds, Saline County Courthouse

STREET & NUMBER

City Square

CITY, TOWN

Marshall

STATE

Missouri

65340

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Missouri State Historical Survey

DATE

1979

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDSDepartment of Natural Resources
P.O. Box 176

CITY, TOWN

Jefferson City

Missouri STATE

65102

7 DESCRIPTION

CONDITION

<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Illinois Central Gulf Railroad Depot at Marshall, Missouri is located approximately four blocks north of downtown Marshall, on the north side of Sebree Street. Constructed of red brick and stone in a combination of the Jacobethan Revival and Mission styles, the depot's exterior appearance is virtually the same as when constructed in 1906.

EXTERIOR

The depot, which faces slightly southeast, measures approximately 113 feet 2 inches in length and 42 feet 11 inches at the widest point (see diagram attached). The roof originally was clay tile, samples of which were found in the basement of the structure, but has been replaced by a shingle roof.

Curved cement stairs extend beyond each end of the building, leading from the street level to the brick waiting platform. This platform was removed several years ago and the area is covered with sand.

The building is well ^{pro}portioned, with a freight/baggage room on the west, balanced by a passenger pavilion on the east. In the center, the main portion of the building, are the waiting rooms and ticket office.

The Illinois Central Gulf Railroad Depot originally featured exterior detailing which created an architectural jeu de mots. An initial visual allusion to the Mission style was given through its former red tile roof and its surviving Mission gables, the depot's two dominant decorative features. These same gables, however, when considered with the accompanying detailing of brick construction and quoins, a heavy decorated cornice, hoodmolds with label stops (southwest side) and tripartite windows with heavy mullions (northeast side) evoke the Jacobethan Revival style. These gables, then, are pivotal in this architectural double-entendre.

INTERIOR

Basement

The depot has a basement under its main section, divided into two rooms. There is no basement under the freight/baggage room or passenger pavilion. The foundation and basement walls are of stone and brick, with brick support pillars. The ceiling is plaster and the floor appears to be cement. Coal was deposited here through an opening from the waiting platform into the basement and the coal chute has a curved brick archway in the basement. The stairway is on the west side and leads to the freight/baggage room.

Freight/Baggage Room

Located on the west end of the depot, this room has a rough plank floor. The lower walls are plaster over brick, giving them a stucco appearance, and the upper walls and ceiling are plaster. The scales (probably original) are still in this room, resting in a pit dug under the building. Sliding doors are on the north and south walls and a small loading dock is located outside the south door.

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Waiting Rooms - Ticket Office

The main portion of the building is divided into two central waiting rooms, probably one for each sex. Both waiting rooms have brick lower walls and plaster upper walls. The floor is of tongue and groove construction and is in reasonably good condition.

The main entrance hallway has wood wainscoting with plaster upper walls. The east end of this hallway, which ran between the two waiting rooms has been closed-in and storage cabinets added. A skylight is in evidence in this hallway.

The ticket office has plaster walls with the same wainscoting effect found in the rest of the building.

The chair rail that topped the wainscoting remains throughout the building. In some areas, however, vandals have destroyed some of the woodwork.

ALTERATIONS

Other than the blocking of the hallway, mentioned previously, so that the Railway Express Agency could use one of the waiting rooms for their offices, the building is virtually unaltered. The heating system was changed from coal to individual room gas heaters.

SITE

The Chicago & Alton Depot is located four blocks north of, and one block west of the Courthouse square on the north edge of the business district. In recent years, this area has suffered some decline, but there are recent signs of commercial revitalization. New businesses are beginning to locate there, and a nearby abandoned warehouse is to be demolished to clear its site for urban renewal activity. To the west of the depot is a residential area.

CONDITION AND PRESENT USE

The building was built by E.R. Page, a local contractor, and was said to have been built of the finest available materials. This is evidenced by the basically sound structure, even after mis-use and vandalism.

The City of Marshall has condemned the property because the building is not protected and in a general state of disrepair, with all windows broken and doors unsecured. Negotiations are underway between the ICG Railroad and the Saline County Historical Society, which hopes to acquire the building and renovate it for use as a county museum.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES **Built 1906** BUILDER/ARCHITECT **Builder - E.R. Page, Marshall
Architect - Jarvis Hunt, Chicago**

STATEMENT OF SIGNIFICANCE

The Chicago & Alton Depot, now the Illinois Central Gulf Railroad Depot is located in the central Missouri town of Marshall, Missouri. It is a significant early work of the noted architect, Jarvis Hunt, and is a tangible reminder of the Chicago & Alton Railroad Company, which had an important impact on the economic development of Saline County.

The Chicago & Alton was the first railroad established in Saline County. Negotiations to attract the line began in 1877 and in that same year, a fund raising campaign was initiated to secure a right-of-way for the railroad company.¹ Included in these arrangements was a tract of land deeded to the Kansas City, St. Louis and Chicago Railroad on July 20, 1877 by R.S. and Alice Sandidge, M.J. and Virginia Alexander and D.P. Harrison to "lay and maintain a switch or side track entirely through Alexander and Sandidge Addition to Marshall, Missouri.....to establish and build the Depot adjoind the road...."²

On March 6, 1878, in St. Louis, an arrangement was completed with the C & A Railroad for the building of the railroad through Saline County to be leased to and operated by that company.³

In the early part of October, 1878, the railraod was completed to Marshall. A great banquet was given to the railroad officers and employees by the citizens. Speeches were made and fireworks went up in the evening amid the noise of locomotive whistles, the ringing of bells and the cheers of the populace.⁴

Saline County communities were established and flourished as the railroad progressed westward. These "railroad towns" included: Norton, laid out in the summer of 1878, where the C & A built a handsome station and platform and side track 300 ft. long, Shackelford, laid out in the fall of 1878,⁵ Gilliam, established in August 1878, Blackburn, established in 1879, Mt. Leonard, platted in 1878, and Slater, named for Col. John Fox Slater and largest of the railroad towns, having become the railroad's Western Division headquarters.⁶ Slater was laid out in 1878, and in just three years its population had grown to 1800.⁷

Marshall also experienced significant growth because of the coming of the C & A Railroad. Settled in 1839, by immigrants from Virginia, Tennessee and Kentucky as the county seat of Saline County, the town grew slowly because of its inland location. The ravages of the Civil War further hampered the town's growth, and in 1870, Marshall's population was only 924 people. In 1881, however, just three years after the arrival of the C & A Railroad, the population had swelled to 3000.⁸

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On October 4, 1886, Marshall's original Chicago and Alton Depot burned⁹ and for a number of years the passenger service was operated out of the freight depot. It was also during the year of 1886 that the rival Missouri Pacific Railroad negotiated a right-of-way through Saline County and extended the road into Marshall,¹⁰ thus giving the town two main rail lines.

In 1906, the Chicago & Alton depot presently under consideration was erected to replace the one that had burned ten years earlier. Plans for this new depot had been drawn in the early 1900's by Jarvis Hunt¹¹ of Chicago, a nephew of the distinguished New York architect, Richard M. Hunt.¹²

The Chicago & Alton Railroad moved into the depot in October, 1906. The new depot was described as being built of materials of the "most substantial and durable character and the fact that Mr. E.R. Page of Marshall was the contractor, is evidence that the workmanship is of the best style and finish."¹³

October, 1906 was an important month in Marshall and Saline County history. Missouri Valley College, a Presbyterian college, had been established in Marshall in 1888, with the help of \$162,460 worth of land and money subscribed in Saline County and with added incentive of the two main trunk railway systems into Marshall - the C & A and Missouri Pacific. Stewart Chapel was the third building to be erected on the forty acre campus and was dedicated October 19, 1906 with 10,000 people in attendance.¹⁴ The Chicago and Alton Railroad offered special fares to the dedication and even the Corn Carnival and Horse Show, running that week, suspended activities for Friday, October 19th, the day of the dedication.¹⁵

By 1915, 15 passenger trains ran through Marshall daily. These trains had names, some officially and others locally bestowed, like: the "Night Hawk," the "Hummer," the "Red Flyer," the "Plug" and the "Mail and Express Train."¹⁶

The Chicago and Alton was not a financially secure operation. In 1929, the C & A was taken over and operated by the Baltimore & Ohio Railroad to prevent it from going bankrupt. The B & O continued to operate this line until it was sold to the Gulf, Mobil & Ohio Railroad in 1947.¹⁷

Of the seven C & A depots built in Saline County, the Norton depot was closed in 1934, Shackelford in 1942, Mt. Leonard in 1946, Gilliam in 1947 and Blackburn in 1954, and all were dismantled.¹⁸ This left only the C & A depots at Slater and Marshall still in use.

Still, passenger service continued to decline until on Friday, April 15, 1960, the last passenger train came through Marshall.¹⁹ However, GM & O continued to use the depot for freight.

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In 1973, the railroad was again sold, this time to Illinois Central Gulf Railroad, a subsidiary of Illinois Central Industries.²⁰ The ICG discontinued all operations from the Marshall depot within a few years and by the fall of 1977, the depot was used only occasionally by a dispatcher for local freight trains. In 1978, all operations at the depot were discontinued.

The survey of Missouri's historic sites is based on the selection of sites as they relate to theme studies in Missouri history as outlined in "Missouri's State Historic Preservation Plan." The Chicago & Alton Depot at Marshall is, therefore, being nominated to the National Register of Historic Places as examples of the themes of "Architecture," and "Technology."

FOOTNOTES

1. Hon. William Barclay Napton, Past and Present of Saline County, Missouri (Indianapolis, Ind., Chicago, Ill.: B.F. Brown & Co., 1910), p. 247.
2. Deed, Recorder of Deeds, Saline County Courthouse, Marshall, Mo., Book 26, p. 186.
3. Napton, op. cit., p. 247.
4. Ibid., p. 248.
5. History of Saline County, Missouri (St. Louis: Missouri Historical Co., 1881), p. 530.
6. A.H. Orr, ed., History of Saline County (Marceline, Missouri: Walsworth Publishing Co., 1967), pp. 171-172, 144, 476.
7. Napton, op. cit., pp. 463-464.
8. Missouri: A guide to the "Show Me" State (New York: Duell, Sloan and Pearce, 1941), pp. 480-481.
9. Napton, op. cit., p. 252.
10. Ibid.
11. Letter from D.G. DeBerg, Division Engineer, Illinois Central Gulf Railroad, March 13, 1978.

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12. Within the next few years Jarvis Hunt designed the Kansas City Union Station (now on the National Register of Historic Places), the Commercial Bank Building and the Kansas City Star Building. Other outstanding examples of Hunt's work were R.R. Union Terminals, Dallas, Texas and Joliet, Illinois; Newark (N.J.) Museum; original group of buildings at Great Lakes Naval Training Station, Oak Bluffs, Illinois; Boulevard Building, Chicago and the Lake Shore Athletic Club Chicago. See: Giles Mitchell, There is No Limit: Architecture and Sculpture in Kansas City (Kansas City: Brown-White Co., 1934), pp. 39-41; Henry and Elsie Withy, Biographical Dictionary of American Architects (Deceased) (Los Angeles: New Age Publishing Co., 1956).
13. "The Chicago & Alton New Depot," The Saline County Progress, October 12, 1906.
14. Orr, op. cit., pp. 507-9.
15. The Saline County Progress, October 12, 1906, op. cit.
16. "No More Passenger Trains Here," Mar Saline, November 21, 1959.
17. Deed, Recorder of Deeds, Saline County Courthouse, Marshall, Mo. Book 294, p. 96.
18. Orr, op. cit., p. 477.
19. "One Rail Era Passes Here," The Daily Democrat News, April 15, 1960.
20. Deed, Recorder of Deeds, Saline County Courthouse, Marshall, Mo. Book 429, p. 201.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Deed, Recorder of Deeds, Saline County Courthouse, Marshall, Mo., Book 26, Page 247.
2. _____ Book 294, Page 96.
3. _____ Book 429, Page 201.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 1.9 acres

QUADRANGLE NAME "Marshall North, Mo."

QUADRANGLE SCALE 1: 24,000

UTM REFERENCES

A 1, 5 | 4, 8, 2, 8, 6, 0 | 4, 3, 3, 0, 5, 0, 0

B _____ | _____ | _____

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C _____ | _____ | _____

D _____ | _____ | _____

E _____ | _____ | _____

F _____ | _____ | _____

G _____ | _____ | _____

H _____ | _____ | _____

VERBAL BOUNDARY DESCRIPTION The Chicago & Alton Depot at Marshall is contained within a trapezoidal lot described as follows: At the corner of English Street and Sebree Street proceed northeast along Sebree St. a distance of 680 feet. At this point run a perpendicular line northwest 100 feet to the center of the main ICG track, at which point

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY

NAME / TITLE

1. Donna M. Gibbs (Mrs. Robert C.), President April 3, 1979

ORGANIZATION

Saline County Historical Society

DATE

816-886-3351

STREET & NUMBER

505 West Arrow

TELEPHONE

CITY OR TOWN

Marshall

STATE

Missouri 65340

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

Director, Department of Natural Resources and
State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
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4. History of Saline County, Missouri. St. Louis: Missouri Historical Co., 1881.
5. Letter from D.G. DeBerg, Division Engineer, Illinois Central Gulf Railroad, March 13, 1978.
6. Mitchell, Giles. There is No Limit: Architecture and Sculpture in Kansas City. Kansas City: Brown-White Co., 1934.
7. Missouri: A Guide to the "Show Me" State New York: Duell, Sloan and Pearce, 1941.
8. Napton, Hon. William Barclay. Past and Present of Saline County, Missouri. Indianapolis, Ind.; Chicago, Ill.: B.F. Brown & Co., 1910.
9. "No More Passenger Trains Here." Mar Saline, November 21, 1959.
10. "One Rail Era Passes Here." The Daily Democrat News, April 15, 1960.
11. Orr, A.H. (ed.). History of Saline County. Marceline, Mo.: Walsworth Publishing Co., 1967.
12. "The Chicago & Alton New Depot." The Saline County Progress, October 12, 1906.
13. The Saline County Progress, October 12, 1906.
14. Withy, Henry and Elsie. Biographical Dictionary of American Architects (Deceased). Los Angeles: New Age Publishing Co., 1956.

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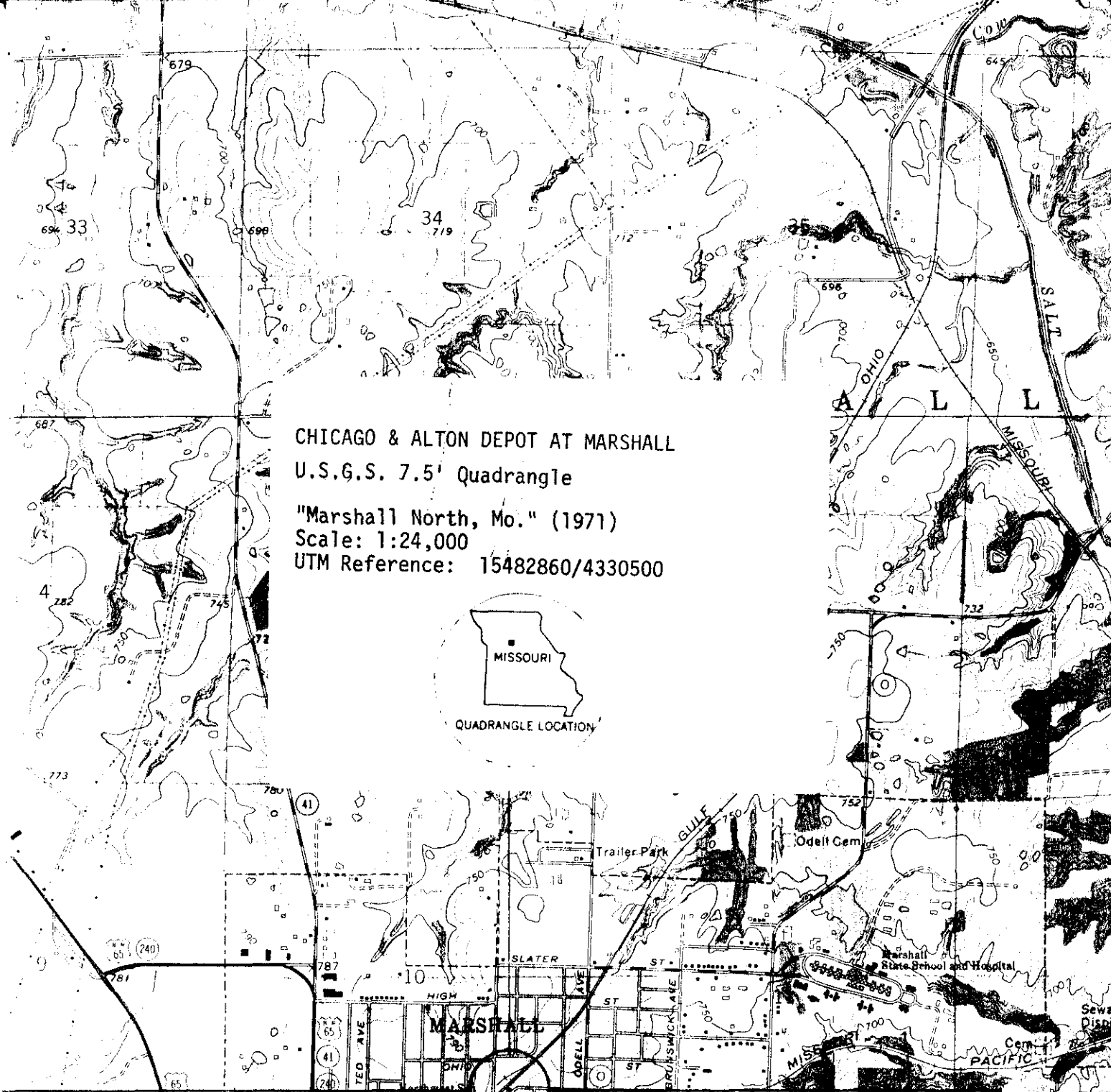
CHICAGO & ALTON DEPOT AT MARSHALL

CONTINUATION SHEET

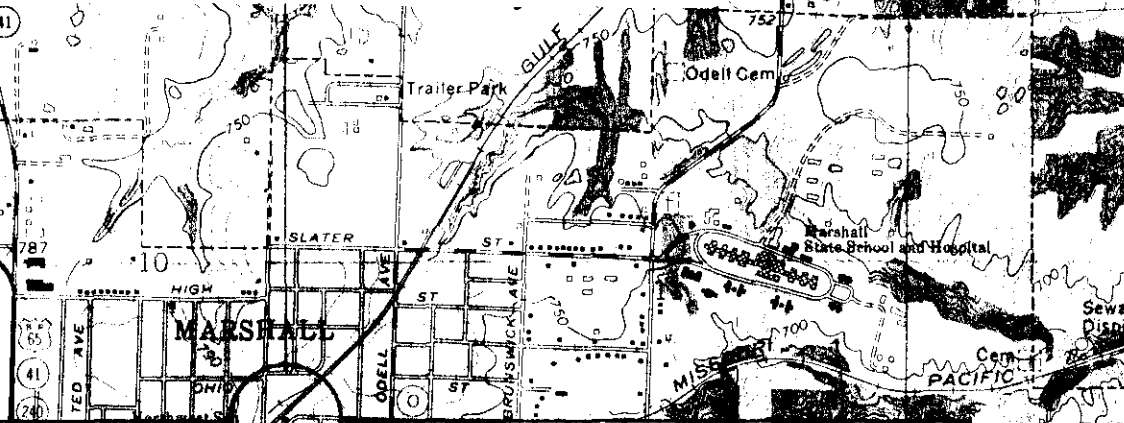
ITEM NUMBER 10

PAGE 1

run a perpendicular line southwest along the main ICG track for 604 feet to the intersection of the main ICG track with English Street. From this point proceed south along English Street to the point of beginning.



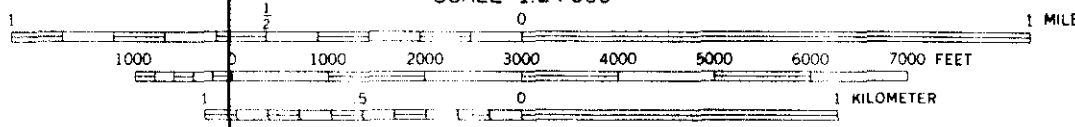
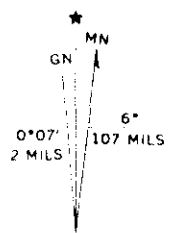
CHICAGO & ALTON DEPOT AT MARSHALL
 U.S.G.S. 7.5' Quadrangle
 "Marshall North, Mo." (1971)
 Scale: 1:24,000
 UTM Reference: 15482860/4330500



1:24,000
 1:24,000

12°30' 0.1 MI. TO MO 41 240 (MARSHALL SOUTH) 7362 II SW 485

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET
 DATUM IS MEAN SEA LEVEL

UTM GRID AND 1971 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D. C. 20242
 AND BY THE MISSOURI GEOLOGICAL SURVEY, ROLLA, MISSOURI 65401
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

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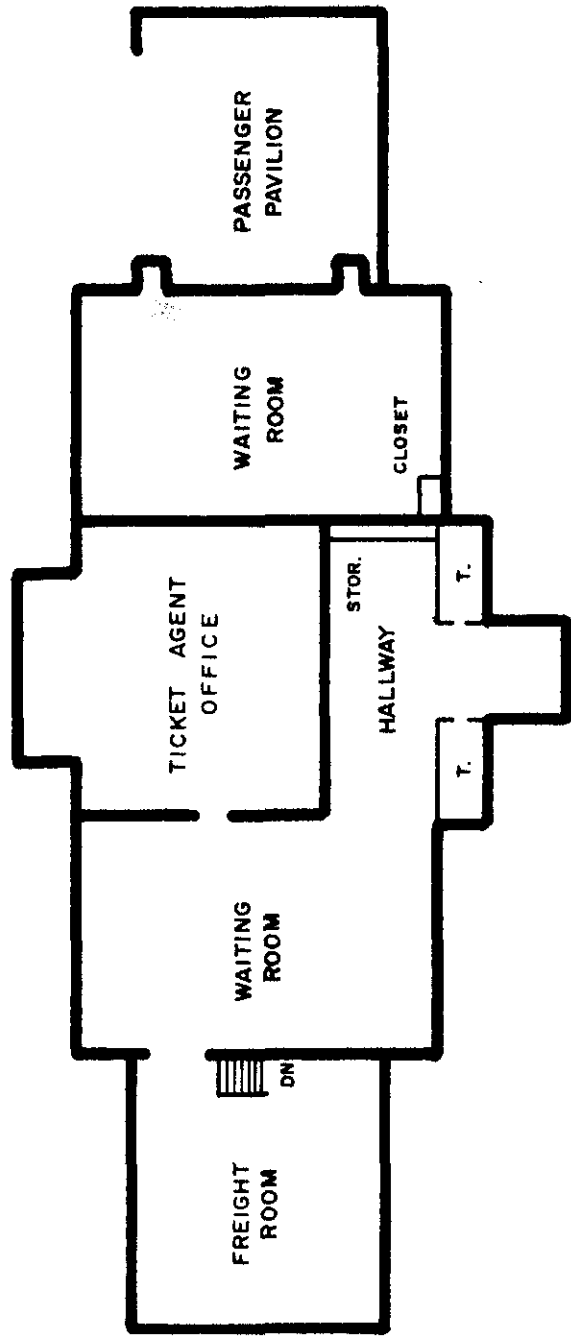
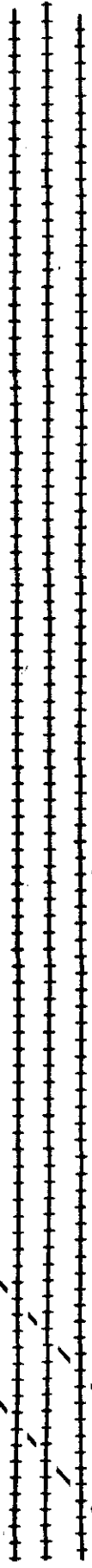
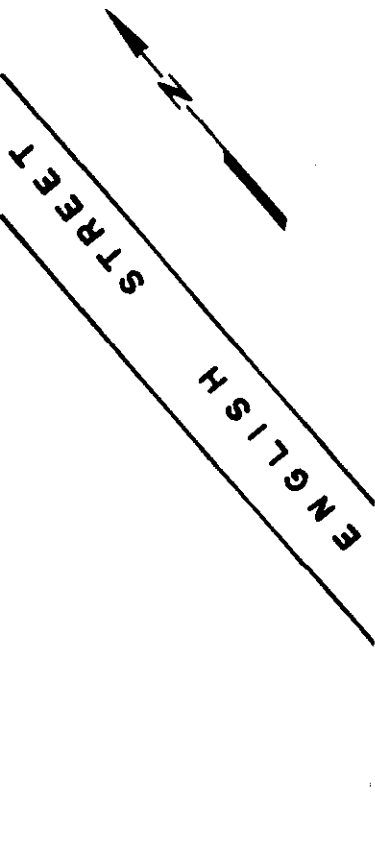
PAGE 1

2. James M. Denny, Section Chief, Nominations-Survey
and State Contact Person
Department of Natural Resources
Office of Historic Preservation
P.O. Box 176
Jefferson City

January 23, 1979
314/751-4096

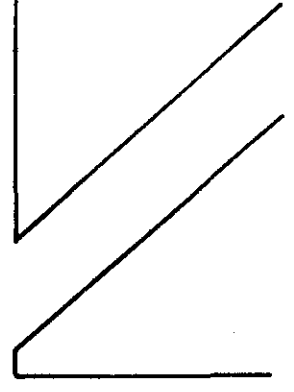
Missouri 65102

SITE PLAN MAP
CHICAGO & ALTON DEPOT
MARSHALL, MISSOURI



NOT TO SCALE

SEBREE STREET





CHICAGO & ALTON DEPOT AT MARSHALL # 1

Photographer: Robert C. Gibbs
November 9, 1978
Neg. Loc.: Gibbs Studio
505 West Arrow St.
Marshall, Mo. 65340

Northwest facade; view looking southwest.

Shown:

North east side of Depot

Gibbs Photography
505 West Arrow
Marshall, Mo. 65340



2

CHICAGO & ALTON DEPOT AT MARSHALL

Photographer: Robert C. Gibbs
November 9, 1978

Neg. Loc.: Gibbs Studio
505 West Arrow St.
Marshall, Mo. 65340

Northwest facade; view looking southeast.

Shown

Northwest side of Depot

Gibbs Photography
505 West Arrow
Marshall, Mo. 65340



CHICAGO & ALTON DEPOT AT MARSHALL # 3
Photographer: Robert C. Gibbs
November 9, 1978
Neg. Loc.: Gibbs Studio
505 West Arrow St.
Marshall, Mo. 65340

Southeast facade; view looking northwest.

Shown
Front of the depot
from southeast

Gibbs Photography
505 West Arrow
Marshall, Mo. 65340



4

CHICAGO & ALTON DEPOT AT MARSHALL

Photographer: Robert C. Gibbs
November 9, 1978

Neg. Loc.: Gibbs Studio
505 West Arrow St.
Marshall, Mo. 65340

Southeast facade; view looking northeast.

Shown
Front of the depot
from southwest

Gibbs Photography
505 West Arrow
Marshall, Mo. 65340



6

5

CHICAGO & ALTON DEPOT AT MARSHALL

Photographer: Robert C. Gibbs

April 9, 1979

Neg. Loc.: Gibbs Studio

505 West Arrow St.

Marshall, Mo. 65340

Southwest waiting room, view looking north-east, Hallway in center of picture leads to main entrance.

Waiting room facing east
left door goes into ticket office
hallway shows main entrance and door
to the right is a restroom.

Gibbs Photography
505 West Arrow
Marshall, Mo. 65340



12

CHICAGO & ALTON DEPOT AT MARSHALL # 6

Photographer: Robert C. Gibbs
April 9, 1979
Neg. Loc.: Gibbs Studio
505 West Arrow St.
Marshall, Mo. 65340

Basement: northwest wall. Arched opening
in center is coal chute.

Basement -
North wall with coal chute
Also shown brick pillar and
half wall room divider.

Gibbs Photography
505 West Arrow
Marshall, Mo. 65340



7

CHICAGO & ALTON DEPOT AT MARSHALL

Photographer: J.M. McChesney

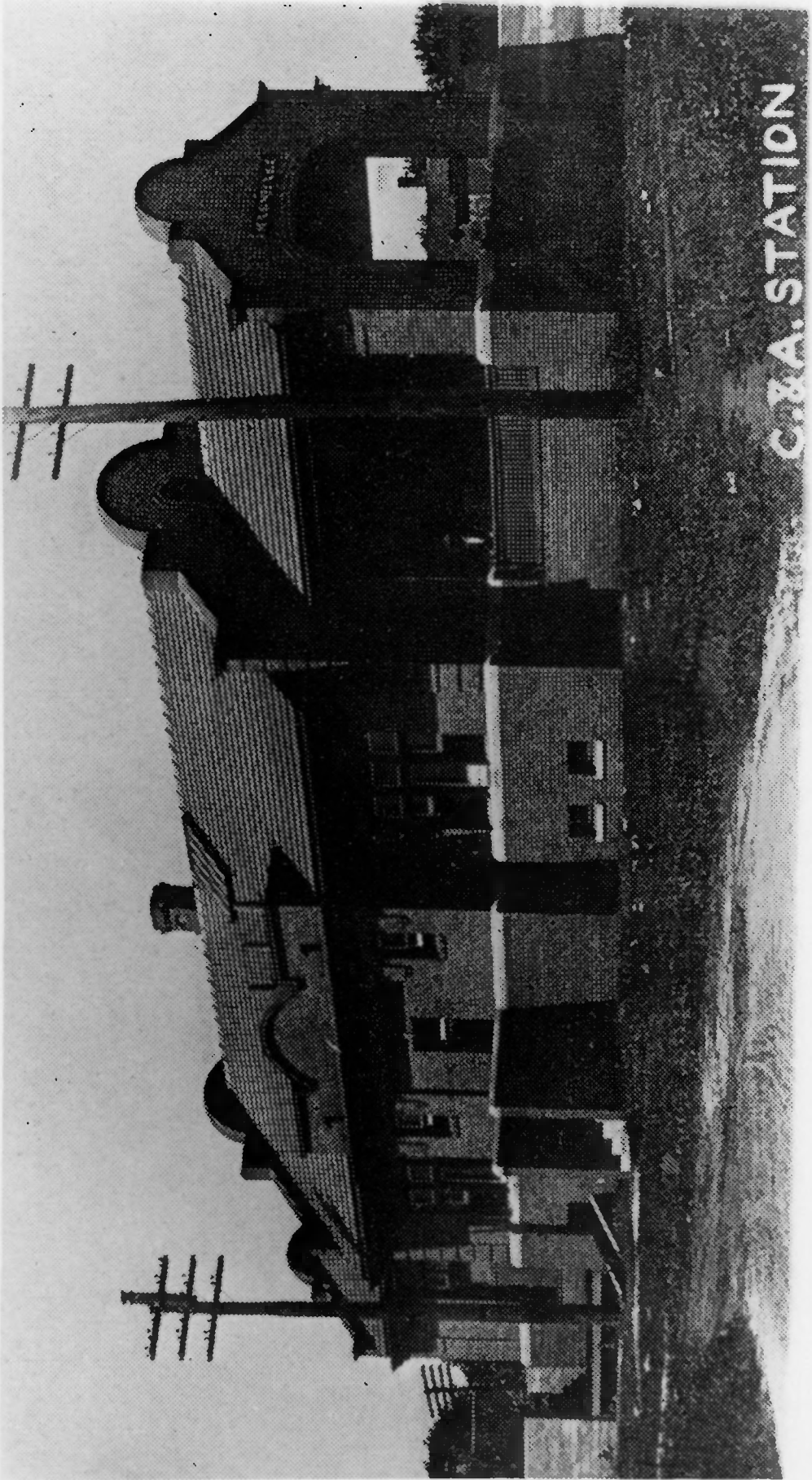
ca. 1910

Copy Neg. Loc.: Gibbs Studio

505 West Arrow St.

Marshall, Mo. 65340

Historic view of southeast facade. Note
tile roof (present roof sheathed in shingles).



C. & A. STATION

EXTRA PHOTOS

010
D pair









1915
1916
1917



CITY 1905
MARSHALL