

ARCHITECTURAL SURVEY OF MARCELINE

City of Marceline
Linn County, Missouri



FINAL REPORT
APRIL 2018

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I. Introduction

This report represents the findings of a reconnaissance-level architectural survey undertaken by two new employees of the Missouri State Historic Preservation Office (MOSHPO) during 2017. The new employees Amber Cox and Allison Archambo are completing this as professional training for their positions at the MOSHPO. With the assistance of Amanda Burke they surveyed 91 resources primarily located in the downtown area of the city of Marceline in Linn County, Missouri. The survey was supervised by Michelle Diedrich, MOSHPO's National Register and Survey Coordinator. The areas surveyed included approximately 34 acres and 91 resources, of which 10 are discontinuous (outside of the primary survey boundaries). In addition to serving as professional training, the survey is also being used to help determine if and how the Architectural/Historic Inventory Form may be updated and improved. Additionally, the resulting survey forms, photographs, maps, and final report are intended to function as a planning tool for the city of Marceline and to assist with the identification of any potential National Register districts or potentially individually eligible properties within the survey area.

The initial planning for the survey began in January 2017. Fieldwork was conducted on March 23, 2017. The results were analyzed and compiled into this final report in April 2018. The MOSHPO staff would like to thank former City Administrator Robert Green and current City Administrator Richard Hoon, the staff of the City of Marceline, Kaye Malins and Peter Whitehead with the Disney Hometown Museum, Julie Sheerman, and Michael Olinger. Any questions pertaining to this survey can be directed to the MOSHPO by calling 573-751-7858.

II. Survey Objectives

The primary objectives of the survey report are as follows: 1) provide training for new employees, Amber Cox and Allison Archambo, of the MOSHPO, 2) utilize the current Architectural/Historic Inventory Form to determine what updates would benefit the reviewers and users of this form, 3) discern if there are potential National Register historic districts and/or any potential individually eligible properties among those surveyed, and 4) create a digital final product consisting of photographs, survey forms, maps, and a final report that could be used by the city of Marceline as a planning tool.

The boundaries of the survey area were determined by the MOSHPO's National Register and Survey staff in early 2017. The commercial survey area was evaluated under National Register Criteria A and C in the areas of Commerce and Architecture and no National Register eligible historic districts were located. The residential area along West Gracia Avenue was evaluated under National Register Criterion C in the area of Architecture and no historic districts were located within this area. A few properties documented in this survey were determined to potentially be individually eligible for listing. This survey was conducted at the reconnaissance level (meaning property-specific history was not required), however when history was found regarding specific properties that information was included on the survey form and in this report.

III. Methodology

The 34 acre survey area and the 91 properties were selected in early 2017 by National Register and Survey staff of the MOSHPO after a site visit to the city of Marceline. The contiguous survey area was determined based on the extant historic resources. It encompasses the historic commercial thoroughfare of Kansas Street (Main Street USA) and the historic residential area of Gracia Avenue.



Figure 1. Architectural Survey Boundaries. Google Maps, October 2017.

MOSHPO staff inventoried 81 properties within this survey area with an additional 10 properties that are discontinuous to the survey boundaries. These are listed below. The number in parentheses corresponds to the property's associated survey form number:

1. Marceline High School (form #085)
2. Walt Disney Elementary School (form #006)
3. Coal Chute (form #089)
4. Walt's Barn (form #002)
5. Walt's House (form #001)
6. Electric Plant (form #007)
7. St. Francis Hospital (form #026)
8. Sinclair Oil Plant (form #086)
9. Prairie Pipe Line Company Pumping Stations (form #087)
10. African American School (form #088)

See Figure 2 for a map depicting the location of the discontinuous resources in relation to the primary survey boundaries. This survey technique, including commercial and residential properties along with discontinuous properties of note in Marceline allowed staff to survey a variety of resources for training purposes. It also allows for a consideration of properties of particular interest to the residents of Marceline.

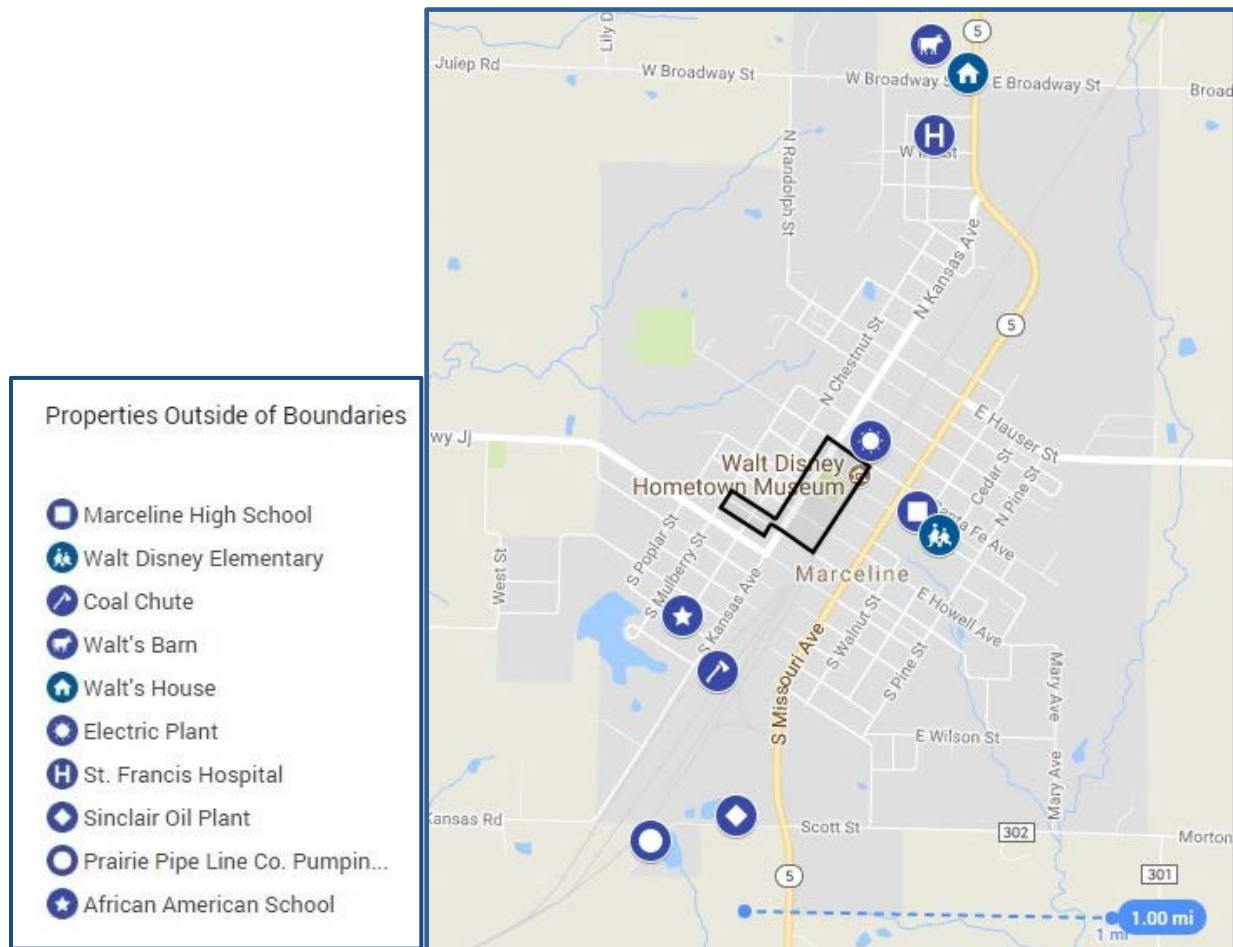


Figure 2. Survey boundaries (demarcated by the black line) and discontinuous resources. Created utilizing Google Maps, October 5, 2017.

The intention is for the final survey report to provide detailed information about the survey and recommendations about National Register eligibility. A copy of this report will be provided to the City of Marceline and Downtown Marceline, the local Main Street organization. The report will also include a list of all inventoried properties, including addresses, and suggested eligibility recommendations (see Appendix A, page 69).

Prior to beginning fieldwork, MOSHPO staff completed a review of cultural resources in the vicinity of the survey area including searching for any National Register of Historic Places (NRHP) nominations, previous eligibility assessments, and previous architectural and

archaeological surveys. Currently there are no properties in Marceline that are listed on the National Register of Historic Places. Cox and Archambo completed research of the area and did not find any previous architectural/historic survey inventories for the community of Marceline as a whole. A few properties in the survey area have been previously documented individually either by formal thematic survey or submitted to our office by private individuals interested in the preservation of a specific property in the form of Eligibility Assessments.¹

In 2017, Burke, Cox, and Archambo conducted a pedestrian inventory of the study area. All buildings, above-ground resources, lots, and associated resources within the study area were documented using digital photography and written notation. Field notes were maintained to record pertinent information about the architectural features such as windows, doors, exterior cladding, roof, and foundation materials.

In addition to this data, archival materials including Sanborn Fire Insurance Maps (1894, 1902, 1911, 1930, and 1939), the Missouri Digital Heritage website², records from the Kansas City Public Library's Missouri Valley Special Collection, and property records from the City of Marceline were consulted. Research was also conducted at the State Historical Society of Missouri's research center located in Columbia, Missouri. The City of Marceline provided parcel maps of the area, property owner information, and some building details.

The significance of each property will be assessed in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Property addresses and notations as to the determination of eligibility will be noted in Appendix A and on each survey form.

Completed survey products will be stored in a digital format and consist of a research design, inventory forms, final survey report, Google maps in pdf format, and photographs in JPEG format according to the MOSHPO's *Standards for Professional Architectural and Historic Surveys*.³ The products will be kept on file at the MOSHPO and a disc of the products will be provided to the City of Marceline.

¹ See the MOSHPO webpage for more on Eligibility Assessments: <https://dnr.mo.gov/shpo/eligassess.htm> Eligibility Assessments submitted for properties in Marceline are discussed further on page 28.

² See <https://www.sos.mo.gov/mdh>

³ See the MOSHPO webpage for more on these standards: <https://dnr.mo.gov/shpo/minsurvgl.htm>

IV. Geographical Description

Marceline is located in Marceline Township in southeastern Linn County. The town had a population of 2,233 according to the 2010 census.⁴ The population has been slowly declining in Marceline since 1910 aside from a slight increase in 1980 (see Figure 5, page 14).⁵ It is surrounded by rural farmland. The closest towns are Brookfield which is approximately 12 miles northwest of Marceline and Macon which is approximately 30 miles east. The primary survey area is located west of the railroad tracks. Generally, the boundaries are from Santa Fe Avenue on the north, Mulberry Street on the west, the alley behind Gracia Avenue on the south, and the railroad tracks on the east (see Figure 1, page 7). The survey area encompasses approximately 34 acres. These survey boundaries allowed for the documentation of the historic commercial core of downtown Marceline, which is primarily situated along Kansas Avenue (portions of Kansas Avenue are now known as Main Street USA). Roughly two blocks of Gracia Avenue were included in the boundaries as an example of a residential street in Marceline. Ten discontinuous resources were also documented as part of this survey project. The discontinuous resources were identified as important to Marceline's history by local residents and city staff during MOSHPO's initial visit (attended by Archambo, Cox, and Diedrich) and drive through Marceline on January 26, 2017, and subsequent discussions.

The railroad tracks bisect the town diagonally from northeast to southwest and divide the town almost in half when looking at aerials (see Figure 3, page 11, the railroad tracks are the diagonal line on the right side of the map; the tracks, and their central location within the town are clearer in Appendix B, page 72). The town is arranged around the tracks. The streets run parallel or perpendicular to the tracks with the main thoroughfare, which is Kansas Ave or Main Street USA, one block west of the tracks and running parallel to them. Historically, this thoroughfare, along which most of Marceline's commercial buildings are situated, was known as Kansas Avenue. Main Street USA in Disneyland, Anaheim, California (founded in 1955) was based upon Marceline due to the town's influence on Walt Disney who spent part of his childhood here.⁶ Because of this, a few blocks of Kansas Avenue have been renamed Main Street USA. North of West California Avenue this thoroughfare is North Kansas Avenue. Between West California Avenue and West Howell Avenue it is North Main Street USA. Between Howell Avenue and Gracia Avenue it is South Main Street USA. South of Gracia Avenue it picks up again as South Kansas Avenue. All of Main Street USA and portions of North Kansas Avenue were included in the survey area.

⁴ United States Census Bureau, "Marceline city, Missouri," American FactFinder, 2010, Accessed April 20, 2018, https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

⁵ Chamber of Commerce, "Marceline, Missouri: The City, 1976," On file at the State Historical Society of Missouri Columbia Research Center. The 1950 population is noted as 3,172, 1960 as 2,872, and 1970 as 2,622.

⁶ Christopher Reynolds, "Disneyland: How Main Street, U.S.A. is rooted in Walt Disney's Missouri childhood," Los Angeles Times, July 10, 2015, Accessed April 20, 2018, <http://www.latimes.com/travel/la-tr-d-disneyland-marceline-20150712-story.html>

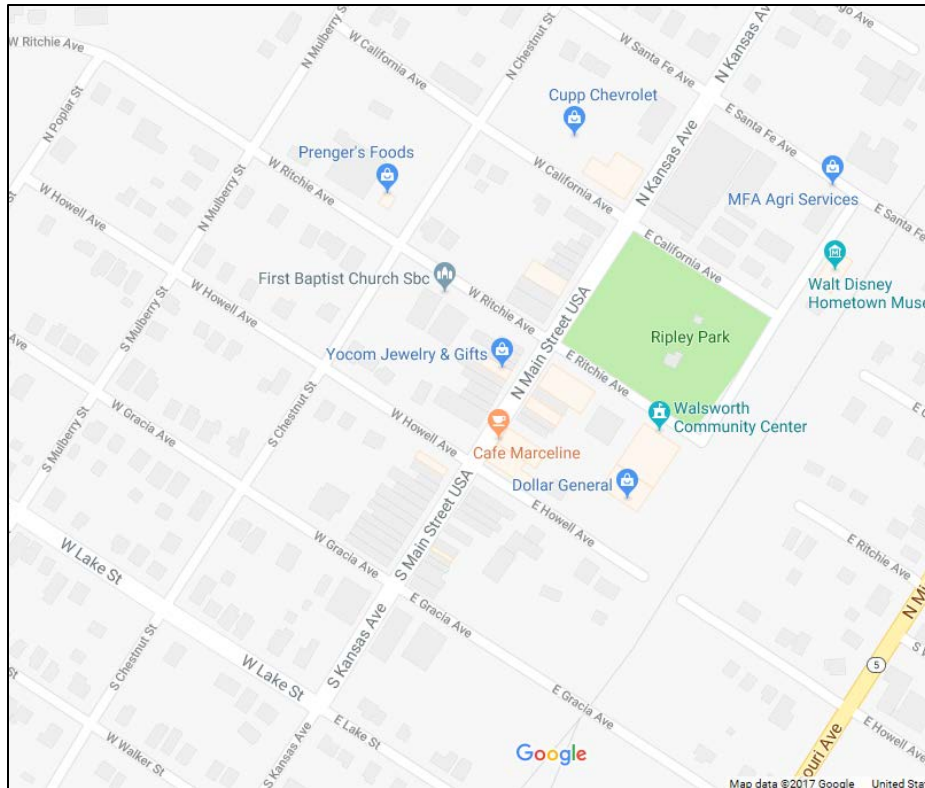


Figure 3. Google Maps. Illustrating Main Street USA vs. Kansas Avenue. Accessed October 2017.

The commercial core is situated towards the center of the city west of the tracks. Further west, south, and north are areas of residential development. The area east of the railroad tracks is also primarily residential. In regards to the general dispersal of particular types of physical resources within Marceline, the two operating public schools are located east of the tracks (two blocks east of Main Street): Marceline High School (which includes Marceline Middle School) along E Santa Fe Ave and, half a block south of Santa Fe Ave, the Walt Disney Elementary School. Both of these schools were included in the survey (forms #085 and #006 respectively). Father McCartan Memorial School, a parochial school associated with St. Bonaventure Catholic Church, was not included in the survey. On the southeast side of town (east of the tracks) is the location of industrial development including the Hurtt Fabricating Corporation, Walsworth Publishing, and Moore Fans complexes. Two industrial buildings in this area were surveyed: the former Sinclair Oil Plant (#086 at 301 E Scott Street) and the former Prairie Pipe Line Company Pumping Station now associated with Hurtt Manufacturing (#087 at 26751 E Scott Street). One additional industrial building located close to downtown was also surveyed: the electrical light plant situated along the railroad tracks just one block east of Kansas Ave at 128 E Chicago Avenue (#007).

Two railroad related resources situated along the tracks were included in the survey: the Santa Fe Depot, now the Walt Disney Hometown Museum, at 120 E Santa Fe (#084) and the Coal Chute at the southern edge of town (#089).

V. Historic Context



Figure 4. Historic image of the Santa Fe Depot in Marceline and trains. Source: H. R. Mason, “Marceline, Missouri: A Survey of It’s [sic] Facilities and Opportunities for Future Industrial Development,.” 1938, on file at the State Historical Society of Missouri Columbia Research Center.

Brief Historical Overview of Marceline, Missouri

Development

Marceline flourished as a terminal for the Santa Fe Railway between Chicago and Kansas City. As such, much of Marceline’s early development was centered around and a direct result of the construction of the railroad. Construction began on the railroad in January of 1887 and the first trains began in 1888.⁷ Marceline was founded March 6th, 1888: one of several towns built along the railroad “at regular intervals for the purposes of refueling, crew changes and water.”⁸ The population of Marceline rapidly expanded; by 1900 the population was 2,638 and ten years later the population was over 3,900.⁹ C.A. Sias, who worked for the Santa Fe Railway mapped the town in c. 1888.¹⁰

⁷ Marceline Area Chamber of Commerce, “History,” 2018, Accessed April 20, 2018, <http://www.marceline.com/content.cfm?type=101>

⁸Ibid

⁹Ibid

¹⁰ Ibid

There is some disagreement over how the town was named. Some say that it was named for a railroad official's wife, Marcelina.¹¹ Others argue that it was named for Marceline Burnett Sivadon, a French immigrant who operated a general store next to the railroad tracks.¹² He was one of the first to purchase land from the railroad.¹³

In March of 1903, Marceline's importance to the railroad was solidified when the Santa Fe Railway divided the line between Chicago and Kansas City into two divisions and the Office of the Superintendent of the Missouri division would be located in Marceline. Selecting Marceline as a division point was pivotal in the trajectory of Marceline. During the era of steam, a train and crew would typically only travel about 100 miles a day. The locations where the train would stop and switch crews and engines were division points. Each division point had a Superintendent, crew, and support staff. These rail employees lived in Marceline to support the division point and the railroad. In addition to the extra staff, the trains would stop in Marceline for longer periods; this would allow travelers extra time to leave the train and eat or potentially spend the night in the community. With the Office of the Superintendent also came many supporting offices such as engineers and foremen and all the associated individuals to support the work completed by these offices. All told the railroad employed "over 800 heads of families" in Marceline.¹⁴ The physical presence of the Santa Fe Railway also expanded in Marceline including a new depot and other facilities. The designation as a division point also encouraged the growth of Marceline. Marceline had "the railroad shops, roundhouses and operating headquarters for the division."¹⁵ As the employees of the Santa Fe came to Marceline, they needed the basics such as housing, clothing, and food which caused the economy as a whole to grow in Marceline; this helped to establish a prosperous community.

Coal mining became a secondary industry in Marceline soon after its establishment.¹⁶ Coal was mined as early as 1873 in Linn County.¹⁷ In 1894 the Marceline Coal Company was operating a

¹¹ Ibid; Marceline Coordinated Welfare Council, Books 1-4, documents and photographs. On file at the State Historical Society of Missouri Columbia Research Center. Still others have suggested that the town was named for Sias' daughter.

¹² Marceline Sivadon's general store was located along Gracia Avenue between the railroad tracks and S Missouri Avenue. It is no longer extant. Robert Allen Elkins, "Marceline, Missouri: founded March 6th, 1888: a documentary of how and for whom the town of Marceline, Missouri was named," compiled by descendants of Marceline Burnett Sivadon, 2001, on file at the State Historical Society of Missouri Columbia Research Center.

¹³ Ibid

¹⁴ Marceline Bicentennial Commission, *Marceline, Missouri: Past and Present Progress and Prosperity*. Walsworth Publishing Company, reprinted 1975, page 3.

¹⁵ Henry Taylor and WM. H. Bingham. *Compendium of History and Biography of Linn County Missouri* (Chicago: Henry Taylor & Co., 1912), 123.

¹⁶ Ibid; Marceline, Missouri Telephone Directory. Marceline, MO: Southwestern Bell Telephone Company, 1975. On file at the State Historical Society of Missouri Columbia Research Center.

¹⁷ Garland C. Broadhead. *Report of the Geological Survey of the State of Missouri, Including Field Work of 1873-1874* (Jefferson City: Regan & Carter, State Printers and Binders, 1874), 257-269.

mine approximately one mile southeast of the center of town.¹⁸ In 1930, there were two coal mines operating near Marceline: Home Coal Mine #2 was about a mile north of the center of Marceline along the railroad and the Chariton County Coal and Coke Co was operating 2 miles southwest of town.¹⁹ In addition to coal mining other industries flourished along the tracks, including the city's electrical plant. However, through the years Marceline experienced a decline in population as the popularity of the railroad waned, though other factors, as discussed further below, also likely played a role in the decline. Eventually the Santa Fe Railway merged with the Burlington Northern Railway creating the BNSF and the two companies consolidated operations. Marceline continues to adapt and evolve as it celebrates its history while looking forward.

Population Change

The population of Marceline clearly boomed in its early decades due to the development of the railroad. Its population grew steadily from 1880 to 1910 when it reached its peak population of 3,920 (Figure 5). After 1910 the population began a slow decline. The decline could be attributed to a variety of contemporary events, including World War I and the 1918 flu pandemic in the 1910s, the Great Depression in the 1930s, the dieselization of the railroad industry which required a smaller workforce (and fewer stops), and ultimately the slow decline of the once booming railroad industry. There was a small population increase in 1980 which could be attributed to the centralization of the railroad workforce but, developments at Walsworth Publishing may have also contributed to a small population bump (discussed further below).

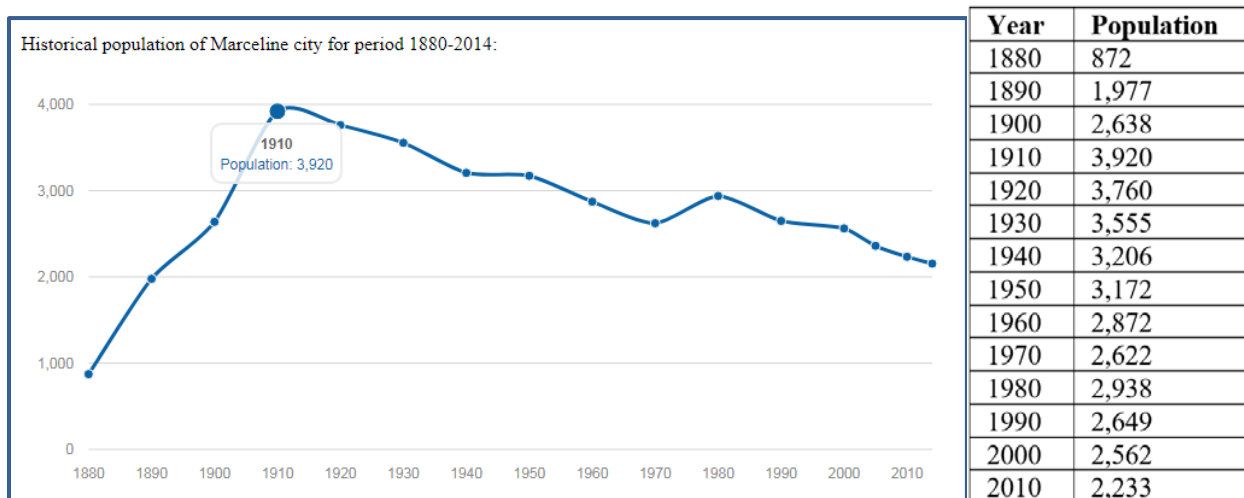


Figure 5. Marceline population information. Source: "Population of Marceline, MO." Population.us. 2016. Accessed April 20, 2018. <http://population.us/mo/marceline/>

¹⁸ Sanborn Fire Insurance Maps, 1894, page 1.

¹⁹ Sanborn Fire Insurance Maps, 1930 page 12.

Transportation

As touched on above, the development of the railroad is tied directly to the development of Marceline. The community grew with the railroad. The rail line between Chicago and Kansas City was built by the Atchison, Topeka, & Santa Fe or the Santa Fe. This line was constructed rapidly between 1888 and 1889.²⁰ At this time there were several railroads that offered a route between Chicago and Kansas City, but the Santa Fe's line through Marceline provided a nearly straight line between the two cities. The Santa Fe focused on the comfort of this route for passengers and the convenience for the freight business giving the Santa Fe an edge over their competition.²¹ The Santa Fe Railway was able to control the customer experience throughout their trip on the railway. One way they were able to do this was by allowing Fred Harvey, Inc. to operate the "Eating Houses and Lunch Counters on the Santa Fe System" noted as "operated under the same management as the Dining Cars."²² Marceline is included in the list of cities offering this exclusive Fred Harvey dining experience.²³ Harvey's restaurants were the first restaurant chains in the United States.²⁴ Meals were standardized across the train system. The Santa Fe railway was masterful in their branding; this included the construction of the depots along their route. Depots were meant to be visually appealing, prominent buildings as reflected in the design of the Marceline Depot, which has Spanish Colonial Revival architectural influences. Other depots across the Santa Fe system typically have similar architectural detailing which can evoke the feeling of the southwestern United States.



Figure 6. 1990s era aerial.²⁵

²⁰ Keith L. Bryant Jr., *Railroads of America: History of the Atchison, Topeka and Santa Fe Railway*. (New York: MacMillan Publishing Co. 1974), 134-147.

²¹ Ibid, 140

²² Ibid, 329.

²³ Ibid, 329.

²⁴ NPR Staff. "How Was The West Won? With Hospitality." NPR. April 22, 2010. Accessed February 5, 2019. <https://www.npr.org/templates/story/story.php?storyId=126190564>

²⁵ Aerial image from MoDNR 1990s GIS layer.

In 1903, the railroad between Chicago and Kansas City was separated into two divisions – the Illinois and the Missouri – by the Santa Fe Railway. The division point for Missouri was to be located in Marceline.²⁶ The large rail yard in the southeastern part of Marceline is still visible (see Figure 6, page 15) with the extant large concrete coal chute (#089) used to load trains with fuel (see also Appendix H, page 78). This also likely contributed to longer stops by passenger trains in Marceline for the purposes of taking on fuel and switching crews. The community would be a host to many celebrities and travelers as they made their way across the country allowing for a small community, otherwise isolated, to be exposed to cultural trends and commercial enterprise brought by the railroad workers and travelers.

The Santa Fe Railway prospered throughout the 1920s as the railway expanded operations throughout the United States. This prosperity was stalled beginning in 1930, as with much of the country the Santa Fe began to realize the implications of the economic downturn that would become known as the Great Depression. This economic crisis was coupled with the ecological disaster known as the Dust Bowl that impacted the southwestern United States, the primary location of the railroad lines operated by the Santa Fe.²⁷ In 1932, the management of the Santa Fe Railway requested all employees accept a 10 percent reduction of wages; the employees and labor unions accepted this request. The reductions in wages along with other cost reductions, like the closure of little used branch lines, helped to keep the railway functioning.²⁸ These reductions in wages likely impacted the Santa Fe employees in Marceline, however the railway kept operating and despite these challenges the company and Marceline survived the depression. In 1939-1940 as the Great Depression ended the Santa Fe was well positioned for prosperity as the United States entered World War II.²⁹

Rail lines from Chicago to the West Coast became increasingly important to the war effort. The line passing through Marceline was utilized to the fullest extent possible as troops, crops, and materials moved across the United States.³⁰ The Santa Fe began to modernize its engines during the 1930s; however these improvements were slow during the depression and deferred during the wartime. The railway was using the double line of tracks that passed through Marceline twice as much for freight from 1941 to 1942 than it had in previous years. Also during this one year period the number of passengers increased by 88 percent.³¹ The citizens of Marceline reacted to this increase of passengers and troops by establishing a Red Cross Canteen in Marceline to

²⁶ Marceline Bicentennial Commission, *Marceline, Missouri: Past and Present Progress and Prosperity*, (Walsworth Publishing Company, Reprinted 1975), 3.

²⁷ Bryant, 259-260.

²⁸ Bryant, 260.

²⁹ Bryant, 269-270.

³⁰ Bryant, 273-274.

³¹ Bryant, 272.

provide provisions to the troops passing through³² (see Figure 7). In addition to a shortage of materials there was also a shortage of workers.



Figure 7. Marceline Red Cross Canteen. Source: The Magic City, page 47.

When World War II concluded the Santa Fe Railway moved adamantly toward modernizing their engines by securing diesel engines. In addition to adding new engines to the fleet the company also worked to improve the railroads themselves to remove curves and replace rails to allow for faster speeds.³³ Technological and mechanical advances in the rails coupled with the improved efficiency of the trains themselves meant fewer employees were needed across the Santa Fe system. One of the key advancements was the use of diesel. Diesel trains needed less maintenance, required fewer stops for water and fuel and could operate at higher speeds. All of these changes altered the landscape of the railroad across the United States but especially in the communities that supported division points like Marceline. These communities slowly became less and less important to day-to-day operation of the railroad. Dieselization modernized the railroad and from 1954 to 1972 the Santa Fe average number of employees decreased by almost twenty thousand people, from 56,600 in 1954 to 36,351 in 1972.³⁴

In addition to being located on an influential railroad, Marceline is also located about 3 miles south of US Highway 36, a route named the Pike's Peak Ocean-to-Ocean Highway. Development of this route began in 1914. The goal was to establish a marked transcontinental

³² *The Magic City, Marceline, Missouri: Diamond Jubilee Celebration, June 29 to July 4, 1963*, (Marceline, MO: Walsworth Publishing, 1963), 47. On file at the State Historical Society of Missouri Columbia Research Center.

³³ Bryant, 289.

³⁴ Bryant, 320.

route from New York to San Francisco.³⁵ It obtained the name “Pike’s Peak” because the route was to pass by Pikes Peak in Colorado. The route did not go directly through Marceline. However, the proximity of Marceline to this network of roads certainly would have allowed early automobile travel to prosper in Marceline. State Highway 5 is routed through Marceline and connects with US Highway 36 north of town. Marceline is also considered home to Slaughter Airport which is a private airport and is located approximately 8 miles southeast of Marceline.

Association with Walt Disney

Today, Marceline is often associated with one of its most famous former residents, Walt Disney. The Disney family moved to Marceline in c. 1906, when Walt was 4 years old, and stayed for four years.³⁶ In 1938 Walt wrote “To tell the truth, more things of importance happened to me in Marceline than have happened since – or are likely to in the future.”³⁷

Many properties in Marceline have a direct or indirect association with Walt Disney. The home Walt and his family lived in while in Marceline still stands at 275 W Broadway (#001), though it has been added onto considerably and from the exterior no longer resembles the original home, precluding it from National Register eligibility. Near the home is the Walt Disney Dreaming Tree and Barn. The Barn (#002) is a 2001 reconstruction and the original Disney Dreaming Tree, after being struck by lightning and disease, was lost in 2015.³⁸

The original Railroad Depot (#084) now serves as a museum for Walt’s life, particularly as it relates to Marceline. The museum is home to one-of-a-kind items donated by the Disney family including personal letters, photographs, and a variety of other items from Mickey Mouse dolls to a television set.³⁹

³⁵ Richard F. Weingroff. *The Pikes Peak Ocean to Ocean Highway: The Appian Way of America*, (Federal Highway Administration, 2017), accessed April 2, 2018, <https://www.fhwa.dot.gov/infrastructure/pikes.cfm>

³⁶ Marceline Area Chamber of Commerce. “History.” 2018. Accessed April 20, 2018.

<http://www.marceline.com/content.cfm?type=101>. The family is sometimes noted as arriving in 1905. “About Marceline,” Walt Disney Hometown Museum, 2018, accessed April 20, 2018, <https://www.waltdisneymuseum.org/marceline/>

³⁷ “About Marceline.” Walt Disney Hometown Museum. 2018. Accessed April 20, 2018. <https://www.waltdisneymuseum.org/marceline/>

³⁸ “Walt’s Dreaming Tree and Barn.” Walt Disney Hometown Museum 2018. Accessed April 20, 2018. <https://www.waltdisneymuseum.org/marceline/walts-dreaming-tree-and-barn/>; “The Loss of Walt’s Dreaming Tree,” Walt Disney Hometown Museum, 2018, accessed April 20, 2018. <https://www.waltdisneymuseum.org/the-loss-of-walts-dreaming-tree/>

³⁹ “Disney Collection.” Walt Disney Hometown Museum 2018. Accessed November 1, 2018: <https://www.waltdisneymuseum.org/visit-us/collection/>

As noted above, Marceline served as inspiration for Main Street USA in Disneyland. Some of Marceline's extant building stock still clearly reflects this original inspiration. The best example is the Coca Cola Refreshment Corner in Disneyland which is modeled after Marceline's Zurcher Building (#051); see Figure 8 for images of the two buildings. Disneyland is also home to Marceline's Confectionery, named for the town.⁴⁰

The Walt Disney Elementary School (#006) was dedicated by Walt, who also sent a cartoonist from his studio to decorate the interior. He also donated an Olympic flagpole which still stands in front of the school. Toonfest has been held in Marceline since 1998. This is an annual festival celebrating cartooning and animation. It includes a parade, the Cartoonists Symposium, and the International Cartoon Art Show.⁴¹ In 1998, then Governor Mel Carnahan visited Marceline and was Grand Marshall of a parade to celebrate the movie *The Spirit of Mickey*.⁴²



Figure 8. The first photo is of Refreshment Corner in Disneyland.⁴³ The second is the Zurcher Building (#051) in Marceline built between 1894 and 1911. Photographed by Amber Cox.

Institutions

Education is essential to the vitality of any community and Marceline is no different. The Hayden School was the first school in Marceline; it served the rural population and predates the founding of Marceline.⁴⁴ In May of 1894 a new school house was under construction (see Figure

⁴⁰ "Marceline's Confectionery." Disneyland Resort. Accessed October 31, 2018:

<https://disneyland.disney.go.com/shops/downtown-disney-district/marcelines-confectionery/>

⁴¹ "About Toonfest." Walt Disney's Hometown Toonfest. Accessed November 1, 2018, <http://www.toonfest.net/>

⁴² Missouri Division of Tourism Photograph Collection, Missouri Digital Heritage, Accessed March 14, 2018.

<http://cdm16795.contentdm.oclc.org/cdm/search/collection/divtour/searchterm/marceline/order/nosort>

⁴³ Dan Brace, "Refreshment Corner," Character Central, 2013, accessed April 20, 2018,

http://www.charactercentral.net/L934_DisneyCharacters_DisneylandResort_Disneyland_RefreshmentCorner.aspx

⁴⁴ Gary R. Kremer and Brett Rogers. Survey. African-American Schools Phase III. 2002. Survey # SWAS023. On file at the State Historic Preservation Office and accessible online: <https://dnr.mo.gov/shpo/survey/SWAS023-S.pdf>

9).⁴⁵ The location of this school, in block 170 of the Original Town plat, continues to serve as the center of education in Marceline. Today all of Marceline's public school district buildings are located on the same large site at the southern corner of the intersection of N. Missouri Avenue and E. Santa Fe Avenue: the Marceline High and Middle School (#085) building and the Walt Disney Elementary School (#006). The Marceline High School building was constructed in 1929 and replaced earlier school buildings that had been located on this site (see pages 39-40 for a discussion of the high school).

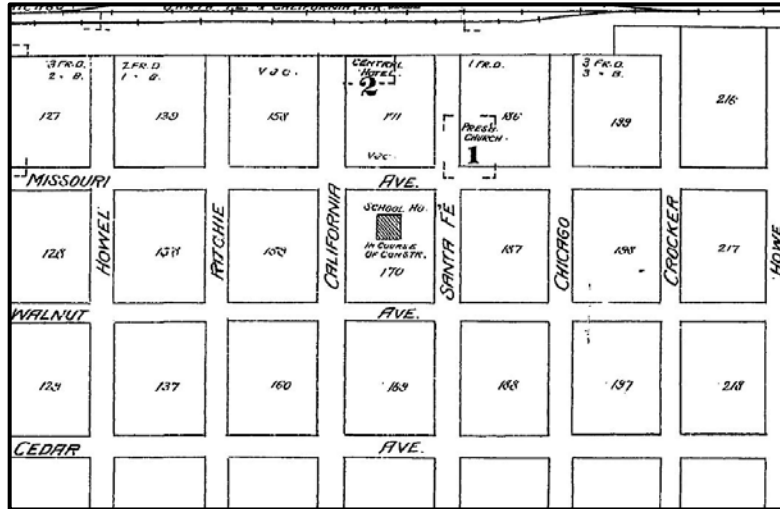


Figure 9. 1894 Sanborn Map page 1.

In the mid-1930s the community of Marceline had two elementary schools: the Park School (not extant) located at California and Chestnut and the Central School that was located on the same block as the High School at the time.⁴⁶ The community also had a separate school, the Marceline Colored School (#088), which provided education for the segregated population in Marceline. This school was constructed in 1933 and is located at the intersection of Wells and Chestnut (see page 41 and 58 for more on this school). The Marceline Colored School replaced the Hayden School which was reused as the African-American school when it was moved to a location on East Walker. It was in used until 1931 when it burned.⁴⁷ Classes were held temporarily at the Second Baptist Church until the extant school was constructed.⁴⁸ There is also a Modern Movement school associated with St. Bonaventure Catholic Church. This school, the Father McCartan Memorial School, is located outside of the survey boundaries.

Marceline has two former hospitals, both of which were included in this survey. Neither is currently in operation; the closest operating hospitals to Marceline are located in the nearby

⁴⁵ Sanborn Fire Insurance Map, 1894, page 1.

⁴⁶ Sanborn Fire Insurance Maps, 1930.

⁴⁷ Gary R. Kremer, and Brett Rogers. Survey. African-American Schools Phase III. 2002. Survey # SWAS023. On file at the State Historic Preservation Office and accessible online: <https://dnr.mo.gov/shpo/survey/SWAS023-S.pdf>

⁴⁸ Ibid.

towns of Brookfield and Macon. The B. B. Putnam Memorial Hospital was constructed in 1923 and purchased by the Sisters of Saint Francis in 1946. It was erected by Dr. Ola Putman and named for his father, Dr. B. B. Putman. In 1938 it was still owned and managed by the family: Ola's son Dr. G. B. Putman, who was also a surgeon for the Santa Fe Railway.⁴⁹ This building is located near the railroad on Howell Street; the building was utilized as a hospital until the Sisters of St. Francis constructed a new hospital in the northern part of town in 1964. At this time the historic hospital was converted to a nursing home.

The 1964 hospital was St. Francis Hospital (#026). This hospital was in use until 2007, when it was given to the city as a charitable donation.⁵⁰ In 1969 an extended care facility was added to the original hospital plan. The Sisters of St. Francis operated the hospital until 1977 when management was taken over by the Sisters of St. Mary in St. Louis.⁵¹

Marceline is home to a variety of religious institutions and churches that have played a role in the town's history. Two of these were included in this survey. The development of religious facilities in Marceline began early in its history and by 1889 "two branches of the Methodist Church, the church of the Disciples, the Baptists, the Catholics and the Cumberland Presbyterians had organized congregations."⁵² Many of these congregations continue to meet in Marceline. The survey boundaries included the First Christian Church (#009) and the Methodist Church (#035).

Marceline was also home to a number of organizations. A promotional brochure from c. 1913 notes the following organizations, lodges, and societies as active in Marceline:⁵³

- Masons, lodge, chapter and commandery
- Brotherhood of American Yeoman
- Brotherhood of Locomotive Engineers
- Brotherhood of Locomotive Firemen
- Brotherhood of Railway Trainmen
- I.O.O.F. (International Order of Oddfellows)
- Knights and Ladies of Security
- K.O.T.M. (Knights of the Maccabees)

⁴⁹ H. R. Mason, "Marceline, Missouri: A Survey of It's [sic] Facilities and Opportunities for Future Industrial Development," 1938, on file at the State Historical Society of Missouri Columbia Research Center.

⁵⁰ City of Marceline Missouri, "FOR SALE: St. Francis Hospital," accessed April 9, 2018.

<http://www.marcelinemmo.us/business/StFrancisProperty.html>

⁵¹ Chris Houston, "Last of St. Francis Hospital Legacy to Depart," *Linn County Leader*, November 9, 2012, accessed April 12, 2017, <http://www.linncountyleader.com/article/20121109/news/121108838>

⁵² Marceline Bicentennial Commission, *Marceline, Missouri: Past and Present Progress and Prosperity*, Walsworth Publishing Company, reprinted 1975, 2.

⁵³ Ibid, 3.

- Modern Woodmen of the World
- Order of Railway Conductors
- Woodmen of the World
- Royal Neighbors
- Elks
- K. of P. (Knights of Pythias)
- Eagles

The variety of organizations that existed in Marceline is reflective of an active and social community. Some of the organizations noted above illustrate the community's association with the railroad. This association is also likely reflective of the era when the list was collected. In the years following World War I additional organizations initiated chapters in Marceline, like the Veterans of Foreign Wars (VFW) and the American Legion. Several of these organizations would go on to construct buildings along Kansas Avenue (now Main Street USA). These include the Masonic Temple (#052) constructed in 1923 at 201-203 North Main Street and the I.O.O.F. (Independent Order of Odd Fellows) Building (#054) at 207 North Main Street built in 1915.

Industry

The railroad spurred industrial development in Marceline. Development flourished in Marceline with the help of the Marceline Industrial Development Corporation.⁵⁴ The city had electric lights by 1889; the first in Linn County.⁵⁵ By 1908 the town had telephone lines, electric power, a school system, and water works.⁵⁶ A street car was planned but was never realized.⁵⁷

Additional industry in Marceline includes Moore Fans, “an industry leader in the development of high efficiency axial flow fans since 1940,” according to their own website.⁵⁸ Originally known as The Moore Company, they moved from Kansas City to Marceline in 1948.⁵⁹ The company is in the same location it was in 1949, 800 S. Missouri.⁶⁰ However, that space has been expanded four times since 1948 (in 1976, 1995, 2005, and 2012) from 15,000 square feet to a final 130,000 square feet by 2012 (see Figure 10, page 23). This property was not included in this survey. They opened an office in Hastings, England in 1975 and reorganized from The Moore Company to Moore Fans, LLC in 2001.⁶¹

⁵⁴ Marceline Area Chamber of Commerce, “History,” 2018, accessed April 20, 2018, <http://www.marceline.com/content.cfm?type=101>

⁵⁵ Taylor and Bingham, 217.

⁵⁶ Marceline, Missouri Telephone Directory, 1975.

⁵⁷ Taylor and Bingham, 217.

⁵⁸ Moore Fans. 2015. Accessed April 20, 2018. <http://www.moorefans.com/#>

⁵⁹ “History.” Moore Fans. 2015. Accessed April 20, 2018. <http://www.moorefans.com/history.html>

⁶⁰ Marceline, Missouri Telephone Directory, 1949. Listed as “Moore Co The engrs 800 S Missouri.” In the 1959 directory they are listed as “MOORE CO THE fans 800 S Missouri.”

⁶¹ “History.” Moore Fans. 2015. Accessed April 20, 2018. <http://www.moorefans.com/history.html>

Walsworth Publishing has also been a major industry and employer in Marceline and today is Marceline's largest employer with over 1300 employees.⁶² Begun in Marceline in 1937, the company expanded over the decades. They first produced yearbooks in 1947⁶³, becoming known as "one of the leading publishers of quality yearbooks in the United States."⁶⁴ One of the buildings associated with Walsworth Publishing was included in this survey (#034, 304-324 N. Kansas) but the rest of their facilities, located further south and across from Moore Fans, were not included.

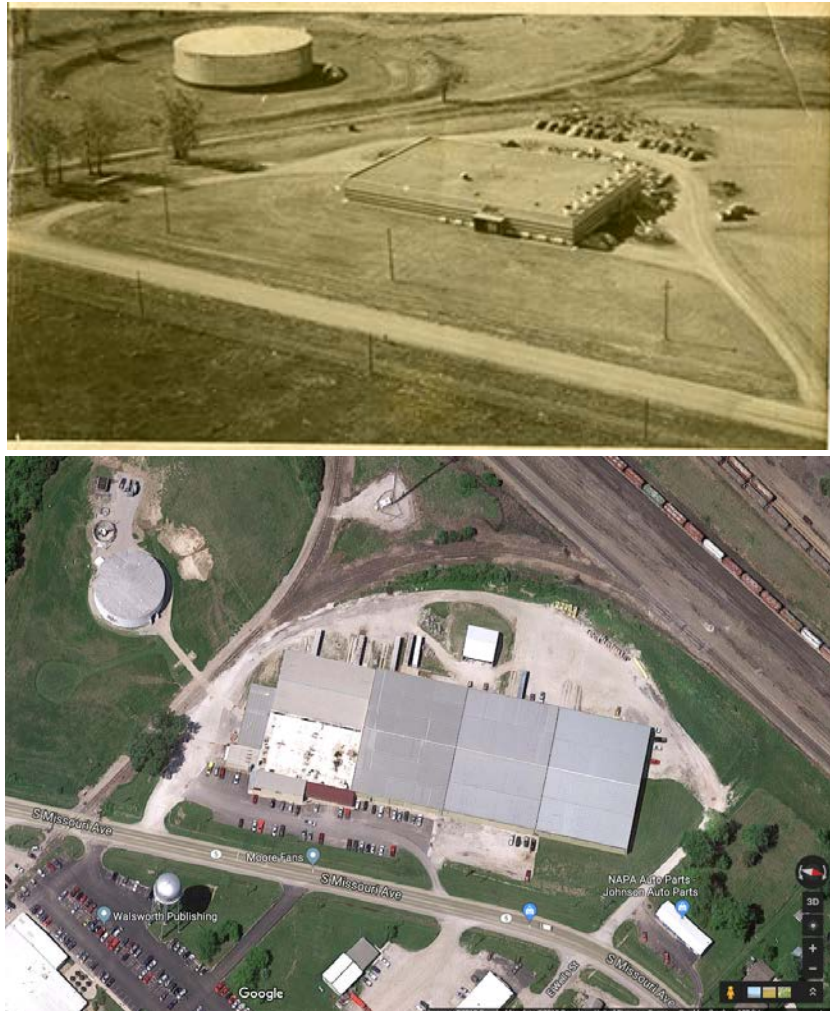


Figure 10. The first image is of The Moore Company in Marceline c. 1948 (Source: "History," Moore Fans, <http://www.moorefans.com/history.html>). The second shows a current aerial of the Moore Fans facility (Source: Google Maps 2018).

⁶² Marceline Area Chamber of Commerce, "History," 2018, accessed April 20, 2018, <http://www.marceline.com/content.cfm?type=101>

⁶³ Walsworth. "Our History." 2018. Accessed April 20, 2018. <http://www.walsworth.com/history>

⁶⁴ Walsworth Publishing Company, *History of the Walsworth Publishing Company, 1938-1968*, (Marceline, MO: Walsworth Publishing Company), on file at the State Historical Society of Missouri Columbia Research Center.

Hurttt Fabricating was established in Florissant, Missouri in 1966. The company moved to Marceline in 1967, purchasing and renovating the former Sinclair Pumping Station (#087, 26751 Scott) for their purposes. This facility was added onto in 1980 and 1996 more than doubling the size of the building. Hurttt Fabricating provides the highway construction industry with “fabricated overhangs, cantilevers, railing, fence, and bridge items made from steel, stainless steel, and aluminum, galvanized or painted.”⁶⁵

Commerce

The commercial development of Marceline is tied directly to the Santa Fe Railway. The railroad provided the wages of many of the residents that worked directly for the railway. The Santa Fe also indirectly supplied funds for commercial activities by providing travelers who spent their own money within the community. As early as 1894 Kansas Avenue (now partially named Main Street USA) was the primary location of commercial activities in Marceline. The early businesses included lumber yards, general stores, a printing press, and many more commercial enterprises that supported the individuals working and living in Marceline. The downtown had 5 hotels in 1894 so there were likely a high number of visitors or non-residents utilizing the commercial establishments of Marceline.⁶⁶

The commercial activity in Marceline remained centralized along Kansas Avenue; this core area of commerce is reflected in the building stock. By 1902 the majority of the buildings were constructed of brick or tile, basically “fireproof” materials along Kansas Avenue. Buildings outside of this area were primarily constructed of wood.⁶⁷ These sturdy buildings included many businesses and proved to be the primary area for commercial activities. These businesses included groceries, bakeries, and butchers as well as hardware, agricultural implement and furniture stores in 1911. The banks in Marceline were also located in this area. In addition to commerce, an opera house, several theaters, a pool hall, and Ripley Park provided opportunities for recreation.⁶⁸

After World War I, the area continued to develop with one notable change: the commercial area had an influx of auto related businesses. Within the survey area the auto related businesses included auto sales, filling stations, and auto repair shops. The auto related businesses were primarily located near Ripley Park in the northern portion of the survey area and to the south of the survey area along East Gracia. These businesses likely developed on the periphery of the primary business district because of the availability of space to accommodate new construction.⁶⁹

⁶⁵ Hurttt Fabricating, accessed January 26, 2018, <http://www.hurtttfab.com/>

⁶⁶ Sanborn Fire Insurance Map, 1894.

⁶⁷ Sanborn Fire Insurance Map, 1902, page 2.

⁶⁸ Sanborn Fire Insurance Map, 1911, pages 1-3.

⁶⁹ Sanborn Fire Insurance Map, 1930, pages 2 & 3.

The Great Depression of the 1930s had an impact on the community of Marceline especially in terms of commerce. The Santa Fe Railway was able to stay open and avoid bankruptcy, but they did reduce wages of the employees and made other cost saving measures to do so. However, the reliability of the railroad as an employer may have somewhat sheltered Marceline from some of the economic impacts of the Depression. During this era the Federal Government facilitated and provided work through the New Deal. A representation of this national program is the Marceline Post Office (#080). This Art Deco building – with PWA Moderne influences – was constructed in 1936 with funding from the Treasury Department. In addition to constructing the building the Treasury Department commissioned a painting inside the Post Office building, a mural entitled “Contemporary Life in Missouri” by artist Joseph Meert of Kansas City.⁷⁰ The building and mural inside provide a tangible connection to the Great Depression and the New Deal construction projects of that era.

As the Great Depression came to an end the United States entered into World War II and faced new economic challenges. During wartime there were rations for many commodities as supporting the war effort exceeded the needs of individuals. There were also labor shortages as individuals who were able to would fight in the war leaving a void of workers in communities like Marceline. The pent up demand for new items caused an economic boom in the years following the end of World War II. The businesses in Marceline reflected this trend with more car dealerships, appliance stores, and real estate companies.⁷¹

Recent Past

The Santa Fe Railway converted completely to diesel on August 27, 1957 but the transition began in 1935.⁷² An exact date that the Chicago to Kansas City portion of the railroad converted to diesel has not been precisely determined but it likely occurred in the mid to late 1940s. The efficacies of diesel engines required less stopping, less maintenance, and fewer employees. The impact of this transition was felt in rural railroad communities like Marceline.

The 1980 census indicates a population increase from 2,622 in 1970 to 2,938 in 1980. This may be attributed to developments at Walsworth Publishing. In 1967 the second generation of Walsworths took control of the company. In the early 1970s they added a commercial printing department, a commercial book division, and they created “a new force of sales

⁷⁰ “Post Office Mural ‘Contemporary Life in Missouri’ – Marceline MO.” The Living New Deal. Accessed April 4, 2018. <https://livingnewdeal.org/projects/post-office-mural-contemporary-life-in-missouri-marceline-mo/>

⁷¹ Marceline, Missouri Telephone Directory, 1949.

⁷² Bryant, 303 & 316.

representatives.”⁷³ This likely increased their number of employees which could have contributed to a population growth in Marceline.

In the late 1980s the Santa Fe Railway began transferring employees based in Marceline to Kansas City and Iowa.⁷⁴ The subsequent decline in population in 1990 was likely due to the decline in the number of railroad employees located in Marceline. Other trends were likely also at play during this era as populations shifted from rural communities across the United States, however time will assist future historians in more fully understand the context of Marceline’s recent past.

⁷³ “Walsworth Publishing Company, Inc. – Company Profile, Information, Business Description, History, Background Information on Walsworth Publishing Company, Inc.” Reference for Business. 2018. Accessed April 20, 2018. <http://www.referenceforbusiness.com/history2/5/Walsworth-Publishing-Company-Inc.html#ixzz54ZsBz0ux>

⁷⁴ Robert C. Shaw, “School survey of Marceline R-I School District 1988,” conducted by School Surveys Team, College of Education, Department of Educational Administration, University of Missouri, (Columbia, MO: University of Missouri. 1988), on file at the State Historical Society of Missouri Columbia Research Center.

VI. Survey Results

A. Overview of the Survey Area

Survey forms were completed for 91 properties in Marceline. Of these the majority were commercial resources. 18 residential properties, two churches, three schools (two of which are still in operation), the electric power plant, an agricultural facility, the former railroad depot and coal chute, two parks, two former hospitals, a Carnegie Library, and City Hall were also included in the survey. Surveyed properties date from c. 1880 to 2001. Most properties were constructed between 1880 and 1940.

The former African American School located at 210 W Wells Street (#088), was documented as part of the Statewide Thematic Survey of African-American Schools completed between 1999 and 2002.⁷⁵ Additionally, in August 2017 an Eligibility Assessment was submitted by a private citizen for this property and MOSHPO staff determined the property to be individually eligible for the NRHP.

The Marceline Depot located at 120 E. Santa Fe Avenue (#084) was determined to be individually eligible for the NRHP by MOSHPO staff in June 1989 when a private citizen submitted an Eligibility Assessment for this property.⁷⁶

The Sinclair/Standard Pipeline Co. located at 26751 East Scott Street (#087) is located in Chariton County but within the city limits of Marceline. This property was documented in 1987 in the Towns and Rural Properties survey of Chariton County.⁷⁷ The survey form notes “this is one of the few remaining complexes that housed the first generation interstate private and public utilities of the early 20th century.” The 1987 survey recommended additional documentation was required to make a determination about this property’s eligibility for the NRHP.

⁷⁵ Gary R., Kremer and Brett Rogers. Report. African-American Schools Phase III. 2002. Survey # SWAS023. On file at the State Historic Preservation Office and accessible online: <https://dnr.mo.gov/shpo/survey/SWAS023-R.pdf>

⁷⁶ EALI007, August 31, 2017, Eligibility Assessment files, Missouri State Historic Preservation Office. See our website for more information on the Eligibility Assessment process: <https://dnr.mo.gov/shpo/eligassess.htm>

⁷⁷ Kalen and Morrow. Survey Part II. Towns and Rural Properties. 1987. Chariton County. On file at the State Historic Preservation Office and accessible online: <https://dnr.mo.gov/shpo/survey/CHAS002-SPtII.pdf>

Property Styles and Types

Residential Properties

17 properties situated along the bricked portion of West Gracia Avenue, from Kansas/Main to S Mulberry Street were surveyed for a sampling of Marceline's residential building stock. These ranged in style and type and most exhibit only subtle architectural detailing, though Queen Anne characteristics are fairly common. Many of these properties have been altered over time, though some maintain original detailing. These residential properties in Marceline reflect the modest application of stylistic elements rather than high style architecture. These vernacular interpretations reflect the era of construction, though most of the residential properties have been altered to some degree either with additions, the application of modern cladding, or modern windows. These changes have a cumulative visual impact in terms of the historic appearance of the properties.

Queen Anne

The Queen Anne style was popular in the United States from approximately the 1880s through the 1910s.⁷⁸ During this time Marceline was experiencing rapid development which would explain the concentration of this style in the community. The style is characterized by varied wall surfaces with different materials or patterns; this variation is created using different types of siding or with bays or projections. Queen Anne houses also typically have steep roofs with multiple gables. Another stylistic element is the presence of spindles or turned wood decorative elements in the eaves.

Three homes on Gracia Avenue appear similar in form and detailing (see Figure 11), though two have been altered, removing some of the original detailing and making it difficult to determine, for example, if all three at one point had the spire. The first two (228 and 224 Gracia on the left in Figure 11) still exhibit some Queen Anne architectural detailing, though any detailing that had been present on the third appears to have been lost or obscured.



Figure 11. 228, 224, and 220 West Gracia Avenue (Form #s 025, 023, and 021 respectively). Photographed by Amber Cox.

⁷⁸ Virginia Savage McAlester, *A Field Guide to the American Houses* (New York: Knopf, 2015).

Italianate

127 West Gracia Avenue (#011, see Figure 12) has Italianate detailing; the style is reflected in the low pitched roof and tall narrow windows (these are replacement windows but the openings are indicative of the scale of the original windows). Other stylistic elements are the overhanging eaves with decorative brackets.⁷⁹ It does feature some elements more akin to the Victorian family of architecture, such as the detailing in the gable. This property has a rear addition that has substantially changed the scale of the property.



Figure 12. A current photograph of the 127 West Gracia (#011). Photographed by Amanda Burke.

Neoclassical

201 West Gracia Avenue (#013, see Figure 13, page 30) displays elements of the Neoclassical style. The style is displayed with the two story full façade porch and the fan light (infilled) over the main entrance. These stylistic elements were likely a later addition to the property. Typically the Neoclassical style is represented with a symmetrical façade with a central entry, this property has an offset entrance and the second story windows are not balanced on the façade. In addition to this change the property has been expanded over time to the rear along with replacement windows and siding.

⁷⁹ This property is almost a smaller, simplified version of the Italianate style house given as an example in John C. Poppeliers, S. Allen Chambers, Jr., and Nancy B. Schwartz, *What Style is it? A Guide to American Architecture*. (Washington D.C.: The Preservation Press, 1983), page 46.



Figure 13. A current photograph of 201 Gracia (#013). Photographed by Allison Archambo.

Craftsman Bungalow

There are two properties on Gracia Avenue that are bungalows with limited elements of the Craftsman style. These are 209 and 215 West Gracia Avenue (#016 and #019, respectively). Both houses are gable front with inset or recessed brick porches. The houses also have wide overhanging eaves and large decorative brackets. Both houses also appear to have been reclad with replacement siding potentially obscuring other stylistic elements.



Figure 14. Current images of 209 and 215 West Gracia Avenue (#016 and #019, respectively). Photographed by Allison Archambo.

Modern Movement

119 West Gracia Avenue (#010, see Figure 15, page 31) is an example of a Modern Movement form Ranch type house. The entry is recessed and under the roof the porch is supported by a wrought-iron support with a pattern of leaves and vines. Dominate in the middle of the 20th century (though still relatively popular today), ranches typically have low pitched roofs, broad asymmetrical facades, and moderate or wide eave overhangs. Large picture windows are common.⁸⁰ They also frequently have built in garages, common to Modern Movement era homes

⁸⁰ McAlester 2005, 477.

and an “integral part of most Ranch houses.”⁸¹ The overhead or garage door is simplistic and appears to potentially be original to the construction of the house. The windows located under the porch also may be original and they consist of 5 single pane fixed aluminum windows arranged to create a projecting bay. The main door is likely a replacement.



Figure 15. Current photo of 119 West Gracia Avenue (#010). Photographed by Amanda Burke.

Four-Square

216 West Gracia Avenue (#020) is an example of the Four-Square plan, a popular house shape. The four-square is defined by the interior configuration of the home with four rooms downstairs and four rooms upstairs with no central hall. The exterior arrangement of the fenestration of a four-square plan house reflects the interior. This house demonstrates this interior arrangement because of the location of the door which likely exhibits a lack of a central hall. This house has some stylistic elements of the Queen Anne style in the porch supports.



Figure 16. Current image of 216 West Gracia Avenue (#020). Photographed by Amber Cox.

⁸¹ Ibid. 479.

Architectural Styles Surveyed on Gracia	No. of Resources
Neoclassical	1
Italianate	1
Modern Movement	1
Craftsman Bungalow	2
Queen Anne	5
No style	7
TOTAL	17

Figure 17. Architectural styles documented on West Gracia Avenue.

Non-Residential Properties

This survey included 74 properties that were not residential in nature. The vast majority of these were commercial buildings situated along Kansas/Main Street and along streets just off this main commercial stretch (such as off of East Howell, Ritchie, California, and Santa Fe Avenues). Surveyed institutional buildings, mostly outside of the primary survey boundaries, included three schools and two hospitals. A few churches were also included along with some industrial sites: the Coal Chute (#089, see page 59 for a discussion of the Coal Chute), the buildings located along Scott Street that were associated with the Sinclair Oil Plant (#086) and the Prairie Pipe Line Company Pumping Station (#087), and the electric plant on Chicago (#007).

Historically, 49 of the surveyed properties served a primarily commercial function providing goods and/or services to Marceline's citizens. Marceline's commercial buildings are primarily one-part and two-part commercial blocks.

One- and Two-Part Commercial Block

One- and two-part commercial block buildings are common to many small towns and other urban areas, especially towns developing at the turn of the 20th century.⁸² **One-part commercial block** buildings are one story buildings with a storefront and a box form. Their facades might be simple or intricately decorated. 101 N. Main Street (#060) is a good example of a one-part commercial block building that also maintains historic integrity.

⁸² Richard Longstretch. *The Buildings of Main Street: A Guide to American Commercial Architecture*, Updated Edition (New York: AltaMira Press, 2000).

Figure 18. First National Bank, 101 North Main Street USA (#060), an example of a one-part commercial block building. Photographed by Amber Cox.



Two-part commercial block buildings are the most common building type for smaller commercial buildings.⁸³ Generally two to four stories, they are characterized by a two-part division associated with use. The first floor typically includes public places such as retail stores while the upper story (or stories) may include more private spaces such as offices or apartments.

116 S Main Street (#073) – and the buildings on either side of it in the picture below – is a two-part commercial block building.



Figure 19. 116 South Main Street USA an example of a two-part commercial block building. Photographed by Allison Archambo.

⁸³ Ibid.

Some of these buildings appear much as they did historically, such as 101 N Main Street (Figure 18, page 33), while others have been altered, often obscuring the building's historic appearance. 100 N Main (#036) has been reclad and its windows infilled or obscured.



Figure 20. Historic and current photos of the building at 100 North Main Street USA (#036). Historic photo from *The Magic City*. The second photo is from GoogleMaps Streetview, July 2014.

Marceline's Commercial Architectural Styles

As discussed above in relation to residential properties, Marceline is home to a range of architectural styles, though most buildings are simple or restrained in their styling. Many once had more stylistic detailing that has since been lost. The most notable extant architectural styles are discussed below, but many of these, especially as it pertains to commercial buildings which are not typically high-style, are not pure expressions of a single particular architectural influence. Rather, they frequently exhibit characteristics of multiple styles, perhaps with a stronger leaning towards one style's characteristics over another.

Romanesque Revival

207 N. Main Street (#054, see Figure 21, page 35), constructed in 1915, reflects elements of the Romanesque Revival style, though it is not as pure an expression of the style as one might see on larger institutional buildings such as churches. Characteristic of the style is the strongly emphasized arched entryway (both at the entrance and above, in the parapet) and the texture variation in the façade via the use of pilasters. Corners feature quoining in buff brick. Though subdued, the parapets on either side of the arched parapet above the entrance resemble squared towers; towers are a common feature of Romanesque buildings.⁸⁴

⁸⁴ John J.-G. Blumenson. *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945*, (Nashville: American Association for State and Local History, 1977), 42-43. Marcus Whiffen. *American Architecture Since 1780: A Guide to the Styles*, (Cambridge: The M.I.T. Press, 1969), 61. "Romanesque Revival," *Architectural Styles of America and Europe*, accessed April 13, 2018, <https://architecturestyles.org/romanesque-revival/>



Figure 21. 207 N. Main Street, Form #054. Photographed by Amanda Burke.

Late 19th and 20th Century Revivals

Late 19th and 20th century revival styles are fairly common in Marceline, but the expressions of these styles are often subdued or blended with features of other styles. For example, the Masonic Temple (#052, see Figure 22, page 36) reflects **Beaux Arts** influence. Generally characteristic of the style, it features a symmetrical façade, flat roof, pilasters dividing arched windows in the second story, and a first floor exhibiting a different texture than the second.⁸⁵ The façade's entrance bay projects out slightly from the rest of the elevation. However, the building lacks the prominent, typically coupled columns common to Beaux Arts works.⁸⁶ Further, while it exhibits the general characteristics of the style and it does have ornamentation in regards to the layout of the brickwork, it generally lacks the elaborate ornamentation common to the style such as "decorative garlands, floral patterns, or shields."⁸⁷

⁸⁵Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Knopf), 2005. Marcus Whiffen, *American Architecture Since 1780: A Guide to the Styles* (Cambridge: M.I.T. Press), 1969.

⁸⁶ Whiffen 1969, 149.

⁸⁷ McAlester 2005, 379.

Figure 22. 201-203 N. Main Street, Masonic Temple, Form #052. Photographed by Amanda Burke.



The former Allen Hotel (#049, see Figure 23), constructed in 1906, is representative of the **Classical Revival/Neoclassical** style. Generally a less elaborate Revival style than Beaux Arts,⁸⁸ Neoclassical influence is present in the symmetrical façade (though the first floor has been extensively altered the second retains symmetry), pairs of rectangular windows with lintels, a centered pediment on the façade (and two symmetrically arranged on the northeast elevation), and a larger/heavier massing.⁸⁹



Figure 23. 118-122 N. Main Street, the former Allen Hotel, Form #049. Photographed by Amber Cox.

⁸⁸ "Neoclassical Revival." Architectural Styles of America and Europe. Accessed April 13, 2018. <https://architecturestyles.org/neoclassical/>; Whiffen 1969,167.

⁸⁹ Whiffen 1969, 167; McAlester 2005, 342-345.

Spanish Colonial Revival, relatively common in the decades spanning 1915-1940,⁹⁰ is perhaps one of the more common stylistic influences expressed in Marceline, though the execution is often subtle. 122 S. Main Street (#078, see Figure 24), constructed c. 1900, is an example of a commercial property designed with Spanish Colonial Revival elements. This can be seen in the use of stucco, the beige brick entrance (on the southwest elevation) with a red tile roof which extends to a narrow overhang, and the use of arches, especially at the southeast entrance.⁹¹



Figure 24. 122 S. Main Street (Form #078). Photographed by Allison Archambo.

The Uptown Theatre at 102-104 N. Main Street (#037, see Figure 25), built in 1930, is a more eclectic reflection of this style, perhaps more easily fitting into the broader “Late 19th and 20th Century Revivals” category of architectural styles.⁹² Its façade has a parapet resembling a low pitched red-tiled roof (though this looks more like stucco than tile). A variety of textures are used:⁹³ the façade has red and buff brick and the northeast elevation is stuccoed. Ornamentation is not uncommon to the style, but the detailing here includes urns, lions, and flowers which one would not naturally expect on a building of Mission or Spanish Colonial architectural styling.

Figure 25. The Uptown Theatre, 102-104 N. Main Street (Form #037). Photographed by Amber Cox.



⁹⁰ Blumenson 1977, 8-9.

⁹¹ Whiffen 1969, 225; Blumenson 1977, 8-9.

⁹² See the National Register bulletin *How to Complete the National Register Registration Form*, page 26.

⁹³ Whiffen 1969, 225.

Religious and institutional buildings in Marceline tend to exhibit more architectural detailing and often, though not always, more clearly exemplify their architectural styling than commercial properties. These styles and their expression as applied to these institutional buildings are discussed further below.

Religious Properties & Their Styles

The survey area included two churches, though many more are present in Marceline and were not evaluated as part of this survey. The boundaries included the Methodist Church (#035) and the First Christian Church (#009).

The First Christian Church (see Figure 26), constructed in 1915, is an example of the **Classical Revival/Neoclassical** style in Marceline with its symmetrical design, low-pitched hipped roof, cornice lines with wide, prominent trim, and prominent front porch supported by ornate fluted ionic columns. The four transom windows centered under the porch differentiate this stylistic expression from earlier Classical Revival buildings.⁹⁴ This feature is unique, however, in that four windows, rather than a single entrance, are centered on the façade. The hipped roof and elaborate columns are indicative of the early phase of Neoclassical architecture.



Figure 26. First Christian Church (#009). Photographed by Amanda Burke.

⁹⁴ McAlester 2005, 344.

The Methodist Church (see Figure 27), constructed in 1910, represents the **Late Gothic Revival** style in its steeply pitched roof, windows and wall surfaces that extend into gables, castellated parapet, shaped parapets, and stained glass.⁹⁵



Figure 27. Methodist Church (#035). Photographed by Allison Archambo.

Educational Institutions & Their Styles

Two current schools and one former school were included in this survey, all of which were outside of the primary survey boundaries. Each represents a particular style or era of construction. Marceline High School (#085, see Figures 28-29, page 40) was first built in 1929 but it has since seen several alterations and additions, including the addition of the middle school to its southeast façade (Figure 28). Additions were made in 1972-73 and in 1984.⁹⁶ Additional alterations to the school have occurred since 2015 including the addition of a cafeteria; this addition is not visible on the current aerial.⁹⁷

⁹⁵ McAlester 2005, 198-200. "Gothic Revival." *Architectural Styles of America and Europe*. Accessed April 13, 2018. <https://architecturestyles.org/gothic-revival/>

⁹⁶ The 1984 additions connected buildings that had been constructed separately in the early 1970s with the "California Concept" in mind, utilized to provide "a campus-like atmosphere and ease construction costs by not having to build hallways. While this concept appeared to work well in southern California and Arizona, this building style is not adapted to the climate found in northern Missouri." Shaw 1988, 35. Thus the 1984 addition not only added additional classrooms but connected the freestanding buildings. In the late 1980s high and middle schoolers went to the Walt Disney Elementary School for lunch as no cafeteria was located in this building.

⁹⁷ Dustin Watson, "Cafeteria work delayed, district unhappy," *Linn County Leader*, August 19, 2015. Accessed April 20, 2018. <http://www.linncountyleader.com/article/20150819/news/150818910>



Figure 28. The first image provides an aerial view of Marceline High School. The red outline indicates the original building and the yellow the location of the 2015 addition. The second image shows the 2015 addition in March, 2017. Source: Google Maps, 2017. Accessed October 19, 2017. Photograph of addition taken by Allison Archambo.

Marceline High School exhibits aspects of the late 19th and 20th century revival **Italian Renaissance** style with its low pitched partially flat roof, symmetrical façade, use of arches, primarily as decorative brickwork, entrance that projects forward from the façade, quoining, subdued pediment over the entrance, and a differentiation (in the brickwork in this case) between the lower and upper parts of the building.⁹⁸



Figure 29. Marceline High School, 314 E. Santa Fe Avenue (Form #085). Photographed by Amber Cox.

⁹⁸ "Italian Renaissance." Architectural Styles of America and Europe. Accessed April 13, 2018. <https://architecturestyles.org/italian-renaissance/>; McAlester 2005, 397; Whiffen, 154.

Walt Disney Elementary School (#006) was constructed in 1959 and dedicated by Walt Disney himself on October 13, 1960.⁹⁹ Disney also sent an artist from his studio to decorate the school. This school represents the **International Style** of the Modern Movement. This style was particularly prominent during the middle decades of the 20th century.¹⁰⁰ This school reflects the style in its asymmetrical composition, lack of architectural ornamentation, flat roof, and ribbon windows which dominate the façade. Alterations to the property, including the replacement of the windows and additions, may make listing this property in the NRHP under Criterion C for Architecture challenging.



Figure 30. Walt Disney Elementary School (#006). Photographed by Allison Archambo.

The Marceline African American School (#088, Figure 31) is representative of the **Architect Designed/Plan Book One-Teacher School** as discussed in the *One-Teacher Public Schools of Missouri, c. 1774 to c. 1973* Multiple Property Documentation Form.¹⁰¹ The school has a simple rectangular footprint, gable roof, and double-hung wood sash windows; though relatively simple, its form and appearance closely resemble Plan Book Schools of the era. It included a basement and a small separate room/closet that served as a library.¹⁰² Architectural detailing includes brick quoining and brick detailing around the windows. See page 58 for a discussion of this school's history and NRHP eligibility.



Figure 31. Marceline African American School (#088). Photographed by Amber Cox.

⁹⁹ Marceline Area Chamber of Commerce, "History," 2018, accessed April 20, 2018, <http://www.marceline.com/content.cfm?type=101>

¹⁰⁰ Melina Bezirdjian and Lena Sweeten McDonald. *New Dominion Virginia, Architectural Style Guide*. Virginia Department of Historic Resources. 2014. Accessible online here: <http://www.dhr.virginia.gov/NewDominion/NewDomStylGdeApril2014Version.pdf>; McAlester 2005.

¹⁰¹ Tiffany Patterson. *One-Teacher Public Schools of Missouri, c. 1774 to c. 1973*. National Register of Historic Places Multiple Property Documentation Form. Jefferson City, Missouri: Missouri State Historic Preservation Office, 2011.

¹⁰² EALI007, August 31, 2017, Eligibility Assessment files, Missouri State Historic Preservation Office.

The Carnegie Library (#004, Figure 32) exhibits **Neoclassical** features. It has a symmetrical façade with an elaborate entry situated between two smooth columns with Ionic capitals. Above the centered entry is a classical pediment. Its triple windows differentiate it from Early Classical Revival styles.¹⁰³ See page 49 below for more on the NRHP eligibility of this property.



Figure 32. Carnegie Library (#004). Photographed by Allison Archambo.

Hospitals

The two hospitals surveyed in Marceline represent two different time periods. The former B. B. Putnam Memorial Hospital (#027, Figure 33), constructed in 1923, has no strong stylistic influence. It has rectangular, multi-paned windows with stone or concrete sills, flat roof with parapet, arched entrances, and a minimal use of classical forms otherwise. Built in 1923, additions occurred in the early 1950s and early 1960s. The additions, coupled with deterioration due to lack of maintenance, have obscured some of the architectural detailing. This building was slated for demolition at the time of survey.



Figure 33. A historic photograph¹⁰⁴ of B. B. Putnam Memorial Hospital (#027) and a current photograph of the property. Photographed by Allison Archambo.

¹⁰³ McAlester 2005, 344.

¹⁰⁴ Family-Images.com, "MO Marceline BB Putnam Memorial Hospital BW," Accessed April 13, 2018: <http://www.family-images.com/mo/mo.htm>

St. Francis Hospital (#026), constructed in 1964, reflects **Modern Movement** influences, specifically the **International Style**, in its expanses of windows, irregular massing, flat roof without a ledge at the roofline, and lack of ornamentation.¹⁰⁵



Figure 34. Images of St. Francis Hospital, a sprawling building at 225 W. Hayden (#026). Photographed by Amber Cox.

Railroad Related Resources

Initially developed as a railroad town, Marceline has several resources related to the railroad and its rail-related history. See page 59 for a discussion of the Coal Chute.

¹⁰⁵ McAlester 2005, 469; "International," Architectural Styles of America and Europe, accessed April 13, 2018, <https://architecturestyles.org/international/>

The former Santa Fe Depot (#084, Figure 35), now the Walt Disney Hometown Museum, was constructed in 1913. It is generally reflective of Santa Fe Railroad's corporate styling, which has Spanish Colonial Revival influences, as seen in its asymmetrical façade, shaped parapets with prominent coping, and awning with distinctive rounded support brackets, reflective of arches (which are often subdued in the Spanish Colonial Revival style).¹⁰⁶ See page 57 for a discussion of the Museum's eligibility for the National Register.



Figure 35. Santa Fe Depot (#084). Photographed by Allison Archambo.

Ripley Park (#091) or Ripley Square was a gift from the railroad to the town c. 1900. It maintains much of its original configuration. Alterations include a reduction in the size of the park pond for the inclusion of tennis courts and an additional sidewalk heading southeast from the circular core of the park to restrooms. These alterations occurred after 1951. The restrooms were constructed c. 1970. It appears that the proposed amphitheater included in the 1951 drawing of the park (Figure 36, page 45) was never built.

Several resources related to the history of Marceline, particularly as it relates to the railroad, are located in the park. Locomotive Santa Fe 2546 was donated to Marceline in 1955 (restored in 1998). There is also a red Santa Fe Caboose. Though the park houses several small features that have been added or donated to the park since the 1970s, it still greatly resembles the layout of the park c. 1950.

¹⁰⁶ "Spanish Revival," Architectural Styles of America and Europe, accessed April 13, 2018, <https://architecturestyles.org/spanish-revival/>. Whiffen 1969, 225. Blumenson 1977, 8-9.

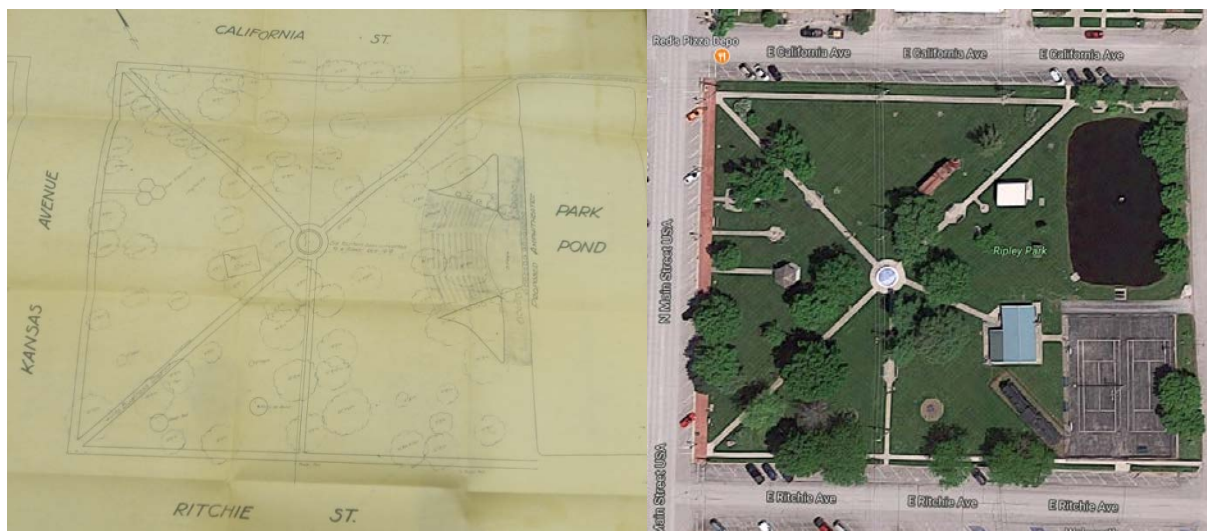


Figure 36. September 24, 1951 sketch of Ripley Park for a proposed amphitheater (which was never built) compared to current aerial. Sources: Marceline Coordinate Welfare Council documents, at the State Historical Society of Missouri & GoogleMaps, 2016.

Other Building Stock

Much of Marceline's extant building stock included in this survey is represented in the above discussions. However, other property types surveyed include storage facilities such as those at 115 E. California (#003). These are simple, modern, rectangular buildings constructed for function rather than visual appeal. This kind of simple construction, often sided in metal, is also common in ancillary buildings associated with schools.



Figure 37. 115 East California (#003). Photographed by Allison Archambo.

Modern, false front buildings are also present as seen at 115 E. Howell (#028) and 221 N. Main (#058; see Figure 38, page 46).



Figure 38. 115 E. Howell (#028), photographed by Allison Archambo, and 221 N. Main, (#058) photographed by Amber Cox.

Others include generally simple modern commercial building stock often associated with chain stores (Figure 39). These are generally infrequent within the survey boundary.



Figure 39. Dollar General at East Howell, (Form #029). Photographed by Allison Archambo.

B. Properties Potentially Eligible for the National Register of Historic Places

All surveyed properties were evaluated to determine if they are potentially eligible for listing in the National Register of Historic Places (NRHP) individually or as part of a district. Several properties stood out as individually eligible; each is discussed further below.

The cohesive residential area surveyed along Gracia encompassing approximately 6 acres was evaluated for potential listing as a historic district (see Appendix C), as was the cohesive commercial area situated primarily along Main/Kansas and including parts of Howell, Ritchie, California, and Santa Fe Avenues (See Appendix D).

To determine if properties are eligible for the NRHP, both the significance and integrity of the building(s) must be considered. Integrity refers to the resource's physical ability to convey its historic significance by retaining most of its historic qualities including location, design, setting, materials, workmanship, feeling, and association.¹⁰⁷

The residential area was determined ineligible as a district, largely due to alterations and a lack of integrity. This area has also seen some demolitions. Each property was considered as either contributing or noncontributing to a historic district for Architecture, and noncontributing properties outnumbered those that might be considered contributing. However, only a very small area was surveyed; a more comprehensive survey of residential properties in Marceline may reveal a NRHP eligible residential historic district. Further, properties were only evaluated from their exterior for architectural significance. Additional research may reveal other areas of significance for consideration.

The cohesive commercial area that was surveyed, encompassing approximately 28 acres, was first evaluated for significance under Criterion C for Architecture. It was determined that the district would not be eligible for listing under Architecture due to alterations which impact the architectural integrity of a majority of buildings. The area was then considered as potentially eligible under Criterion A for Commerce; under this area integrity would focus on whether the buildings reflect their historic commercial use. To consider this, a period of significance must first be defined to determine the historic period being considered. Since the history and development of Marceline – from industry to transportation to commerce – has been greatly tied to the railroad, its significance and therefore its period of significance are greatly tied to it as well. Thus the beginning of the period of significance would be c.1888 when the first trains

¹⁰⁷ For more on significance and integrity, see the National Register Bulletins *How to Complete the National Register Registration Form* available online here: <https://www.nps.gov/nr/publications/bulletins/pdfs/nrb16a.pdf> and *How to Apply the National Register Criteria for Evaluation* available online here: <https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>

started arriving in Marceline and the first buildings constructed. The period of significance would end c. 1954, when the decline of the railroad industry really began to impact the population and development of Marceline, including its commercial vitality. Considering this period of significance, it was determined that no historic district under Commerce is currently viable in Marceline due primarily to a preponderance of storefront alterations occurring in the decades after 1954.

However, several properties surveyed were found to be potentially individually eligible for the NRHP, and others may be worthy of further investigation to determine their eligibility. These are all discussed further below. Note that while multiple potential areas of significance may be noted for a property only one area of significance is needed in order to be listed in the NRHP. Any properties nominated under Criterion A would need to have their significant interior spaces largely intact. In other words, those areas in the building where activities occurred would still generally need to be reflective of their original function. For example, the interior of a school nominated for education would still need to retain its general classroom configuration. Of the surveyed properties 11 were determined to be potentially individually eligible. All are significant at the local level unless otherwise noted.

- Carnegie Library, #004
- Electric Light Plant, #007
- First Christian Church #009
- Former St. Francis Hospital, #026
- Uptown Theater, #037
- Masonic Temple, #052
- IOOF (Odd Fellows) Building, #054
- United States Post Office, #080
- Santa Fe Depot, #084
- Marceline African American School, #088
- The Coal Chute, #089

Carnegie Library, Form #004

The Carnegie Library opened in November 1920 after several years of planning. Edgar P. Madorie of Kansas City was chosen as the architect in 1919. The library was constructed with the financial assistance of the Andrew Carnegie Foundation in the amount of \$12,500.¹⁰⁸ The building was constructed in the Classical Revival style. The building has had minimal exterior alterations including those to improve access to the building. The Marceline Carnegie Library may be eligible for the National Register of Historic Places under Criterion C for Architecture due to the Classical Revival styling. Additionally the building may be eligible under Criterion A for its association with Social History or Education as a long serving library in the community of Marceline.



Figure 40. A historic photograph of the Marceline Carnegie Library¹⁰⁹ (#004) and a current photograph of the property. Photographed by Allison Archambo.

¹⁰⁸ *The Magic City, Marceline, Missouri: Diamond Jubilee Celebration, June 29 to July 4, 1963* (Marceline, MO: Walsworth Publishing), 1963. On file at the State Historical Society of Missouri Columbia Research Center. Page 29.

¹⁰⁹ Marceline R-V High School, Composition II Class. *Marceline Our Heritage*. Compiled by a six-weeks' research-interview project. Marceline, MO: Walsworth Publishing. 1980.

Electric Light Plant, Form #007

The first electric plant in Marceline (Figure 41) was constructed around c. 1894 at the site of the current plant at 128 E Chicago Avenue. The plant evolved overtime with additions and alterations, but by 1930 the current building appears to be present on Sanborn Maps (Figure 42); further investigation would be warranted to determine if any parts of the 1894 plant survive. It is situated immediately northwest of the railroad tracks and only a block northeast of the commercial core of Marceline. The city obtained ownership of the plant in 1910. In 1938 it was noted as having “been developed and improved to high efficiency, making cheap power available for both domestic and industrial consumption.”¹¹⁰ Please see Appendix E for a map of the property. This property is likely eligible for the NRHP under Criterion A for Industry as a significant (and the only) electric plant in Marceline.



Figure 41. A current photograph of the Electric Light Plant (#007). Photographed by Amber Cox.

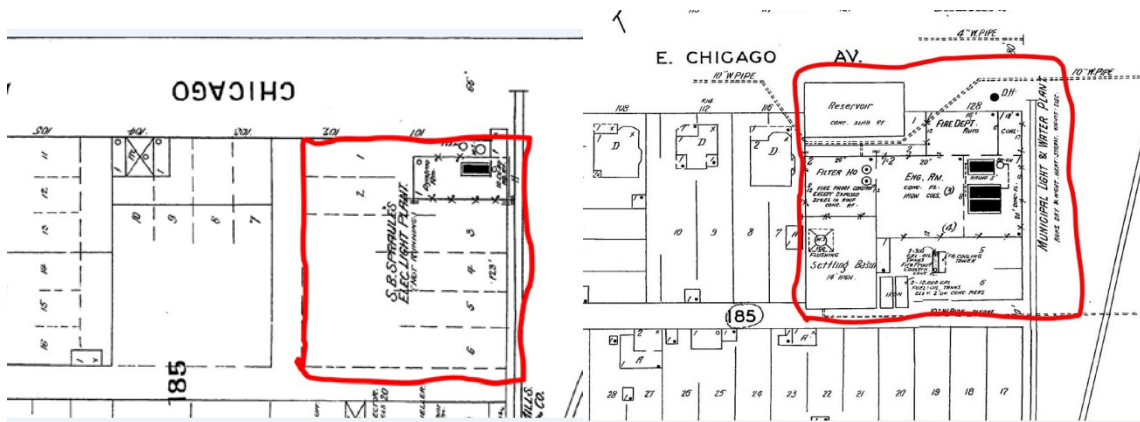


Figure 42: The map on the left is the 1894 Sanborn Map illustrating the construction of a private power plant, the right is the 1939 Sanborn Map illustrating the growth and continued use of this location in the production of electrical power for the community of Marceline.

¹¹⁰ H. R. Mason, “Marceline, Missouri: A Survey of It’s [sic] Facilities and Opportunities for Future Industrial Development,” 1938, on file at the State Historical Society of Missouri Columbia Research Center.

First Christian Church, Form #009

The First Christian Church building, located at 116 W. Gracia Avenue was constructed in 1915 to replace an older church building that was not large enough for the growing congregation. A book on the First Christian Church includes a photograph c. 1920 with the statement “When the building was dedicated, it looked, with the exception of the vines and the new cars, like this picture, which was taken when W. H. Adair was hurrying up the steps,” (Figure 43). The building still looks much as it did during this time; the stained glass windows, for example, are retained. The most notable change to the exterior was the removal of the parapets atop the towers. This occurred prior to 1963. This building is of a Classical Revival style and may be individually eligible for the NRHP under Criterion C for Architecture.



Figure 43. The upper left photograph was taken c.1920 and the upper right c.1963.¹¹¹ The lower photograph is the church as it sits today. Photographed by Amanda Burke.

¹¹¹ *The Disciples in Marceline: Seventy-five years of witness for God, First Christian Church, Marceline, Missouri, 1888-1963.* Marceline, MO: First Christian Church, 1963.

Former St. Francis Hospital, Form #026

St. Francis Hospital (Figure 44) located at 225 West Hayden in the northern section of Marceline was constructed in 1964 by the Sisters of St. Francis. In 1969 an extended care facility was added to the building. The sisters operated the hospital until 1977, when management was taken over by the Sisters of St. Mary in St. Louis. The facility was closed in 2012. The building is an excellent example of Modern Movement style architecture within the community of Marceline and is likely eligible under Criterion C in the area of Architecture. The building may also be significant under Criterion A in the area of health/medicine but information about the interior of the building would be required to make that determination. Further, the period of significance for Criterion A would likely extend from 1964 to 1977, which means it would need to meet Criteria Consideration G for properties achieving significance within the last 50 years. These properties need to be demonstrated as having exceptional significance.¹¹² Thus, Criterion C may be a more straightforward path to listing. Please see Appendix F for a map of the property.



Figure 44. A historic photograph of St. Francis Hospital in 1976, note the addition wing visible on the far right (#026)¹¹³ and a current photograph of the property. Photographed by Amber Cox.

¹¹² See the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, pages 41-43, for more on this, available online here: <https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>

¹¹³ Chamber of Commerce, "Marceline, Missouri: The City, 1976," on file at the State Historical Society of Missouri Columbia Research Center. Page 8.

Uptown Theater, Form #037

The Uptown Theater first opened its doors in 1930 and maintains excellent historic integrity. This property may be individually eligible at the local level under Criterion C for Architecture due to its Late 19th and Early 20th Century Revival architectural merit (with some Spanish Colonial Revival influence as discussed above) or under Criterion A for Entertainment/Recreation due to its significant use as a local theater. This building not only retains its original windows, but it also appears to retain an early or original ticket booth and entrances. Films are still sometimes shown in the building, thus the interior likely still retains the spaces of its original function as a theater. However, this would need to be verified prior to pursuing a National Register nomination.

Two Disney premieres have been held here. The first was in 1956 for *The Great Locomotive Chase*; Walt and Roy Disney¹¹⁴ both attended. In 1998 *The Spirit of Mickey* premiered here with 18,000 attending.¹¹⁵



Figure 45. A current photograph of the Uptown Theater (#037). Photographed by Amber Cox.

¹¹⁴ Roy was Walt's older brother.

¹¹⁵ According to an informational sign on the theater.

Masonic Temple, Form #052

The Masonic Temple was constructed in 1923 with Beaux Arts stylistic influences. This two-story cream-colored brick building is a stately building located on a prominent corner in Marceline. The Masonic Temple is likely eligible for the National Register of Historic Places under Criterion C for its architectural styling. The building has excellent integrity. A few minor alterations have occurred such as the boarding of the basement level windows; these changes do not preclude the building from being eligible. The building may also have significance under Criterion A, Social History, for its association with the Masons though additional documentation (including but not limited to consideration of interior integrity) would be required to make this determination.



*Figure 46. A historic depiction of The Masonic Temple (#052¹¹⁶) and a current photograph.
Photographed by Amanda Burke.*

¹¹⁶ Mason, H. R. "Marceline, Missouri: A Survey of It's [sic] Facilities and Opportunities for Future Industrial Development." 1938. On file at the State Historical Society of Missouri Columbia Research Center.

I.O.O.F. (Odd Fellows) Building, Form #054

The Independent Order of Odd Fellows Hall is a handsome building, generally reflective of the Romanesque Revival style (as discussed above). This building is likely eligible for the National Register of Historic Places under Criterion C: Architecture. The building was constructed in 1915 and maintains good architectural integrity; upper story windows may be replacements, but they are within the original window openings. The building may also be eligible under Criterion A, Social History, for the activities that historically occurred within associated with the Odd Fellow Lodge (interior integrity would need to be evaluated). The building is described as “one of the few in Missouri that houses all orders and degrees in the Odd Fellow Lodge.” The 1963 lodges using the building included Magnolia Lodge 112 Encampment No. 17, Patriarchs Militant Canton Lodge No. 18, and the Quality Rebekah Lodge No. 475.¹¹⁷ Additional research would be needed to verify the accuracy of this information.

Figure 47. A current photograph of the Odd Fellows Building (aka The Magnolia Building) (#054). Photographed by Amanda Burke.



¹¹⁷ *The Magic City, Marceline, Missouri: Diamond Jubilee Celebration, June 29 to July 4, 1963.* Marceline, MO: Walsworth Publishing, 1963. On file at the State Historical Society of Missouri Columbia Research Center. Page 84.

United States Post Office, Form #080

The United States Post Office was constructed in 1936 in the Art Deco style with PWA Moderne¹¹⁸ influences. The building maintains its overall integrity. The building has been slightly altered with replacement windows, an updated entrance to provide better accessibility, and a small addition to the rear of the building. The building is likely eligible for the National Register of Historic Places under Criterion C for Architecture. Additionally the building may be eligible under Criterion A for Politics/Government but additional documentation of the interior would be needed to confirm this determination. There is likely an extant mural on the interior, thus further investigation may reveal that Art is also a viable area of significance.



Figure 48. A current photograph of US Post Office (#080). Photographed by Allison Archambo.

¹¹⁸ Note that this style was not discussed above in the "Property Styles and Types" section because it is the only known extant property of this style in Marceline.

Santa Fe Depot, Form #084

The Santa Fe Depot (Figure 49), constructed in 1913, is an excellent example of a likely relatively rare extant large scale railroad depot in Missouri and may be eligible for the NRHP under Criterion A: Transportation and/or Industry. This depot represents the impact and significance of the rail industry, and of the Santa Fe Railway in particular, in the development of Marceline (as discussed above), and it maintains excellent historic integrity. While the significance of this depot has a strong local connection, it is possible it could be eligible at the statewide level, however additional research and documentation (including comparisons to other extant depots in Missouri) would be required to make this determination. Additionally, the building may be eligible under Criterion C: Architecture for its architectural merit – Late 19th and 20th Century Revivals with some Spanish Colonial Revival influence. This building now houses the Walt Disney Hometown Museum.



Figure 49. A current photograph of the Marceline Depot (aka The Disney Hometown Museum) (#084). Photographed by Allison Archambo.

Marceline African American School, Form #088

The Marceline African American School was constructed in 1933 after an earlier school building was demolished. The one-room school is located at the northeast corner of the intersection of Chestnut and Wells. This school represents the last structure associated with the African American community in Marceline. It is therefore eligible for the NRHP under Criterion A for Ethnic Heritage: Black and Education, which is likely the strongest argument for the building's historic significance. Twenty to twenty-five students were enrolled in the school throughout the 1930s, but by the 1940s the population of the local African American community was declining. Marceline was desegregated in 1954; the period of significance for this property would likely be 1933 to 1954.¹¹⁹

Additionally, the building is also likely an excellent example of a single teacher school (further research would help substantiate this). It appears the school would qualify under the Multiple Property Documentation Form (MPDF) "One-Teacher Public Schools of Missouri, c. 1774 to c. 1973."¹²⁰ MPDF's provide historic contexts and registration requirements for certain types of properties. Properties that fall within this context and meet these requirements can be listed under their related MPDF. This school may qualify under the MPDF as an "Architect Designed/Plan Book One-Teacher School." It appears this school is a simplified version of a plan book school, but the general tenets of the design are present. Thus, the property may also be eligible under Criterion C for Architecture. Please see Appendix G for map of the property.



Figure 50. A current photograph of the Marceline African American School (#088). Photographed by Amber Cox.

¹¹⁹ Kremer, Gary R., and Brett Rogers. Survey. African-American Schools Phase III. 2002. Survey # SWAS023. On file at the State Historic Preservation Office and accessible online: <https://dnr.mo.gov/shpo/survey/SWAS023-S.pdf>

¹²⁰ Available online here: <https://dnr.mo.gov/shpo/nps-nr/64501130.pdf>

The Coal Chute, Form #089

Though there were once dozens, it is estimated that only three coal chutes situated along the Santa Fe Railway remain. Marceline's coal chute (constructed in 1902) is the only extant main line chute.¹²¹ The chute has a square tower for coal and a round tower for sand. Coal chutes are designed to store coal and also to load train coal cars, either for distribution or fuel. The tower for sand is also important; sand is utilized by locomotives to assist with traction, namely when it comes to braking and acceleration.¹²²

The coal chute may be eligible at the state level under Criterion A for Transportation due to its association with the railroad. It may also be eligible under Criterion C for Engineering due to its "practical application of scientific principles to design, construct, and operate equipment, machinery, and structures to serve human needs," (see page 40, of the National Register Bulletin *How to Complete the National Register Registration Form*). Please see Appendix H for a map of the property.



Figure 51. A current photograph of the coal chute (#089). Photographed by Amber Cox.

¹²¹Evan Werkema, "Santa Fe Surviving Coaling Towers," November 16, 2002, accessed April 20, 2018. <http://atsf.railfan.net/chutes/>; "Marceline Railroad Attractions," Walt Disney Hometown Museum, 2018, accessed April 20, 2018. <https://www.waltdisneymuseum.org/marceline-attractions/marceline-railroad-attractions/>

¹²² Karim Nice, "How Diesel Locomotives Work," Science: How Stuff Works. Accessed November 2, 2018: <https://science.howstuffworks.com/transport/engines-equipment/diesel-locomotive3.htm>

VII. Recommendations

A. Nominations to the National Register of Historic Places

As discussed above, this survey determined 11 properties to be potentially individually eligible for the National Register of Historic Places. No historic districts were located as part of this survey. The survey evaluated both the residential area along Gracia and the commercial area along Kansas Avenue and Main Street USA and found no historic districts. The commercial area was evaluated under Criterion C for Architecture and Criterion A for Commerce and despite a complete investigation no cohesive district was located. Our office evaluated these areas in the Spring of 2017 and the determination reflects the way the buildings appeared at that time; if there are future changes to the properties a resurvey may be warranted.

The first step in listing eligible resources is completing a National Register nomination form and submitting it to the MOSHPO. For help in this process see the National Register bulletin *How to Complete the National Register Registration Form* available online here:

<https://www.nps.gov/nr/publications/bulletins/nrb16a/>.

The MOSHPO has also developed a guide specific to Missouri that is helpful both when completing the nomination form and when considering what the full process for listing entails.

The *Missouri Guide to the National Register Process* is available online here:

<https://dnr.mo.gov/shpo/docs/National%20Register%20Guide.pdf>.

The MOSHPO encourages those preparing National Register nominations to contact our offices for guidance prior to starting work on a nomination and throughout the listing process. The MOSHPO also maintains a list of professional historic preservation consultants who work in Missouri for those who would rather hire a consultant to prepare a nomination or conduct an architectural survey. That list is available online here:

<https://dnr.mo.gov/shpo/profqualifications.htm>.

B. Eligibility Assessments

Our office recommends submitting Eligibility Assessments for properties outside of the survey area that may have historic importance. Eligibility Assessment forms and instructions can be found on our website: <https://dnr.mo.gov/shpo/eligassess.htm>. Our office typically reviews submissions within 30 days.

C. Additional Survey & Research

A more thorough architectural survey of the remaining of Marceline's residential areas would help determine if there is a potentially eligible residential historic district or districts. We also recommend further research be conducted on the following properties (and Eligibility Assessments submitted), as more intensive research might reveal that these are also individually eligible properties:

- Walt Disney Elementary School (#006)
 - Further research on the educational development of Marceline and the interior of this building may reveal this school's significance under Criterion A for Education.
- Allen Hotel (#049)
 - Further research into the complete history of this building, including use, interior layout and integrity, may reveal significance under Criterion A for Commerce.
- Zurcher Building (#051)
 - This building appears to retain good integrity from the exterior but further investigation is needed to consider interior integrity. Albert Zurcher was a prominent member of the Marceline community and ran his business out of this building, which included selling watches, jewelry, and musical instruments, for many decades starting in 1908. The post office also operated out of part of this building for a time.¹²³ Further consideration of this history may reveal a Criterion A or a Criterion B argument for the building's association with local Commerce and/or with Zurcher who may be a significant person in Marceline's history. Research should also consider if the building's association with the Marceline Knights of Pythias was significant.
- Sinclair Oil Plant (#086)
 - Despite some additions, which may or may not be historic, this building appears to retain good integrity. Additional research into its history and the role and significance of the Sinclair Oil Plant may reveal a viable path to listing in the National Register.

D. Certified Local Government

The Certified Local Government (CLG) program is a partnership between the local government and the State Historic Preservation Office. Certified Local Governments are eligible for specific grants from the Historic Preservation Fund. There are requirements to become a CLG. If Marceline is interested in becoming a Certified Local Government please review the information on our website (<https://dnr.mo.gov/shpo/certifie.htm>) and contact our office with questions.

¹²³ Taylor and Bingham, 427-429; Marceline, Missouri Telephone Directories; *The Magic City, Marceline, Missouri: Diamond Jubilee Celebration, June 29 to July 4, 1963*. Marceline, MO: Walsworth Publishing, 1963. On file at the State Historical Society of Missouri Columbia Research Center.

E. Local Historic Designation

Though often in association with the CLG program, any community can create their own local historic designations. These may be worth consideration in Marceline. While the historic commercial area of Marceline has lost integrity per National Register standards, it remains a significant part of the local history and it would be appropriate to honor this area with local designation. Those properties considered eligible for the NRHP as noted above could also be locally designated, along with those listed as worthy of further investigation and likely some of the residential neighborhoods. The extant brick portion of Gracia Avenue, from S Main Street USA to S. Mulberry Street is also noteworthy. Many brick streets have been lost, and the restoration of brick streets is something being prioritized by other cities, such as Columbia.¹²⁴

¹²⁴ Alex Baumhardt. "History, economics drive decisions on brick streets." Nov. 8, 2011. Accessed October 18, 2018: https://www.columbiamissourian.com/news/history-economics-drive-decisions-on-brick-streets/article_d546161a-0f4d-5c8b-b0b3-cac4accf888b.html

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Appendix A: List of Properties

SHPO Inventory #	Number	Street Address	Eligibility
LI-AS-001-001	275	West Broadway Street	NE
LI-AS-001-002	275 (Barn)	West Broadway Street	NE
LI-AS-001-003	115	East California Avenue	NE
LI-AS-001-004	117	East California Avenue	IE
LI-AS-001-005	125	East California Avenue	NE
LI-AS-001-006	420	East California Avenue	ND
LI-AS-001-007	128	East Chicago Avenue	IE
LI-AS-001-008	109	West Gracia Avenue	NE
LI-AS-001-009	116	West Gracia Avenue	IE
LI-AS-001-010	119	West Gracia Avenue	NE
LI-AS-001-011	127	West Gracia Avenue	NE
LI-AS-001-012	131	West Gracia Avenue	NE
LI-AS-001-013	201	West Gracia Avenue	NE
LI-AS-001-014	202	West Gracia Avenue	NE
LI-AS-001-015	208	West Gracia Avenue	NE
LI-AS-001-016	209	West Gracia Avenue	NE
LI-AS-001-017	211	West Gracia Avenue	NE
LI-AS-001-018	212	West Gracia Avenue	NE
LI-AS-001-019	215	West Gracia Avenue	NE
LI-AS-001-020	216	West Gracia Avenue	NE
LI-AS-001-021	220	West Gracia Avenue	NE
LI-AS-001-022	221	West Gracia Avenue	NE
LI-AS-001-023	224	West Gracia Avenue	NE
LI-AS-001-024	225	West Gracia Avenue	NE
LI-AS-001-025	228	West Gracia Avenue	NE
LI-AS-001-026	225	West Hayden Street	IE
LI-AS-001-027	108	East Howell Avenue	NE
LI-AS-001-028	115	East Howell Avenue	NE
LI-AS-001-029	125	East Howell Avenue	NE
LI-AS-001-030	126	East Howell Avenue	NE
LI-AS-001-031	128	East Howell Avenue	NE
LI-AS-001-032	301-305	North Kansas Avenue	NE
LI-AS-001-033	302	North Kansas Avenue	NE
LI-AS-001-034	304-324	North Kansas Avenue	NE
LI-AS-001-035	321	North Kansas Avenue	NE
LI-AS-001-036	100	North Main Street	NE
LI-AS-001-037	102-104	North Main Street	IE

SHPO Inventory #	Number	Street Address	Eligibility
LI-AS-001-038	105-107	North Main Street	NE
LI-AS-001-039	108	North Main Street	NE
LI-AS-001-040	109	North Main Street	NE
LI-AS-001-041	110	North Main Street	NE
LI-AS-001-042	111	North Main Street	NE
LI-AS-001-043	112	North Main Street	NE
LI-AS-001-044	113	North Main Street	NE
LI-AS-001-045	114	North Main Street	NE
LI-AS-001-046	115	North Main Street	NE
LI-AS-001-047	116	North Main Street	NE
LI-AS-001-048	117	North Main Street	NE
LI-AS-001-049	118-122	North Main Street	ND
LI-AS-001-050	119	North Main Street	NE
LI-AS-001-051	123	North Main Street	ND
LI-AS-001-052	201-203	North Main Street	IE
LI-AS-001-053	205	North Main Street	NE
LI-AS-001-054	207-209	North Main Street	IE
LI-AS-001-055	211	North Main Street	NE
LI-AS-001-056	213	North Main Street	NE
LI-AS-001-057	217	North Main Street	NE
LI-AS-001-058	221	North Main Street	NE
LI-AS-001-059	100	South Main Street	NE
LI-AS-001-060	101	South Main Street	NE
LI-AS-001-061	102	South Main Street	NE
LI-AS-001-062	103	South Main Street	NE
LI-AS-001-063	104	South Main Street	NE
LI-AS-001-064	105	South Main Street	NE
LI-AS-001-065	106	South Main Street	NE
LI-AS-001-066	107	South Main Street	NE
LI-AS-001-067	109-111	South Main Street	NE
LI-AS-001-068	110	South Main Street	NE
LI-AS-001-069	112	South Main Street	NE
LI-AS-001-070	113	South Main Street	NE
LI-AS-001-071	114	South Main Street	NE
LI-AS-001-072	115	South Main Street	NE
LI-AS-001-073	116	South Main Street	NE
LI-AS-001-074	117	South Main Street	NE
LI-AS-001-075	118	South Main Street	NE
LI-AS-001-076	119	South Main Street	NE
LI-AS-001-077	121-123	South Main Street	NE

SHPO Inventory #	Number	Street Address	Eligibility
LI-AS-001-078	122	South Main Street	NE
LI-AS-001-079	127	South Main Street	NE
LI-AS-001-080	120	East Richtie Avenue	IE
LI-AS-001-081	124	East Richtie Avenue	NE
LI-AS-001-082	106	East Santa Fe Avenue	NE
LI-AS-001-083	118	East Santa Fe Avenue	NE
LI-AS-001-084	120	East Santa Fe Avenue	IE
LI-AS-001-085	314	East Santa Fe Avenue	NE
LI-AS-001-086	301	East Scott Street	ND
LI-AS-001-087	26751	East Scott Street	NE
LI-AS-001-088	210	West Wells Street	IE
LI-AS-001-089		Coal Chute	IE
LI-AS-001-090		Park at Howell & Main	NE
LI-AS-001-091		Ripley Park on Main	NE

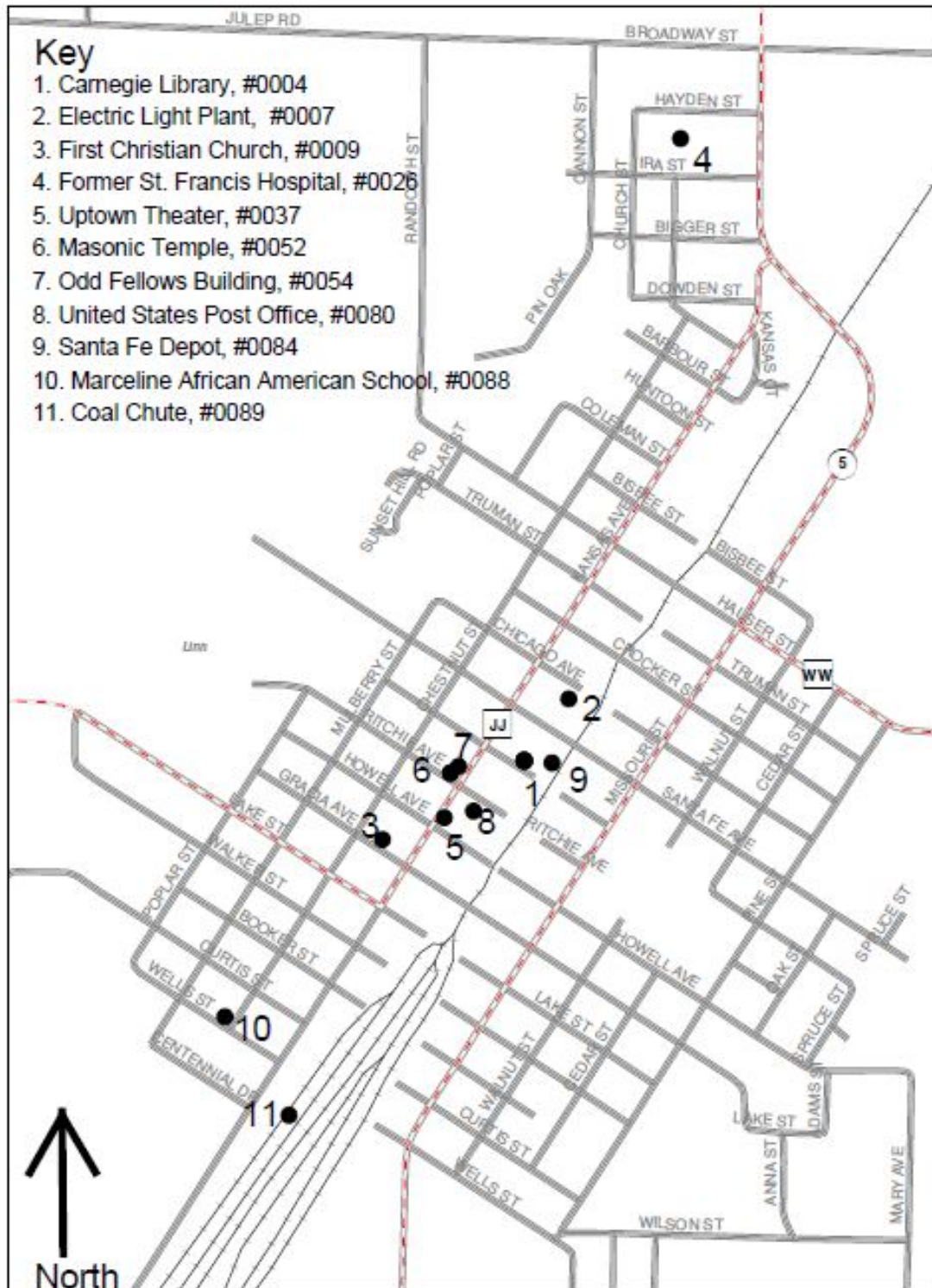
NE = not eligible

IE = individually eligible

ND = not determined

Appendix B: Map of potentially individually eligible properties

Individually Eligible Properties Marceline Survey



Appendix C:

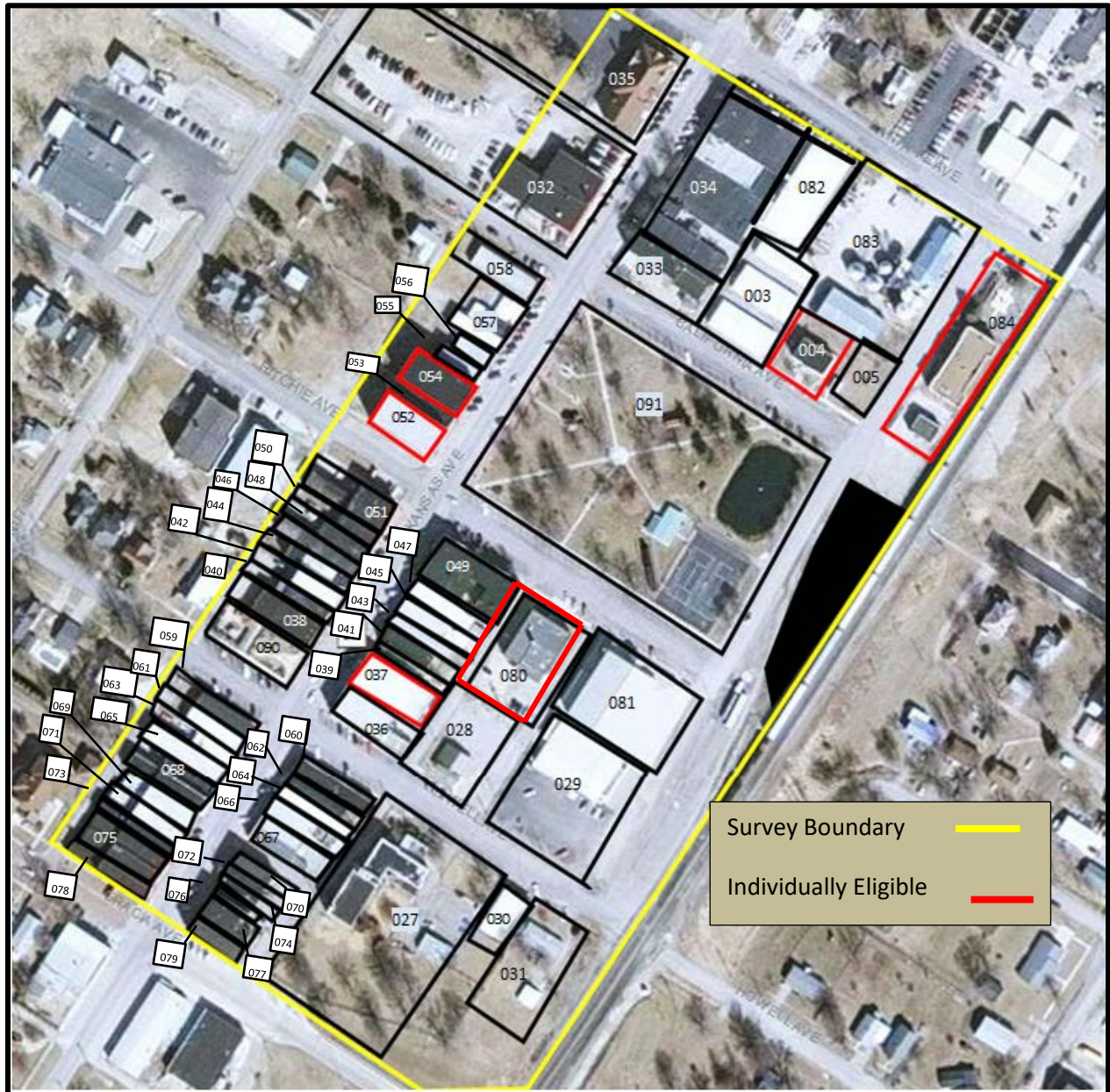
Cohesive Residential Survey Boundaries along Gracia Avenue

Properties Labeled with their Survey Form Numbers



Appendix D: Cohesive Commercial Survey Boundaries along Kansas/Main Street USA

Properties labeled with their Survey Form Numbers



Appendix E: Map of Electric Light Plant



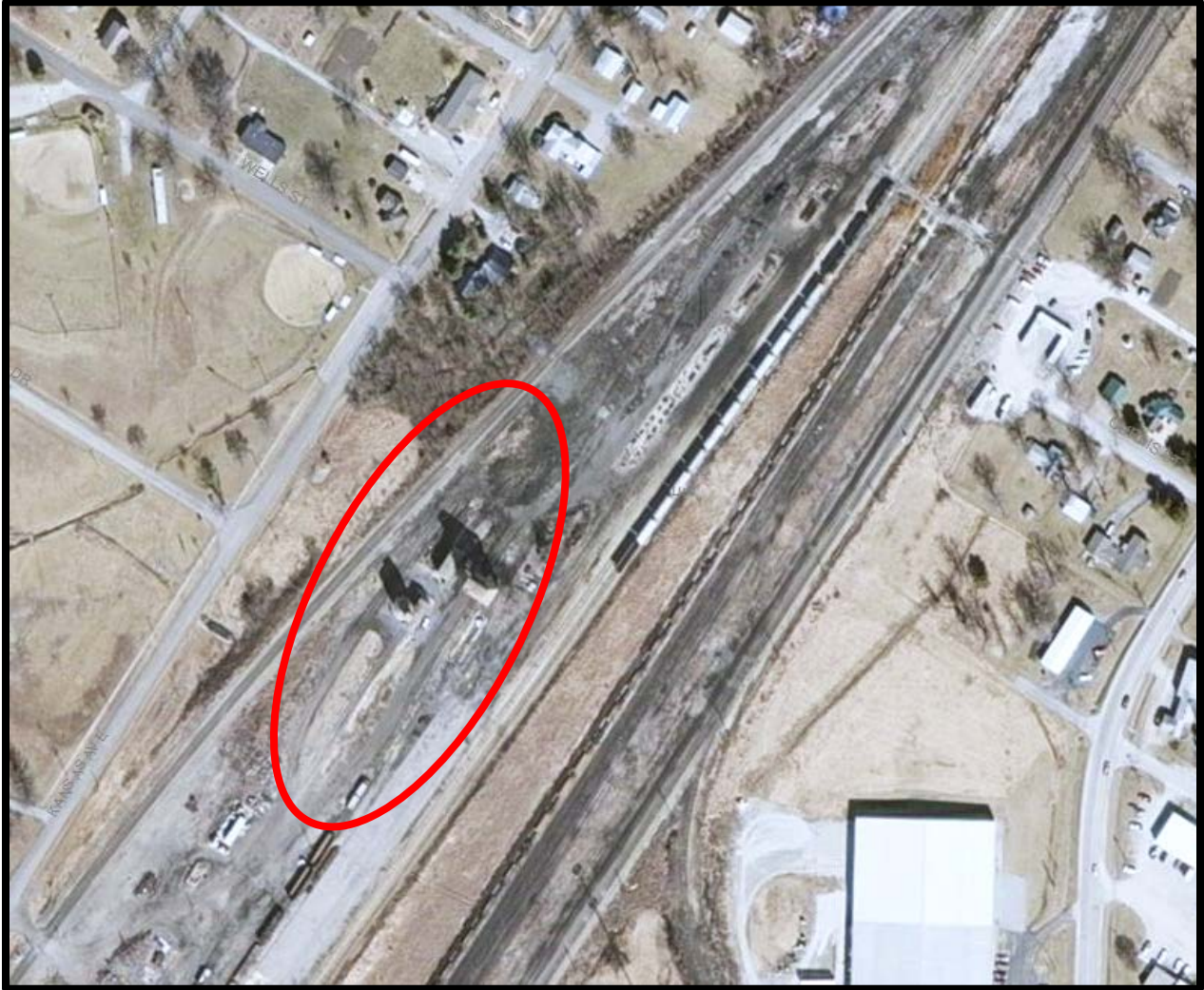
Appendix F: Map of Former St. Francis Hospital



Appendix G: Map of Marceline African American School



Appendix H: Map of Coal Chute



Please note this is not a boundary recommendation it is intended to highlight the location of the coal chute.