Texas Historical Commission Staff (JWS), 8/21/89, revised 1/24/90, 8/6/90

27" x 42" Official Texas Historical Marker with post Harrison County (Job #8420)
Location: N. Washington Street at Ginocchio, Marshall

TEXAS & PACIFIC DEPOT*

MARSHALL'S FIRST RAILROAD WAS CONCEIVED AS A CONNECTION TO RED RIVER STEAMBOAT TRAFFIC, TWENTY MILES
OF TRACK WERE LAID NORTHEAST TO SWANSON'S LANDING
ON CADDO LAKE BY 1858.

IN 1871, THE U.S. CONGRESS AUTHORIZED THE TEXAS AND PACIFIC RAILWAY COMPANY TO BUILD A TRANSCONTINENTAL RAILROAD, WHICH WOULD RUN ALONG THE 32ND PARALLEL FROM MARSHALL TO THE WEST COAST. TWO YEARS LATER, THE T&P MOVED ITS MAINTENANCE SHOPS TO MARSHALL. A NEW PASSENGER DEPOT WAS BUILT HERE AT THE JUNCTION OF THE TEXARKANA AND LOUISIANA LINES IN 1911-12, WHERE IT WAS POSITIONED TO SERVE BOTH ROUTES, TO COMPLEMENT THE NEARBY GINOCCHIO HOTEL AND HUGE TEXAS & PACIFIC SHOP COMPLEX, AND VISUALLY TO TERM-INATE WASHINGTON STREET FROM THE COURTHOUSE. THE RAILROAD'S ARCHITECT WAS INFLUENCED BY THE POPULAR PRAIRIE SCHOOL AND COMBINED ABSTRACTED RENAISSANCE AND MEDITERRANEAN DETAILS ON THE BRICK AND CONCRETE STRUCTURE PROMINENT FEATURES INCLUDE A TILE ROOF AND WOOD AND PLASTER ACCENTS. A PEDESTRIAN TUNNEL WAS ADDED FOR SAFETY IN 1940. THE TEXAS & PACIFIC DEPOT REMAINS AN IMPORTANT SYMBOL OF MARSHALL'S RELATIONSHIP TO THE RAILROAD, ONCE ITS MAJOR EMPLOYER AND TRANSPORTATION SOURCE **

RECORDED TEXAS HISTORIC LANDMARK - 1985***

^{*3/4} inch lettering **1/2 inch lettering ***1/4 inch lettering



TEXAS & PACIFIC DEPOT

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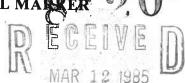
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THE TEXAS & PACIFIC DEPOT REMAINS AN IMPORTANT SYMBOL OF MARSHALL'S RELATIONSHIP TO THE RAILROAD, ONCE ITS MAJOR EMPLOYER AND TRANSPORTATION SOURCE.

APPLICATION FORM FOR OFFICIAL TEXAS HISTORICAL MAIN

Texas Historical Commission Research and Markers Department P.O. Box 12276, Austin, Texas 78711



Title of marker (subject to revision by THC staff)

TEXAS AND PACIFIC RAILROAD PASSENGER DEPOT

TEXAS HISTORICAL COMMIS

Marker location (street address or highway number; include name of cemetery, building, park, etc., if applicable; if on highway right-of-way or in a small community, briefly explain how to get there from the nearest town)

North Washington Street and Ginocchio City or nearest city shown on Texas Highway Department road map County Marshall, Texas Harrison Distance and direction of subject from marker site Surface to which marker will be attached For example, "Subject is 1/2 mile SW of marker site." (if not on post) Marker to be placed on building Building wall (brick) Owner of marker site Address City, Zip Code City of Marshall, Texas 110 East Houston Marshall, Texas 75670 Sponsor of marker Address City, Zip Code Friends of the Depot Box 1661 Marshall, Texas 75670 Person to whom marker is to be shipped City, Zip Code Sam Moore Above

NOTE: Freight companies cannot ship to route or box numbers. If street address is unavailable, please provide a phone number. If marker is to be placed on highway right-of-way, it will be shipped to your district highway engineer.

1 in manifest the state of the

Signature of County Chairman

Addres

City, Zip Code

"I have reviewed the narrative for this marker and attest to its accuracy."

Please consult the back of this page for specifications of the markers available. Check the items desired below. Approval of the application and narrative history must be obtained from the county historical commission, as indicated by the county chairman's signature on this form, before forwarding the material to the Texas Historical Commission. Please do not send payment if ordering subject or building markers; funds will be requested once the application has been approved by the State Marker Committee.

5% state sales tax must be added to the price, except if purchased by a tax-exempt organization.

SUBJECT MARKERS

		With tax
16" x 12" grave marker (comes with mounting bar)		
27" x 42" subject marker with post	\$575	\$603.75
27" x 42" subject marker without post	\$525	\$551.25
18" x 28" subject marker with post	\$325	\$341.25
18" x 28" subject marker without post	\$250	\$262.50

☐ l(We) request RTHL designation be considered for this marker.

BUILDING MARKERS

Applications for building markers will automatically be considered for the RTHL designation. Please read carefully Texas Marker Policies 11 through 15, and indicate that you have done so by signing below.

Signature of owner

PAPERWEIGHTS

Please indicate quantity desired.

3" x 4" plastic paperweight	With tax
mounted with replica of marker	\$78.75
Medallion paperweight \$25 Allows four lines of engraving; please indicate desired wording	

DIRECTIONAL SIGNS

Please indicate quantity desired and give location(s) on form above:

24" x 24" Historical Markers In City sign \$65 \$68.25 These will be shipped to and placed on your town's city limits signs by the District Highway Engineer.
 Black and White (for farm-to-market roads, state and U.S. highways) Green and White (for interstate highways)
18" x 22" Historical Marker directional sign \$65 \$68.25 In black and white only. For city and county roads. Applicant must supply post and be responsible for placement. With arrow pointing straight ahead With arrow pointing left With arrow pointing right
OTHER With tax
□ National Register plaque \$35 \$36.75 □ 12" x 6" supplemental plate \$65 \$68.25 □ 16" x 12" building marker plate only (see policy 11) \$110 \$115.50 □ Replacement medallion (see policy 11) \$65 \$68.25 □ Bronze stars (for replacement on 1936 granite markers) \$10 \$10.50 □ Bronze wreaths (for replacement on 1936 granite markers) \$10 \$10.50 □ Bronze seals (for replacement on 1936 granite markers) \$50 \$52.50 □ Bronze plates (for replacement on 1936 granite markers) \$50 \$52.50 □ Bronze plates (for replacement on 1936 granite markers) \$50 \$52.50
☐ Certificates of commendation

APPLICATION FORM FOR OFFICIAL TEXAS HISTORICAL MARKER

Texas Historical Commission History Division P.O. Box 12276, Austin, Texas 78711

Title of Marker (subject to revision	hu h	Coun	ty
THC staff)	Texas and Pacif Depot	ic	Harrison
Marker Location (from nearest town on state map)	>	·	
Distance and direct of subject from marker site	ion •	If not on post, type of surface to which marker will be attached (wood, s	
Owner of Marker Site		Address	City, Zip
Sponsor of Marker	Harrison County Historical Commission	Address C/O Audrey Kar 503 Lansdowne	riel City. Zip Marshall 75670
Signature of County Chairman	audrey D. Kariel	Address 503 Lansdon	City, Zip ne Marshall 75670
Person to whom ma is to be shipped*	Mr. Art Knollman Harrison County Road and Bridge Department	Address Five Notch Ro (214) 935-486	City, Zip oad Marshall

marker is to be placed on highway right-of-way, it will be shipped to your district highway engineer.

Please consult the back of this page for specifications of the markers available. Check the items desired below. Approval of the application and narrative must be obtained from the county historical commission, as indicated by the county chairman's signature on this form, before forwarding the material to the Texas Historical Commission. Please do not send payment if ordering subject or building markers; funds will be requested once the application has been approved by the State Marker Committee. Sales tax of 6%% must be added to the price, except if purchased by a tax-exempt organization. Applicants may order a marker with a socket to attach to their own post; however, the cost is the same as a marker furnished with a foundry post.

11

SUBJECT MARKERS

			22 -16 19 1
Ö	16" x 12" grave marker (comes with mounting bar)	\$225	\$238.78
CX.	27" x 42" subject marker with post	\$650	\$689.81
	27" x 42" subject marker without post	\$600	\$636.75
	18" x 28" subject marker with post	\$375	5397.97
	18" x 28" subject marker without post	\$300	5318.38
	I(We) request that RTHI, designation he considered fo	r this	marker

BUILDING MARKERS

	10 . 10 13 1
□ 16" x 12" building marker with post	\$350 \$371.45
□ 16" x 12" building marker without post	\$300 \$318 38
Applications for building markers will automatically be	considered for
the RTHI, designation. Please read carefully Texas Mari	ker Policies 13
through 18, and indicate that you have done so by signing	g below

Signature of owner

PAPERWEIGHTS

Please indicate quantity desired

3" x 4" plastic paperweight		Alith tax	
mounted with replica of marker	\$90	\$95.51	
Allow two months from completion of marker			
for receipt of paperweight			
Medallion paperweight	540 5	21.7.15	

Allows four lines of engraving, please indicate desired wording

DIRECTIONAL SIGNS

DIRECTIONAL SIGNS
Please indicate quantity desired and give location(s) on form above
24" x 24" Historical Markers In City sign
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OTHER
4 I I I I I I I I I I I I I I I I I I I
□ National Register plaque \$ 50 \$ 53.06
☐ 12" x 6" supplemental plate
(see policy #15)
☐ Replacement medalhon (see policy #15)
granite markers)
1936 granite markers)
1936 granite markers)
1936 granite markers)
© Certificates of commendation

Program for the Preservation and Restoration of the Texas and Pacific Train Depot

Marshall, Texas

Submitted to:

Union Pacific Railroad Company

August 22, 1988

Submitted by:

Committee to Preserve the Depot Greater Marshall Chamber of Commerce Marshall, Texas

Audrey Kariel, Committee Chairman George S. Smith, Chamber of Commerce President

Executive Summary Program for the Preservation and Restoration of the Texas and Pacific Train Depot Marshall, Texas August 22, 1988

The citizens of Marshall respectfully request that Union Pacific discontinue its efforts to demolish the Depot. It is also respectfully requested that the Depot and grounds be donated to an organization in the community acceptable to Union Pacific.

The Greater Marshall Chamber of Commerce will develop the program to preserve and restore the Depot. The Chamber of Commerce is the preferred organization for this task. It has an established organizational structure; a full-time staff; proven success in completing projects; success in working with diverse groups; and interest in tourism as an economic development tool.

The building will be stabilized to prevent further deterioration. This action will be accomplished within 30 to 45 days following authorization by Union Pacific to proceed by cleaning the building, securing the windows and doors, erecting a fence, and increasing security lighting where necessary. Repair of roof leaks and dangerously deteriorated structural supports will be completed within 90 to 180 days.

A room and restrooms will be improved in the building to provide an AMTRAK passenger waiting area. This action demonstrates a key point. It is an immediate way that the Depot can be put to use in a sustained manner while the program is organized and implemented. Every effort will be made to provide a passenger waiting area within 90 to 180 days.

The ultimate purpose of this program is to restore the Depot and put it to use. Work will begin immediately on a restoration plan for the building. The plan will address history, era on which to base restoration, possible uses, level of interest in using the building, preparation of plans and cost estimates, and renovation.

Identifying sources of funds will be part of the program. A fund-raising campaign will be conducted in two parts. A minor campaign will be conducted to meet the costs of stabilizing the building. A major campaign will be held for the restoration of the building. This program can be completed at no cost to Union Pacific.

There will be one to five years between stabilization of the building and start of renovation to allow time to prepare the restoration plan. During this time, the building will be maintained. The insurance policy for the building that was secured by Texas and Pacific Depot, Inc. in Marshall will be kept current.

In recent years, the community has worked to promote tourism as an industry. It is a priority in the community that the Depot be preserved so that it can remain as one of the anchors for an historic corridor that is an important component in the tourism effort.

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Program for the Preservation and Restoration of the Texas and Pacific Train Depot Marshall, Texas

The history of Marshall, Texas is represented more aptly by the Texas and Pacific Train Depot than any other building or site in the city. The fortunes of Marshall and its citizens rose and fell with the fortunes of the railroad for over 75 years. The depot is the literal and figurative symbol of the one industry that has contributed more to the livelihood of several generations of Marshallites than any other industry. Marshall and the railroad are inextricably linked. With all of the other shop buildings in the yard having been torn down, the depot remains as the last representation of the industry that made Marshall. The citizens of Marshall want to preserve the depot as a way of saving the rich history and prideful memories of the railroad industry in Marshall.

REQUEST FOR CONSIDERATION

The citizens of Marshall respectfully request that Union Pacific discontinue its efforts to demolish the Depot. It is also respectfully requested that the necessary and appropriate arrangements be made so that the building and adjacent grounds may be donated to an organization acceptable to Union Pacific that will be identified as part of the effort to preserve the Depot. In support of this request, this proposal has been prepared to outline the program of work that will be followed to preserve, restore, and use the building.

DESIGNATED ORGANIZATION TO DEVELOP AND IMPLEMENT PROGRAM FOR PRESERVATION AND RESTORATION OF DEPOT

The Greater Marshall Chamber of Commerce, Inc. will become the designated organization to develop and implement a program for the preservation and restoration of the Texas and Pacific Depot. Several organizations were considered in deciding what group could best coordinate the effort of preparing and developing a plan. It was determined that the Chamber of Commerce is the preferred organization for the following reasons:

established organizational structure:

The Greater Marshall Chamber of Commerce has an established organizational structure and operating procedures. The possible delays that can be caused in the formation of a new organization would be avoided by working through an established organization.

full-time staff:

The Greater Marshall Chamber of Commerce has a fulltime staff experienced in working with volunteers, coordinating fund-raising efforts and serving as a clearinghouse for community-wide activities.

proven success in completing projects:

The Chamber of Commerce has successfully undertaken and completed large projects that involved diverse organizations trying to accomplish a common goal. During the early 1970's, the Chamber of Commerce coordinated the planning and development effort to establish public library service for Marshall and Harrison County. Within three years of the public library's creation, a new building costing \$500,000 was donated to the City of Marshall, debt free, through the Friends of a Public Library group founded through Chamber of Commerce efforts. The Civic Center Auditorium, owned by the City of Marshall, was completed in 1984 after several years of fund-raising conducted through a committee of the Chamber of That committee raised \$750,000 toward the total cost of \$1,693,229 for the project. A similar cooperative effort between the City of Marshall and the Chamber of Commerce resulted in a downtown revitalization project in 1987.

success in working with diverse groups:

The Greater Marshall Chamber of Commerce has the proven ability in working with diverse organizations. The Chamber of Commerce annually assists with various events sponsored by other organizations, including the World Championship Jr. Barrel Races, Harrison County Historical Society, Marshall-Harrison County Industries, and the Harrison County Agri-business Association. The Chamber also provides staff assistance to several organizations under contractual agreements.

interest in tourism development as an economic development tool:

Economic development is a vital part of the Chamber of Commerce program of work. Tourism development is included in the Chamber's economic development efforts. The development of the Texas and Pacific Depot as a tourist attraction falls within the established goal of the Chamber to develop tourism and, therefore, is of vital interest to the Chamber.

The Greater Marshall Chamber of Commerce will develop and implement a program for the preservation and restoration of the Texas and Pacific Depot. As part of the development of the program the Chamber will submit a recommendation for approval by the Union Pacific Railroad on the preferred operating entity for the restored Depot.

LIAISON BETWEEN UNION PACIFIC RAILROAD AND LOCAL COMMUNITY

To formulate a good communication channel with the Union Pacific Railroad, the local community will designate a committee of the Chamber of Commerce to serve as the liaison to work with the Union Pacific Railroad on matters concerning the Depot. The designation of this committee will accomplish two points. First, the Union Pacific Railroad will know who is the official, designated group representing the local community and second, all correspondence concerning the Depot can be channeled through this committee as the official representative of the community.

STABILIZATION OF THE BUILDING

An important step to take at the beginning of any building restoration program is to stabilize the building. To stabilize a building, steps are taken to halt deterioration of the building resulting from vandalism, trash, broken windows, a leaking roof, or similar problems caused by people, animals, birds, or weather.

Organizations with experience and expertise in preservation and restoration will be contacted to obtain advice and guidance. As an example, the Texas Historical Commission operates a visiting specialist program. In this program, a qualified person reviews the project in detail and advises and guides the client in proper approaches and techniques for restoration to assure that the project is historically accurate. This type of expertise will be used from the beginning so that all activities, including stabilization of the building, are handled properly.

Arrangements have been made to use the visiting specialist program operated by the Texas Historical Commission to provide the needed evaluation, analysis, and recommendations for stabilization of the building. Following submittal of the report by the visiting specialist, work will begin immediately to stabilize the building upon approval by Union Pacific. This work is expected to include the following tasks:

- Clean the interior and exterior of the building, including removal of all trash and debris and cleaning of bird droppings;
- Secure the windows and doors to the building;
- Erect a fence around the building;

- Increase security lighting around the building to discourage vandals and promote safety and security of train passengers;
- Repair leaks in the roof and in the deck around the second floor;
- Repair windows and doors to make them operable and secure;
- Identify degree of deterioration of structural members of the building and repair as needed for safety reasons;
- Upon approval by Union Pacific, dismantle and remove recently added features that are in poor condition such as drop ceiling tiles and frames;
- Put up signs on the north side of the depot facing the tracks and at the tunnel entrance proclaiming that the depot is to be saved and adapted for new uses. Union Pacific will be given credit for its role in allowing the building to be restored;
- Put up a "Welcome to Marshall" sign on the north side of the depot facing the tracks;
- Keep the grounds surrounding the depot mowed, trimmed, weeded, and litter-free.

It is proposed that the first four items on the above list, cleaning the building, erecting a fence, securing the building and increasing security lighting as needed, be undertaken immediately. It is expected that they will be completed within 30 to 45 days following authorization by Union Pacific to proceed. Work will begin on the remaining items following completion of the first four items listed, and should be completed within 90 to 180 days following authorization to proceed. This work can be done at no cost to Union Pacific.

Additional work which may be undertaken during this first phase includes repairing soffits and cornices, restoring the exterior plaster, and painting the exterior of the building. Whether this work is undertaken in the first phase or a later phase will depend on how much money is available to complete the first phase.

Even before work has begun on the project, individuals and businesses throughout the community have begun to step forward to offer their assistance to stabilize and preserve the building. One example is a local glass contractor who has offered to donate labor and materials to replace broken windows and re-glaze existing windows. Another example is an individual who has volunteered to be responsible for coordinating and supervising

the efforts to clean and maintain the building and grounds. Retired railroad workers want to band together and paint the building and make minor repairs. Others have stated a willingness to help on a variety of tasks.

ESTABLISH PASSENGER WAITING AREA

With Union Pacific's and Amtrak's concurrence, a waiting area will be established for Amtrak passengers in the building. Improvements will be made to the waiting area to create a comfortable environment for passengers who are waiting for the train or who are waiting to be picked up following their arrival. The improvements will include

- heating and air conditioning;
- lighting;
- benches or chairs;
- painting the room;
- installing a water fountain; and
- installing a pay phone.

It is proposed that a restroom be put back into operation for use by train passengers. Establishment of a program to use volunteers to staff the waiting area to answer questions and assist passengers will be investigated.

Concurrent with the work to stabilize the building, discussions will be initiated with Amtrak about providing a passenger waiting area, ticket office, and agent in Marshall. Marshall is in a strategic position on the Amtrak routes. Marshall is the closest boarding point for passengers in Texas near the Louisiana border and for all passengers from Louisiana. The citizens of Marshall want to be sure that Marshall continues to be a stop on the Amtrak routes. The community wants to demonstrate to Amtrak that Marshall is an important stop. The assistance which Union Pacific could provide in this effort by granting permission for part of the depot to be improved for use by passengers would be sincerely appreciated.

Provision of a passenger waiting area also demonstrates another key point in the program to restore and re-use the depot. If given the opportunity by Union Pacific, the citizens of Marshall intend to be successful in this campaign to restore and re-use the depot. An extended period of time is needed to prepare a sound plan for use of the building, mount a fund-raising campaign, and then renovate the building. In order to demonstrate their dedication to this project, the citizens of Marshall propose to complete the passenger waiting area as presented here. This action could be viewed by some as a minor

symbolic effort, but it can also be viewed as a manifestation of the dedication and commitment of the community to this project. It represents an identifiable way the depot can be improved and put to use in a sustained manner while the remainder of the project is organized and implemented.

It is our intention to make every effort possible to provide a usable passenger waiting area within 90 to 180 days following authorization by Union Pacific to proceed. This task can be accomplished at no cost to Union Pacific.

RESTORATION PLAN

The ultimate purpose of this program is to restore the depot and put it back to use. Immediately upon approval by Union Pacific of this project, work will begin to prepare a plan for restoration of the building. The first phase of the plan will be stabilization of the building, which has been discussed previously. While the first phase of the plan is being implemented to stabilize the building, work will continue to develop the remainder of the plan.

A comprehensive history of the depot is being compiled. The history of the building will serve two purposes. First, it will be a chronicle of the life of a building which represents the economic heart of the community. Second, it will become the resource on which the restoration efforts will be based. Historians and preservationists advise that restoration of a building should be based on the appearance and use of the building during a specific period of its history. Thus, an accurate history of the building becomes the basis for determining priorities and techniques for the restoration.

The next step is to identify the time period on which the restoration will be based. The interior and exterior of the building may be restored to represent different time periods. The Texas Historical Commission has provided an initial suggestion that the exterior of the building be restored to its appearance during the 1940's, which is the time the tunnel was built. The interior could be restored to an earlier time period when certain interior features of the building were highlights of prominent rooms.

The following step will be to identify possible uses of the building. The following possibilities have been identified:

- Amtrak office;
- Passenger waiting area;
- Local government offices;
- Federal government offices;

- Union Pacific offices;
- Private offices;
- Chamber of Commerce offices;
- Offices for member groups of the local Arts Council;
- Visitor or tourist center:
- Meeting space for community groups;
- Railroad museum;
- Art museum;
- Antique doll museum;
- Sandwich shop or restaurant;
- Flea market;
- Antique mall;
- Retail shops;
- Artists' and craftsmen's colony; or
- Other activities.

This list is not all-inclusive, and is subject to further investigation.

A subsequent step will be to make contact with several groups, organizations, or businesses to determine the level of interest in using the building. Commitments will be obtained when possible. This step will allow plans to be made for the use of space in the building in a way that meets the needs of likely tenants and yet allows unique features inside the building to be preserved and highlighted. This step will evolve into an ongoing program to seek and secure tenants for the building.

Concurrently, a qualified architect will be retained to prepare detailed plans and a cost estimate for restoration of the building. Following preparation of the plans, a fund-raising campaign will be conducted. The details of the fund-raising campaign are outlined in a separate section of this proposal.

The final step in the program will be to renovate the building and make improvements on the grounds around the building.

Valuable assistance is available from the Center for Historic Resources at Texas A&M University. This organization can provide master planning assistance using the expertise available among

faculty and graduate students in the College of Architecture at the university. Use of the expertise of an organization such as this to complete this step will be investigated.

This program can be completed at no cost to Union Pacific.

FUND-RAISING CAMPAIGN

. . .

Fund-raising will be an integral part of the plan for the restoration of the depot which will be prepared by the Greater Marshall Chamber of Commerce. It is anticipated that fund-raising will be a multi-stage effort. The reason for the multi-stage campaign is two-fold. First, time is needed to explore the options and assess the costs for preservation and development of the Depot. Second, the Texas economy is currently recovering from a slump in the oil-related industries. While donations are still being made to worthwhile projects, this slump has made major fund-raising efforts difficult.

It is envisioned that a two-stage fund-raising effort will be implemented. First, following assessment of the items that are needed to stabilize the Depot, a minor fund-raising campaign will be conducted to meet these costs. The second stage will be a major campaign to solicit the funds needed to restore and develop the Depot. This stage of the fund-raising drive will be implemented based on a time frame established in the adopted plan for the restoration of the Depot.

The plan for the restoration and development of the Depot will identify sources of funds, including:

- National Trust for Historic Preservation low-interest loans and planning grants;
- Texas Historical Commission grants;
- foundation grants;
- contributions from the local private-sector; and
- public-sector funds, including federal, city, and county sources.

Fund-raising will be approached in an organized, planned manner. The solicitation of funds will be based on a budget prepared in conjunction with the plan for preservation and development of the Depot. The preservation of the Depot is seen as an investment in the future of tourism in the community. Therefore, the preservation and development of the Depot will be approached with both short- and long-term goals for raising the necessary funds.

INTERIM STATUS OF BUILDING

It is expected that there will be a time period of one to five years between the time the building is stabilized and the time the building is renovated and ready for tenants. There are two reasons for this interim period. First, time is needed to prepare a plan for restoration and re-use of the building, mount a fund-raising campaign, apply for grants, and complete construction. Second, the local economy is still suffering from the depression in the oil and gas industry. The interim period may be beneficial to the project by allowing time for the economy to improve which will mean that individuals and corporations may be more willing to contribute to a fund-raising campaign. Additionally, more businesses may be looking for new locations, and would find a unique location such as the Depot desirable.

During this interim period, it is proposed that the building be maintained in a good state of repair, but no work will be done to renovate the building further after it has been stabilized until the restoration plan is formulated. The initial work to stabilize the building will be maintained to prevent additional deterioration. The current insurance policy on the building that was taken out by Texas and Pacific Depot, Inc. in Marshall will be kept in effect throughout the program.

RELATIONSHIP TO OTHER PROGRAMS

In recent years, the community has undertaken a concerted effort to promote tourism as an industry in Marshall. An important component in the tourism effort is the promotion of the corridor that is anchored by the historic former Harrison County Courthouse on the south, which now houses the county historical museum, and the Depot and Ginocchio Hotel on the north. The corridor is seven blocks long. It starts in the heart of the downtown area on the public square, extends through the downtown retail core, and terminates in the Ginocchio National Register Historic District. There are fifteen buildings and sites in this seven block corridor that have national, state, or local historic significance. The community has invested approximately \$400,000 in the past five years to make improvements in the corridor. It is a priority that the Depot be saved and preserved so that it can remain as the anchor for the north end of the corridor.

SUPPORT FOR PROJECT

Attached following this proposal are letters of support for the project. These letters are indicative of the broad base of support for the preservation and restoration of the Depot.

8420

HISTORY OF THE MARSHALL PASSENGER DEPOT

In 1908 the Texas Railroad Commission in Austin ordered the Texas and Pacific Railroad to build a new passenger station in Marshall, to be completed by Dec. 31, 1908. General Manager L. S. Thorn, when asked about the orders to build a station replied, "we hope some day to be able to build a station here that will be a credit to both Marshall and the road, but we can't do it now for we haven't got the money." 1

It wasn't until November 1911 that plans progressed for the building of the new station. The Marshall News Messenger on Nov. 14, 1911 stated, "Superintendent R. B. Ayres of the Eastern Division has been over the plans and blue prints for the new station and says that it will be a beauty and one of credit to Marshall and undoubtedly be one of the prettiest not only in East Texas but in all the state. The building will be constructed of brick and stone and steel and will be two stories high above the basement. The waiting rooms, ticket offices and other rooms will be on a level with the tracks while the upstairs portion will be used as offices for the superintendents, dispatchers, and other local officials. The basement will be used for baggage and other purposes. The building will be located in the 'Y' of the main lines so the Eastern division lines will not have to back in nor back out of the station and the Louisiana trains will not be in the way of passengers crossing over the tracks."²

On Nov. 20, 1911 the Marshall News Messenger reported that after "the wait of several years on the part of the citizens of Marshall and the public at large, the fondest dreams of the citizens are about to be

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realized--that of a new station in the 'Y' that the Texas and Pacific railroad company has so long promised. The new station will be built by J. W. Thompson of St. Louis who let the sub-contract to Hughes and O'Rourke Contracting Company of Dallas. Mr. Owen Hughes will superintend the work and Mr. Charlie Stephenson will be the general foreman."

The Marshall News Messenger stated on May 28, 1912: "The magnificent new Texas and Pacific passenger depot is erected and the inside work is nearing completion. The building is a beauty and is a credit and ornament to the town. The grand opening for the new station is Saturday, Oct. 26, 1912."

"The passenger depot has been a matter of great interest to the citizens of Marshall and Harrison County since 1908 when construction of the depot was first discussed, and that interest continues right up to the present."

Some families can count three generations employed by the railroad.

Others look back to the time when they took the train back and forth to college or caught the train for exciting trips. During World War II, when troop movement was so heavy because of the training camps located in Texas and Louisiana, the Red Cross ladies of Marshall earned a reputation for wonderful hospitality by meeting all troop trains and giving away magazines, apples, cookies, and doughnuts. During the wartime Christmas holidays, a tree was put up in the 'Y' and Santa met all troops and gave away small fruit cakes. I interviewed two of the ladies who met those wartime trains. One is now ninety-one and the other is sixty. Both ladies said, "I love that old depot" That

expresses well what we of the town and county feel: "We love that old

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depot."5

HISTORY OF THE RAILROADS IN MARSHALL AND HARRISON COUNTY

Harrison County and Marshall have a unique spot in the history of railroads in Northeast Texas. The first railroad track ever laid in Northeast Texas was laid from Swanson's Landing on Caddo Lake to Marshall. The cotton planters in Harrison County and the merchants in Marshall dreamed and schemed for years about a railroad that would connect Marshall to a waterway system that would take their cotton cheaply to New Orleans and bring back supplies for their plantations and stores.

Finally, in 1855, with Harrison County and Marshall pledging a subsidy of \$300,000, construction was started and 23 miles of track were laid from Swanson's Landing to Marshall. One of the stipulations under which the railroad was chartered was that service must begin by Feb. 1, 1858. In late 1857, the roadbed was finished, the track was down, but with the deadline only a few days away, the locomotive, which was supposed to arrive by riverboat had still not arrived. 6

Gloom and doom hung over the railroad offices, until it was discovered that although the charter was specific about the day that service had to begin, it did not stipulate the type of motive power that had to be used. This left the way open for one of the most unusual freight trains ever to roll over American railroad tracks.

Amid shouts of encouragement and best wishes and good-natured jokes from people who came from all over Harrison County by wagon, on horseback and by foot, the engineer of the first train hitched three

NAME OF RIN?

* Not documented (DEN)

yoke of oxen to two box cars and one flat car standing on the track. He cracked a great bull whip over the heads of the oxen and the historic journey was under way. 8

From this humble beginning, the young railroad slowly made progress and in 1862 track was laid between Shreveport and Marshall. In 1869 the railroad was extended to Longview, a total of 66 miles in operation. 9

Travel along the line was not always on a regular schedule, but a trip from Marshall to Shreveport was likely to be exciting. One of the early engines was known far and wide as the "Bull of the Woods" because of its habit of boldly leaving the track and charging headlong into the pine forest, felling trees right and left much in the manner of a wild bull raging in the bush. Another engine, the "Ben Johnson", named after a Shreveport banker was a familiar sight in those early days. Chugging along on the bumpy rails, its huge funnel-shaped stack belching forth clouds of wood smoke, the faithful "Ben Johnson" brought many of Texas' early settlers and famous visitors into the state. 10

On March 13, 1871, the United States Congress granted a charter to a company for a transcontinental railroad. The name of that company was the Texas and Pacific Railway Company. The charter authorized the construction of a railroad on the 32nd parallel of latitude from Marshall, Texas through to the Pacific coast. The Texas and Pacific purchased the 66 miles of track from Shreveport through Marshall to Longview and it became the first westward leg of the once mighty Texas and Pacific. 11

Bold, purposeful men joined in the Texas and Pacific Railway

Company to build a railroad where others had failed. One of the first

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steps of the new enterprise was to lure from Union Pacific Gen.

Grenville M. Dodge to supervise construction of the railroad across the boundless reaches of the Southwest. Knowing the difficulties and hardships ahead, Gen. Dodge was not easily persuaded, and would not accept the position until he was offered a \$20,000-a-year-salary. Gen. Dodge set up offices in Marshall and lived here with his wife and three daughters for four years as the line was being extended westward from Longview. 12

Gen. Dodge had an understanding and appreciation of the task before him that was a foresighted and almost prophetic concept of the potential of the country. He said to his surveyors and engineers that "in building the T&P, we must have in view the commercial as well as the engineering qualities of the line. We want a road through Texas which the country when settled, is capable of supporting it by its local trade when built." ¹³

The railroads played an important role in the development and opening up of Texas to settlers, and Marshall had a big part to play. The Texas and Pacific maintained a general emigration agent in Marshall to offer "emigrants and colonists seeking homes in the west full information on the lands, the climate, the best locations and how to reach them." Marshall became a doorway through which passed people with dreams of a brighter future. 14

The Texas and Pacific Shops came to Marshall by an act of the Texas Legislature, which authorized a bond issue in Harrison County for \$300,000 and a donation of 66.5 acres of land by the City of Marshall on the condition that the company would maintain its shops and general

office and establish its eastern terminal in Marshall. The first shops were built in Marshall in 1873. 15

During World War II America's railroads performed magnificently. In that dark hour after the bombing of Pearl Harbor, the railroads geared up for a mighty effort and soon began the greatest movement of men and equipment in the world's history. When our country needed land transportation, American railroads provided it. The vast amounts of lend-lease food and equipment sent to our Allies all had to begin the trip by rail. ¹⁶

The Texas & Pacific had a big part to play in the wartime movement of men and equipment. In Texas and Louisiana, large training camps were built and when they were completed, the soldiers and sailors came from all over the country to learn the lessons of warfare. For every soldier or sailor who came to the training camps there had to be eight tons of equipment—guns, ammunition, jeeps, tanks, food, clothing, blankets, medicine, and other things too numerous to list. 17

After World War II, railroading in Marshall and Harrison County began to decline. Gone are the extensive shops and offices. The once busy depot is boarded up and scheduled for demolition. What remains in our town and our county is the memory of the hundred years when railroading was the major industry and the pride in the part we played in the growth of the mighty railroad industry. If the beautiful old passenger depot is demolished, something will be irrevocably gone from Marshall's past, and future generations will be denied a first-hand knowledge of their heritage. The Friends of the Depot would like to restore the old depot and make it into a railroad museum that would tell of the part our town and county played in the history of the railroad industry.

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FUTURE PLANS FOR THE DEPOT

The Friends of the Depot want to restore the depot and make it into a railroad museum. We feel that because of the uniqueness of the history of the railroads in Harrison County, and because for many years the railroads were a major industry here, that a railroad museum would be fitting and that the old passenger depot is an appropriate place to put it.

On Jan. 16, 1984 at a meeting of the Friends, the group decided to hire Ron Mabre Associates, of Shreveport, La., architects who specialize in restorations, to make a feasibility study of the depot. This study determined that the building was structurally sound and could be restored.

Attached are pictures of the architect's concept of the restored depot and the proposed museum.

FOOTNOTES

- 1 Marshall News Messenger microfilm files, Jan. 20, 1908
- 2 Marshall News Messenger microfilm files, Nov. 14, 1911
- 3 Marshall News Messenger microfilm files, Nov. 20, 1911
- 4 Marshall News Messenger microfilm files, Oct. 26, 1912
- 5 Ruby Wood Boone
 - Betty Furrh Rhoades, oral interviews, March 14, 1984
- From Oxteams to Eagles, Texas & Pacific Booklet, published 1945, page 5
- 7 From Oxteams to Eagles, Texas & Pacific Booklet, published 1945, page 6
- 8 From Oxteams to Eagles, Texas & Pacific Booklet, published 1945, page 6
- 9 Texas & Pacific, Don Watson, Steve Brown, page 19
- 10 Texas & Pacific, Don Watson, Steve Brown, page 19
- 11 Texas & Pacific, Don Watson, Steve Brown, page 21
- Palimpsest, Vol 6-No 11, publication of the State Historical Society of Iowa, page 456
- 13 Texas & Pacific, Don Watson, Steve Brown, pages 21, 22
- From Oxteams to Eagles, Texas & Pacific Booklet, published 1945, page 11
- 15 History of Marshall, Ernest Burglund, Jr., page 64
- 16 Texas & Pacific, Don Watson, Steve Brown, page 49
- 17 Texas & Pacific, Don Watson, Steve Brown

BIBLIOGRAPHY

From Oxteams to Eagles, Texas & Pacific Booklet, published 1945

History of Marshall, Ernest Burglund, Jr.

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Marshall News Messenger microfilm files:
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Jan. 20, 1908

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Jan. 22, 1908

Nov. 14, 1911

Nov. 20, 1911

May 28, 1912

June 12, 1912

June 24, 1912

July 22, 1912

Oct. 26, 1912

Jan. 25, 1913

Palimpsest, Vol 6 - No. 11, publication of the State Historical Society of Iowa

Texas & Pacific, Don Watson, Steve Brown

Research done by Charlene Blair Moore (Mrs. Sam H. Moore). If additional information is needed, I can be reached at 402 Pitts Av., Marshall, Texas, 75670, or at 214 938 9642.

Telephone interviews of Mrs. Ruby Wood Boone and Mrs. Betty Furrh Rhoades by Charlene Blair Moore on March 24, 1984.

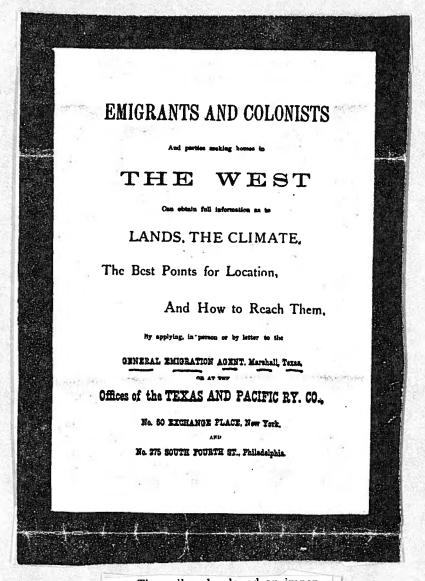
During World War 11 many large training camps were built in Texas and Louisiana. When these camps were completed soldiers and sailors came from all over the country to learn the lessons of warfare. Because of its location on the Texas & Pacific line, Marshall had a constant flow of men in uniform through the station.

years because of a group of Red Cross ladies who worked in shifts to meet all trains to distribute such items as magazines, cookies, donuts, and apples. One Christmas a large Christmas tree was put up outside the depot in the Y of the tracks. Mrs. Ruby Wood Boone dressed up as Santa Claus. The ladies sang Christmas carols as the trains came in and distributed small fruit cakes made by Mrs. Mary Sedberry Rosborough.

Both Mrs. Boone and Mrs. Rhoades expressed affection for the old depot and said that it had meant a lot to them over the years.

Mrs. Betty Furth Rhoades

Copy of a handbill widely distributed by the Texas & Pacific in the early eighteen hundreds.



The railroads played an important role in the development and opening up of Texas to settlers, and Marshall had a big part to play. The Texas and Pacific maintained a general emigration agent in Marshall to offer "emigrants and colonists seeking homes in the west full information on the lands, the climate, the best locations and how to reach them." Marshall became a doorway through which passed people with dreams of a brighter future.

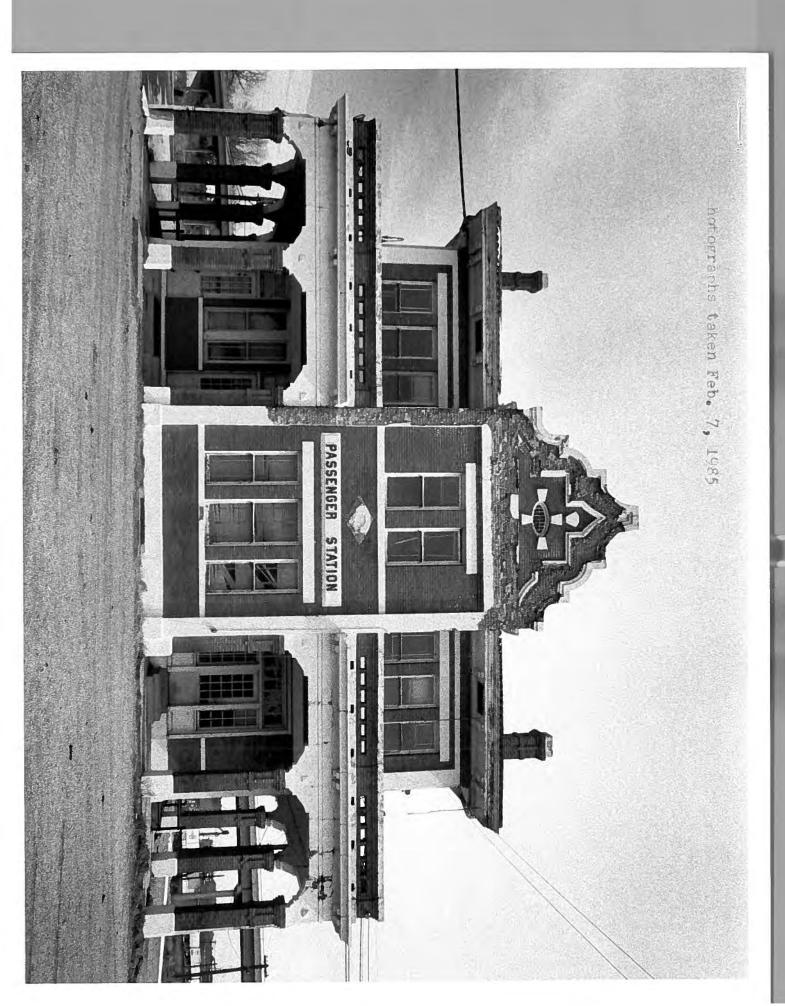
The Marshall depot, for which the historical marker is desired, stands on land that was deeded by the City of Marshall to the Texas & Pacific Railroad on June 22, 1872. The attached documents, copies of originals in the Harrison County Clerks Office, verify that transaction and also show how the City of Marshall acquired the land that was deeded to the Texas & Pacific.

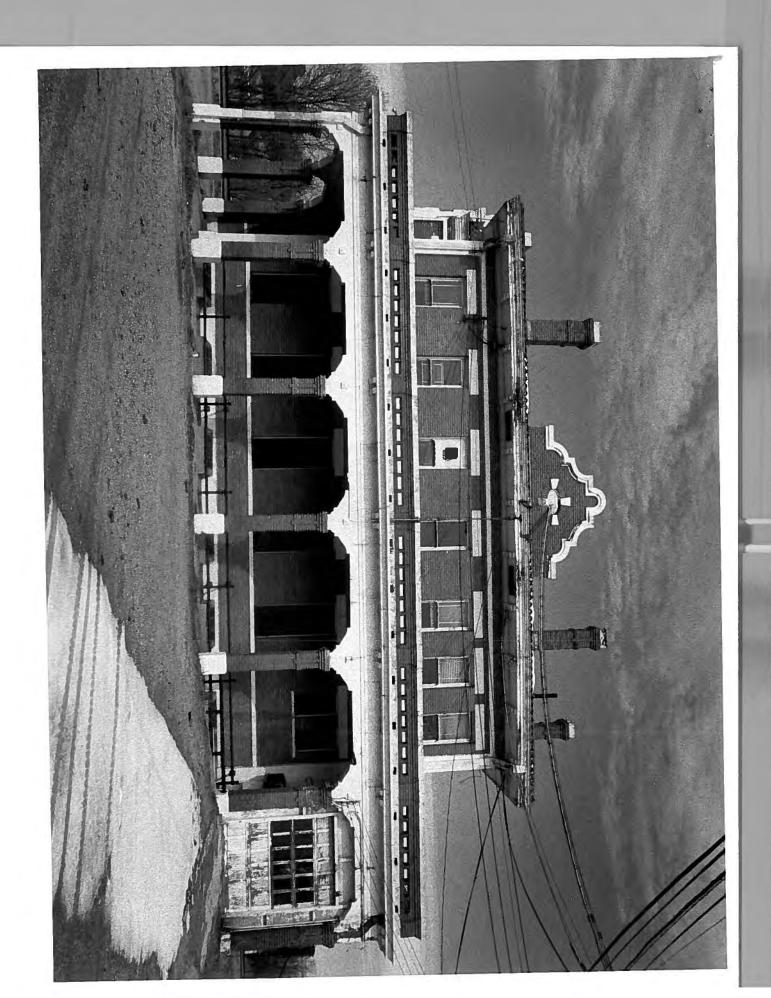
The land deeded to the Texas & Pacific was purchased or condemned in small plots identified by natural phenomena ("the red oak", "the farm pasture") which no longer exist. This makes postive identification of the exact plot upon which the depot stands virtually impossible according to Joe Hart, Harrison County Public Surveyer.

The chain of title to the 1912 structure is clear. It belonged first to the Texas & Pacific, then to the Missouri Pacific, and was acquired by the Union Pacific in 1984. In 1985 it will be returned to the City of Marshall.

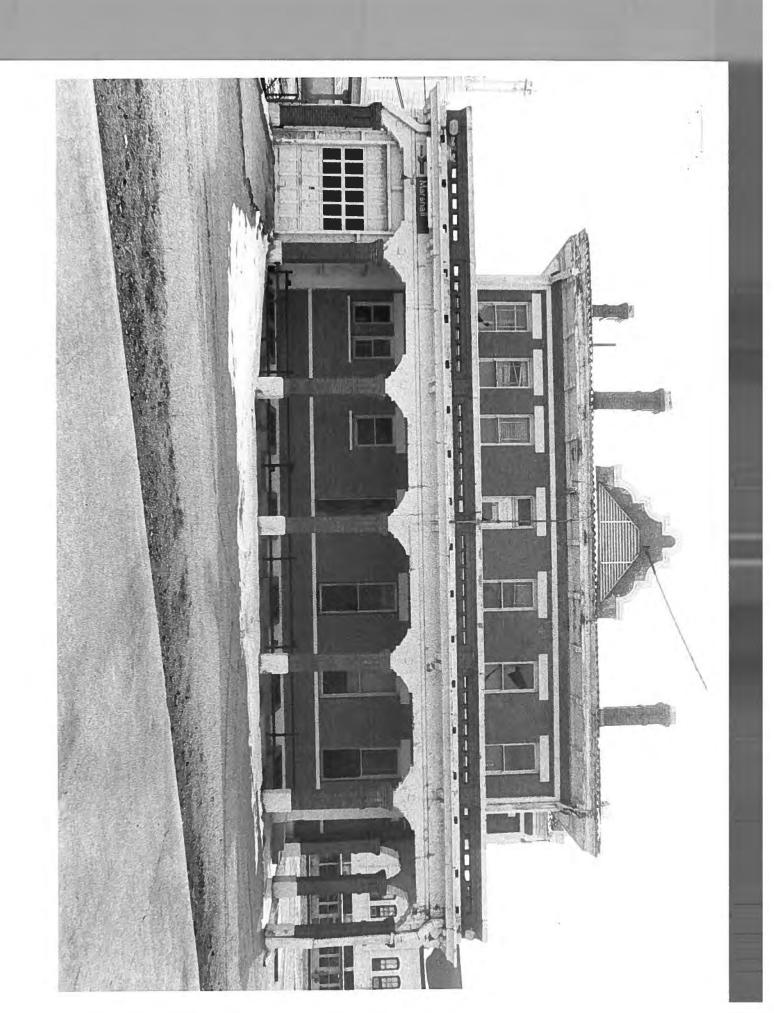
FOUT NOTES

- Deed of Trust: City of Marshall to Texas & Pacific, Book 121, mol455
- 2 Conversation on Feb. 7, 1985 with Joe Hart, Harrison County Public Surveyer in his office
- 3 Marshall News Messenger, Jan. 20, 1985, page 1





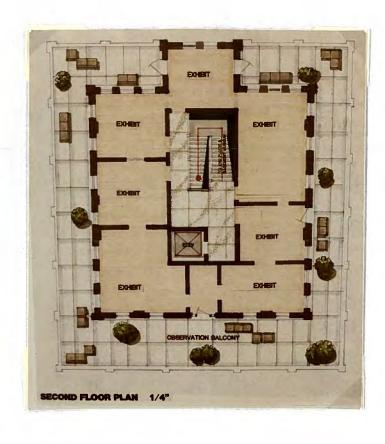








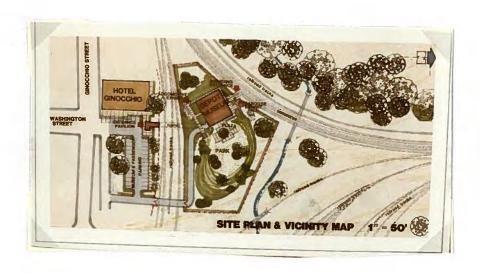












	JOB NO.	8420	
TEXAS AND PACIFIC RAILROAD			
MARKER TITLEPASSENGER DEPOT	_ COUNTY _	Harrison	
27" × 42" subject marker w/ Dost			
27" × 42" Subject marker without Post	PRICE	\$175.00	

PROCEDURE FOR MARKER APPLICATION

INITIAL	DATE		COUNTY CHAIRMAN: Gwin Morris Audrey Kariel
LAM	3-18-85	1. Application checked and dated	402 Pinewood Marshall, TX 75670 CC:
cam	3-18-85	2. Receipt of application acknowledged	City of Marshall
		3. Additional information sent for	Marshall, TX 75670
Da	5-20-83	4. Evaluated	Friends of the Depot Box 1661
LAM	6-4-85	5. Sent to SMC for approval	Marshall, TX 75670
iAm	6-12-85	6. Letter of approval sent and folder lab	peled
BB	6-30-89	7. Check deposited 4 008 524	650.00
QW5	8-21-89	8. Inscription written 10: TPdep	
BB	8/28/89	9. Inscription sent out for approval	n e
BB	1.31-90	10. Reapproval sent (if necessary)	8-10-90
90		11. Highway permission secured (if neces	sary)
BB	8-28-90	12. Order sent to Southwell	0
PRE CARD	10-30-90	13. Rubbing checked	
		14. News release material sent (RTHL ce	rtificate if applicable)
BB.	11-28-90	15. Notice of shipment sent	

CHECK RECEIVED:	 11/5
CHECK NO.:	
CHECK DATED:	
AMOUNT OF CHECK:	
CHECK SIGNED BY:	



	JOB NO.	8420
MARKER WORKSHEET		
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JOB NO. 8420



February 18, 1985

Texas Historical Commission Research and Markers Department P.O. Box 12276 Austin, Tx. 78711

Dear Sirs,

The Union Pacific Railroad has agreed to give the old passenger depot at Marshall, Texas to the City of Marshall. When restored, it will be operated as a railroad museum by the Harrison County Historical Society.

The Friends of the Depot, a group of people in Marshall interested in the restoration of the old depot, are seeking a historical marker for the depot and I support their efforts. For over a hundred years the railroad industry was the major industry in Marshall and Harrison County. I think it appropriate that a historical marker be placed at the depot to recognize the significance of the railroad industry in our community.

/ / //

Tony N. Williams City Manager

TW:dw



CURTIS TUNNELL EXECUTIVE DIRECTOR

TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512) 475-3092

March 18, 1985

Gwin Morris 402 Pinewood Marshall, TX 75670

RE: TEXAS AND PACIFIC RAILROAD PASSENGER DEPOT

16" x 12" Building Marker without Post

Dear Mr. Morris:

This letter is to notify you that we have received the above referenced marker application.

The application first will be reviewed and evaluated by the Texas Historical Commission staff. Should additional information be needed, you will be contacted. After any deficiencies have been corrected, copies of the application will be sent to the members of the State Marker Committee, who will make the final determination of the topic's acceptability for marking.

You will be notified as soon as the committee makes its decision. If the topic is approved for marking we will request payment at the time of notification. If not approved, the application will be returned along with a letter of explanation.

Because of the variables involved in the marker process and because we must coordinate our orders with the schedule of a contracting foundry, we would ask that the dedication dates not be set until you have received notice that the marker has been shipped.

We appreciate your interest in preserving the history of Texas.

Sincerely,

Dan K. UHley

Dan K. Utley, Director Research and Markers

DKU/cy

cc: City of Marshall Friends of the Depot



The Harrison County Historical Society

A NON-PROFIT ORGANIZATION - TAX EXEMPT

DEDICATED TO THE PRESERVATION OF THE HERITAGE AND RECORDED HISTORY OF MARSHALL AND HARRISON COUNTY

TELEPHONE NO. 938-2680 OLD COURTHOUSE MARSHALL, TEXAS 75670

May 20, 1985

Mr. Dan K. Utley Research and Markers Texas Historical Commission P. O. Box 12276 Austin, Texas 78711

Dear Mr. Utley:

I am enclosing Linda Gilliland's response to your last request for information regarding the Fraley House. The Gillilands are making every effort to restore the house to original condition.

Second, good news. The Union Pacific Railroad formally transferred title to the old Texas and Pacific Depot to the City of Marshall in ceremonies this past Saturday. We now have eighteen months to secure funding for the restoration.

Finally, I will be forwarding the marker application for the Vaughan Home in Jonesville in a very short time. This is a restoration which your staff might wish to study as an exemplary project.

Best wishes,

C. Gwin Morris

President

CGM:b1

Enc.





Research and Markers Department Texas Historical Commission P.O. Box 12276, Capitol Station Austin, TX 78711 512/475-3092 June 12, 1985

Dr. Gwin Morris 402 Pinewood Marshall, TX 75670

RE: TEXAS AND PACIFIC RAILROAD PASSENGER DEPOTS 16" x 12" Building Marker without Post

Dear Dr. Morris:

This letter is to advise you that the State Marker Committee has reviewed and accepted in principle your application for the above referenced marker. When the inscription for the marker has been written, a copy will be sent to you for approval.

The Texas Historical Commission wishes to congratulate you for your efforts to record and preserve Texas history.

Sincerely,

Dan K. Utley Director Research and Markers

Dan X Willey

DKU/1m

cc: City of Marshall

Friends of the Depot

P.S. Payment on this marker should now be made. The amount due is \$183.98 (\$175.00 if paid for by a tax-exempt organization). The inscription will not be written until payment is received. Thank you.

HARRISON COUNTY HISTORICAL COMMISSION

MARSHALL, TEXAS

NOTABLE CITIZENS

ALBERT AGNOR WORLD CHILI CHAMPION BAILEY ANDERSON REVOLUTIONARY WAR VETERAN MYRON BLALOCK NATIONAL DEMOCRATIC LEADER EDWARD CLARK GOVERNOR, CONFEDERATE GENERAL MILLARD COPE PUBLISHER, AP DIRECTOR W.C. CRAWFORD SIGNER, TEXAS DECLARATION OF INDENPENDENCE T. WHITFIELD DAVIDSON LIEUTENANT GOVERNOR. FEDERAL JURIST REVOLUTIONARY WAR VETERAN MATTHEW D. ECTOR CONFEDERATE GENERAL LEMUEL D. EVANS SUPREME COURT JUSTICE GEORGE FOREMAN WORLD BOXING CHAMPI AUTHOR ELKANAH GREER CONFEDERATE GENERAL SAM B. HALL, JR. U.S. REPRESENTATIVE A.T. HAWTHORNE CONFEDERATE GENERAL FRANCES COX HENDERSON LINGUIST CHURCH LEADER. WIFE OF J. PINCKNEY HENDERSON
J. PINCKNEY HENDERSON
GOVERNOR, MEXICAN WAR GENERAL, U. S. SENATOR JAMES HOGG GOVERNOR BENJAMIN HUGER CLAUDIA TAYLOR JOHNSON WIFE OF U.S. PRESIDENT WALTER P. LANE SAN JACINTO VETERAN CONFEDERATE GENERAL
HUDDIE (LEAD BELLY) LEDBETTER
FOLK SINGER, COMPOSER
R.W. LOUGHERY EDITOR, TEXAS REPUBLICAN
BILL MOYERS
PRESIDENTIAL ADVISOR, PUBLISHER, AUTHOR PENDLETON MURRAH GOVERNOR WILLIAM B. OCHILTREE ATTORNEY-GENERAL, SUPREME COURT JUSTICE WIFE OF AMBASSADOR (RUSSIA), GOVERNOR (SOUTH CAROLINA) ROBERT POTTER ROBENT POTTER
SIGNER, TEXAS DECLARATION
OF INDEPENDENCE, SECRETARY
OF NAVY, REPUBLIC OF TEXAS
GEORGE P. RAINS
GENERAL, TEXAS NATIONAL GUARD
HORACE RANDAL HORACE RANDAL
CONFEDERATE GENERAL
THOMAS J. REYNOLDS
GOVERNOR (MISSOURI)
W.T. SCOTT
PLANTER. TEXAS SENATOR,
T&P PRESIDENT
JAMES HARPER STARR
TREASURED BESIDERO OF TREASURER, REPUBLIC OF TEXAS LOUIS T. WIGFALL U.S. SENATOR, CONFEDERATE GENERAL, CONFEDERATE SENATOR SUPREME COURT JUSTICE AMBASSADOR, REPUBLIC OF TEXAS

DECEIVE D
SEP 18 1985

September 16, 1985

TEXAS HISTORICAL COMMISSION

Dan K. Utley
Director
Research and Markers
Texas Historical Commission
Box 12276
Austin, Texas 78711

Dan:

Enclosed are materials related to the Fraley House Marker. The materials include 1) a picture of the capitals on the front porch; 2) a letter of explanation from owner Linda Gilliland; and 3) a letter from Bob Garcia in reference to the balusters. This indicates continuing progress toward meeting your guidelines for marking the Fraley House. You may wish to correspond directly with Mrs. Gilliland.

By now you should have received the marker application for the Vaughan Home. Carolyn Abney mailed it last week.

As I mentioned in our phone conversation, we are putting the depot marker on hold until the decision is made whether to relocate the depot or not.

This is my last official correspondence as Chairman of the Harrison County Historical Commission. I am stepping down, and the new chairperson will be Gail Beil, who served as Associate Chairman.

Charles McIlveene tells me he was very pleased with the marker ceremony for First Baptist Church, Lufkin. Sorry you were unable to attend.

Sincerely,

C. Gwin Morris

from morres



TEXAS HISTORICAL COMMISSION

PO ROY 12276

AUSTIN, TEXAS 78711

(512) 475-3092

February 7, 1986

Mr. William Ferrell, Vice-President Union Pacific Railroad 24125 Aldine-Westfield Road Spring, TX 77373

Dear Mr. Ferrell:

It has come to our attention that the future status of the Texas and Pacific Railraod Passenger Depot, on North Washington Street at Ginocchio in Marshall, Texas, is uncertain.

Please keep in mind that this depot was designated a Recorded Texas Historic Landmark by the State Marker Committee of the Texas Historical Commission in June 1985, and as such the building falls under the provisions of Article 6145, Section 12(c) of Vernon's Texas Civil Statutes, which read in part:

No person may damage the historical or architectural integrity of any structure which has been designated by the Commission as a Recorded Texas Historic Landmark without first giving 60 days' notice to the Texas Historical Commission. After receipt of the notice, the Commission may waive the waiting period or, if the Commission determines that a longer period will enhance chances for preservation, it may require an additional waiting period of not more than 30 days.

Although the marker itself has not yet been cast and placed on the building, the structure nevertheless holds the RTHL designation in accordance with Marker Policy No. 13, which rules that the designation becomes effective when the application is approved by the State Marker Committee.

We would please ask you to keep the required 60-day prior notification in mind when planning any future undertaking that might affect this structure. Thank you for your consideration in this matter.

Sincerely,

Frances Rickand

Historian

Research and Markers

BCC: CITY OF MARSHALL

GAIL BEIL, HARRISON COUNTY

HISTORICAL COMMISS

SANDRA CARSON, MARSHALL NEWS-

MESSENGI

FR/crl

The State Agency for Historic Preservation

UNION PACIFIC
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UNION PACIFIC ARAR SG 20

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TEXAS DISTURBAL COMMISSION

Union Pacific Railroad Missouri Pacific Railroad

W. J. Farrell Vice President 24125 Aldine-Westfield Rd. P. O. Drawer M Spring, Texas 77383 Tel. Area Code 713 350-7450

February 21, 1986

Ms. Frances Rickard, Historian Research and Markers Texas Historical Commission P. O. Box 12276 Austin, Texas 78711

Dear Ms. Rickard:

Thank you for your letter of February 7 concerning the Texas & Pacific Railway Company's passenger depot at Marshall. You are correct in your statement that the status of the building is uncertain.

For sometime we have worked with representatives of the City of Marshall and the Friends of the Depot group in a joint effort to save the structure which has not been used by the Railroad in some time and is in a general state of disrepair. Finally, in May, 1985, the Railroad donated the depot to the City of Marshall, with the understanding, and on the condition, that the building would be refurbished in line with the City's plans within a period of 18 months. If it develops that the City is unable to complete the renewal work, the parties agreed that the building will be demolished.

Thus, the City of Marshall now has possession, pending the outcome of their renovation plans. I am furnishing Mr. Tony Williams, Marshall's City Manager, a copy of your letter so that he will be aware of the Commission's interest.

With kindest regards.

Sincerely yours,

c/ Mr. Tony Williams
 City Manager
 Marshall, Texas

cu: Gal Beil 3/3/84

P.O. BOX 698 • 75670 • AC 214/935-524

February 12, 1987

Mr. W. J. Farrell Union Pacific Railroad P.O. Drawer M Spring, Texas 77383

Re: Marshall Depot

Dear Mr. Farrell:

When the Missouri Pacific Railroad donated its Marshall Depot to the City of Marshall in May, 1985, the donation instrument, as well as the Donation Contract executed by the Railroad and City, contained provisions requiring the City to "substantially restore" the building within 18 months.

The 18 month's period has now expired, and it has become clearly evident that the restoration will not be completed. The Friends of the Depot organization, as well as other interested groups, worked long and hard on the project, but the necessary funds simply are not available.

The City of Marshall therefore agrees, pursuant to the terms of the two instruments referred to above, that the donation of the depot building is null and void, and that the Missouri Pacific Railroad is now at liberty to demolish the structure.

Since Ms. Frances Richard of the Texas Historical Commission wrote you on February 7, 1987, expressing an interest in the building, I am furnishing her a copy of this letter so that she will be aware of the City's decision.

Sincerely,

THE CITY OF MARSHALL

Tony N. Williams

City Manager

TNW:vp

cc: Ms. Frances Richard

Historian

Research & Markers

Texas Historical Commission

Box 12276

Austin, Texas 78711

RECEIVED

FEB 1.7 1987

TEXAS HISTORICAL COMMISSION



TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512) 463-6100

March 26, 1987

Mr. William J. Ferrell Union Pacific Railroad P.O. Drawer M Spring, Texas 77383

Dear Mr. Farrell:

I am in receipt of a copy of a letter to you from Mr. Tony N. Williams dated February 12, 1987. In that letter he indicates that the donation contract executed between the Union Pacific Railroad and the City of Marshall has expired, and the future of the Marshall Depot is now back in the hands of the Union Pacific System.

I would ask that, when making your decision concerning the future of the railroad depot, that you keep in mind the fact that the structure has been declared worthy of preservation by the Texas Historical Commission. As a reminder of the railroad's importance to the development of the town of Marchall, this depot stands as an important historical and architectural element of that heritage.

Also, please keep in mind the provisions of Article 6145, Section 12(c) of Vernon's Texas Civil Statutes, which require a 60-day notification to the Texas Historical Commission prior to any exterior change (including demolition) made to Recorded Texas Historic Landmarks. This provision was more fully explained in my letter to you of February 7, 1986.

Thank you for your attention to this matter. I will be happy to answer any questions you may have in this regard.

Sincerely,

Frances Rickard, Director State Marker Program

/fr

cc: Tony Will Free State Agency for Thistoric Preservation
Gail Reil. Harrison County Historical Commission

MISSOURI PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

Michael H. Schneider General Solicitor (713) 350-7121 John F. Weisser Asst. General Solicitor (713) 350-7123 24125 Aldine-Westfield Road P.O. Drawer M Spring, Texas 77383 (713) 350-7124



March 30, 1987

Bradley B. Beers General Attorney (713) 350-7127 Scott R. Craig General Attorney (713) 350-7128 Norma E. Davenport General Attorney (713) 350-7125



Ms. Frances Richard Historian Research & Markers Texas Historical Commission Box 12276 Austin, Texas 78711

Re: Missouri Pacific Railroad Company Depot in Marshall,
Texas

Dear Ms. Richard:

As you know, the Railroad donated its Marshall Depot to the City of Marshall in May, 1985 with the understanding that the City would substantially restore the building within 18 months.

We were sorry to hear that the Friends of the Depot who worked long and hard on the project were not able to complete the project. The City of Marshall has agreed that the donation of the building is null and void and that the Railroad is now at liberty to remove the structure. Before this step is taken, I would appreciate hearing from you concerning the interests of the Texas Historical Commission in the depot.

The building is not in a good location to afford easy, safe access for the public; and on that basis. we feel it would be better to remove the structure than leave it where it is, in its current state or in a restored condition.

Before we remove the depot, I would appreciate hearing from you.

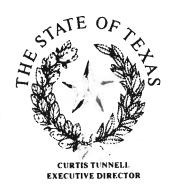
Sincerely,

Michael H. Schneider

JFW:gm

cc: Mr. J. V. Dolan - Omaha Room 800

Mr. W. J. Farrell - Spring Mr. G. T. Graham - Spring



TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512) 463-6100

5 June 1987

Mrs. Gail Beil, Chairman Harrison County Historical Commission 313 South Washington Marshall, Texas 75670

Dear Gail,

The Texas Historical Commission is delighted to learn of a resurgence of interest in saving the 1908 Texas & Pacific Railroad Depot in Marshall. As you know, this important building is listed in the National Register of Historic Places (as a contributing structure within the 1974 Ginocchio Historic District), and is a Recorded Texas Historic Landmark.

We understand that a previous offer by the owner, Union Pacific Railroad, for the city to "substantially restore" the structure has now expired, but that subsequent efforts are being made to insure its long-term preservation. A solid-masonry structure of this type could be moved only at enormous expense, and we hope that it may be restored at its original location.

It is ironic that one of the unique features of this station—its siting within a triangle of tracks—presents one of the greatest challenges to its preservation. Yet this "island" configuration, with access through a pedestrian tunnel, has safely served the public since 1908 and through periods of much denser rail traffic than that surrounding it today.

The Marshall Depot is a substantial example of railroad architecture, designed for this specific site, and reflecting the popularity of early 20th Century "Mission Revival" styling. Locally, the depot is a dramatic element in symbolic town planning, with one of the city's main streets beginning at this passenger station and ending at the county courthouse. And since the railroad tracks divide Marshall into distinct neighborhoods, the depot serves as an important bond between these areas.

We wish you success with your local efforts, because preservation must begin within a local community in order to have lasting effect and importance. And we hope you are able to convince the railroad that it has an opportunity to honor the community which nurtured thousands of its employees and sustained its motive power through so many years. Our technical staff is available to help with any questions concerning maintenance, stabilization, preservation, and ultimate restoration of the building. Please let us know when we may be of assistance in saving this invaluable landmark for Marshall and for the State, which both owe so much of their histories to the Texas & Pacific Railroad and its builders.

Sincerely,

dames W. Skeely, Director

National Register Programs, and

Deputy State Historic Preservation Officer

cc: The Hon. William P. Clements, Governor of Texas

The Hon. Max Sandlin, Harrison County Judge

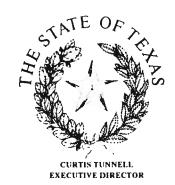
The Hon. Buddy Power, Harrison County Commissioner

Mr. Tony Williams, Marshall City Manager

Mr. W.J. Farrell, Vice President, Union Pacific Railroad

LOKE: CURTIS

MARKERS



TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711 19 June 1987

(512) 463-6100

Sam H. Moore, RADM Ret. 402 Pitts Avenue Marshall, Texas 75670

Dear Sam,

Enclosed is a copy of my recent letter to Gail Beil concerning new interest in preserving the Texas & Pacific Depot in Marshall. Gail is crediting our recent conversation as a catalyst for this new round of attempts to find security and use for the structure. You and I may not deserve that much credit, but I knew you would be interested in the results.

To my knowledge, the National Register office was not notified of any activity between the railroad and the city, during the 18-month period of transfer of ownership. Evidently, no one realized it is listed in the Register (through the Ginocchio Historic District), and no one realized we have a staff of technical professionals who deal with acquisition, stabilization, restoration, and preservation of historic structures.

So, with this renewed effort, I hope our staff will have a chance to help with the project. We have an "Architectural Visiting Specialist Program" (information enclosed) which would be ideal for an assessment of the depot's physical condition, and for recommendations on its preservation.

If all hope of preserving the structure eventually is lost, emphasis should be placed on documentation before it deteriorates further, or is demolished. You and I discussed the importance of locating original plans and/or arranging for architectural drawings to be made of the building (which should be to Historic American Buildings Survey—HABS—standards). If you haven't had any luck with original drawings, I will attempt to make arrangements for the HABS documentation of the building.

Your interest in the community is invaluable, and we appreciate your emphasis on preserving its priceless cultural resources. Please let us know any time our office can be of assistance. I look forward to hearing from you, and to a successful effort to save the depot.

Best personal regards,

Jim Steely, Director National Register Programs

The State Agency for Historic Preservation

UNION PACIFIC RAILROAD COMPANY

W. J. FARRELL VICE PRESIDENT



October 15, 1987

24125 ALDINE-WESTFIELD RD. SPRING, TEXAS 77373 TEL, AREA CODE 713 350-7450



TEXAS HISTORICAL COMMISSIO

Ms. Francis Rickard Director - State Marker Program Texas Historical Commission P. O. Box 12276 Austin, Texas 78711

Mr. Jim Steely Director - National Register Programs Texas Historical Commission P. O. Box 12276 Austin, Texas 78711

Re: Marshall Depot

Dear Ms. Rickard and Mr. Steely:

As you know, we have attempted for several years to preserve The Texas & Pacific Railroad Company Depot in Marshall through an agreement with the City and we are currently reviewing with the new Texas & Pacific Depot, Inc. the possibility of retaining the depot at its present site or some other location. We will be meeting with them shortly to see if they can develop a plan which is acceptable to all concerned.

Should these efforts fall short, we plan to remove the depot and for that purpose, would you please consider this letter as our sixty day notice as required by Article 6145, §12(c) of Vernon's Texas Civil Statutes of intent to remove the depot.

Very truly yours,

WJF/ss

Mr. J. R. Davis - Omaha, Room 1208

Mr. R. K. Davidson - Omaha, Room 1208

Mr. J. V. Dolan - Omaha, Room 830

Mr. G. T. Graham - Spring

Mr. J. J. Adams - Omaha, Room 830

Mr. M. H. Schneider - Spring Mr. Tony Williams - City of Marshall

Mr. J. T. McCartney - Omaha, Room 100

T.R. FEHRENBACH, SAN ANTONIO CHAIRMAN MRS. H.L. LONG, KILGORE VICE-CHAIRMAN DR. DAN A. WILLIS, FORT WORTH SECRETARY

MRS. LUNELLE A. ANDERSON, SAN MARCOS JOHN M. BENNETT, SAN ANTONIO CARRIELU B. CHRISTENSEN, AUSTIN GEORGE CHRISTIAN, AUSTIN



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HAROLD D. COURSON, PERRYTON
MARTHA J. CROWLEY, RICHARDSON
MAXINE E. FLOURNOY, ALICE
BETTY E. HANNA. BRECKENRIDGE
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W. MERRIMAN MORTON, HOUSTON
JAMES S. NABORS, LAKE JACKSON
GAY RATLIFF, AUSTIN
EVANGELINE I. WHORTON,
GALVESTON ISLAND

TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512)463-6100

October 30, 1987

Mr. W. J. Farrell Vice President Union Pacific Railroad Company 24125 Aldine-Westfield Rd. Spring, Texas 77373

Re: Texas and Pacific Railroad Passenger Depot Marshall, Harrison County Recorded Texas Historic Landmark - 1985

Dear Mr. Farrell:

Thank you for your letter of 15 October 1987 in which you gave official notice of intent to remove the above referenced depot from its current site.

We certainly appreciate all of your efforts thus far to preserve this outstanding historical property, and we note in your letter that your efforts are still continuing. It would certainly be the desire of the Texas Historical Commission to see the depot remain at its present site, where its historical and architectural associations are strongest. To that end, we would like to extend the notification period an additional 30 days in hopes that the extra time will enhance the chances of preserving the depot in situ.

The waiting period thus extends from the date of your letter (15 October 1987) until 12 January 1988, a total of ninety days. In the interim, if there is anything the Texas Historical Commission can do to assist you and the Texas & Pacific Depot, Inc., in the preservation of the Marshall Depot, please do not hesitate to contact us.

I am enclosing a copy of a resolution adopted by the Commission at the recent quarterly meeting in Laredo that further exemplifies our commitment to this structure. Again, we thank you for your interest in the project.

Sincerely,

Frances Rickard, Director State Marker Program

cc: Mr. Curtis Tunnell, THC

Mr. Jim W. Steely, THC Mrs. Gail Beil Warehale Olyency for Historic Preservation

UNION PACIFIC RAILROAD COMPANY

W. J. FARRELL VICE PRESIDENT



24125 ALDINE-WESTFIELD RD. SPRING, TEXAS 77373 TEL. AREA CODE 713 350-7450

May 24, 1988

Mr. Morris O'Tyson Texas & Pacific Depot, Inc. P. O. Box 8486 Marshall, TX 75671-8486

Re: Marshall Depot

Dear Mr. O'Tyson:

We have discussed many times how best to retain the Marshall Depot as part of the historical section of the City of Marshall. It appears now, you will not be able to find a sufficiently funded group that can take over responsibility for the Depot.

As an alternative, which has been inevitable for some time, the Railroad plans to tear the Depot down but is still willing to donate to your group the "Texas & Pacific Railway Company" entrance sign and sufficient bricks (we had agreed upon 1,000 before) for a wall from the Depot to be built at some appropriate place in Marshall. The Railroad has given the required notice to the Texas Historical Commission and has applied to the City for a demolition permit.

The Railroad has made every effort to preserve the Depot or part of it as a segment of the historical heritage of the City of Marshall and this has been a long and ongoing process. As early as 1983, we were approached about the possibility of establishing a Railroad museum and restaurant in the building, which culminated in the Railroad turning over the Depot to the City at the Stagecoach Days celebration on May 17, 1985, under a special agreement. The agreement provided that the Depot would be refurbished within eighteen (18) months as part of the City's refurbished within eighteen (18) months as part of the City made plan to restore and preserve historical buildings. The City made every effort possible to complete this agreement and was unsuccessful. On February 12, 1987, City Manager Tony Williams advised the Railroad that the City was not able to complete the agreement and that the Depot was returned to the Railroad.

Throughout this long series of negotiations with the City of Marshall, the Railroad withheld any demolition of the Depot. even though it is a poor location for maintenance as a viable property, is subject to vandalism and use by transients, and has continued to fall in disrepair. Several depot groups have

Mr. Morris O'Tyson May 24, 1988 Page 2



stepped forward, including yours, to attempt to take COMMISSION responsibility for maintenance and use of the depot. Many options were considered, but none have borne fruit.

On behalf of Missouri Pacific Railroad Company and Union Pacific Railroad Company I want you to know that we appreciate your interest in preserving the historical heritage of the City of Marshall. We must, nonetheless, go forward with the demolition of the Depot. While doing so, the materials mentioned above can be turned over to you or others if you would like to have them.

With best personal regards, I am

Very truly yours,

William J Farrell

524A.JFW/rdh

cc: Ms. Francis Rickard
Director-State Marker Program
Texas Historical Commission
P. O. Box 12276
Austin, TX 78711

Mr. Tony Williams City Manager City of Marshall P. O. Box 698 Marshall, TX 75677

Mr. J. R. Davis - Omaha, Room 1206

Mr. R. K. Davidson - Omaha, Room 1206

Mr. J. V. Dolan - Omaha, Room 830

Mr. G. T. Graham - Spring

Mr. R. L. Short - Longview

Mr. J. R. Bateman - Omaha, Room 830

Mr. M. H. Schneider - Houston

Mr. J. T. McCartney - Omaha, Room 100

FT.R. FEHRENBACH, SAN ANTONIO CHAIRMAN MRS. H.L. LONG, KILGORE VICE-CHAIRMAN DR. DAN A. WILLIS, FORT WORTH SECRETARY

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MARY ANN PERRYMAN, ATHENS
GAY RATLIFF, AUSTIN
EVANGELINE L. WHORTON,
GALVESTON ISLAND

11 July 1988

XC' Franci

TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

512)463-6100

Mrs. Audry Kariel, Chairman Harrison County Historical Commission 503 Lansdowne Marshall, Texas 75670

Dear Audry,

Many thanks for your role as host and meeting coordinator during Jim Bonar's and my recent visit to Marshall and the Texas & Pacific Depot. It was most helpful for me to meet and visit with Morris and Karon O'Tyson, Sarah Sinclair, Inez Hughes, Tony Williams, Patti Harris, Jim Pedison, Gail Beil, and with newspaper and radio reporters. Between these folks and many others interested in preserving the depot, you have a substantial force behind your efforts to save the building.

Gerron Hite of our Division of Architecture has since visited with you and is assisting with both your Visiting Specialist and State Preservation Grant applications. Together with Libby Willis' and my suggestions on acquiring and rehabilitating the depot, and Gerron's technical advice, you should be able to formulate a successful plan to save this outstanding and irreplaceable building.

Enclosed is a list of procedures and priorities which I outlined for you and Tony Williams during my visit. In this late hour of real intentions to demolish the building, I STRONGLY RECOMMEND that you 1) formulate a written plan to stabilize, restore, and use the building, 2) at the same time obtain permission and utilize retired T&P employees to clean up the building for visible evidence of your efforts, and 3) spend money on hand to erect a fence at the previously agreed boundary around the building.

The attention of the Union Pacific Railroad, especially Bill Farrell, should be drawn immediately to these actions. Each of these steps should be taken without hesitation, and realistically with the understanding that the building might be town down in three or four months anyway. These steps are worth the risk of losing their small monetary investment; you will probably lose the building if you do not demonstrate visible evidence of an active campaign to save it!

I've spoken with National Park Service officials who are supervising the Historic American Buildings Survey (HABS) work at the State Capitol this summer. If they are not able to transfer to Marshall in September, then a team from Texas Tech University might be able to come in October. This recordation effort is vital as part of a master plan to preserve the building, or even as a last opportunity to preserve a history of it.

The State Agency for Historic Preservation



TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711 19 June 1987 (512) 463-6100

Sam H. Moore, RADM Ret. 402 Pitts Avenue Marshall, Texas 75670

Dear Sam,

Enclosed is a copy of my recent letter to Gail Beil concerning new interest in preserving the Texas & Pacific Depot in Marshall. Gail is crediting our recent conversation as a catalyst for this new round of attempts to find security and use for the structure. You and I may not deserve that much credit, but I knew you would be interested in the results.

To my knowledge, the National Register office was not notified of any activity between the railroad and the city, during the 18-month period of transfer of ownership. Evidently, no one realized it is listed in the Register (through the Ginocchio Historic District), and no one realized we have a staff of technical professionals who deal with acquisition, stabilization, restoration, and preservation of historic structures.

So, with this renewed effort, I hope our staff will have a chance to help with the project. We have an "Architectural Visiting Specialist Program" (information enclosed) which would be ideal for an assessment of the depot's physical condition, and for recommendations on its preservation.

If all hope of preserving the structure eventually is lost, emphasis should be placed on documentation before it deteriorates further, or is demolished. You and I discussed the importance of locating original plans and/or arranging for architectural drawings to be made of the building (which should be to Historic American Buildings Survey—HABS—standards). If you haven't had any luck with original drawings, I will attempt to make arrangements for the HABS documentation of the building.

Your interest in the community is invaluable, and we appreciate your emphasis on preserving its priceless cultural resources. Please let us know any time our office can be of assistance. I look forward to hearing from you, and to a successful effort to save the depot.

Best personal regards,

Jim Steely, Director National Register Programs

UNION PACIFIC RAILROAD COMPANY

W. J. FARRELL VICE PRESIDENT



October 15, 1987

24125 ALDINE-WESTFIELD RD. SPRING, TEXAS 77373 TEL. AREA CODE 713 350-7450



TEXAS HISTORICAL COMMISSIO

Ms. Francis Rickard Director - State Marker Program Texas Historical Commission P. O. Box 12276 Austin, Texas 78711

Mr. Jim Steely Director - National Register Programs Texas Historical Commission P. O. Box 12276 Austin, Texas 78711

> Marshall Depot Re:

Dear Ms. Rickard and Mr. Steely:

As you know, we have attempted for several years to preserve The Texas & Pacific Railroad Company Depot in Marshall through an agreement with the City and we are currently reviewing with the new Texas & Pacific Depot, Inc. the possibility of retaining the depot at its present site or some other location. We will be meeting with them shortly to see if they can develop a plan which is acceptable to all concerned.

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Very truly yours,

WJF/ss

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Mr. J. J. Adams - Omaha, Room 830

Mr. M. H. Schneider - Spring

Mr. Tony Williams - City of Marshall Mr. J. T. McCartney - Omaha, Room 100 T.R. FEHRENBACH, SAN ANTONIO CHAIRMAN MRS, H.L. LONG, KILGORE VICE-CHAIRMAN DR. DAN A. WILLIS, FORT WORTH SECRETARY

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TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512)463-6100

October 30, 1987

Mr. W. J. Farrell Vice President Union Pacific Railroad Company 24125 Aldine-Westfield Rd. Spring, Texas 77373

Re: Texas and Pacific Railroad Passenger Depot Marshall, Harrison County Recorded Texas Historic Landmark - 1985

Dear Mr. Farrell:

Thank you for your letter of 15 October 1987 in which you gave official notice of intent to remove the above referenced depot from its current site.

We certainly appreciate all of your efforts thus far to preserve this outstanding historical property, and we note in your letter that your efforts are still continuing. It would certainly be the desire of the Texas Historical Commission to see the depot remain at its present site, where its historical and architectural associations are strongest. To that end, we would like to extend the notification period an additional 30 days in hopes that the extra time will enhance the chances of preserving the depot in situ.

The waiting period thus extends from the date of your letter (15 October 1987) until 12 January 1988, a total of ninety days. In the interim, if there is anything the Texas Historical Commission can do to assist you and the Texas & Pacific Depot, Inc., in the preservation of the Marshall Depot, please do not hesitate to contact us.

I am enclosing a copy of a resolution adopted by the Commission at the recent quarterly meeting in Laredo that further exemplifies our commitment to this structure. Again, we thank you for your interest in the project.

Sincerely,

Frances Rickard, Director

State Marker Program

CC: Mr. Curtis Tunnell, THC
Mr. Jim W. Steely, THC

Mrs. Gail Beil, Warehard Olyency for Historic Preservation

UNION PACIFIC RAILROAD COMPANY

W. J. FARRELL VICE PRESIDENT



24125 ALDINE-WESTFIELD RD, SPRING, TEXAS 77373 TEL. AREA CODE 713 350-7450

May 24, 1988

Mr. Morris O'Tyson Texas & Pacific Depot, Inc. P. O. Box 8486 Marshall, TX 75671-8486

Re: Marshall Depot

Dear Mr. O'Tyson:

We have discussed many times how best to retain the Marshall Depot as part of the historical section of the City of Marshall. It appears now, you will not be able to find a sufficiently funded group that can take over responsibility for the Depot.

As an alternative, which has been inevitable for some time, the Railroad plans to tear the Depot down but is still willing to donate to your group the "Texas & Pacific Railway Company" entrance sign and sufficient bricks (we had agreed upon 1,000 before) for a wall from the Depot to be built at some appropriate before) for a Wall from the Depot to be built at some appropriate place in Marshall. The Railroad has given the required notice to the Texas Historical Commission and has applied to the City for a demolition permit.

The Railroad has made every effort to preserve the Depot or part of it as a segment of the historical heritage of the City of Marshall and this has been a long and ongoing process. As early as 1983, we were approached about the possibility of establishing a Railroad museum and restaurant in the building, which culminated in the Railroad turning over the Depot to the City at the Stagecoach Days celebration on May 17, 1985, under a special stagecoach Days celebration on May 17, 1985, under a special agreement. The agreement provided that the Depot would be refurbished within eighteen (18) months as part of the City's refurbished within eighteen (18) months as part of the City made plan to restore and preserve historical buildings. The City made every effort possible to complete this agreement and was unsuccessful. On February 12, 1987, City Manager Tony Williams advised the Railroad that the City was not able to complete the agreement and that the Depot was returned to the Railroad.

Throughout this long series of negotiations with the City of Marshall, the Railroad withheld any demolition of the Depot. even though it is a poor location for maintenance as a viable property, is subject to vandalism and use by transients, and has ty, is subject to vandalism and use by transients, and has continued to fall in disrepair. Several depot groups have

Mr. Morris O'Tyson May 24, 1988 Page 2



stepped forward, including yours, to attempt to take commission responsibility for maintenance and use of the depot. Many options were considered, but none have borne fruit.

On behalf of Missouri Pacific Railroad Company and Union Pacific Railroad Company I want you to know that we appreciate your interest in preserving the historical heritage of the City of Marshall. We must, nonetheless, go forward with the demolition of the Depot. While doing so, the materials mentioned above can be turned over to you or others if you would like to have them.

With best personal regards, I am

Very truly yours.

William J Farrell

524A.JFW/rdh

cc: Ms. Francis Rickard
Director-State Marker Program
Texas Historical Commission
P. O. Box 12276
Austin, TX 78711

Mr. Tony Williams City Manager City of Marshall P. O. Box 698 Marshall, TX 75677

Mr. J. R. Davis - Omaha, Room 1206

Mr. R. K. Davidson - Omaha, Room 1206

Mr. J. V. Dolan - Omaha, Room 830

Mr. G. T. Graham - Spring

Mr. R. L. Short - Longview

Mr. J. R. Bateman - Omaha, Room 830

Mr. M. H. Schneider - Houston

Mr. J. T. McCartney - Omaha, Room 100

VT.R. FEHRENBACH, SAN ANTONIO CHAIRMAN MRS. H.L. LONG, KILGORE VICE-CHAIRMAN DR. DAN A. WILLIS, FORT WORTH SECRETARY

MRS. LUNELLE A. ANDERSON, SAN MARCOS JOHN M. BENNETT, SAN ANTONIO CARRIELU B. CHRISTENSEN, AUSTIN GEORGE CHRISTIAN. AUSTIN



RICHARD H. COLLINS, DALLAS
HAROLD D. COURSON, PERRYTON
MARTHA J. CROWLEY, RICHARDSON
MAXINE E. FLOURNOY, ALICE
BETTY E. HANNA, BRECKENRIDGE
SUZANNE W. HARRIS, SAN ANTONIO
KARL A. KOMATSU, FORT WORTH
JAMES S. NABORS, LAKE JACKSON
MARY ANN PERRYMAN, ATHENS
GAY RATLIFF, AUSTIN
EVANGELINE L. WHORTON,
GALVESTON ISLAND

11 July 1988

X C Francis

TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512)463-6100

Mrs. Audry Kariel, Chairman Harrison County Historical Commission 503 Lansdowne Marshall, Texas 75670

Dear Audry,

Many thanks for your role as host and meeting coordinator during Jim Bonar's and my recent visit to Marshall and the Texas & Pacific Depot. It was most helpful for me to meet and visit with Morris and Karon O'Tyson, Sarah Sinclair, Inez Hughes, Tony Williams, Patti Harris, Jim Pedison, Gail Beil, and with newspaper and radio reporters. Between these folks and many others interested in preserving the depot, you have a substantial force behind your efforts to save the building.

Gerron Hite of our Division of Architecture has since visited with you and is assisting with both your Visiting Specialist and State Preservation Grant applications. Together with Libby Willis' and my suggestions on acquiring and rehabilitating the depot, and Gerron's technical advice, you should be able to formulate a successful plan to save this outstanding and irreplaceable building.

Enclosed is a list of procedures and priorities which I outlined for you and Tony Williams during my visit. In this late hour of real intentions to demolish the building, I STRONGLY RECOMMEND that you 1) formulate a written plan to stabilize, restore, and use the building, 2) at the same time obtain permission and utilize retired T&P employees to clean up the building for visible evidence of your efforts, and 3) spend money on hand to erect a fence at the previously agreed boundary around the building.

The attention of the Union Pacific Railroad, especially Bill Farrell, should be drawn immediately to these actions. Each of these steps should be taken without hesitation, and realistically with the understanding that the building might be town down in three or four months anyway. These steps are worth the risk of losing their small monetary investment; you will probably lose the building if you do not demonstrate visible evidence of an active campaign to save it!

I've spoken with National Park Service officials who are supervising the Historic American Buildings Survey (HABS) work at the State Capitol this summer. If they are not able to transfer to Marshall in September, then a team from Texas Tech University might be able to come in October. This recordation effort is vital as part of a master plan to preserve the building, or even as a last opportunity to preserve a history of it.

The State Agency for Historic Preservation

JWS to AK, 8 July 1988, page 2

Jim Bonar has developed the photographs from his work during our visit, and has enclosed several examples for your use.

As I've mentioned again and again, keep moving forward and don't hesitate to ask for help from others. An intensive effort is called for because the issue will be decided once and for always in just a few weeks or months. The most important issue is that the building is extremely important and worth saving for the community and its future. Good luck, and keep us informed on your progress.

Sincerely,

Im

Jim Steely,

Director, National Register Programs

Deputy State Historic Preservation Officer

cc: Tony Williams, City of Marshall

Marshall City Commission Jim Pedison, Union Pacific Railroad Bill Farrell,

National Trust for Historic Preservation Libby Willis,

Morris and

Karon O'Tyson, Ginocchio Hotel

Harrison County Museum Inez Hughes.

Greater Marshall Chamber of Commerce Patti Harris, Harrison County Conservation Society Linda Gilliland, Sarah Sinclair, Harrison County Historical Society Harrison County Historical Commission Gail Beil,

Marshall News Messenger

Sherri Moore,

		HARRISON	COUN
I approve the inscription for	TEXAS & PACI	FIC DEPOT	
as sent to me on	8/10/90		
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TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512)463-6100

August 28, 1990

Mrs. Audrey Kariel 503 Lansdowne Marshall, TX 75670

RE: TEXAS & PACIFIC DEPOT 27"X42" subject marker w/ post

Dear Mrs. Kariel:

This is to advise you that we have ordered the above referenced marker for casting. The completed marker should be ready for shipment within eight to ten weeks. A copy of the final inscription as it was sent to the foundry is enclosed for your files.

If you have not already done so, this would be a good time to begin planning the marker dedication ceremony. We would advise you, however, to avoid setting the dedication date to coincide with the shipment date as estimated above. That estimate does not take into account potential shipping errors or other unforeseeable delays, which might upset the best laid dedication plans. A guide to assist you with your dedication plans is available upon request from our office. Since this is a state program, we suggest your state representative and/or senator be included in the program as well as your county judge and commissioners who have appointed your commission.

Enclosed please find a form for announcing the date of your marker dedication ceremony in the THC's monthly newsletter, <u>The Medallion</u>. Please read the form carefully, as notice must be made well in advance of the scheduled dedication in order to appear in the preservation calendar.

We would appreciate having copies of any publicity, programs, photos, or other memorabilia from the ceremony to complete our file on this marker. Thank you for your continued support and good work toward the preservation of the history of our state.

Sincerely,

Frances Rickard, Director

Frances Richard

State Marker Program

FR/bb



HARRISON COUNTY HISTORICAL COMMISSION

Audrey D. Kariel Chairman (214) 935-5387

503 Lansdowne Marshall, Texas 75670

CERTIFICATES OF APPRECIATION
PRESENTED
TEXAS AND PACIFIC DEPOT HISTORICAL MARKER
APRIL 13, 1991

- 1. CHARLENE AND SAM MOORE
- 2. GREATER MARSHALL CHAMBER OF COMMERCE
- 3. UNION PACIFIC RAILROAD
- 4. MERRICK C. WALTON, UNION PACIFIC RAILROAD
- 5. CITY OF MARSHALL, TEXAS
- 6. MAX S. LALE
- 7. WILLIAM D. POWER



HARRISON COUNTY HISTORICAL COMMISSION

Audrey D. Kariel Chairman (214) 935-5387 503 Lansdowne Marshall, Texas 75670

April 21, 1991



Ms. Frances Rickard Texas Historical Commission P.O.Box 12276 Austin, TX 78711

Dear Frances:

I am very pleased to send you the publicity and program for the dedication of the historical marker for Marshall's Texas and Pacific Depot, FINALLY!! We were very pleased with the ceremony and with the group photograph that we took for the National Trust contest. When we get the photo, I will try to send you one. To see all of those folks at"our" depot was a thrill!

The program went beautifully. Stroms were everywhere, but we had the program outside the depot and then, had our photograph taken around the depot, and then the heavens opened up, and I have never seen such a downpour.

Our state representative even brought us a proclamation from the legislature, and the state comptroller, John Sharp was here to lead the pledge of allegiance and cheer for us. Virginia Long represented the THC in such a lovely way, but you know that I was especially disappointed that you, Jim and Curtis could not be here. I needed to get this marker done, and I am relieved and pleased even if I could not have you here.

Union Pacific vice-president, Jack Kyle spent the entire week-end here, and we really enjoyed him. He is a special person. I now have a UP mug, a golden spike, and a good friend with the railroad. Funny how things work out if you are patient.

Well, thank you for all of your support and patience. Is this the longest anyone ever took getting a marker installed? From 1985 until 1991 has been a long time. But, it was worth waiting for, don't you agree?

Hope to see you in Beaumont. I am also including the list of certificates I gave as requested.

Sincerely,

Audrev D√Kariel







Convention Events open to the industry have provided support for the 1991 convention. Among featured speakers will be George Saturday morning. purchased during registration at the Holiday Inn Friday Evening or public may be purchased from Kandie Wilson at (903) 758-0191 Press". Advance tickets to TPW Messenger, speaking on "Positive (daytime). Tickets may also be Smith, publisher of the News

sented by Pet Hooker, was entitled "Let's Not Forget Robert!" Hostesses assisting Dr. Collins were Helen Slack, Eleanor Harris and Lila Segraves. Plans were discussed for "It's a Grand Night for Music" to be presented on Thursday, April 18 at 7:30 p.m. in the by Helen Slack, accompanist, let the group in singing the hymn of the month, "Joyful We Adore Thee." The course of study, pre-Jenna Guest Music Building on the East Texas Baptist University campus. The program will be sponsored by the Marshall Music Club and will feature area musiof Dr. Glenda Collins for their March 20 meeting. Following offi-cer reports, Lila Segraves, assisted MUSIC CLUB met in the home

> ing to bring the Lions members back into the show." bers," explained Hobbs. "I'm try-

will open with a Lions Loonies Grand Ole Opry, the variety show With a set resembling The

Country Hoedown.
"The idea is to make it a real lively time," said Hobbs.

from the past will be featured Several Lion's Loonies stars

> \$3 for children, and are available to have the talent we have." ent that we have. We're real lucky real pleased with the singing talalong real well," said Hobbs. "I'm The Republic." "I think the show is coming Tickets are \$5 for adults and

from at the door or from any Please see LOONIES, 6C Lion's Loonies, set for 7 p.m. April 5 and 6 and ter. (By Mark A. Dimmitt) Dance students of Cindy Cox Miller of Marshall

Campbell to speak at birthda

SHELLY JONES News Messenger

cheon and program featuring DR. RANDOLPH B. CAMPBELL at bration will be the April 13 lun-Marshall's 150th Birthday Cele-1:30 a.m. at the Marshall Pub-MARSHALL — Continuing

in Denton. The graduate of the 1880," is a professor of history at North Texas State University Southern Community in Crisis, Harrison County, Texas, 1850lic Library. Dr. Campbell, author of "A

University of Virginia has written five books, 25 articles and several chapters in books and his-

crises and catastrophes has upon His talk will concentrate on the period of history between 1850 torical papers. itics, society and economic instithe structure and function of polthe long-term effects of major the community changed and what and 1880 and will explore how

ed number are available, so they additional information, contact the Chamber of Commerce. For must be purchased in advance at JIM BOB MCMILLAN at 935. Tickets are \$6.50 and a limit-

the dedication of a historical marker for the UNION PACIF-IC DEPOT. Scheduled to begin Following the luncheon will be AROUND MARSHALL

be open to the publi at 1:30 p.m., the cer

In other Marsh BETTY CAWOOI

Clerk, and BETTY

attended the three-day trict clerks and stat More than 500 coun Deputy County Cler returned from the 1 inar at Texas A&M County and District C

to hiring techniques ing from personnel ad A wide range of sul

P9:10 marshare gen Messery

"Every year they (her Sunday holocaust cockroaches and structible. In the event of n victus. Il s

Column

IS group present play

HALL - THE MARSHALL HIGH IOOL THESPIANS will give a mand performance of "Break-he Prarie Wolf Code," their 1991 ict winning production at 4 p.m. sday, April 4, in the MHS audim. The group will take the proion to area competition April 6 oring. Tickets are \$2 in advance any Thespian or \$3 at the door.

k help available

THE FINAL DAYS for Volunteer Income Tax Assise (VITA) are April 3 and 10, at shall Public Library between 10 and noon. Those seeking help ild bring income data, such as forms or W-2P forms, railroad ∍ment and or Social Security forms and last year's tax form, ailable.

ACK-PONDER McGINNIS. Kar-Elementary School assistant sipal in charge of transportation, flonday filed a request with the ack ISD Board of trustees to est the non-renewal of his conwith the school district. School d members, under the direction Superintendent Pete Turman, ed to buy out the remaining on McGinnis' contract, an offer efused. Instead, McGinnis, a -year KISD employee, has red the services of Austin attor-Jay Brown in an attempt to his job with the school dis-

SHALL - THE MARSHALL /ETTE Booster club will have a ecue from 10:30 to 3:30 Satur-April 6, on the Kroger parking The price of \$4 for take-outs

includes sausage, brisket, is, slaw, and bread. Proceeds help fund the Mavette spring v and travel to football games.

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ws Messenger 'Soapbox' 1-903-935-7918

press comments, story ideas and opinions. luring non-business hours and weekends.

depot marker set April 13

SHELLY JONES News Messenger

MARSHALL - More than five years of work will be rewarded as the Official Texas Historical Marker for the city's Texas and Pacific Railroad Depot is unveiled and dedicated Saturday, April 13.

The Marshall High School band will provide entertainment for the dedication program, which begins at 1:30 p.m. State Rep. Paul Sadler and Virginia Long of the Texas Historical Commission will be among the special guests.

The first application to the Texas Historical Commission for the marker, written by Charlene Moore, was made in 1985 and members of the Harrison County Historical Commission have continued working on the project. Marshall Depot Inc., a group of Marshall citizens concerned about the preservation of the building, gained a lease on the 78-yearold-structure, last year and have begun the many needed repairs.

The combined MHS Chorale and Band will close the ceremony with a Patriotic Medley.

Audrey Kariel, chairman of the Harrison County Historical Commission, said a photograph of all the guests and commission members will be taken at the decorated depot. Those attending are asked to wear red, white and blue.

The photograph will be sent to the National Trust for Historic Preservation as part of a contest celebrating the birthdays of The National Historic Preservation Act and The National Park Service.

"They are only using buildings that are part of National Register Districts," said Kariel.



HISTORICAL MARKER ARRIVES — Harrison County Engineer Kenneth Cline examines the state historical marker which will be installed at the tunnel entrance to the Marshall Depot later this week. Formal marker dedication ceremonies for the depot are scheduled to begin at 1:30 p.m. Saturday, April 13. (By Mark A. Dimmitt)

Doctor returns home following 'war duty'

MICHAEL J. MIGA News Messenger

MARSHALL — Dr. Gerald Ross, an emergency room physician at Marshall Memorial Hospital, returned to work Monday with all the fanfare of a soldier returning from the Persian Gulf War.

"I still don't know why we have to wear combat gear in the emergency room," he wrote his col-leagues at Memorial, "but maybe it is a good idea. If you stand real still, the patients can't see you in camouflage."

Emergency room staff at the hospital took Ross' humor to heart and on Monday afternoon pre-



Tarshall featured in trave

' JONES lessenger

RSHALL — Once again, all's fine dining, shopping urist attractions have paid on, readers of "30 GREAT YES IN EAST TEXAS", a guidebook, will see just varshall has to offer.

Great Escapes in East represents a new concept el books, and includes such inown Marshall dining shments as the HUNGRY ER, GINGER'S STOT-RD HOUSE, BARN MER'S and BOSKO'S. shops reviewed in the book include the MAR-L FLORAL COMPANY, **OUE COUNTRY COT-**E, HEARTS AND MARSHALL POT-POTTERY VILLAGE, YELLOW BRICK ROAD, WOOD SHED, NASH'S BARN ANTIQUES, **K-A-BYE** and **DADDY'S**

te subjective ratings are solely on merit," said ILYN EVANS of PineyPress. "Marshall will be a ar destination for *Great es* readers because there are any shops and restaurants very high, "four and five"

ratings."

In addition to featuring restaurants and shops, the new book includes historical vignettes for each city, along with tips and suggestions for local points of interest.

Single copies of the book are \$9.95, plus tax, shipping and handling and insurance. Copies can be ordered directly from the publisher by sending a check or money order for \$14.23 to Pineywoods Press, 1008 Brown, Jacksonville, Texas 75766.

As Stagecoach Days, May 17-19, draws nearer and nearer, more plans are starting to take on life. MARSHALL DEPOT INC. will debut its first fund raising project during the weekend event — a "train store" in the old Weisman building in downtown Marshall.

Various train memorabilia will displayed as well as 20 history fair projects, all relating to Marshall. Items for sale will include Texas and Pacific hats, earrings, tie tacks and of course, train whistles, said AUDREY KARIEL of the group. Also on sale will be a set of 7 copies of original photos of the T&P depot.

Members of Marshall Depot Inc. are looking for other pictures of the depot to put on display.

AROUND MARSHALL

"We've come across some really fantastic pictures," said MIKE NORRELL. "We're just looking for old pictures of the depot or train engines and anything that has to do with the old T&P rail yard in Marshall."

Anyone having pictures they would like to display should call Norrell at 935-1800.

Marshall Depot Inc. will also offer memberships into the organization for the first time during Stagecoach Days.

Plans for Marshall's Coming Home Celebration are also underway, said MARJORIE PERKINS of Marshall's birthday steering committee.

The event, set for 7 p.m. May 17 at Mayerick Stadium, will include several of Marshall's "notables" as speakers. These include BILL MOYERS and SUSAN HOWARD among others.

To be honored during the program will be Marshall's oldest living graduate. So far, said Perkins, the oldest living graduate is 96 years old. If anyone knows of an older graduate, please send the name and phone num-

ber to Coming Home Celebration, P.O. Box C, Marshall, Texas, 75671.

Anyone wanting to attend the event is asked to fill out the accompanying form and send it to the same address.

"Also, we would love to hear from the church and here what they are having that weekend," said Perkins.

The JEFFERSON HIGH SCHOOL CLASS of 1981 is planning its own 10-year reunion for June 15. The cut-off day for reunion money is May 10. However, reunion planners are having a hard time finding all of their classmates. The following people have not yet been contacted:

DEBRA ALSUP, BOBBIE

Fast



You've never seen a We've regrouped ar fantastic super value

- Dresses
- Blazers
- Blouses
- Slacks

Marshall's 150th Birthday Reunion "Coming Home 1991"

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SUNDAY, April 7

New life breathed in former depot

Special to the News-Journal

of th to

MARSHALL — The Union Paplecific Railroad is breathing life back into the old depot in Marshall.

After years of negotiation, the in Union Pacific Railroad agreed in November to give Marshall citizens a long-term lease on their historic Texas and Pacific Depot.

The depot, located in the Ginocchio National Register Districts, is to receive an official Texas historical marker on April 13.

Abandoned since 1974, the building is sadly in need of repair. Marshall Depot Inc., a non-profit group created for the purpose of restoring

the depot, is making big plans to celebrate Marshall's 150th birthday during annual Stagecoach Days, which this year will be held May 11-

Marshall Depot

The group's raising project for the depot will be first fundheld at the old Weisman Building in downtown Marshall.

Ed Robinson, well-known Shreveport train photographer, will show 30 photographs from his Texas and Pacific railroad collection.

Model trains will be running and a collector's corner will hold special surprises for train enthusiasts.

Union Pacific Railroad has donated its few remaining T&P tickets in mint condition for fund-raising purposes. T&P hats, earrings and lapel pins also will be on sale.

Larry and Joan Rives, Marshall Depot Inc. board members from Alexandria, La., have not let distance keep them from playing a major role in the project. They are making special T&P paperweights for sale in the collector's corner.

Larry Rives also located the original plans for the depot, dated 1911, in Omaha, Neb. A copy of plans will be

The Rail K mtrak offers tra Special to the News-Journal

"All aboard" this week's travels while we clickety-clackdown-the-tracks on Amtrak, and other trains, and find out why rail travel is a popular way to travel

Amtrak, approaching its 20th anniversary, has succeeded in creating a stable, cost-effective national rail passenger system.

Travel

When riding on Amtrak you get a closer look at everything you pass; you see beautiful scenery learning geology of the country; there are long and short distance convenience trips and Amtrak's newest contract commuter services, all these and more, give leisure travelers many variables.

The fine meals are popular, and the new operations, service and club conference car are quickly becoming very popular items with

Talking about convenience! You can board Amtrak right here in Marshall and Longview for those Leisure readers close by. The various packages make it easy to make your plans, know what to expect and leaving the reservations up to your local travel agents, it will give you different tips, trips and travel connections to make your Amtrak experience a memorable one.

THINGS TO DO

As soon as you decide on an itinerary, call your local travel

agent and make your re. Amtrak provides full 1 you have to cancel and railroad at least 48 hou vance of the departure tin. ■How far in advance you

make reservations depends route and the day, but if locked into specific dates should call now.

■If you want sleeping accou dations on a train during the mer, you need to place rese tions several months ahead.

If you want coach seats and be flexible on dates, you sho be able to make reservatic much closer to your intended d parture dates.

■One of Amtrak's new program permits you to travel the country by train this summer even if you only have time to ride one way.

The Air-Rail Travel Plan, new this year, charges a round-trip fare for one-way travel on Amtrak and one way on United Airlines, permiting other discount plans and three stopovers along your train route. Unlike the others, it breaks the United States into four regions to determine the cost.

SAMPLE PACKAGES Amtrak is gearing up for another strong season this summer with a series of new travel programs in hand.

The Transcontinental package: travel between the East and West coasts that costs \$499 over the summer, \$419 at other times. The Midwest-West package,

Alaskan train nra See Rail, 2-F Amtrak i Longview News Jaumal Sun, april 7, 1991 Page 1-F

keep them from playing a major role in the project. They are making special T&P paperweights for sale in the collector's corner.

Larry Rives also located the original plans for the depot, dated 1911, in Omaha, Neb. A copy of those plans will be on exhibit during

Stagecoach Days.

Anyone wishing to show railroad memorabilia, particularly Texas and Pacific railroad items, can call the Greater Marshall Chamber of Commerce at 935-7868.

Money raised from this depot store will give new life to the depot repairs. Membership in Marshall Depot Inc. will be available for the first time at Stagecoach Days.

Mini train coming

In addition to raising funds for the project, Ray Lawson, owner of Mar-Tex Glass Co., found a different way to aid the depot restoration.

In the next few months, Lawson plans to replace the windows in the depot as his major contribution to-

ward the project's success.

The Piecemakers Quilt Guild is donating a handmade quilt for its part in the fund raising. Trane Hot Air Balloon rides during Stagecoach Days will also benefit the depot.

As a special 150th birthday gift to Marshall, Union Pacific Railroad is sending its miniature passenger

train.

Joe Hollensworth, engineer from North Little Rock, Ark., plans to be in Marshall when the miniature train arrives by rail.

Hollensworth will drive the train on wheels to Maverick Stadium for the Friday evening "Coming Home"

event.

Saturday morning, he will drive the train in the Stagecoach Days Parade. Saturday afternoon at the depot parking lot, free rides will be offered on a first-come basis.

The miniature train symbolizes the golden era of railroad streamliners and the "coming home" of a time past.

Alaska



The beautiful country dow along the Yukon

Wine Napa Valley

By Salle Larson Best Bets Editor

NAPA VALLEY, C selves seated in the d Valley Wine train, tr most people call the r the United States.

The temperature is del and the ambience is a grapes.

On this train trip there and wine to taste, but tasting of the colorful with its winding road the rails.

The wine train has no long, but the word is makes a reservation t most a must.

As you stop at the c the way, knowledge grow grapes for makin Did you know that

Senior spo

Older adults' travel tal

By NYU school of medicine

The elderly tourist, despite a chronic illness, can travel almost anywhere in the world today — provided the disorder is under control.

"The most important preventive measure for older travelers is to pace themselves carefully and not be afraid to modify some of the activities they

-ك

inned in the front seat of a voice le for more than hour Sunday ind a passenger in the car sufered multiple fractures in a wreck on Highway 59 South near the Gill Community Store, authorities

Franklin Hatch, 63, was treated and released from the Marshall Memorial Hospital after being rescued from the vehicle by Marshall firefighters who used the "Jaws of Life" machine to free the man, according to reports.

A hospital spokeswoman said Hatch suffered minor injuries while the passenger, Donna Cooper, 57, also of Longview, sustained fractures to her shoulder blade and ribs. She remains in the hospital in stable condition.

Texas Department of Public Safety (DPS) Trooper R.E. Stanfield said Hatch was driving a 1991 Dodge Stealth north on Highway 59 when he passed a vehicle in the outside lane.

"He hit a puddle of water and started hydroplaning and his vehi-

cle spun backwards and sideways, hitting two pine trees," Stanfield said. "The driver was pinned in the front seat and the passenger was knocked to the back. Hatch was wearing a seatbelt, but Cooper wasn't."

Hatch was cited for unsafe speed and Cooper was cited for failure to wear her seatbelt.

Gill volunteer firefighters assisted in the rescue.

FIRES

HARRISON COUNTY - A fire Sunday in the kitchen of St. John's Baptist Church on Blocker Road burned the church's oven and damaged the kitchen area, according to Harrison County Fire Marshal Denny Engdahl.

The blaze was caused by a cooking accident and no injuries resulted, the fire marshal said.

Engdahl estimated the damage at \$500.

Volunteer firefighters from Gill and Blocker-Crossroads extinquished the fire.

day on Darco Koau, on rughway 43 South near Sabine Mining, according to Harrison County Fire Marshal Denny Engdahl.

The car had apparently been abandoned for some time, Engdahl said.

The owner of the vehicle and the cause of the fire are unknown, according to Engdahl.

OFFENSES

A vehicle was reportedly burglarized while parked at Pinehaven Apartments in the 2500 block of East End Boulevard.

A burglary was reported at a residence on Country Club Road. ARRESTS

Adolphus Victor Moore, 27, was charged with disorderly conduct and resisting arrest in the 1800 block of Meadow Street.

James Bradshaw Jr., 24, was arrested on a revocation of probation warrant from the Woodville Sheriff's Department and additional warrants from the Marshall Police Department.

Kenny Perkins,



DEPOT CLEANUP - Travis Walton and Jeffery Armstong heave a couple of trash bags onto a pile created during a Saturday cleanup at the Marshall train depot. A dedication ceremony for a historical marker at the depot is set for Saturday, beginning at 1:30 p.m. Honorary visionoH

Mushall Mines Michael Market at the application of the state of the st

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aided by antique shops Writer says tourism

MARSHALL — Antique shops are continuing to draw more visitors to East Texas cities adding to the growth of the Texas tourism industry, according to North East Texas travel and tourism writer Ann Ruff.

Ruff, a free-lance writer who writes a monthly feature entitled "Texas Festivals" for the Hous-Tuesday as part of the Spring ton Chronicle, visited Marshall Writers Tour of Marshall and East

Marshall Convention and Visitors Bureau at the Michelson-Reves ing a luncheon, hosted by the Ruff said explained how local antique shops can enhance Marshall's ability to draw tourists dur-Museum of Art.

"This town really needs more antique shops," said Ruff. "The other festivals which Marshall hosts are a wonderful thing to have, but a city like this needs something that's interesting

enough to draw people here year round.

prised how successful a venture such as that would be." "Of course, that's just a sugity by any means, so I don't people here to set up believe you really would be surantique shops overnight, but expect

Ruff has made several trips to Marshall and written articles on tourist attractions in the city.

of the facility which is being renovated by a local group. "I just "I keep waiting to do a story on the Marshall Depot," said Ruff finished doing a story about Marso your city does keep me busy." shall's Stagecoach Days Festival

city and should prove to be a profitable addition to the city's have added "a new flavor" to the Marshall's bed and breakfast inns Ruff said the development of tourism industry.



EXCITED ABOUT THE DEPOT — Ann Ruff, at left, well-known tourist publicatio vention and Visitor Development, and Connie Ware, Chamber president, during Tu-North East Texas Tourism Council's Travel Writers Tour in Marshall. er, talks with Patti Harris, Chamber executive director, Pam Whisenant,

Share

inside for entry form & detail See Messhall Mess Messerger Misshal, Into

Muskau News Messerger Page 1 15 years later, man 'set

PITTSBURGH (AP) — A man's sudden recollection from childhood of the night his father was shot to death has led to murder charges against his mother and an ex-lover 15 years after the crime, police said.

Arlene Montgomery, 39, of Punxsutawney, and Steven G. Slutzker, 40, of Canton, Ohio, were charged in the slaying of Ms. Montgomery's first husband,

John Mudd, at their suburban Pittsburgh home in 1975.

Ms. Montgomery was jailed without bail. Slutzker was released Wednesday on \$50,000 bail.

In the original investigation, Slutzker was arrested two weeks after the slaying. A murder charge was dropped because of insufficient evidence, but he served 11 months in prison for solicitation of murder. Ms. Montgome never charged.

Police reopened the case 20-year-old John Mudd Jawas 5 when his father was suddenly remembered ever that night, a police af shows. Police did not a what triggered the recollections

According to the affidatelder Mudd was killed af power in his house went o

Column

One

Dedication ceremony set at local depot

MARSHALL - THE OFFICIAL TEXAS HISTORICAL MARKER for Marshall's Texas and Pacific Railroad Depot will be dedicated at a ceremony Saturday, April 13, at the depot. The Marshall High School Band will begin performing at 1 p.m., followed by the ceremony at 1:30 p.m. Those attending are asked to red, white and blue for a photograph to be sent to the National Trust for Historic Preservation as part of a contest celebrating the birthdays of The National Historic Preservation Act and The National Park Service.

Leaders to meet

MARSHALL — THE MARSHALL CITY COMMISSION will hold a meeting to consider a presentation from the organization Recycle Partnership concerning their local recycling efforts and consider awarding a contract for the north main outfall reconstruction project. The meeting will begin at 6:30 p.m. in the Gold Room of the Marshall Public Library.

MARSHALL — STEWART BLOOD CENTER will be at Kroger, 300 E. End Blvd., from 2 until 5 p.m. Monday, April 15.

CARNEGIE LIBRARY will hold a gigantic book sale April 19 and 20. If weather permits, tables will be set up on the front and side lawns of the library, permitting easy access to the books. Hard cover and paperback books on adventure, action, romance, mystery, intrigue, biographies, how-to books, history and others will be offered at nominal prices. Funds raised will benefit the non-profit library.

THURSDAY April 11, 1991



114th Year... No. 263

THE 3 R's

'Rangling, 'Riting, Reaching (compromise for Texas Legislature

AUSTIN (AP) — Gov. Ann Richards says she's ready to sign a school finance reform bill into law, if legislators approve the measure.

"The legislation is going to reflect on the economic future of this state, and whether or not all children have an opportunity at a good education. And I believe this bill does that," Richards said Wednesday.

The House may vote on the reform bill as early as Thursday, said House Speaker Gib Lewis, D-Fort Worth. Lt. Gov. Bob Bullock said he also wants a quick vote in the Senate.

Leaders on both sides prodict

might," said Parker, D-Arthur.

The bill does contain a enue cap to limit such dispar when school districts contain 2 percent of the state's stud begin outstripping others in 1 ing money.

A House-Senate confere committee approved the sci finance reform plan 10-0 Wedi day, after revising a school c solidation provision that so warned could have doomed measure in the House.

The provision would he paved the way for the state e cation commissioner to force to

News Messenger



THAT TAKES THE CAKE — Jerry Brown, director of bakery manufacturing for Brookshire Grocery Co. shows a portion of Marshall's giant 12-by-16-foot 150th birthday cake to celebration chairman Audrey Kariel and Coming-Home chairman Margie Perkins. The huge cake will depict a painting of historic Marshall by artist Diane Jones, completed for the Texas Sesquicentennial in 1986.

OBITUARIES

Sammy Carriker

Sullivan Funeral Home

MARSHALL — Funeral services for Sammy Jay Carriker, 35 of Dallas, are pending with the Sullivan Family of Funeral Directors.

Mr. Carriker died at 11:45 p.m. Friday, April 12, 1991 in Dallas.

Survivors include one son, Samuel Jay Carriker of Marshall; his mother, Mrs. Frances Odell Moore of Marshall; one brother, Levvy Randall Carriker of Ft. Lauderdale, Fla.; two sisters, Mrs. Lynda Kay Fields of Atlanta, Texas and Mrs. Jan Wilson of Marshall; his grandmother, Mrs. Lorena Moore of Marshall; four nephews and one niece; and a

Marshall native killed in accident squabble

DALLAS — The fatal shooting of a Dallas man was apparently sparked by a traffic accident dispute, authorities said Saturday.

Sammy Jay Carriker, 35, formerly of Marshall, was shot Friday near the 4300 block of Maple Avenue, where a two-vehicle accident was reported about 11:45 p.m., Dallas police said.

"Carriker, who apparently was not an occupant in either vehicle involved in the accident, apparently got into an argument with four unknown subjects in a blue vehicle which was in the accident," said Detective Hamilton of the Dallas Police Department.

"Mr. Carriker was shot once in the chest with a small caliber handgun. The alleged suspects then fled the scene in the blue vehicle, based on the information we were able to gather from witnesses at the scene."

Hamilton said the accident and the shooting are still under investigation by the Dallas Police Department.

Obituary information appears on page 3A.

"The truck ma

new depot maker Group dedicates

SHELLY JONES

Saturday, culminating the group's efforts to save the depot from Depot Inc. members witnessed the unveiling of the official Texas Historical Marker for the old Texas and Pacific Railroad Depot MARSHALL — Marshall destruction.

During the event, State Rep. Paul Sadler read House Resoluresidents for their "tireless efforts" in the preservation of the 78-yeartion 528, commending Marshall old structure.

"I am truly proud of you, the residents of Harrison County," he

The building opened in Marshall at the junction of the Texarkana and Louisiana Lines, railroad yards once employed as many as 3,000 people.

The building shut down in 1973 positioned to serve both routes and to complement the nearby Ginocchio Hotel. The depot and

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& REAL ESTATE

and was slated to be demolished, until Marshall Depot Inc. and Union Pacific reached a lease agreement last year.

"We have our memories and we do have our depot," said Audrey Kariel, president of Marshall Depot Inc. "We will work very hard to see that it is restored to its original beauty."

were County Judge Rodney Gilstrap, State Comptroller John Sharp, Jack M. Kyle III, vice-president of Union Pacific Raiload, and Virginia Long of the Also present for the dedication Greater Marshall Chamber of Commerce President Connie Ware and City Commissioner Jim Pediexas Historical Commission. son unveiled the marker.

mony were Sam Moore and his wife, Charlene, who authored the Recognized during the cereoriginal application for the mark-Kariel also presented certificates of appreciation.



DEPOT DEDICATED — Marshall Chamber of Commerce President Connie \(\) Commissioner Jim Pedison unveil the new Texas historical marker placed call for a total restoration of the depot building which was recently acquir senger tunnel entrance to the Texas & Pacific Railroad depot in Marshall. lease agreement with the Union Pacific Railroad (By Mark A. Dimmitt)

Your Share

See inside for entry form

harshall Hees Messyn - Marked, Leyar,

Stewart's mobile e set up in the i. Anyone over the ho is in generally may donate blood. are age 17 may

e cholesterol test ne on each unit he results sent to Drive is open to ne community.

singers are need-Galley Theater in hich is scheduled lay. Located in the ng as The Galley the theater will narily melodrama ım-type entertain-: interested may irector Ben Johnnight at the the-W. Austin. For call 297-9800 or

rt League's annuwill open today through April 26 shall Public Li-Alamo. Admission

ors: The Silver of Carthage will m. Tuesday at Co-: Retirement Cenastman Road. For call Linda Ross,

will review Voy Bright's book. t Lesson," 10 a.m. ie Nicholson Cha-United Methodist ee time will be the fellowship is open to the

letery Association 10 p.m. Thursday Methodist Church the consideration acquisition of adto expand the mbers are urged

Alumnae will i a silent auction y in the home of 1. Any DZA may information, call

birthdays today Butter, Joy Johnieek, Anna Belle in Post, Milton rginia Ross, Rob yn Morin, Gini Hawkins, Nuel

:ha Jr., Dr. Zeke y Atkinson Jr., ker, Sue Todd. is, Roy Saffold, ght, Mary Stiles, and Whitney

nearby countles reported that all but a few minor roads were open by Sunday night.



are age 17 may parental permischolesterol test e on each unit Narshall dedicates historical marker for old railroad depot

By Gail Beil

News-Journal correspondent

MARSHALL - Railroad buffs, historians, and a number of dignitaries braved leaden skies and an overwhelming 70 percent prediction of rain to attend the dedication of the T&P Depot Historical Marker.

They gathered in the parking lot in front of the 1910 structure, the last remnant of an industry that once provided jobs for half the town. Marshall High School's band and chorale came to perform.

"If it starts raining, we'll have to shut down," chorale director Mike Welch said, referring to the fragile nature of some of the instruments. But it didn't, and the band was able to play its entire thirty minute concert.

When chairman for the event, Harrison County Historical Commission chairman Audrey Kariel,

gathered had worked on the railroad, nearly half the 300 member audience raised their hands.

Dignitaries at the dedication included Jack Kyle, president of Union Pacific; Virginia Long of Kilgore, member of the Texas Historical Commission: Max Lale, Texas State Historical Association president; Dr Randolph Campbell, North Texas University professor; Sam Moseley, regional director of HUD; and Mrs Ruby Moyers, whose son Bill Moyers' intervention with Union Pacific CEO Drew Lewis is generally considered to be the turning point in a decade of negotiations between local historians and the railroad for possession of the structure.

There were some very special guests also. State Comptroller John Sharp, who had "been a friend," according to Kariel, dur-

asked how many of the people ing negotiations with Union Pacific while Sharp was on the Texas Railroad Commission, and State Representative Paul Sadler, who presented a Legislative Proclamation commending the efforts of those preserving the depot.

> At the end of the formal ceremonies, skies darkened, and a few drops of rain fell as the entire audience, from bands to babies, made their way through the tunnel to the depot itself.

> They posed in front of and on the balcony of the depot for a photograph to be submitted to the Narional Trust for Historic Preservation. Most of the crowd was clad in red, white and blue, and many brought small flags.

The photo is part of a series to be displayed at the National Trust's annual meeting in the fall.

POLICE BEAT

From Staff Reports

Tyler man killed when car hits him

A 19-year-old Tyler man was lying across Texas 31 about 5 miles west of Kilgore late Friday night when a car driven by a Longview woman struck and killed him, said a spokesman with the Tyler Department of Public Safety.

Luis Hernandez, lately of Chihuahua, Mexico, was flat on the road, and not visible to Marilyn Thomas who was driving the Toyota Corolla that ran over Hernandez shortly before midnight Friday, DPS said.

Justice of the Peace Jack Baggett pronounced Hernandez dead at the scene. The accident was investigated by Trooper Cliff

Hernandez had been a Tyler resident for about 15 months before his death.

Woman arrested on drug charges

Police discovered five large rocks of what they believed to be crack cocaine in the purse of a 33-year-old Longview woman at about 8:40 p.m. Saturday along the 400 block of Sabine Street, police said.

The woman's name is being held pending her arraignment.

On the advice of a police informant, Officer Steve Burnett stopped the woman who was standing along the street, reports

Longview man reports robbery

Two men in their mid-20s reportedly robbed a Longview man of his wallet and \$200 in cash at about 2 a.m. Saturday, police said.

Angel Olvera, 30, reported that the men threatened him with a metal pipe, said reports. He was nct injured in the robbery.

Gilmer kindergarten sign-up begins

From Staff Reports

GILMER - Kindergarten preregistration and screening tests begin today in the Gilmer Independent School District.

To be eligible for kindergarten, students must be 5 years old on or before Sept. 1, 1991.

Parents should bring students to the elementary school principal's office to pre-register, and teachers will give the children a screening test after they register.

Pre-registration will be done alphabetically using this schedule:

Today, A-D, 8-10:30 a.m.; today, E-H, noon-2:30 p.m.; Tuesday, I-L, 8-10:30 a.m.; Tuesday, M-P, noon-2:30 p.m.; Wednesday, Q-S, 8-10:30 a.m.; Wednesday, T-Z, noon-2:30

Parents need to bring the student's immunization record, an official copy of birth certificate and the student's Social Security number when registering.

TODAY IN HISTORY

By The Associated Press

days left in the year.

Today's Highlight in History: In the early morning hours of

Atlantic off Newfoundland, less than three hours after striking an icebern About 1 500 of

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News Messenger

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ARTS IN EDUCATION GRANT — Union Pacific Railroad Vice President Jack Kyle, right, presents Marshall Regional Arts Council President Margie Perkins and Executive Director Jim Bob McMillan with a \$1,000 grant from the railroad. The grant will be used to support the council's Arts In Education program which services 11 schools located in Harri-

OBITUARY

Rosa Thomas

Sullivan Funeral Home MARSHALL - Funeral services for Rosa Lee Nader Thomas, 87, of Marshall were held at 10 a.m. Thursday at Trinity Episcopal Church with Ernest Saik officiating. Burial was in Algoma Cemetery-South under direction of Sullivan Funeral Home.

Mrs. Thomas died Tuesday, April 9, 1991 in a Marshall hospital following an extended ill-

She was born March 10, 1904 in Shreveport, La. She was educated in the Marshall public

schools and married Sam Thomas Sr. on Jan. 31, 1921 in Marshall, who preceded her in death in June 1944. She was a homemaker and a member of Trinity Episcopal Church in Marshall. She was owner of Sams Wholesale Candy and Tobacco Company in Mar-

She was also preceded in death by a daughter, Katherine Thomas Howell in 1978.

Survivors include one son, Sam Thomas Jr. of Marshall; two daughters and sons-in-law, Selma and Thomas Reardon of Pittsburg and Juanita and Carroll Colvert of Dallas; one son-in-law, Fran-

cis M. Howell of Pittsburg; five grandchildren, Celeste Reardon Roach of Mt. Pleasant, Thomas Webster Reardon Jr. of Tyler, Christopher Alan Colvert of Houston, Jan Colvert of New Market, N.H. and Stephen Thomas Howell of Garland; three great-grandchildren; three brothers, Henry M. Nader of Jacksonville Beach, Fla., Richard L. Nader of Fort Worth and Tom Nader of Marshall; two sisters, Amelia Nader and Della Nader, both of Marshall; and several nieces and nephews.

Doctor has unique hobby

PAT TURNER

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Union Pacific will help Marshall celebrate during its annual Stagecoach Days, May 17-19, by bringing a miniature passenger train to Stagecoach Days.

Union Pacific to bring gift to Stagecoach Days

MARSHALL — Union Pacific Railroad will help Marshall Depot Inc. and other Marshall resident celebrate Stagecoach Days and Marshall's Birthday this year by bringing its miniature passenger train to the annual event, March 17-19.

"This is Union Pacific's Birthday gift to Marshall," said Audrey Kariel, president of Marshall Depot Inc.

The train will appear in Saturday's parade and provide free rides from 10 a.m. until 5 p.m. at the old Texas and Pacific Depot, located in the Ginnochio historic district. Union Pacific's sleek miniature passenger train takes its passengers on a sentimental journey back nearly 50 years to the golden era of railroad streamliners.

The dome coach and open top car is powered by a reproduction of a diesel locomotive. The three-unit is a one-third scale model of the famed City of St. Louis passenger train.

The train has been used in communities to help celebrate special events and the two passenger units provide seating capacity for 26.

The gasoline powered train is painted in the Union Pacific traditional armour yellow.

Pioneer i

INEZ HATLEY HUGHES Harrison County Museum

MARSHALL — Harrison County's many-faceted pioneer,

son of Seth and Sallie Macon Green Ward and sister to Gen. Thomas J. Green, North Carolina-native William Richardson Davis Ward, (1808-1868) seems to have had the wanderlust!



Hughes

In Georgia, he married Henrietta Vivion (1808-1866). Their first child, William Alexander Richardson Davis was born in Florida in 1831; their next child, Virgil Vivion, was born in North Carolina in 1832. In the mid-30's they moved to San Augustine.

Having received a Land Grant in Harrison County, near Caddo Lake, he came here in 1836 and opened a business at Port Caddo which seemed to prosper but he sold to Rene Fitzpatrick his land, now known as the Fitzpatrick-Fox-Jones Plantation and bought land in northeast Harrison County; when his home was burned, he sold the land, now known as the Ware Place, to Henry Ware and moved to Marshall, where again he became a merchant. He seems to have prospered as he is listed in the 1850 Census as a merchant with \$18,000 and anoth-

Close encounters of t

CHRISTINA FERCHALK Thomson Newspapers

I just happened to be standing near the sink one morning when a dirty glass in the dishpan decided to self-destruct. It exploded, showering me with shards of glass and cutting a 2-inch gash down the side of my thumb. It wasn't an accident. That glass deliberately attacked me. It's not the first time I've been attacked by an inanimate object.

Years ago, I was walking across the kitchen floor. Suddenly the baby's highchair scurried across the lineleum and rammed one of

believe me the time I told him the washing machine was out to get me either.

Every time I got within touching distance of that miserable machine, it would give me a zap. I hate electrical shocks, even small ones. I've come to consider cuts, burns, scrapes and scratches to be part and parcel of my everyday existence, but electrical shocks still scare the bejeebers out of me.

My husband checked the machine, said it was correctly grounded, in good working order, and the zaps were all in my head.

WHY WE

I was still dripping wet from bathing the dog.

I think I became airborne that day. I felt the current shoot out of my toes. The jolt slammed me against the refrigerator door.

My husband came to the rescue. "Lucky for you it wasn't a 220-volt," he said calmly. "That mighta killed you instead of just knockin' you on your can."

You can bet I never kissed his boo-boos again!

I know I'm not the only per-

money to repair the cabins.

Hahn relies on what was thrown away to tell the story about planta-

"But you have to realize the tion lifestyle. people for which these cabins were

They said the foundation varies in each cabin but the soft bricks are the same of those used in the main plantation house.

"We have found clay marbles in almost all of the cabins and a lot of coins from the '20s and '30s," he are descendants of the creator of Magnolia, Ambroze LeComte, and the main house remains in the family. Dr. Hertzog captured on film the lifestyle of the plantation in the 1930s and the families that lived in the cabins.

originally built didn't have a lot of nomecoming Marshall plans gigantic District Judge Sam B. Hall, Jr., ser-

By JOHN GORDON

The Times MARSHALL, Texas - Marshall natives are coming home in a big way to help celebrate the city's

150th anniversary. Graduates from every Marshall school are invited to a citywide homecoming May 17-19. Organizers are hoping to pack the 6,000-seat Maverick Stadium for a program featuringe such notables as journalist Bill Moyers, football star Y.A. Tittle, actress Susan Howard, and civil-rights leader James Farmer.

The homecoming is being held in connection with Marshall's annual Stagecoach Days festival.

"We already have at least 20

states represented," said Margie Perkins, who is in charge of the city's biggest homecoming. "Where else can you get an evening such as this for a \$2 ticket?"

Moyers will be keynote speaker during the Maverick Stadium program, set for Friday, May 17. A Marshall native, Moyers has received every major award a broadcaster can win, including 20 Emmy awards in his 20 years of broad-

Moyers worked as special assiscasting. tant to President Lyndon Johnson from 1963 to 1967. His broadcasting career included key assignments with CBS television before a return to public television in 1986.

Also on the program will be U.S.

ving as master of ceremonies; Howard, former star of the Dallas television series; Tittle, one of the alltime great quarterbacks in professional football; and Farmer, founder and former national director of the Congress of Racial

Equality. Also sharing the podium will be several other former Marshall residents, including Joseph Goulden, author of the best-selling book The Superlawyers; Raymond Hall of the sociology department at Dartmouth College; retired Maj. Gen. Vernon B. Lewis Jr.; retired Rear Adm. Richard T. Gaskill; and O. Ivan White Jr., warden at a federal prison in Phoenix.

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Springert La.
1991

Texas Historical Commission staff (JWS), 8/21/89, revised 1/24/90, 8/6/90; retyped (LCH) 5/4/2005 27" x 42" Official Texas Historical Marker with post Harrison County (Job #23-2004) Subject RR (Atlas) UTM:

Location: Marshall, N Washington St at Ginocchio

TEXAS & PACIFIC DEPOT

MARSHALL'S FIRST RAILROAD WAS CONCEIVED AS A CONNECTION TO RED RIVER STEAMBOAT TRAFFIC. TWENTY MILES OF TRACK WERE LAID NORTHEAST TO SWANSON'S LANDING ON CADDO LAKE BY 1858.

IN 1871, THE U.S. CONGRESS AUTHORIZED THE TEXAS AND PACIFIC RAILWAY COMPANY TO BUILD A TRANSCONTINENTAL RAILROAD, WHICH WOULD RUN ALONG THE 32ND PARALLEL FROM MARSHALL TO THE WEST COAST. TWO YEARS LATER, THE T&P MOVED ITS MAINTENANCE SHOPS TO MARSHALL.

A NEW PASSENGER DEPOT WAS BUILT HERE AT THE JUNCTION OF THE TEXARKANA AND LOUISIANA LINES IN 1911-12, WHERE IT WAS POSITIONED TO SERVE BOTH ROUTES, TO COMPLEMENT THE NEARBY GINOCCHIO HOTEL AND LARGE TEXAS & PACIFIC SHOP COMPLEX, AND VISUALLY TO TERMINATE WASHINGTON STREET FROM THE COURTHOUSE.

THE RAILROAD'S ARCHITECT WAS INFLUENCED BY THE POPULAR PRAIRIE SCHOOL STYLE OF ARCHITECTURE AND COMBINED ABSTRACTED RENAISSANCE AND MEDITERRANEAN DETAILS ON THE BRICK AND CONCRETE STRUCTURE. PROMINENT FEATURES INCLUDE A TILE ROOF AND WOOD AND PLASTER ACCENTS. A PEDESTRIAN TUNNEL WAS ADDED FOR SAFETY IN 1940.

THE TEXAS & PACIFIC DEPOT REMAINS AN IMPORTANT SYMBOL OF MARSHALL'S RELATIONSHIP TO THE RAILROAD, ONCE ITS MAJOR EMPLOYER AND TRANSPORTATION SOURCE.

RECORDED TEXAS HISTORIC LANDMARK - 1985

THC use only

OFFICIAL TEXAS HISTORICAL MARKER APPLICATION FORM

Please complete both sides of form.

a RECEIVED

JUN 0 7 2004

Proposed marker title: Texas & acific Desot (Marshall Texas) Exact 1500 Colors
Proposed marker title: Texas Historical Commission staff and/or State Marker Review Board.)
Nearest town (on state highway map): Marshall 800 N. Washington, Marshall, Texas
Will the marker go at the actual site of the topic being marked? The solution of the answer is no, provide the distance and directions to the actual location from the marker (i.e. 100 yards east). Note that grave markers, Recorded Texas Historic Landmark markers and Historic Texas Cemetery markers must be placed at the actual sites.
APPROVAL OF COUNTY HISTORICAL COMMISSION The county historical commission (CHC) must approve the marker application, narrative history and documentation before they are forwarded to the THC. The signature of the representative below signifies the CHC has reviewed and approved the application in full.
Printed name of CHC chair or marker committee chair*: Margaret O. Agnor Signature: Margaret O. Ganor Date: Mailing address: Harrisen Co. Courthouse Agns, 102W HoustonCity, zip: Marshall 75670 Daytime phone: 903/938-2559 Fax: 903/938-1287 Email: agnor in Ocharter, net
The CHC or marker committee chair will be the primary contact regarding the application. The marker committee chair's signature is valid only if notification is properly filed with the THC (call 512/463-5853 to request a form).
PERMISSION OF PROPERTY OWNER FOR MARKER PLACEMENT Permission from the property owner for placement of a marker is required. Provide the name of a contact person if the owner is an institution, organization or public entity. Do not complete this section if the marker is to be placed on right-of-way maintained by the Texas Department of Transportation.
Name: Marshall Degot Inc Contact person (if applicable): L. L. Clark City, zip: Marshall, 75670 Walling address: 800 Horth Washington
Contact person (if applicable): L. L. LIEVE City, zip: Wayshall, 75670
Phone: 903 938 949.5 Fax: Email:Email:
Do you wish to receive copies of all correspondence concerning this marker application? Yes No
PAYMENT INFORMATION (payment form will be sent to the following): Name: MタンSりはい カイター・オット
Contact person (if applicable): L. L. Clark Mailing address: 800 North Washing to 4 City, zip: Marshall 75670 Daytime phone: 903 938 949.5 Fax: Email:
SHIPPING INSTRUCTIONS In order to facilitate delivery of the marker, neither post office box numbers nor rural route numbers can be accepted. To avoid additional shipping charges and time delays, use a business street address (Open 8 a.m5 p.m., Monday-Friday). If the marker is to be placed on state highway right-of-way, it will be shipped directly to the district highway engineer. Name: Marshall Droft Inc.
Street address: 800 North, Washington City, zip: Mavshall, Tx 75678 Daytime phone: 903 938 9495
(OVER) Tues -5 at.

TYPE AND SIZE OF MARKER DESIRED

Subject markers are educational in nature and convey no legal restrictions to the property. They are appropriate for topics suc	ch as church
congregations, schools, towns, businesses, persons, events and institutions. These markers should not be attached to build	
marker is to be attached to a surface other than the foundry-provided post, please provide the requested information in the space	e below.
☐ 16" x 12" grave marker (comes with mounting bar)	425
☐ 27" x 42" marker with post	250
□ 27" x 42" marker without post (for attachment to)	
☐ 18" x 28" marker with post	850
☐ 18" x 28" marker without post (for attachment to)	
RECORDED TEXAS HISTORIC LANDMARK MARKERS	
Markers conveying the Recorded Texas Historic Landmark (RTHL) designation are reserved solely for historic structures deer	med worthy
of recognition for their architectural integrity and historical associations. The RTHL designation carries a measure of legal	protection
(see Marker Policies 13 through 18), therefore a legal description (lot and block numbers) is required. The most commonly	used mark-
er for conveying the designation is the medallion and plaque (also referred to as a building marker); however, subject mark	kers may
also be used to provide more information. If the marker is to be mounted directly onto a structure, care should be taken to	avoid dam-
aging historic building material. Note that RTHL markers must go at the site for which the designation is given.	
☐ Medallion and 16" x 12" plaque with post\$	525
☐ Medallion and 16" x 12" plaque without post (for attachment to)	
27" x 42" marker with post	
□ 27" x 42" marker without post (for attachment to)	
□ 18" x 28" marker with post	
□ 18" x 28" marker without post (for attachment to)	
Legal description of property (lot and block number; metes and bounds):	
III HISTORIC TEXAS CEMETERY MARKERS	
The purchase and display of a historical marker is not a required component of the Historic Texas Cemetery (HTC) design	
the THC offers options for those situations in which a marker will contribute to preservation or interpretation. Only cemeter	
HTC designation are eligible for HTC markers, and the designation process must be complete before a marker application can	
processed. Once the designation is awarded, no additional documentation is required for an HTC medallion or medallion v	
and date plaque. For medallions with interpretive plaques, however, the same type of history and documentation re	
and date plaque. For medallions with interpretive plaques, however, the same type of history and documentation resubject markers and RTHL markers is necessary.	
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and date plaque. For medallions with interpretive plaques, however, the same type of history and documentation resubject markers and RTHL markers is necessary. Medallions only and medallions with name and date plaques: Medallion only, without post (for attachment to	250 300 400 500 650 750 850

and maps to the county historical commission. Once the authorized CHC representative has signed this form and reviewed the packet,

mail both to: History Programs Division, Texas Historical Commission, P.O. Box 12276, Austin, TX 78711-2276.

For more information contact: Texas Historical Commission, History Programs Division P.O. Box 12276, Austin, TX 78711-2276 512/463-5853, Fax 512/475-3122 www.thc.state.tx.us Rev. 3/2003



Replacement

OB NO.

23-2004

COUNTY Harrison

\$1250

CITLE

Texas and Pacific Depot

SIZE

Cemetery ID#

PRICE

HTC Designation

CHC Contact: 1. Notification/Inquiry 5/4/04 Margaret Agnor Harrison Co. Courthouse Annex 2. Receipt of application 6/17/04 102 W. Houston 3. Additional information sent for Marshall, TX 75670 903/938-2559 Received: 903/938-4287 fax agnor m@charter.net 4. Approved 05 6. Letter of approval sent; folder **⊠All** Payment Ship labeled Copies to: 7. Check received 7-1-05 L.L. Clark THC#9085752 Amount /250 Marshall Depot, Inc. Addt'l check received 800 N. Washington THC# Amount Marshall, TX 75670 8. Inscription written 903/938-9495 File name: US 2004 9. Inscription sent for approval 10. Reapproval sent (if necessary) All Payment Ship 11. Highway permission secured (if ☐ YES! necessary) 12. Order sent to Southwell All Payment Ship o Incising o Paperweights 13. Proof checked 14. Notice of shipment sent 15. Survey completed for Atlas Waco District

Form Z Construction, Inc

510 E Grand Marshall, TX 75670

Estimate

Estimate #			
3			

Name	1	Address
------	---	---------

Marshall Depot, Inc. 800 N. Washington Ave., Suite 1 Marshall, TX 75670

Project

Description	Qty	Rate	Total
Texas & Pacific Depot Repair	A		
Masonry:			
March Engineered brick (min. order @ .75/brick)		562.50	562.50
Replace Lug Seal below window		1,217.81	1,217.81
Remove Face Brick		2,400.00	2,400.00
Clean old brick (900 @ .32/brick)		288.00	288.00
Remove two windows		300.00	300.00
Bracing/Bridging			
Brace existing structure			
Steel, wood materials		487.12	487.12
Installation		176.96	176.96
Move Wall			
materials		87.88	87.88
Labor		640.00	640.00
Remove and Replace Gate		380.00	380.00
Sample Panels of Masonry (up to 4)		600.00	600.00
Replace Windows		300.00	300.00
Re-lay Brick		1,200.00	1,200.00
Point damaged joints on int./ext.		180.00	180.00
Scaffold Rental (4 sections)		151.55	151.55
Miscellaneous:			4.50.00
Barricades		160.00	160.00
Grubb Pottery: 24" Pot		101.75	101.75
Historical Marker		1,250.00	1,250.00
Clean-up		35.00 451.52	35.00 451.52
Patch/Paint damaged plaster on interior		451.52	431.32
Permit		45.00	45.00
General Liability		31.83	31.83

Form Z Construction. Inc E Grand Marshall, TX 75670

Estimate

Date	Estimate #			
5/5/2004	3			

Name / Address

Marshall Depot, Inc. 800 N. Washington Ave., Suite 1 Marshall, TX 75670

Project

Description	Qty	Rate	Total
Builder's Risk Subtotal		68.69	68.69 11,115.61
Overhead Profit		1,111.56 1,222.72	1,111.56 1,222.72
Scope: Remove and replace damaged masonry, gate, and patch damaged plaster ceilings and re-paint. No roof repairs or masonry parapet walls are figured in estimate. If the owner or Texas Historical Commission requires a mortar analysis add \$3400.00. No asbestos or lead abatement included. Work includes all necessary General Liability and Worker's Compensation Insurance.			
NOTE: Every effort will be made to match the color of the masonry/mortar, but we assume that a color variation in masonry and mortar of 5% darker or lighter is acceptable.		0.00 0.00 0.00	
		Total	\$13,449.89

pawpaw1@shreve.net

From: pawpaw1@shreve.net

Sent: Thursday, May 13, 2004 6:38 PM

To: 'Jeffrey.harris@thc.state.tx.us'

Subject: FW: Damage to the headhouse at the Texas and Pacific Railway Depot in Marshall, Tx.

----Original Message----

From: pawpaw1@shreve.net [mailto:pawpaw1@shreve.net]

Sent: Thursday, May 13, 2004 2:14 PM

To: 'Jeffreyharris@thc.state.tx.us'

Subject: Damage to the headhouse at the Texas and Pacific Railway Depot in Marshall, Tx.

Dear Mr. Harris,

I am Al Walsh, Pres. of Marshall depot, Inc. We are the organization that saved and restored the old T&P Depot in Marshall. On sunday, May 2, 2004 an automobile struck the small brick building that serves as the entrance to a tunnel under two sets of RR tracks and leads to the depot. Briefly the damage includes the following:

The Historic Marker was destoyed.

A large ceramic planter was destroyed. This was not original to the facility.

A portion of the brick wall facing North Washington St. was displaced about 2" off the foundation. One of the two steel gates providing entrance to the headhouse was deformed and will require repairs. I am not

sure but it is likely that the gates were not original to the facility.

We requested Mr. Curtiss Graff, a local contractor, to assess the damage and prepare an estimate of the cost. You may know Mr. Graff since he was the construction foreman in charge of the restoration project. Please advise what steps we must take to get THC approval of the repair work.

Respectfully yours.

Al Walsh, Pres. Marshall Depot, Inc.





RECEIVED

MAY 2 7 2004

Division of Architecture



RECEIVED

MAY 2 7 2004

EXAS HISTORICAL COMMISSION

Marshall Depot, Inc.

A non-profit corporation that operates the Historic Texas & Pacific Railway Museum & Gift Shop

May 24, 2004

Mr. Jeffrey Harris Texas Historical Commission P.O. Box 12276 Austin, Tx 78711

Dear Mr. Harris

This refers to my email to you of May 13, 2004 and our telephone conversation of May 21, @004.

On May 2, 2004 a vehicle struck the small brick building that serves as the entrance to a tunnel that leads to the recently restored Texas and Pacific Railway Passenger Depot in Marshall. The damage includes the following:

The Historic Landmark sign was destroyed.

A large ceramic planter that was not original to the facility was destroyed.

A portion of the brick wall facing North Washington Street was displaced about two inches off its foundation.

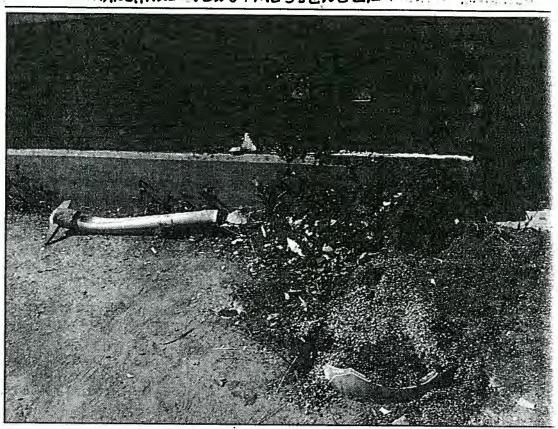
One of the two steel gates providing entry to the facility was damaged. This was not original to the Depot.

It is our intention to restore the facility to its pre accident condition. We have engaged Mr. Curtiss Graff of Form Z Construction, Inc. Mr. Graff was the foeman on the restoration of the Depot and now serves as President of the Marshall Historic Landmark Preservation Board. A copy of his estimate of cost and procedure to be used is attached. Also attached are pictures of the damages. Your early approval to proceed with this work will be greatly appreciated.

Sincerely

Al Walsh, President.

Texas & Pacific Depot Marshall, Harrison Co.



Robin Y. Richardson/News Messenge

DAMAGE TO A train depot entrance is shown. The damage was caused when Cedric Demetru Jones ran his girlfriend's car into the building Sunday evening. Jones was arrested and charge with criminal mischief greater than \$1,500 and less than \$20,000. Al Walsh, president of Depo Museum, said while the damage doesn't look to bad, a great deal of structural damage was done.

Car driven into depot building

Crime: Structural damage extensive

By SANDRA CASON

News Messenger

Marshall police arrested Cedric Demetrus Jones Sunday evening after the man ran his girlfriend's car into a Depot Museum building.

Jones, 29, of 605 North Washington Avenue was arrested at 7:39 p.m. and charged with criminal mischief of greater than \$1,500 and less than \$20,000.

A report filed with police by a woman said that her boyfriend "intentionally ran her car into the train depot entrance."

The collision demolished

one of two large clay flower pots at the entrance and also destroyed the building's historical marker.

Al Walsh, president of Depot Museum, said he was informed of the incident at about 6:30 p.m. "The police contacted our operations manager, Dale Hall, and he called me," Walsh said.

"On the surface of things, it doesn't look that bad," Walsh said, "but there's actually a great deal of damage. I had a contractor out this morning and he said there is substantial structural damage."

Walsh said the contractor

has not yet prepared at estimate.

He said the area damaged i referred to at the "head house It's the little brick building a the entrance to the tunnel. Thaccident actually moved the structure two or three inches off its foundation."

The southeastern portion of the building was forced or impact into the wrought irongate which allows tunned access from the east.

A sign posted Monday a this location read: "Notice Due to damage to the gate entrance to the station will be through the west gate until repairs can be made."

RICK PERRY, GOVERNOR

JOHN L. NAU, III, CHAIRMAN

F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

The State Agency for Historic Preservation

June 7, 2004

Al Walsh, President Marshall Depot, Inc. 800 North Washington, Suite 1 Marshall, TX 75670

Re: Recorded Texas Historic Landmark project review, Texas and Pacific Railway Passenger Depot, Marshall, Harrison County (RTHL)

Dear Mr. Walsh:

Thank you for sending information regarding proposed project work on your Recorded Texas Historic Landmark. This letter presents the comments of the Executive Director of the Texas Historical Commission.

The review staff, led by Jeffrey Harris, has reviewed the project documentation received on May 27, 2004, and has the following comments. We have determined that your proposal is generally in keeping with the Secretary of the Interior's Guidelines for Rehabilitation and the project, as described in the plans provided, may proceed, as long as the following condition is met:

• Detailed photographs of the test masonry panels should be submitted to the Texas Historical Commission for review and comment prior to initiation of the masonry repairs.

Please notify us if any major changes to the proposed design that take place, before the work is completed.

Thank you for your interest in the cultural heritage of Texas, and for the opportunity to comment on this proposed project in accordance with Recorded Texas Historic Landmark legislation. We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. If you have any questions concerning our review or if we can be of further assistance, please contact Jeffrey Harris at 512/463-7687.

Yours truly,

Yeffrey Harris, Preservation Specialist

for: F. Lawerence Oaks, State Historic Preservation Officer

cc: Margaret O. Agnor, Harrison County Historical Commission

FLO/JH



RICK PERRY, GOVERNOR JOHN L. NAU, III, CHAIRMAN

F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

The State Agency for Historic Preservation

TO: Margaret Agnor, 903/938-2559

L.L. Clark, 903/938-9495

FROM: Linda C. Henderson, Historian

RE: Replacement marker for T&P Depot, Harrison County, Job #23-2004

DATE: 6/22/2004

We received your application for the Texas and Pacific Depot replacement marker in our offices. Before we can review it, we will need to see photos of the building after the repair work is completed. Once we've received the photos, we will review the application. We will then send a request for payment and it will go in line to be written.

If you have any questions about what we require, please contact me (phone: 512/463-5851; email: linda.henderson@thc.state.tx.us).

From: Curtis Graff <formz@sbcglobal.net>

Subject: Fwd: Marshall depot repair To: derek.satchell@thc.state.tx.us

Mr. Satchell,

I understand you have replaced Jeffery Harris on this project. Please review the enclosed and contact us as soon as possible. My cell phone number is 903-930-4620 or the office number is 903-934-8915.

Thank you, Curtis Graff

Note: forwarded message attached.

Received: from [68.92.124.214] by web80203.mail.yahoo.com via HTTP; Tue, 03 Aug 2004

09:31:00 PDT

Date: Tue, 3 Aug 2004 09:31:00 -0700 (PDT) From: Curtis Graff <formz@sbcglobal.net>

Subject: Marshall depot repair To: Jeffrey.harris@thc.state.tx.us

Cc: pawpaw1@shreve.net

MIME-Version: 1.0

Content-Type: multipart/mixed; boundary="0-633169278-1091550660=:79645"

Content-Length: 3959869

Mr. Harris,

I have been contracted to repair the damage done to the Marshall Depot's Headhouse. Included are two photos of the proposed brick replacement and mortar. We have experimented with approximately eight different mixtures and feel that this is almost an identical match. We were running out of brick so the photo shows some scrap brick. Please disregard the brick in the photo labeled "Mortar color1". I have also spoken with the mason about striking the joints to match the other mortar and he said he would. I have labeled the brick on the other color and feel this is almost an identical match as well.

I would like to complete the masonry work this weekend so your comments will be greatly appreciated. I will cc Mr. Walsh and if you could cc me on your responce.

Any questions, please call 903.930.4620

Thanks, Curtis Graff



Brick.tif



Mortar color1.tif

pawpaw1@shreve.net

From: pawpaw1@shreve.net

Sent: Wednesday, August 04, 2004 6:06 PM

To: 'Jeffrey.harris@thc.state.tx.us'

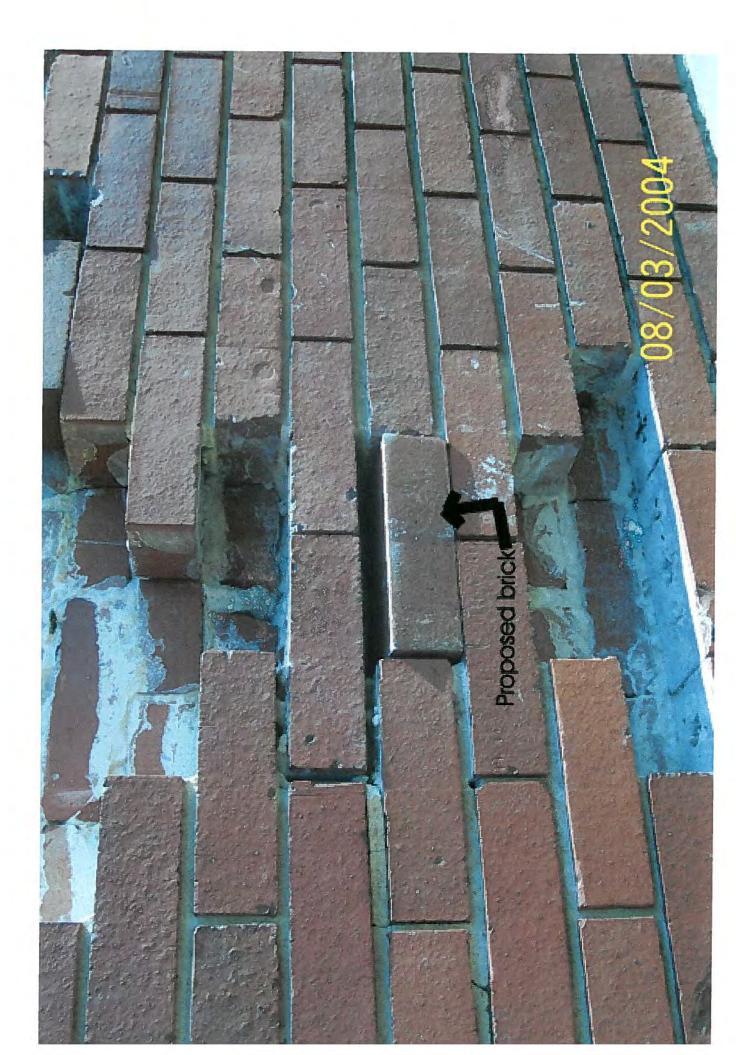
Dear Mr Harris, We received a copy of Mr Graff's email of Aug. 3, 2004 to you transmitting detail photos of the bricks and mortor he proposes to use in the repair. These are almost identical in color, texture, and size as those used when the structure was erected in 1940.

It has taken a long time of trial and error to find these matches. The delay has had an adverse effect on attendance to our museum and the other funtions of the tunnel and depot. Your early consideration and approval to finish the repair will be appreciated.

Very truly yours, Al Walsh Marshall Depot, Inc.

> Call Al Walsh 903 938 1779 Or Curtis Graff 903 930 4620





TELEPHONE & WORK LOG FOR DEREK SATCHELL

SALUTATION	Mr.	8/9/2004	4:28 PM	PHONE	903-934-8915	
Name/Title	Curtis Graff	Contrato	r	Fax	953 938 1177	
RGANIZATION	2-1			CELL	903-930-4620	
Address	<u> </u>			E-mail		
CITY/ST/ZIP	Marshall	TX	-1 -1		☐ LEFT MESSAGE	
		State Cov. Pote Fed. Cov. ADA	ntial Grant Poter A SAL 106	☐ Public	Records Request c Outreach eview Authority	
ACTION	Caller	×	RTHL NR	☐ NR District	□SAL □NHL	
PROJECT	Marshall Depot	Headhouse	Con	nplete	☐ Part 1 ☐ 2 ☐ 3	
Address			Project	COUNTY	SAL PERMIT #:	
Сіту	Marshall		Harrison C	County	NPS #:	
Notes	Called to ascertain status of review. Ready to move forward and wanted to know if I saw the depot on my visit to Marshall on the 6th. Approx. 40% of the damaged bricks can be culled and reinstalled in the wall. Another 60% must be new because the original brick split, or cannot be salvaged. A new cast stone sill will be used as well. I didand I received email with photographs of motar and brick samples under consideration. The closest exact match to the original brick is not available in the necessary size needed. The second closest match (the proposed brick) is actually a paver found in a nearby Taylor brick yard. The color is good, but has more of a matte finish. My recommendation is that the salvaged brick be installed closest to the ground and in low lying areas on the wall. The replacement brick be used around the top of the door and under the roof overhang to minimize coloration and textural differences. The cast stone sill should be stained or dyed to come closer in appearance to the natural patina of the adjacent stone sills. THC will also need mortar specifications. Final suggestions is that free-standing bollards be placed in front of wall to prevent this from happening again. Curtis agreed to send final packet to me for review within the next few days.					

From: <pawpaw1@shreve.net>

To: <Derek.satchell@thc.state.tx.us>

Subject: FW: Damage repair to Texas and Pacific Railway Depot in Marshall, Tx

Date: Mon, 9 Aug 2004 09:25:25 -0500 X-Mailer: Microsoft Outlook, Build 10.0.2616

----Original Message-----

From: pawpaw1@shreve.net [mailto:pawpaw1@shreve.net]

Sent: Thursday, August 05, 2004 12:11 PM

To: 'Derek.satchel@thc.state.tx.us'

Subject: FW: Damage repair to Texas and Pacific Railway Depot in Marshall, Tx

----Original Message----

From: pawpaw1@shreve.net [mailto:pawpaw1@shreve.net]

Sent: Thursday, August 05, 2004 8:57 AM

To: 'Jeffrey.harris@thc.state.tx.us'

Subject: Damage repair to Texas and Pacific Railway Depot in Marshall, Tx

Dear Mr. Harris, We received a copy of Mr. Graff's email to you of Aug. 3,2004 transmitting pictures of the bricks and mortar he proposes to use in the repair. This material is nearly identical in color, texture and size as that used in the original construction in 1940.

It has taken a long of trial and error testing to find these materials to come up with these matches. The delay has had an adverse effect on attendance to our museum, passenger loading for AMTRAK, and other users of the depot building. Your early consideration and approval to complete the repair will be appreciated.

Thank you for your help, Al Walsh Marshall Depot, Inc.



Form Z Construction, Inc. 510 E. Grand Ave. Marshall, TX 75670

Phone: 903-934-8915 Mobile: 903-930-4620 Email: formz@sbcglobal.net

August 17, 2004

Mr. Derek Satchell Texas Historical Commission P.O. Box 12276 Austin, TX 78711-2276

Mr. Satchell,

This letter is in regard to the repair to the damaged Head House at Marshall Depot. Enclosed are photos which will show the damage as well as the proposed repair. They are numbered on the back.

Photo #1: This photo shows the white colored brick that we propose to use in the repair project. The brick on the left is a custom made cast stone by Cates Caststone of Lindale, TX. They use a custom dye (color #9) to match the color of the existing white brick. The brick on the right is the original color and has not been dyed.

Photo #2: This photo shows the red colored brick that we propose to use in the repair project. The red brick (manufactured by Marion, color #200 Plantation) in the center of the photo, was provided by East Texas Brick Co. of Tyler, TX. It has been dyed to match the color of the existing red brick.

Photo #3: This photo shows the East side of the Head House. At this location we will install the #200 Plantation brick.

Photo #4: This photo shows the mortar color we propose to use in the repair project. The mortar between the two large bricks on the right has been dyed to match the original mortar color as shown between the bricks on the left. The dye color is Dark Buff and is manufactured by Lambert Mortar Colors.

Photo #5: This photo shows the area where we will use original brick.

Please let us know as soon as possible if these proposals are acceptable, so we can begin repairs.

Phank you,



RICK PERRY, GOVERNOR JOHN L. NAU, III, CHAIRMAN

F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

The State Agency for Historic Preservation

August 20, 2004

Al Walsh, President Marshall Depot, Inc. 800 North Washington, Suite 1 Marshall, TX 75670

Re:

Recorded Texas Historic Landmark project review, Texas and Pacific Railway Passenger Depot, Marshall, Harrison County (RTHL)

Dear Mr. Walsh:

We are in receipt of the photographs sent by Curtis Graff of Form Z Construction, regarding proposed masonry repair work of the damaged Head House at Marshall Depot. This letter presents the comments of the Executive Director of the Texas Historical Commission.

The review staff, led by Derek Satchell, has reviewed the project documentation received on August 19, 2004, and has the following comments. We have determined that the proposed work complies with the Secretary of the Interior's Guidelines for Rehabilitation, and the project may proceed as long as the following conditions are met:

- Undamaged existing red bricks should be salvaged, cleaned, and re-installed on the exterior façade of the Head House as illustrated in photo #5 submitted to our office.
- New red colored bricks (to be used in the exterior wall area above the door), should match the color, size, profile, dimensions, etc. of the existing red bricks as closely as possible. Use of a Marion, color #200 Plantation red brick unit (as provided by East Texas Brick Company of Tyler, Texas, and illustrated in photo #2 submitted to our office), or similar unit in a simple running bond pattern is preferred.
- Replacement white colored bricks (to be used for the damaged window sill aprons), should match the color, size, profile, dimensions, etc. of the existing white bricks as closely as possible. Use of a custom-made dyed cast stone unit (by Cates Caststone of Lindale, Texas, as illustrated in photo #1 submitted to our office). or similar unit is preferred. The new Caststone units should be dyed utilizing color #9 to match the existing white bricks as closely as possible.
- New mortar and mortar joints for the exterior wall of the Head House should match the existing adjacent mortar and joints in material, consistency, color, size, dimension, etc. as closely as possible. Use of mortar (as mixed on-site with a Dark Buff color dye manufactured by Lambert Mortar Colors, and illustrated in photo #4 submitted to our office), or similar mortar in a raked joint profile is preferred.

Please notify us if any major changes to the proposed design that take place, before the work is completed. To prevent similar vehicular accidents involving the Head House in this manner, we recommend that several low profile, free-standing bollards be installed approximately two to three feet in front of the exterior wall at this location. A photographic image is provided for your reference and convenience.

Thank you for the opportunity to comment on this proposed project in accordance with Recorded Texas Historic Landmark legislation. We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. If you have any questions concerning our review or if we can be of further assistance, please contact Derek Satchell at 512/463-7687.

Yours truly,

Derek Satchell, Forest Region Project Reviewer

for: F. Lawerence Oaks, State Historic Preservation Officer

FLO/ds

cc:

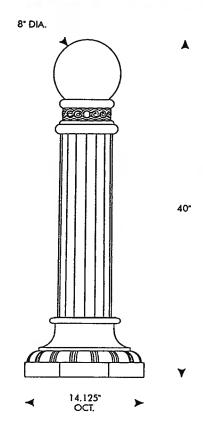
Curtis Graff, Form Z Construction

Anne Dennis, Marshall Main Street Board

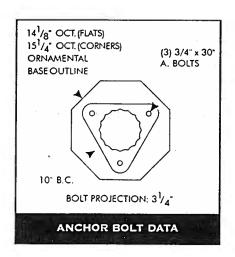
Margaret O. Agnor, Harrison County Historical Commission

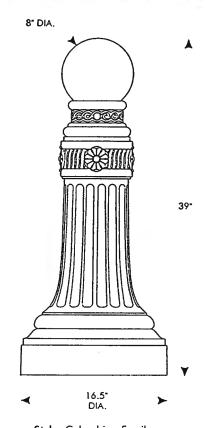
Encl.



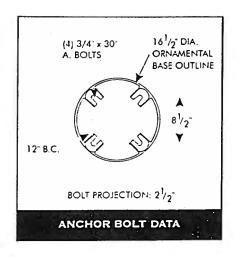


Style: Denver Family
Design: NBOL-48 X 40
Material: Cast Iron/Fabricated Steel
Finish: (P) Prime Painted or (F) Finished Painted





Style: Columbian Family
Design: NBOL-70 X 39
Material: Cast Aluminum
Finish: (P) Prime Painted or (F) Finished Painted



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DEC 0 7 2004

Division of Architecture



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DEC 0 7 2004

TEXAS HISTORICAL COMMISSION

Form Z Construction, Inc. 510 E. Grand Ave. Marshall, TX 75670 Phone: 903-934-8915

Mobile: 903-930-4620 Email: formz@sbcglobal.net

November 15, 2004

Mr. Derek Satchell Texas Historical Commission P.O. Box 12276 Austin, TX 78711-2276

Mr. Satchell,

This letter is in regard to the repair to the damaged Head House at Marshall Depot. Enclosed are photos which will show the repairs. The repairs were completed as previously approved using the custom dyed white cast stone by Cates Caststone of Lindale, TX, the red dyed brick by East Texas Brick Co. of Tyler, TX, and the dyed mortar by Lambert Mortar Colors. The original brick was used where previously indicated.

Please contact me if you need further information.

Thank you

Curtis Graff



RICK PERRY, GOVERNOR

JOHN L. NAU, III, CHAIRMAN

F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

The State Agency for Historic Preservation

December 8, 2004

Curtis Graff Form Z Construction 510 E. Grand Avenue Marshall, TX 75670



Re:

Recorded Texas Historic Landmark project review, Texas and Pacific Railway Passenger Depot, Marshall, Harrison County (RTHL)

Dear Mr. Graff,

We are in receipt of the photographs you sent on November 15, 2004, regarding the completed masonry repair work of the damaged Head House at Marshall Depot. The work appears to have been executed successfully.

Again, thank you for the opportunity to comment on this project in accordance with Recorded Texas Historic Landmark legislation. We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. If you have any questions or if we can be of further assistance, please contact Derek Satchell at 512/463-7687.

Yours truly,

Derek Satchell, Forest Region Project Reviewer

for: F. Lawerence Oaks, State Historic Preservation Officer

FLO/ds

cc:

Al Walsh, President, Marshall Depot, Inc.

Anne Dennis, Marshall Main Street Board

Margaret O. Agnor, Harrison County Historical Commission

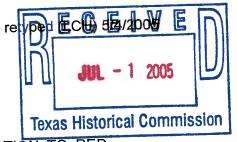
Texas Historical Commission staff (JWS), 8/21/89, revised 1/24/90, 8/6/90; revised 1/24/90; revised 1/24/90, 8/6/90; revised 1/24/90; revised 1/2

27" x 42" Official Texas Historical Marker with post Harrison County (Job #23-2004) Subject RR (Atlas

(Atlas) UTM:

Location: Marshall, N Washington St at Ginocchio

TEXAS & PACIFIC DEPOT



MARSHALL'S FIRST RAILROAD WAS CONCEIVED AS A CONNECTION TO RED RIVER STEAMBOAT TRAFFIC. TWENTY MILES OF TRACK WERE LAID NORTHEAST TO SWANSON'S LANDING ON CADDO LAKE BY 1858.

IN 1871, THE U.S. CONGRESS AUTHORIZED THE TEXAS AND PACIFIC RAILWAY COMPANY TO BUILD A TRANSCONTINENTAL RAILROAD, WHICH WOULD RUN ALONG THE 32ND PARALLEL FROM MARSHALL TO THE WEST COAST. TWO YEARS LATER, THE T&P MOVED ITS MAINTENANCE SHOPS TO MARSHALL.

A NEW PASSENGER DEPOT WAS BUILT HERE AT THE JUNCTION OF THE TEXARKANA AND LOUISIANA LINES IN 1911-12, WHERE IT WAS POSITIONED TO SERVE BOTH ROUTES, TO COMPLEMENT THE NEARBY GINOCCHIO HOTEL AND LARGE TEXAS & PACIFIC SHOP COMPLEX, AND VISUALLY TO TERMINATE WASHINGTON STREET FROM THE COURTHOUSE.

THE RAILROAD'S ARCHITECT WAS INFLUENCED BY THE POPULAR PRAIRIE SCHOOL STYLE OF ARCHITECTURE AND COMBINED ABSTRACTED RENAISSANCE AND MEDITERRANEAN DETAILS ON THE BRICK AND CONCRETE STRUCTURE. PROMINENT FEATURES INCLUDE A TILE ROOF AND WOOD AND PLASTER ACCENTS. A PEDESTRIAN TUNNEL WAS ADDED FOR SAFETY IN 1940.

THE TEXAS & PACIFIC DEPOT REMAINS AN IMPORTANT SYMBOL OF MARSHALL'S RELATIONSHIP TO THE RAILROAD, ONCE ITS MAJOR EMPLOYER AND TRANSPORTATION SOURCE.

RECORDED TEXAS HISTORIC LANDMARK - 1985

Check one and sign:	i
approve text as written. Proceed with order. I approve text with minor revisions as noted. Proceed with order. I request these revisions and a new copy of text. Signed:	

Linda Henderson

From: Linda Henderson

Sent: Wednesday, July 27, 2005 2:54 PM

To: 'Scott Southwell'

Subject: Marker Order - Job 23-2004

Date: 7/27/2005

Contract Item #: 1

Contract Price: \$ 1063.00

Job #: 23-2004 County: Harrison

Title: Texas & Pacific Depot

Size: 27" x 42" w/post

Engraved #: n/a Surface: n/a

RUSH: n/a

NOTES: This is a replacement marker, so the text is a little short. They didn't want anything added to it. It will just have lots of space around the lines, I guess.

SHIPPING ADDRESS:

L.L. Clark Marshall Depot, Inc. 800 North Washington Marshall, TX 75670 903/938-9495

Thank you.

08/03/2005 09:46	2102238517			PAGE
the southw p. o. box 299 san antop ph. (210) 223-1831 fax approved (no c approved as not previse and results igned by: please sign and return failure to sign this pro in resubmittal for yo	nio, tx 78291 (210) 223-8517 corrections) ted bmit date: 8.20.5 N ONE (1) COPY.	CUSTOMER: TEXAS HISTORICAL COM P.O. BOX 12276 CAPITOL STATION AUSTIN, TX 78711 SHIP TO: LL CLARK 903.938.5 MARSHALL DEPOT, INC. BOO NORTH WASHINGTO MARSHALL, TX 75670	9495	
MARSHALI' TO RED RIVE! LAID NORTH! 1858. IN 1871, TI RAILWAY CO WHICH WOU THE WEST MAINTENANC A NEW PA THE TEXARKA POSITIONED GINOCCHIO	R STEAMBOAT TRAFFIC. TW EAST TO SWANSON'S LAN HE U.S. CONGRESS AUTHOR MARANY TO BUILD A TRA ILD RUN ALONG THE 32ND I COAST. TWO YEARS LA' CE SHOPS TO MARSHALL SSENGER DEPOT WAS BUILL WAS AND LOUISIANA LINES TO SERVE BOTH ROUTES, T HOTEL AND LARGE TEXAS LLY TO TERMINATE WASH	IC DEPOT NCEIVED AS A CONNECTION ENTY MILES OF TRACK WERE IDING ON CADDO LAKE BY EXECUTE THE TEXAS AND PACIFIC INSCONTINENTAL RAILROAD, PARALLEL FROM MARSHALL TO TER, THE T&P MOVED ITS IT HERE AT THE JUNCTION OF IN 1911-12, WHERE IT WAS TO COMPLEMENT THE NEARBY TO BE PACIFIC SHOP COMPLEX, HINGTON STREET FROM THE	JOB # 23-2004 COUNTY: HARRISO	scale: 1/8

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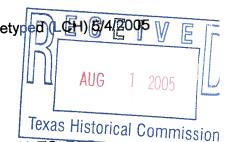
ONE (1) QUANTITY:_ CAST ALUMINUM MATERIAL:_ BLACK BACKGROUND FINISH: 27" WIDE X 42" HIGH SIZE: SINGLE LINE BORDER: RIBBON (TEXT) & RUNIC (TITLE) LETTERS:

COPYRIGHT @ 2005 THE SOUTHWELL COMPANY

Texas Historical Commission staff (JWS), 8/21/89, revised 1/24/90, 8/6/90; retyped (LCH) 6/4/2005 27" x 42" Official Texas Historical Marker with post Harrison County (Job #23-2004) Subject RR (Atlas UTM:

Location: Marshall, N Washington St at Ginocchio

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I approve text as written. Proceed with order. I approve text with minor revisions as noted. Proceed with order. I request these revisions and a new copy of text. Signed: Margaret O. agnor	



The State Agency for Historic Preservation

RICK PERRY, GOVERNOR

JOHN L. NAU, III, CHAIRMAN

F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

September 29, 2005

Margaret Agnor, Chair Harrison CHC Harrison County Courthouse Annex 102 West Houston Marshall, TX 75670

RE:

TEXAS & PACIFIC DEPOT

27" x 42" marker w/ post; Job # 23-2004

Date Shipped: 9/08/05; Shipping Company: OLD DOMINION

Dear Margaret:

The above-referenced replacement marker was recently shipped to L. L. Clark, Marshall Depot, Inc., 800 North Washington, Marshall, 75670, 903/938-9495. If the marker has not yet been received, please contact the Southwell Company at 210/223-1831 so that it may be traced. Please be prepared to provide the job number, date shipped, and shipping company name.

We appreciate the concern shown for this marker and commend all parties for their continued good work toward the preservation of the history of our state. Thank you again for supporting the History Programs Division.

Sincerely,

Egina G. Reyes Program Specialist

History Programs Division

pc: L. L. Clark









