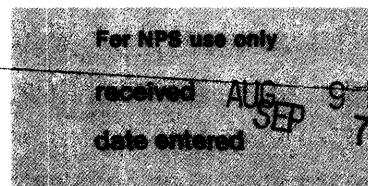


United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form



See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Ross Fork Oregon Short Line Railroad Depot

and/or common Fort Hall Oregon Short Line Railroad Depot

2. Location

street & number Agency Road (T4S R34E, Section 36, SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ N/A not for publication

city, town Fort Hall N/A vicinity of ~~congressional district~~

state Idaho code 016 county Bingham code 011

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name Shoshone/Bannock Tribes

street & number N/A

city, town Fort Hall N/A vicinity of state Idaho 83203

5. Location of Legal Description

courthouse, registry of deeds, etc. Bingham County Courthouse

street & number Box 310, Main Street

city, town Blackfoot state Idaho

6. Representation in Existing Surveys

title Idaho State Historic Sites Inventory has this property been determined eligible? yes no

date 1982 federal state county local

depository for survey records Idaho State Historical Society

city, town Boise state Idaho

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>1968</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The Ross Fork Oregon Short Line Railroad Depot is a one-and-one-half-story frame building of wood-stud construction with shiplap siding painted white and yellow. The building is rectangular, with an outset bay on the south exposure. It has an asphalt-shingled gable roof partially supported by figure-four brackets. The wide eaves are enclosed, terminating in molded eave boards, and in the gable spaces are bracket-like aprons. Two-over-two-light double-hung sash windows are located in the upper gables, in the three walls of the box bay, and along the north exposure (four windows evenly spaced), west exposure (three windows), and south exposure (four windows evenly spaced west of the box bay). Many of the windows are broken, and the window sashes are in need of repair. The depot is divided into three sections; from west to east, living quarters for a resident railroad agent, an office, and a freight area. The living quarters are entered through doors on the west and north walls; the office, through a door just west of the box bay; the freight area, via a loading platform and transomed loading door on the east wall. Built-in office cupboards are still extant on the interior, and the freight area appears unaltered. The living quarters have undergone numerous alterations on the interior. Exterior alterations to the depot include the addition of asphalt roofing, and possibly removal of siding below the window sills. Siding below the windows has the appearance of sheathing, but there are no nail-hole patterns to indicate how the original siding was secured. In 1968 the building was donated to the Shoshoni-Bannock tribes by the Union Pacific Railroad--and was moved to its present location a little less than a half mile east of the Union Pacific tracks. At that time it was placed on a concrete block foundation. There are no other buildings on the property.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1901 **Builder/Architect** unknown

Statement of Significance (In one paragraph)

The Ross Fork Oregon Short Line Railroad Depot is architecturally significant as an example of the early frame railroad depots of southeast Idaho, most of which no longer exist, representing the period of railroad expansion when most mid-size communities had their own depots. In spite of its relocation, the depot retains the important features of those frame depot buildings. The Ross Fork depot retains important historical associations with efforts toward the reorientation of the Shoshoni-Bannock tribes from their native economy to that of the white man. The depot served the tribes as a shipping point for agricultural products and as a point of contact with white culture.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Fort Hall

Quadrangle scale 7.5 minute

UMT References

A

1	2	3	8	3	4	2	0	4	7	6	4	8	8	0
Zone			Easting				Northing							

B

Zone			Easting				Northing							

C

Zone			Easting				Northing							

D

Zone			Easting				Northing							

E

Zone			Easting				Northing							

F

Zone			Easting				Northing							

G

Zone			Easting				Northing							

H

Zone			Easting				Northing							

Verbal boundary description and justification

The nomination includes the Ross Fork Oregon Short Line Railroad Depot and the property on which it stands, the SW¹/₄ SW¹/₄ SW¹/₄ SE¹/₄ NW¹/₄ Section 36, T4S R34E.

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Jennifer Eastman Attebery, State Architectural Historian

organization Idaho State Historical Society date June 8, 1984

street & number 610 North Julia Davis Drive telephone (208) 334-3861

city or town Boise state Idaho 83702-7695

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature Maria Wells

title State Historic Preservation Officer date 28 July 1984

For NPS use only

I hereby certify that this property is included in the National Register

[Signature] Keeper of the National Register

Entered in the National Register date 9-7-84

Attest: _____ date _____

Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

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received

date entered

The Ross Fork Oregon Short Line Railroad Depot
Continuation sheet

Item number 8

Page 1

The depot was built by the Oregon Short Line Railway during the summer of 1901, after that railroad's merger with the Utah and Northern Railroad in 1889 and the slightly earlier re-engineering of the latter line's route from narrow to standard gauge. Rail lines had operated through Ross Fork since 1878, when the Utah and Northern Railroad gained right-of-way through the Shoshoni-Bannock reservation in exchange for 500 head of cattle and free train passage for members of the Shoshoni and Bannock tribes. The depot served the community of Ross Fork (which changed its name to Fort Hall in 1911) over nearly seven decades, providing passenger service; mail service; shipping for cattle, potatoes, and other crops; and accessible water at a nearby watertank. As such, the depot was an intercultural gathering place. After 1949, the Fort Hall station was the western terminus of the Gay Branch of the Union Pacific, built 20.8 miles east of Fort Hall to Gay, where phosphate mines of the J. R. Simplot Company are located.

The Ross Fork depot is typical of the one- to one-and-one-half story frame depots built along the Oregon Short Line in small towns throughout Idaho. Most of these simple buildings have been replaced or destroyed. Usually a town's first permanent depots, the building featured an office-freight or an office-freight-living quarters combination, shiplap siding, bracketed eaves and gables, double-hung sash windows, trackside bay windows, and gable roofs with wide eaves. The Ross Fork depot retains these architectural features, and although it has been moved from its original location it retains its association with the Shoshoni-Bannock tribe's history in the minds of tribal members, who plan to reuse the building as a museum and interpretive site and who have requested preparation and processing of this nomination.

**United States Department of the Interior
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The Ross Fork Oregon Short Line Railroad Depot
Continuation sheet

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MAJOR BIBLIOGRAPHICAL REFERENCES:

Pocatello Tribune. June 13, 1901, October 19, 1901, March 29, 1912, November 29, 1911.

Sho-Ban News. Festival Edition, August 10, 1983, p. 4C.

Jarrett, David L. "Fort Hall, Idaho's Three Locations," Western Express (July 1981) 31:17.

Conversations with former railroad agents, Bonnie Teton, Sho-Ban Tribes Museum Coordinator, 1983. Notes on file at Idaho State Historical Society.

Ehernberger, James L., and Francis G. Gschwind. Smoke Down the Canyons. Callaway, Nebraska: E. & G. Publications, 1966.

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The Ross Fork Oregon Short Line Railroad Depot
Continuation sheet

Item number 7

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The Ross Fork Oregon Short Line Railway Depot is a one-and-one-half-story frame building of wood-stud construction with shiplap siding painted white and yellow. The building is rectangular, with an outset bay on the south exposure. It has an asphalt-shingled gable roof partially supported by figure-four brackets. The wide eaves are enclosed, terminating in molded eave boards, and in the gable spaces are bracket-like aprons. Two-over-two-light double-hung sash windows are located in the upper gables, in the three walls of the box bay, and along the north exposure (four windows evenly spaced), west exposure (three windows), and south exposure (four windows evenly spaced west of the box bay). Many of the windows are broken, and the window sashes are in need of repair. The depot is divided into three sections; from west to east, living quarters for a resident railroad agent, an office, and a freight area. The living quarters are entered through doors on the west and north walls; the office, through a door just west of the box bay; the freight area, via a loading platform and transomed loading door on the east wall. Built-in office cupboards are still extant on the interior, and the freight area appears unaltered. The living quarters have undergone numerous alterations on the interior. Exterior alterations to the depot include the addition of asphalt roofing, and possibly removal of siding below the window sills. Siding below the windows has the appearance of sheathing, but there are no nail-hole patterns to indicate how the original siding was secured. In 1968 the building was donated to the Shoshoni-Bannock tribes by the Union Pacific Railroad--and was moved to its present location a little less than a half mile east of the Union Pacific tracks. At that time it was placed on a concrete block foundation. There are no other buildings on the property.

Its present location, a short distance from more recent construction around its original site, matches its original general surroundings more closely than its earlier location does.

**United States Department of the Interior
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The Ross Fork Oregon Short Line Railroad Depot
Continuation sheet

Item number 8

Page 1

The depot was built by the Oregon Short Line Railway during the summer of 1901, after that railroad's merger with the Utah and Northern Railway in 1889 and the re-engineering of the latter line's route from narrow to standard gauge, July 24, 1887. Rail lines had operated through Ross Fork since 1878, when the Utah and Northern Railway gained right-of-way through the Shoshoni-Bannock reservation in exchange for 500 head of cattle and free train passage for members of the Shoshoni and Bannock tribes. The depot served the community of Ross Fork (which changed its name to Fort Hall in 1911) over nearly seven decades, providing passenger service; mail service; shipping for cattle, potatoes, and other crops; and accessible water at a nearby watertank. As such, the depot was an intercultural gathering place. After 1949, the Fort Hall station was the western terminus of the Gay Branch of the Union Pacific, built 20.8 miles east of Fort Hall to Gay, where phosphate mines of the J. R. Simplot Company are located.

The Ross Fork depot is typical of the one- to one-and-one-half story frame depots built along the Oregon Short Line in small towns throughout Idaho. Most of these simple buildings have been replaced or destroyed. Usually a town's first permanent depots, the building featured an office-freight or an office-freight-living quarters combination, shiplap siding, bracketed eaves and gables, double-hung sash windows, trackside bay windows, and gable roofs with wide eaves. The Ross Fork depot retains these architectural features, and although it has been moved from its original location it retains its association with the Shoshoni-Bannock tribe's history in the minds of tribal members, who plan to reuse the building as an interpretive site and who have requested preparation and processing of this nomination. In its new location, it occupies a setting identical to its original site in a board, open valley. Its historic identity is clearly intact and visible: it retains its traditional appearance as a railroad station and will be interpreted that way in its adaptive use.