

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Ogden Union Station (Boundary Increase and Additional Documentation)

other name/site number Ogden Union Depot

2. Location

street & town 2501 Wall Avenue ☐ not for publication

city or town Ogden ☐ vicinity

state Utah code UT county Weber code 057 zip code 84401

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title

3/2/05
Date

Utah Division of State History, Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

☒ entered in the National Register.

☐ See continuation sheet.

☐ determined eligible for the
National Register

☐ See continuation sheet.

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain:) _____

[Signature]

4/29/05

Ogden Union Station
Name of Property

Ogden, Weber County, Utah
City, County and State

5. Classification

Ownership of Property

(check as many boxes as apply)

- ☒ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

(check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 4 | | buildings |
| | | sites |
| 1 | 3 | structures |
| | | objects |
| 5 | 3 | Total |

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION/rail-related
COMMERCE/TRADE: restaurant

Current Function

(Enter categories from instructions)

RECREATION AND CULTURE: museum, art gallery,
auditorium
COMMERCE/TRADE: restaurant
COMMERCE/TRADE: specialty store
SOCIAL: meeting hall

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH AND 20TH CENTURY REVIVALS:
Early Christian /Byzantine
MODERN MOVEMENT: Other
OTHER

Materials

(Enter categories from instructions)

foundation CONCRETE, BRICK, STONE
walls BRICK, CONCRETE
STONE: marble, sandstone
roof TERRA COTTA
other CERAMIC TILE, METAL: iron

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

☒ See continuation sheet(s) for Section No. 7

National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

Ogden Union Station, Ogden, Weber County, UT

Narrative Description

Ogden Union Station

This nomination includes a proposed boundary increase and additional resource count to the original Ogden Union Station National Register nomination (National Register listed 1971). The Ogden Union Station is located on Wall Avenue at the base of 25th Street, facing the historic downtown area of the city of Ogden and the Wasatch Mountains to the east. It was built in 1924 in the Grand Lobby Station form in the Early Christian/Byzantine¹ style. The grand lobby itself has a fifty-six-foot-high ceiling supported by open trusses of Oregon Douglas fir. The station is three hundred eighty-four feet long and an average of eighty-eight feet wide. Wall cladding is locally produced pink buff Ogden brick with carved Boise sandstone accents. The façade has two round-arched gabled entry porches with roofs supported by Corinthian columns. Carved sandstone over the doors identifies one door for the Union Pacific area and the other, the Southern Pacific. The second level has seven pairs of arched window openings and decorative marble tiles set in medallions between the window pairs on both the east and west elevations. Two-story wings extend both to the north and south from the grand lobby waiting room.

The Ogden Union Station is at the center of the station complex with the Mail Terminal Annex directly to the north of the station and the Trainmen's Building to the north of the Mail Terminal Annex. Directly south of the station is a flat aluminum canopy (noncontributing) sheltering several rail cars.² To the east of that is the Union Pacific Laundry Building. In front of the main station building to the east is a fountain with pedestrian walkways, trees, and parking to the north and south. Active railroad tracks are found to the west of the station complex. The new intermodal hub is located on Wall Avenue to the north of the station complex.

The canopy (now porch) to the west of the main station building had a wooden roof on a Carnegie brand steel frame and was in place before the Passenger Concourse Butterfly Canopies were installed in 1928. It initially extended from the Railway Express Agency building (now demolished) on the south of the station building to the north, along the length of the building, to the south end of the Mail Terminal Annex. By 1960 it had been extended to the north end of the Mail Terminal Annex. In the 1980s the entire porch on the west side was enclosed with glass. A glazed entry porch also covers the east side of the space between the Union Station and the Mail Terminal Annex to the north.

Mail Terminal Annex³

The original building is side-gabled with a rectangular footprint located to the north of the Union Station. It was built in 1929 of red brick in a similar style to the main building but simpler. Decorative details on the Mail Terminal Annex are of brick, rather than the more exotic materials found on the Union Station building. Like the Union Station, it has two front-facing cross gables on both the east and west elevations. The primary gable ends at the north and south show decorative brickwork of small blind lancet arches at the cornice line topped by

¹ Also described as Italian Renaissance.

² The Eccles Rail Center.

³ Also called the U.S. Terminal Railway Post Office.

National Register of Historic Places Continuation Sheet

Section No. 7 Page 2

Ogden Union Station, Ogden, Weber County, UT

brick dentils. The similar ribbon of blind lancet arches at the cornice on the main terminal building is of cast stone. The window openings of the annex on the north elevation facing the station replicate the segmental arches found in the south elevation of the station. The annex has a raised gabled roof in the central section with small-paned windows set in copper on the east and west elevations.

Additions to the east and an enclosed porch on the west side obscure the view of the east and west walls of the initial building but the decorated gable ends and the raised, side-lighted central portion of the roof can be glimpsed above the additions. A single-story addition on the north side of the east elevation was constructed to provide office space by 1950 in a modern, relatively unornamented style. It rests on a concrete plinth with a soldier course of bricks above. A cast concrete band surrounds the building at the sill level. The windows have small rectangular panes set in metal sash. The large window openings have twenty-four panes and the smaller one, twelve. A band of concrete coping appears at the cornice, concealing the flat roof. The wall cladding is striated brick, set in a stretcher bond with flush mortar joints. The addition was later⁴ expanded to the south to extend the full length of the building on the east elevation. The expanded section uses the same materials and styling as the first addition to the north and does not compromise the integrity of the building.

The interiors were extensively redone c. 1980 and the M. S. Browning Theatre now occupies the area of the original building interior. The additions to the east provide a single open space and currently house the Browning/Kimball Car Museum, dedicated in 1981.

Trainmen's Building

The Trainmen's Building is a single-story red brick flat-roofed building with a rectangular footprint and the long side parallel to the tracks. It was built as a post office at an unknown date between 1906 and 1923 and is located to the north of the Mail Terminal Annex. It is a simple building with little decorative detailing except for the brickwork. The brick is laid in a stretcher bond with flush mortar joints over a concrete plinth. A raised stringcourse of brick headers provides a strong horizontal emphasis to the wall surfaces, repeated by another course of headers at the top of the windows and the doors. The door and window openings are delineated by two vertical courses of brick; the first is of headers at the window edge with raked mortar joints and then vertically stacked soldier bricks. The hopper windows have wooden sashes with fifteen small panes set in windows. There are seven bays on the west side, facing the tracks, and two on the south elevation. The north elevation consists of four bays of openings for hopper windows high on the wall. The east elevation has five bays, four for windows and a single entrance door. The south elevation has two bays one with a high opening and the other with its sill directly above the plinth.

The building became a trainmen's building in 1929 after the new railway post office was constructed to the south and most likely at that time several of the window openings on the west side were modified. It is currently being used as a shop for the painstaking restoration of a rail car.

⁴ The addition appears on a 1961 Sanborn Insurance Company map. It was most likely constructed in the 1950s.

National Register of Historic Places Continuation Sheet

Section No. 7 Page 3

Ogden Union Station, Ogden, Weber County, UT

Butterfly Canopy

The Passenger Concourse Butterfly Canopy⁵ for Tracks 1 and 2 was twenty-three feet wide and fourteen hundred feet long, located between tracks one and two, directly to the west of the Union Station. It was constructed in 1928 to shield passengers accessing trains. The canopy has a shallow gable roof. The base of the canopy is steel in a "Y" shape with a wooden plank roof. Supports for the canopy near the main passenger loading area are more narrow in a lower case "n" shape.. The only alteration to the structure is a narrowing of the width of the roof from its original twenty-three feet. This took place at an unknown date, presumably as passenger service decline and usage of the tracks for freight increased. The canopy retains its historic integrity.

Union Pacific Laundry Building

The Union Pacific Laundry Building is a brick single-story building built in 1951 with a rectangular footprint, one-hundred-feet by one-hundred-eighty-feet located to the southeast of the Union Station building. The red/yellow brick is laid in a bond of six rows of stretchers and one of headers with scribed mortar joints. The flat metal roof is not visible from the ground. The building is set on a concrete foundation with concrete coping at the cornice. Faux buttresses with concrete caps appear at intervals along the east and west walls. The building is supported by a steel girder structural system that was also used internally to support the fans, blowers, water, steam pipes, and the overhead crane used in the laundry processing.

The east and west elevations, facing either Wall Avenue or the tracks, have large multipane windows in twenty-foot bays, divided by pilasters with cast concrete caps. The window sash is metal and each of the twelve panes in a window opening pivots outwards as awning windows. The styling on the building is simple post war modernism with few decorative elements or historical references. Cast concrete windowsills are intact on some of the windows and deteriorating on several on the south end of the east elevation. The south elevation of the building has a loading dock, now enclosed, with a canopy roof suspended from pilasters on the south wall. A small addition to the north elevation with a lower flat roof than the main building and the same wall planes was constructed during the 1950s. The interior is a large open space with a sewing room, supply room and women's rest room across the south end. The machines and some equipment associated with the laundry have been removed. No other change to the interior is apparent. The building retains its historic integrity and contributes to the historic feeling of the Union Station complex.

Noncontributing Structures

There are several noncontributing structures in the Union Station complex area. The aluminum canopy covering the rolling stock exhibit, the Eccles Rail Center, was constructed outside of the historic period and is located directly to the south of the Union Station. The water tower in the parking lot to the east of the station was used as the fire suppression water tower at the Boyle Furniture building in the downtown area and moved to the Union Station site in the early 1980s. The water column was used to provide water to the steam locomotives. It was located at Hill Air Force Base, dates from c. 1940-1955, and was moved to the Union Station complex to the north and west of the Trainmen's Building, adjacent to track 1, in 1997. It is installed

⁵ Also called a shed or umbrella.

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Ogden Union Station, Ogden, Weber County, UT

close to the site of an early steam water column and is currently being used to accommodate the large locomotives that the railroad still operates. Various rail cars and locomotives are on display for the public at the Eccles Rail Center on the south as well as the curving track area northeast of the Trainmen's Building.

Site

The buildings and structures of the Ogden Union Station complex are located between the railroad tracks to the west and the city of Ogden on the east with Wall Avenue running north/south and 25th Street to the east, terminating at the station. The parking lot is covered with blacktop and parking designations are painted. There is a large circular plaza of stone with a fountain directly to the east of the station entrance and several rows of trees, shrubs and other plants to the north and south of the fountain. Lawn covers the area next to the station building and on the north end of the building.

National Register of Historic Places Continuation Sheet

Section No. 8 Page 1

Ogden Union Station, Ogden, Weber County, UT

Narrative Statement of Significance

The Ogden Union Depot was listed on the National Register of Historic Places in 1971. It is emblematic of the role played by Ogden, Utah, in the national network of railroad lines and of the importance of railroads in the history of Ogden. This nomination proposes a name change, a boundary increase, and adds three buildings (Railway Post Office/Mail Terminal Annex (1928), Trainmen's Building (1903), and Union Pacific Laundry Building (1951), and a structure (Butterfly Canopy (1928)) of the Ogden Union Station complex to the National Register. These buildings and structure, with a period of significance from 1906 to 1955, are important reminders of the variety of services provided at the Ogden Union Station: distribution of the U.S. mail via the Railway Post Office, passenger service, laundry services for the Union Pacific Railroad cars and resorts, and the crew building for railway employees. All of these buildings and the structure of the Union Station complex meet Criterion A and are significant for their association with the railroads and Ogden's role as a transportation hub in the middle years of the twentieth century. The addition of these properties provides a more complete historical context to the original Ogden Union Station National Register nomination.

Ogden Union Station

The growth of the transcontinental railroads is the story of the western expansion of the United States. By 1889 Ogden had become the hub of a network of railroad lines. The economic activities of these railroads were key to the growth of the city of Ogden. Ogden was the transportation hub of the Intermountain West serving the West and Northwest by rail across the northern United States. Its rail yards are almost equidistant from Los Angeles, San Francisco and Portland. Railroad stations were built as symbols of civic identity and often were among the grandest public buildings in town. Union Station and the railroads touched the lives of everyone in town in some way or another. This depot is the third to serve the city of Ogden and was built on the foundation of the 1889 depot that was destroyed by fire in 1923. At the station's highest usage in the 1940s there were 119 trains per day using sixteen available tracks. The decline in rail service and the rise of the highway system led to less use of the station and by 1977 the vacant station⁶ was turned over to the city with a fifty-year lease to become a tourist and convention center. The station was renovated in 1977-78. The 1971 application to the National Register used the name, Ogden Union Depot. This application is changing the name to the more commonly used name, Ogden Union Station.

The buildings in the Ogden Union Station complex are all owned by Ogden City and managed by the Union Station Development Corporation, a non-profit organization and part of Ogden City's Department of Community Services. The 5.2 acres of land under the main buildings are owned jointly by the Union Pacific and Southern Pacific Railroads through their joint holding corporation, the Ogden Union Depot and Railway Company and have been leased to Ogden City for fifty years.

⁶ The Mail Terminal Annex and the Trainmen's Building were donated to the city as well.

Ogden Union Station
Name of Property

Ogden, Weber County, Utah
City, County and State

8. Description

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☒ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(enter categories from instructions)

TRANSPORTATION

SOCIAL HISTORY

ARCHITECTURE

Period of Significance

1906-55

Significant Dates

1906-23, 1924, 1928, 1929, 1951

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Parkinson, John and Donald, architects

H.W. Baum Company, W.L. Armstrong & H.W. Shelly, builders

☒ See continuation sheet(s) for Section No. 8

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other Name of repository:

Ogden Union Station Archives

☒ See continuation sheet(s) for Section No. 9

National Register of Historic Places Continuation Sheet

Section No. 8 Page 2

Ogden Union Station, Ogden, Weber County, UT

Additional Buildings

Railway Post Office/Mail Terminal Annex

The 1929 Railway Post Office/Mail Terminal Annex building was at least the second post office building associated with the Ogden Union Station.⁷ Postal services were moved from the building to the north (now the Trainmen's Building) to the new building constructed for this purpose. The flat-roofed c. 1950 additions to the east were initially used for a mail sorting area. The building housed postal activities until the 1970s. Space in the central building is currently being used for a theatre and in the c. 1950 addition, museum display space.

Trainmen's Building

This building was built between 1906-1923 as the Railway Post Office. It was used for this purpose until the new post office was built directly to the south in 1928. The next year, 1929, it became the "crew locker room" for the staff of the Ogden Union Railway & Depot (OUR&D). The Trainmen's Building served as a lunchroom for railroad workers as well as a place for them to change into or out of their working clothes. It is significant as an example of a building associated with the railway that was used to support the railway workers, rather than the passengers. It is currently being used for storage and as a repair shop for rolling stock.

Butterfly Canopy for Tracks 1 and 2

This is the only remaining passenger concourse butterfly canopy (or umbrella shed) from a complex of five that were constructed in 1928 to span the tracks used for passengers trains to the west of the Ogden Union Station. After much discussion as to whether Southern Pacific or Union Pacific standards would be used, the sheds were built to the Southern Pacific specifications, twenty-three feet wide, similar to those at the Sacramento, California, station.⁸ At one time there were 5,600 linear feet of canopies protecting the four tracks. Passengers walked in the tunnel, the "subway," from the waiting room of the station to the west under the tracks and came up the stairs to the appropriate track.⁹ The other four passenger sheds were demolished in April of 1969. It is significant as the only remaining canopy over the tracks at the station complex.

Union Pacific Laundry Building

The 1951 Union Pacific Laundry Building replaced a laundry operation begun in 1906, located in the Commissary Building (now demolished) south of the depot. After World War II passenger business increased on the Union Pacific lines and the railroad sent its laundry out to commercial facilities in Ogden as well as at other stops along the system. The Union Pacific Railroad built this large modern facility to centralize laundry operations and reduce costs by fifty percent. It was expected to pay for itself in the first three years of operations. This was the only laundry service building ever constructed by the Union Pacific anywhere.

⁷ The first post office is now known as the Trainmen's Building.

⁸ Don Strack. *Ogden Rails: a History of Railroads in Ogden, Utah from 1869 to Today*. (Ogden, UT: Golden Spike Chapter, Railway & Locomotive Historical Society, 1997), 35.

⁹ The subway under the tracks has been filled in.

National Register of Historic Places Continuation Sheet

Section No. 8 Page 3

Ogden Union Station, Ogden, Weber County, UT

Soiled laundry was sent to the Ogden operation from throughout the Union Pacific system. The laundry cleaned linens from the trains running between Los Angeles and Chicago including Omaha, St. Louis and Kansas City well as the Union Pacific resorts in Sun Valley, West Yellowstone Lodge, Bryce, Zion the Grand Canyon and eleven other resort hotels and resorts. It was celebrated as the "longest laundry route in the world." Up to 110,000 individual pieces of laundry were washed, dried, ironed, folded, counted, and readied in bundles for delivery throughout the system during an eight-hour shift. The laundry had one hundred five employees in Ogden using the latest equipment: nine Troy Electromatic "Slyde-Out" washers, three dryers, four flatwork ironers, 42 individual pressers, six folders, and other equipment. The steam was from seven Vapor-Clarkson steam generators, the same ones that were used to produce steam heat for the railroad's diesel passenger locomotives. Laundry entered the building from the loading area at the north end, was sorted then washed, dried and folded to exit the building on the south end.

Passenger service began to decline in the 1960s, lessening the need for laundry services in the dining and sleeping cars. Eventually the costs of keeping the facility open exceeded the costs of sending the laundry out to commercial laundries in cities with large Union Pacific passenger terminals. The Union Pacific announced the closing of the laundry building in January of 1970. In 1986 Union Pacific gave title to the building to the city of Ogden. The Union Pacific Laundry Building remains eerily empty, awaiting future use as museum or display space.

Architecture

After the second railroad station in Ogden burned in 1923, the citizens of Ogden wanted to have a station that would reflect the importance of the railroad to the city of Ogden as well as being a symbol of the cultural sophistication and wealth of the city. Renowned architects from Los Angeles were chosen to design the new station: Donald Parkinson (1861-1935) and his son, John, (1895-1945). The Parkinsons constructed over 200 major buildings throughout the West as well as significant buildings in Salt Lake City including the Kearns and Newhouse Buildings and the Hotel Utah (now the Joseph Smith Memorial Building). In Los Angeles they are responsible for the City Hall, the Memorial Coliseum and the Bullocks-Wilshire Department Store. They also did a number of railroad stations in the west, including the Union Pacific mission style depots in Milford, Utah (1923-now demolished); Caliente, Nevada (1921); Kelso, California (1923); and the Los Angeles Union Passenger Terminal (1939), and the Union Pacific station in Salt Lake City (1908).

The station is built in the Early Christian/ Byzantine¹⁰ style, a period revival style that was most frequently seen in church buildings in Utah from 1910 to 1935. Characteristics of the style such as the tile roof, low, rounded arch openings, a cornice of blind arcading, columns with composite capitals, decorative terra cotta tile work and vertical brick courses can be seen in the station building. The Parkinsons designed all of the details of the building, including the wrought-iron light fixtures and the furniture. The basilica plan chosen accommodated

¹⁰ Also described as Italian Renaissance.

National Register of Historic Places Continuation Sheet

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Ogden Union Station, Ogden, Weber County, UT

the large passenger waiting room in the central high-roofed section of the Union Station. The side wings to the north and south have lower roofs and less detail.

The architecture of the other buildings in the Union Station complex is much simpler and their architects are unknown. They are functional buildings, providing ancillary services in the complex, and none are public spaces. Architecturally they are overshadowed by the high style passenger terminal. The Mail Terminal Annex building was constructed in 1929 and echoes some of the details of the Union Station in a simpler form in different materials. For example, the ribbon of blind lancet arches is cast stone on the Union Station building and of brick on the Mail Terminal Annex. The Trainmen's Building predates the current terminal and was built between 1903-1923 as the Railway Post Office in the early twentieth century commercial style. The 1928 Railway Post Office/Mail Terminal Annex building was also in the early twentieth century commercial style with a c. 1950 flat-roofed modern addition. The Union Pacific Laundry Building was constructed in the modern style in 1951. The other buildings of the Union Station complex reflect popular architectural styles in simple vernacular commercial variations.

Summary

Because the railroad played such a decisive role in stimulating the economic development of the country and in converting the nation's diverse section into a united and indivisible land, the Ogden Union Station complex merits national recognition as a monument to the city of Ogden for its important part in the nation's railroad story. The addition of these buildings broadens the historical context of the Station to include the support facilities that were vital to the function of the Station. The buildings and structure retain their historic integrity and contribute as a group to the public understanding of Ogden's role in the history of the railroads spanning the continent as well as the extent of the other support services provided around the station. The Ogden Union Station historically served the community as a gathering place in its railroad station function and it continues to be a place where people gather to visit its museums, restaurants, offices, meeting rooms, art galleries, and retail space.

National Register of Historic Places Continuation Sheet

Section No. 9 Page 1

Ogden Union Station, Ogden, Weber County, UT

Bibliography

- Carter, Thomas and Peter Goss. *Utah's Historic Architecture, 1847-1940*. Salt Lake City, UT: University of Utah Graduate School of Architecture and Utah State Historical Society, 1991.
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- Potter, Janet Greenstein. *Great American Railroad Stations*. Preservation Press. New York: Wiley, 1996.
- Roberts, Richard C. "Ogden's Union Station: Architecture Reflective of Ogden City History and Cultural Values." Manuscript available at the Union Station Archives.
- Roberts, Richard C. "The Railroad Stations of Ogden Reflect the Development and Implementation of that Industry" in *Ogden City: the First 150 Years, 1851-2001*. Ogden, UT: Ogden Sesquicentennial Committee, Ogden Standard Examiner, 2001.
- Roberts, Richard C. and Richard W. Sadler. *Ogden: Junction City*. Northridge, CA: Windsor Publications, Inc., 1985.
- Sanborn Map Company. Insurance maps of Ogden, Utah. 1906, 1941, 1949, 1950, 1954, 1961, 1968.
- Strack, Don. *Ogden Rails: a History of Railroads in Ogden, Utah from 1869 to Today*. Ogden, UT: Golden Spike Chapter, Railway & Locomotive Historical Society, 1997.
- Weber County. Recorder's Office. Title Abstract.

Ogden Union Station
Name of Property

Ogden, Weber County, Utah
City, County and State

10. Geographical Data

Acreage of Property 5.2 acres

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 1/2 4/1/7/9/2/0 4/5/6/3/5/4/0
Zone Easting Northing

2 / / / / / / / / / / /
Zone Easting Northing

3 / / / / / / / / / / /
Zone Easting Northing

4 / / / / / / / / / / /
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

Part of Lots 1 and 8, Block 2, Five Acre Plat A, Ogden City, Weber County, Utah: Beginning 190 feet south of the southeast corner of Lot 8, running thence north 89 D02' west 250.50 feet; thence north 0D58' east 376.39 feet; thence south 89D02' east 250.50 feet; thence south 0D58' west 376.39 feet to point of beginning. Except that portion deeded to the Utah Transit Authority.

Property Tax No. 03-004-0007

Boundary Justification

(Explain why the boundaries were selected.)

The boundary includes the buildings that have historically been associated with the Ogden Union Station complex and which maintain their historic integrity.

☐ See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Beatrice Lufkin
organization _____ date January 20, 2005
street & number 1460 Harrison Avenue telephone 801-583-8249
city or town Salt Lake City state UT zip code 84105

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs: Representative **black and white photographs** of the property.

Additional items: (Check with the SHPO or FPO for any additional items)

Property Owner

name/title Union Pacific Railroad et al
street & number 1700 Farnam Street, 10th floor telephone N/A
city or town Omaha state NE zip code 68102

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 1

Ogden Union Station, Ogden, Weber County, UT

Common Label Information:

1. Ogden Union Station
2. Ogden, Weber County, Utah
3. Photographer: Beatrice Lufkin
4. Date: July 2004
5. Negatives on file at Utah SHPO.

Supplemental Photographs

Photo No. 1:

6. East elevation of Union Station building. Camera facing west.

Photo No. 2:

6. West and south elevations of Union Station building. Camera facing northeast.

Photo No. 3:

1. Mail Terminal Annex roof detail.
6. South elevation of gable end. Camera facing northwest.

Photo No. 4:

1. Mail Terminal Annex
6. South and east elevations of building. Camera facing northwest.

Photo No. 5:

1. Mail Terminal Annex
6. North and west elevations of building. Camera facing southeast.

Photo No. 6:

1. Trainmen's Building
6. East elevation of building. Camera facing west.

Photo No. 7:

1. Passenger Concourse Butterfly Canopy
6. Underside of structure. Camera facing north.

Photo No. 8

1. Noncontributing Water Tower (moved to site)
6. Camera facing east.

National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 2

Ogden Union Station, Ogden, Weber County, UT

Archival Photographs

Photo No. 9

1. Trainmen's Building
6. North and west elevations. Camera facing southeast.

Photo No. 10

1. Union Pacific Laundry Building
6. South and East elevations. Camera facing northwest.

Supplemental Photocopies

Photo No. 11:

1. Ogden Union Station Passenger Terminal
3. Shipler Commercial Photography
4. Date: 3/19/1926
5. Negatives on file at Utah History Information Center
6. East elevation of building. Camera facing west.

Photo No. 12:

1. Ogden Union Station
3. Photographer: N.K. McNeely
4. Date: [1920's]
5. Negatives on file at Utah History Information Center
6. East elevation of building. Camera facing west.

Photo No. 13:

1. Ogden Union Station complex
3. Photographer: unknown
4. Date: c. 1925
5. Negatives on file at the Union Station archives.
6. North and west elevation. Camera facing southeast.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 05000363
71000867

Date Listed: 4/29/2005

Ogden Union Station (Boundary Increase/
Additional Documentation)

Property Name

Weber

County

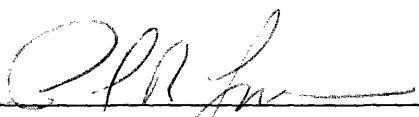
UT

State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

4/29/05
Date of Action

Amended Items in Nomination:

Significance:

The nomination is amended change the period of significance to read: 1924-1955.

The significant dates are amended to remove the period 1906-1923.

[Since the date of construction for the Trainmen's Building is unknown (1906-1923?), it appears more appropriate to begin the period of significance with the date of completion of the central Union Station facility (1924), which is the complex's primary resource and the basis for its architectural significance and historical associations to Ogden's pivotal role in regional railroad development. The Trainmen's Building remains an important contributing element of the station complex within the revised period of significance.]

Acreage:

This clarifies that the extent of the boundary increase is 1.8 acres; creating a total listed acreage of 5.2 acres. (3.4 original nomination + 1.8 Boundary Increase = 5.2 acres)

These clarifications were confirmed with the UT SHPO office.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

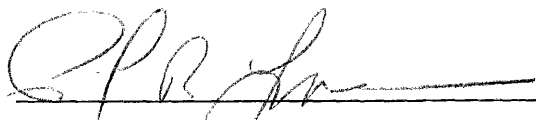
National Register of Historic Places

Continuation Sheet

Section number _____ Page _____

Ogden Union Station
Ogden
Weber County, UTAH
05000363

ACCEPT BOUNDARY INCREASE

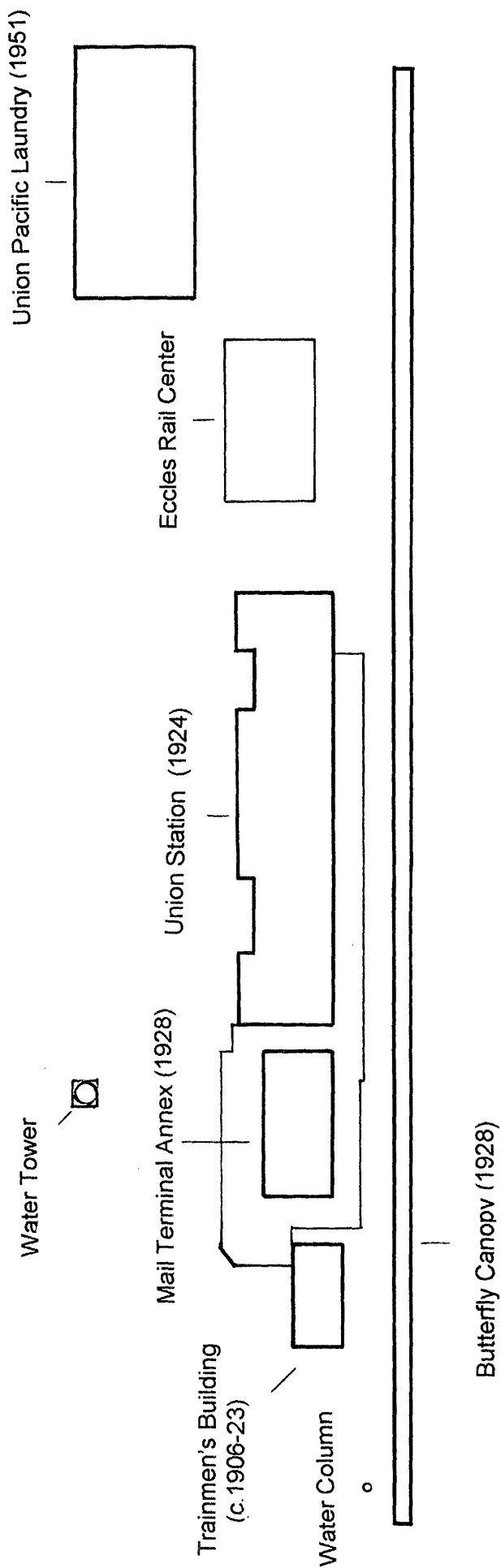


4/29/05

 Keeper of the National Register of Historic Places

Date

Ogden Union Station Complex Site Plan

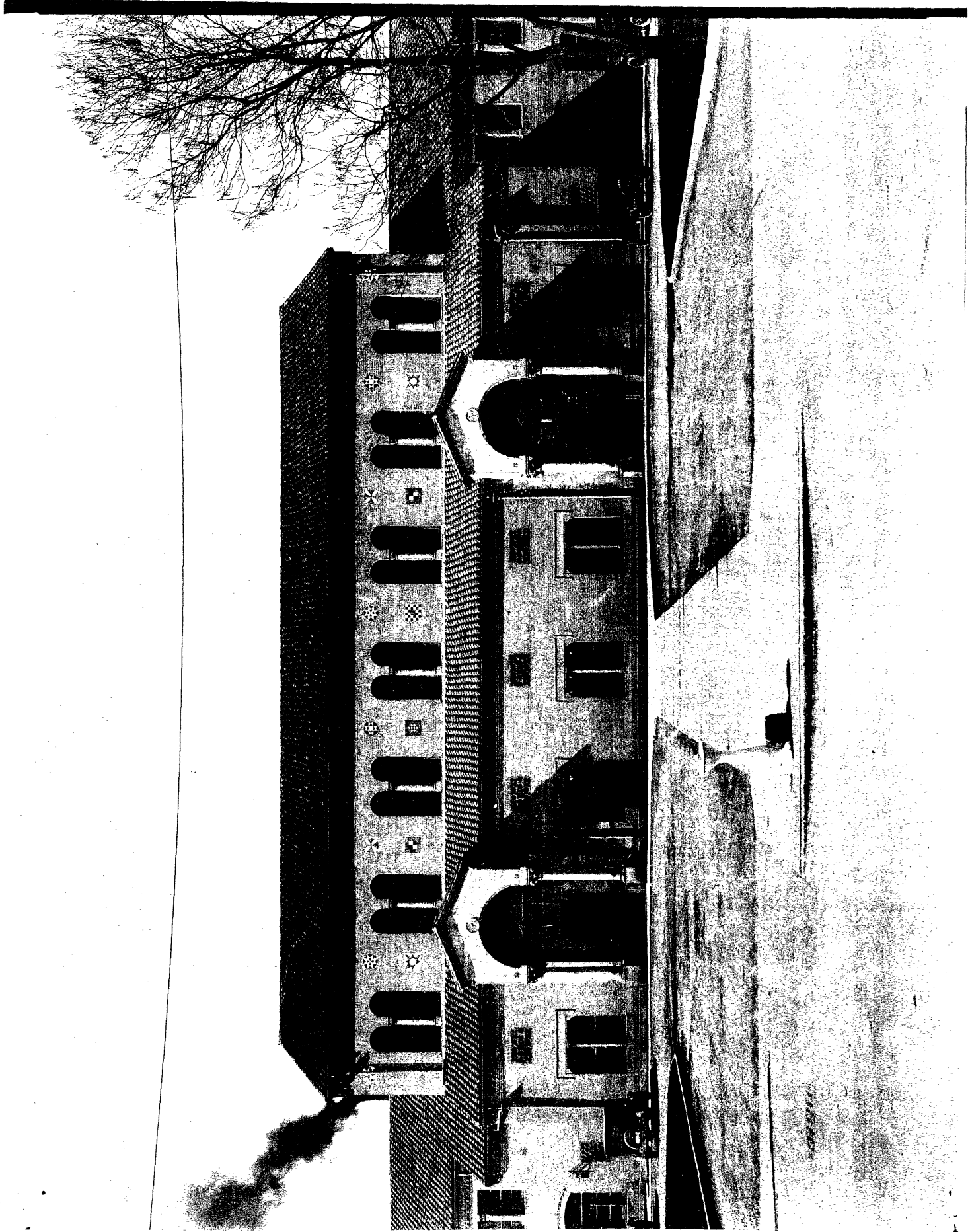


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24558

Union Depot, Ogden
P. 19



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