

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

**National Register of Historic Places
Continuation Sheet**

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| _____ |
| Name of Property |
| _____ |
| County and State |
| _____ |
| Name of multiple listing (if applicable) |

Section number _____ Page 1

Supplementary Listing Record

NRIS Reference Number: SG100001979

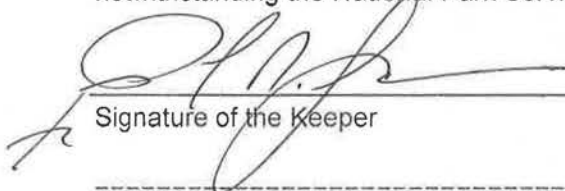
Date Listed: 1/18/2018

Property Name: Layton Oregon Short Line Railroad Station

County: Davis

State: UT

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

1/18/2018

Date of Action

=====
Amended Items in Nomination:

Bibliographical References:

The *Previous Documentation on File* box for "preliminary determination of individual listing (36 CFR 67) has been requested" should be checked. The property received Part 1 approval on 09/21/16.

The UTAH SHPO was notified of this amendment.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Layton Oregon Short Line Railroad Station

Other names/site number: Layton Station House, Layton Union Pacific Depot

Name of related multiple property listing: _____

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

2. Location

Street & number: 200 S. Main Street

City or town: Layton State: UT County: Davis

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B ___ C ___ D

| | |
|---|-----------------|
|  | <p>11.20.17</p> |
| <p>Signature of certifying official/Title: _____</p> <p>Date _____</p> <p><u>Utah Division of State History/Office of Historic Preservation</u></p> <p>State or Federal agency/bureau or Tribal Government</p> | |
| <p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p> | |
| <p>Signature of commenting official: _____</p> <p>Date _____</p> | |
| <p>Title : _____</p> <p style="text-align: right;">State or Federal agency/bureau or Tribal Government</p> | |

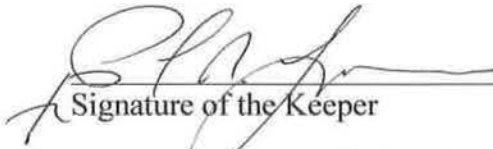
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____


Signature of the Keeper

1/12/2012
Date of Action

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

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Materials: (Enter categories from instructions.)

Principal exterior materials of the property: WOOD SIDING

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Layton Oregon Short Line Railroad Station was constructed in 1912 using the railroad company's standardized plans for a two-story frame, combination passenger depot and freight house. In 1972, the station was moved to its current location at 200 S. Main Street from its original location approximately 1500 feet further north along the tracks. During the move, the building was turned 180 degrees from its original orientation and set on a concrete block foundation. The original wood siding was visible except where a brick veneer wainscot had been installed on three elevations in the 1990s. After a period of vacancy, the building retained most of its historic windows, although heavily damaged, and the characteristic wide eaves of the Prairie School style. The exterior doors and interior had been modified to serve as a bar/restaurant since the 1970s. The interior was vandalized during the vacancy. Despite the move and subsequent alterations, the Layton Oregon Short Line Railroad Station remained in a service location, adjacent to the tracks. The station was rehabilitated in 2016-2017 using federal tax credits. The brick veneer was removed and the original siding was repaired. The rehabilitation included a new roof, new compatible windows, and an interior remodel as a restaurant. Overall, the property has good historic integrity, but due to the damage to and loss of historic materials after the move, the building is not being nominated for architectural significance. The Layton OSL Railroad Station remains a landmark building near Layton's historic business district.

Narrative Description

Site

The station sits on a narrow triangular parcel of 0.407 acres between the railroad tracks, Layton's historic Main Street (State Highway 126), and the Layton Parkway access to the Interstate 15 freeway, which runs parallel to Main Street. In the spring of 2008, the Utah Transit Authority (UTA) began a commuter rail service, known as FrontRunner, on a set of tracks parallel to the former Oregon Short Line tracks just west of the station. The train platform is adjacent to the station property on the west side, while a parking lot for commuters is located north of the property.

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In 2011, UDOT completed a bridge interchanged to I-15. The grade of Main Street was built-up to meet the bridge with a concrete retaining wall along the east property line. There is approximately ten feet of space between the west side of the building and a chain link fence along the rail corridor. The parking lot of the station has been newly paved with asphalt for parking. There are small flower beds near the building and at the entrance to the FrontRunner station. A concrete pad has been added to the north elevation for mechanical equipment.

Exterior

The footprint of the station building measures approximately thirty-one feet by eighty-eight feet with the wide end running parallel to the track. The building was placed on a concrete block foundation in 1972. The building is roughly divided into thirds, both visually on the exterior and spatially on the interior. The north third of the building was the freight room. The south third of the building was the waiting room. The ticket office was in the projecting square bay on the east elevation. In the center were the restrooms, and baggage room. On the exterior, the second floor, which served as the living quarters for the station master, has the appearance of a large pyramid-roof dormer over the center third. Hipped roofs extend over the one-story north and south thirds of the building. The subdued Prairie School styling is evident in its five-foot wide overhanging eaves with paired support brackets at the corners of the building. The pitch of the roof decreases at the belcast eaves creating a flared edge on the roof. The original brick chimneys, one which extended through the roof on the second story and one at the center of the south elevation, were removed in 1972 when the building was moved. The original finials are intact. The roof was shingled in dark grey asphalt shingles in 2012.¹

The second story and the upper two-thirds of the main level exterior walls are sheathed in drop-novelty wood siding. Historic photographs show the building with a base panel of vertical tongue-&-groove wood siding on the lower third of the main level. A wood stringcourse painted a contrasting color separated the two types of siding. A wide baseboard was between the vertical siding and the foundation. On the north, south, and east elevations, the base was covered with a veneer of orange-brown brick with a projecting rail of rowlock brick just below the wood stringcourse circa 1990s. The original vertical siding was only visible on the west elevation. This veneer was removed during the rehabilitation. The vertical siding underneath was repaired and in a few places replaced with similar wood siding. The wood siding is currently painted tan with a dark brown base. Accents such as corner boards, casings, and the brackets are also painted dark brown.

A new concrete ADA ramp with a pipe railing was built on the east elevation, the original "Track Side", but now the main entrance. The original windows on the main level were mostly six or nine-over-one double-hung wood sash windows. Most were damaged and inoperable due to several layers of paint, broken glass, and missing hardware. New wood sash windows with the same configurations as the originals were installed during the rehabilitation.

New glazing was also installed in the upper five panels of the loading door opening on the east elevation (inoperable after 1972). An aluminum storefront entrance had replaced the original door in the 1980s. A more

¹ The building is set at an angle parallel to the tracks. The current east elevation actually faces northeast. The south elevation faces southeast. The west elevation faces southwest. The north elevation faces northwest. In order to simplify the narrative, the cardinal directions have been used.

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compatible pair of half-glass paneled doors with multi-light transom was installed during the rehabilitation. The doors are painted dark red. Red gooseneck lights have been installed flanking the entrance. The current west elevation, which faces the tracks, was the original east elevation, or "Town Side" elevation. On this side of the building, a loading ramp was replaced by a concrete deck. All the original doors on the west elevation had been replaced by the 1990s. During the rehabilitation, the three secondary door openings were filled with two half-glass doors and one full paneled wood door with transoms similar to the main entrance. The south elevation has two windows. The north elevation has one smaller square window and one loading door opening, currently filled with a ten-panel sliding door. This door is now fixed with new glazing in three panels and wood in seven panels. The north and south upper level elevations have five windows. There are no openings on the upper south elevation and one small casement window on the upper north elevation.

Interior

The interior has approximately 2,700 square feet of space on the main floor and approximately 900 square feet of space on the second floor. With the exception of the window casings and some wood flooring, the interior of the finishes of the main floor had been updated several times, including dropped ceilings and newer wainscoting. The north third of the interior was the former freight room. In 1972, the room was divided into the kitchen and counter seating area. During the rehabilitation, the counter seating was removed and the kitchen enlarged. A short staircase was removed and the floor leveled to make the area ADA accessible. The center section of the building was the baggage room and restrooms. The east half was remodeled into a reception deck for the main entrance. In the south half, the restrooms were enlarged and reoriented to make them ADA accessible. Just south of the main entry is the original ticket office, located in the projecting square bay. During the rehabilitation, the ticket office was incorporated into the remodeled dining room. The dining room was the original waiting room in the south third of the building. This room is mostly open, except for the bar and service area partially along the west wall. The staircase in the center of the building had not been remodeled. With the exception of a new rail at the bottom, the original materials were restored. The upper floor was divided into a small apartment. The staircase balustrade and newel posts were intact, but most of the finishes and all of the fixtures in the apartment were not historic. During the rehabilitation, the apartment was remodeled into two banquet rooms. The bathroom was converted into a service area.

Summary

Although the station building has been moved and rotated, the exterior and interior retain much of the building's historic character. The building also retains its historic association with the former Oregon Short Line tracks (now FrontRunner commuter rail). The Layton Oregon Short Line Station is the only survivor of three similar stations built in Davis County around the same time. The building is a landmark at the south end of Layton's historic commercial business district

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8. Statement of Significance

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.)

- 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION
COMMERCE

Period of Significance

1912-1965

Significant Dates

1912

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Oregon Short Line Railroad Company, Architect
John H. Marshall, Builder

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Oregon Short Line Railroad Station in Layton, Utah, is significant as one of only a handful of surviving historic stations and depots built by the Oregon Short Line Railroad in Utah in the early part of the twentieth century. The building is locally significant as the only surviving example of railroad architecture in the city of Layton. The dual-purpose passenger depot and freight house is eligible under Criterion A in the areas of Transportation and Commerce for its association with the history of the Oregon Short Line Railroad and its relationship to Layton's historic business district. The period of significance spans sixty years, from the initial construction in 1912 to 1965, when the Oregon Short Line ceased operations in Layton. The Layton station was built by John H. Marshall of Salt Lake City. The property is eligible under Criterion Consideration B for moved properties. Although the building was moved in 1972, the station is still oriented to the same historic rail corridor only 1500 feet further south. The new setting is adjacent to a commuter rail platform in Layton's business district giving it the same general environment as the original location. Furthermore, the Layton station is the only surviving example in Davis County of a frame station house built from standardized plans provided to local contractors by the Oregon Short Line Railroad. The Layton Oregon Short Line Railroad Station contributes to the history of Layton's Main Street business district.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Layton Oregon Short Line Railroad Station is significant in the area of Transportation as the only remaining historic building tied to the rise of the railroad-related transportation in Layton in the early twentieth century. It is one of only three extant frame buildings associated with the Oregon Short Line Railroad in northern Utah.² With the exception of Ogden's Union Station, a large urban multi-line depot and currently an intermodal hub, the *Ogden Standard Examiner* has noted that the Layton Station is "the only historic train station that is directly oriented to [a] FrontRunner [commuter rail] platform."³ The Layton Oregon Short Line Railroad Station is in the unique position of representing, not only the history of the Oregon Short Line Railroad in Layton, but also many of Davis County and northern Utah's smaller rural communities.

² As noted above, the Roy and Clearfield station built at the same time as the Layton station have been demolished. Also demolished were stations in Bountiful and the Ogden Arsenal. The Kaysville depot is a frame building constructed by the Union Pacific in 1896. It was moved from its original location twice and is currently part of the Pioneer Village open air museum at the Lagoon Amusement Park in Farmington. There is an Oregon Short Line freight house in Logan built in the 1880s that now used as an office. This building is associated with a separate passenger station built of brick and stone in Logan in 1891. The passenger station was listed on the National Register as a contributing building in the *Logan Center Street Historic District* (NRIS #79002488). The Oregon Short Line Depot in Brigham City is a concrete block building constructed in 1907. It was listed on the National Register in 1992 (NRIS #92000891).

³ *Ogden Standard Examiner*, October 15, 2011. Ogden Union Station was built in 1924 and listed on the National Register in 1971 (NRIS #71000867). There are half-a-dozen historic train stations in northern Utah that are associated with railroads other than the Oregon Short Line.

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The Layton Oregon Short Line Railroad Station is significant in the area of Commerce for its association with the transformation of Layton from a loosely associated collection of farmsteads into a railroad town at the turn of the twentieth century. The historic buildings lining the unusually wide Main Street commercial business district is a remnant of the time when the tracks ran through the center of Layton and the city was regional shipping center. The former Oregon Short Line Station, now at the south end of Main Street, is a landmark building that contributes to the history of commerce in the city.⁴

History of the Layton Oregon Short Line Railroad Station

Even before the driving of the golden spike at Promontory Point in May of 1869, work had already begun on a rail line to connect the transcontinental rail at Ogden to Salt Lake City. This line, known as the Central Utah Railway, was completed in 1870 and connected Utah's capital city to the rest of the nation. Although rail lines were built on the outskirts of many towns between Salt Lake City and Ogden, in Layton the tracks passed through the center of town on Main Street, which produced the wide gap between businesses on Layton's Main Street that can still be seen today. At the time of rail line construction, Layton was only a collection of farms associated with the town of Kaysville.

Although there was a stage coach station on this road, the first businesses were not constructed on Main Street until 1882. Two of these early businesses, the Farmer's Union Mercantile Store and Barton & Company General Store, were dependent upon goods shipped by rail. The Central Utah Railway constructed a switch and siding just north of Kays Creek, following which Davis County constructed a new east-west road on the first section line north of Kaysville, later known as Gentile Street. The intersection of Main Street and Gentile Street became the center of business in Layton, with the railroad at the very heart of it.

In 1889 the Central Utah Railway was merged into the Oregon Short Line and Utah Northern Railway along with several other smaller rail lines in Utah, Idaho, Oregon, and Wyoming. The Oregon Short Line was originally formed by the Union Pacific as the shortest route between Wyoming and Oregon (thus, the name Short Line.)⁵ The merger of these railways with that route created a larger network from existing railways which were updated and added to, to create a more viable rail system.⁶

The first Oregon Short Line station house in Layton was constructed at the intersection of Main Street and Gentile Street, across from the Farmer's Union Building in 1892. The one-story frame station at 23 N. Main Street was essentially on an island between the tracks on the west and the Main Street roadway on the east. The station was used to ship local agricultural products to market and received goods for sale in local businesses, but the train stopped in town only when needed and often went through Layton at high speeds. Claims by local farmers against the railway for loss of sheep and cattle run over by the train were common.

⁴ Due to the move and subsequent loss of historic materials, the property is not being nominated for architectural significance.

⁵ The Oregon Short Line Railway was organized as a subsidiary of the Union Pacific in 1881. The name had been changed to the Oregon Short Line Railroad in 1898. Although the railroad operated independently for a short time in the late nineteenth century, for most of the historic period the tracks were referred to as the Oregon Short Line under the Union Pacific system. The Denver & Rio Grande Railroad had a separate set of tracks further west.

⁶ Much of this contextual narrative was written in 2008 by Nancy Calkins for the Oregon Short Line Railroad Station Historic Site Form.

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The location of the station in the middle of Main Street and its close proximity to the curve in the tracks north of the station created poor visibility for those traveling from east to west on Gentile Street. This was the situation encountered by Schofield and Rebecca Kershaw and their two teenage daughters on June 25, 1907. As their buggy approached the station from the east, there was no train visible on the tracks, but by the time the buggy had passed the station and was on the tracks, the train had merged from around the curve. Although the engineer applied the brakes immediately, the train did not stop for a quarter mile down the tracks, killing all four people in the buggy. The same day the article on the death of the Kershaw family appeared in the *Davis County Clipper*, a letter to the editor was published calling for citizens to petition the Oregon Short Line to move the station from Main Street. The writer, William Wright, asked the newspaper to “please use your influence to help remove it before anyone else is killed.”⁷ A week later a petition was being circulated, but another accident at the same location in October 1907 claimed the life of 19-year-old Roy Sessions.⁸

Before the first of November a representative of the Oregon Short Line Railway was in Layton meeting with citizens. He said his company was “willing to do anything that the people thought would improve the situation.”⁹ The solution to the problem was to bypass Main Street altogether, but the process took four years. The Oregon Short Line Railway was in the process of building a second set of tracks on the main line through the state. In Layton a double track was proposed for a new corridor, which would veer west of the business district at the south end of Main Street and connect to the previous line north and west of the town. This solved not only the problem of the station in the middle of town but the dangerous curve at the north end of town. Work on the new double track began in 1911, and that same year plans were completed for a new, larger station to be located on the east side of the new rail corridor immediately south of Gentile Street.

The *Davis County Clipper* reported in December of 1911 that “Mr. Marshall of Salt Lake was awarded the contract to build the new station” with the cement work for the foundation underway.”¹⁰ The station was to be of frame construction, and would include not only an office, waiting, baggage, and freight rooms, but would have living quarters upstairs for the station agent and his family.

John H. Marshall was born in Scotland in 1882 and immigrated to the United States at the age of twenty. He worked as a clerk and a carpenter in Salt Lake City before starting his own contracting business around 1908. John H. Marshall did not stay in Utah long, and by 1920, had moved his family and business to Bannock, Idaho.

The December 1911 *Davis County Clipper* article also stated that new Oregon Short Line stations were being built in Clearfield and Roy at the same time as the Layton station. When lumber was scarce at one location, the workmen would be sent to another location.¹¹ Upon completion of the new station in August of 1912, an article in the same paper praised the building’s amenities:

The new Oregon Short Line station here would be a credit to a town of twenty thousand inhabitants. The waiting room is large and provided a sufficient number of up-to-date

⁷ *Davis County Clipper*, June 28, 1907.

⁸ *Davis County Clipper*, October 18, 1907.

⁹ *Davis County Clipper*, November 1, 1907.

¹⁰ *Davis County Clipper*, December 1, 1911.

¹¹ *Davis County Clipper*, December 29, 1911. Both stations used similar standardized plan. The Roy station was demolished in 1965. The Clearfield station was dismantled sometime before 1997.

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railroad benches to seat fifty people. There is also a drinking fountain in the room, and other modern conveniences near-by. The office is roomy and equipped with desk and everything necessary for the agent and operators to carry on their work. Then there is a special room for express, and a large room for freight which is provided with scales that will [weigh] up to a ton. Outside of the ware room there is an extensive platform from which freight can be loaded into wagons with out much effort as the platform is up even with the top of the wagon bed. Nice living rooms are provided upstairs for the agent. The building will be steam heated and electrically lighted.¹²

The new station was nearly twice as large as the 1892 station house on Main Street. By May of 1913 the older building had been moved to a location 600 feet south of the new station on the double tracks, and remodeled for use as a home for the section foreman.¹³ At the same time, a team of men began planting lawn and other landscaping around the new Oregon Short Line station. The new station and accompanying mail crane was completed in June 1913 at a cost of \$6,567.20. Electric lights were installed at the station in 1916.¹⁴

The first rail agent in the new station was Murray Cowley, who at the age of eighteen had taken over his father's position as agent at the Main Street station when his father died in 1910. Murray Cowley married Marion Ellison in 1917 and together they raised their three children in the upper story of the station. Murray and Marion Cowley are listed on both the 1920 and 1930 census enumerations at the station house. By 1935, Murray Cowley was still working for the railroad, but the family had moved to the Avenues neighborhood of Salt Lake City. The 1920 census lists John Reed, the section foreman, living in the old station with his wife Mary, and eight children. By 1930, John Matchinsky was the section foreman living with his wife, Dora, and one grown son.

While the new station boasted such a commodious waiting room, the use of the train for passengers was limited. Passengers who were traveling out of state, such as those leaving on missions for the LDS church or leaving to serve in the military, traveled on the Oregon Short Line and left from this station. However, the Bamberger Railroad completed construction of a new station in Layton in 1913 for its interurban line, and much of the passenger traffic traveling in-state used the Bamberger.¹⁵ Special rates were advertised in the newspaper by the Oregon Short Line for passengers to travel to specific events in Salt Lake City, but the primary business of the Oregon Short Line was freight.

The construction of the double track and the new station coincided with the most active decade of construction in Layton's central business district prior to World War II. New enterprises established during this period included a general store, dry goods, furniture store, implement store, shoe shop, blacksmith shop, doctor's office, and two automobile repair shops. Layton also gained a new post office and a new power company office. Because of mail and telegraph service, the station was a gathering place in the community. As economic activity grew, several older businesses expanded. Arthur Ellis

¹² *Davis County Clipper*, August 16, 1912.

¹³ *Davis County Clipper*, May 30, 1913.

¹⁴ "Oregon Short Line Timeline," UtahRails.net by Don Strack: 14.

¹⁵ The Bamberger Railroad tracks were located east of Main Street. The station was a brick building that was demolished after the Bamberger service was discontinued in the 1950s.

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replaced the display windows and built a new store room in 1913.¹⁶ The First National Bank doubled the size of the bank building in 1915-1916.¹⁷

Existing spurs, such as the one to the Layton Canning Factory, were adjusted as needed. A short section of the Main Street track was left in place until 1930 to serve shippers like the Layton Milling Company.¹⁸ The Layton Sugar Company opened a massive factory in 1915 on the west side of town. The factory's wagons "laden with beets" cut such deep ruts moving to and from the railroads that west Gentile Street was paved in 1923 much earlier than other rural roads in Davis County.¹⁹ Layton farmers shipped cattle and sheep to out-of-state markets, with the guarantee of speedy delivery. Claims against the railroad for death of livestock due to "laxity in transportation" were occasionally tried in court.²⁰

The railroad remained a vital part of Layton's economy in the 1940s, primarily due to the buildup of defense-related industries in the area prior to World War II: Ogden Arsenal, Hill Field (later Hill Air Force Base), and the Naval Supply Depot in Clearfield. After World War II the highway system throughout Utah and the nation as a whole improved dramatically. Passenger traffic on northern Utah railroads had all but disappeared by the 1950s. The use of large trucks, particularly after the completion of Interstate 15, took most of the local freight traffic from the railroad.

Although trains still traveled through Layton on a daily basis most of the business of the railroad was moved to the Defense Depot in Clearfield and a station manager was kept on only there. The Oregon Short Line Railroad began to shut down operations in Layton beginning in 1960. By 1965, the section foreman residence (old station) had been demolished and the main station was shuttered.

In 1972, the vacant station house was sold to Rick Derry for \$25 with the stipulation that it be moved within 60 days. Derry purchased a little over a third of an acre of ground at the south end of Main Street for the new home of the station. This triangular piece of land was wedged between Main Street and the tracks at the point where the double track had veered to the west over sixty years before. Derry paid \$5,000 to have the building moved to its new location which included turning the building around so that the ticket house on the track side of the building would face Main Street in its new location. The building was moved on two large beams which ran the length of the building (they are still visible beneath the station) and the building was rotated in the parking lot of the current First National Bank.

Rick Derry opened a bar and dance club in the station at its new location but after several years sold the business on contract. The new owners struggled financially and declared bankruptcy in 1984, at which time the building was purchased from the court trustee by Vince Lopez for \$30,200. Lopez agreed to purchase the building as an investment if local chef, Shanna Ellison, would agree to lease the building for a restaurant. Ellison and her family ran "The Main Street Station" in the building through the 1980s when the business was purchased by Doug Madsen and Emmy Criddle and reopened as "Doug & Emmy's" café. Building ownership remained in the Lopez family until 2006, when the building was purchased by Hal and Sheena Renfro. The Utah Department of Transportation purchased the former Oregon Short Line

¹⁶ *Davis County Clipper*, May 30, 1913.

¹⁷ *Davis County Clipper*, January 28, 1916.

¹⁸ "Oregon Short Line Timeline," 15.

¹⁹ *Deseret News*, August 30, 2011. The Denver & Rio Grande Railroad had a small freight office that also processed products to and from the sugar factory.

²⁰ *Davis County Clipper*, February 2, 1917. In this case D. H. Adams was awarded \$658.88 for damage to his sheep during transport.

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Station in April 2010 during the construction of the new interchange at the south end of Main Street. At that point, UDOT and the City of Layton began collaborating on a plan to rehabilitate the building for a new use. Justin Hamilton, the owner of Café Sabor, a Mexican restaurant which operates in the NRHP-listed passenger depot in Logan, saw the possibilities. The building was rehabilitated using federal tax credits. The Café Sabor in Layton's old train station opened in the summer of 2017.

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9. Major Bibliographical References

BIBLIOGRAPHY (Cite the books, articles, and other sources used in preparing this form.)

Architectural Survey Data for Railroad Stations and Depots in Utah. Report produced by the Utah State Historic Preservation Office, 2012.

Calkins, Nancy. "Oregon Short Line Railroad Station, Layton, Davis County, Utah." Historic Site Form. Available at the Utah State Historic Preservation Office.

Carlsruh, Dan. *Layton, Utah Historic Viewpoints.* [Layton, Utah]: Layton-Kaysville Historical Society, 1985.

Carter, Thomas, and Peter Goss. *Utah's Historic Architecture: A Guide, 1847-1940.* Salt Lake City, Utah: University of Utah Press, 1988.

Clearfield, 1877 to 1997: Our Home Town. Clearfield, Utah: s.n. 1997.

CRSA. "Historic Structures Report: The Oregon Short Line Railroad Depot, Layton, Utah." April 2012.

Dalton, Rose. *Roy, Utah: Our Home Town.* Salt Lake City, Utah: Deseret News Press, 1968.

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Deseret News. Various issues.

Ogden Standard Examiner. Various issues.

"Oregon Short Line Timeline." UtahRails.net by Don Strack.

R.L. Polk Directory. Ogden, Utah and Vicinity. Available at the Utah State History Research Center.

Sanborn Fire Insurance Maps. Layton, Utah, 1930.

Union Pacific (Oregon Short Line) Engineering Department. Photocopies of 1911 blueprints: Track Side and Town Side Elevations, Main and Second Level Floors Plans for unspecified frame train station. Courtesy of Ted Ellison.

United States Census Enumerations, *Layton, Davis County, Utah, 1910-1940.*

Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 0.406 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

Latitude: 41.056905°

Longitude: -111.964588°

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

Zone: 12

Easting: 418948

Northing: 4545519

Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State

Verbal Boundary Description (Describe the boundaries of the property.)

A TRACT OF LAND LOC IN THE NW 1/4 NW 1/4, SW 1/4 NW 1/4 AND THE SE 1/4 NW 1/4 OF SEC 28-T4N-R1W, SLB&M. THE BNDRY LINES OF SD TRACT OF LAND ARE FURTHER DESC AS FOLLOWS: BEG AT THE NE COR OF SD TRACT WH IS 638.29 FT S 89°20'50" E ALG THE SEC LINE TO THE W'LY R/W LINE OF THE ORIGINAL UTAH CENTRAL RR, WH IS NOW THE W'LY R/W LINE OF STATE HWY 126, & 1,246.07 FT S 25°12'24" E ALG SD W'LY R/W LINE FR THE NW COR OF SD SEC 28 & RUN TH N 89°31'25" W 50.16 FT; TH S 65°52'51" W 47.69 FT; TH S 12°40'57" W 3.68 FT; TH S 40°29'23" E 168.62 FT; TH N 49°29'03" E 10.25 FT; TH S 40°30'57" E 37.12 FT; TH S 49°30'51" W 17.24 FT TO THE E'LY R/W LINE OF THE OSL RR; TH SE'LY 270.06 FT ALG THE ARC OF A CURVE TO THE RIGHT WITH A RAD OF 6495.80 FT, THE CHORD BEARS S 38°11'12" E 270.04 FT ALG SD E'LY R/W LINE, BEING THE W'LY LINE OF SD TRACT; TH N 25°06'29" E 1.72 FT TO SD W'LY R/W LINE; TH ALG SD W'LY R/W LINE THE FOLLOWING THREE (3) COURSES: 1) N 34°27'02" W 147.53 FT; 2) N 63°51'15" E 10.00 FT; 3) N 25°19'52" W 296.85 FT TO THE POB. CONT. 0.406 ACRES (CORRECTIONS MADE FOR TAXING PURPOSES.)

(Property Tax Number 11:061:0203)

Boundary Justification (Explain why the boundaries were selected.)

The boundaries are those associated with the property since 1972 when the parcel was established prior to moving the building. The boundaries of the parcel were modified slightly during the recent realignment of Main Street and the I-15 interchange.

11.

Form Prepared By:

name/title: Korral Broschinsky, from narratives written by Nancy Calkins
organization: prepared for Layton City Corporation
city or town: Taylorville state: Utah zip code: 84123
e-mail: kbro@kbropreservation.com telephone: 801-913-5645
date: October 26, 2017

Property Owner information: (Complete this item at the request of the SHPO or FPO.)

name: Layton Station LLC Contact: Justin Hamilton
address: 399 North Main Street, Suite 270
city or town: Logan state: Utah zip code: 84341
telephone/email: justin@cafesabor.com

Layton Oregon Short Line Railroad Station

Name of Property

Davis County, Utah

County and State

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: *Layton Oregon Short Line Railroad Station*

City or Vicinity: *Layton*

County: *Davis* State: *Utah*

Photographer: *Korral Broschinsky*

Date Photographed: *May 11, 2017*

Description of Photograph(s) and number, include description of view indicating direction of camera:

Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State



Photograph 1
East elevation of station. Camera facing southwest.



Photograph 2
East elevation, entrance. Camera facing southwest.

Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State



Photograph 3

South and east elevations of station. Camera facing northeast.



Photograph 4

North and east elevations of station. Camera facing south.

Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State



Photograph 5
West elevation. Camera facing northeast.



Photograph 6
West elevation detail. Camera facing northeast.

Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State



Photograph 7
Interior, main floor, east entry. Camera facing north.



Photograph 8
Interior, main floor, dining room. Camera facing southeast.

Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State



Photograph 9

Interior, main floor, stair detail with kitchen in background left. Camera facing northwest.



Photograph 10

Interior, second floor, banquet room. Camera facing north .

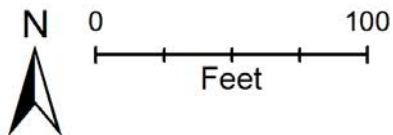
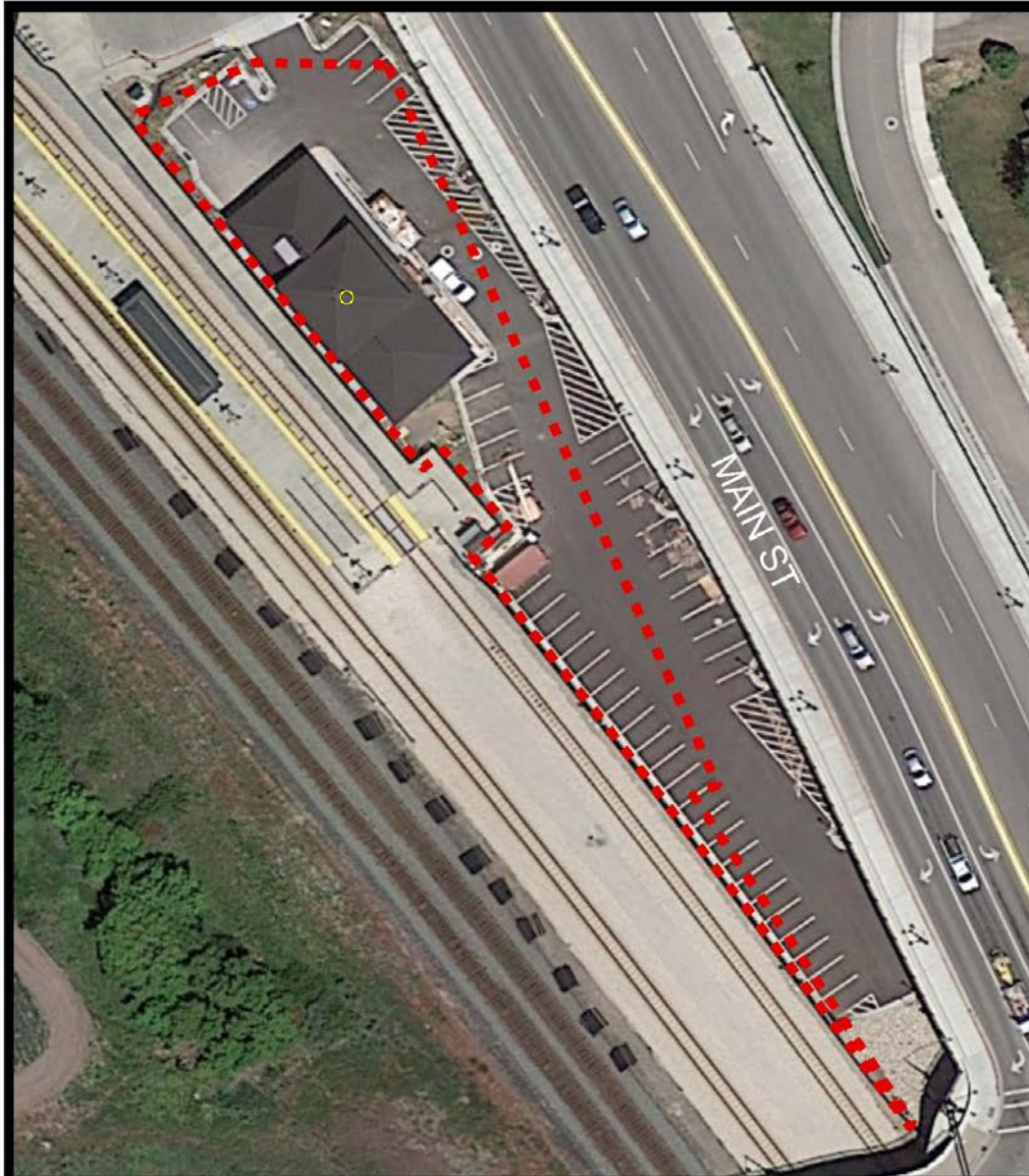
Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State




Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State



National Register of Historic Places

 Current Parcel

**Layton Oregon Short Line
Railroad Station**

200 South Main Street
Layton, Davis County, Utah

Lat: 41.056905 Long: -111.964588

GIS Data Courtesy Utah AGRC

Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State



Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State



Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State



Figure 1
Historic photograph of building at original location, circa 1915.
Courtesy Ted Ellison.



Figure 2
Historic photograph of building at original location, circa 1950.
Courtesy Layton Museum.

Layton Oregon Short Line Railroad Station
Name of Property

Davis County, Utah
County and State

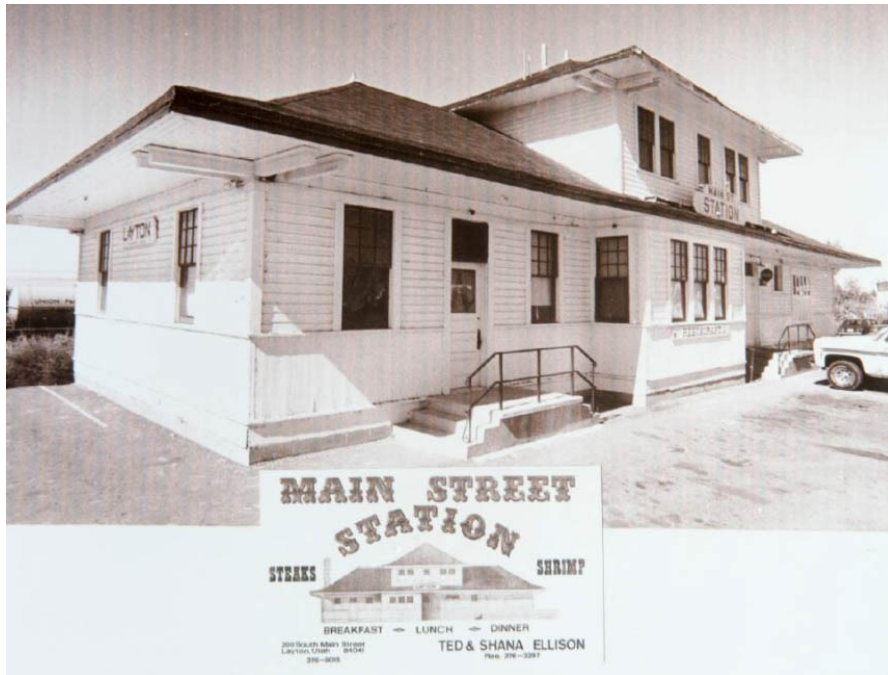


Figure 3

Photograph of station in new location (circa 1985).
Courtesy Ted Ellison.



Figure 4

Photograph of station prior to rehabilitation, 2012.
Photographed by author.





FX4

2021

Small Jobs





USA
AMERICAN
HISTORICAL SOCIETY

200

NISSAN
TRUCK
4x4



COMING SOON
Cafe Saburo
Yukig

To Salt Lake and Points South →
← To Ogden and Points North

COMING SOON!

Cafe Sabor!

MEXICAN *fiesta* CUISINE

opportunities email jobs@cafesabor.com



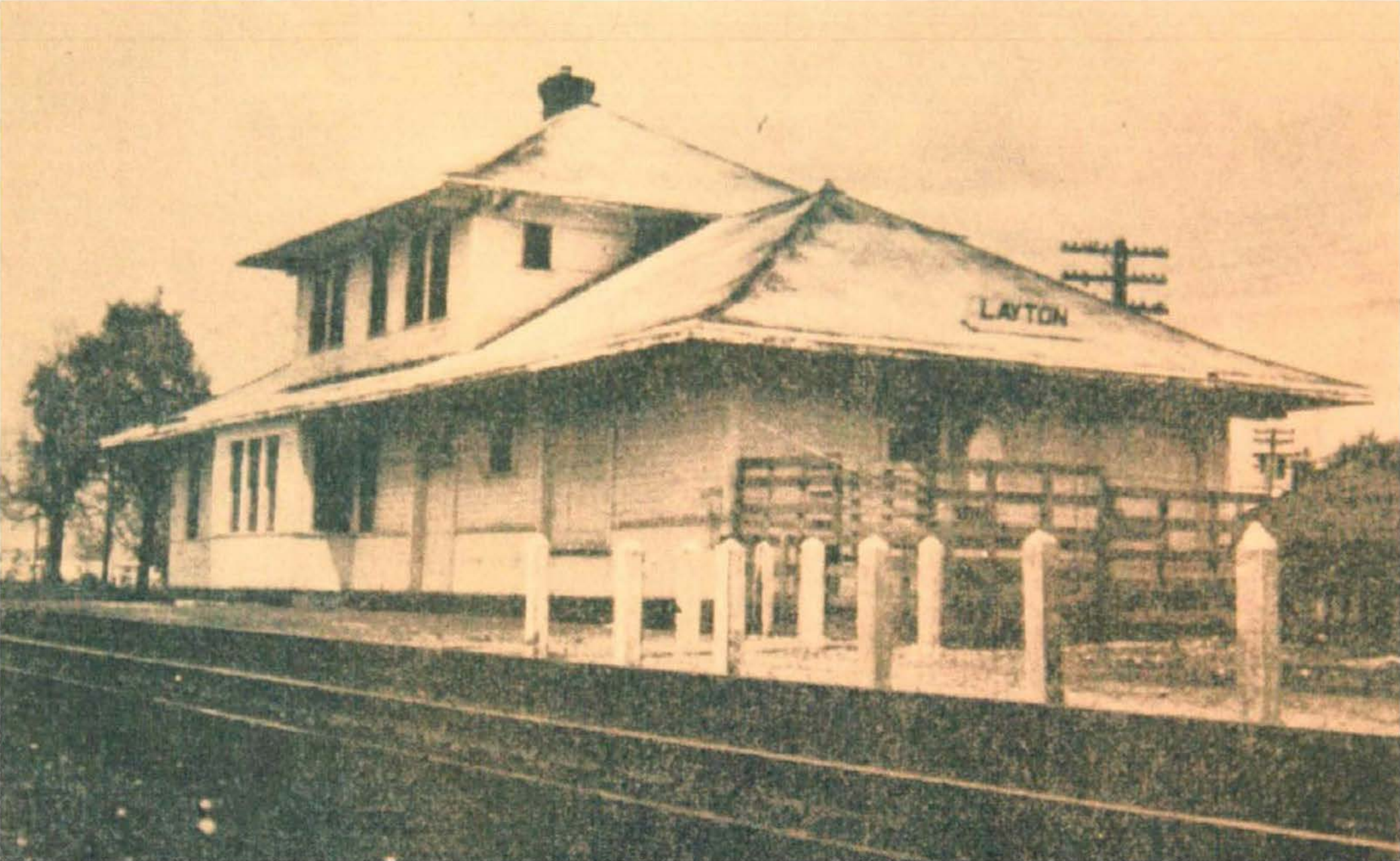












LAYTON



**MAIN STREET
STATION**

STEAKS  **SHRIMP**

BREAKFAST ← LUNCH ← DINNER

200 South Main Street
Layton, Utah 84041
376-8005

TED & SHANA ELLISON
Phs. 376-3287



200 1/2

ICE

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Layton Oregon Short Line Railroad Station

Multiple Name:

State & County: UTAH, Davis

Date Received: 12/4/2017 Date of Pending List: 1/4/2018 Date of 16th Day: 1/19/2018 Date of 45th Day: 1/18/2018 Date of Weekly List: 1/18/2018

Reference number: SG100001979

Nominator: State

Reason For Review:

Accept Return Reject 1/18/2018 Date

Abstract/Summary Comments: The Layton Oregon Short Line Railroad Station meets National Register Criterion A at the local level of significance in the areas of Commerce and Transportation. Constructed in 1912, the building represents a standardized, two-story, wood frame combination passenger depot and freight house. The station served as Layton's main transportation hub as the community emerged as a major regional trade and commerce center for rural Davis County in the early twentieth century. Although moved and re-oriented, the building retains its general integrity and remains readily identifiable as an early 1900s rail station still located along its original rail line corridor.

Recommendation/ Criteria: Accept NR Criterion A.

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date 1/18/2018

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Jill Remington Love
Executive Director
Department of
Heritage & Arts



Brad Westwood
Director



November 28, 2017

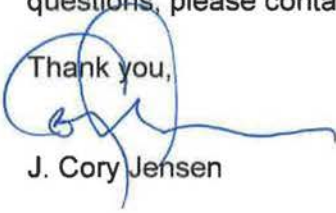
TO: Mr. J. Paul Loether, Keeper and Chief
National Register of Historic Places
Mail Stop 7228
1849 C St, NW
Washington, D.C. 20240

FROM: J. Cory Jensen, National Register Coordinator
Utah State Historic Preservation Office

RE: Layton Oregon Shortline RR Station, Davis County, National Register of Historic Places nomination

Mr. Loether,

The enclosed disk contains the true and correct copy of the nomination form for the **Layton Oregon Shortline RR Station** to the National Register of Historic Places. The other disk contains the photograph image files of the property in TIF format. Should you have any questions, please contact me at coryjensen@utah.gov or 801/245-7242.

Thank you,

 J. Cory Jensen

Enclosures:

- _____ 1 CD with PDF of the NRHP nomination form and correspondence/additional info
- _____ 1 CD with digital images (tif format)
- _____ 1 Physical Transmission Letter
- _____ 1 Physical Signature Page, with original signature
- _____ Other:

Comments:

- _____ Please ensure that this nomination receives substantive review
- _____ The enclosed owner(s) objection(s) do _____ do not _____
- _____ constitute a majority of property owners.
- _____ Other: