

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Oregon Short Line Depot
other names/site Union Pacific Depot

2. Location

street & number 800 West and Forest Street N/A not for publication
city, town Brigham City N/A vicinity
state Utah code UT county Box Elder code 003 zip code 84302

3. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	contributing	noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<input type="checkbox"/>	<input type="checkbox"/> structures
	<input type="checkbox"/> object	<input type="checkbox"/>	<input type="checkbox"/> objects
Name of related multiple property listing: <u>N/A</u>		<u>1</u>	<u>0</u> Total
		No. of contributing resources previously listed in the National Register <u>0</u>	

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Walter S. M... June 9, 1992
Signature of certifying official 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.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 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:) _____

Antonietta J. Deo 7/16/92

Signature of the Keeper Date of Action

6. Functions or Use

Historic Functions
(enter categories from instructions)

TRANSPORTATION / rail-related

COMMERCE/TRADE / Organizational

Current Functions
(enter categories from instructions)

TRANSPORTATION / rail-related

7. Description

Architectural Classification
(enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN

MOVEMENTS / Bungalow/Craftsman

Materials
(enter categories from instructions)

foundation CONCRETE

walls CONCRETE BLOCK

roof ASPHALT (shingles)

other _____

Describe present and historic physical appearance.

The Oregon Short Line Depot is a one-story concrete-block building of the Arts and Crafts (or Craftsman) style which has retained most of its original appearance and architectural integrity since its 1907 construction.

The depot is prominently located at the west end of Brigham City on Forest Street, the major east/west street through town. It can be seen for eight blocks on the downgrade from the courthouse and stands apart, surrounded only by railroad activity. The large elegant roof is the prominent feature from a distance.

The depot is a long, rectangular 38 x 98 foot building with a large projecting bay on the west side. The main passenger entrance on the east side of the building is a tall wooden double door under a round arch window. The depot has several distinguishing Craftsman elements particularly the large sweeping multiple-hip roof with dormer windows. The roof has large overhanging eaves with distinctive wooden brackets. Attic space is located inside this prominent roof. The original wood shingle roof has been replaced with asphalt shingles. The historic decorative sheet metal ridge elements and the uncommon top-mounted rain gutter system were apparently removed at this same time [see historic photo]. An original brick chimney with corbelled decoration extends above the roof on the northwest side.

The walls are made of rock-faced hollow concrete block. Cast-concrete brackets are located under the two large bay windows opposite the entryway door on the east facade. The foundation is poured concrete and the building also has a 7-foot high basement, 18 x 34 feet in size. The windows are all original wood-framed sash. The half-height windows in the south-end baggage area were constructed with the lower half of the window opening filled with a smooth-face concrete block. These unique windows pivot horizontally to open.

All interior woodwork and molding is original and in good condition. The wainscoting in the south waiting room and the highly detailed ticket office are good examples. Of special interest is the interior of the ticket office which was also the telegrapher's office. The desk of the telegrapher is still in place.

Very few alterations have taken place to this building. In addition to the roof replacement noted above, the Union Pacific Company, in 1989, built an enclosed room which included a lowered ceiling and a new wall across the east side of the north

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:
 nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance

(enter categories from instructions)

TRANSPORTATION

Period of Significance

1907-1942

Significant Dates

1907

ARCHITECTURE

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Architect - Engineering Department of the Oregon

Short Line Railroad Company

Builder - A.C. Rainey

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Oregon Short Line Depot is historically significant as the primary passenger train depot in Brigham City since 1907 and as the building which best represents the local importance of the rail travel. Architecturally the Oregon Short Line (OSL) Depot is significant as the best remaining example of the relatively rare Craftsman (Arts and Crafts) style in Brigham City, a style which was more typically used in residential architecture.

The railroad came to Brigham City not long after the last spike was driven joining the transcontinental railroad at Promontory Summit, about 30 miles west of Brigham City, on May 10, 1869. The Utah Northern Railroad was organized August 23, 1871. Working in segments, Utah Northern crews completed a line from Ogden to Franklin, Idaho by March 15, 1874. A four-mile branch line was constructed from Brigham City to Corinne, Utah on June 9, 1873 providing a connection with the original transcontinental railroad.

In 1878 Union Pacific bought the Utah Northern and renamed it the Utah and Northern. It was consolidated with the Oregon Short Line in 1889. The OSL had been established in 1878 by combining portions of existing railroads to provide the Union Pacific access to the Pacific Northwest.¹ In 1906, the Oregon Short Line Company announced it would construct a new, modern depot at 800 West and Forest Street in

X See continuation sheet

¹Merrill D. Beal, The Utah and Northern Railroad Narrow Gauge. (____: Idaho State University Press), pp. 2-7.

Deon C. Greer, et.al., Atlas of Utah. (____: Weber State College and Brigham Young University Press), p. 97.

David R. Johnson, M.S. "The History and Economics of Utah's Railroads," Chapter VII of Utah -- A Centennial History. Edited by Wayne Sutton. (NY: Lewis Historical Publishing Co., 1949).

9. Major Bibliographical References

Beal, Merrill D. The Utah And Northern Railroad Narrow Gauge. Idaho State University Press.

Forsgren, Lydia Walker. History of Box Elder County 1851-1937. Compiled and published by the Box Elder County Daughters of Utah Pioneers, 1927.

Greer, Deon C. et. al. Atlas of Utah. Published by Weber State College and Brigham Young University Press.

Sutton, Wayne, Ed. Utah -- A Centennial History. Published by Lewis Historical Publishing Co., NY, 1949.

Utah State Rail Plan. A study published by the State of Utah's Department of Transportation.

Sanborn Map Company. 1917 Map of Brigham City.

Meeting with officials of Union Pacific, Box Elder County, and the Golden Spike Association, March 31, 1992.

Box Elder News. May 24, 1906; Aug. 16, 1906; May 19, 1907; Sept. 14, 1911; Jan. 13, 1916; Sept. 18, 1925.

Box Elder News-Journal. April 14, 1942.

The Brigham City Bugler. January 10, 1891.

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 # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local Government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property 0.16 acre

UTM References

A	<u>1/2</u>	<u>4/1/4/1/6/4</u>	<u>4/5/9/5/7/0/8</u>	B	<u>/ /</u>	<u>/ / / / / /</u>	<u>/ / / / / / / /</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>/ /</u>	<u>/ / / / / /</u>	<u>/ / / / / / / /</u>	D	<u>/ /</u>	<u>/ / / / / /</u>	<u>/ / / / / / / /</u>

See continuation sheet

Verbal Boundary Description

Beginning at a point located North 40.6 feet and East 5145.4 feet from the southwest corner of Section 14, Township 9 North, Range 2 West; thence North 118 feet, East 58 feet, South 118 feet, and West 58 feet to the point of beginning. Less than one acre.

See continuation sheet

Boundary Justification

This legal description includes the location of the building with a 10 foot margin of property surrounding it. It does not include all the right-of-way property and other lands owned by the Union Pacific Company near this depot.

See continuation sheet

11. Form Prepared By

name/title Larry Douglass, Director, and USHPO staff

organization Brigham City Museum-Gallery date May 1992

street & number 24 North 300 West (P.O. Box 583) telephone 801-723-6769

city or town Brigham City state Utah zip code 84302

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1

Oregon Short Line Depot, Brigham City, Box Elder County, Utah

waiting room. A forced-air furnace was installed just outside of this new room.² This alteration impacted the appearance of the depot's main waiting room but did not affect any other interior space. It appears that the alteration is reversible. An original exterior door leading out of this new room was replaced by a modern metal door. This new door is the only ground level exterior change to the building.

The Union Pacific Company is in the process of donating the depot to the Golden Spike Association under the auspices of Box Elder County. When this happens, the association plans to remove the 1989 partitions and restore the north waiting room to its historic appearance. Exterior painting of eaves, brackets, doors, and reshingling of the roof are also planned.³

²Telephone conversation with Bill Howard of the Union Pacific Company by Delone Glover, April 21, 1992.

³From a meeting with officials of the Union Pacific Railroad, Box Elder County, and Golden Spike Association, March 31, 1992.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 2

Oregon Short Line Depot, Brigham City, Box Elder County, Utah

Brigham City.⁴ By August of 1906, construction was underway. Work on the new building began under the direction of A.C. Rainey with 22 workers assisting him.

An article in the local newspaper described the planned appearance of the finished building. The walls would be buff pressed brick with cement facings. The depot would have such modern improvements as water, electricity, steam heat, and lavatories. The 38 x 98 foot depot would have two waiting rooms, an agent's office, telegraph and ticket offices, as well as express and baggage areas. Under the main office would be a seven-foot-high basement, measuring 18 x 34 feet, for furnace and coal rooms. An attic would provide extra storage space.⁵

The depot was completed and opened to the public on May 19, 1907. Patrons and employees of the railroad were highly pleased with the new building.⁶

Over the years, this depot served the train passenger business with thousands of arrivals and departures. Rail travel was already important to Brigham City. Some sixteen years prior to construction of the OSL Depot, the number of passengers leaving Brigham City by train each month averaged about 600 which equated to each resident taking two trips per year.⁷ By 1916, an Oregon Short Line schedule listed 13 daily departures from Brigham City.⁸ A 1925 schedule for the Malad-Brigham City Stage Line listed 15 daily departures.⁹

The main Union Pacific line went through Brigham City, so the OSL Depot also handled small railway express packages. A delivery man met the train and delivered all the perishables and smaller packages around town. Another drayman picked up non-perishable freight and delivered it by truck. Large shipments of coal from Helper and Price, with 50 tons of coal per car, also came through the railyard. There were three separate major coal yards in Brigham City where coal was stored for delivery.

X See continuation sheet

⁴"This is Splendid News," The Box Elder News Thursday, May 24, 1906, p. 1.

⁵"The New Building Begun," The Box Elder News, August 16, 1906, p. 1.

⁶"The new depot has been opened to the public," The Box Elder News, May 19, 1907, p. 4.

⁷"Brief Blasts of the Bugler," Brigham City Bugler, December 5, 1891, p. 4, col. 3.

⁸"Oregon Short Line Time Card," The Box Elder News, January 13, 1916, p. 7.

⁹"Malad-Brigham City Stage Line," The Box Elder News, Sept. 18, 1925, p. 3.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 3

Oregon Short Line Depot, Brigham City, Box Elder County, Utah

Locally-grown items, including peaches, tomatoes, cherries, apricots, watermelons, cantaloupes, Deweyville celery, and fresh trout from the Mantua Hatchery were sent out by rail.¹⁰ The Knudson Brothers located their fruit packing and storage business within easy access of the railroad, directly south and east of the depot. A short spur track ran in front of the Knudson Brothers building for loading freight.¹¹ A cannery was located on the west side of the tracks, directly north of the depot so that canned fruit could be readily loaded onto the freight trains.¹² In 1910, members of the Brigham City Fruit Growers Association sent out 140 "straight" carloads of fruit to all parts of the United States. The fruit was picked fresh from the orchards and sent by rail direct to the market.¹³ Fruit was prepackaged, wrapped, boxed, and placed in boxcars so the air could circulate around fruit. Ice was loaded from the top into bunkers placed at each end of the refrigerated cars. Because Ogden's Union Station was one of the largest icing facilities, cars were often already iced when they arrived in Brigham. Mechanical refrigerated cars were not used until the 1950s or '60s.¹⁴

Mail service was another important feature of the OSL Depot. Mail bags and parcels from the local post office were picked up at the depot and taken to postal cars. Local residents remember taking mail directly to the mail box at the depot in order to get it out quickly.¹⁵

All types of freight now hauled by trucks were transported by train during the 1920s and '30s. The telegrapher at the Brigham City OSL Depot provided freight orders to trains passing through, but not stopping, by means of a Y-shaped cane with a cord across the top. A trainman would reach out of the window of the moving train and grab this cord to obtain the orders.

World War II created a substantial increase in rail use of all types. Servicemen

 X See continuation sheet

¹⁰Interview with Mack Housley, who grew up near the depot and worked for Utah Idaho Central 1946-47, by Larry Douglass, April 16, 1992.

¹¹Sanborn Map of Brigham City, (NY: Sanborn Map Company, 1917).

¹²ibid.

¹³Brigham City Fruit Growers Association advertisement, The Box Elder News, September 14, 1911 (Peach Days Edition 1911), p. 15.

¹⁴Interview with Mack Housley, by Larry Douglass, April 16, 1992.

¹⁵Taped interview with historian Robert E. Jensen, who grew up near the OSL Depot and spent much of his childhood around the railroad, by Larry Douglass, March 23, 1992.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 4

Oregon Short Line Depot, Brigham City, Box Elder County, Utah

were transported to and from assignments, and wounded were brought to Bushnell Military Hospital in Brigham City for treatment. Considerable amounts of freight, including military and medical supplies, as well as coal to heat the facility, were taken to Bushnell.¹⁶ A spur track was built in 1942 for direct access to the hospital.¹⁷ Because of the construction of this direct rail connection to Bushnell Military Hospital (the buildings are still standing and potentially eligible for the National Register), the period of significance for the OSL Depot does not extend into the WWII period.

At present, the former OSL Depot is no longer a passenger stop, but the building still has limited use by railroad freight service crews. Passenger service began to decline in the early 1950s because of improved highways and the increased use of bus and automobile transportation.¹⁸ The Amtrak Pioneer provided rail passenger service to Brigham City when it began transporting passengers in June 1977, running on the Union Pacific line and operating daily between Salt Lake City and Seattle, Washington with a 12:05 a.m. stop in Brigham City. The total number of people who rode the Pioneer in 1980 was 128,499, with 702 passengers arriving or departing Brigham City.¹⁹ A small metal building was erected near the depot for Amtrak passengers, but as use declined, it was removed.²⁰ At present, the Amtrak train goes through Brigham City, but does not stop.

In addition to the OSL Depot, Brigham City had other depots and rail systems. Two buildings preceded the OSL Depot on or near its site. Before its 1906 construction could begin, a frame building was removed from the site and relocated about 200 feet north and a little east of the new depot.²¹ It had been built in 1890-91 as the main depot and after its relocation, was converted into a freight warehouse.²²

X See continuation sheet

¹⁶Interview with Mack Housley, by Larry Douglass, April 16, 1992.

¹⁷"Rails Laid to Hospital Site," Box Elder News-Journal, Tuesday, April 14, 1942, p. 1, col. 5.

¹⁸Interview with Robert E. Jensen, by Larry Douglass, March 23, 1992.

¹⁹Utah State Rail Plan, A study published by the State of Utah's Department of Transportation, December 1980, pp. 65-73.

²⁰Interview with Mack Housley, by Larry Douglass, April 16, 1992.

²¹Interview with Robert E. Jensen, by Kathy Bradford, April 18, 1992.

²²"The New Building Begun," The Box Elder News, August 16, 1906, p. 1.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Oregon Short Line Depot, Brigham City, Box Elder County, Utah

This frame building was torn down in 1969.²³ An older depot, used until completion of the frame depot in 1891, was then moved to Willard and is no longer eligible for the National Register.²⁴

An alternate passenger rail line running through Brigham City was the Ogden, Logan, and Idaho (OL&I) Railroad Company formed in 1914 by merging city electric lines in Ogden and Logan and building a connecting line from Brigham to Cache Valley. In 1918 this company merged with the Cache Valley Railroad to form the Utah Idaho Central Railroad. This line had its own passenger depot located on the corner of Fifth West and Forest Street, on the north side of the street.²⁵ The front wall of this building has been incorporated into a large concrete block garage and is ineligible for the National Register. Although Brigham City had other minor railroad depots and lines, the Oregon Short Line Depot is significant as the central hub of the community's rail service for over four decades and the best remaining passenger depot.

The Oregon Short Line Depot is also locally significant as the best example of the Craftsman architectural style in Brigham City. The Arts and Crafts (or Craftsman) style was popular during a brief fifteen year period in Utah, 1900-1915, but appears to have been relatively uncommon in Brigham City.²⁶ While typically used on residential architecture, it was also occasionally applied to small civic structures. The OSL Depot exhibits several Arts and Crafts characteristics including the steeply pitched roof pierced with dormers; wide, overhanging eaves; exposed framing members (e.g., eave brackets); and rusticated masonry. Previous architectural surveys of Brigham City reveal that only eight Arts and Crafts style structures remain, five residences, one public building (64 North Main), one church, and the OSL Depot.²⁷ While all eight structures are potentially eligible for the National Register, the OSL Depot is the most prominent Craftsman style structure with the highest degree of architectural design and integrity.

²³Interview with Robert E. Jensen, by Kathy Bradford, April 18, 1992.

²⁴The Brigham Bugler, Saturday, January 10, 1891, p. 1, col. 2.

²⁵Lydia Walker Forsgren, History of Box Elder County 1851-1937 (____: Box Elder County Daughters of Utah Pioneers, 1937), p. 38.

Merrill D. Beal, The Utah and Northern Railroad Narrow Gauge (____: Idaho State University Press), pp. 23-29.

²⁶Thomas Carter and Peter Goss, Utah's Historic Architecture, 1847-1940 (Salt Lake City, UT: University of Utah Press, 1988), pp. 140-141.

²⁷Brigham City Reconnaissance Level Surveys, March 1987, August 1987, and March 1989, (Unpublished report by USHPO staff.).