

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 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. 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 Oregon Short Line Railway Depot

other names/site number Emmett Depot

2. Location

street & number 119 North Commercial Avenue

n/a not for publication

city or town Emmett

n/a vicinity

state Idaho

code ID

county Gem

code 045

zip code 83617

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 nationally statewide Xlocally. (See continuation sheet for additional comments.)

Signature of certifying official

Date

John R. Hill, State Historic Preservation Officer

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 commenting or other official

Date

State or Federal agency and bureau

4. 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:)

Edson R. Beall

4-27-95

Entered in the National Register

Signature of Keeper

Date of Action

Property Name Oregon Short Line Railway Depot

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**5. Classification**

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>   </u>	<u>   </u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>   </u>	<u>   </u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>   </u>	<u>   </u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> Total

Name of related multiple property listing: n/a

No. of contributing resources previously listed in the National Register: 0

**6. Functions or Use**

Historic Functions (Enter categories from instructions.)

Cat: TRANSPORTATION Sub: Rail-related

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Current Functions (Enter categories from instructions.)

Cat: VACANT/NOT IN USE Sub: n/a

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

Architectural Classification (Enter categories from instructions.)

Other: Combination station

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Materials (Enter categories from instructions.)

foundation CONCRETE

walls WOOD: Weatherboard

roof WOOD: Shingle

other \_\_\_\_\_

\_\_\_\_\_

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

Property Name Oregon Short Line Railway Depot

County and State Gem County, Idaho

**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.) N/A

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a 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.

**Areas of Significance**

(Enter categories from instructions.)

Areas of Significance (Enter categories from instructions.)	Period of Significance	Significant Dates
<u>TRANSPORTATION</u>	<u>1924-44</u>	<u>1924</u>
	Cultural Affiliation	
	<u>n/a</u>	

**Significant Person**

n/a

**Architect/Builder**

n/a

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

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**9. Major Bibliographical References**

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

Previous documentation on file (NPS): n/a  
\_\_\_ 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:  
X State Historic Preservation Office  
\_\_\_ Other State agency  
\_\_\_ Federal agency  
\_\_\_ Local government  
\_\_\_ University  
\_\_\_ Other  
Specify repository:  
\_\_\_\_\_

**10. Geographical Data**

Acreage of property less than one

UTM References

1 1/1 5/4/0/1/4/0 4/8/5/8/0/6/0 3 / / / / / / / / / / / / / /  
Zone Easting Northing Zone Easting Northing

2 / / / / / / / / / / / / / / 4 / / / / / / / / / / / / / /

\_\_\_ See continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title John L. Bertram  
organization Planmakers date August 5, 1994  
street & number 417 S. 13th telephone (208)336-1438  
city or town Boise state ID zip code 83702

**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.)

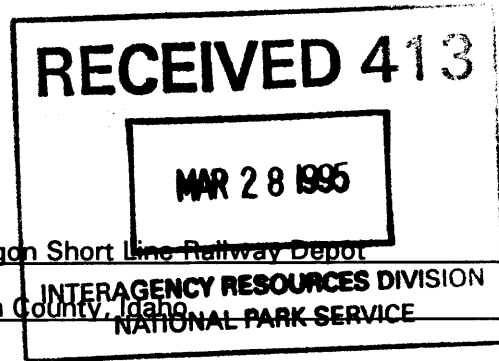
**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name Idaho Northern Pacific Limited  
street & number P.O. Box 2500 telephone \_\_\_\_\_  
city or town Broomfield state CO zip code 80020

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# National Register of Historic Places Continuation Sheet



Section number 7 Page 1 Name of Property Oregon Short Line Railway Depot  
County and State Gem County, Idaho

The Oregon Short Line Railway Depot--known simply as the Emmett Depot--is located at the northern end of Commercial Avenue in downtown Emmett. Located to the southeast of the building is Railroad Park, a small triangular shaped park with grass and mature trees. The one-story depot is rectangular in plan, one bay wide by four bays in length. The building is divided into five sections (from west to east): a pair of restrooms and lounges, a waiting room, a ticket office, an express baggage room, and a freight room. The eastern-most bay consists of the freight room and is the only remaining section of an earlier depot, dating from 1902. In 1924 the main portion of the original depot was demolished and a new facility was constructed on the site. The freight room was the only portion of the original depot retained. It was moved to the east and connected with the new depot under one roof. The 1924 depot was considerably larger than the former one, measuring approximately 108'-0" x 26'-6".

The depot is balloon frame construction, sheathed in shiplap siding, set on a concrete foundation. It has a moderate pitch hipped roof covered in cedar shingles. The second bay is outset on the north and south facades identifying the waiting room. Both waiting room entrances have a pair of glass and panel doors under a five-light transom window. Above each entrance is a round arched pressed-tin hood supported by ornate wood brackets. Two concrete ramps lead to the waiting room entrance on the south side. Windows located near the entrance of the depot are pairs of nine-over-nine double-hung sash. The sills of the windows form a beltcourse which extends around the depot, with the exception of the freight room. The windows of the west bay are double and triple casement with nine lights. The depot has a boxed cornice supporting wide overhangs. Two gable-end brick chimneys balance the design and mark the end of the building.

The 36'-6" x 24'-6" freight room has a boxed cornice with large overhangs supported by inclined triangular frame decorative brackets. Large cross-brace sliding loading doors serve the freight room. The freight room is raised to a four foot grade even with the cars. The freight room and loading platform on the east end are supported by a wooden post foundation.

The exterior has undergone minor alterations including adding door openings to the restrooms and covering a few of the former window openings and freight doors. The Union Pacific seals that were once located beneath the entrance hoods have been removed. The interior alterations include modifying the floor plan of the ticket office area and removing a wall between the men's and women's lounge. Though lacking maintenance, the structure is in good condition. Site alterations include the removal of a track-side platform once located on the north side. In addition, a twenty-foot-high water tank and electric pump formerly stood to the east of the depot.

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Section number 8 Page 1 Name of Property Oregon Short Line Railway Depot  
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The Oregon Short Line Railway Depot is significant under Criterion A for its association with the development of Emmett. Built in 1924, it replaced an earlier depot and incorporated a portion of the old building. The depot served the community as a shipping point for lumber and agricultural products as well as providing passenger and mail service. As such, the depot was a gathering place. The depot is also significant as an example of the early frame combination station in Idaho, most of which no longer exist. A combination station is a single story, rectangular frame railroad depot with a hipped or gable roof. The term combination station is derived from the fact that it served as both a freight and passenger station. Its rectangular floor plan generally consisted of a freight room, ticket office, and passenger waiting room. The ticket and telegrapher's office ordinarily had a bay window projecting from the wall facing the train siding. The depot represents the period of railroad expansion when most communities had their own depots.

Platted in 1883, Emmett experienced its first spurt of growth after the advent of the large-scale irrigation projects and the arrival of the railroad. The inception of the Idaho Northern Railroad rail line and depot can be attributed to mining speculation. Expectation of a mining boom at Thunder Mountain, 140 miles northeast of Emmett, led to the construction of the Idaho Northern Railroad from Nampa to Emmett. It was speculated that Emmett would become the gateway to, and the outfitting point for, Thunder Mountain. The new railroad reached Emmett on March 29, 1902. Colonel W. H. Dewey, a wealthy Idaho mining magnate who conceived the Emmett railroad project, ordered heavy equipment to be shipped directly to Emmett and freighted to Thunder Mountain. On July 3, 1902, forty-eight separate freight cars containing a mill arrived in Emmett and were off-loaded onto a specially built 8'-0" wide by 400'-0" long platform. The mine never produced as anticipated and the equipment languished in Emmett for over two years.

Arrival of the Idaho Northern Railroad in 1902 made possible the more rapid expansion of the town as the major service center for lumber, and a farming and fruit growing valley. The railroad brought prosperity, a building boom, and a sawmill.

Expansion of the Emmett terminus began with an extension of the rail line from New Plymouth to Emmett in 1910. Known as the "Punkin Vine," the Payette Valley Railroad line was a great aid in the shipping of livestock and produce. In 1911, the Idaho Northern Railroad became part of the Oregon Short Line Railway, and railroad construction started up the Payette River towards Montour. The rails reached Cascade in 1913 and eventually were extended to McCall. Another milestone for Emmett came in 1917 when Boise Payette Lumber Company opened the largest sawmill in southern Idaho, rated at

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400,000 board feet a day.

The opening of nearby Black Canyon Dam in 1923 coincided with the 1924 construction and additional switch tracks. Blueprints for the new depot and trackage were presented by the Oregon Short Line Railway representatives and approved by a local committee of the Commercial Club. The new depot was the result of several years of work on the part of the Commercial Club committee and part of a series of improvements including Railroad Park and a new library.

In 1924 car shipments from Emmett included 2,332 cars of forest product, 433 of fruit, 23 of wool, 10 of lettuce, 96 of livestock, 29 of grain and 105 of miscellaneous freight. The 1923 fruit shipments were 1,265 cars with 1924 being a poor year for fruit. By 1928, just before the depression, the town had become the largest shipping point in Idaho on the Union Pacific Railroad lines. Figures for that year show 4,300 box car loads originated in Emmett including: 2,400 of lumber, 540 of apples, 200 of prunes, and 100 of livestock. Emmett was also the distribution point for sheep.

Until 1928 when coal burners were banned, passenger service remained the domain of the ten-wheel engines. Early engines on the line included Nos 195 and 196 and later the 485-486. In 1913 a 38 passenger/smoker/freight and mail car was assigned the Nampa-Montour commuter service.

The old and new depots served Emmett and the surrounding region for nearly seven decades providing passenger service, mail service and freight shipping. The depot remained open until 1964. Over the years the Idaho Northern Railroad became a branch of the Oregon Short Line Railway which later merged with the Union Pacific Railroad. In 1993 the depot and rail line were purchased by the Idaho Northern and Pacific and freight traffic still continues to Cascade.

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## National Register of Historic Places Continuation Sheet

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County and State Gem County, Idaho

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*Emmett (Idaho) Index*, 3 April 1902; 29 May 1902; 5 June 1902; 19 June 1902; 3 July 1902; 26 March 1903; 29 May 1924.

*Idaho Statesman*, 25 June 1925.

Mills, Nellie Ireton. *All Along the River*. Montreal: Payette Radio Limited, 1963.

*Sanborn Fire Insurance Company*. Fire Insurance Maps of Emmett, Idaho, (1909, 1911, 1917, and 1923.)

Witherell, Jim. *The Log Trains of Southern Idaho*. n.p.: Sundance Publications, 1989.



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## National Register of Historic Places Continuation Sheet

Section number 10 Page 1 Name of Property Oregon Short Line Railway Depot  
County and State Gem County, Idaho

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### VERBAL BOUNDARY DESCRIPTION

The nomination includes the Emmett Depot and the property on which it stands, Tax 11, City of Emmett, Section 7, Township 6 North, Range 1 West, Boise Meridian. Legal description is on file at the Gem County Courthouse, Emmett, Idaho.

### BOUNDARY JUSTIFICATION

The boundary description is based on the legally recorded boundary lines of the property. The boundary includes the building, and it contains the area which has been historically associated with the Emmett Depot.