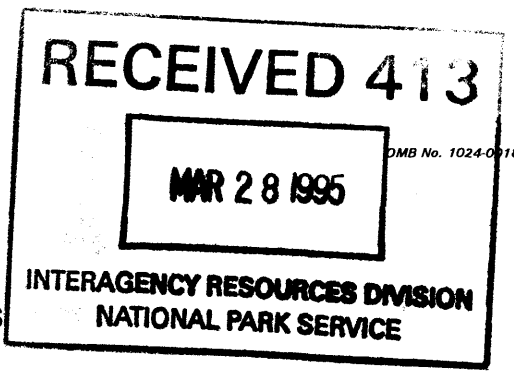


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United States Department of the Interior
National Park Service

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 Victor Railroad Depot
other names/site number Victor Railroad Depot

2. Location

street & number 70 Depot Street N/A not for publication
city or town Victor N/A vicinity
state Idaho code ID county Teton code 081 zip code 83455

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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] 21 MAR 95
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 H. Beall 4-27-95

Entered in the National Register
Signature of Keeper Date of Action
for

Property Name Victor Railroad Depot

County and State Teton County, Idaho

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>0</u>	<u>0</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</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: DOMESTIC

Sub: Multiple dwelling

7. Description

Architectural Classification (Enter categories from instructions.)

Other: Combination Station

Materials (Enter categories from instructions.)

foundation CONCRETE
walls WOOD
roof ASPHALT
other BRICK

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

Property Name Victor Railroad Depot

County and State Teton 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.)

- 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.)

TRANSPORTATION

Period of Significance

1913-45

Significant Dates

1913; 1928

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Union Pacific Railroad

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

Property Name Victor Railroad Depot

County and State Teton County, Idaho

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):

- 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 one

UTM References

1	<u>1/2</u>	<u>4/9/0/9/0/0</u>	<u>4/8/2/7/6/5/0</u>	3	<u>/ /</u>	<u>/ / / / / /</u>	<u>/ / / / / /</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>/ /</u>	<u>/ / / / / /</u>	<u>/ / / / / /</u>	4	<u>/ /</u>	<u>/ / / / / /</u>	<u>/ / / / / /</u>

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 James E. Wurth/owner

organization Depot Properties date October 25, 1994

street & number P.O. Box 797 telephone (307)733-1571

city or town Wilson state WY zip code 83014

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.)

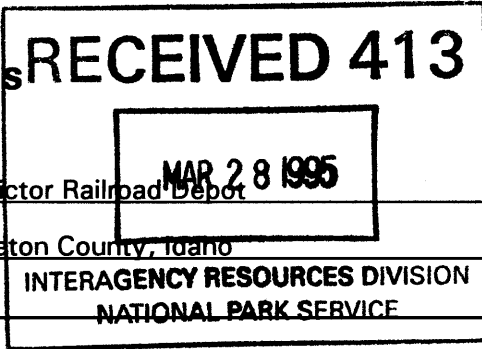
name James E. Wurth

street & number P.O. Box 797 telephone (307)733-1571

city or town Wilson state WY zip code 83014

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet



Section number 7 Page 1 Name of Property Victor Railroad Depot

County and State Teton County, Idaho

The Victor Depot is located at 70 Depot Street, one block from the city center of Victor, Idaho. Constructed in 1913, the two-story depot was originally designed with a large freight room, baggage room and ticket office on the first floor and crew layover quarters on the upper floor. As traffic increased, the building was expanded to the south. This addition, dating from 1928, included a large waiting room, dressing rooms and restrooms. At this time, a small park was added to the grounds south of the depot providing passengers with a comfortable waiting area. The depot is rectangular in plan, measuring 150'-0" x 26'-0". The design of the depot is typical of a frame combination station. The term combination station is derived from the fact that it served as both a freight and passenger station.

The building is oriented along a north/south axis. The east facade fronts Depot Street and the west facade faces the tracks. The depot is six bays long by one bay wide. The first three bays (moving from north to south) contained the freight room, the fourth bay consisted of the baggage room and ticket office, the fifth bay was the waiting room, and the sixth bay contained dressing rooms and restrooms. The second story portion of the building is centered over the fourth bay.

The depot is balloon frame construction, set on a concrete foundation. The walls of the upper two-thirds of the first story are sheathed in drop siding. The bottom one-third is sheathed in vertical beaded siding. The walls of the second story are also sheathed in drop siding.

The first story of the depot has a hipped roof with flared eaves. A boxed cornice supports the wide (5') overhanging eaves. The second story of the structure has a pyramidal hipped roof with flared eaves. Two interior gable-end brick chimneys with corbeled chimney caps punctuate the second-story roof. Both roofs are covered with asphalt shingles.

The fenestration pattern for the first story is as follows. The first three bays of the west facade contain a group of three twelve-over-one double-hung sash windows, one twelve-light casement window, another group of three twelve-over-one double-hung sash windows and a twelve-light casement window. The two groups of three double-hung sash windows were installed in 1993 and replaced single twelve-light casement windows. There is also a sliding freight door (now sealed on the inside) located in the second bay. The fourth bay contains a five-light transom window located above a small freight door that once accessed the personal baggage room. The door differs from the other freight doors in that it is flush with the ground, not raised to platform level. This ground alignment was necessary for the porters to wheel the passenger's baggage in from the train. To the immediate south is a bay window which projects from the former ticket office, a common feature of combination stations. The bay window is made up of five twelve-over-one double-hung sash windows. In the fifth bay--which accessed the waiting room--there are a pair of two-panel doors set beneath a transom, flanked by twelve-over-one double-hung sash windows. The sixth bay contains two pairs of twelve-light casement windows.

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Section number 7 Page 2 Name of Property Victor Railroad Depot
County and State Teton County, Idaho

The first three bays of the east facade (moving from north to south) contain a pair of two-panel doors that replaced a sliding freight door, a twelve-light casement window, a three-part door arrangement (consisting of a single two-panel, one-light door flanked by two fixed doors that repeat the design) which replaced a sliding freight door, and another twelve-light casement window. The fourth bay contains a five-light transom window located above a rectangular four-light sliding window that replaced a door to the baggage room similar to the one on the west facade. It is likely this alteration was made at the time of the addition. To the south is a two-panel door set beneath a three-light transom window, and then a twelve-over-one double-hung sash window. The fifth bay contains an identical door located between two twelve-over-one double-hung sash windows. Finally, two pairs of twelve-light casement windows are located in the sixth bay.

The south facade contains two pairs of twelve-light hopper windows. The only opening on the north facade is a sliding freight door. It remains in place, but is sealed on the inside.

The fenestration of the second floor consists of two pairs of twelve-over-one double-hung sash windows on the east facade and a single twelve-over-one double-hung sash window centered between two pairs of identical windows on the west facade.

In 1993 the depot was rehabilitated and converted into five apartment units. The first floor contains four apartments and the second floor consists of one apartment. The building was repainted in the original color scheme. The freight dock on the east facade was retained and a railing constructed for safety. On the interior, original features such as bathroom stalls and lighting fixtures were retained. The park on the south end of the building was restored. In addition, planting areas, trees, a parking lot, driveway, and privacy fence were added.

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Section number 8 Page 1 Name of Property Victor Railroad Depot
County and State Teton County, Idaho

The Victor Depot is significant under Criterion A for its contribution to the development of Teton Valley, Idaho, Jackson Hole, Wyoming, and Yellowstone National Park. The depot was built in 1913 to act as a terminal for the Union Pacific Railroad serving the Teton Valley. In addition to its freight business, the line rapidly became a passenger facility providing tourists with a convenient stopover in Victor before being transported to Jackson Hole. It became a vital part of the economy of Victor, providing the customers for three hotels and other businesses in the city. In addition to locally produced agricultural products, limestone and coal, grain was brought over Pine Creek Pass from Swan Valley for rail shipment. The building itself is typical of the functional architecture utilized in the construction of railroad depots during that period.

Victor, Idaho, is a small town located at the end of the Teton Valley. Before the town of Victor was formed, six or seven families settled in the south end of Teton Valley in 1889. Conditions at this time were very primitive as horse and animal trails provided the only access to the valley. By 1901 approximately sixty people had moved into the area. In 1901 the present town of Victor was called Raymond; it was platted and dedicated on January 10, 1901. The town name was later changed to Victor after a mail carrier named Claude Victor. Victor was the gateway over Teton Pass into the famous Jackson Hole country.

Seeing the need for a modern transportation system to service the valley, the Oregon Short Line (owned by Union Pacific) started a spur into Teton Valley southward from Ashton in the late nineteenth century.¹ By 1912 the line had reached Driggs, ending at a small passenger terminal. It was decided that a larger terminal with freight facilities was needed in the south end of the Teton Valley at Victor. Studies were made in early 1912 for the line to be continued to Victor and possibly to extend south through Star Valley. The final decision was to end the line at Victor. One-fifth of the money to purchase the rights-of-way for the railroad was put up by the people of Jackson Hole. The railroad advertised in newspapers for people to come and settle Teton Valley.

By March of 1913 permits were received for the construction of the Victor Railroad Depot. The Victor Depot opened with a two-day celebration on August 29, 1913. Within a few years, the railroad was the main source of travel to and from the valley. Large amounts of freight were brought into Victor to be transported over the pass for the development of Jackson Hole. Passengers were transported from the Victor Depot to Jackson Hole and West Yellowstone. The depot was expanded in 1928 as the increase in passenger traffic required more space. The railroad quickly became the main industry in the area, further solidifying the economic future of Victor. As a result of the railroad and the depot, many businesses were established such as hotels, mercantile stores, blacksmiths and livery stables. A number of grains were grown and harvested in Star Valley due to the fact the railroad could transport the grain to market. In addition, thousands of head of cattle were driven over the pass from Jackson

¹Union Pacific Railroad through foreclosure proceedings acquired the Oregon Short Line in 1897.

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Section number 8 Page 2 Name of Property Victor Railroad Depot
County and State Teton County, Idaho

Hole to Victor to be transported back east by rail. A limestone industry was started in 1924 to supply lime to numerous sugar refineries around the Idaho Falls area. The railroad spur was instrumental in helping ensure a viable transportation link with the local limestone industry.

Traffic continued to expand and grow, and for over fifty years the railroad was an integral part of the economy of the small town of Victor. Often there were as many as fifty outfits a day at the depot to transport passengers and freight. Over time, many people throughout the nation and especially the eastern states came to Victor by rail to travel to Jackson Hole and Yellowstone National Park.

By the 1960s transport trucks and private automobiles had replaced the need for the railroad from Ashton to Victor. The rail line was officially abandoned in the early 1980s and the tracks were removed in 1983, ending an era of rail transportation history in the valley. The depot was not in use from the early 1980s until five years ago when it was used for storage and for a time as a teaching facility for an outdoor training school. In 1993-94, the Victor Depot was rehabilitated and converted into five apartment units.

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Section number 9 Page 1 Name of Property Victor Railroad Depot
County and State Teton County, Idaho

Books:

Driggs, D.W., Clements, Louis J., and Forbush, Harold S. History of Teton Valley. Rexburg, ID: Eastern Idaho Publishing Co., 1970. Pages 203-207.

Newspapers:

Teton Valley News (Driggs, Idaho), 1912-13.
"The Vanishing Railways." Jackson Hole News, 8 April 1981.
"Victor Eyes Railroad Depot." Teton Valley News, 12 April 1984.

Published articles:

"A Condensed Sketch of the Corporate History of the Companies Comprised Within the Union Pacific Systems," Union Pacific Railroad, Historical Center, 1416 Dodge St., Omaha, NE 68179.
Gillette, Wendell C., "Travel and Transportation of the South End of Teton Valley." Snake River Echoes, vol. 13, no. 1:22-24.

Correspondence:

Sherwin-Williams Company, Letter dated October 14, 1992. Archives/Record Center, P.O. Box 6027, Cleveland, OH 44101-1027.
Union Pacific Railroad, Letter dated September 18, 1968. 1416 Dodge Street, Omaha, NE 68179.

Interviews:

Holmes, Harold. Interview by James E. Wurth, 23 December 1994.
Stone, Elmer. Interview by James E. Wurth, 4 January 1995.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1 Name of Property Victor Railroad Depot
County and State Teton County, Idaho

Verbal Boundary Description

A portion of Block 6, City of Victor, located in Township 3 North, Range 45 East, Boise Meridian, Teton County, Idaho, being described as:

Beginning at the Southwest Corner of Block 6, Victor Townsite as per the recorded plat thereof, Teton County, Idaho and running thence North 480.00 feet to a point; thence North 89 degrees 16'00" East, 280.03 feet to a point; thence South 56 degrees 00'00" East, 88.00 feet to a point; thence South 35.01 feet to a point; thence South 25 degrees 09'37" West, 438.87 feet to a point; thence South 89 degrees 16'00" West, 166.39 feet to the point of beginning.

Subject to a 20 foot access easement along the Eastern Property Line.

Legal description is on file at the Teton County Courthouse, Driggs, Idaho.

Boundary Justification

The boundary includes the railroad depot and park and the immediate area (as defined by the legal description) that has historically been part of the railroad property within the city of Victor and which retains its historic integrity. The original eleven acre parcel of railroad property has not been included in its entirety because it has since been subdivided and is under the ownership of several parties.