

1139

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Murray City Diesel Power Plant

other names/site number _____

2. Location

street & number 157 W. 4800 South

<input type="checkbox"/>	not for
<input type="checkbox"/>	publication
<input type="checkbox"/>	vicinity

city or town Murray City

state Utah code UT county Salt Lake code 035 zip code 84107

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

Signature of certifying official/Title _____ Date _____

Utah Division of State History / Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government

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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) _____

John Edson H. Beall
Signature of the Keeper

1.7.15
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

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	4	buildings
		district
		site
1		structure
		object
2	4	Total

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

Historic Resources of Murray City, Utah

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

GOVERNMENT: public works

Current Functions

(Enter categories from instructions.)

GOVERNMENT: storage

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH & EARLY 20TH CENTURY MOVEMENTS: Commercial Style

LATE 19TH & EARLY 20TH CENTURY REVIVALS

Materials

(Enter categories from instructions.)

foundation: CONCRETE

walls: BRICK

roof: BUILT-UP

other: _____

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(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Murray City Diesel Power Plant was built in four major phases between 1927 and 1959. It is located at 157 W. 4800 South in Murray, Utah.¹ The plant is a brick building in the early twentieth century commercial style with Roman-style arched windows. The concrete foundation is raised at the rear of the building due to the sloping site. The flat roof is built-up behind the brick parapets. The building appears to be two-stories tall on the exterior, but is one-story with a small mezzanine on the interior. Each time the building was expanded exterior walls were removed to allow additional diesel generators to be moved in and to maintain the open floor plan. The original section, built in 1927, is in the southwest corner. In 1934, the building was doubled in size to the east. In the southeast corner of the building, a Fairbanks-Morse diesel generator (installed in 1934) is in its original location and is a contributing structure. Between 1947 and 1948, the building doubled in sized again to the north. The footprint is essentially a rectangle with two one-story wings to the south (1927 and 1934) and a one-story wing to the east (1947-1948). The last major modification came in 1959 when the roof structure over the south half was replaced. Each modification retained the same materials and stylistic elements of the original building. A neon sign installed in 1952 is a prominent feature on the façade. The power plant parcel is 6.08 acres. The property includes four non-historic buildings. An adjacent parcel also owned by Murray City includes one non-historic building and substation structures, but these resources are not included in this nomination and do not impact the integrity of the power plant. The Murray City Diesel Power Plant has excellent integrity and is a contributing historic resource in the industrial corridor just west of Murray City's historic downtown business district.

Narrative Description

The Murray Diesel Power Plant was originally built in 1927 as a 30-by-60-foot building with walls approximately 30 feet in height. The building was constructed of reinforced concrete, steel, and brick. The raised concrete foundation extended to the rear an additional 15 feet to the south where the site slopes downward creating a one-story shop wing. The section is the southwest quadrant of the current building. The basement and shop wing have square windows with three-light metal sash windows on the west elevation (currently blocked with plywood). The south (rear) elevation of the shop wing has double doors of metal and a nine-light window. Below the shop wing was an area for storing oil tanks. The south and west walls are all that remain of the main level of the 1927 section. The walls are built of yellow brick laid in a running bond with red mortar joints. The interior steel support structure aligns with projecting vertical piers on the exterior. On the south (rear) elevation, the piers have corbelled caps and resemble buttresses. The south elevation had two metal doors and two round windows. One of the round windows is currently blocked by a flat roof small concrete addition (circa 1950s). The nearly flat roof drains to the south where there is a rain gutter but no parapet.

The extant west elevation of the 1927 section was similar to the missing east elevation.² The elevation is divided into four bays by the vertical piers. The south pier is wider and features a cast concrete top. The other piers also had cast concrete tops tied visually with a stringcourse of red rowlock brick. These caps were removed in 1959 when the parapet was rebuilt with red brick. The stringcourse was broken when louvered nine-

¹ The parcel address is 153 W. 4800 South, which is the address of the power department in the east office/shop building. The west office/shop is the city forestry department, which uses the address 171 W. 4800 South.

² *Murray Eagle*, October 6, 1927:1. The image from this newspaper article is of poor quality, but the basic design can be discerned.

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light metal-sash windows were installed (also in 1959). These parapet windows have concrete sills. There is a concrete coping along the parapet.

The building's most decorative features are the metal-sash daylight factory windows. Each bay features one tall window has an eight-over-eight-over-four lights and a six-light round head. The windows are accented with a stacked and segmental red brick that arches around each head and extends to the foundation. The area between the concrete sills and the foundation is filled with yellow brick. Cast concrete impost blocks and keystones provide additional accents. A course of stacked red brick extends vertically from each keystone to the stringcourse. The north bay of the 1927 section was altered around 1948. The bay was widened for a rolling door, and a concrete loading dock with steps was added. However, the wider opening features the same redbrick accents. A portion of the original yellow brick is extant above the red brick stringcourse. The missing north elevation featured one projecting bay with the same type of window and decorative accents. In a concrete panel below the sill were the words "Murray City Power Plant" and the date of construction. Doors flanked the bay.

In 1934, the power plant was doubled in size with a mirror-image addition, now the southeast quadrant of the building. A historic photograph shows the north elevation with two windows and four flanking doors [Figure 1]. The east elevation shown in the same photograph features the four bays and windows identical to the 1927 section, except on the concrete caps, stringcourse, and yellow-red parapet has not been altered. The materials, including the windows, are so similar to the west elevation that it appears likely the builders in 1934 simply reused materials as they expanded the building. The original full window can only be seen in the south bay. In 1948, a one-story addition was built along the east elevation, which blocked the lower portion of the windows. The south elevation of the 1934 section differs from the 1927 section. The concrete supports are expressed in the yellow brick wall.³ There is a one-story brick shop wing on a raised concrete foundation. The wing has fourteen-light windows with concrete lintels and sills. There is a parapet with a concrete coping sheltering the flat roof. On the east elevation, the wing has a concrete loading dock and half-glass double doors. The current metal canopy is not historic.

The final expansion of the building took place in 1947-1948 when the 60-feet by 60-feet building was doubled again creating its current 60-feet by 120-feet footprint of the main building. This expansion to the north used the same yellow and red brick patterns as the older wings. Three new bays on the east and west elevations mimicked the older building in the use of brick piers, cast concrete accents, and the round-arch windows. The west elevation has full height windows (possibly relocated). On the east elevation, only the round-arch windows were designed for use above the one-story control room addition. The lower portions of the windows were filled with brick in the older east wing where the addition blocked the openings. The control room was built on a concrete foundation with yellow brick masonry walls similar to the older buildings. Red brick was used for a simple stringcourse and surrounds for the round head eight-light windows. The front bay of the expansion on the east and west elevations is a projecting blank wall with one small square window and a wide concrete cap. On the east elevation, a garage door was cut into the main level of the wide bay (circa 1970s). A half-glass metal door in the second bay on the east elevation is the main entrance to the building.

The façade (north elevation) of the 1948 expansion copied the materials of the older building, but with a more industrial style [Figure 2]. The façade is mostly a five-bay yellow brick wall, with a red brick stringcourse, and a yellow and red brick parapet. Two bays project forward and there are square windows installed high in the center bays. The windows have red brick surrounds and decorative metal grilles. The large neon sign was originally mounted in 1952 below the stringcourse, but was recently refurbished and remounted above the stringcourse. The final phase of construction in 1959 did not expand the footprint, but rebuilt the deck and roof of the south and older half of the building. The west parapet was rebuilt in red brick for the project. Since

³ The local newspaper reported that the south wall of the power plant was "wobbling and waving" from high winds. According to the article, it was not built to code. *Murray Eagle*, May 2, 1935:1.

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1959, there have been only minor modifications to the exterior that include the blocking of some basement windows with plywood and aluminum siding above the dock opening on the west elevation.

On the interior, the Murray City Diesel Power Plant has approximately 8,500 feet of space on the main floor. The interior of the main building is a completely open space of 7,200 square feet. The only partitioning of space is where an open mezzanine has been constructed in the north bay. The mezzanine is accessed via a metal ladder in the northeast corner of the building. The steel support structure and trusses are visible throughout the space. The interior brick is not painted, making it relatively easy to distinguish each construction phase. In the southeast corner of the space, the city has left a Fairbanks-Morse diesel generator in place. Known as "No. 2" this 1934 generator is operable, but currently out of service. The generator is a contributing structure. The city currently uses the space in the plant for storage. The floor is concrete. The wall between control room and the main space have been glazed, except one bay with a set of newer double doors in a panel. The south end of the control room has been portioned for a restroom. The one-story rear wings originally housed a shop, dressing room, and a toilet, but are now used for storage. There are two sets of metal stairs to the basement: one in front of the control room and one along the south wall. The basement is fully excavated, but carved into a labyrinth of rooms by the concrete foundations of each expansion phase.

Murray City owns two parcels between the Union Pacific rail line (now TRAX light rail) and the former Denver & Rio Grande corridor (now Frontrunner commuter rail and Union Pacific freight line). The overall parcel address is 153 W. 4800 South and the combined acreage is 8.78 acres. The Diesel Plant is on the east parcel (6.08 acres). On the same parcel is the main power department office building/shop (built in 1965, remodeled 1980). This building along the east property line is non-contributing. There are three smaller sheds (circa 1980-2006, all non-contributing). The new generator shed was built in 2006 at the southeast corner of the property. This building is also non-contributing. The west parcel has another office building along the west property line (1989) and the fenced substation is in the southwest corner. Because the building and the substation structures are on a separate legal parcel they have not been included in the resource count.⁴ The north property line is 4800 South and the south property line stops short of the channel of Little Cottonwood Creek. The surrounding area is a mix of industrial and commercial buildings with a few historic homes.

The Murray City Diesel Power Plant is set back in the center of the north half of the property. It is the only building on the property that faces 4800 South. It is also the tallest building and remains visually prominent, particularly at night when the neon sign is lit. The setting of the historic power plant is only minimally impacted by the newer buildings. The building has excellent integrity in terms of location, design, materials, and workmanship for all the phases within the historic period between 1927 and 1959. Although the building was decommissioned in 2001, it retains integrity in the qualities of feeling and association of a historic power plant. Proposed plans for the adaptive reuse of the building will retain the remaining diesel generator, which should be considered a contributing object. The Murray City Diesel Power Plant is a contributing resource in Murray's historic core.

⁴ The office/shop on the west parcel is used by the city forestry department and not associated with the power department.

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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.

Areas of Significance

(Enter categories from instructions.)

POLITICS/GOVERNMENT

ARCHITECTURE

ENGINEERING

Period of Significance

1927-1959

Significant Dates

1927, 1934, 1948, 1959

Criteria Considerations

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

Property is:

- A Owned by a religious institution or used for religious purposes.
- B Removed from its original location.
- C A birthplace or grave.
- D A cemetery.
- E A reconstructed building, object, or structure.
- F A commemorative property.
- G Less than 50 years old or achieving significance within the past 50 years.

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Lenord C. Neilson, architect

Curtis L. Shaw, builder

Period of Significance (justification)

The period of significance includes the four phases of construction of the building.

Criteria Considerations (explanation, if necessary) N/A

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Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance and applicable criteria.)

The Murray City Diesel Power Plant, built in phases between 1927 and 1959, is locally significant under Criteria A in the areas of Politics/Government, and Criterion C in the areas of Architecture and Engineering. The property is eligible under the multiple property submission, *Historic Resources of Murray City, Utah, 1850–1967*. The associated historic context is “Public Resources of Murray, 1902-1967.” The building is significant in the area of Politics/Government as one of the few remaining buildings associated with the rise of the Murray City Power Department, which maintains the only municipally-owned power company in Salt Lake County. The period of historic significance between 1927 and 1959 not only represents the major construction phases of the building, but spans a period of population growth and infrastructure stabilization in the city. The building was originally known as the auxiliary power plant supporting the city’s hydroelectric plant at the mouth of Little Cottonwood Canyon, but by the 1940s, the output of the diesel plant exceeded the hydroelectric plant changing the city’s long term plans for providing electrical power to its residents. The power plant is also significant under Criterion C in the areas of Engineering and Architecture. As large diesel generators were added to the system, the city came up with a unique solution that required removing walls and expanding rather than building a new plant. The design and materials of the original 1927 building were maintained with each expansion. As a result, the historic power plant has a grace and historic integrity not typical for industrial buildings of the period. The Murray City Diesel Power Plant has excellent integrity and contributes to the historic character of its Murray neighborhood.

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

Criterion A Significance

The early settlement of the area known as Murray began soon after members of the Church of Jesus Christ of Latter-day Saints (LDS or Mormon Church) began arriving in the Salt Lake Valley in 1847. A number of pioneer farmsteads were clustered along the Big and Little Cottonwood Creeks and were loosely known as South Cottonwood. The Territorial Road (later State Street) ran north to south through the community. Vine Street extended from the Territorial Road southeast toward the valley’s southeast canyons. Today’s 4800 South was little more than a cow path that connected South Cottonwood to the settlement of Taylorsville to the west.⁵ South Cottonwood did not last long as an isolated rural community. In the 1860s, valuable minerals were discovered in the canyons. With its abundant water and central location it developed quickly into an industrial center, and the industry of choice was smelting. Between 1869 and 1872, five separate smelting operations were established near the creeks between State Street and the Utah Southern Railway, which began operation in 1870. The Utah Southern Railway was later purchased by the Oregon Short Line (a subsidiary of the Union Pacific), and in 1881, the Denver & Rio Grande Railway built a line just to the west. One of the first demonstrations of electricity in Murray occurred with the Horn Silver Mining Company used a steam engine to drive a direct-current dynamo to provide lighting at its smelter near 4800 South and 150 West, near the site of the present Murray City Power Department property.⁶

As the smelters expanded the community’s economic base, many of South Cottonwood’s early subsistence farmers became merchants to serve the area’s increasing population of immigrant smelter workers. In 1883, Harry Haynes, the community’s postmaster, submitted the name Murray (after the territorial governor, Eli Murray) for the town’s official postal designation. Ten years later, Harry Haynes and John P. Cahoon, installed an early Edison dynamo to furnish electric lights for their commercial block and entertainment hall, known as

⁵ The road was known locally as the Murray-Taylorsville Road. It was 17th Street according to early street numbering that began in Salt Lake City. After the valley was resurveyed in 1917, the street became 4800 South.

⁶ Judson Callaway and Su Richards, “Electricity for Everything: The Progress Company and the Electrification of Rural Salt Lake County, 1897 and 1924,” in *Utah Historical Quarterly*, vol. 70, no. 3 (Summer 2002): 238-257.

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the Murray Opera House. The isolated system generated surplus power to light a few businesses and residents in the vicinity of State and Vine. In April 1897, the two men were joined by others to form the Progress Company. The company purchased shares in a hydroelectric plant in Big Cottonwood Canyon and built a transmission line to Murray. The Progress Company provided electricity to area smelters, including the American Smelting and Refinery Company (ASARCO), which consolidated several smaller smelters and built a new facility adjacent to the defunct Germania site in 1902. Faced with a lack of high-volume industrial customers, but a plethora of low-volume residential demands, the Progress Company offered to sell its service to Murray City soon after its incorporation in 1903. The city declined. By the early 1900s, the Progress Company had four power plants and was providing electricity to a large portion of south Salt Lake Valley, including the Utah Light and Railway streetcar contract for service on State Street. The company was dealt a severe blow when Murray City issued a \$60,000 bond to fund a city-owned power system in 1912. By 1921, the Progress Company sold most of its Salt Lake County system to its chief competitor, Utah Power & Light UP&L. The company retained its properties in Murray, but after a decade-long and very literal power struggle for the city, the Progress Company sold its curtailed system to Murray City in 1924 for \$35,000.⁷

Ironically in part, it was the perceived inadequacies and aggressive tactics of the privately-owned Progress Company that motivated Murray's mayor and council members to invest in a municipal power system. The industrial town was fiercely independent. Within a few years of incorporation, Murray also established its own water works and sewer system and formed its own school district. In 1913, the city purchased property and erected a hydroelectric power plant near the mouth of Little Cottonwood Canyon. By the time the nation entered World War I, Murray leaders had extended transmission lines and installed street lighting on most of the city's major streets. In 1920, 4800 South was paved to the east edge of the rail corridor. The businesses along State Street asked that a White Way lighting district be established through the commercial district in 1926. This request along with a steady increase in population in the first quarter of the twentieth century meant the output of the hydroelectric plant could not keep up, and buying service from UP&L was not a satisfactory solution. The city had acquired the property on 4800 South between the rail lines sometime after the Horn Silver smelter ceased operations. The auxiliary plant property had good rail and road access, and the Little Cottonwood Creek flowed through the south end.

The Murray-based architect, Lenord C. Nielson, was selected to design the auxiliary power plant. The building was designed to house a 675 B.H.P. Diesel engine supplied by the Fulton Iron Works at a cost of \$36,400. A generator and exciter were purchased from the Westinghouse Electric and Manufacturing Company for \$4,716. A local builder, Curtis L. Shaw, was selected as general contractor. Another local firm, the Murray Heating and Plumbing Company, provided its services. Work began in early June 1927. On October 7-8, 1927, the citizens of Murray were invited to an open house at the new auxiliary power plant. The plant along with a substation and cooling pond was designed to serve the north end of the community, while the hydroelectric plant would continue to supply power to the substation at the south end. The *Murray Eagle* praised the new building with these words: "The building is ideally located between the two railroad tracks and far enough back from the street to give an easy setting. It is a credit to Murray City and will prove an asset of the first degree in supplying electrical energy for the new White Way and the city purposes in general."⁸ Edward A. Parkinson, who had served as the city electrician and light department superintendent beginning in 1918, was also responsible for the management of the new auxiliary power plant. A month after the open house, the newspaper ran a photo of the diesel engine with the statement: "Murray City is now independent of all need of outside aid in caring for her 1,600 power and light customers."⁹ By 1929, the plant on 4800 South was helping the department to realize a profit and was called the diesel plant rather than the auxiliary plant.¹⁰

⁷ Ibid: 254.

⁸ *Murray Eagle*, October 6, 1927: 1.

⁹ *Murray Eagle*, November 10, 1927:1.

¹⁰ *Murray Eagle*, March 21, 1929:1.

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Murray City grew more slowly in the 1930s, primarily due to intermittent closures of the ASARCO smelter. However, the city's power needs continued to increase. In 1931, the city rebuilt the hydroelectric plant in Little Cottonwood Canyon. That year Charles Coon took over as supervisor of the power plant. LeRoy Richardson became the Murray Power & Light Department superintendent in 1932. A list of city employees during this period indicates that while operators at the two power plants were men, the bookkeepers for the department were mostly female.¹¹ The bookkeepers did not work at the plant, but probably at city hall until a former movie theater was procured for the Murray Power & Light Department offices.¹² The power department offices moved again after a second city hall was established at 5461 S. State Street.

The first expansion of the diesel power plant took place during the Great Depression. The city was able to finance the \$130,000 expansion of the entire system through a combination of low-interest loans, grants, and a revenue bond for \$25,000.¹³ In urging its citizens to vote for the bond, Murray leaders presented the following description of the city's power needs:

The needs of the people for electrical power have increased to a point where the present facilities are not sufficient to insure continuous and satisfactory service for the people. Housewives have found it desirous to own refrigerators, radios, ranges, washers, toasters, waffle irons, percolators, and other electric appliances around the house. Farmers have installed electric water pumps. Poultry men have installed electric incubators and brooders for their thousands of chickens. Meat markets have found electrically cooled meat storages to be more sanitary and desirable. Service stations have installed flood lights to have electrically operated machinery in their repair shops. And many other things have served to cause a heavier consumption of electric power.¹⁴

The project was approved as a Public Works Administration (PWA) project in 1934. An engineer from Salt Lake City, Harry T. Bletzacker, was hired to prepare plans for a mirror-image addition to the diesel plant based on Nielsen and Shaw's 1927 building. The contractor for the project was the firm of Fors and Johnson. The new diesel engine was an 840 horsepower Fairbanks & Morse model. The work was completed in February 1935. By the early 1940s, the diesel power plant had outpaced the output of the hydroelectric plant and was generating twice the amount of profit for the city coffers.¹⁵ During the war, the diesel plant property served as a community recycling center for waste paper.¹⁶ In December 1945, Murray announced a plan to spend \$225,750 for two more diesels and a third expansion of the diesel plant. Murray City officials acknowledged the "electric light and power system is entirely inadequate to take care of the present and future needs of the city."¹⁷

During the first half of the twentieth-century, Murray City was an industrial town with its own power plant, water system, and school district. Even before the closing of the American Smelting and Refining Company (ASARCO) in 1950, the last remaining smelter, Murray City with its stable infrastructure and centralized location was experiencing a post-war suburban building boom. The population jumped from 5,740 in 1940 to 16,806 in 1960. The power plant doubled in size between August 1947 and October 1948 when two 1,600 horsepower Worthington diesel engines were installed. Thomas C. Adams was the consulting engineer on the project. Between 1951 and 1952, Murray City spent an additional \$314,000 on a fifth diesel engine and

¹¹ Murray City Corporation, *The History of Murray City, Utah*, Murray Bicentennial Book Commission, (Salt Lake City, Utah: Stanway/Wheelwright Printing Company, 1976):91.

¹² This Art Deco-style building at 4973 S. State Street was built in 1917 and is still standing, though altered. The first Murray City Hall was demolished in 1957.

¹³ The project included new machinery for both the hydroelectric and the diesel power plants. The hydroelectric plant produced more power in the spring when the water flow was higher.

¹⁴ *Murray Eagle*, September 27, 1934:1. Edited for brevity.

¹⁵ *Murray Eagle*, October 7, 1943:4.

¹⁶ *Murray Eagle*, January 18, 1945:1.

¹⁷ *Murray Eagle*, December 27, 1945:1.

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generator for the power plant, a 3,500 horsepower Fairbanks-Morse that could double the power generating capacity of the plant. The city installed a 7.5 ton crane in order to move the nine rail carloads of equipment into the plant.¹⁸ In June 1953, a large neon size was mounted to the north elevation of the expanded plant. Around 1959, the roof deck of the older south half was rebuilt. The *Murray Eagle* commended the actions of the community stating: “The city’s diesel plant often has been praised as one of the most progressive municipal-owned power plants in the county, especially in its fuel costs per kilowatt produced, probably the lowest in the intermountain area.”¹⁹

Murray City did not make any major modifications to the diesel power plant after 1959, but the power department continued to maintain the diesel engines until 2002 when the plant was decommissioned. Today, Murray City Power is one of only 39 municipal utilities in Utah. It is the only municipal power system in the Salt Lake Valley. The Murray City Power Department draws on a diverse portfolio of generating options to service 16,000 residential and 3,000 commercial customers. The hydroelectric plant in Little Cottonwood Canyon is still in operation, but generates a small percentage of power. The diesel engines have been replaced by natural gas turbines in a new structure. The former diesel power plant is currently used for storage for the city, but the No. 2 diesel engine and generator, the 840 hp Fairbanks-Morse, has been retained in the southwest corner of building in anticipation of an educational use sometime in the future.

The period of significance for the Murray City Diesel Power Plant spans 1927 to 1959. This period coincides with important developments in the city and the local government’s efforts to provide infrastructure and services. Before the 1920s, electricity in Murray was limited to the area around the commercial business district with some outlying farms and businesses hooked up to the Progress Company or UP&L. A few enterprising property owners had their own ad hoc systems. The addition of the diesel plant in 1927 allowed Murray City to provide reliable electrical power to pockets of development throughout the corporate boundaries. By 1959, the city had a border-to-border stable power grid that served historic farmsteads and the large-scale postwar subdivisions alike.²⁰ The diesel power plant represents significance in Politics/Government as Murray City leaders and the Murray Power & Light Department juggled competing interests, budget restraints, bond issues, and infrastructure challenges, to provide reliable electric power to its citizenry, during one of the highest periods of growth in the city’s history.

Criterion C Significance

The Murray City Diesel Power Plant is significant under Criterion C for Architecture and Engineering and meets the registration requirements under the Multiple Property submission, *Historic Resources of Murray City, Utah, 1850–1910*. The associated historic context is “Public Resources of Murray, 1902-1967.” Both the architect and builder of the original 1927 power plant were residents of Murray.

The Murray-based architect, Lenord C. Neilson, was born in Holladay, Utah, to Danish immigrants in 1887. He studied at the University of Utah and taught high school until 1916. That year he moved his family to New York City where he studied architecture at the Pratt Institute of Design. Lenord C. Neilson graduated and returned to Utah, receiving his Utah license to practice architecture in 1922. During the 1920s, he designed a number of school, churches, and residences. He maintained a home in Murray and offices in the McIntire Building in Salt Lake City. His large public commissions included the South Jordan Auditorium, the State Training School in American Fork, and an addition the State Mental Hospital. Unfortunately, commissions were few and far between during the depression years. In 1934, Lenord C. Neilson was offered a position as an engineer inspector for the Public Works Administration, perhaps through contacts made while working on the PWA expansion of the Murray diesel power plant. Neilson moved to Torrence, California, in 1948 where he

¹⁸ *Murray Eagle*, November 23, 1951:3.

¹⁹ *Murray Eagle*, February 27, 1953:1.

²⁰ A scrapbook put together for the city’s water and power departments features a series of hand-drawn maps that track the progress of both departments through the historic period.

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practiced until his death in 1954. During his career, Lenord C. Neilson used a wide range of styles, but tended to favor Colonial Revival elements. The clinic hospital he designed for Dr. H. N. Sheranian evokes the Byzantine style and is considered one of the most beautiful buildings in Murray. The clinic was built in 1927, the same year as the Murray auxiliary power plant. Nielson's use of the Roman arches on the Murray power plant is a vernacular revival with very modest Romanesque or Byzantine details. For the time period, it is an unusual treatment for an industrial building in Utah.

Curtis L. Shaw, the contractor for the original plant building, was also a resident of Murray. He was born in the Fort Union community southeast of Murray in 1888. He moved to Murray after his marriage to Vinnie Stephensen, whose family owned a farm at the south end of the city. Curtis L. Shaw started his general contracting business in 1908. His firm built a number of schools and churches in the area, and was particularly known for the quality of his brick masonry. He worked on both Murray power plants and also built one in Bountiful Canyon. In the late 1930s, Shaw was building at least ten homes a year in Murray, mostly in the English Cottage period revival style. Curtis L. Shaw served as the mayor of Murray between 1942 and 1943. He was known for his opposition to the city manager form. Curtis L. Shaw died in 1944 after leaving office for health reasons.

The Murray City Diesel Power Plant is a rare example for an industrial building for both the architect and builder; however, its greatest significance in the area of Architecture lies in the integrity of design that was executed in all subsequent construction phases. An engineer from Salt Lake City, Harry T. Bletzacker was hired to prepare plans for a mirror-image addition to the diesel plant based on Nielsen and Shaw's 1927 building. Lenord C. Nielson may have consulted on the PWA project. Curtis L. Shaw was likely the general contractor for the 1934 expansion. What is remarkable is that although Nielson had moved and Shaw had died, the integrity of their original design was mostly preserved during the 1948 expansion supervised by Thomas C. Adams, the consulting engineer on the project.

The building is also significant under Criterion C in the area of Engineering as a correlation to the Architecture. Preserving the integrity of the building by removing and replacing walls, allowed the Murray City Power Department to keep the older diesel engines in place as they installed progressively larger and more modern equipment. Through the original construction in 1927 to the peak of historic production in the 1950s, Murray City housed all five generators in the same building. Although only one of the generators is still on site, the history of the building serves as a reminder of the advances in generator technology during the historic period. The municipality was able to provide uninterrupted service to its citizens with an efficient system that maximized profits for the city and was hailed as model of municipal power systems throughout the Intermountain West.

Murray City Diesel Power Plant

Name of Property

Salt Lake County, Utah

County and State

9. Major Bibliographical References

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

Broschinsky, Korral. "Historic Resources of Murray City, 1850–1967." National Register of Historic Places Multiple Property Documentation Form. 2012.

Callaway, Judson and Su Richards, "Electricity for Everything: The Progress Company and the Electrification of Rural Salt Lake County, 1897 and 1924." In *Utah Historical Quarterly*, vol. 70, no. 3 (Summer 2002): 238-257.

_____. *The History Spotter's Guide: A Walking Tour of Murray's Historic Business District*. Murray, Utah: Murray City, 2004.

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

Deseret News. Various issues.

Johnson, Wesley G. and David Schirer. *Between the Cottonwoods: Murray City in Transition*. Salt Lake City: Timpanogos Research Associates, 1992.

McCormack, Dr. John S. "Murray Historic Showcase: A representation of architecturally and historically significant buildings built before 1920," researched by Murray volunteers and edited by Dr. John S. McCormick. TMs, April 1994.

Murray Centennial Book Committee. *Faces of Murray, 1903-2003*, [Murray, Utah]; Murray Centennial Book Committee, Murray City Corporation, 2003.

Murray City Corporation. *The History of Murray City, Utah*. Murray Bicentennial Book Commission. Salt Lake City, Utah: Stanway/Wheelwright Printing Company, 1976.

Murray City Museum. Scrapbooks and photograph collection.

Murray Eagle, various issues.

R.L. Polk Directory. Salt Lake City, Utah, 1900-2003. Available at the Utah State History Research Center.

[Salt Lake County Tax Cards and Photographs]. Available at Salt Lake County Archives.

Salt Lake Herald. Various issues.

Salt Lake Tribune. Various issues.

United States Census, Murray Precincts, 1910, 1920, 1930 & 1940.

Murray City Diesel Power Plant
Name of Property

Salt Lake 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

Acreage of Property 6.08 acres
(Do not include previously listed resource acreage.)

Latitude/Longitude References

(Place additional references on a continuation sheet.)

Latitude 40.667089° Longitude -111.895069°

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

BEG N 57^15' W 913.44 FT FR SE COR OF NE 1/4 OF NE 1/4 SEC 112, T 2S, R 1W, S L M; N 80^55' W 417 FT M OR L TO E LINE OF D R & G RR; N 4^18' W 255 FT; E 45 FT; N 4^18' W 451 FT M OR L; E 120 FT; S 89^41' E 20 FT; S 83^36' E 193.2 FT TO W LINE OREGON SHORT LINE R OF W; S'LY ALG SD R OF W TO BEG. 6.08 ACM OR L. (Property Tax Number 21-12-226-001)

Boundary Justification (Explain why the boundaries were selected.)

The boundaries are those currently and historically associated with the property.

11. Form Prepared By

name/title	Korral Broschinsky, Preservation Documentation Resource		
organization	date	October 16, 2014	
city or town	telephone	801-913-5645	
e-mail	state	zip code	84123

Murray City Diesel Power Plant
Name of Property

Salt Lake County, Utah
County and State

Additional Documentation

Submit the following items with the completed form:

- Photographs**
- Maps**
- Drawing of Main Floor Plan**
- Figures**

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: *Murray City Diesel Power Plant*
City or Vicinity: 157 W. 4800 South, Murray City
County: Salt Lake State: Utah
Photographer: Korral Broschinsky
Date Photographed: August 2014



Photograph 1 of 17
North elevation of Murray City Diesel Power Plant. Camera facing south.

Murray City Diesel Power Plant

Name of Property

Salt Lake County, Utah

County and State



Photograph 2 of 17

View of Murray Power Department property. Camera facing southeast.



Photograph 3 of 17

West elevation of Murray City Diesel Power Plant. Camera facing east.

Murray City Diesel Power Plant

Name of Property

Salt Lake County, Utah

County and State



Photograph 4 of 17
South elevation of Murray City Diesel Power Plant. Camera facing northeast.



Photograph 5 of 17
Southeast corner of Murray City Diesel Power Plant. Camera facing northwest.

Murray City Diesel Power Plant

Name of Property

Salt Lake County, Utah

County and State



Photograph 6 of 17

East elevation (north half) of Murray City Diesel Power Plant. Camera facing west.



Photograph 7 of 17

North elevation of Murray City Diesel Power Plant, night view. Camera facing south.

Murray City Diesel Power Plant

Name of Property

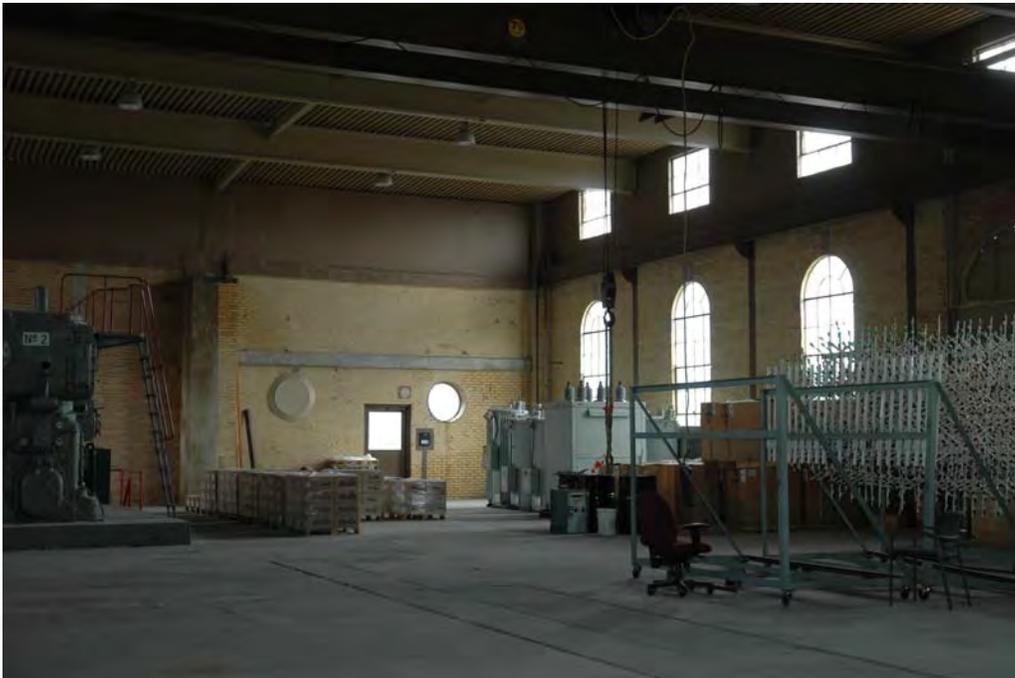
Salt Lake County, Utah

County and State



Photograph 8 of 17

Murray City Diesel Power Plant, interior, main floor. Camera facing north.



Photograph 9 of 17

Murray City Diesel Power Plant, interior, main floor. Camera facing southwest.

Murray City Diesel Power Plant

Name of Property

Salt Lake County, Utah

County and State



Photograph 10 of 17
Murray City Diesel Power Plant, interior, main floor. Camera facing southeast.



Photograph 11 of 17
Murray City Diesel Power Plant, interior, Fairbanks-Morse diesel engine. Camera facing southeast.

Murray City Diesel Power Plant
Name of Property

Salt Lake County, Utah
County and State



Photograph 12 of 17

Murray City Diesel Power Plant, interior, main floor, east shop. Camera facing northeast.



Photograph 13 of 17

Murray City Diesel Power Plant, interior, basement. Camera facing north.

Murray City Diesel Power Plant

Name of Property

Salt Lake County, Utah

County and State



Photograph 14 of 17

Murray City Diesel Power Plant, power department office and shop. Camera facing southeast.



Photograph 15 of 17

Murray City Diesel Power Plant, utility shed. Camera facing southwest.

Murray City Diesel Power Plant

Name of Property

Salt Lake County, Utah

County and State



Photograph 16 of 17

Murray City Diesel Power Plant, new generator shed and two non-contributing sheds. Camera facing south.



Photograph 17 of 17

Murray City Diesel Power Plant, forestry office building and shop on west parcel (not included in resource count). Camera facing southwest.

Murray City Diesel Power Plant
Name of Property

Salt Lake County, Utah
County and State



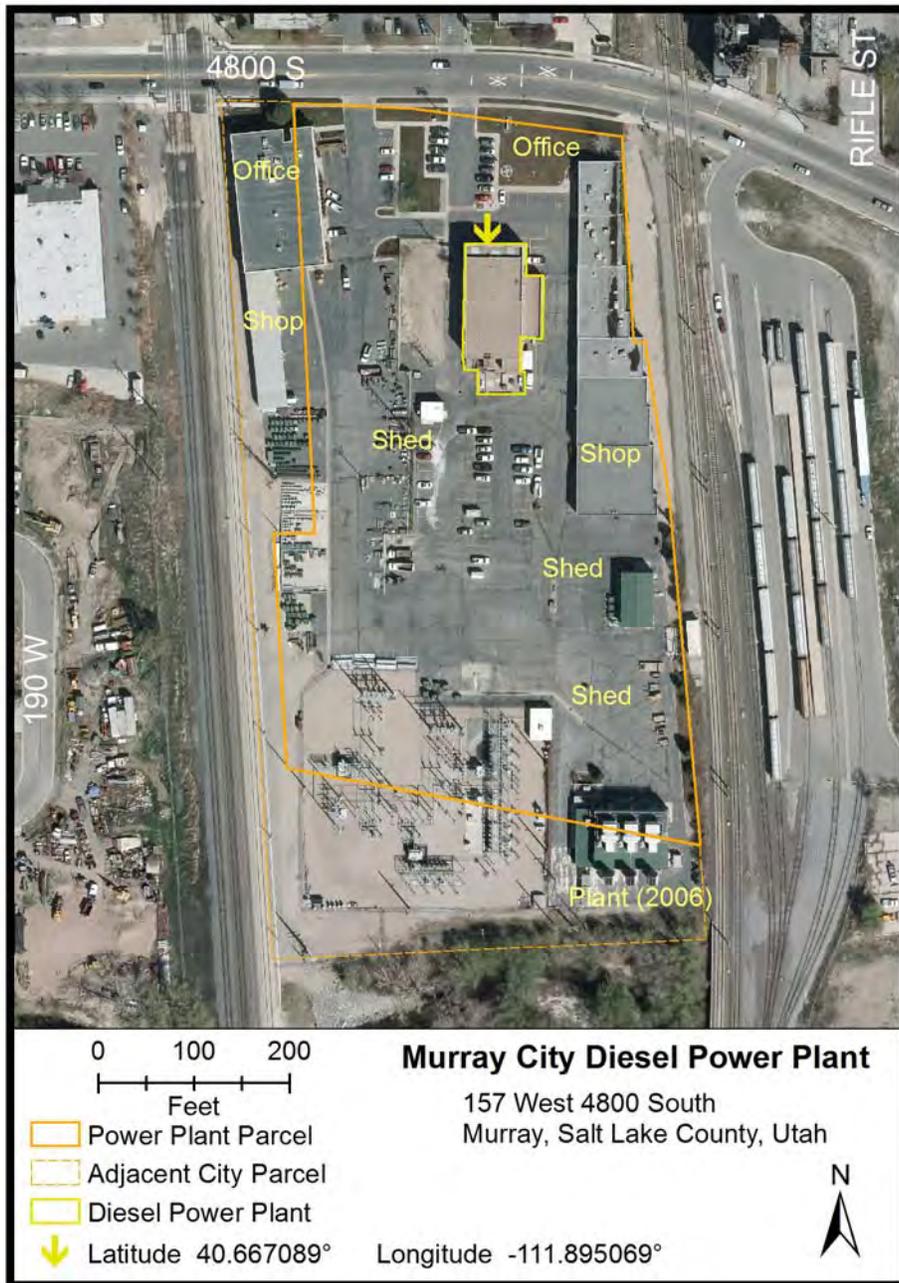
Murray City Diesel Power Plant
Name of Property

Salt Lake County, Utah
County and State



Murray City Diesel Power Plant
Name of Property

Salt Lake County, Utah
County and State



Murray City Diesel Power Plant
Name of Property

Salt Lake County, Utah
County and State

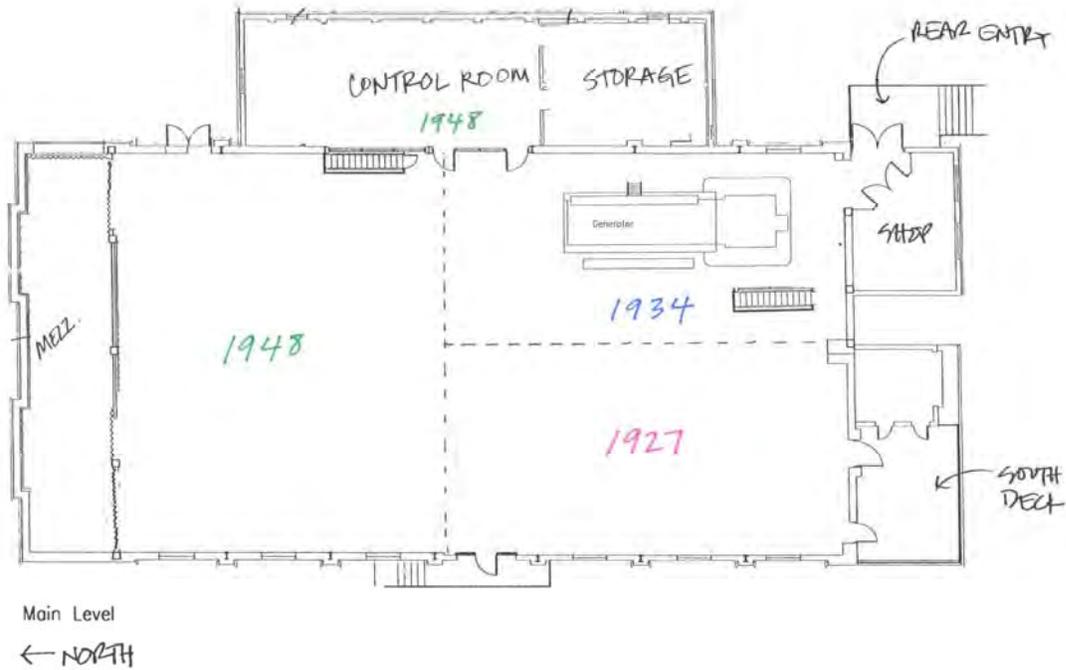


Murray City Diesel Power Plant

Name of Property

Salt Lake County, Utah

County and State



MAIN FLOOR PLAN OF MURRAY CITY DIESEL POWER PLANT
Schematic building phases from floor plan prepared by MJSA Architects, 2009.



Figure 1
North and east elevations of Murray City Diesel Power Plant, photographed circa 1935.
(courtesy of Murray City Museum)

Murray City Diesel Power Plant
Name of Property

Salt Lake County, Utah
County and State

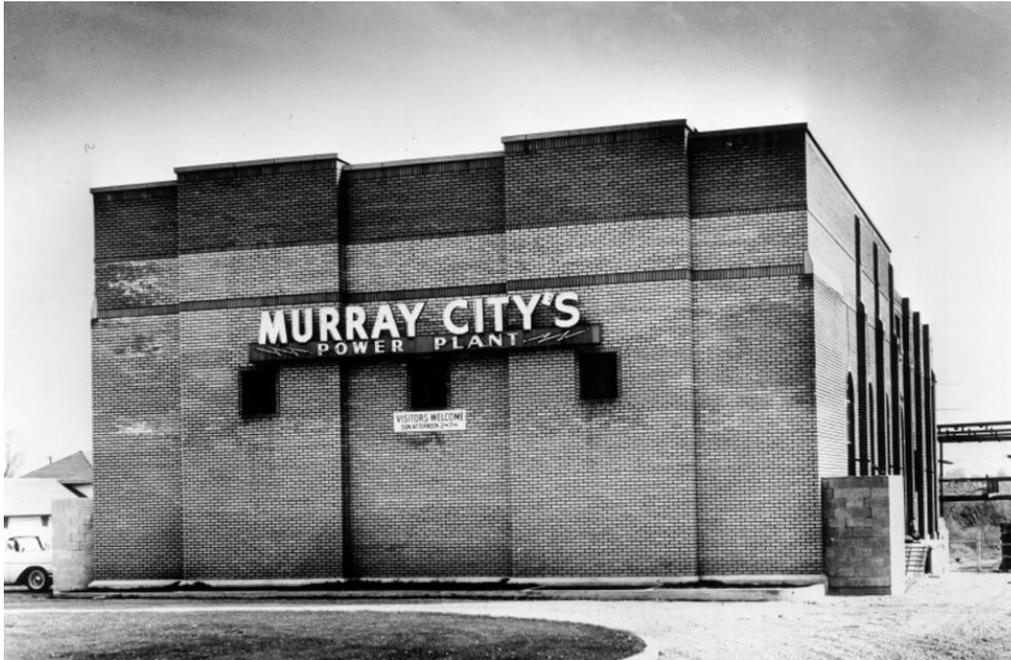


Figure 2
North and west elevations of Murray City Diesel Power Plant, photographed circa 1960.
(courtesy of Murray City Museum)

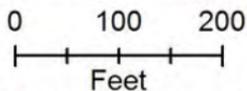
Property Owner:

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

name Murray City (Contact: Mary Ann Kirk)
street & number 5025 S. State Street telephone 801-264-2638
city or town Murray City state Utah zip code 84107

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 18 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.



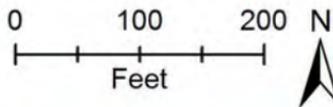
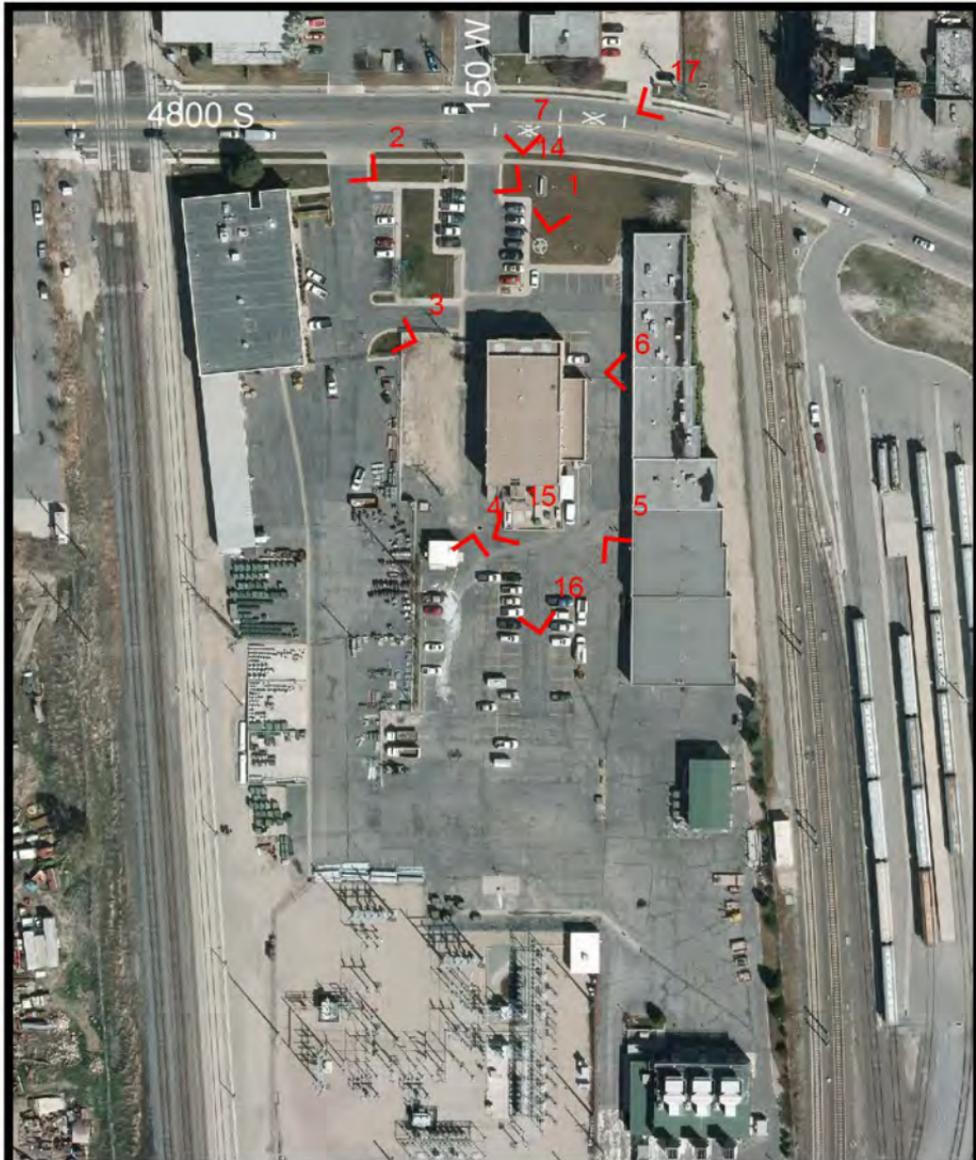
Murray City Diesel Power Plant

157 West 4800 South
Murray, Salt Lake County, Utah

-  Power Plant Parcel
-  Adjacent City Parcel
-  Diesel Power Plant
-  Latitude 40.667089°

Longitude -111.895069°





Murray City Diesel Power Plant

157 West 4800 South
Murray, Salt Lake County, Utah

 EXTERIOR PHOTO KEY



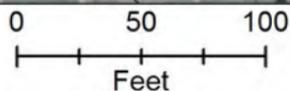
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Murray City Diesel Power Plant

157 West 4800 South
Murray, Salt Lake County, Utah

 INTERIOR PHOTO KEY



Murray City Diesel Power Plant

157 West 4800 South
Murray, Salt Lake County, Utah

 Diesel Power Plant



Latitude 40.667089°

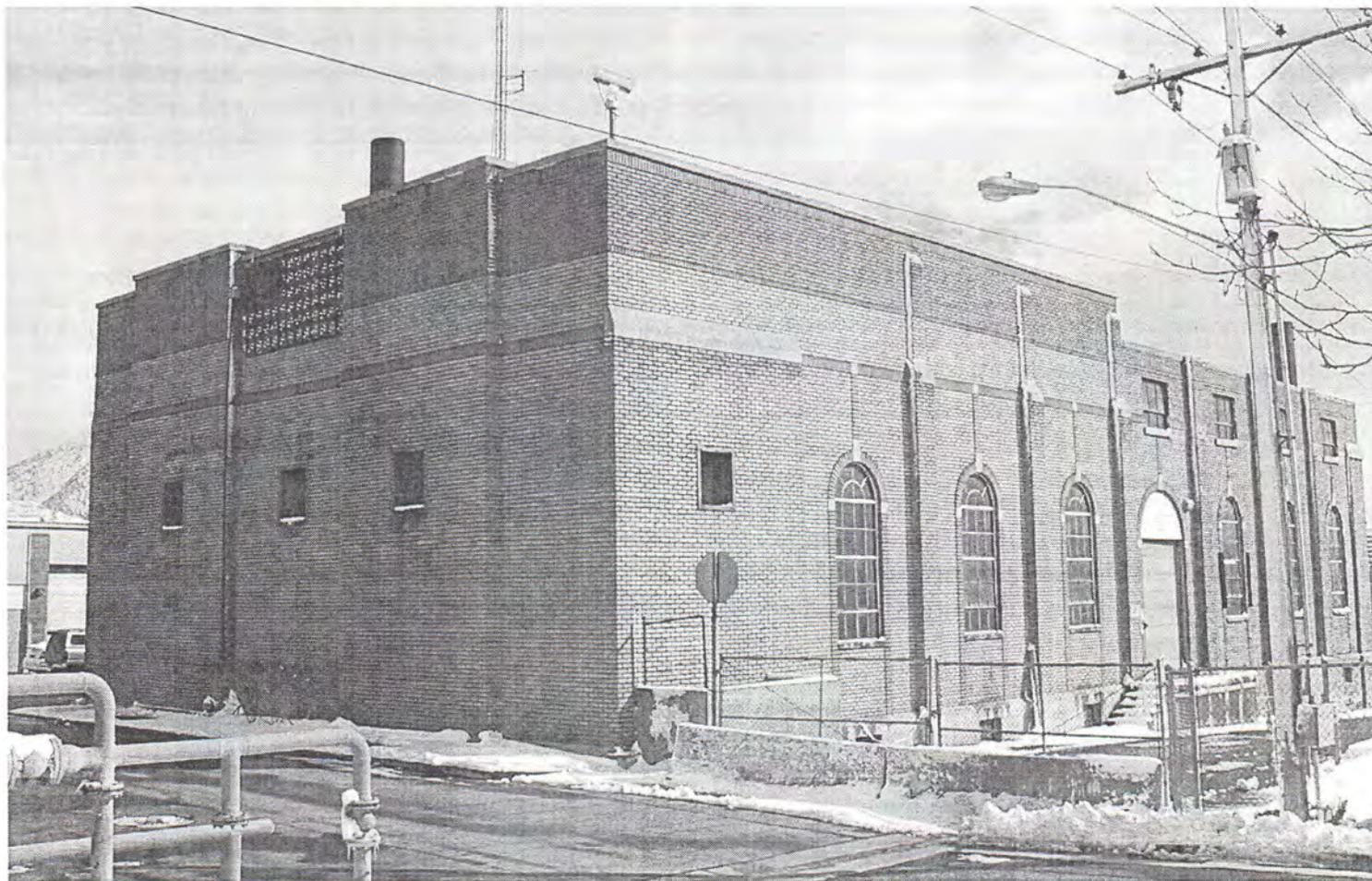
Longitude -111.895069°



MURRAY HISTORY MUSEUM &
ENERGY LEARNING CENTER at the
Historic Murray Power Plant

Phase I Summary

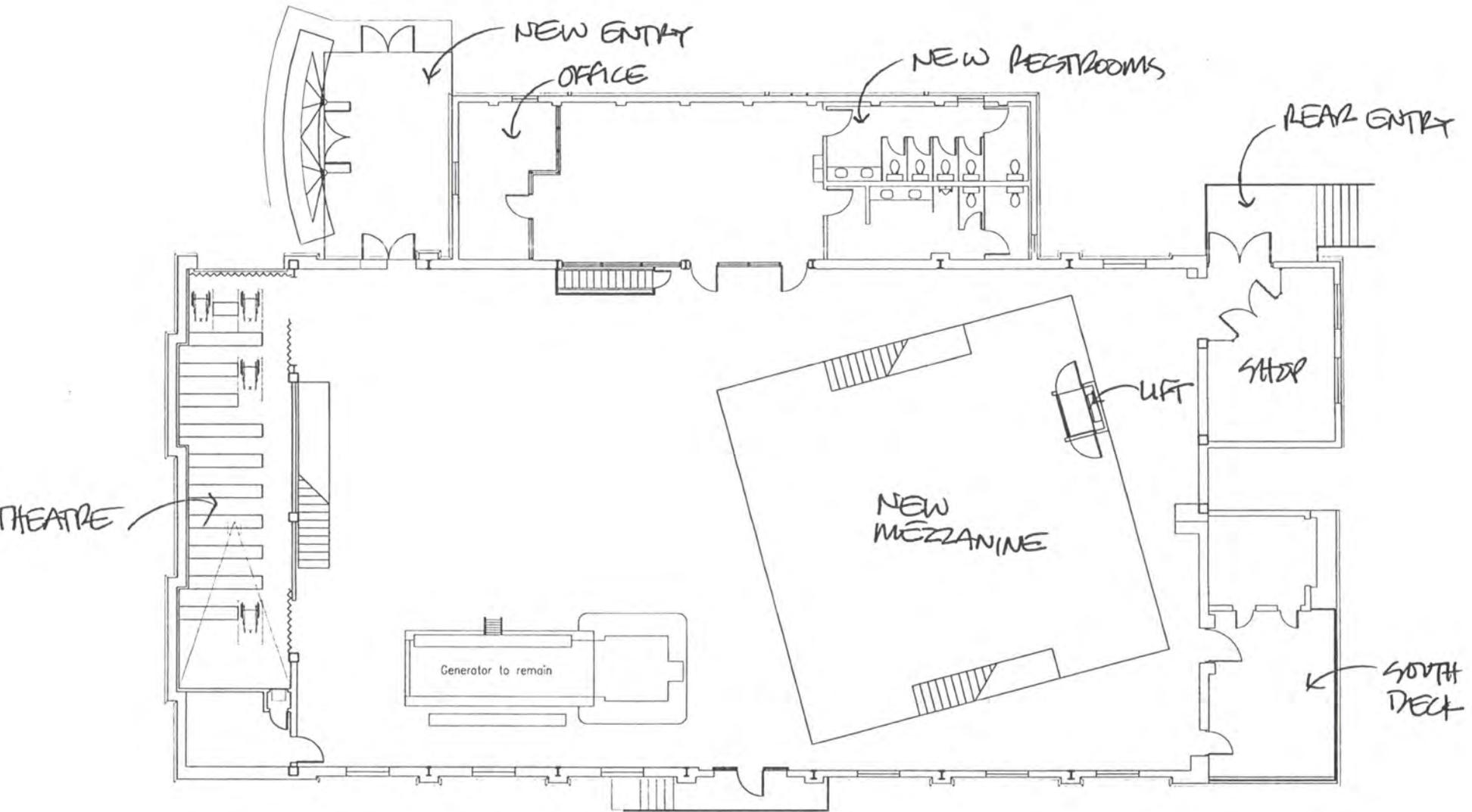
April 9, 2002 - DRAFT



Murray City Historic Preservation Advisory Board
Mary Ann Kirk, Staff Liaison
Murray City Cultural Programs Department
5025 South State Street
Murray, Utah 84107

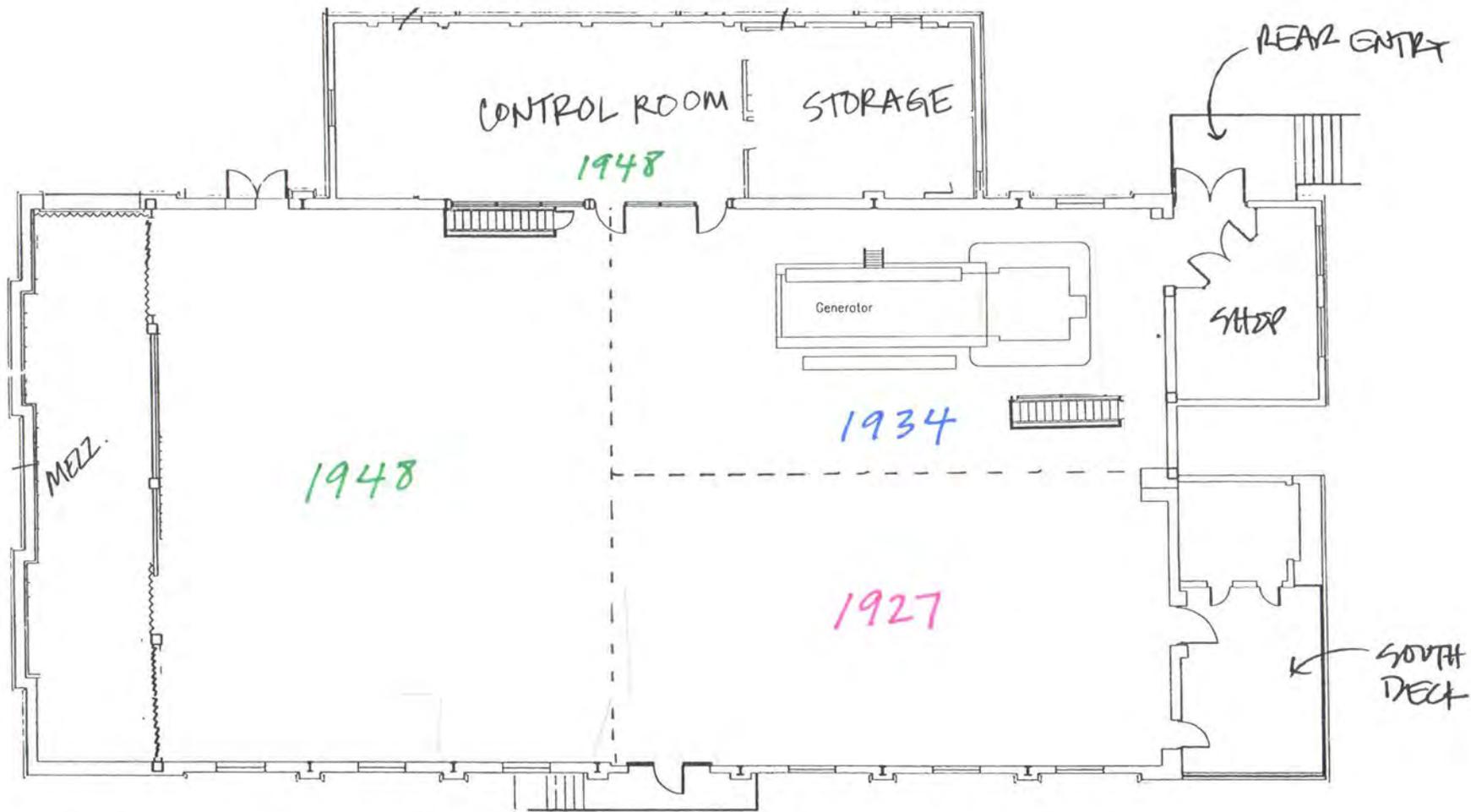
Murray City Power Department
Gary O. Merrill, General Manager
153 West 4800 South
Murray, Utah 84107

MJSA ARCHITECTURE INTERIOR DESIGN
357 W. Pierpont Ave., Salt Lake City, UT 84101
Tel. 801.364.5161 Fax 801.364.5167



Main Level

← NORTH



Main Level

← NORTH

MURRAY CITY'S POWER PLANT





MURRAY CITY'S
POWER PLANT

ver
on











AUTHORIZED
VEHICLES AND
PERSONNEL ONLY



MURRAY CITY'S
POWER PLANT

Murray City Power
City Corporation







№ 2













Murray City Power
Murray City Corporation
100 West 4000 S

2

MURRAY CITY'S POWER PLANT

VISITORS WELCOME
SUN AFTERNOON 2-4 P.M.





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Smith, Ray L., House

MULTIPLE NAME:

STATE & COUNTY: KANSAS, Butler

DATE RECEIVED: 11/21/14 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 1/07/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001117

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1.7.15 DATE

ABSTRACT/SUMMARY COMMENTS:

[Faint stamp]

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

November 17, 2014

Carol Shull
National Register of Historic Places
National Park Service
1201 Eye Street, N. W.
8th Floor (MS 2280)
Washington, DC 20005



Re: National Register documents – 6 new nominations & 2 de-listing requests

Dear Ms. Shull:

Please find enclosed the following National Register documents:

- **Hotel Roberts – Pratt County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping files, and photographs
 - The enclosed disk #1 contains the true and correct copy of the document.

- **Wirkler-Krehbiel House – Harvey County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping files, and photographs
 - The enclosed disk #1 contains the true and correct copy of the document.

- **Smith, Ray L., House – Butler County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping files, and photographs
 - The enclosed disk #1 contains the true and correct copy of the document.

- **Dalton Gang Hideout & Museum – Meade County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping files, and photographs
 - The enclosed disk #1 contains the true and correct copy of the document.

- **Lloyd, Ira E., Stock Farm – Ellsworth County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping files, and photographs
 - The enclosed disk #1 contains the true and correct copy of the document.

- **Little Stranger Church & Cemetery – Leavenworth County, Kansas** (new nomination)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping files, and photographs
 - The enclosed disk #1 contains the true and correct copy of the document.

- **Rush County Line Bridge – Rush County, Kansas** (request to de-list)
 - Enclosed: Signed copy of the document and 1 disk with a PDF of the document
 - The enclosed disk contains the true and correct copy of the document.

- **First Presbyterian Church of Abilene – Dickinson County, Kansas** (request to de-list)
 - Enclosed: Signed copy of the document and 2 disks with a PDF of the nomination, mapping files, and photographs
 - The enclosed disk #1 contains the true and correct copy of the document.

Please do not hesitate to contact me if you have any questions. I may be reached at 785-272-8681 ext. 216 or smartin@kshs.org.

Sincerely yours,



Sarah J. Martin
National Register Coordinator

Enclosures