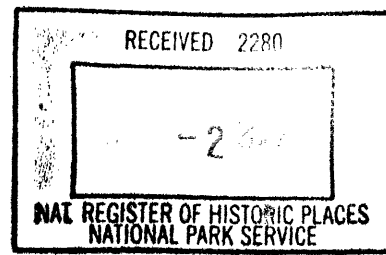


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



SOB

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 an 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 Richmond Interurban Depot

other name/site number Ogden, Logan, & Idaho Railroad Depot, Utah Idaho Central Railroad Depot

2. Location

street & town 196 West Main not for publication

city or town Richmond vicinity

state Utah code UT county Cache code 005 zip code 84333

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.)

Wilson M. Monte 3/25/2002
Signature of certifying official/Title Date

Utah Division of State History, Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:) _____

Elsa H. Beall 5/16/02
Signature of the Keeper Date of Action

Richmond Interurban Depot
Name of Property

Richmond, Cache County, Utah
City, County and State

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	0	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
1	0	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION: rail-related

Current Function

(Enter categories from instructions)

COMMERCE/TRADE: specialty store

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS:
Prairie School

OTHER: vernacular

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof ASPHALT shingle

other

Narrative Description

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

See continuation sheet(s) for Section No. 7

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

Richmond Interurban Depot, Richmond, Cache County, UT

Narrative Description

The Richmond Interurban¹ Depot is a rectangular one-story brick building, forty-six feet by thirty feet, with a hipped roof and resting on a concrete slab. There is a four-foot bay window projection on the front façade typical of many local railway stations. Prominently located at the corner of Main Street and U.S. Highway 91, the depot looks much as it did when completed in 1915. During its use by the railroad, the yellow brick was unpainted and the roof was covered with wooden shakes. In subsequent use, the building was painted gray. When the current owner was advised the paint could not be successfully removed without damaging the soft brick, it was painted a shade of yellow similar to the original brick color. The wood shingle roof has been replaced by asphalt shingles. Almost all the wood-framed sash windows are original.

The front façade faces west, where the tracks once were, and is unchanged but the other facades have been somewhat modified since railroad use ended. On the south side, an exterior door at the southeast corner has been bricked in and a new door and stoop have been built near the center of the wall. On the east wall, one window has been mostly bricked in and replaced by a small high window. A wide freight door has also been bricked up. On the north wall, it appears a window has been bricked up and an exterior door added near the northeast corner.

The original interior was described as having a passenger area, a freight area, and living quarters for the agent. It appears that the small living quarters were on the south end of the building. The agent's office was in and around the bay window. The passenger waiting room was in the northwest corner, and the freight area was in the northeast. There was no plumbing. Heat for the waiting room was provided by a stove connected to the center chimney. A stove in the living quarters was piped to another chimney on the south wall. Walls and ceilings in the finished areas were lath and plaster. Floors were red fir. The freight room had brick walls and a ceiling of planks. Ceilings throughout were almost twelve feet high.

Though the high ceilings remain, there have been significant changes to the floor plan since railroad occupation. An original interior east-west wall has been removed and replaced by a new interior wall down the center of the structure, dividing the bay in two. A bathroom has been added. A small utility room has been built adjacent to the center chimney to house a forced-air furnace. A north/south running beam and uprights have been added in the north half of the building to support the roof. During railroad occupation, there may have been a wall there, dividing the freight room from the waiting room.

The original red fir floor has been restored in the south half of the building. Oak flooring has been laid in the north half. In places, lath and plaster ceilings and walls have been replaced by drywall. A textured finish has been applied. The north wall of the freight area has been dry-walled and finished, but the south wall is still

¹ The depot was officially known as the Richmond depot of the Ogden, Logan and Idaho Line, but was locally known as the Richmond Interurban Depot, which is the term used for the nomination.

National Register of Historic Places Continuation Sheet

Section No. 7 Page 2

Richmond Interurban Depot, Richmond, Cache County, UT

brick. Though the freight door on this wall has been bricked in, the sliding wooden door still remains on its track.

Despite these modifications, the building still appears much as it did when area residents used it to ship packages or wait for the "Gallopig Goose." Elderly citizens still occasionally come in and reminisce, pointing out where the long benches sat and where large crates and boxes were loaded onto baggage carts. The front façade that faced the tracks (now removed) is unchanged; almost all the original windows are in place. With its high ceilings, wooden floors, and plaster walls, the Richmond Interurban Depot still looks and feels very much as it did when it was an early twentieth century interurban depot and remains a contributing historic building in Richmond.

Richmond Interurban Depot
Name of Property

Richmond, Cache County, Utah
City, County and State

8. Description

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.)

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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography

(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 # _____

Areas of Significance

(enter categories from instructions)

TRANSPORTATION

Period of Significance

1915-1947

Significant Dates

1915

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Engineering Department of the Ogden, Logan, and Idaho RR

Primary location of additional data:

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

See continuation sheet(s) for Section No. 9

National Register of Historic Places Continuation Sheet

Section No. 8 Page 1

Richmond Interurban Depot, Richmond, Cache County, UT

Narrative Statement of Significance

The Richmond Interurban Depot, constructed in 1915, is significant under Criterion A for its association with the Interurban Era, the nation's first attempt at regional mass transit that flourished briefly in the early twentieth century. It is one of the relatively few surviving vestiges of this era in Utah and the Mountain West. As a gathering place and transportation center in early-twentieth-century Richmond, the depot was a focal point of community activity. It is a landmark for valley residents who remember riding the interurban known locally as the "Galloping Goose." Additionally, since the destruction of Richmond's Union Pacific station, it is the only building in town with a strong connection to railroad transportation in Cache Valley. The Richmond Interurban Depot is one of only a few mostly intact examples of small passenger/freight depots remaining in Utah. With a vernacular interpretation of the Prairie School style, this building is similar to many that at one time were found in most towns along the rail lines.

History of the Interurban Line

In the early decades of the twentieth century, electric railroad technology swept across the United States. Electric motors were first used to propel streetcars on the nation's street railways, but it was not long until this form of motive power was adapted to intercity rail travel. Where the technology of steam railways was suited to long trains running at infrequent intervals, self-propelled electric cars could be run economically in short trains at very frequent intervals. In an age before the automobile was widespread, this technology offered convenient transportation for people and express shipments. Interurban railroads spread quickly, linking the country to towns and towns to cities.

In 1914, the heirs of David Eccles decided to expand and connect their existing street railways in and around the cities of Ogden and Logan, in northern Utah. Their Ogden Rapid Transit already operated rail lines between Ogden and Brigham City to the north. They planned to lengthen their Logan Rapid Transit lines north to Preston, Idaho, and run a connecting line from Brigham City over the mountains into the Cache Valley. This would create a full-fledged electric railroad between the burgeoning city of Ogden and the prosperous agricultural valleys to the north. The line would facilitate transportation of agricultural commodities, such as sugar beets and peas, from the farm to processing plants and connect processing plants with the railroad hub in Ogden. The line would also provide convenient transportation for people and less-than-carload freight. Connecting with the Bamberger Railroad at its 24th Street depot in Ogden, it promised easy travel all the way to Salt Lake City and Utah Valley to the south.²

² Don Strack, *Ogden Rails: A History of Ogden Railroads from 1869 to Today*, (Ogden, UT: Golden Spike Chapter, Railway and Locomotive Historical Society, 1997), 77-79, 81-85.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 2

Richmond Interurban Depot, Richmond, Cache County, UT

History of the Depot

Incorporating as the Ogden, Logan, and Idaho (OL&I) Railroad, the Eccles interests started the expansion in the fall of 1914. Tracks were laid by the Utah Construction Company from Smithfield, just north of Logan, toward the projected terminus in Preston, Idaho. In October, railroad officials sought depot sites in Lewiston and Richmond. On November 12, 1914, a Richmond newspaper correspondent announced, "The Interurban Railroad Company has purchased three and one-half rods of the corner lot of Mrs. E. A. Merrill, and are now building a depot."³

Work on the tracks and the depot continued through November. By the end of the month, the Prairie-style brick building was taking shape. It was described as costing four thousand dollars with quarters for the agent and his family, a passenger waiting room, and a freight room. It was not completed when limited railroad operations began December third. On that day, the first interurban car passed through Richmond carrying students to North Cache High School. A week later, plasterers were still at work in the depot when general operations began. It was not until mid-January of 1915 that Mr. Kirby, the station agent, had settled himself and his family in the new Richmond Interurban Depot.⁴

Over the next several months, the extension to Preston was completed, and work was begun on the connection to Brigham City. Through service from Ogden to Preston was inaugurated on October 27, 1915 with sixteen daily passenger trains each way. Unlike many interurban railroads, the OL&I was notable for its substantial brick depot buildings. Depots were erected in Ogden, Willard, Brigham City, Mendon, Wellsville, Hyrum, Logan, Richmond, Lewiston, and Preston.⁵

The OL&I depot in Richmond soon became a focal point of community activity. Passengers continually came and went, purchasing tickets and taking shelter as they waited for trains. Less-than-carload freight passed through its doors for overnight delivery to any station along the line. It was a Railway Express Agency where packages could be shipped across the country. The depot was also a home where the smell of home-cooked food might drift into the waiting room, and children might be seen playing along the platform. Like the nearby station on the Oregon Short Line Railroad (no longer extant), it was an important gathering place and transportation center.

Between 1916 and 1918, Amalgamated Sugar Company and the Cache Valley Railroad, both owned by the Eccles family, built spurs to service sugar beet dumps. These were merged with the OL&I in 1918 and renamed together as the Utah Idaho Central (UIC) Railroad. A new sign went up on the Richmond Depot. However, the good economic times during World War I were about to come to an end. The agricultural depression of the

³ Ira L. Swett, *Interurbans of Utah*, (Cerritos, CA: Interurbans, 1974), 76; *The Journal* (Logan, Utah), 12 November 1914.

⁴ *The Journal*, 26 November 1914, 3 December 1914, 10 December 1914; *The Logan Republican*, 19 January 1915.

⁵ Swett, *Interurbans of Utah*, 76. Other OL&I depots in Mendon, Wellsville, Smithfield, and Preston survive in good condition in adaptive uses. The Lewiston depot is also extant but has been greatly altered.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 3

Richmond Interurban Depot, Richmond, Cache County, UT

early 1920s hit local farmers and the UIC Railroad hard. The widespread use of cars and trucks following the war also cut into the Interurban's freight and passenger business.⁶

The UIC entered receivership in 1926, was reorganized, and returned to profitability for a short period. This ended with the 1929 stock market crash and the line's downward financial spiral resumed. After several years of deferred maintenance, the track was in poor condition. Trains were forced to travel slowly, and the rough ride earned them the nickname the "Gallopig Goose." Bob Lindhart of Preston remembered one ride where his car derailed, but the track was so bumpy that he "didn't even realize the car was running along off the tracks until the conductor stopped and told us about it."⁷

As traffic declined on the UIC, the Richmond depot became a quieter place. However, business did continue. The line went into another receivership in 1939 and, with government assistance, continued operation throughout World War II. Passenger service dwindled to one roundtrip daily between Ogden and Preston. In December 1946, the bankrupt UIC petitioned for permission to end operations. After approval by the ICC, the last passenger train traversed the line on February 15, 1947; freight service ended on February 28th. The tracks were eventually removed for scrap, and railroad property, including the Richmond depot, was sold to satisfy the debts of the company.⁸

In the decades that followed, the old depot was used as a residence and for a few years housed a laundry and barbershop. After being vacant for a time, it was purchased by James and Barbara Graham in 1994. It now is home to an antique store that caters to travelers on busy US Highway 91.

Architecture

As with many train depots and school buildings of the era, the Richmond Interurban Depot is rooted in the Prairie School style of architecture. This early twentieth-century style, inaugurated by Frank Lloyd Wright, flourished briefly in a Utah from approximately 1900-1920. Characteristics of the style are low, long buildings that appear to belong to the landscape. The low-pitched, hipped roof is typically coupled with wide, overhanging eaves that enhance the organic appearance of the style. True Prairie School style buildings combined brick and stucco for exterior wall treatment, while the vernacular counterparts in Utah commonly implemented brick and, sometimes, wood frame with clapboards.

⁶ Stephen L. Carr and Robert W. Edwards, *Utah Ghost Rails* (Salt Lake City, UT: Western Epics, 1989), 26,27; Joan Shaw, *The Rise and Fall of the Gallopig Goose* (Lewiston, UT: Lewiston-North Cache Valley Historical Board, 1998).

⁷ Shaw, *Gallopig Goose*.

⁸ Swett, *Interurbans of Utah*, 77.

National Register of Historic Places Continuation Sheet

Section No. 8 Page 4

Richmond Interurban Depot, Richmond, Cache County, UT

Most commonly applied to residential structures, the vernacular interpretation of the Prairie School style was also used in the design of civic buildings like railway stations and schools. While the Richmond Interurban Depot is not a classic example of the style, it is a vernacular structure that shows how far-reaching the Prairie School influence was. The Depot has several of the defining characteristics of the Prairie School, including a low-pitched, hipped roof with wide eaves, horizontal massing, and little ornamentation. It remains a historically and architecturally important building in the town of Richmond.

National Register of Historic Places Continuation Sheet

Section No. 9 Page 1

Richmond Interurban Depot, Richmond, Cache County, UT

Bibliography

Carr, Stephen L. and Robert W. Edwards. *Utah Ghost Rails*. Salt Lake City: Western Epics, 1989.

Carter, Thomas and Peter Goss. *Utah's Historic Architecture, 1847-1940: A Guide*. Salt Lake City, UT: University of Utah Graduate School of Architecture and Utah State Historical Society, 1991.

The Journal (Logan, UT), 1914-1915.

The Logan Republican, 1915.

Shaw, Joan. *The Rise and Fall of the Galloping Goose*. Lewiston, UT: Lewiston-North Cache Historical Board, 1998.

Strack, Don. *Ogden Rails: A History of Ogden Railroads from 1869 to Today*. Ogden, UT: Golden Spike Chapter, Railway and Locomotive Historical Society, 1997.

Swett, Ira L. *Interurbans of Utah*. Cerritos, CA: Interurbans, 1974.

Richmond Interurban Depot
Name of Property

Richmond, Cache County, Utah
City, County and State

10. Geographical Data

Acreage of Property 0.17 acres

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 1/2 4/3/2/5/6/0 4/6/4/0/3/4/0
Zone Easting Northing

2 / / / / / / / / / / / /
Zone Easting Northing

3 / / / / / / / / / / / /
Zone Easting Northing

4 / / / / / / / / / / / /
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

Beginning at the Southwest corner of Block 22, Plat "A" of Richmond City and running thence East 55 feet; thence North 133 feet; thence West 55 feet; thence South 133 feet to the point of beginning.

Property Tax No. 09-052-0010

Boundary Justification

(Explain why the boundaries were selected.)

The boundaries are those that were historically associated with the property.

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Michael W. Johnson, Historian, and Utah SHPO Staff

organization _____ date March 15, 2001

street & number 672 N 400 East telephone 435-723-5427

city or town Brigham City state UT zip code 84302

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

name/title James Graham and Barbara Graham

street & number 277 S Center St telephone 435-245-3439

city or town Hyrum state UT zip code 84319

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 1

Richmond Interurban Depot, Richmond, Cache County, UT

Common Label Information:

1. Richmond Interurban Depot
2. Richmond, Cache County, Utah
3. Photographer: Dan Miller
4. Date: February 2002
5. Negative on file at Utah SHPO.

Photo No. 1:

6. West elevations of building. Camera facing east.

Photo No. 2:

6. South & west elevations of building. Camera facing northeast.

Photo No. 3:

6. South & east elevations of building. Camera facing northwest.

Photo No. 4:

6. North & east elevations of building. Camera facing southwest.

Photo No. 5:

6. North & west elevations of building. Camera facing southeast.