

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received SEP 27 1985
date entered OCT 24 1985

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Holley/Globe Grain and Milling Company Elevator

and/or common

2. Location

street & number 100 North and Center Street _____ not for publication

city, town Hyrum _____ vicinity of

state Utah code 049 county Cache code 005

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	N/A <input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Ray Miller

street & number 191 S. 400 West

city, town Logan _____ vicinity of state Utah

5. Location of Legal Description

courthouse, registry of deeds, etc. Cache County Courthouse

street & number 179 N. Main

city, town Logan _____ state Utah

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no

date _____ federal _____ state _____ county _____ local

depository for survey records

city, town _____ state _____

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> [redacted]	<input type="checkbox"/> unexposed		date _____

Describe the present and original (if known) physical appearance

The Holley/Globe Grain and Milling Company Elevator was constructed in 1918 along the former railway line in Hyrum, one block north of Main Street. It is a 68-foot tall, 25'x28' wooden structure with a low pitch hip roof capped with a cupola-like, gable roof projection. Scales for weighing the grain were located in that upper section. Attached to the main granary structure are one-story frame lean-to's on both the south and west sides, and a one-story gable roof metal section on the east. The lean-to on the south was built in 1919, and the one on the west was probably built in the 1920s. The gable roof section was built in either the 1930s or '40s. The lean-to's measure 10'x24' and 8'x16', and the gable roof section measures 16'x30'.¹ There is a dispensing chute emerging from the north wall, approximately two-thirds up, which was originally used to load the train cars along the tracks to the immediate north of the building.

The elevator is built of 2"x4"s assembled in a "crib" or false timbering construction technique, wherein the planks are stacked one on top of another and are "spiked" every six inches or so with nails. Alternating butt joints were used at the corners of the overall structure and at the corners of each of the nine interior chambers. The vertical lines created by the exposed butt-ends of the boards are visible on the exterior walls, clearly marking the arrangement of the chambers within the structure. Also visible on the exterior walls are the ends of 2"x4" braces which diagonally span the corners of each chamber. The corner braces were installed on approximately every twenty-fifth course of planks.

Internally, the structure is arranged into nine chambers, eight of which were grain elevators. The central chamber housed a dipper and belt mechanism for loading and unloading the grain. The floor of each chamber is concave in order to help channel the weight of the grain downward, thereby reducing the pressure on the walls. Five of the eight grain elevators extend from the scale structure at the top down to the ground, while three of them, those along the south side, extend down only as far as the ceiling of the drive-through area that is located there. The drive-through delivery area permitted the direct loading of trucks from the elevators.

Overall, the granary has remained in good structural condition with little alteration to its original form. Though many of the interior mechanisms have been dismantled (though saved), the operational plan of the granary is still clearly apparent.

Contributing resources on the property: 1 structure
Non-contributing resources: 0

¹County Tax Records, Tax Assessor's Office, Cache County, Logan, UT.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1918 **Builder/Architect** Alfred J. Peterson/unknown

Statement of Significance (in one paragraph)

Completed in 1918, the Holley/Globe Grain and Milling Company Elevator is architecturally significant as one of only two known examples in Utah of a grain elevator built using the false timbering construction technique. False timbering, or "crib" construction, which consists of 2"x4" planks stacked one on top of another, provides the necessary strength for storing large quantities of loose grain, and also, because of its tight fitting assemblage, renders the structure virtually rodent proof. The false timbering construction technique was used on a number of smaller granaries throughout the state during the early twentieth century, but it is found on only one other grain elevator, the Barton "granary" near Verdure in southeastern Utah..

This grain elevator opened for business in August 1918 and continued as a grain storage and distribution center until the 1960s. Construction of the facility reportedly began in 1905, at the time the railroad extension to Hyrum was being pushed, but the structure was not completed until 1918.¹ Since railroad access for such a facility would have been a virtual necessity, it is possible that the uncertainties and difficulties encountered in trying to extend the railroad line into the town had something to do with the delayed completion of the elevator. The rail line, which was located one block north of Main Street in Hyrum, opened in 1914 as the Ogden, Logan and Idaho Railway Company, but in 1918 the name was changed to the Utah-Idaho Central Railroad. A spur of the line passed directly north of the grain elevator, allowing for easy loading of grain. Niels J. Larsen, a local coal dealer, was initially in charge of the operation,² but his son, Leonard, managed it from about 1919 through at least the 1930s.³

Although the grain elevator was operated by local men, the parent companies of the enterprise were large grain and milling operations based in Ogden, Utah, approximately forty miles to the south. The elevator was associated with the Holley Milling Company from 1918 until 1923, when that Ogden-based company either went out of business or merged with another of the large milling companies in that locale. From 1923 through the 1930s the elevator operated under the name of Globe Grain and Milling Company. In the early 1920s, Globe had six plants in the Intermountain West, the largest of which was located in Ogden and had a storage capacity of 750,000 bushels.⁴ The elevator in Hyrum, though large by that town's standards, could store only a fraction of that amount. The elevator's primary purpose was apparently to simply store and facilitate the shipping of grain raised in the Hyrum area by local farmers. It does not appear to have been part of a major grain milling operation in Cache Valley,⁵ but rather was a small part of the large grain operations based in Ogden.

The establishment and operation of this grain elevator in Hyrum may have been the result of cooperation within the influential Eccles family from Ogden.

9. Major Bibliographical References

The Arrowhead. June 1921.

Allen, Earle W., Brown, Bessie, and Eliason, Lila. Home in the Hills of Bridger Land. Hyrum, Utah: City of Hyrum, 1969.

Gazetteers and city directories, 1917 through 1935

Miller, Ray. Interview with Caroline E. Mohai, April 1984.

10. Geographical Data

Acreeage of nominated property 0.20

Quadrangle name Logan, Utah

Quadrangle scale 1:24000

UTM References

A

1	2	4	2	8	8	8	0	4	6	0	9	5	4	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

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D

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H

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Verbal boundary description and justification Beginning at the SW corner of Lot 4 Block 27 Plat A Hyrum City Survey; thence E 87 ft, N 99 ft, W 87 ft, S 99 ft to beginning. Located in the NE 1/4 of Sec 5 T10N R1E.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	N/A	code
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state	code	county	code
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11. Form Prepared By

name/title Roger Roper/Historian; Caroline E. Mohai

organization Utah State Historical Society;

date August 1985

street & number 300 Rio Grande; 330 South 200 West

telephone (801) 533-6017; (801) 245-4931

city or town Salt Lake City; Logan

state Utah

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

A. Kent Powell

title A. Kent Powell, Deputy State Historic Preservation Officer date August 26, 1985

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I hereby certify that this property is included in the National Register

John Melvyn Bryan
Keeper of the National Register

date 10-24-85

Attest:

date

Chief of Registration

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The Utah-Idaho Central Railroad, which owned the land upon which the grain elevator was built, was one of the numerous business ventures undertaken in the intermountain west by David Eccles. After Eccles' death in 1912, at which time he was claimed to be among the wealthiest men in Utah, his son, Marriner S. Eccles, succeeded to the managership of the railroad. Another son, David C. Eccles, was vice-president of the Ogden-based Holley Milling Company, the mother company of the grain elevator in Hyrum. It is not unreasonable to assume that the brothers saw the potential mutual benefit of the grain elevator and the railroad working in tandem, and established the elevator as a joint project.

Attached to the elevator are frame lean-to sections on the south and west and a gable roof metal section on the east. The larger of the two lean-to's, the one on the south, was constructed in 1919, one year after the elevator was completed, and served as an office, truck weighing station, and lounge for the operators. A wood-burning stove, now gone, was used to heat that section. The lean-to on the west was built some time after 1929, according to the Sanborn maps. The large metal shed on the east, used for the storage of coal, was built sometime between 1919 and 1929. None of these additions to the grain elevator detract from its original integrity. A trap door for the granary cat still exists as well as the holes that were drilled in the doors so that the cat could move freely throughout the structure to keep it free of rodents.

Internally, the elevator is arranged into nine chambers, eight of which are grain storage bins. Three of the eight extend down only to the ceiling of the drive-through area, while the other five extend down to the ground. The drive-through delivery area permitted the direct loading of trucks from the elevators. A different procedure was used for loading the railroad cars that ran along the tracks on the north side of the building. In this procedure an auger transported the desired grain out of an elevator and into a collection container in the central section of the building. Here a dipper and belt system carried the grain up to the scales under the roof. Once the grain was weighed, it was released through a shoot into the boxcar.⁶

The grain elevator continued to operate for a number of years even though the train stopped service to Hyrum in 1947. It was at that time that the drive-through area was probably created in order to service trucks. Globe Grain and Milling Company sold the elevator in 1947 to two local men, Leonard Larsen, who had managed the elevator under Globe's ownership, and Willard Peterson.⁷ They continued to operate the facility into the 1960s. The current owner purchased the building six years ago and has done some restoration work to the inside. It still remains vacant at this time.

The Holley/Globe grain elevator was constructed by Alfred J. Peterson, a local contractor,⁸ using the false timbering construction technique, which, because of its strength and tight fit, was suitable for storing grain. False timbering, called "crib" construction on the 1929 Sanborn Map of Hyrum, consists of 2"x4" planks stacked one on top of another and "spiked" together with nails. Unlike log construction, which it imitates, the "timbers" or

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planks of adjoining walls rise in even rather than in alternating courses. This allows for the use of simple butt joints at the corners instead of traditional notching techniques used on log buildings. The butt joints are alternated from course to course in order to better tie together the corners. Diagonal corner bracing, consisting of 2"x4"s spanning the corners, is usually employed on crib constructed buildings which are used for storing grain.

There are a number of smaller granaries of this type throughout the state, including the Clarkston Tithing Granary (listed in the National Register), the Ephraim Relief Society Granary, and the Lewiston Relief Society Granary. The Barton "granary" near Verdure, San Juan County, is the only other known example of a grain elevator built using the false timbering technique. With its gambrel roof and 28-foot height (as opposed to the 68-foot height of Holley/Globe elevator), the Barton granary more closely resembles a barn, but its interior, composed of nine vertical compartments and an "elevator" system for loading the grain, identify it as a grain elevator. It was constructed in 1914.

Notes

¹Ray Miller, interviewed by Caroline E. Mohai, April 1984.

²South Cache Courier, August 23, 1918, p. 4.

³Gazetteers and city directories, 1918-30s.

⁴Arrowhead Magazine, June 1921, p. 35.

⁵The Holley/Globe Grain Elevator is never listed in the gazetteers for the period 1918-1930s under the business category of "Grain Storage and Milling." The major operations in Cache Valley were in Logan and Trenton.

⁶Ray Miller, interview.

⁷Mrs. Leonard Larsen, interviewed by George McCullough, March 10, 1979. Interview notes available in National Register File, Utah State Historical Society.

⁸Ray Miller, interview.