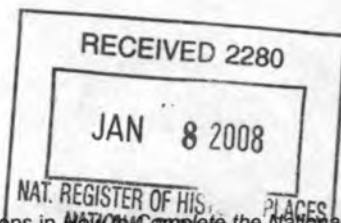


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

59



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *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 Mendon Station

other name/site number Mendon Utah Idaho Central Railroad Station or Depot, Mendon Post Office

2. Location

street & town 95 N. Main Street ☐ not for publication

city or town Mendon ☐ vicinity

state Utah code UT county Cache code 005 zip code 84325

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.)

[Signature]  
Signature of certifying official/Title

12-31-07  
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:)

[Signature]  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

2-19-08

Mendon Station  
Name of Property

Mendon, Cache County, Utah  
City, County and State

## 5. Classification

### Ownership of Property

(check as many boxes as apply)

- ☒ public-local  
☐ private  
☐ public-State  
☐ public-Federal

### Category of Property

(check only one box)

- ☐ district  
☒ building(s)  
☐ 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: Depot

### Current Function

(Enter categories from instructions)

SOCIAL: civic, community center

## 7. Description

### Architectural Classification

(Enter categories from instructions)

LATE 19<sup>TH</sup> & EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS:

Prairie School

### Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof

other WOOD SHINGLE

### 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

## National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

Mendon Station, Mendon, Cache County, UT

### Narrative Description

The Mendon Station (or Mendon Utah Idaho Central Railroad Station) is a rectangular one-story brick building, constructed in phases between 1916 and 2005.<sup>1</sup> It is located at 95 N. Main Street in Mendon, Utah. The original portion of the building was built in 1916. The style of the building has modest Prairie School influences. It measures approximately forty-six feet by thirty feet with the wide end facing Mendon's Main Street. Around 1955 a one-story cinder-block addition measuring thirty by sixteen feet was built on south elevation. This addition was removed in 2005 when the building was renovated. That year a new addition (or annex) was built on the west (rear) elevation. The annex is connected to the 1916 portion by an enclosed breezeway in order to have minimal impact on the original building. The annex measures twenty-one feet by thirty-two feet with an additional twenty-four feet of covered patio to the south. All roof sections are hipped and covered in wood shingles. The original masonry consists of orange-colored tap brick laid in a running bond with flush mortar joints. The foundation is a concrete pad and not visible above grade. The window sills are also concrete. The annex has similar masonry with a concrete foundation.

The façade faces east toward Main Street. The façade has a slightly off-center projecting box-bay with a hipped roof. A signboard with MENDON in capital letters is mounted in the center of the bay. The main entrance is north of the projection. The door was replaced during the 2005 rehabilitation with a four-light metal door. The current opening is several inches taller than the original opening. The narrow window openings are the same, although the windows were replaced in 2005. The replacement windows have the same configuration as the originals: four-over-six, double-hung wood sash windows. The contrasting concrete sills are painted khaki green, as are the fascia and soffits under the wide eaves. The doors and other contrasting elements are painted rust. Two brick chimneys have been removed from the original structure: one prior to 1986 and one in 2005.

The north elevation has three openings: a side door (replacement similar to the front door) and two windows (similar replacements to façade). The south elevation shows evidence of an early loading dock and the circa 1955 addition (demolished 2005). There is concrete applied to the base and corners of the elevation. The one window is a six-over-nine. A second opening was a loading door with a wood replacement similar to that seen in historic photographs of the building. The west elevation is partially obscured by the breezeway, but has windows (shorter, but similar to the façade windows) flanking the breezeway.

The breezeway has a door with transom and sidelights to the south. The rear addition (annex) is also rectangular, but smaller than the original building. It features a side door and a pair of multi-light windows on the south elevation, and smaller square windows on the west and north elevations. The hipped roof of the annex extends over the patio to the south and is supported on two brick (stacked-bond) piers. Goose-neck lights with white globes have been installed on the exterior of the building.

<sup>1</sup> The full name of the building was the Mendon Utah Idaho Central (UIC) Railroad Station, but in common usage the name was shortened to simply the Mendon Station. The building is similar to the UIC station in Richmond, which was listed on the National Register of Historic Places in 2002.

## National Register of Historic Places Continuation Sheet

Section No. 7 Page 2

Mendon Station, Mendon, Cache County, UT

On the interior, the original portion of the building had been remodeled numerous times prior to the 2005 rehabilitation. During its use as a train station (1916-1947), the space was divided into zones. The southeast corner was the passenger waiting room. The southwest corner was the freight loading area. An office was located in the center space with a desk in the bay. On the north end was living quarters for the station agent with a living room in the northeast corner, kitchen in the northwest corner and bedroom west of the office. In 1949, the building was converted to the Mendon Post Office. The addition was constructed on the south side and reportedly used for living quarters for postal employees.<sup>2</sup> The building was also used for city offices during this time. In 1970, the city began leasing the building. The interior was changed by each subsequent tenant with periods of vacancy between: general store (1970-1973), office (1982-1984), and restaurant (1985-1995).

During the 2005 rehabilitation, all non-historic finishes were removed. The flooring remained, but the molding, wainscoting, and light fixtures were replaced. The interior is completely open and used as a community center. The kitchen and bathrooms were moved into the new addition. The kitchen is on the north side with cabinetry and finishes to match the older portion of the building. There are two new accessible bathrooms on the south side. Stair access to the unfinished basement storage area is in the center. Rounded arches connect the breezeway to the two main spaces. The breezeway has an entrance on the south and cupboard space on the north. There is a mosaic tile insert in the floor that reads "Utah Idaho Central Railroad, Mendon Station."

The Mendon Station is located on a 0.12-acre parcel at the northeast corner of the Mendon City Park. Parking spaces for the building are located on the east side. There is a lawn, picnic pavilion, horseshoe pitch, and playground to the south. To the west there is a lawn area and the baseball diamond. There are mature deciduous trees lining the street. The Mendon Station is the only remaining historic civic building in town, but was originally one of several on the same block. The Mendon Station is in excellent condition and despite the presence of a new addition retains much of its historic integrity.

<sup>2</sup> Zachary Jones, "The Mendon Railroad Station," unpublished TMs 2003: 23.



Mendon Station  
Name of Property

Mendon, 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.)

## 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

AGRICULTURE

COMMERCE

### Period of Significance

1916 -1947

### Significant Dates

1916

### Significant Persons

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Unknown

☒ See continuation sheet(s) for Section No. 8

### Primary location of additional data:

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

Mendon Historic Preservation Commission

☒ See continuation sheet(s) for Section No. 9

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 1

Mendon Station, Mendon, Cache County, UT

### Narrative Statement of Significance

The Mendon Station (Utah Idaho Central (UIC) Railroad Station), built in 1916, is locally significant under Criterion A for its association with the historical development of Mendon as a stop on Cache Valley's first and only interurban electric railroad. The period of significance for the building spans 1916 to 1947, the period of usage as a railroad station. The Prairie School style Mendon Station represents the transition of Cache County's economy from horse-drawn wagon to automobile dependency. The interurban railroad was a landmark in the valley and the station was a community gathering place. Its operation as a passenger and light-duty freight station strengthened the local economy and raised the standard of living for Mendon residents. After the railroad discontinued service in 1947, the building served as the Mendon Post Office. It is the only surviving historic civic building in Mendon. The Mendon Station has recently undergone a complete rehabilitation, including a new addition, for use as a community center, but remains a contributing historic resource in Mendon.

### History of the Utah Idaho Central Railroad

The origin of the Utah Idaho Central Railroad begins with David Eccles (1849-1912), an entrepreneurial pioneer and Utah's first multi-millionaire. David Eccles built his fortune by establishing local businesses supported by the expansion of rail lines throughout the Intermountain West in the late nineteenth century. By the early twentieth century, the Eccles interests included electric street railways in Ogden and Logan. In 1914, the heirs of David Eccles decided to expand the electric rails creating an interurban line connecting Ogden to Preston, Idaho. The enterprise had two objectives: to connect the burgeoning city of Ogden to prolific agricultural valleys to the north, and create a passenger line linking northern Utah to the Bamberger Railroad in Ogden providing easy access to Salt Lake City and the towns of Utah Valley to the south. The extension of the Logan Rapid Transit line to Preston was completed in 1915. At the same time, the Ogden Rapid Transit line, which already operated a line to Brigham City, began laying track north from Brigham City across the Wellsville Mountains through the Collinston-Petersboro pass. The rails reached Mendon in the fall of 1916, thence traveled south to Wellsville and Hyrum, thence north where it connected to the Logan-to-Preston line. The ninety-four miles of track that included the merger of the Logan and Ogden Rapid Transit was originally christened the Ogden-Logan and Idaho Railway Company. In 1918, the company was reorganized as the Utah Idaho Central Railway Company. After a change in ownership in 1926, the name was changed to the Utah Idaho Central Railroad Company. The railroad operated continuously until 1947 when bankruptcy forced the closure of the company. The last train ran on March 18, 1947 and the rails were removed shortly thereafter.<sup>3</sup>

<sup>3</sup> Four other UIC stations are in good condition with adaptive uses: Richmond (NR), Smithfield, Wellsville, and Preston, Idaho. The Lewiston building is extant, but greatly altered. The ticket booth in Providence survives, but has been moved from its original location.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 2

Mendon Station, Mendon, Cache County, UT

### History of Mendon

The community of Mendon was settled in 1859 more than a decade after the arrival of members of the Church of Jesus Christ of Latter-day Saints (LDS or Mormon Church) to the Salt Lake Valley in 1847, and about the same time as other settlements in the Cache Valley. Before that time, Native American Shoshoni used the valley for hunting and camping. Fur trappers were also frequent visitors to the area. Mendon is located eight miles west of Logan and five miles north of Wellsville, on the foothills of the Wellsville Mountains. Although Mormon settlers brought cattle to the area in 1855 and William Gardner built a cabin on the banks of Gardner's Creek, the settlement was not built until the spring of 1859, when several families, mostly immigrants from England, Scotland and Denmark, moved from the Salt Lake Valley to build cabins and a fort along present day Center Street. On December 19, 1859, the Mendon Ward of the LDS Church was organized by church leaders Orson Hyde and Ezra Benson, who named the community after his Massachusetts birthplace. A pine log school/meetinghouse was built in 1860 and a post office established in 1861 (both demolished).

On October 29, 1863, county surveyor, James Martineau drew the first town site plat, laid out in nine square blocks with a central square. Construction was immediately begun on a rock meetinghouse, which was completed on the town square in 1864. The remaining blocks were divided into eight rectangular lots measuring ten by twenty rods. The streets were six rods wide. The Mendon town site followed the "plat of Zion" recommendations espoused by LDS Church leader Brigham Young, which appeared in variations throughout the Intermountain West. Mendon was a typical Mormon settlement, with residences congregated within the town site (for security and socialization) and farm acreage in the outlying areas. Each town lot usually had a single-family dwelling uniformly set back from the street. Animal shelters and agricultural storage, along with vegetable gardens and orchards, were built at the rear of the large lots. By the mid-1860s, the log cabins were moved from the fortification to the town lots and numerous rock homes were under construction. By the late 1860s, the town had a saw mill, a grist mill, a hotel, and a general mercantile.

The city of Mendon was incorporated on April 1, 1870. Within a year, the LDS Church-owned Utah Northern Railroad began work on a rail bed over Collinston Hill into Mendon. The first depot was built on the town square (demolished). At the time, the population of Mendon was 427. Within a decade, the community moved beyond subsistence farming beginning with irrigated wheat production shipped to external markets. The narrow gauge rail line was widened in 1890 and a new depot built on the northeast edge of town (demolished). As shipping services improved, the agricultural economy of Mendon diversified to include alfalfa, sugar beets, dairy cows, and draft horses. The town had several important construction projects, most on or near the town square: Mendon Co-op (1873, demolished), Presbyterian chapel school (1883, demolished), Hyrum Stauffer store (1889, demolished), dance hall (1896, demolished), brick schoolhouse (1899, demolished), and John Anderson store (1901, demolished). The population of Mendon peaked in 1890 at 547. A spur of the Oregon Shortline Railroad (later Union Pacific) was built north to Mendon from Hyrum to complete the southern Cache Valley loop. The most important civic project of the period was the construction of a culinary water system in 1912. In 1914, Mendon high school students began attending classes at the South Cache High School in Hyrum.

In 1916, the community was changed dramatically when the electricity came to the city as part of the Utah Idaho Central Railroad's interurban electric rail line. Within a short time, most of the residents in the



## National Register of Historic Places Continuation Sheet

Section No. 8 Page 3

Mendon Station, Mendon, Cache County, UT

community had electricity in their homes. The rail line also made traveling to Hyrum easier for Mendon's high school students. A period of economic growth occurred after the completion of the UIC; however, Utah's agricultural depression of the 1920s and the national depression in the early 1930s slowed the growth of the community. Mendon's population remained steady with an average of 450 in the decades between 1910 and 1940. In 1947, the UIC discontinued service, although the freight line of the Oregon Shortline (UP) continued in operation. Agriculture remained the economic base through the 1950s and 1960s. The population was at its lowest in 1970 with a total of 345. Beginning in the 1980s, the economy of Mendon has shifted from a local agricultural economy to a bedroom community for residents employed in Logan and elsewhere in the Cache Valley. The population has steadily increased to approximately 2,000 in 2006.

### History of the Mendon Utah Idaho Central Railroad Station

On December 10, 1914, a formal celebration was held in conjunction with the announcement of the proposed interurban electric railroad. There had been some speculation that the line would come from Brigham City to Mantua through the Sardine Canyon and thus bypass Mendon. Logan's Tri-Weekly Journal reported the concerns of Mendon residents: "We don't want to be shut out from the rest of the world if it can be helped so the matter has been taken up the committee appointed by the people for that purpose and option on a right of way has been secured from Wellsville to Beaver Ward on the north."<sup>4</sup> Improved transportation was not the only reason the community craved the line: "Then with the coming of the electric road we shall be able to procure electric lights, which is a boon we have long been looking and working for."<sup>5</sup> The new Mendon LDS Ward meetinghouse, completed in December 1914 (demolished), was constructed with electrical wiring throughout in anticipation of the coming electricity provided by the railroad. The decision on the route was reported in February 1915, "The best news the people of Mendon have received for some time was handed to us last week, when word came that the Utah Idaho Rapid Transit Company would build by way of Mendon following the line of the old 'Utah and Northern Railroad' to Collinston."<sup>6</sup> The more gradual grade through the Collinston pass was selected over the route through Sardine Canyon.

Construction of the rails and installation of the power lines was completed in October 1915 with service through Mendon beginning around November 1, 1915. The rail line ran along Main Street with the location for the station facing the line at the northeast corner of the public block. The land had been owned by the LDS Church since 1887. On March 11, 1916, the LDS Church sold the property to the Ogden, Logan & Idaho Railway for \$500. The Mendon Station was built in 1916 at a cost of \$5,400. By the summer of 1916, electricity was strung from the railroad's power poles to several homes in Mendon.

The train ran north and south on the track parallel to Mendon's Main Street in front of the station. There was an upside down "Y" siding on the north side of the building where the trains could be turned around. A second siding ran northwest to the freight loading platform at the southwest corner of the building. The train agent (or station master) would sit at a desk in the projecting portion of the station where he could see the incoming and

<sup>4</sup> *The Tri-Weekly Journal, Logan, Utah*. December 24, 1914.

<sup>5</sup> *Ibid.*

<sup>6</sup> *Ibid.*, February 9, 1915.



## National Register of Historic Places Continuation Sheet

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Mendon Station, Mendon, Cache County, UT

outgoing trains from either the north or the south. Many of the employees of the interurban railroad lived in Mendon, including, the conductor, Johnny Appelony, who always wore a bow tie.<sup>7</sup> The first known station agent was Le Grande "Lee" Colby, who was listed as the agent in a 1917 directory of the Logan vicinity.<sup>8</sup> Another early agent was Elmer L. Sanders, a thirty-one year-old man, listed on the 1920 census for Mendon. Elmer Lloyd Sanders was born in Texas in 1889. He is living alone as a renter in the census, quite likely in the station.<sup>9</sup> The 1930 census of Mendon lists four employees of the "electric railroad" as residents: Perry E. Morgan (conductor), Joseph T. Watson (conductor), George Smith (motorman), and Oliver Taylor (section foreman). The first three were young men in their twenties living as renters with wives and small children. It is unclear if any of the men lived in the station. Oliver Taylor was older and a home owner with a family of four.

Others profited by the addition of the railroad to the community. The coal supply business of William Isaac Sorenson operated just behind the Mendon Station where a large bin held the coal dumped directly from the train cars. Mendon residents could buy coal in any quantity at the train station where it was shipped year-round. For example in January 1920, 167,000 pounds of coal was unloaded at the Mendon Station for Sorenson.<sup>10</sup> Two general stores in Mendon regularly shipped goods by electric train.<sup>11</sup> In 1901, John Anderson established a general store, which was expanded during the period of the UIC railroad. Anderson regularly ordered large amounts of food along with household items, such as: canning jars, shovels, hammers, brooms, wire, and nails. The Stauffer Grocery run by Henry Stauffer was a smaller establishment specializing in groceries while doing a brisk business selling candy to the local children.<sup>12</sup> The stores typically ordered more food in winter than summer, for example, in January 1920, 20,941 pounds of food was shipped to Anderson and Stauffer, while in August 1920, the station receipts indicate only 11,313 pounds of food was shipped.<sup>13</sup> Like many rural communities in Utah, the residents of Mendon produced more food on their family farms in the summer and relied less on goods shipped by train. Occasionally, the train pulled into town with a load of luxury items. John Anderson ordered sixteen billiard tables, weighing 6,680 pounds, shipped to his store, an amount that seems extravagant for the small agricultural community.<sup>14</sup>

The Mendon residents also found the electric railroad convenient for light-duty shipping of agricultural goods out of the community. The four most common exports were grain, sheep, cattle and eggs. Apples, potatoes, onions and sugar beets were transported seasonally. One resident in particular used the train through the period of significance. Thomas Johnston Muir Jr. shipped more cattle and grain than his neighbors combined. He was a hard-worker as indicated by station records, which noted at 2:00 am, in the middle of an August night in 1925,

<sup>7</sup> Paul Willie, "Mendon Station and the Utah Idaho Central (UIC) Railroad," unpublished TMs, [2000].

<sup>8</sup> Lee Colby was born in Nebraska in 1884. He married Bertha Cunningham, a Mendon girl, in 1891. His mother, Laura Colby was the Mendon postmistress in 1917. Lee Colby died in 1949 and is buried in the Mendon Cemetery.

<sup>9</sup> He went to live in Brigham City to work for Western Union shortly after the census was taken and died there in 1922. The station had living quarters on the south side.

<sup>10</sup> Zachary R. Jones, "The Mendon Station," unpublished TMs 2003: 4.

<sup>11</sup> A third store was in business a short time before losing to the competition. The house where this store operated still stands across the street from the Mendon Station. The two more successful stores have been demolished.

<sup>12</sup> Isaac Sorensen's History of Mendon: photograph gallery, 219-220.

<sup>13</sup> Jones: 6.

<sup>14</sup> Ibid: 7. Although there was reportedly a pool hall in town during this period, it is unlikely they purchased all sixteen tables. The transaction remains a mystery.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 5

Mendon Station, Mendon, Cache County, UT

Thomas Muir loaded "sixty-three head of cattle onto the freight cars unaided by railroad staff."<sup>15</sup> The train was often stored in Mendon, where the conductor lived, overnight. This gave the advantage of allowing the Mendon residents to load the train, particularly unruly cattle, during the off-hours, which helped to keep the train on schedule. The train was the busiest in late summer and fall, when most of the grain was shipped during the harvest season. In 1925, 2,489,627 pounds of sacked grain was shipped. According to Leland Larsen, who worked for the UIC in the 1940s, the electric trains could not make the incline at Cutler Dam fully loaded, so half the trailers would be unhooked and the load pulled to the top of the incline in two trips.<sup>16</sup> For many years, the UIC transported large shipments of eggs out of Mendon, but correspondence at the station shows that damage to goods, particularly glass and eggs, was a frequent occurrence. By the mid-1920s, the shipment of eggs by the UIC dropped to nearly zero. Due to problems with spoilage, in 1921, local farmers decided to ship peas by truck, rather than the UIC.<sup>17</sup>

It was the bumpy ride provided by the UIC Railroad that earned the train the nickname, the "Galloping Goose."<sup>18</sup> However, despite the discomfort, for many years, the railroad was a reliable alternative to horse and buggy over Cache Valley's early rutted roads; particularly in winter time, when the UIC engine was equipped with its own snowplow to clear the tracks. The electric train's schedules were printed with the catchy slogan, "No Smoke—No Dust—No Cinders, Comfort All the Way." In 1918, the station recorded total revenue of \$5,783.22 with \$3,209.61 collected in ticket sales and \$2,285.87 made through shipping.<sup>19</sup> The UIC's iconic all-steel gondola-style rail cars were purchased in 1921.<sup>20</sup>

Many of the most frequent users were students from Mendon. The state of Utah made monthly payments to the Mendon Station for transporting junior high and high school students to South Cache High School in Hyrum. The monthly payments grew from \$20 in 1918 to \$120 in 1926.<sup>21</sup> The students were issued a booklet of tickets each month and tickets were collected as they boarded the train. However, by the mid-1930s monthly reimbursements for students were discontinued. The school trains continued to run through the 1940s, but the loss of the subsidy was another factor in the station's declining profitability.

For adult riders 75 percent of fares were for local destinations, most often to Logan for business and shopping. More people rode the train in the winter. Passenger fares began to decline after 1927, most likely due to improved roads and the increased affordability and reliability of the automobile. By the time of the great depression, the UIC was forced to lower its fares to entice riders. Though many students and older residents continued to ride the train in the 1930s and 1940s, most of the seats remained empty. Most of the traffic was local with very few interline tickets sold by the early 1930s. Numerous one-way tickets to California and other states were purchased as many Mendon residents left town to seek employment elsewhere. They shipped their furniture, household goods and even cars by rail, but they never returned. Passenger fares picked up slightly during the gas rationing of World War II, but the train only lasted two more years after the end of the war.

<sup>15</sup> Ibid: 10.

<sup>16</sup> Ibid.

<sup>17</sup> Sorensen, 415.

<sup>18</sup> The train was also known by some as the "Leaping Lenna." Regionally, it was sometimes referred to as the "Hook and I."

<sup>19</sup> Jones: 7.

<sup>20</sup> Sorensen, 415.

<sup>21</sup> Ibid: 8.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 6

Mendon Station, Mendon, Cache County, UT

Many residents missed the clanking of the train's bell as it cut across the streets of Mendon, but the distinctive green and white rail cars had been forced out of business by the depression years and rise of the automobile.

Historian Zachary Jones observed that after 1927, the Mendon Station never showed a profit for the Utah Idaho Central Railroad either in ticket sales or shipping; particularly in the summer of 1931, when the full effects of the 1929 stock market crash were felt in Utah's economy.<sup>22</sup> Depressed prices for grain and cattle meant that fewer Mendon farmers used the freight capacities of the railroad. Fragile and perishable items, such as eggs and milk, were more likely transported by truck than by rail by the late 1920s. The records of the Mendon Station indicate that by the 1930s most of the agricultural exports shipped by the electric rail were going to Salt Lake City, or out of state, primarily to California. This suggests that the local markets within Cache Valley were being served by the trucking industry. The shipping of imports also dropped dramatically in the 1930s. The approximately 21,000 pounds of food shipped to Mendon grocery stores in 1920 dropped to only 2,159 pounds of food in January 1934.<sup>23</sup> Rising taxes and numerous shipping embargos in the mid-1930s only compounded the problem. In a monthly bulletin issued in December 1932, the UIC district manager called on employees to solicit business or the "stream would dry up," further stating of current business, "the present depression has curtailed it."<sup>24</sup> Stalwart Mendon customers, such as Thomas Muir, continued to use the rail, but the decline could not be stopped.

On March 15, 1947, the Galloping Goose made its last trek through Mendon. The rails were pulled up within a few months. Seven months later the Utah Idaho Railroad Company sold the station property to the Mendon City Corporation. Despite the loss of the train service, the station building remained a central gathering point for the community. It continued as it had since 1916 to be a place where the locals gathered to "discuss business, family, weather, occurrences in the community, new gossip, religion, and above all barter."<sup>25</sup> In 1949, the station was converted to the Mendon Post Office with the postmistress and her family living in the remodeled building. The city also used the building for city offices, storage facility, and the addition to the south in the 1950s to store the first Mendon fire truck when the building was used as the fire station. Between 1961 and 1970, the post office was remained in the building, but the apartment was vacant. After the post office and city services were moved to a renovated schoolhouse, the station did not remain vacant for long.

In 1970 the building was leased and remodeled as the Jim Bridger Country Trade General Store. The store sold dry goods, bulk food, candy, soaps, candles, and nostalgic souvenirs. During that time, the interior of the building was decorated with antiques and featured a soda fountain and ice cream parlor. The store closed in 1973. A design firm, Design Analysis Associates, had their offices in the building between 1982 and 1984. The company made the first attempt to list the building on the National Register and wanted to renovate and expand the building for their growing businesses. However, the city was opposed to any alterations at the time, and the company left after two years to find larger facilities. Between 1985 and 1995, chef Gerald R. Wilbur, operated a restaurant in the building. The Mendon Station restaurant was praised for its excellent cuisine and historic ambience, but closed after rising rental rates cut sharply into profits. After losing all of their historic civic buildings to the wrecking ball by year 2003, the Mendon community banded together to preserve and

<sup>22</sup> Ibid: 12.

<sup>23</sup> Ibid: 16.

<sup>24</sup> Ibid: 14. Quoted in Jones.

<sup>25</sup> Ibid: 3.



## National Register of Historic Places Continuation Sheet

Section No. 8 Page 7

Mendon Station, Mendon, Cache County, UT

restore the Mendon Station. The restoration was completed in 2006 and the building currently serves as a community center used for weddings, family reunion, quilt shows, and other community events.

### Summary

The legacy of the Mendon Utah Idaho Central Railroad Station is found in its association with the heyday of UIC railroad in Cache Valley. It is one of the few remaining vestiges of the electric railroad that changed the economy and standard of living for rural residents of the valley between 1916 and 1947. The fact that the rail line continued operations for nearly two decades after its profits began to decline is a testimonial to the importance of the UIC for the Cache Valley. However, the Mendon Station's true significance is its relationship to the local residents. Historian Zachary Jones concluded that "The Mendon Station may have failed the UIC, but it never failed the people of Mendon."<sup>26</sup> He has suggested that the station enabled the community's members "to forge the type of friendships that evolve in [and are essential to] a small agricultural town."<sup>27</sup> The rail line and the station are fundamentally linked to the diversification of the town's economy, an improved standard of living for its residents, and a vital connection to the rest of the county and state in the first half of the twentieth century. The Mendon community proved their commitment to the building in a fund-raising effort of over \$200,000 and the completed restoration, of which they are justly proud. The new addition has helped to make the restored building more adaptable to new uses and was designed to have minimal impact on the historic integrity. Mendon Station is in excellent condition and, despite the non-historic addition, is an overwhelmingly important historic resource in the Mendon and the Cache Valley.

<sup>26</sup> Jones: 20.

<sup>27</sup> Ibid: 4. Brackets added by author.



## National Register of Historic Places Continuation Sheet

Section No. 9 Page 1

Mendon Station, Mendon, Cache County, UT

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## National Register of Historic Places Continuation Sheet

Section No. 9 Page 2

Mendon Station, Mendon, Cache County, UT

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Mendon Station  
Name of Property

Mendon, Cache County, Utah  
City, County and State

## 10. Geographical Data

Acreage of Property 0.12 acres

### UTM References

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

1 1/2 4/1/8/8/0/0 4/6/1/7/7/6/0  
Zone Easting Northing

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

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

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

### Verbal Boundary Description

(Describe the boundaries of the property.)

BEG 44 FT S OF NE COR LT 6 BLK 5 PLT A MENDON CITY SVY & TH S 82 FT TH W 65 FT TH N 82 FT TH E 65 FT TO BEG CONT  
0.12 AC M/L

Property Tax No. 11 - 019 - 0035

### Boundary Justification

(Explain why the boundaries were selected.)

The Mendon Train Station is located on a separate 0.12-acre parcel within the boundaries of the Mendon City Park.

☒ See continuation sheet(s) for Section No. 10

## 11. Form Prepared By

name/title Korral Broschinsky, Preservation Documentation Resource

organization prepared for the Mendon Historic Preservation (CLG) Commission date November 29, 2007

street & number P.O. Box 58766 telephone (801) 913-5645

city or town Salt Lake City state UT zip code 84158

### 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 Mendon City Corporation; contact: Valeria Larsen, Mendon Historic Preservation Commission Chair

street & number PO Box 70 telephone (435) 753-3326

city or town Mendon state UT zip code 84325

**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 Reduction Projects (1024-0018), Washington, DC 20503.

## National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 1

Mendon Station, Mendon, Cache County, UT

### Common Label Information:

1. Mendon Train Station
2. Mendon, Cache County, Utah
3. Photographer: Korral Broschinsky
4. Date: 2007
5. Digital images on file at Utah SHPO.

Archival Photographs (Printed using archival paper and ink at the Utah SHPO)

### Photo No. 1

6. East elevation of station. Camera facing west.

### Photo No. 2

6. South elevation of station and addition. Camera facing north.

### Photo No. 3

6. South elevation of station. Camera facing north.

### Photo No. 5

6. North elevation of station. Camera facing south.

### Supplemental Photographs

### Photo No. 4

6. South and west elevations of addition. Camera facing northeast.

### Photo No. 6

6. North elevation of station and addition. Camera facing south.

### Photo No. 7

6. Interior of station. Camera facing southeast.

### Photo No. 8

6. Interior of station. Camera facing southwest.





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Mendon Station  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: UTAH, Cache

DATE RECEIVED: 1/08/08 DATE OF PENDING LIST: 1/30/08  
DATE OF 16TH DAY: 2/14/08 DATE OF 45TH DAY: 2/21/08  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000059

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 2.19.08 DATE

ABSTRACT/SUMMARY COMMENTS:

**red in the  
National Register**

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.



MENDON

① Mendon Station  
Mendon, Cache Co., UT





② Mendon Station  
Mendon, Cache Co., UT



③ Mendon Station  
Mendon, Cache Co., UT





MENDON STATION

MENDON, CACHE CO., UT

PHOTO 4



⑤ Mendon Station  
Mendon, Cache Co., UT



MENDON STATION  
MENDON, CACHE CO., UT

PHOTO 6





MENDON STATION

PHOTO 7

MENDON, CACHE CO., UT



MENDON STATION

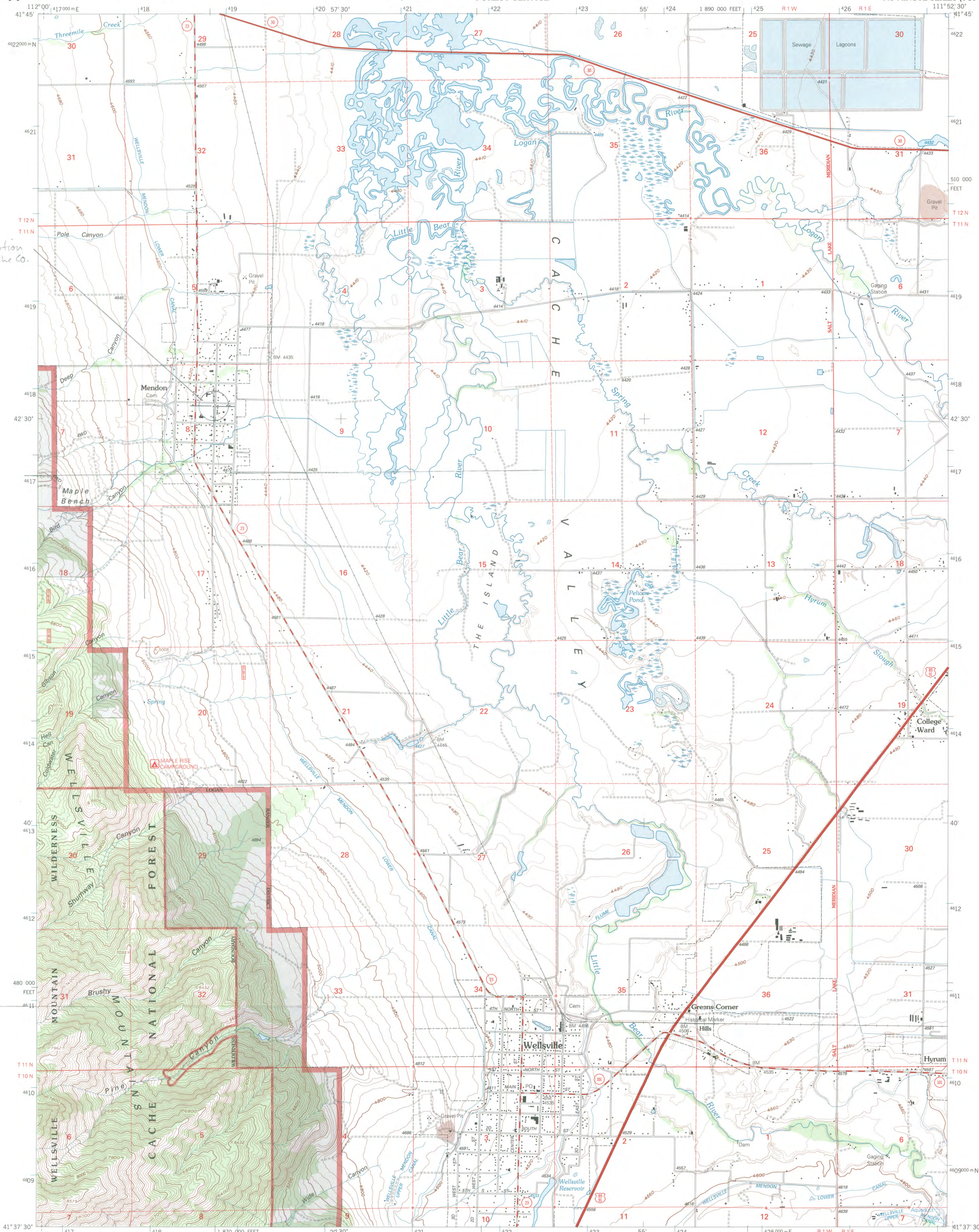
MENDON, CACHE CO., UT

PHOTO 8



Mendon Station  
Mendon, Cache Co.  
Zone 12

E 418800  
N 4617760



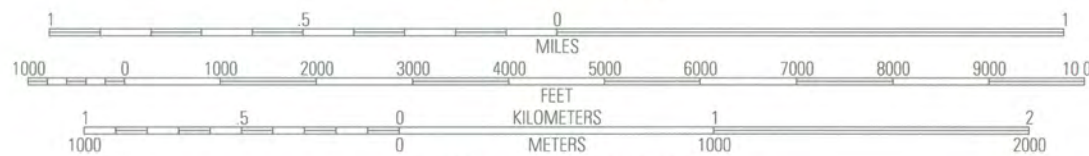
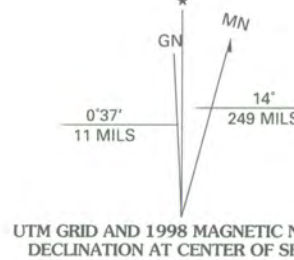
Produced by the United States Geological Survey 1986  
Revision by USDA Forest Service 1998

Topography compiled 1962. Planimetry derived from imagery taken 1997 and other sources. Public Land Survey System and survey control current as of 1998

North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: Utah coordinate system, north zone (Lambert conformal conic)  
Blue 1000-meter Universal Transverse Mercator ticks, zone 12  
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks  
The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

Non-National Forest System lands within the National Forest  
Inholdings may exist in other National or State reservations

This map is not a legal land line or ownership document. Public lands are subject to change and leasing, and may have access restrictions; check with local offices. Obtain permission before entering private lands



SCALE 1:24 000  
CONTOUR INTERVAL 40 FEET  
SUPPLEMENTARY CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048



1	2	3	1 Cutler Dam
4	5	2 Newton	
6	7	3 Southfield	
		4 Honeyville	
		5 Logan	
		6 Brigham City	
		7 Mount Pleasant	
		8 Paradise	

Interstate	5	Primary highway	—
U. S.	79	Secondary highway	—
State	8	Light-duty road	—
County	8	Composition: Unspecified	—
National Forest, suitable for passenger cars	8B	Paved	—
National Forest, suitable for high clearance vehicles	8B	Gravel	—
National Forest Trail	384	Dirt	—
		Unimproved; 4 wheel drive	—
		Trail	—
		Gate; Barrier	—

WELLSVILLE, UT  
1998  
NIMA 3667 III NW-SERIES V897







## State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

## Department of Community and Culture

PALMER DePAULIS  
*Executive Director*

### State History

PHILIP F. NOTARIANNI  
*Division Director*



TO: Janet Matthews, Keeper,  
National Register of Historic Places

FROM: Cory Jensen, National Register Coordinator  
Utah State Historic Preservation Office

SUBJECT: National Register Nomination

The following materials are submitted on this 3<sup>rd</sup> day of January, 2008,  
for the nomination of the Mendon Station  
to the National Register of Historic Places:

- 1 Original National Register of Historic Places nomination form
- Multiple Property Nomination form
- 4 Photograph(s) (archival)
- 4 Photograph(s) (supplemental)
- 1 CD-R w/Image Files
- 1 Original USGS Map
- Sketch map(s)/figure(s)
- Pieces of Correspondence
- 1 Other Photocopy of historic photograph

COMMENTS: Please review

STATE  
HISTORY

UTAH STATE HISTORICAL SOCIETY  
ANTIQUITIES  
HISTORIC PRESERVATION  
RESEARCH CENTER & COLLECTIONS

For questions please contact Cory Jensen at 801/533-3559, or [coryjensen@utah.gov](mailto:coryjensen@utah.gov)