

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Removal

Property Name: Plant Auto Company Building

Multiple Name: Richmond, Utah MPS

State & County: UTAH, Cache

Date Received:  
2/12/2018

Date of Pending List:  
3/9/2018

Date of 16th Day:  
3/26/2018

Date of 45th Day:  
3/29/2018

Date of Weekly List:

Reference number: OT04001129

Nominator: State

Reason For Review:

☒ Accept

☐ Return

☐ Reject

3/26/2018 Date

Abstract/Summary  
Comments:

Recommendation/  
Criteria

Reviewer Control Unit

Discipline

Telephone

Date

3-26-18

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

0704001129

## National Register Request for Removal Form—State of Utah

(Revised April 2009)

Under very special circumstances, such as demolition or loss of historic integrity, a property can be removed from the National Register of Historic Places. To request removal, this application form must be completed.

### Historic Building Information

Historic building name Plant Auto Company Building (NRIS #04001129)

Historic building address and city 38 South 200 West, Richmond, Cache County

Current owner FJM Management/Tom Schofield

Current owner mailing address 185 S. Main Street, Suite 1300

City Salt Lake City State UT Zip 84111



### Applicant Information (petitioner requesting removal)

Name USHPO Email

Mailing Address

City State Zip

Phone numbers: Daytime: Mobile:

Applicant signature \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

### Reason for Removal (please check one)

- ☒ The property has been demolished
- ☐ The qualities which caused the property to be listed have been significantly altered
- ☐ Additional information shows the property does not meet the NR criteria for evaluation
- ☐ Error in professional judgment as to whether the property meets criteria for evaluation

Provide explanation

Properties may also be removed from the National Register because of prejudicial procedural error in the nomination or listing process; properties shall be reconsidered for listing by the Keeper after correction of the procedural error(s). Properties listed prior to December 13, 1980 may only be removed on the grounds the property has been demolished or significantly altered.

**Attachments**

Please attach additional supporting documentation for removal along with the application form.

- ☒ Photographs
- ☐ Newspaper clippings
- ☐ Other documentation:

**Process**

Within 45 days of receiving a completed and adequately documented application the State Historic Preservation Office will notify the affected owner(s) and chief elected official, allowing them an opportunity to comment on the petition. The State Historic Preservation Office will also forward the petitioner's application to the Board of State History (State Historic Preservation Review Board) for consideration at the next scheduled quarterly board meeting. After being considered by the Board, the State Historic Preservation Officer will then forward the petition, along with all comments, to the Keeper of the National Register of Historic Places, who makes all final determinations regarding removal of National Register properties. The Keeper shall respond to a petition within 45 days of receipt. The owner and elected official will be notified of the Keeper's final decision.





Request for Removal



**Plant Auto Company Building**

38 South 200 West

Richmond, Cache County





1129

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If 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 Plant Auto Company Building

other name/site number \_\_\_\_\_

2. Location

street & town 38 South 200 West (State Highway 91) ☐ 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.)

[Signature]  
Signature of certifying official/Title

Aug 26, 2004  
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 of the Keeper

Date of Action

[Signature]

10/2/04

Plant Auto Company Building  
Name of Property

Richmond, 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 |
|--------------|-----------------|
| 2            | buildings       |
|              | sites           |
|              | structures      |
|              | objects         |
| 2            | Total           |

### Name of related multiple property listing

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

### Number of contributing resources previously listed in the National Register

Historic and Architectural Resources of Richmond, Utah, 1859-1954

N/A

## 6. Function or Use

### Historic Function

(Enter categories from instructions)

COMMERCE: Specialty Store  
TRANSPORTATION: Service Station

### Current Function

(Enter categories from instructions)

COMMERCE: Storage

## 7. Description

### Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN  
Other: Service Bay Business  
Other: One-part Block

### Materials

(Enter categories from instructions)

foundation CONCRETE  
walls BRICK  
roof BUILT-UP  
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

## National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

Plant Auto Company Building, Richmond, Cache County, UT

### Narrative Description

The Plant Auto Company Building, built 1916, is a one-part-commercial-block/service-bay-business-type building, constructed of brick in the Victorian Eclectic commercial style with storefront and service bay openings. The building is located at 38 South State Street (also known as State Highway 91). The building is a rectangular block measuring approximately 18 feet by 72 feet and built on a concrete foundation. The Plant building faces east and situated close to the edge of the highway. The flat, built-up roof slopes to the west and there are stepped parapet walls along the north and south elevations. The façade brick is hard fired and laid in a running bond with flush mortar joints. Softer brick, laid in common bond with headers every seventh course, is found on the other elevations. The building is painted white, except for the rear (west) elevation. There is a minimum of ornamentation, limited to two corbelled cornices on the façade and Victorian relieving segmental-arch window hoods on the north and south elevations.

The façade and storefront faces east. The storefront has four openings. At the north end is a large bay with a pair of original hinged doors. The doors feature a ribbon of vertical lights in the transom space, and vertical slats braced with diagonal strips of lumber. Two boards across the bottom prevent the door from being used currently. In the center of the storefront is a large display window opening. Originally, the display window was floor to ceiling and consisted of four large panes divided by thin muntins. A second similar display window was on the south end of the façade. Both of these openings were altered, probably in the 1960s or 1970s, with smaller aluminum windows and vertical siding as infill above and below the windows. The entrance door was located just south of the center opening. The original door was a three-quarter-glass door with multiple panes. The door was replaced with a solid door and blocked transom probably at the same time the windows were replaced. The words "Plant Auto Co" are lettered on boards just above the entrance and below one of the two corbelled cornices. A large brick sign space is located between this cornice and the one just below the metal parapet coping. The sign space is now blank with a gooseneck light above the entrance. Originally, the words "Plant Auto Company: Accessories Welding, General Repairing" were painted in the space. The façade is flanked by a pair of projecting brick pilasters with scored concrete plinths.

The north and south elevation are similar. Each elevation features seven bays of large window openings. The windows are currently blocked with plywood, but the twenty-light wood sash is intact on the interior. The window openings are arched with segmental relieving arches of brick and a corbelled hood. The sills are concrete. There are two brick chimneystacks and a basement window on the south elevation. The rear elevation is unpainted yellow brick. There was originally another service bay opening in the center, but this has been blocked with a smaller door inset (circa 1980s).

On the interior, the space is open except for an office partition in the southeast corner. The partition is original and features narrow clapboards, beaded woodwork, and built-in cabinets. A smaller office was partitioned to the north (circa 1970s). Except for the office space, the interior is only roughly finished. The roof support is visible, the brick is unpainted, and the floor is concrete. Several pieces of equipment (e.g. cranes, pulleys,



## National Register of Historic Places Continuation Sheet

Section No. 7 Page 2

Plant Auto Company Building, Richmond, Cache County, UT

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testing apparatus) from the historic period and usage are intact on the interior. The basement is only partially excavated.

The Plant Auto Company Building is located near the street on a 0.52-acre parcel of land. The parcel is a notched rectangle with a cutout in the southeast corner. The building is located in the northeast corner of the property. Behind the building, to the west, is a wood shed measuring approximately 18 by 29 feet. It is a historic structure built of horizontal boards and a slightly pitched roof with one window and one door opening. The shed is a contributing building though its exact construction date and usage are unknown. The property is essentially open field with chain link fencing on the west and south. There is no formal landscaping, but a few small trees are located near the building. There is a bit of sidewalk leading to the front door. The Plant building is located on the main highway (200 West or State Road 91) through Richmond. There are several residences, businesses, and the city park in the vicinity. Two newer service stations are near the Plant building. The Plant Auto Company Building has good historic integrity and is a contributing resource in Richmond.

## 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.)

### Areas of Significance

(enter categories from instructions)

COMMERCE

TRANSPORTATION

COMMUNITY PLANNING AND DEVELOPMENT

ARCHITECTURE

SOCIAL HISTORY

### Period of Significance

1916-1954

### Significant Dates

1916

### Significant Persons

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Unknown: probably Thomas Spackman

☒ 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 # \_\_\_\_\_

### 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

Plant Auto Company Building, Richmond, Cache County, UT

### Narrative Statement of Significance

The Plant Auto Company Building, built 1916, is eligible for the National Register of Historic Places under Criterion A and Criterion C. The building is significant under Criterion A for its association with the early twentieth-century development of Richmond, and is the only historic building associated with the early automobile industry in the city. The owner Henry Thomas Plant, Jr., not only operated the city's first automobile repair shop, but was a respected member of the community, serving in a number of important positions, including mayor and city councilman. The property is eligible within the *Historic and Architectural Resources of Richmond, Utah, 1859-1954* Multiple Property Documentation. The associated historic context is the *Dairy and Agriculture, and the Early Twentieth-Century Community Development Period, 1904-1954*. Under Criterion C the property is architecturally significant as a very good example of a Victorian-era one-part commercial block/service-bay business designed for the emerging automobile service industry in Richmond. The Plant Auto Company Building is in good condition and contributes to the historic resources of Richmond, Utah.

### History of the Richmond:

The community of Richmond was established 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. Richmond was settled the same year as Logan fourteen miles to the south. Prior to that time, Native American Shoshone used the valley for hunting and camping. Fur trappers were also frequent visitors to the area. In 1859, seventeen families of Mormon converts built a fort and spent the winter on the banks of the City Creek. After an influx of new settlers beginning in the spring of 1860, the land was planted and roads were built. Irrigation ditches were dug to obtain water from the Cherry and City Creeks. A second fort large enough for ninety families was built in 1860-1861 along present-day Main Street from 200 West to 300 East.

The town site was surveyed in 1861 into ten-acre blocks of eight 1.25-acre lots. Farm acreage was surveyed to the west of the town. Additional blocks were surveyed and annexed in the 1891. The plan of Richmond followed the "plat of Zion" recommendations espoused by LDS Church leader Brigham Young and appearing in town site variations throughout the Intermountain West. Like other Mormon settlers, the citizens of Richmond built their houses congregated within the town site and worked on farms in the outlying areas. Each 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. The main road into town originally ran along the route currently followed by State Street.

The residents moved quickly beyond subsistence farming. The valley proved especially conducive to the raising of dairy cattle. The settlement had the first two creameries in the valley, as well as a number of



## National Register of Historic Places Continuation Sheet

Section No. 8 Page 2

Plant Auto Company Building, Richmond, Cache County, UT

sawmills, gristmills, and other early industries. Richmond was incorporated as a city on February 26, 1868. In 1874, the Utah & Northern Railway (later the Oregon Short Line) came to Richmond and became the last stop on the line before crossing the Idaho border. In 1890, the community had a population of 1,232. By 1900, the town boasted two general merchandise stores, a drug store, multiple creameries and mills, two saloons and a plow-bobsled factory. The community also had a number carpenters, painters, masons, a brick kiln and an architect.

In the half century between 1904 and 1954, the city of Richmond experienced a population plateau and a stable economy based on agriculture and the dairy industry. In 1903, construction started on a condensed milk plant near the railroad at approximately 515 W. Main Street. The factory processed its first can of milk on March 15, 1904. According to the census, the population of Richmond peaked in 1910 at 1,562, six years after the milk processing plant went into operation. In many ways, the city became more urbanized during the early part of the twentieth century. Between 1900 and 1920, most of the commercial blocks along Main Street between 100 West and State Street were built giving the rural town an urban streetscape. The 1910 census also marks the peak of a building boom between 1900 and 1920. According to Amos Bair, Richmond was the first city in the valley to have many urban amenities such as culinary water, an efficient sewer system, and oiled roads.<sup>1</sup> Sometime before 1890, the main highway into town was moved from State Street to the county road, which was known as 200 West within the Richmond town site, sometime before the 1890s. Between 1914 and 1947, the Utah-Idaho interurban railroad, an electric passenger line, ran between Ogden and Preston, Idaho with a depot built at the corner of Main Street and 200 West. After the paving of the county road in the 1920s, it became known as State Road or State Highway 91. The Plant Auto Company Building was constructed on the highway just south of the intersection of Main Street and 200 West.

### History of the Plant Auto Company Building:

The deed to Lots 6 and 7 of Richmond's Block 20 changed hands several times before it was obtained by Henry T. Plant in 1916. The property was originally deeded to Beason Lewis in 1875, and had six owners before being purchased by Thomas Spackman in 1915. In March 1916, Thomas Spackman took out a \$1,000 mortgage on the portions of Lots 6 and 7, he had acquired from farmers William A. and Lucinda Bair. A year later, Henry T. Plant, Jr., purchased the property for \$3,800. The increased price may indicate the construction of the building. Henry Plant and his wife Edith took out additional mortgages on the property in 1916 and 1918. The Plant Auto Company was in business and listed in the 1920 Utah gazetteer for Richmond.

Thomas Spackman was born in Lewiston, Utah, on April 28, 1892. He was single when he purchased the property and married Aldean Burnham in 1917. Aldean Burnham was the daughter of a local builder, James Lewis Burnham, but it is not known whether Thomas Spackman, perhaps with the help of his future father-in-

<sup>1</sup> Amos W. Bair, *History of Richmond, Utah*, (Published by the Richmond Bicentennial Committee and the Richmond City Council, 1976), 36.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 3

Plant Auto Company Building, Richmond, Cache County, UT

law, was the builder. After his marriage, the couple moved to Mt. Pleasant, Utah, where the family raised hay and sugar beets, and Thomas worked in the local sugar factory. He died on July 4, 1986.

Henry Thomas Plant, Jr., was born in Richmond on November 1889, the son of Henry Thomas Plant and Violate Whitehead. Henry, Jr., graduated from Utah State University in 1911, where he was a prominent athlete. He coached athletics at North Cache High School in Richmond. He married Edith Louisa Webb on June 12, 1912. They had two sons, Ross and Otto. The Plant Auto Company was established in 1916. Henry T. Plant, Jr., owned and operated the business for thirty-six years. The company's main business appears to be the maintenance and repair of automobiles. The 1920 census lists Henry Plant as a merchant who owned a service station, and the 1930 census lists him as owning a garage and auto business. The 1930 gazetteer lists Henry Plant as simply "mechanic," but a lease agreement with the Shell Oil Company in 1931-1932 suggests gasoline may have been sold on the premises. The Plant Company appears frequently in the minutes of Richmond City Council meetings under the lists of payments for services rendered. The Plant Company appears to have been the only automobile-related business in Richmond in the first half of the twentieth century. It is clear that the business benefited from its location on the state highway rather than in the city's commercial business district two blocks to the east. The business appears to have closed its doors in the 1960s after a Texaco station was built across the street.

A short biography of Henry T. Plant, Jr., lists the following civic accomplishments: "Henry T. Plant, Jr., had served as City Recorder for two years, was a Councilman from 1934 to 1939 and served as Mayor for three terms, 1940-1945."<sup>2</sup> During his time on the council, he served as head of the roads and bridges committee. He was also a charter member of the Richmond Lions Club and a life member of the Ogden Elks Lodge. The family also did some farming. Around 1952, Henry Plant retired and his son, Ross Plant managed the family business. Edith Webb Plant died on April 18, 1967. Henry Thomas Plant, Jr., died on April 2, 1969. Ross Henry Plant was born on March 25, 1914 in Richmond. Besides managing a successful family business, Ross Plant had many accomplishments. He received a business degree from Utah State University and was an auditor for the Utah State Tax Commission. Ross Plant was a veteran of World War II. Like his father, he served on the Richmond City Council and was Mayor between 1954 and 1966. He also served three terms in the Utah House of Representatives. At the time of his death on October 17, 1974, he was serving on the State Road Commission.

In February 1974, Ross and his wife, Favelle, sold the property to Veldon and Glenda Bair. The property has remained in the Bair family since that time, passing to Stephen and Marlene Bair in 1983 and to the current owners Dee and Marlene Bair in 1987. Dee Bair currently uses the building for automobile restoration and storage.

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<sup>2</sup> Ibid, 269.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 4

Plant Auto Company Building, Richmond, Cache County, UT

### Architecture:

One-part commercial blocks, like the Plant Auto Company Building, are still found in many rural business districts in Utah. Like the more common two-part blocks, the one-part storefronts often included large plate-glass windows and display cases, but without a second story had no residential or office component. The Plant Auto Company Building is typical in mass and type of the one-part commercial blocks, but is a relatively rare adaptation of the type for use in the emerging automobile industry of the early twentieth century. The large windows on the north and south elevations have typical Victorian elements, but are unusually large and similar to the multi-pane or "daylight factory" windows found in warehouses and mills of the period. The façade of the Plant building is also in the Victorian commercial-style, but with a large service bay door on the north side. Within a decade, service bay business would become common with a distinctly modern style (flat planes, little ornamentation and bow-string truss roof lines). The Plant building represents a transition between pre-automobile Victorian commercial buildings and a post-automobile service bay building types. The building is especially significant for its rare intact interior, which has been only slightly modified since the original construction. Despite a few modifications to the storefront, the Plant Auto Company Building retains good historic integrity, and contributes to the historic resources of Richmond, Utah.



## National Register of Historic Places Continuation Sheet

Section No. 9 Page 1

Plant Auto Company Building, Richmond, Cache County, UT

### Bibliography

*Architectural Survey Data for Richmond, Utah.* Report produced by the Utah State Historic Preservation Office, 2003.

Bair, Amos W. *History of Richmond, Utah.* Published by the Richmond Bicentennial Committee and the Richmond City Council, 1976.

Bair, Dee. Interview by author, Summer 2003.

Broschinsky, Korral. *Historic and Architectural Resources of Richmond, Utah: 1859-1954.* National Register of Historic Places Multiple Property Documentation Form, 2004. Available at the Utah State Historic Preservation Office.

[Cache County Tax Cards and Photographs]. Available at the Cache County Assessor's Office.

[Cache Title Abstracts and Plat Maps]. Available at the Cache County Recorder's Office.

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

[Family Search Database.] Maintained online at family search.org by the Church of Jesus Christ of Latter-day Saints.

*Logan Herald Journal.*

Peterson, F. Ross. *A History of Cache County.* Utah Centennial County History Series, Utah State Historical Society. Salt Lake City, Utah: Utah State Historical Society, 1996.

Richmond City Council Minutes. Various. Available on microfilm from the Cache Valley Historical Society.

*Salt Lake Tribune.*

United States Census Enumerations, *Richmond, Utah, 1910 - 1930.*

*Utah History Encyclopedia,* Allan Kent Powell, ed. Salt Lake City, Utah: University of Utah Press, 1994.

Utah State Gazetteers, 1914 – 1931. Published by R.L. Polk & Co. Available at the Utah State Historical Society and the Marriott Library, University of Utah.

## National Register of Historic Places Continuation Sheet

Section No. 9 Page 2

Plant Auto Company Building, Richmond, Cache County, UT

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Utah State Historic Preservation Office. *Reconnaissance Level Survey, Richmond, Utah, October 2000.*

Unpublished TMs, 2000. Prepared by Tania Tully, Cory Jensen for the Richmond Historic Preservation Committee/CLG. Available at the Utah State Historic Preservation Office.

## 10. Geographical Data

Acreage of Property 0.52 acres

### UTM References

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

1 1/2 4/3/2/5/0/0 4/6/4/1/2/6/0  
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 8 RDS 13 FT S OF NE COR LT 6 BLK 20 PLAT A RICHMOND CITY SVY & TH S 154.5 FT TO PT 30 FT N OF SE COR OF LT 7 SD BLK TH W 55 FT TH S 30 FT TH W 77 FT TH N 11 RDS 3.5 FT TO PT W OF BEG THE E 8 RDS TO BEG.

Property Tax No. 09 - 057 - 0007

### Boundary Justification

(Explain why the boundaries were selected.)

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

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

## 11. Form Prepared By

name/title Korral Broschinsky, Preservation Documentation Resource

organization prepared for the Richmond Historic Preservation Commission date July 15, 2004

street & number P.O. Box 58766 telephone (801) 581-1497

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 Dee Bair

street & number 566 South State Street telephone (435) 258-2906

city or town Richmond state UT zip code 84333

**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

Plant Auto Company Building, Richmond, Cache County, UT

### Common Label Information:

1. Plant Auto Company Building. House
2. 38 South 200 West, Richmond, Cache County, Utah
3. Photographer: Korral Broschinsky
4. Date: Summer 2003
5. Negatives on file at Utah SHPO.

### Archival:

#### Photo No. 1

6. East elevation of building. Camera facing west.

#### Photo No. 2

6. East and north elevations of building. Camera facing southwest.

### Supplemental:

#### Photo No. 3

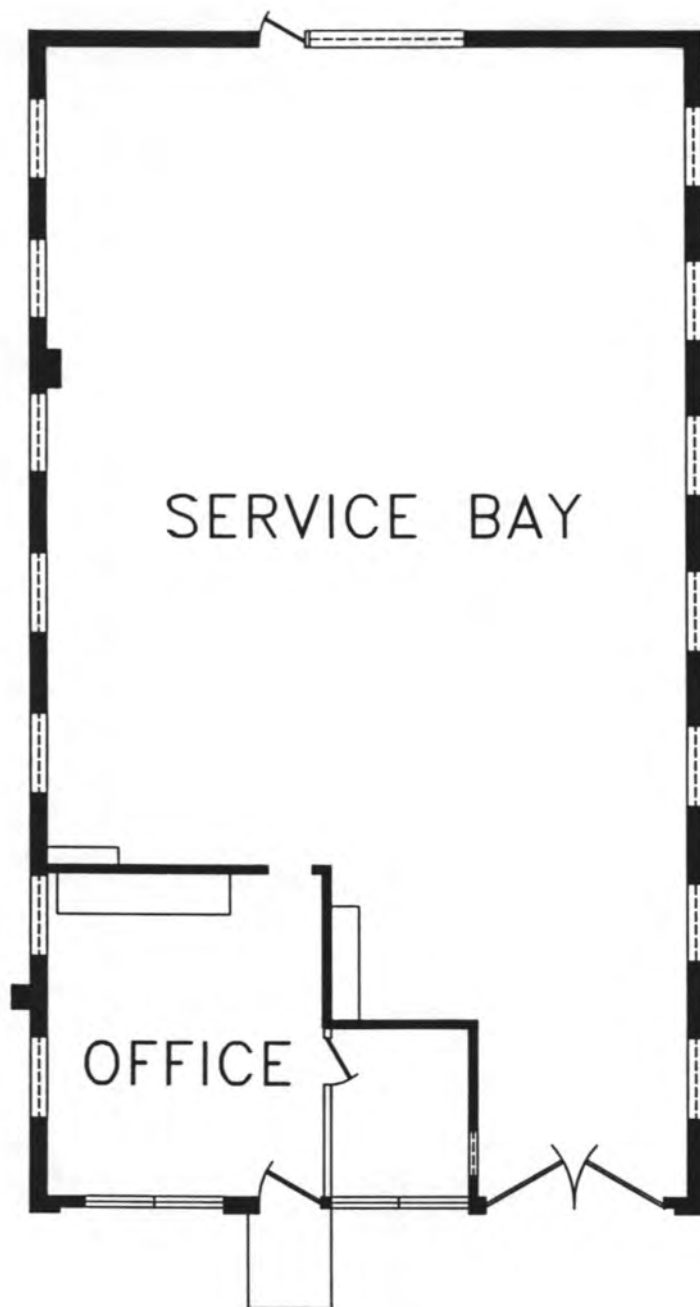
6. South and west elevations of building with outbuilding and view of site. Camera facing north.

#### Photo No. 4

6. Interior, office with built-in shelving. Camera facing southwest.

#### Photo No. 5

6. Interior, service bay. Camera facing west.



#### CONSTRUCTION PHASES

■ circa 1916

□ circa 1975

----- blocked openings



NORTH

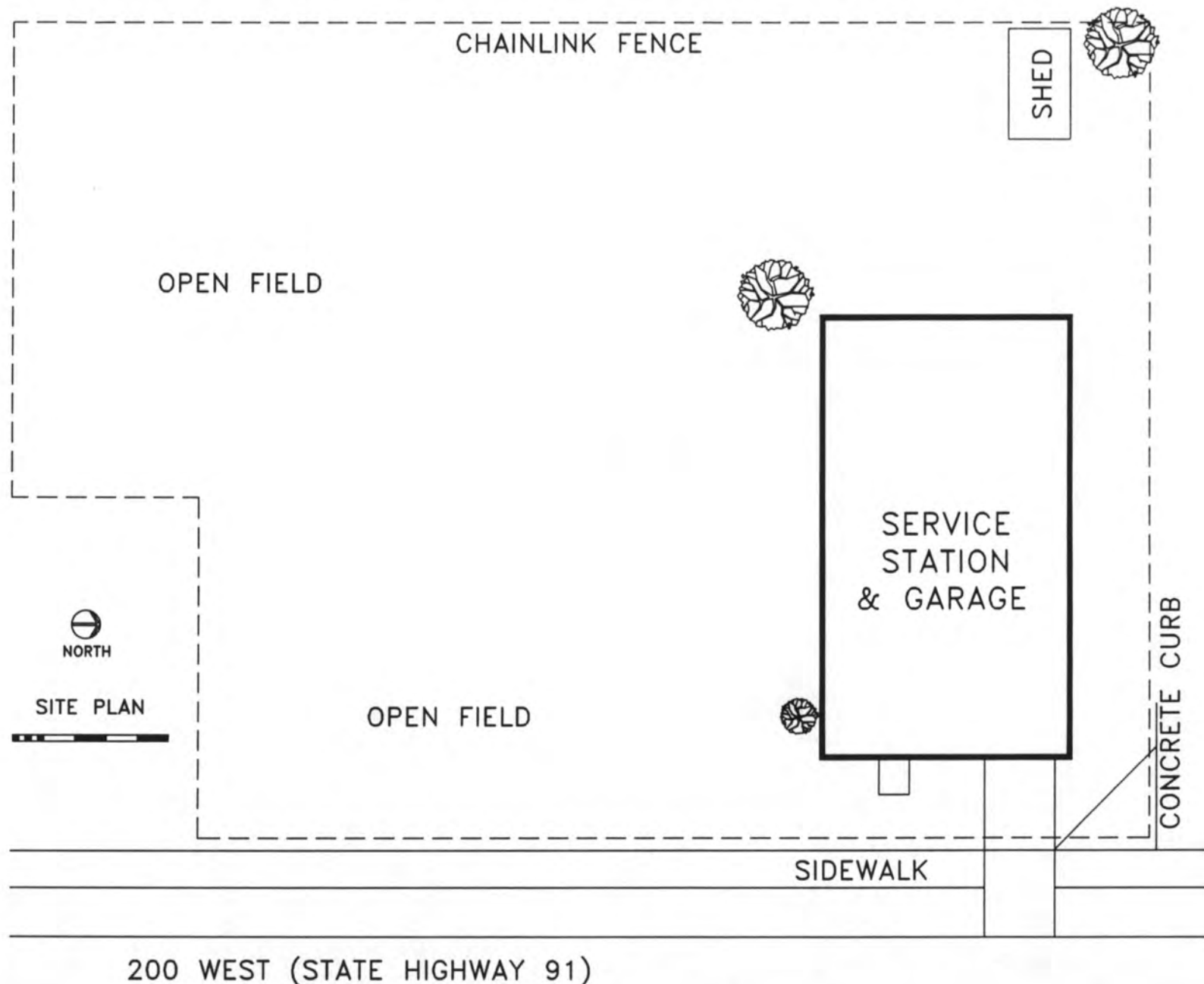
#### FLOOR PLAN



PLANT AUTO COMPANY BUILDING

38 S. 200 WEST

RICHMOND, CACHE CO., UT



# PLANT AUTO COMPANY BUILDING

38 S. 200 WEST (STATE HIGHWAY 91)  
RICHMOND, CACHE CO., UT



**PLANT AUTO CO**



PHOTO 1

PLANT AUTO COMPANY BUILDING

38 S. 200 WEST, RICHMOND, CACHE CO., UT



PHOTO 2

PLANT AUTO COMPANY BUILDING  
38 S. 200 WEST, RICHMOND, CACHE CO., UT





PHOTO 3

PLANT AUTO COMPANY BUILDING  
38 S. 200 WEST, RICHMOND, CACHE CO., UT





PHOTO 4

PLANT AUTO COMPANY BUILDING  
38 S. 200 WEST, RICHMOND, CACHE CO., UT





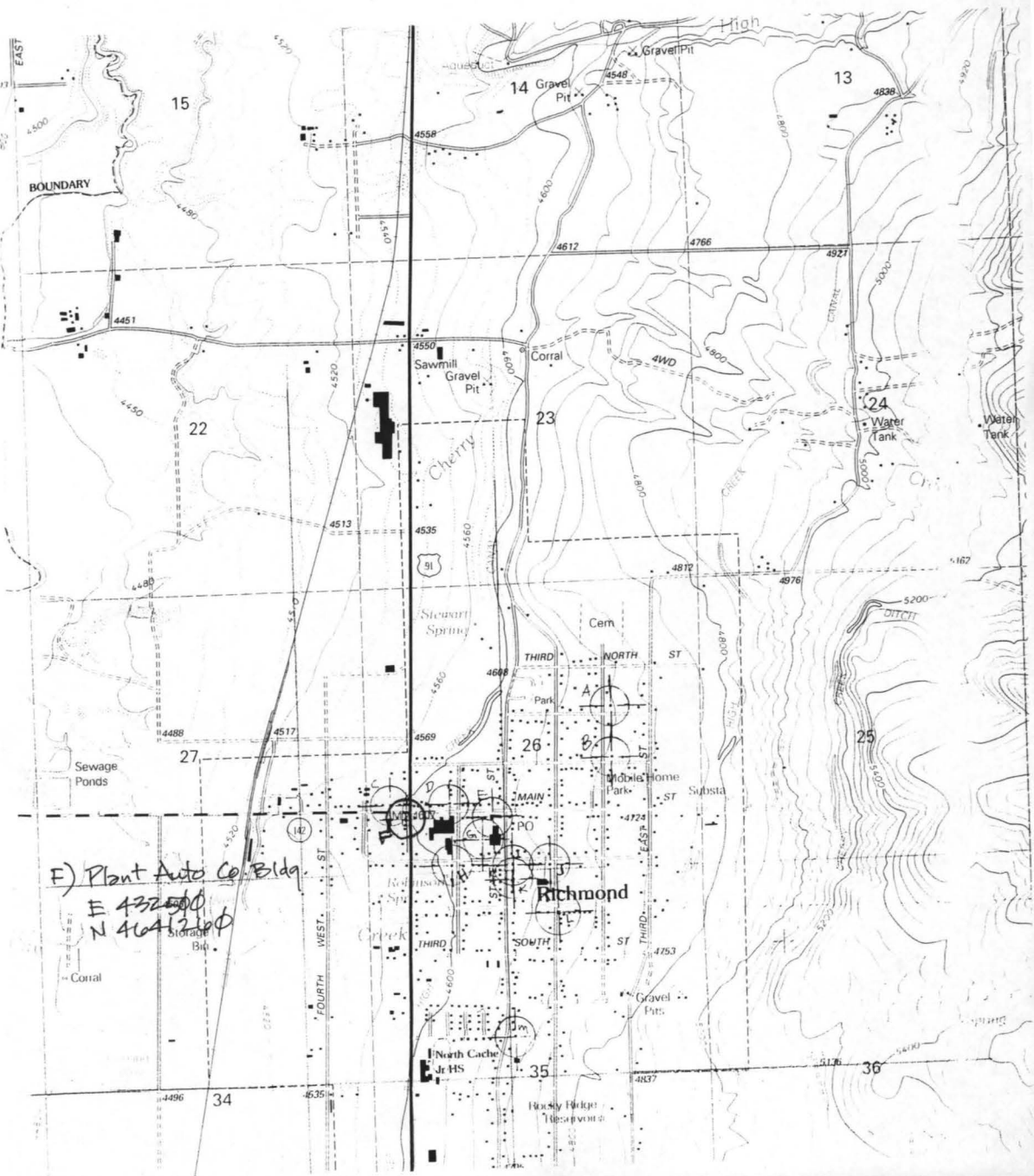
Firestone

BBA CNO. 2 2012  
2469 010 N N H- 2079.3/180.9

PHOTO 5

PLANT AUTO COMPANY BUILDING  
38 S. 200 WEST, RICHMOND, CACHE CO., UT

RICHMOND QUADRANGLE  
UTAH-IDAHO  
7.5-MINUTE SERIES (TOPOGRAPHIC)



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Plant Auto Company Building  
NAME:

MULTIPLE Richmond, Utah MPS  
NAME:

STATE & COUNTY: UTAH, Cache

DATE RECEIVED: 8/26/04 DATE OF PENDING LIST: 9/16/04  
DATE OF 16TH DAY: 10/01/04 DATE OF 45TH DAY: 10/09/04  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001129

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: Y NATIONAL: N

COMMENT WAIVER: N

\_\_\_ACCEPT \_\_\_RETURN \_\_\_REJECT \_\_\_\_\_DATE

ABSTRACT/SUMMARY COMMENTS:

The Plant Auto Company Building is locally significant under National Register Criteria A and C in the areas of Architecture, Commerce, Transportation, Social History, and Community Planning and Development. The 1916 commercial building is a good local example early twentieth century vernacular commercial (auto-related) design, retaining a considerable amount of original historic detailing. The building's construction and use as an automobile service operation reflects the emergence of automobile-related transportation in Richmond and the expansion of the local business district to accommodate changes in the regional transportation network. Over a period of years the building served as a focus of important commercial activity within the small agricultural community of Richmond, reflecting the era of substantial community building and development associated with *Dairy and Agriculture, and Early Twentieth Century Development Period, 1904-1954*.

RECOM./CRITERIA Accept Criteria A+C

REVIEWER Paul Lusignea DISCIPLINE HISTORIAN

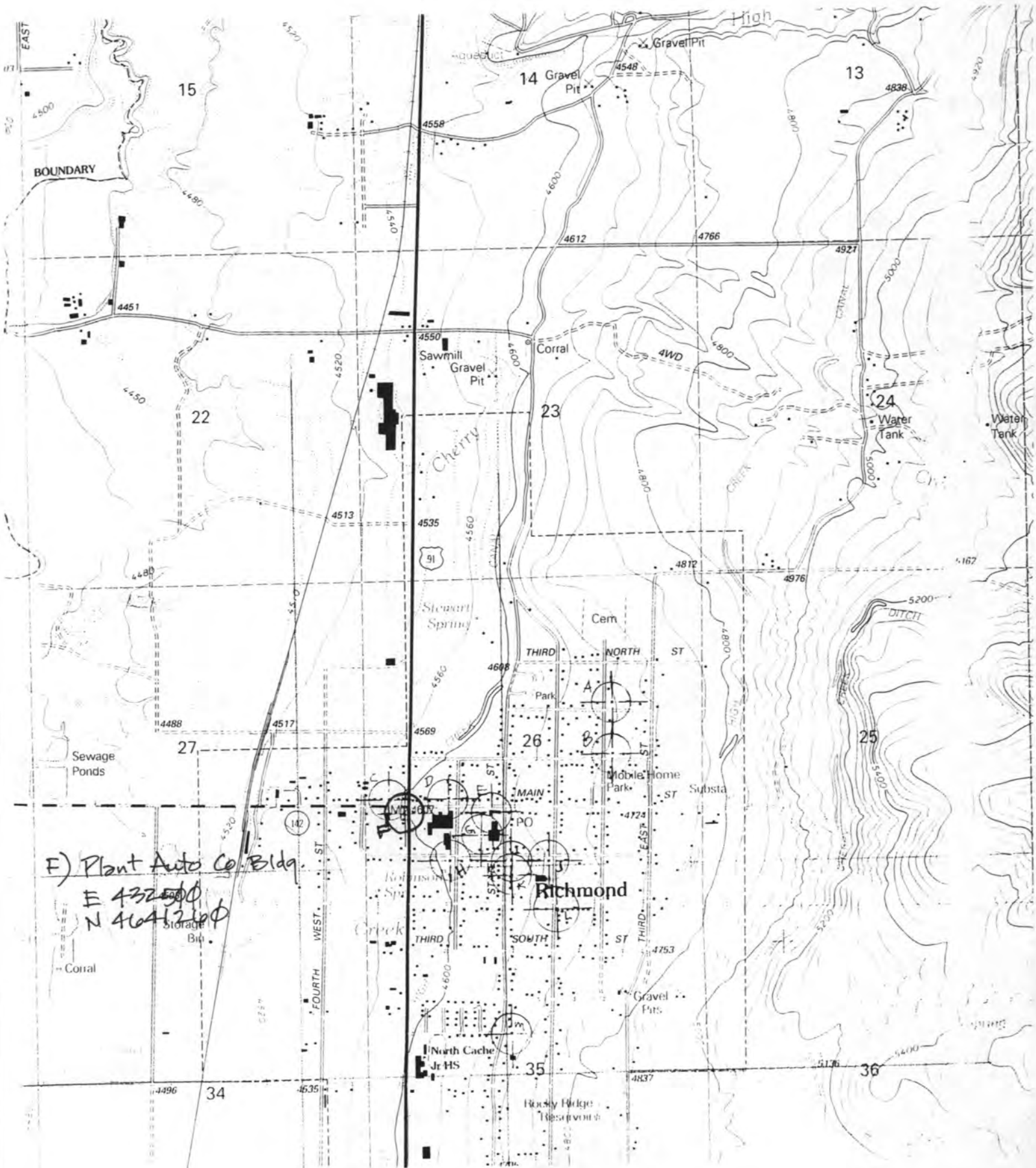
TELEPHONE \_\_\_\_\_ DATE 10/8/04

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.



RICHMOND QUADRANGLE  
 UTAH-IDAHO  
 7.5-MINUTE SERIES (TOPOGRAPHIC)



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
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REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

\_\_\_ ACCEPT \_\_\_ RETURN \_\_\_ REJECT \_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

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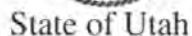
RECOM./CRITERIA Accept Criteria A+C

REVIEWER Paul Lusignea DISCIPLINE HISTORIAN

TELEPHONE \_\_\_\_\_ DATE 10/8/04

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

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GAYLE McKEACHNIE  
*Lieutenant Governor*

## Department of Community and Economic Development

Division of State History / Utah State Historical Society

TO: Carol Shull, Keeper,  
National Register of Historic Places

FROM: Cory Jensen, National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this 24<sup>th</sup> day of August, 2004,  
for the nomination of the Plant Auto Company Building  
to the National Register of Historic Places:

- \_\_\_\_\_ 1 \_\_\_\_\_ Original National Register of Historic Places nomination form
- \_\_\_\_\_ Multiple Property Nomination form
- \_\_\_\_\_ 2 \_\_\_\_\_ Photographs (archival)
- \_\_\_\_\_ 3 \_\_\_\_\_ Photographs (supplemental)
- \_\_\_\_\_ 1 \_\_\_\_\_ Original USGS Map (photocopy)
- \_\_\_\_\_ 2 \_\_\_\_\_ Sketch map(s)/figure(s)/photocopy of photo
- \_\_\_\_\_ Pieces of correspondence
- \_\_\_\_\_ Other \_\_\_\_\_

COMMENTS: Please Review; nominated under the Historical and Architectural Resources of Richmond, Utah, MPS

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



GARY R. HERBERT  
*Governor*

SPENCER J. COX  
*Lieutenant Governor*

Jill Remington Love  
*Executive Director  
Department of  
Heritage & Arts*



Brad Westwood  
*Director*



February 6, 2018

J. PAUL LOETHER, DEPUTY KEEPER AND CHIEF  
NATIONAL REGISTER OF HISTORIC PLACES  
1201 EYE ST. NW, 8TH FL.  
WASHINGTON, D.C. 20005

Re: Removal of Properties from the National Register of Historic Places

Dear Mr. Loether:

Pursuant to 36 CFR 60.15, we are requesting the removal from the National Register of Historic Places the following properties, which have been demolished or have lost integrity:

SEE ATTACHED LIST

Demolitions and integrity were verified by SHPO staff (see enclosed UT SHPO Request for Removal forms and accompanying photographs).

Notification regarding the pending action was sent to property owners and local government officials. A period of at least thirty days was provided for comment regarding the removal; however, no comments were received.

Should you have any questions about this request for removal, please contact Cory Jensen of the Historic Preservation Office at 801/245-7242, or by e-mail at [coryjensen@utah.gov](mailto:coryjensen@utah.gov). Thank you for your assistance.

Sincerely,

Roger Roper  
Deputy State Historic Preservation Officer

Enclosures

## REQUESTS FOR REMOVAL

| <u>BUILDING</u>  | <u>ADDRESS</u>                                      | <u>REASON FOR REQUEST</u>                 |
|--|---|---|
| Planing Mill of Brigham City<br>Merc. & Mfg. Assoc. (89000454) | 547 E. Forest St.<br>Brigham City, Box Elder Co.    | Demolished                                |
| Hyrum Stake Tithing Office<br>(85000251)                       | 26 W. Main St.<br>Hyrum, Cache Co.                  | Loss of Integrity<br>(Multiple Additions) |
| Plant Auto Co. Building<br>(04001129)                          | 38 S. 200 West<br>Richmond, Cache Co.               | Demolished                                |
| Morgan Elementary School<br>(86000737)                         | 75 N. 100 East<br>Morgan, Morgan Co.                | Demolished                                |
| Erekson Artillo Dairy Farmhouse<br>(15000677)                  | 5419 S. 900 East<br>Murray, Salt Lake Co.           | Demolished                                |
| Thomas Cunningham House<br>(84002250)                          | 139 Main Street<br>Park City, Summit Co.            | Demolished                                |
| Lehi Commercial & Savings Bank<br>(98001537)                   | 206 E. State Street<br>Lehi, Utah Co.               | Demolished                                |
| Clotworthy—McMullin House<br>(99000216)                        | 261 S. Main Street<br>Heber City, Wasatch Co.       | Demolished                                |
| North Ogden Elementary School<br>(85000822)                    | 474 E. 2650 North<br>North Ogden, Weber Co.         | Demolished                                |
| Sidney Stevens House<br>(77001326)                             | 2593 N. 400 East<br>North Ogden, Weber Co.          | Demolished                                |
| Rose Apartments<br>(87002160)                                  | 302-308 27 <sup>th</sup> Street<br>Ogden, Weber Co. | Demolished                                |
| Downing Apartments<br>(87002160)                               | 357-359 27 <sup>th</sup> Street<br>Ogden, Weber Co. | Demolished                                |