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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 of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places 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 Weiser Oregon Short Line Railroad Depot

Other names/site number Weiser Union Pacific Depot; IHSI #87-16074

### 2. Location

street & number One State Street N/A not for publication

city or town Weiser N/A vicinity

state Idaho code ID county Washington code 087 zip code 83672

### 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.)

Susan Pengilly Neitzel 12/28/06  
Signature of certifying official/Title Date  
Susan Pengilly Neitzel, Deputy State Historic Preservation Officer

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 this 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): \_\_\_\_\_

Eric 2-7-07  
Signature of the Keeper Date of Action  
Carlson H. Beall

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**

(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		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 Functions**

(Enter categories from instructions)

TRANSPORTATION/rail-related

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Current Functions**

(Enter categories from instructions)

SOCIAL/ Civic

Work in Progress

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

LATE VICTORIAN: Romanesque

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Materials**

(Enter categories from instructions)

Foundation CONCRETE

Walls BRICK

Roof ASPHALT

Other \_\_\_\_\_

**Narrative Description**

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

X See continuation sheet(s) for Section No. 7

Weiser Oregon Short Line Railroad Depot  
Name of Property

Weiser, Washington County, Idaho  
City, County, and State

### 8. Statement of Significance

**Applicable National Register Criteria**  
(Mark "x" on one or more lines 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" on all that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

### Narrative Statement of Significance

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

See continuation sheet(s) for Section No. 8

### 9. Major Bibliographical References

#### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

#### Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- Other State agency
- 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)

- ARCHITECTURE
- EXPLORATION/SETTLEMENT
- TRANSPORTATION
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

#### Period of Significance

1907-56  
\_\_\_\_\_  
\_\_\_\_\_

#### Significant Dates

1907  
\_\_\_\_\_

#### Significant Person

(Complete if Criterion B is marked above)

N/A

#### Cultural Affiliation

\_\_\_\_\_  
\_\_\_\_\_

#### Architect/Builder

Union Pacific/Oregon Short Line Railroad  
\_\_\_\_\_  
\_\_\_\_\_

#### Primary location of additional data:

- State Historic Preservation Office
- Federal agency
- Local government
- University
- Other

Name of repository:

See continuation sheet(s) for Section No. 9

Weiser Oregon Short Line Railroad Depot  
Name of Property

Weiser, Washington County, Idaho  
City, County, and State

## 10. Geographical Data

Acreage of property less than one acre

### UTM References

(Place additional UTM references on a continuation sheet.) NAD 83

A 1/1 5/0/2/3/0/6 4/8/9/8/9/5/8 B 1 1/1/1/1 1/1/1/1/1  
Zone Easting Northing Zone Easting Northing

C 1 1/1/1/1 1/1/1/1/1 D 1 1/1/1/1 1/1/1/1/1

### Verbal Boundary Description

(Describe the boundaries of the property.)

The property consists of a 120' x 280' parcel within UPRR ROW in which the Depot is centered east to west and 8' north of the southerly boundary of said parcel.

\_\_ See continuation sheet(s) for Section No. 10

### Boundary Justification

(Explain why the boundaries were selected.)

The boundary includes the building and the areas that have been historically associated with the Weiser Oregon Short Line Railroad.

\_\_ See continuation sheet(s) for Section No. 10

## 11. Form Prepared By

name/title Florence K. Blanchard  
organization Independent Contractor date May 1, 2006  
street & number P.O. Box 225 telephone 208 788 4450  
city or town Bellevue state Idaho zip code 83313

## 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/or 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 Weiser Architectural Preservation Committee  
street & number P.O. Box 185, Weiser telephone 208 549 0211  
city or town Weiser state Idaho zip code 83672-0185

**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.

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County and State Washington County, Idaho

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### Narrative Description

Constructed in 1906, the 1-1/2 story depot is composed of a concrete foundation, partial concrete basement, exterior brick walls with a pressed-brick veneer laid in a common bond, cast-stone trim, and an asphalt shingle roof. The depot is rectangular in plan measuring 98' x 26'. The design is based on standard plans drawn by the engineering department of the Oregon Short Line for the Weiser, Payette, Ontario (Oregon), and Caldwell depots. Each depot differs slightly in detailing and building materials. The design of the Weiser Depot is typical of a combination station, which served as both a freight and passenger station.

As with the depots of Caldwell, Ontario, and Payette, the Weiser Depot reflects both the classical styles of more prominent railroad stations and transitional styles *en vogue* at the turn of the century. Its asymmetrical massing, keystone-arched doorway, large rusticated cast-stone quoins and trim, tower-like entry, corbelled brick cornices, and rounded columns in the large north dormer reflect the Richardsonian Romanesque style. H.H. Richardson designed several New England railroad stations in the 1880s. He combined elements of the French Renaissance Revival with Romanesque styles, such as steep-pitched, hipped roofs with flaring eaves. Though on a much more modest and restrained scale, these local Idaho/Oregon stations include some of the same stylistic elements of Richardson's small South Easton, Massachusetts, and larger New London, Connecticut, stations.

The building is oriented along the east/west axis. The north façade faces squarely onto State Street in the heart of the historic downtown core. The south façade faces the tracks. The depot is four bays long by one bay wide. The first bay (moving from west to east) contained the Ladies' waiting room, with the second bay the main public entry, restrooms, and ticket office. The third bay was the Men's waiting room, while the far east wing held the express freight room and baggage room. The half-story portion is centered over the second bay.

The north façade, which faces downtown, contains the most architectural detail. The taller section of the steep, flared, hipped roof covers the three western-most bays. A flared, cross-gabled roof caps the central, raised, half-story entry bay. Its square massing suggests a tower, a common element in late 19<sup>th</sup> century railroad architecture. The balanced side sections of roof swoop down to the eaves of the station. Decorative wood brackets support the eaves. Dominating the center of the main façade is the main entry. A cast-stone arch with keystone surrounds a wood-framed fanlight window over the original double doorway, which has been altered to a single door. Cast-stone quoins frame the doorway, rising to meet the base of the arch. The concrete steps lead to the entry and are integrated with a concrete apron that encompasses the building. Paired single-light fixed windows with plain trim and concrete lintels are located on each side of the entry area. Corbelled brick cornices crowned by cast-stone trim are located underneath the eaves in the half-story. Cast-stone quoins mark the corners of the half-story. A hipped-roof dormer is centered over the half-story roof. Paired windows are inset into rounded wood

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pilasters, and are separated by a matching column. Originally, two smaller dormers with flared hipped roofs and paired double-hung windows flanked the half-story entryway. These dormers have been removed.

Two bay windows flank each side of the entrance bay. Cast-stone lintels and supporting brackets are located under each bay window. The central window of each bay consists of one large light with a single overhead light. One-over-one, double-hung sash windows form each side of the bay. Rusticated cast-stone quoins trim the corners, the bay windows, and their supports. Three cast-stone belt courses run about four feet above the foundation at the sill line, three to four feet higher at the juncture of the window sashes, and at the top of the windows.

The far-east bay, which is the express freight and baggage room, has a slightly dropped, flared hipped roof, allowing more prominence to the main three station bays. A single door is located at the section's juncture with the passenger portion. It is a six-panel door with a two-light transom. A similar double door with a four-light transom is centered in the middle of the freight section. Double-hung sash windows with cast-stone lintels and sills flank the double doors. Cast-stone belt courses are located at the top, middle, and bottom of the windows.

The east and west façades match each other, except for alterations to the windows of the east façade. Both originally had three one-over-one, double-hung sash windows. The three windows are joined by cast-stone belt courses and quoins similar to the south façade and have cast-stone lintels and sills. On the east façade, two original double-hung windows and the intermediate brick wall have been removed for a freight door. Original photos and drawings of the depot also show a hipped-roof dormer in the center of the west façade and another in the same location on the east façade. It is unknown when these were removed.

The south façade follows a similar pattern to the rest of the building with repetition of one-over-one, double-hung sash windows; rusticated cast-stone quoins and belt courses; and panel doors with vertical-light transoms. No bay windows are located on this façade, but the pentagonal, cross-gabled tower creates a three-part projecting bay. The western door into the passenger section is a one-panel, one-light door with a four-light transom. It replaces the original double doors. The east side of the passenger station has two six-panel wood doors with vertical-light transoms. An ornate brick chimney is located west of the tower's roof. Two smaller dormers flanked each side of this entryway, but they also have been removed.

The basement is entered from a stairway on the west side of the main entry of the north elevation. The basement was beneath the main entry bay. On the south side, it held a coal storage room. A coal-fired boiler was in the north section. The boiler served steam radiators on the first floor.

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### Statement of Significance

Weiser's Oregon Short Line Railroad depot is eligible for the National Register under Criteria A and C at the local level. It represents the impact of the Oregon Short Line Railroad (a branch of the Union Pacific) on southwest Idaho and specifically on Weiser's settlement and development. The depot's size, brick construction, and cast-stone trim reflect Weiser's economic importance as a railhead for the Oregon Short Line and its vision of becoming "another New York City or larger." Though developed from standard plans, its ornate Richardsonian Romanesque details exhibit both classical styles of more prominent railroad stations and elements of transitional railroad architecture at the turn of the century.<sup>1</sup>

#### Criterion A:

The Oregon Short Line (OSL) Railroad joined the transcontinental Union Pacific Railroad to the Pacific Northwest during the 1880s. Intense competition to exploit the northwest's vast resources spurred a track-laying frenzy by the major western railroads. Henry Villard, president of the Oregon Railway and Navigation Company, raced across the Palouse country in northern Idaho from the west and Jay Gould, who dominated the Union Pacific, forged ahead into southern Idaho. The OSL laid the tracks from Salt Lake City, Utah, to Huntington, Oregon between 1881 and 1884. When completed, the line covered 1,820 miles and reduced travel time from Omaha, Nebraska, to Portland, Oregon, to five days compared to six exhausting months on the Oregon Trail. In 1885, the OSL served only one community of more than 500 residents. That community was Weiser with a population of 700.<sup>2</sup>

Weiser's beginnings paralleled that of many towns along the Snake River. Shoshoni Indians camped in the region's fertile valley to fish for salmon and to gather seeds, roots, and berries. The first recorded white settlers in the area were the Overland Astorians, a group led by Wilson Price Hunt. Hunt scouted the valley in 1811, in hopes of establishing a fur-trading empire in the Northwest. By 1830, a series of expeditions had trapped out the Weiser, Payette, and Boise rivers. Although Indians still lived in the area, covered wagons began rolling across the Snake River Plain. Within a few decades the Oregon Trail brought thousands of white settlers into southwest Idaho and eastern Oregon.<sup>3</sup>

The arrival of the railroad was greeted with great fanfare and optimism by rural communities everywhere. As the "Iron Horse" sped across the country, it was the catalyst for regional development and social change. Towns bloomed or withered on the vine according to the whims of railroad corporations whose directors sold town lots, built hotels and resorts, and even bought water rights. The chosen site of the railroad depot often determined the settlement pattern and actual location of the town. This was particularly true for Weiser.

Originally called Weiser Bridge, the first settlement along the Weiser River consisted of four buildings and a population of 52 in 1880. The mining camp of Salubria considered itself more important, but in

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1879, Weiser Bridge was voted the county seat in an acrimonious election marked by accusations of stolen votes and realigned boundaries. By 1883, its population had jumped to 200 “with everything in its favor to becoming the largest city in Idaho.” Soon the site had a school, courthouse, two hotels, a flour mill, newspaper, and all the signs of civilization. In 1883, the official city name became Weiser.

Robert Strahorn, Union Pacific’s publicist from 1885 to 1887, promoted the development of townsites along the new OSL tracks. Strahorn enjoined other local entrepreneurs to form the Idaho and Oregon Land Improvement Company, which proceeded to establish the towns of Caldwell, Hailey, Shoshone, Payette, and Mountain Home. Weiser was chosen again over Salubria as a depot site, and the OSL tracks reached the area on January 5, 1884. However, the first train disappointed Weiserites by stopping short of the town by about two miles (near the area now called Lower Crystal Springs).<sup>4</sup>

Railway crews immediately began erecting a frame depot, the first of three stations to bear the name of Weiser. A rival town grew up almost overnight when the Land Company bought up property and began advertising New Weiser as “The grand radiating point of the great Northwest.”

According to Carrie Adele Strahorn, the publicist’s wife, and author of *Fifteen Thousand Miles by Stagecoach*, Weiserites “bitterly opposed” the new town, going out at night and pulling up survey stakes to try to halt the project. Finally, a mob of irate townspeople organized a midnight raid and confronted Strahorn and his defenders. The encounter ended peacefully, but the settlement itself failed.<sup>5</sup>

On December 6, 1884, The *Weiser Leader* declared, “The railroad depot near this town [is] a deserted looking spot. Nearly all the buildings are moved or will soon be, and the agents, Mr. Colderhead and Mr. Bates, are left alone. Mr. Stockton who has had charge of the Pence Hotel, left during the week for Medbury, and that large building stands deserted on the flat where Strahorn and his tools tried to make people believe would flourish a grand city. Oh, what a fizzle.”

By August 1886, men and teams were at work in Old Weiser grading for a side track and depot at the end of State Street. The railroad’s Land and Improvement Company cleared five acres near the depot and platted it with blocks and lots. This tract, together with twenty-five acres lying west of State Street, became the site of New Town. Although an improvement, this second station was not universally popular either because New Town and Old Town were still separated by about a mile.

By the time the new, frame depot opened, the population of Weiser had jumped to 700. However, the biggest enemy of western settlements soon changed the town’s social and economic fabric. In 1890, a fire destroyed Old Town and the town center was moved west to New Town.



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During the 1890s, prospectors, outfitters, senators, and millionaires flooded into Weiser to support the nearby Seven Devils mines. Copper ore had been discovered in 1862. By 1891, speculators had filed 125 claims in the area.<sup>6</sup> By the turn of the century, Weiser was a major shipping point for copper ore, cattle, sheep, timber, and agriculture. In the spring of 1901, a crew of men and teams were put to work grading for a railroad spur to the mines. Weiser was also building a smelter that would make it the center of the entire mining area. Civic leaders talked of a larger depot. Unfortunately, building railroads from “no place in particular to no place at all” was a huge financial risk. The track-laying hysteria of the 1880s eventually resulted in the over building of rail lines. A national bank panic and subsequent OSL bankruptcy in 1893, delayed the possibility of a more substantial depot; work on the Seven Devils spur abruptly stopped. However, in 1897, railroad magnates E.H. Harriman and Jacob Shiff reorganized the Union Pacific and the Oregon Short Line. By 1900, the two had pulled the companies out of debt. As part of his acquisition of the OSL subsidiary, Harriman planned improvements along the railway including the addition of “large and ornate” depot buildings at Weiser, Payette, Ontario, and Caldwell.<sup>7</sup>

On June 20, 1906, the *Weiser Semi-Weekly Signal* announced the railroad’s plan to erect a new \$10,000 depot. This would be the third and final station to bear the name of Weiser. The paper boasted that, “Weiser will have the proud distinction of being the most beautiful station between Salt Lake City and Portland . . . This arrangement will facilitate the transfer of passengers and baggage to the northbound trains on the P&IN which road from this time on will carry a large tourist traffic.” Six months later, on December 22, the same newspaper reported that \$40,000 in improvements were being made at the site, with the depot’s price doubled at \$20,000 of the total. Materials were “cement, stone, pressed brick, with an inside finish of hard wood. Switching facilities, the standpipe, and water tank are to be moved to other locations so that the beauty of the view from the depot will not be marred.”<sup>8</sup>

On February 28, 1907, the *Weiser American* reported that forty men were employed in constructing the building, which was to be ready for occupancy on March 17. It was noted that the new station would be lighted with electricity. The old frame depot building was moved 300 yards west to be used as a freight depot. The water tank was moved 100 yards west and standpipes for watering engines would be located both east and west of the depot. A park with trees and flowers would grow west to the freight depot and north to the switching track; the area was set aside as a railroad reserve and later developed as a local park. By November 2, 1907, the *Weiser American* announced that officials of the Oregon Short Line were to inspect the new Weiser station as part of their annual survey and present a medal to the agent with the nicest looking buildings and grounds. (Weiser did not take the medal.)<sup>9</sup>

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On December 28, 1907, the Pacific & Idaho Northern voted to build its own depot a few blocks east. This two-story frame building and its water tower were an important feature of the south end of town for many years. However, the great hauls of ore from the Seven Devils never materialized nor did the predicted throngs of tourists. Over the years it became evident that New Meadows was the ultimate terminus of the P&IN. All passenger rail service in Idaho ended on May 1, 1971, except for Sandpoint in northern Idaho. The Weiser station was closed. Until 1985, the building housed UPRR offices. In 1986, citizens began working with railroad officials to save the landmark building from demolition.

Title of the building was transferred to the City of Weiser in 1988, and leased to the non-profit Weiser Architectural Preservation Committee (WAPC). The WAPC now officially owns the depot. Since then it has repaired and restored the exterior, replaced the roof, built sidewalks, and installed historically appropriate street lights. The City continues to maintain the grounds.

### Criterion C:

Henry Hobson Richardson (1838 - 1886) was a prominent American architect who designed several New England railroad stations in the 1880s. Richardson was born in Louisiana, but soon after his graduation at Harvard he went abroad for travel and for study at the École des Beaux Arts in Paris, the training place of many of America's best architects. Trinity Church, Boston, is his masterpiece, but town halls, libraries and other public buildings in many cities spread his influence all over the country.<sup>10</sup>

Richardson's style is based on French and Spanish Romanesque precedents of the 11th century. It is characterized by massive, textured stone walls and dramatic semicircular arches. His rounded, arched entrances, towers and the use of rough-cut stone, begat buildings with a feeling of strength and permanence. The typically asymmetrical buildings frequently utilized polychromatic materials to accentuate the surface elements. Richardson's buildings often had a sculptural feel derived from the combination of smooth stone or brick with rusticated stone. This new style eclipsed both the 2nd Empire Baroque and the High Victorian Gothic styles during its peak of popularity (1870-1890). It also greatly influenced such Chicago architects as Louis Sullivan and Frank Lloyd Wright, and architects as far away as Scandinavia.<sup>11</sup> The architects who copied Richardson's classical design elements frequently wanted to create a triumphal entrance to a community, no matter how large or small, and to provide a feeling of strength and reliability. Thus, the "heavy" style was frequently utilized in public buildings or monumental commercial ones, like railroad depots.

Built at the turn of the century, the Idaho and eastern Oregon depots share a similar history, and railroad architects incorporated many classical design elements *en vogue* at the time. Although these stations are more modest in scale than their Eastern counterparts, they reflect the popular Richardsonian Romanesque style, including such elements as asymmetrical massing, arched doorways; large rusticated

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cast-stone quoins; a tower-like entry; corbelled brick cornices; crenellated brick trim; and steep-pitched, hipped roof with flaring eaves.

The OSL's engineering firm drew standard plans to fit all of the new depots, but each station differed slightly in detailing and building materials. They also took into account local needs and the railhead's economic status. The Weiser Depot exhibits Richardsonian details in a modest but definitive way. The polychromatic combination of brick and rusticated cast-stone, large arched entry, and tower all provide a prominent and strong façade reminiscent of the Richardsonian Romanesque that could be seen and appreciated from far away by approaching visitors. The depot's cast-stone sills, lintels and quoins, heavy corbelling under the tower eaves and deeply set windows in the dormer are all additional details that reflect the influence of the Richardsonian Style.

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### END NOTES

<sup>1</sup> Buckendorf, Madeline. National Register of Historic Places Registration Form, Caldwell Depot, Idaho, 1995, Sections 7-8. The Weiser, Caldwell, Payette, and Ontario depots were based on identical UPRR plans, and information from the Caldwell NRHP nomination has been paraphrased and included in this nomination when applicable.

<sup>2</sup> Schwantes, Carlos A. *Railroad Signatures across the Pacific Northwest* (Seattle, Washington: University of Washington Press, 1993), 65-68.

<sup>3</sup> Derig, Betty. *Weiser: The Way it Was* (Rambler Press, Weiser, Idaho, 1987), 1-27.

<sup>4</sup> *Ibid.* 31-43.

<sup>5</sup> Strahorn, Carrie Adele. *Fifteen Thousand Miles by Stagecoach* (G.P. Putnam's Sons, New York, 1915), 535-543.

<sup>6</sup> Derig, Betty. *Weiser: the Way it Was* (Rambler Press, Weiser, Idaho, 1987), 65.

<sup>7</sup> Beal, Merrill D. *Intermountain Railroads, Standard and Narrow Gauge* (Caldwell, Caxton Printers, 1992), 140-144. See also Buckendorf, Caldwell NRHP nomination, Section 8, 1.

<sup>8</sup> *Weiser Semi-Weekly Signal*, 20 June, 1906.

<sup>9</sup> *Weiser American*, 28 February 1907.

<sup>10</sup> Charles L. Barstow. *Famous Buildings: A Primer of Architecture* (D. Appleton - Century Company, Incorporated, New York, 1937).

<sup>11</sup> "A Digital Archive of American Architecture," website Boston College, Boston, Massachusetts.

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**United States Department of the Interior**  
**National Park Service**

# **National Register of Historic Places**

## **Continuation Sheet**

Section number photos Page 1 Name of Property Weiser Oregon Short Line Railroad Depot  
County and State Washington County, Idaho

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### PHOTO LOG

#### WEISER OSL RAILROAD DEPOT

Weiser Oregon Short Line Railroad Depot  
Washington County, Idaho  
All photos taken by Erich Korte  
August 2006  
Original negatives on file at the Idaho Heritage Trust

1. Front elevation looking southeast
2. Approach to Depot looking southeast
3. Rear façade looking north
4. East façade looking west
5. West façade looking east
6. Interior bay looking south
7. Interior bay looking north
8. Interior door