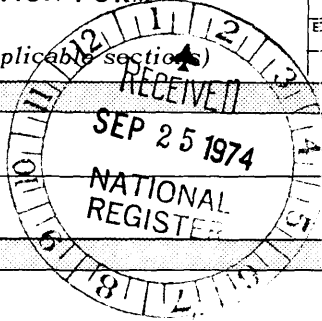


PH0037494

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Idaho
COUNTY: Bingham
FOR NPS USE ONLY
ENTRY DATE NOV 20 1974



1. NAME

COMMON:
Blackfoot Railway Depot

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
N.W. Main Street

CITY OR TOWN:
Blackfoot

CONGRESSIONAL DISTRICT:
District 2

STATE: Idaho CODE: 16 COUNTY: Bingham CODE: 011

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:
Union Pacific Railroad Company

STREET AND NUMBER:
1416 Dodge Street

CITY OR TOWN:
Omaha

STATE:
Nebraska

CODE:
31

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Bingham County Courthouse

STREET AND NUMBER:

CITY OR TOWN:
Blackfoot

STATE:
Idaho

CODE:
16

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Idaho State Historic Preservation Plan

DATE OF SURVEY: 1972 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Idaho State Historical Society

STREET AND NUMBER:
610 N. Julia Davis Drive

CITY OR TOWN:
Boise

STATE:
Idaho

CODE:
16

SEE INSTRUCTIONS

STATE: Idaho

COUNTY: Bingham

ENTRY NUMBER: NOV 20 1974

DATE: _____

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Built in 1913, this long, low building is a fairly typical railway station of the bungalow style. The basic rectangular shape is broken by a small gabled e11 that projects out along the track side. Simple stone finials trim the gable corners and peak, and a stone block with the station name of Blackfoot is set in the gable above the windows. The station is built of rusticated stone, with lighter stone quoins decorating the corners and openings. A lighter stone band encircles the building just under the wide, overhanging eaves and provides the lintels for the windows. The windows in the e11 are topped with lintels of stone set in a keystone pattern. The stone is backed with common brick. All windows are double hung sash, and the original entrance and exit doors are oak, designed in double sets to enclose the vestibule.

The basically rectangular station measures approximately 42' x 132'. The floor plan, as called for in the original plans, commences at the southwestern end with the express office (20'3" x 34' 6"), the baggage room (34'8" x 34'6"), the men's smoking room (16'3" x 20'9"), the men's toilet and lavatory, the general waiting room (38'10" x 31'7"), the newsstand, ticket office, and drinking fountains and the women's toilet.

Both the exterior and interior are essentially original, with only a few changes made on the inside. The original steam heating plant in the basement has been recently replaced with a natural gas blower furnace. No additions have ever been made to the depot, and it is still in use today--not for passenger service, however.



SEE INSTRUCTIONS

4. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) **1912-1913**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify) _____
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The long-awaited new depot of the Oregon Short Line railroad was finally begun in October, 1912, but it was not completed for use until August 15, 1913. Much thought and consideration went into the choice of a final site which would benefit the town and the railroad. Coming at a time when the railroads were extremely conscious of public relations and had a great deal of influence on land promotions, the Oregon Short Line decision to appropriate \$27,000 for a new passenger depot at Blackfoot took priority over several other towns who requested depots.

The bungalow style building itself is a fine example of railroad architecture so familiar to residents and travelers alike. In 1913, this depot was considered to be equal to any in the state and to possess an interior design superior to all others in the state. All of the pink and gray stone was quarried at nearby Rexburg, and hauled to Blackfoot where the builder used it as fast as it came in.

The long-inadequate 1895 frame structure which it replaced was moved to another location in town and served as a freight station for a time. The new depot was badly needed and was welcomed both by the railroad and the townsfolk. In May, 1913, for example, 600 tickets were sold, averaging one every six minutes day and night. Eight passenger trains daily came and went on the mainline at Blackfoot. Today, the old freight depot is gone and the Blackfoot station now serves in that capacity.

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

The Idaho Republican, 3 May 1912, p.1, c.4; 23 August 1912, p. 1, c.4;
11 October 1912; 25 April 1913, p. 5, c. 3; 22 August 1913,
p. 1, c. 3-4.

10. GEOGRAPHICAL DATA

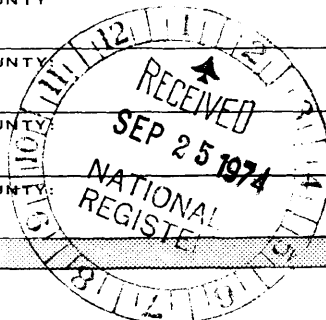
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	0 . "	0 . "		43 0 11 24 .	112 0 20 . 34 .	
NE	0 . "	0 . "				
SE	0 . "	0 . "				
SW	0 . "	0 . "				

UTM
12/39087
4782500
CD

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **less than one acre**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: **Thomas B. Renk, Site Survey Staff**

ORGANIZATION: **Idaho State Historical Society** DATE: **11 March 1974**

STREET AND NUMBER: **610 N. Julia Davis Drive**

CITY OR TOWN: **Boise** STATE: **Idaho** CODE: **16**

12. STATE LIAISON OFFICER CERTIFICATION

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

National State Local

Name *Merde W. Wells*

Title State Historic Preservation Officer

Date 1 April 1974

NATIONAL REGISTER VERIFICATION

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

A.R. Mortensen
Director, Office of Archeology and Historic Preservation

Date *11/20/74*

ATTEST:

W. J. ...
Keeper of The National Register

Date *11-20-74*