

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

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

For HCRS use only

received JUL 9 1984
date entered AUG 9 1984

1. Name

historic CEDAR CITY RAILROAD DEPOT

and/or common Union Pacific Railroad Depot

2. Location

street & number 220 North Main Street _____ not for publication

city, town Cedar City _____ vicinity of _____ congressional district 02

state Utah _____ code 049 _____ county Iron _____ code 021

3. Classification

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

4. Owner of Property

name Porter-Carter Inc.

street & number 211 Ridge Road

city, town Cedar City _____ vicinity of _____ state Utah 84720

5. Location of Legal Description

courthouse, registry of deeds, etc. Iron County Courthouse

street & number

city, town Parowan _____ state Utah 84761

6. Representation in Existing Surveys

title Utah Historic Sites Survey -- _____ has this property been determined eligible? _____ yes no
State Register

date 1974 _____ federal state _____ county _____ local

depository for survey records Utah State Historical Society

city, town Salt Lake City _____ state Utah

7. Description

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

Describe the present and original (if known) physical appearance

The Cedar City depot is a long, rectangular, 1 story brick building with a gable roof and a stone foundation. A large covered waiting area/bus shelter is attached to the south end, and a small porch is attached to the north end of the building. The depot was designed in no particular style. It is 13 bays wide and 3 bays deep. The east and west facades have an identical arrangement of openings. A gable roof pavillion that is 2 bays wide projects from each side of the building, set slightly off-center with 5 bays on the south side of it, and 6 bays on the north side. There are 2 round arch windows on the face of the pavillion, and the 2 doors on each side of the building also have arched openings. A door is centered between pairs of windows on each side of the south half of the building, while on each side of the north half of the building a door is set between 4 windows on 1 side and 1 window on the other. There is also a door centered between windows on the south end of the building. The double doors of each entrance have large arched transoms. Each of the large rectangular window openings has been divided into 3 sections, a horizontal transom below which is a pair of double hung sash windows. The transoms over both the windows and doors as well as the upper sashes of the double hung windows are multi-paned. There is a single sash in the lower half of the double hung window. The covered waiting area/bus shelter attached to the south end of the building is L-shaped, with 2 arched bays along both the south and east sections. It has a low pitch hip roof and is supported on massive brick piers with stone foundations. Square columns are attached to the sides of the piers and support simple wooden arches that span the width of each bay of the waiting area. The small porch on the north end has identical elements. Because the building is not currently being used, it has been boarded up. Except for that change, the depot is essentially unaltered on the exterior. It is in good condition and maintains its original integrity.

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Bryce Canyon, the Kaibab Plateau, and Wayne Wonderland (the Capitol Reef area)--was receiving more and more attention, and much of it was national. The assistant director of the National Park Service, Horace Albright, visited the Zion area and realized that it was of national park caliber. When Albright reported his visit to Director Mather, Mather did not reply immediately and "later wrote that he thought Albright must have fallen into the hands of some chamber of commerce directors or had been given some very potent drink, for he had never heard of such country and found it difficult to believe it existed."² Three years later when Zion was made into a national park, Mather visited the area and became an enthusiastic promoter himself. As the reports, pictures, and travel shows spread the word about southern Utah's scenic beauty, public demand for roads to these areas increased. As roads were developed to the parks and monuments it became obvious that Cedar City, because of its central location, was the strategic center for tourists wishing to see southern Utah's scenic beauty.

As early as August of 1916 representatives of the Union Pacific and the Oregon Short Line railroads, along with representatives from other travel agencies, made an expedition through the area by bus to scout "the possibilities for railroad traffic in the region."³ On March 5, 1920, it was announced that a spur line from Lund to Cedar City would be built.⁴ In 1921 the President of the Union Pacific Railroad Company, Carl R. Gray, visited the area to investigate the potential of southern Utah to support a railway line. Gray was impressed with the stability of the communities he visited and the quality of the people he met, "and the next year a spur of the railroad was run from Lund to Cedar City, justified on the anticipated traffic from livestock, agriculture, iron ore, and tourist travel."⁵

The promise of tourist traffic was obviously Cedar City's biggest drawing card for the railroad because the Union Pacific soon formed the Utah Parks Company and became heavily involved in the tourist trade. The Union Pacific bought the El Escalante Hotel (which was built 1918-23 by a group of Cedar City citizens who saw the need for larger and more commodius hotel accomodations than Cedar City then offered), set up a large bus station at Cedar City, and in 1927 purchased the Wylie Tourist Camp interests in Zion Canyon and the Parry Transportation Route from Cedar City to Zion.⁶ The Parry Brothers had previously provided transportation for park visitors and had set up a 10-day trip from Cedar City to Zion, Kaibab, North Rim, Bryce, Panguitch, and back to Cedar City.

Cedar City's enthusiasm for the anticipated spur line was great. Citizens set up a committee responsible for raising and purchasing the property and homes over which the railroad would pass. "The City Council voted \$5,000 to assist in puchasing this property; but so successful was the commitee that, after all the bills were paid (a total of \$115,000 was expended), the \$5,000 was still intact with \$2,500 to add to it. The \$7,500 nest egg was put in trust and

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subsequently used to purchase land for a federal building."⁷ Thirty-eight families donated property and/or money to purchase the railroad right of way and the depot site.

In less than three months and at a cost of \$1,049,000 the railroad tracks were brought to Cedar City. The depot building was built by the Union Pacific during 1923. Plans for the building were prepared by the Union Pacific System's Office of Chief Engineer, Los Angeles and Salt Lake Railroad Company. W.T. Wellman, architect was in charge of the project. George A. Wood of Cedar City was the general contractor. The portico area extending to the south was constructed in 1929⁸ to serve as a passenger waiting area and bus shelter.

The first train over the track was a trial run made on Sunday, June 10, 1923. The event was a cause for celebration, although the laying of the tracks was not yet completed and the train could only reach within 4 miles of the town. In a symbolic act, David Bulloch, who was the first boy to ride a wagon into Cedar City in 1851, rode the cow catcher of the test run engine and photographs were taken. The first official train that crossed the tracks and stopped at the depot was on June 27, 1923. The passengers on this first train included President and Mrs. Warren G. Harding and the presidential party. After a warm greeting at the depot by southern Utah citizens, the entourage loaded into 24 automobiles and traveled south to Zion Park. Upon their return to Cedar City to board the train for their departure, President Harding was honored at a special program.

The depot was officially opened on September 12, 1923, with the ceremonial laying of a golden rail, named the Warren G. Harding Memorial Rail. President Harding had died in Alaska shortly after his visit to southern Utah, and a memorial service was held at the railway opening ceremonies for the president on the spot where his train had stood just weeks before. Among the dignitaries in attendance at the combined ceremonies were Senator Reed Smoot, Utah Governor Mabey, L.D.S. church President Heber J. Grant, Union Pacific Vice-President H.M. Adams, the mayor of Salt Lake City, and the president of the Los Angeles Chamber of Commerce. Speakers at the services talked of the great center Cedar City would become and one speaker even suggested that because of the area's vast ore deposits and other natural resources Cedar City would soon rival Pittsburgh.⁹

Tourist travel dramatically increased after the railroad was built; visitors to Zion National Park increased from 3,692 in 1920 to 55,297 in 1930.⁹ The number of visitors to the national parks and monuments in the area has continued to increase, but as roads were developed private automobiles handled most of the traffic. Rail passenger service into Cedar City was discontinued in 1959 and in the mid 1970s the Utah Parks Company sold out to TWA (Trans World Airways).

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In addition to the increased tourism, Cedar City benefitted in other ways from the railroad connection. Iron ore production increased dramatically from annual production of 15,000-45,000 tons to 164,154 tons mined the year after the railroad came. During World War II, Iron County ore production rose to 1 million tons and increased to nearly 2 million tons during the last year of the war. Ore was shipped by rail from Iron County mines to the Ironton plant in Springville, Utah, the Geneva plant in Provo, Utah, the Minnequa plant in Pueblo, Colorado, and the Kaiser plant in Montana.

Growth of Iron County's livestock industry was also encouraged by the railroad. The railroad was important in transporting wool and lambs from Iron County's important sheep industry. Iron County purebred Rambouillet sheep became famous in the late 1920s, and buyers from the Russian government came to the area to purchase sheep to improve their native breeds.

However, the most immediate effect of the railroad on Iron County's economy was seen in the increase of visitors in the area. The Cedar City Railroad Depot is the only building that remains in Cedar City to document early tourism in the area before the nation's highway system was fully developed. The El Escalante Hotel, Bus Driver's Dorm, and railroad warehouses have all been torn down.

Notes

¹As quoted in Iron County Centennial 1851-1951, (unpublished report, 1951) p. 34. Available at Special Collections, Southern Utah State College.

²Angus M. Woodbury, "Modern Development of Zion, Bryce, and North Rim," Utah Historical Quarterly 12(July-October 1944): 201.

³Ibid., p. 197.

⁴Iron County Record, March 5, 1920.

⁵Woodbury, p. 203.

⁶Ibid.

⁷"Building the Iron Mission Park," (a proposal to the Union Pacific Railroad from the Iron Mission Park Commission, n.d.)p. 56.

⁸Union Pacific Railroad Company letter to Fred Esplin, Community Development Intern, S USC, October 20, 1971.

⁹Iron County Record, September 14, 1923 and Salt Lake Tribune, July 23, 1977.

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Commencing at the Southeast corner of Block 45, Plat B, Cedar City Town Survey; thence West 300 feet North 400 feet, East 300 feet, South 400 feet to beginning.

The legal description for the entire 12.31 acre parcel is as follows:

Beginning at Southeast corner Block 45, Plat B Cedar City Town Survey, North 89 degrees 35 minutes 54 seconds West 396.89 feet to East line North of 100 West Street; North 2 minutes 18 seconds West 985.90 feet; South 89 degrees 37 minutes 34 seconds East 100 feet; North 2 minutes 18 seconds West 466.99 feet; South 89 degrees 37 minutes 34 seconds East 296.07 feet; South 4 minutes 15 seconds East 1, 452.98 feet to beginning.

8. Significance

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

Specific dates 1923

Builder/Architect George A. Wood/W. T. Wellman

Statement of Significance (in one paragraph)

The Cedar City Railroad Depot, built in 1923, is historically significant as the only extant building associated with Cedar City's railroad connection which, in addition to stimulating the iron ore and livestock industries in the area, contributed greatly to the expansion of the tourism industry in southern Utah and the establishment of Cedar City as the focal point for that industry. As roads to scenic areas in southern Utah were promoted and developed, Cedar City became a strategic center for travel to the national parks and monuments. After many years of hoping for a railroad connection to boost the iron ore industry in the area, the promise of tourist traffic finally drew the railroad to Cedar City in 1923. In addition to constructing the depot, the Union Pacific Railroad became fully involved in the tourist business by purchasing hotels, busses, and building lodges. Automobile traffic gradually superceded railroad traffic and bus tours to the point that the railroad eventually closed its line to Cedar City in 1959. The Cedar City Railroad Depot is the only building that remains in Cedar City to document the important influence that tourism and the railroad had on Cedar City's development.

Cedar City was founded in the fall of 1851 by members of The Church of Jesus Christ of Latter-day Saints (Mormons or L.D.S.) who were sent to establish an iron manufacturing center in the area. The group experienced many setbacks: floods, collapse of the iron works, technical problems, and the Utah War. To add to these problems, in 1857 members of the community were involved in the Mountain Meadows Massacre. The year following this tragedy, Cedar City's population went from 928 to 376. Those who remained turned to agriculture as a means of support. Agriculture instead of iron production became the economic base for the area. Various efforts during the 1870s and 1880s were successful in producing iron, however, as the Deseret News commented in 1874, "The successful manufacture of iron in Utah is now demonstrated beyond the shadow of a doubt and it but needs railroad connections between the works (at Iron Town [about 15 miles southwest of Cedar City]) and this city [Salt Lake City]...." Despite such encouragement, it was not until 1905 that the railway reached Iron County, and even then its nearest connection to Cedar City was 30 miles northwest of the city at Lund. For nearly 20 years after the arrival of the railroad to the area wagons were used to haul freight and passengers between Lund and Cedar City.

With the growing popularity of the automobile in the early decades of the twentieth century, the demand for more and better roads developed. Concurrently, the scenic beauty of southern Utah--Mukuntuweap National Monument (Zion National Park after 1919), the North Rim of the Grand Canyon,

9. Major Bibliographical References

Iron County Record. 1920, 1923.
 Union Pacific Railroad Co. Letter to Fred Esplin, Oct. 20, 1974. Available in National Register files, Utah State Historical Society.
 Woodberry, Angus M. "Modern Development of Zion, Bryce and North Rim," Utah Historical Quarterly, Vol. 12 (July - October 1944) : 201.

10. Geographical Data

Acreeage of nominated property approximately 3 acres
 Quadrangle name Cedar City Quadrangle Quadrangle scale 1:24,000

UMT References

A	<u>1</u> <u>2</u>	<u>3</u> <u>1</u> <u>8</u> <u>2</u> <u>3</u> <u>0</u>	<u>4</u> <u>1</u> <u>7</u> <u>2</u> <u>2</u> <u>6</u> <u>0</u>	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

The depot is located on a 12.31 acre parcel of land, but the property intended for inclusion in this nomination is only the approximately 3 acre portion in the southeast corner, that upon which the building sits. The 3 acre parcel is described as follows:

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

state	N/A	code	county	N/A	code
state		code	county		code

11. Form Prepared By

name/title Debbie Randall, Architectural Historian and Jill Thorley Warnick, Researcher
 organization Utah State Historical Society date April 26, 1984
 street & number 300 Rio Grande telephone (801) 533-6017
 city or town Salt Lake City state Utah

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature A. Kent Powell
 title A. Kent Powell, Deputy State Historic Preservation Officer date July 2, 1984

For HCERS use only	
I hereby certify that this property is included in the National Register	
<u>J. Melores Byrum</u> Keeper of the National Register	Entered in the National Register date <u>8/9/84</u>
Attest:	date
Chief of Registration	