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The Union Depot in Ogden is situated west of Wall Avenue at the intersection of 25th Street, commanding an imposing view of 25th Street as it runs eastward to the Wasatch foothills east of Ogden. The architectural style is Classic Spanish, as seen in the vivid tile roof and rounded windows on the end gables. The windows have arched heads and the building exterior is of masonry. At regular intervals there are inlaid designs in diamond shapes of vari-colored brick.

Bright blue decorative mosaic tile is under the arches of the two front entrances, as are heavy wrought-iron chandeliers. The passenger waiting room at the center of the depot is two-story, with exposed working wood trusses with handhewn edges at the ceiling. Huge chandeliers are suspended from the ceiling and some of the original wood benches remain in the waiting room. The huge volume of space is overwhelming upon entering the waiting room. There are two wings at the lower level which house offices and baggage areas.



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Following the completion of the transcontinental railroad at Promontory Summit on May 10, 1869, four locations were vying for the honor of being the junction for railroad travel in the intermountain West. Within a short time the sites of Promontory and Uintah were eliminated. The city of Corinne, founded by non-Mormons in 1869, and the Mormon town of Ogden, established in 1850, soon became rivals as the transportation center.

In November 1869, the Central Pacific purchased forty-seven miles of line from the Union Pacific and leased a remaining six miles to the wooden one-story depot constructed by the Union Pacific in Ogden. As the Utah Northern Railroad pushed north from Ogden in the late 1870's, the gentile city of Corinne fell into decay.

In 1874 the Ogden City Council passed a resolution appropriating \$5,000 "for the purpose of effecting a settlement in relation to establishing the permanent junction at Ogden." The following year, 1875, Brigham Young deeded 130 acres of land to the railroad companies for the erection of a Union Depot. Eleven years later, in 1886, Charles Francis Adams, President of the Union Pacific Railroad Company, announced plans for the erection of the depot. The impressive depot was dedicated July 31, 1889.

By 1889 Ogden had become the hub of a network of railroad lines: It was the western terminus for the Union Pacific and the Denver & Rio Grande railroads; the eastern terminus of the Central Pacific; the southern terminus of the Utah Northern, which extended through Idaho to Montana where it connected with the Oregon Short Line and the Northern Pacific; the northern terminus of the Utah Central, which ran to the mining town of Frisco in Southern Utah. Ogden was also the terminus for the Echo and Park City railroad, which connected Ogden with the important mining town of Park City.

The depot constructed in 1889 was destroyed by fire in 1923. The present station, which is being nominated to the National Register, was built on the original foundation in 1924. It was designed by John and Donald B. Parkinson of Los Angeles. Although the present building is not a restoration of the 1889 structure, its grand design indicates the importance of Ogden as the railroad center of the Intermountain West.

Because of the decisive role of the railroad in stimulating the economic development of the country and in converting the nation from one of diverse sections into a united and indivisable land, the Ogden Union Depot merits national recognition as a monument to the city of Otden for its important part in the nation's railroad story.

9.	MAJOR	BIBLIOGRAPHICAL RE	FERENCES								
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United States Department of the Interior National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Ogden Union Station Ogden Weber County, UTAH 71000867

ACCEPT ADDITIONAL DOCUMENTATION/NAME CHANGE

4/29/05

Keeper of the National Register of Historic Places

Date



