

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	JUN 2 1975
DATE ENTERED	JUL 2 1975

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Salt Lake Union Pacific Railroad Station
AND/OR COMMON

2 LOCATION

STREET & NUMBER
South Temple at 400 West

CITY, TOWN
Salt Lake City

STATE
Utah

— VICINITY OF
CODE
49

— NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT
2

COUNTY
Salt Lake

CODE
035

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input 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"/> 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 checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Union Pacific Railroad Company

STREET & NUMBER
1416 Dodge

CITY, TOWN
Omaha

— VICINITY OF

STATE
Nebraska

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. County Recorder, City and County Building

STREET & NUMBER

CITY, TOWN
Salt Lake City

STATE
Utah

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
State Register of Historic Sites / Historic American Buildings Survey

DATE
January 12, 1972 / Summer 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 checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Salt Lake Union Pacific Station is a large detached building, basically rectangular in shape with wings on both sides of the central waiting room complex. The central area is 100 x 136 feet while the wings measure 71 x 126 feet each. The central complex is the tallest but contains only two stories, the added height taken up by a dome ceiling over the waiting room. The wings contain three stories each and are arranged symmetrically with respect to the central complex. There is a basement under both wings but not under the central complex. Basement walls are constructed of reinforced concrete with some brick work. Exterior walls on the first level are made of cut gray sandstone which has a smooth dressed finish and is laid in even courses. The sandstone is a veneer for the structural walls of reinforced concrete. Walls above the first level are made of brick, laid in stretcher bond.

The mammoth roof is mansard and features small circular French Second Empire domers which seem overwhelmed by the massive arc of the roof and the large windows on the lower level. Perhaps the most distinctive architectural feature, the roof is covered with black slate shingles and is terminated by fancy metal entablatures and crestwork, all in French Renaissance style.

The cornice is heavily molded, boxed, bracketed and has a molded frieze.

Window bays in the station are of three types--square, segmented and Roman. The flat bays contain several window types, most of which feature decorative brick framing in the form of radiating voussoir headers or corbeled square brick "frames." In each bay are combination of double-hung sash windows and larger fixed sash center and transom windows. The segmented bays are on the ground level only and constitute the openings for several triple door entries. The three Roman or half-round bays are found on the second level of the central complex of the station. These bays are recessed from the main plane of the building and have corbeled arches. The windows themselves are either fixed or basement.

Other exterior decorative elements include the twin front towers, carved stone gargoyles, faint quoins at the building's corners, classical fascia on the entry canopy, stained glass windows (on the west side) and original gas lamps.

The station's interior consists of a typical grouping of railroad-related rooms, including waiting rooms; baggage rooms; ticket office, employees and administrative offices; railway agent and express offices; telegraph, engineering and equipment offices; club rooms and many other specialized rooms and areas. Most impressive architecturally is the large waiting room with its round, vaulted ceiling and lighting fixtures recessed in the arches of the vault.

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CONTINUATION SHEET

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French Renaissance decoration is again apparent in the classical wall pilasters, cartouche-motifs at the capitals, round-arched hallways and balcony bays and overall classical treatment of moldings and other decorative elements. The French Renaissance design theme is carried consistently throughout the building. Because of its formalism, grand scale and thoughtful detailing, the station is an imposing landmark in Salt Lake City.

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 checked="" 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 type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1908-09

BUILDER/ARCHITECT D. J. Patterson

STATEMENT OF SIGNIFICANCE

The completion of the Union Passenger Station which provided joint services for the San Pedro, Los Angeles and Salt Lake Railroad and the Oregon Short Line was the culmination of a series of events, the most important of which was the establishment of a more direct rail route to Southern California. In the early 1900s there existed a rivalry between Senator William A. Clark of Montana and the E. H. Harriman railroad interests over a proposed rail link between Salt Lake City and Los Angeles, California. A settlement was reached in June of 1903 and in September of that year maps were published indicating the proposed improvements for the Oregon Short Line in Salt Lake City, including a new depot to be shared with the San Pedro, Los Angeles and Salt Lake Railroad. The new direct route was completed and opened for business in the spring of 1905. By eliminating the need to travel to Southern California via Sacramento (on Harriman-controlled systems), passengers and freight traveled more quickly and inexpensively due to a savings of over 400 miles between the two cities.

On September 12, 1903, an announcement was carried in the Deseret Evening News, noting plans for a proposed depot on the present site. Two years later the Oregon Short Line was given permission to go ahead with the proposed depot; however, work did not commence until February 1908. D. J. Patterson, architect for the Southern Pacific Company, prepared the plans for the building in cooperation with John D. Isaacs, consulting engineer for the Harriman System.

The depot was completed in July 1909 and has served as Salt Lake City's railroad transportation center since that time. Its greatest significance, however, is its place as one of the outstanding architectural structures in Utah.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Deseret Evening News, September 12, 1903 and July 31, 1909.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY one acre

UTM REFERENCES

A	1 2	4 2 3 8 4 0	4 5 1 3 3 5 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE
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11 FORM PREPARED BY

NAME / TITLE

Allen Roberts/Architectural Historian and Peter Goss/Architectural Historian

ORGANIZATION

Utah State Historical Society

DATE

May 2, 1975

STREET & NUMBER

603 E. South Temple

TELEPHONE

801-328-5755

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 National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

Melvin T. Smith

TITLE Melvin T. Smith, State Historic Preservation Officer DATE May 29, 1975

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

R. H. Moseley

DATE

7/9/75

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST

Charles W. Smith

DATE

7-8-75

KEEPER OF THE NATIONAL REGISTER

Letting