

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 Utah Southern Railroad Depot
other names/site number Oregon Short Line Railroad Depot, Los Angeles & Salt Lake Railroad Depot, Union Pacific Railroad Depot

2. Location

street & number Approx. 813 North 150 East (north of tracks) N/A not for publication
city or town Lehi N/A vicinity
state Utah code UT county Utah code 049 zip code 84043

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)
Wilma M. [Signature] 4/13/94
Signature of certifying official/Title Date
Utah Division of State History, Office of Historic Preservation
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. for Signature of the Keeper Antoinette [Signature] Date of Action 6/8/94
 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:)

Utah Southern Railroad Depot
Name of Property

Lehi, Utah County, Utah
City, County, and State

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	
<u>1</u>		buildings
		sites
		structures
		objects
<u>1</u>	<u>0</u>	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 (train depot)

Current Functions
(Enter categories from instructions)

Vacant - Not in use

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE

Materials
(Enter categories from instructions)

foundation Wood (blocks)
walls Wood (board-and-batten)
roof Wood (shingles)
other Wood (trim)

Narrative Description

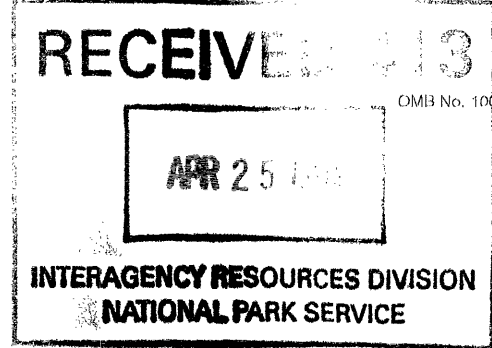
(Describe the historic and current condition of the property on one or more continuation sheets.)

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

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section No. 7 Page 1



Utah Southern Railroad Depot, Lehi, Utah County, UT

Narrative Description

The Utah Southern Railroad Depot, built in 1873, is a two-story, wood frame building with a rectangular floor plan measuring 25 by 46 feet and 26 feet high to the square. Sided with vertical board and batten, it is a gabled structure with a 7/12 roof pitch and sawn cedar roof shingles. The building is sitting on wood blocks in a field north of the original trackage and retains its original overall appearance.

Vernacular in architectural expression, the depot's long facades run parallel to the railroad tracks and are asymmetrical in design. The north elevation has two doors and four windows in the main level, and five windows in the upper level. The south elevation is similar, although historic photographs show that a large, segmentally arched opening once existed where the southwest door is now.

The east elevation is symmetrical with two tall windows in the main level directly under two shorter upper level windows. Throughout the building are six-over-six and double-hung windows, typical of pre-railroad structures in Utah. In the middle of the upper east facade is a sign plaque with faded lettering announcing the railway's initials and the distances from Lehi to Los Angeles and Salt Lake City.

The west facade, along which a matching, one-story frame wing was earlier attached, has its original opening filled with both vertical wainscoting and horizontal siding. The former wing's easternmost heavy timber, kingpost truss remains attached to the gable of the west wall.

Windows, doors, fascia and cornice are simply trimmed with flat wood boards. The wood doors have four raised panels. One northern door has a three-light transom above it. The open area where the dock or loading platform was attached has been covered with vertical wood planks.

The first floor interior consists of four large rooms, two smaller rooms and a stairway to the second floor along the west wall. Of the six rooms, three each are located on either side of a central bearing wall running the length of the building. The second floor has four rooms, two on each side of the bearing wall, plus a west lobby room at the top of the stairs. Sanborn maps identify these rooms as "Employee's Quarters" or "Dwelling."

The interior is mostly intact, changed only by the placement of modern paneling over some of the first floor walls. The original six-over-six windows, boarded over on the outside, are visible from the interior. Intact interior features include 2 by 6 inch wood stud walls with wood tongue-and-groove, beaded wainscoting and lath-and-plaster upper walls, flat wood baseboards and casings, four-panel doors with box locks, wood plank flooring, and a wooden balustrade with heavily proportioned railing and balusters (the bottom four steps are missing). The first floor ceiling is flat and nine feet tall while the second floor is seven feet tall. No heating or

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section No. 7 Page 2

Union Southern Railroad Depot, Lehi, Utah County, UT

lighting exists in the building. The rooms on both levels are presently used to store railroad artifacts.

According to the November, 1922 "Sanborn Map" of Lehi, the missing west wing contained a "waiting room" adjacent to the present structure, plus a small "office" and a larger "freight house" at the extreme west. The loading dock surrounded all but the east side of the depot.

Originally located about 400 feet east and slightly south, the depot remains north of and facing the trackage that has long served it. Its surrounding dock, brick chimneys and single-story west wing were removed in the mid-1970s in order to save the depot by moving it to its present location.

As it now stands, the Utah Southern Railroad Depot is in stable but unrestored condition. The City of Lehi is exploring plans to restore the vacant building and reuse it as a museum.

____ See continuation sheet

Utah Southern Railroad Depot
Name of Property

Lehi, Utah County, Utah
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.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

c.1873-1943

Significant Dates

1873

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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
- 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 # _____

Primary location of additional data:

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

Name of repository:

See continuation sheet(s) for Section No. 9

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section No. 8 Page 3

Utah Southern Railroad Depot, Lehi, Utah County, UT

Narrative Statement of Significance

Built c.1873, the Utah Southern Railroad Depot, a simple two-story, wood-frame structure constructed in Lehi's northern commercial district, is one of only two remaining depots from the earliest decade of Utah's railroad history. In operation as a depot for 100 years (it closed in 1973), the depot also served as a telegraph office and dancehall. The depot was crucial to Lehi's economic growth, especially in the nineteenth century. The Utah Southern Railroad Depot is significant because it played an important role in Lehi's transportation history and development as a commercial, social and communications center in northern Utah Valley. The building faces the same direction, is in approximately the same location (it was moved 400 feet to the northwest along the same railroad tracks to save it from demolition), and retains the setting and environment of its original site.

In March, 1849 the first group of settlers in Utah Valley camped along the Provo River, a few miles east of the present site of Provo, Utah. A year later, a group of permanent settlers headed for the site of Lehi, a place passed over earlier because of the limited availability of water, a problem that would plague the community for the first several years. Nevertheless, within the year wheat, corn, potatoes, squash and other vegetables were planted and plans were made to divert water out of American Fork Canyon for an irrigation system. Regardless of early opinions to the contrary, Lehi's advantageous location on the main road from Salt Lake City to Provo, and the first town on the road east to the Tintic Mining District, made it a strategic spot for settlement.

The first settlers lived in makeshift cabins scattered along "Dry Creek." Eventually they built a fort as protection against conflicts with local native Americans. By the fall of 1853, sixty log cabins had been moved to the area near present First South and Second West to form a seventy-five-rod square fort.

During the 1850s, Lehi residents, like most of Utah's pioneers, struggled for survival and made do with what they had until they could plant crops and set up a reliable production of goods. Transportation costs made "states goods" particularly expensive. Therefore, people depended on what they could grow and manufacture locally.

Many townspeople lived in or immediately around the fort until the late 1860s. Gradually, however, they moved out of the fort and constructed new homes in the surveyed town site. Soon, as in other rural Mormon towns, the square blocks of wide, dusty streets were lined with vernacular and Greek Revival style homes of adobe or stone.

Lehi's transformation from a small town to a more permanent and diversified town was gradual through the ensuing decades, but the primary event that changed Lehi's

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 4

Utah Southern Railroad Depot, Lehi, Utah County, UT

history was the coming of the railroad in 1872. The railroad altered the city by ushering in a new period of development. Most importantly, it established Lehi as an important trade and transportation hub in Utah Valley, one of the major population centers in the Mormon cultural region.

President Brigham Young was quick to understand the complicated effects the coming of the railroad would have on the Utah citizenry. The railroad would mean exposing the isolated Mormon population to the world outside, and an inevitable influx of non-Mormons into the region. Nevertheless, because Young also recognized the advantages of controlling the movement of the railroad through Mormon territory, he helped organize the Utah Central Rail Road Company which was incorporated on March 15, 1869. A year later, the same group of organizers incorporated the Utah Southern Railroad, intending to extend the line as far south as Payson, Utah.

Lehi's first railroad, the Utah Southern, reached the north edge of town in 1872. Lehi received an extra boon to growth when the Denver and Rio Grande Railways laid a line across the southern and western part of town in 1881. The same year, the Salt Lake and Western Railroad built a line through Lehi. Branching westward from the Utah Southern tracks, this line was used to transport freight from the Tintic Mining District. Where these two lines crossed was called Lehi Junction and eventually included numerous brick yards, general stores, assay offices, an artificial stone factory, a school, a Mormon meeting house, and dozens of residences.

As a result of the railroad, Lehi is one of the rare Mormon towns to develop two urban centers--one located to the south along Main Street, and the second to the north along State Street--at the intersections of two major railroads. In addition to the railroad depots themselves, a host of related structures were built at these junctions--mercantile establishments, hotels, and houses provided services and resting stops for both travelers and residents alike.

The railroad extension went through Lehi, greatly facilitating the transportation of goods for trade and the importation of Mormon colonists. Lehi's townspeople immediately benefitted from a dropping in prices, greater availability of goods, and expanded market possibilities after the Utah Southern Railroad arrived in 1872. For nearly a year, Lehi was the final destination along the line, resulting in the sudden construction of a new, "uptown" commercial district around the depot.

The first depot was a small, temporary structure built of logs. It was located at the corner of State Street and Second East and was later moved south of the present Lehi Elementary School by the William Hutchings family. The subject of this nomination--a simple but permanent one and two-story, wood-frame depot--was built of native lumber and square nails at 225-235 East State Street in about 1873.

With the construction of this substantial, second depot, the long-lasting presence of the railroad seemed assured. New industries, including the first of Utah's several sugar beet factories, came to Lehi and its surrounding commercial district.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 5

Utah Southern Railroad Depot, Lehi, Utah County, UT

also expanded. This district, with its stores, hotel and other businesses, remains active to this day. The overall impact of the coming of the railroad to Lehi was the permanent conversion of the town from a small, remote rural village to a larger, more prosperous city, the commercial center of northern Utah County and the first city of consequence south of Salt Lake City, the core of the intermountain west.

During the next several decades, ownership of the railroad lines changed numerous times. In 1881 the Utah Central, Utah Southern and Utah Southern Extension railroads consolidated into the Utah Central Railway--a line which stretched 280 miles south from Ogden and hence westward to San Francisco. Eight years later, Utah Central joined several other railways under the management of the Union Pacific as the Oregon Short Line and Utah Northern Railway. In 1897 it was renamed the Oregon Short Line Railroad.

In 1900 a small railroad line began service from Southern California to Salt Lake City--the San Pedro, Los Angeles and Salt Lake Railroad (S.P., L.A. and S.L.). The name of this line was shortened to the Los Angeles and Salt Lake in 1916 after the Oregon Short Line's (O.S.L.) property, including the Lehi Station, was combined with the S.P., L.A., and S.L. The Union Pacific Railway was organized on July 1, 1897 to become the Union Pacific (U.P.) Railroad. In 1921 the O.S.L. line through Lehi was purchased by Union Pacific. The U.P. operated passenger and freight services for several years before discontinuing the passenger line due to competition from bus and automobile transportation. The old depot was finally closed in March of 1973 when the railroad moved its offices to an old hospital building on the opposite side of the street. The railroad suspended operations entirely a short time later.

The depot was thereafter purchased by the Harris family. They removed the one-story, western section which had been most recently the warehouse of the building, in order to relocate it onto their field along the same tracks about 400 feet to the northwest. In its new setting, the depot looks much like it did in its original location a short distance away, except for the absence of the old west wing. Here it remains as what may be Utah's oldest remaining depot, and certainly one of the oldest surviving railroad depots in the western United States. The only known extant depot of similar age in Utah is one built in Corinne in the 1870s. Despite changes in ownership and name, the depot remains the most important structure associated with Lehi's early transportation history, a primary reason for the city's present nature and stature.

In addition, the building has been significant as a social and communications center. While the Peter Larsen family lived upstairs for sixteen years, the large room downstairs was used as a dance hall. From the mid-1870s until 1891, the Deseret Telegraph operated its Lehi office in the depot. And, for over half a century, the depot was the scene of poignant departures of Lehi's missionaries, soldiers and visitors.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 6

Utah Southern Railroad Depot, Lehi, Utah County, UT

The current plan is to restore the depot on this original property and to develop the site.¹

____ See continuation sheet

¹Lehi Free Press, February 9, 1994.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section No. 9 Page 7

Utah Southern Railroad Depot, Lehi, Utah County, UT

Bibliography

1907, 1922 Sanborn Insurance Maps.

Van Wagoner, Richard. Lehi. Portraits of a Utah Town. Lehi City Corporation, 1990

Van Wagoner, Richard. "Taming of Railroad ended isolation of western towns."
Lehi Free Press. Lehi, (no date).

"Lehi City Corporation Application for 1993 Utah Department of Transportation Enhancement Funds." Lehi, 1993.

Lehi Free Press, February 9, 1994.

Utah Southern Railroad Depot
Name of Property

Lehi, Utah County, Utah
City, County, and State

10. Geographical Data

Acreage of property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

A 1/2 4/2/8/2/8/0 4/4/7/2/0/1/0
Zone Easting Northing

B / / / / / / / / / / /
Zone Easting Northing

C / / / / / / / / / / /

D / / / / / / / / / / /

Verbal Boundary Description

(Describe the boundaries of the property.)

The boundary is a rectangular parcel measuring 65 x 86 feet, beginning with the footprint of the building and extending 20' out in each direction.

Property Tax No.

___ See continuation sheet(s) for Section No. 10

Boundary Justification

(Explain why the boundaries were selected.)

The boundaries are those associated with the building and the railroad track that has been long associated with the building.

___ See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Allen Roberts, architect; Martha Bradley, historian

organization History Projects

date March 1994

street & number 202 West 300 North

telephone (801) 355-5915

city or town Salt Lake City

state UT zip code 84103

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 Jerry and Annette Harris

street & number 813 North 200 West

telephone (801)

city or town Lehi

state UT zip code 84043

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.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section No. PHOTOS Page 8

Utah Southern Railroad Depot, Lehi, Utah County, UT

Common Label Information

1. Utah Southern Railroad Depot
2. Lehi, Utah County, Utah
3. Photographer: Allen Roberts
4. Date: May 1993
5. Negative on file at Utah SHPO.

Photo 1:

6. North elevation of building. Camera facing south.

Photo 2:

6. Southwest elevation of building. Camera facing northeast.

Photo 3:

6. Southeast elevation of building. Camera facing northwest.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 94000536 Date Listed: 6/8/94

Utah Southern Railroad Depot
Property Name

Utah County UT State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for *Lawrence Lee*
Signature of the Keeper

6/8/94
Date of Action

=====

Amended Items in Nomination:

Geographical Data: The Verbal Boundary Description is amended to read: Property Tax No. Serial #01:090:0009, Alpha #A-528-A.

This information was confirmed with Julie Osborne of the Utah State Historic Preservation Office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)