

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 for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Morgan Union Pacific Depot  
other names/site number Morgan Union Pacific Railroad Depot, Morgan Station

## 2. Location

street & number 98 North Commercial Street  not for publication  
city or town Morgan  vicinity  
state Utah code UT county Morgan code 029 zip code 84050

## 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 at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_  
Utah Division of State History, Office of Historic Preservation  
State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_  
Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

\_\_\_ entered in the National Register \_\_\_ determined eligible for the National Register  
\_\_\_ determined not eligible for the National Register \_\_\_ removed from the National Register  
\_\_\_ other (explain:) \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

Morgan Union Pacific Depot  
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**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1		buildings
		district
		site
		structure
		object
1		<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

**Number of contributing resources previously listed in the National Register**

N/A

N/A

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

**Current Functions**  
(Enter categories from instructions.)

TRANSPORTATION/rail-related (train depot)

GOVERNMENT/government office/municipal

building

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

**Materials**  
(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY

foundation: CONCRETE

REVIVALS/Mission/Spanish Colonial Revival

walls: STUCCO, BRICK

(Spanish Revival)

roof: OTHER: Bar tile

other: \_\_\_\_\_

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### **Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### **Summary Paragraph**

The Morgan Union Pacific Depot was built in 1926 in the Spanish Colonial Revival style. It is a single-story narrow rectangular stucco-covered building with a gabled roof and red roof tiles. Located on a slight rise directly next to the two sets of railroad tracks to the northeast, the depot is visible for a distance as 100 North Street ends directly in front of the depot (Photo # 1). No other buildings are visible nearby on the northeast side of the street. Small single-story commercial buildings line the opposite side of Commercial Street to the northwest of 100 North Street and residential buildings to the southeast. A linear park with lawn and trees extends northwest from the depot between the railroad tracks and the street and a small blacktopped parking lot abuts the depot on the southeast.

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#### **Narrative Description**

The Morgan Union Pacific Depot sits alongside a set of railroad tracks to the northeast on a sloping lot with a raised basement and its broad side to the street. It is side-gabled with two slightly projecting bays to the north and south. The bay on the track side (northeast elevation) projects more than the street-side bay. The entrance is on the track side of the building and the door is sheltered by a bracketed shed roof extending on the same angle as the main roofline (Photo # 2). A duplicate roof is found on the street side (southwest elevation) over the central waiting room window. The Union Pacific polychrome shield is located over the windows in the street side bay (Photo # 3). Panels of inlaid red striated brick in a herringbone pattern are set under the windows of the waiting room and ticket office (Photo # 4). A course of the same color soldier bricks encircles the building at ground level on the track side, under the decorative panels. The red bar-tiled medium-pitched roof has shallow eaves.

The southeast elevation has double nine-light paneled doors opening onto a raised concrete loading dock platform for baggage handling. An off-center square wooden door provides access at the attic level (Photo # 5). Both gable ends have "Morgan" spelled out in metal letters above the doors or windows. The northwest elevation has two double-hung windows in vertical openings. Two flights of concrete stairs lead from the level of the street to the tracks on the northwest side (Photo # 6).

The interior of the station is composed of three major rooms; the public waiting room, the station agent's office, and the baggage handling area. The public waiting room occupies the northwest end of the building with the railroad station agent's office in the center and a baggage handling/freight area to the southeast. The interior is mostly intact. Two rest rooms are on the northwest end of the waiting room (Photo # 7). The public waiting room has dark stained wooden wainscoting and still contains three brass-footed wooden benches with a pattern of square cutouts in the top back for warm air to rise from the enclosed radiators (Photo # 8).

A ticket window separates the waiting room from the office area while the dark oak ticket counter and drawers are accessible from the station agent's office (Photo # 9). The Spanish Colonial Revival style is continued in the interior with the ticket window grille and the dark stained Douglas fir wainscoting and oak benches. Many of the original desks and cabinets remain in the office. The ticket desk and metal switching cabinet are on the northwest wall of the office (Photo # 10). Built-in painted wooden cabinets and counters line the south wall of the office (Photo # 12). Two built-in dark stained wooden desks are on the north wall (Photo # 11).

There have been few alterations to the building since its original construction in 1926. Single pane windows with faux muntins have replaced the original multi-pane windows. The roof is clad in red bar tiles of roughly the same shape as the original ceramic tiles. The building is in good structural condition and retains its historic integrity.

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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes 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.

**Areas of Significance**

(Enter categories from instructions.)

TRANSPORTATION  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1926-1961  
\_\_\_\_\_

**Significant Dates**

1926  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_

**Architect/Builder**

Ryberg-Sorenson, Inc.  
\_\_\_\_\_  
\_\_\_\_\_

**Criteria Considerations**

(Mark "x" in all the boxes 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 old or achieving significance within the past 50 years.

**Period of Significance (justification)**

The period of significance covers the era from the construction of the depot in 1926 through 1961 to the end of the hisyoric period.

**Criteria Considerations (explanation, if necessary)**

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Morgan Union Pacific Depot, built in 1926, is locally significant under Criterion A for its role in the transportation history of the Weber Valley, reflecting the importance of the Union Pacific Railroad to the economy and development of the city of Morgan, the only incorporated city in Morgan County. The depot is the only extant building on its original site associated with the railroad in Morgan County<sup>1</sup> and is historically significant as a representation of the Union Pacific Railroad's influence on the local economy and transportation role in the county, with a period of significance from its construction date in 1926 through the end of the historic period in 1961. The placement of the tracks and subsequent decision of where to build the depot influenced the location and growth of the business district in the city of Morgan. The transcontinental railroad played a significant role in ending the isolation of the early Mormon settlements in Utah and providing markets for local agricultural products, freighting of ores and minerals from the nearby mountains, as well as bringing ideas, products, and information from other areas of the country to the region. In all communities, but even more so in the isolated communities such as Morgan, the railroad depot was the center of information; and the Spanish colonial-style Morgan Union Pacific Depot, which remained in service until 1977, is the best example of this resource type in Morgan County.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

#### Morgan City and the Railroad

Several small groups of Mormon colonists were directed by Brigham Young to settle in the Weber Valley in c.1860 and 1861<sup>2</sup> and founded the settlements of North and South Morgan separated by the Weber River. The high altitude of the valley (the lowest point is 5,000 feet above sea level) and the subsequent short growing season made agricultural production difficult for the early settlers. The construction of the Transcontinental Railroad by the Union Pacific Railroad Company through Morgan County<sup>3</sup> in 1868 invigorated the economies of the small settlements in Morgan County that had been established earlier in the decade. The two communities were combined in 1868 to form the city of Morgan. While the railroad was being built through Morgan County, the citizens of Morgan provided labor as railroad workers, supplies to the railroad, and laundry services and lodging to the track workers. These activities revived the local economy after a difficult agricultural year. As the only incorporated city on the railroad line from Omaha to Ogden, the shops and services of the city of Morgan were in great demand.

The typical Mormon settlement in early Utah had its streets laid out in a grid pattern with the major streets running east/west and north/south. Brigham Young visited the community of Morgan in 1864 and instructed the town surveyor, Jesse W. Fox, specifically to plot the main street in Morgan from which all others would meet at right angles at a compass diagonal from one spot to another near a bush on the hill. As a result, the streets in Morgan City are not laid out in exact compass directions, unlike other Utah towns, but on diagonal lines.<sup>4</sup>

The Union Pacific railroad and the location of its tracks also influenced the physical layout of the city of Morgan. Before the coming of the railroad, most businesses were located in South Morgan. After the railroad was completed, businesses congregated across the street from the depot in an unbroken line of storefronts on what was soon named Commercial Street. Businesses have since relocated around town in search of more commercial space or better access to the highway. A frame depot built in c. 1906 located one block to the northeast of the current depot served both passengers and freight for many years next to the single railroad track. In the 1920s as the Union Pacific Railroad Company constructed the

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<sup>1</sup> The Peterson depot has been converted to a residence and moved away from its original site near the tracks.

<sup>2</sup> From 1857 to 1867, the Mormon Church established over 150 colonies throughout Utah and the west.

<sup>3</sup> Morgan County was formed in 1862. It was referred to Weber Valley prior to this.

<sup>4</sup> Linda Smith, *A History of Morgan County*, 66.

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second track, making a double track, the previous station was converted for freight usage (this building was demolished in 2010).

The railroad led to the establishment and growth of local industries in Morgan County that used the railroad to take their products to markets. Growth of the livestock industry, primarily cattle and sheep, as well as local farming was enabled by the rapid access to markets. However, this would change over the few decades. The automobile eclipsed train travel by the mid-twentieth century, and the completion of the interstate highway network made automobile travel to and from Morgan even more convenient. The interstate highway, I-84, was completed through Morgan County to Ogden in 1966, roughly following the path of the railroad tracks. After the retirement of F. M. Castle, the last full-time station agent in Morgan, the station was closed on August 30, 1977. The Union Pacific continued to use the buildings as a headquarters for railroad activity between Park City and Morgan until they closed it in 1982 and donated the building to the city of Morgan. The city is currently using the depot building for office space and storage for the building inspector.

### Morgan Union Pacific Station

The new Morgan station was built for passenger traffic in 1926 in the Spanish Colonial Revival architectural style that was popular in Utah during the years 1915 to 1935. The style is loosely based on Spanish Colonial architecture in Mexico and was especially popular in California, the southwest and Florida. Pale stucco-clad exterior wall surfaces and red tile roofs characterize the style. A number of railroad passenger stations of this era were built in the Spanish Colonial Revival style, including the Union Stations in San Diego and Los Angeles. In Utah, the style was used for schools, churches, dwellings, as well as government and commercial buildings.

The Salt Lake City-based construction firm of Ryberg-Sorenson, Inc. built the depot at a cost of \$13,601. William E. and Eric Ryberg formed Ryberg Brother Contractors of Logan (Utah) in 1912. They were involved in the early construction in residential Westmoreland Place (NR #11000234) in Salt Lake City and were major contractors for the developers of the subdivision. The Ryberg brothers were next-door neighbors on Glenmare Street in Westmoreland Place, sharing a driveway. They teamed with another neighbor, J.C. Sorenson, to form Ryberg-Sorenson, Inc. The firm also constructed the El Portal Theater in Las Vegas, Nevada, that opened in 1928 as well as a number of residences on the east side of Salt Lake City. The El Portal was also built in the Spanish Colonial Revival style.

The Morgan Union Pacific Depot retains its historical integrity and contributes to the history of the city of Morgan and Morgan County. It is locally significant as a visual reminder of the early influence and importance of the railroad in local Morgan and Utah history. The Morgan Union Pacific Depot is the only building that remains in the entire county associated with the railroad documenting the important influence of the railroad on Morgan's development. The building itself has seen little alteration over time and retains its historical integrity, remaining a significant contributing building in Morgan, Utah.

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### **Developmental history/additional historic context information (if appropriate)**

#### The Transcontinental Railroad

The Transcontinental Railroad was enabled by the passage of the Pacific Railroad Acts (1862 -1866) by the United States Congress. The Acts authorized the issuing of government bonds for the construction as well as western land grants to the railroads. The Union Pacific Railroad Company was organized as a result of this act and authorized to begin construction from Omaha, Nebraska, heading west. The Central Pacific Railroad began construction in Sacramento and headed east. Both companies were paid by the miles of track laid so there was competition to lay the most miles of track in the shortest amount of time. The two railroad lines would eventually meet at Promontory, north of the city of Ogden in the Utah territory in 1869.

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Brigham Young, then president of the Church of Jesus Christ of the Latter-day Saints,<sup>5</sup> served as religious and civic leader for people of the theocratic Utah Territory. In 1847 he led Mormon immigrants across the plains to settle in Salt Lake City to follow their religious practices without interference. Given that the coming of the railroads would end their voluntary isolation, Young saw the advantages of the railroad for the people of his church. The railroad construction could provide good-paying jobs as well as eventually make the long trek across the plains of the Mormon emigrants to Utah safer and faster. Young contracted with the Union Pacific Railroad Company in 1868 to provide the labor for grading for the tracks through the mountain canyons (including Weber Canyon through Morgan) from Evanston, Wyoming, to Ogden, Utah. The steep narrow walls of Weber Canyon presented tremendous challenges in building the railroad. Of the original four tunnels for track between Omaha and Ogden, two were in Weber Canyon alone. The deepest cut was 60-70 feet through solid stone.<sup>6</sup> An estimated 5,000 Mormons worked building the railroad tracks in Utah with 1,400 in Morgan alone.<sup>7</sup>

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### 9. Major Bibliographical References

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**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Arrington, Leonard J. *Great Basin Kingdom: Economic History of the Latter-Day Saints, 1830-1900*. Lincoln, Nebraska: University of Nebraska Press, 1958.

Fine Arts Study Group, comp. *Mountains Conquered: the story of Morgan with Biographies*. Morgan, UT: Morgan County News, c1959.

Potter, Janet Greenstein. *Great American Railroad Stations*. New York: Preservation Press, 1996.

Rees, Kathy. "Is Depot Closure Imminent?" *The Morgan County News*, volume 76, May 7, 1982.

Smith, Linda H. *A History of Morgan County*. Utah Centennial County History Series. Salt Lake City, UT : Utah State Historical Society and the Morgan County Commission, 1999.

"Union Pacific Donates Depot to Morgan City." *The Morgan County News*, December 1982.

Wheeler, Denice. "Unique Morgan Depot Stands as Reminder of Railroad Heyday." *Salt Lake Tribune*, April 26, 1978.

**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 # \_\_\_\_\_  
 recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: Morgan County Historical Society

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Historic Resources Survey Number (if assigned):

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<sup>5</sup>LDS or Mormon Church.

<sup>6</sup>Linda Smith, *A History of Morgan County*, 261.

<sup>7</sup>Ibid., 263.

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### 10. Geographical Data

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**Acreage of Property** Less than 1 acre  
(Do not include previously listed resource acreage.)

#### UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>12</u> Zone	<u>443640</u> Easting	<u>4543820</u> Northing	3	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing
2	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing	4	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing

#### Verbal Boundary Description (Describe the boundaries of the property.)

The Union Pacific Railroad retains ownership of the land, which is part of a larger 15.63 parcel that includes the tracks and the linear park.

The Morgan Union Pacific Depot is part of a larger parcel that contains railroad tracks, which are not included in the nomination. The property intended for the nomination is the portion upon which the building sits. The property is a parcel whose boundary follows the road (Commercial Street) on the northwest of the building and extends twenty feet out from the building on the northeast and southwest and to the tracks on the southeast side. See map for detail.

#### Boundary Justification (Explain why the boundaries were selected.)

The boundaries were selected to include the building and enough of the site to provide its historic context.

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### 11. Form Prepared By

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name/title Beatrice Lufkin  
organization Morgan County Historical Society date April 2011  
street & number 1460 Harrison Avenue telephone 801-583-8249  
city or town Salt Lake City state UT zip code 84105  
e-mail beatricelufkin@gmail.com

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### Additional Documentation

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Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

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**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Morgan Union Pacific Depot

City or Vicinity: Morgan

County: Morgan State: Utah

Photographer: Beatrice Lufkin

Date Photographed: November 2010

Description of Photograph(s) and number:

Photograph 1. Street view, camera facing northeast.

Photograph 2. Southeast and northeast elevations, camera facing southwest.

Photograph 3. Northwest and southwest elevations, camera facing northeast.

Photograph 4. Brick detail, camera facing north.

Photograph 5. Southeast elevation, camera facing northwest.

Photograph 6. Northwest elevation, camera facing east.

Photograph 7. Waiting room, camera facing northwest.

Photograph 8. Bench, camera facing north.

Photograph 9. Ticket window, camera facing north.

Photograph 10. Ticket desk, camera facing northwest.

Photograph 11. Telegraph desk, camera facing northeast.

Photograph 12. Cabinets, Station Master office, camera facing southwest.

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**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

name Jim Egbert, Mayor, Morgan City Corporation, and Linda Smith, Morgan County Historical Society

street & number 90 West Young Street / P.O. Box 1085 telephone 801- 829-3461

city or town Morgan state Utah zip code 84050

**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.460 et seq.).

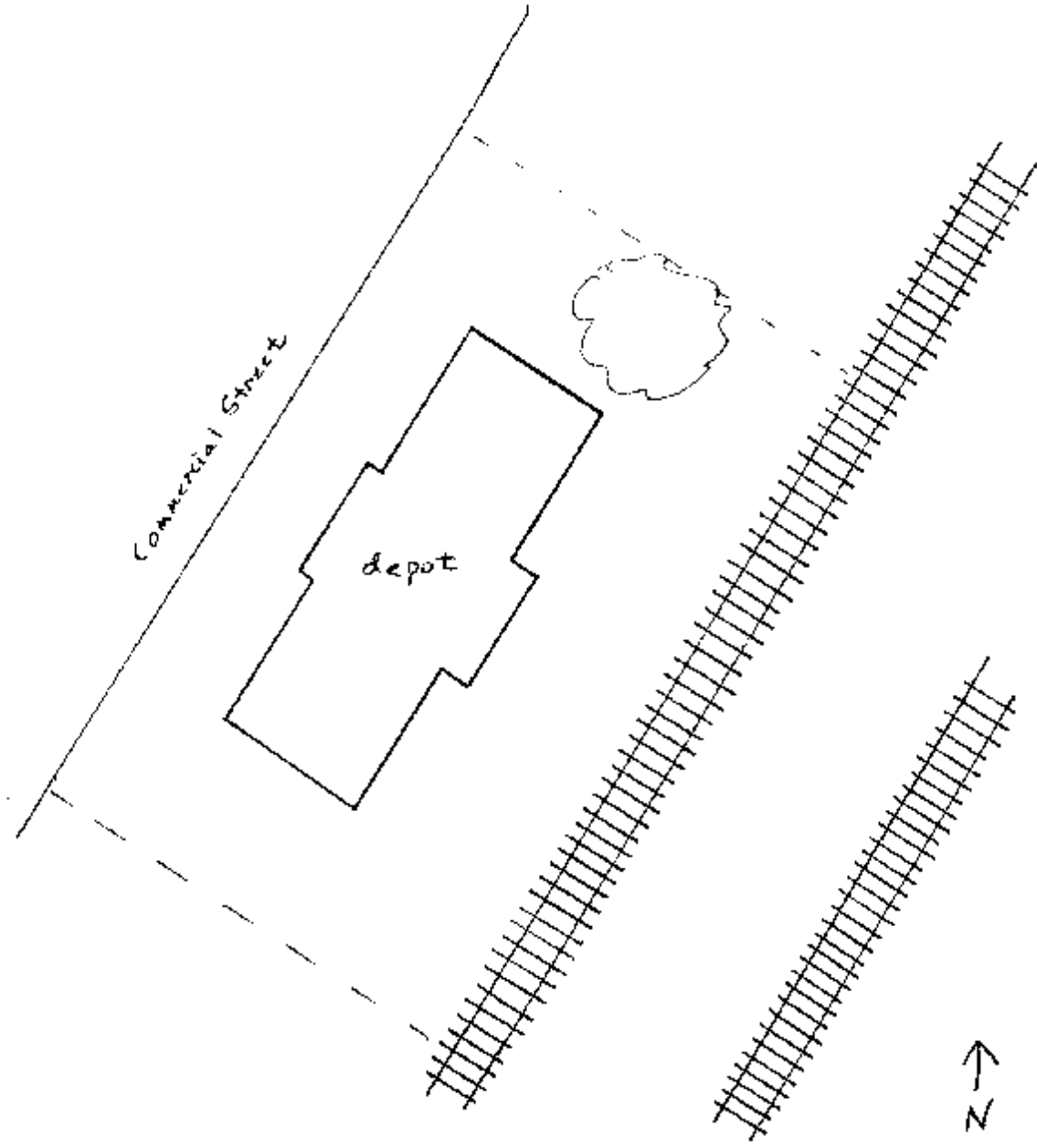
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**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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NTS

Morgan Union Pacific Depot  
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B. Lufkin, 2011

Morgan Union Pacific Depot, Site Plan



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Photograph 2. South and east elevations, camera facing northwest.



Photograph 3. North & west elevations, camera facing southeast.

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Photograph 4. Brick detail, camera facing north.



Photograph 5. Southeast elevation, camera facing northwest.

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Photograph 6. Northwest elevation, camera facing east.



Photograph 7. Waiting room, camera facing northwest.

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Photograph 11. Telegraph desk, camera facing northeast.



**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)