

**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.

## 1. Name of Property

Historic name: Morgan Historic District

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

N/A

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

## 2. Location

Street & number: Roughly bounded by 700 East, 350 North, 400 West & 300 South

City or town: Morgan State: Utah County: Morgan

Not For Publication: ☐ Vicinity: ☐

## 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

Applicable National Register Criteria:

X A     B X C     D

/SHPO

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

Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State

---

#### 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

---

#### 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 ☐

Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State

### Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>286</u>	<u>189</u>	buildings
<u>1</u>	<u>0</u>	sites
<u>3</u>	<u>1</u>	structures
<u>0</u>	<u>0</u>	objects
<u>290</u>	<u>190</u>	Total

Number of contributing resources previously listed in the National Register 3

### 6. Function or Use

#### Historic Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling, multiple dwelling, hotel

COMMERCIAL/business, specialty store, department store, restaurant, warehouse,  
financial institution

SOCIAL/meeting hall

GOVERNMENT/city hall, correctional facility, fire station, municipal building, post office,  
school, library

EDUCATION/school, education-related

RELIGION/religious facility, church school

RECREATION AND CULTURE/playhouse, park

FUNERARY/mortuary

INDUSTRY/PROCESSING/EXTRACTION/communications facility, industrial storage,  
waterworks

AGRICULTURE/animal facility, outbuilding, processing, storage, irrigation facility

HEALTH CARE/hospital, medical business / office

TRANSPORTATION/rail-related

#### Current Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling, multiple dwelling, hotel

COMMERCIAL/business, specialty store, department store, restaurant, warehouse,  
professional

SOCIAL/meeting hall

GOVERNMENT/city hall, fire station, municipal building, post office, school, library

Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State

EDUCATION/school, education-related  
RELIGION/religious facility, church school  
RECREATION AND CULTURE/park  
FUNERARY/mortuary  
AGRICULTURE/animal facility, outbuilding, storage, irrigation facility  
INDUSTRY/PROCESSING/EXTRACTION/communications facility, industrial storage,  
waterworks  
HEALTH CARE/hospital, medical business / office  
TRANSPORTATION/rail-related

Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY: Greek Revival

LATE VICTORIAN & VICTORIAN REVIVALS: Victorian Eclectic, Richardsonian  
Romanesque Revival

LATE 19TH AND 20TH CENTURY REVIVALS: Tudor, Classical Revival,  
Mission/Spanish, Colonial Revival

LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman,  
Commercial Style, Prairie School

MODERN MOVEMENTS: Ranch, Minimal Traditional, Split Level, International Style

OTHER: Art Deco, Rustic

### Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK, METAL: Aluminum, WOOD:  
Weatherboard, STONE

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

#### Summary Paragraph

Morgan City is located in the southern part of its namesake county, Morgan County, approximately 20 miles north and east of Salt Lake City, Utah at 5,069 feet in elevation near the center of the Morgan Valley, a narrow high desert valley located in the Rocky Mountain region. The *Morgan Historic District* is located in the historic core of Morgan City and encompasses the central commercial district and early residential neighborhoods. The architecture of the district clearly displays the various contextual periods of local development established in this nomination: "Founding, Commercial and Civic Development of Morgan;" "Agriculture, Commercial and Community Development;" "Agricultural Recession and the Decline of Commercial Street;" "World War II, Commuter Economy and Reclamation Projects;" and "Interstate 84, Recreation and the Browning Arms Company." The *Morgan Historic District* is composed of three separate initial elements: North Morgan, South Morgan and Commercial Street which together became Morgan City in 1868. All of these elements were significantly influenced by the Weber River and by the transcontinental railroad which followed the river course through Morgan Valley and Morgan City. Each of the elements reflect and retain integrity related to their initial design. Morgan City enjoyed significant periods of prosperity beginning in 1868 and extending through 1976, and its architectural inventory reflects local and national building trends. Eighty-seven percent of the contributing resources are single-family dwellings, eight percent are commercial buildings and three percent are government/civic buildings. All of the contributing resources were constructed between 1870 and 1976.

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

The *Morgan Historic District* includes 480 primary resources, of which 290 (60 percent) retain their integrity and contribute to the historic character of the district.

---

## Narrative Description

### Physical Environment

The district boundary is the historic core of Morgan City, which is geographically located in the southern part of its namesake county, Morgan County, approximately 20 miles north and east of Salt Lake City, Utah. Morgan sits at 5,069 feet in elevation near the center of the Morgan Valley, a narrow high desert alluvial valley in an undifferentiated highlands area of the Rocky Mountain region. The Morgan Valley is oriented from north to south between surrounding 8,000-9,000-foot-high peaks of the Wasatch mountain range. The valley is a rich sedimentary farming area composed of sediments deposited by the Weber River which traverses from northeast to southwest through the Morgan Valley. The Weber River is a meandering snow-fed river which originates in the Uinta Mountain Range in Northeastern Utah and Southwest Wyoming and drains through lower Weber Canyon into the Great Salt Lake.

Morgan's population was 3,687 when the census was taken in 2010, growing from 2,635 in 2000. Current 2019 estimates put the city's population at 4,273. The population of surrounding Morgan County was estimated at 12,124 people in the 2019 U.S. Census Bureau population estimate, and its county seat is Morgan City. The city's area is 3.2 square miles. U.S. Interstate 84 follows the general course of the Weber River through the valley and runs through the center of Morgan City. Highway 66, locally named State Street, runs generally northwest to southeast through the city.

### Boundary Description of the *Morgan Historic District*

The *Morgan Historic District* boundary is roughly equivalent to the original Morgan City town site. The south boundary is just behind 100 South Street except for an extension along State Street to just past 300 South, the west boundary is located just behind 300 West Street except for an extension along Young Street to 400 South, the north boundary runs behind 300 North Street south of the Weber River and approximately 350 North on the north side of the Weber River, the east boundary runs behind 600/700 East Streets which directly connect at 300 North.

### Methodology and Eligibility Requirements

The methodology used to evaluate of resources for National Register of Historic Places (NRHP) eligibility was based on the results of a Reconnaissance Level Survey (RLS) of Morgan City completed in February of 2021.<sup>1</sup> The boundaries of the historic district represent a portion of the surveyed area which include the highest concentration of historic resources associated with the development of Morgan.

Each resource was evaluated for eligibility based on Utah Division of State History's (UDSH) Reconnaissance Level Survey (RLS) Standard Operating Procedures, revised in February 2015 (Utah Division of State History 2015) and National Park Service Bulletin 15 *How to Apply the National Register Criteria for Evaluation* (NPS 1997). In Utah, all architectural resources documented at the reconnaissance level are evaluated using a rating system established by the Historic Buildings program at

---

<sup>1</sup> Abram, Angie, *Morgan, Morgan County, Utah, Standard Reconnaissance Level Survey. February 2021*. Report on file at Utah State Historic Preservation Office.

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

UDSH. This rating system allows for the assignment of one of four ratings to buildings and structures based on the degree to which they retain historical and architectural integrity. Integrity includes the NRHP-defined qualities including location, design, setting, materials, workmanship, feeling and association. The UDSH designations are as follows:

**ES** — Eligible-Significant: built within the historic period and retains integrity; excellent example of style or type; unaltered or only minor alterations or additions; individually eligible for the National Register for architectural significance; also, buildings of known historical significance.

**EC** — Eligible-Contributing: built within the historic period and retains integrity; good example of type or style, but not as well-preserved or well-executed as "ES" buildings; more substantial alterations or additions than "ES"; eligible for National Register as part of a potential historic district or primarily for historical, rather than architectural reasons. [Additions do not detract and alterations may be reversible].

**NC** — Non-Contributing/Ineligible: built during the historic period but has had major alterations or additions; no longer retains integrity. [Resource may have important local significance].

**OP** — Out-of-period: constructed outside the historic period, in this case after 1976.

The most common alterations to the residences within the district was the replacement of wood siding with aluminum or vinyl siding. Other common alterations included new windows and doors, the conversion of carports to garages or less frequently the conversion of an attached garage into a room. These changes were assessed for both individual and cumulative effects. In general, modifications to historic resources were considered acceptable if the changes did not compromise or diminish the qualities that characterize the district.

The Morgan Historic District includes 480 primary resources, of which 290 (60 percent) contribute to the historic character of the district. Of the 190 (40 percent) non-contributing resources, 95 are altered historic resources and 95 were constructed after the period of significance. Eighty-six percent of the contributing resources are single-family dwellings and eight percent are commercial buildings. Other contributing resources include six multiple-family buildings, eight civic/government buildings, five agricultural buildings and two religious buildings. There are three contributing structures: the railroad siding, the North Morgan irrigation canal and the Utah state department of transportation sheds; one non-contributing structure: a circa 1980 rail car; and one contributing site: Riverside Park. The historic district also includes 128 outbuildings, primarily garages, of which 86 (67 percent) are contributing and 42 (33 percent) are non-contributing. The outbuildings are not included in the primary resource count. Fifty-five percent of the residences within the district exhibit characteristics of the modern movement category, with ranch/rambler, minimal traditional, split levels, split entries and international examples in descending order of appearance. The district includes three properties previously listed on the National Register of Historic Places: Daniel Heiner House, 543 North 700 East, (NRIS #78002664); Morgan High School Mechanical Arts Building, 20 North 100 East, (NRIS #86000738); and the Morgan Union Pacific Depot, 98 North Commercial Street, (NRIS #11000757).

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

### ***Morgan Historic District Development Patterns***

Morgan's architectural history reflects distinct periods of growth between longer periods of stability and stagnation. Morgan was initially colonized by Euro-American settlers who were members of the Church of Jesus Christ of Latter-day Saints in 1860-61 as an agricultural settlement along both sides of the Weber River. The remoteness and lack of canyon access through Weber Canyon delayed settlement for several years after other nearby settlements were created. The agricultural developments finally began to flourish after the 1864 completion of the first of two durable irrigation canals on both sides of the Weber River.<sup>2</sup> The Weber River division created two distinct areas and separate grid alignments which flavored the development of Morgan and are still reflected in modern Morgan City. The two separate agricultural settlements of Mount Joy (later called North Morgan) and South Morgan were platted in 1864 and together were incorporated in 1868 as Morgan City.<sup>3</sup>

The South Morgan town site was very loosely based on the typical "Plat for the City of Zion" model of town planning used in Salt Lake City and other early LDS settlements, as directed by Brigham Young, President of the Church of Jesus Christ of Latter-day Saints based on Joseph Smith's original plan and later implemented throughout the Intermountain West.<sup>4</sup> According to historian Allen Kent Powell "A fundamental characteristic of the Mormon Village is its layout according to Joseph Smith's plan of the City of Zion drafted in 1833. It provided that all the people should live in the city, not scattered on individual farms. The city was to be a mile square with ten-acre blocks cut into half-acre lots. The streets were to be 8 rods or 128 feet wide, intersect each other at right angles, and run north and south, east and west. Blocks in the middle tier were to be 50 percent wider than the others, and three of these blocks were to be used for schools, churches, and public buildings. All barns and stables were to be located outside the city, an idea that proved impractical in nineteenth-century Utah. No lot was to contain more than one house, with a maximum of twenty houses to a block. All houses were to be set back 25 from the street."<sup>5</sup>

South Morgan's layout is most unique for its orientation, which is related geographically to local terrain features rather than the most common layout with cardinal directions.<sup>6</sup> Morgan also has six-acre blocks with four 1.25 acre lots per block, which is significantly larger than the most common 1/2 acre size. Morgan's layout also varies from the typical layout because it does not differentiate between its central civic blocks and all others as well as not having a central, linear civic area. Morgan's late founding compared to other Morgan valley settlements as well as the Weber River which bisected the narrow valley resulted in limited space for the townsite contributing to its unusual layout.

Another unusual feature of Morgan is that its grid system does not carry through the city, which is very uncommon in early Utah settlements. Many smaller settlements were not laid out according to the Plat of Zion, but followed topography, and the settlement of North Morgan was that type of settlement, as it was established on private property and followed the contour of the local mountain range above the flood

---

<sup>2</sup> *Mountains conquered: The story of Morgan, with biographies.* (1959). Morgan, UT, UT: Morgan County News. Utah State History Library 979.21 M 82C pp. 44-45 and Epperson, Albert W *Pioneering Morgan County (published as a public service for the people of Morgan County in commemoration of Utah's 1947 Centennial)* (1947). Morgan, UT, UT: Morgan County News. Utah State History Library PAM 854 p. 23

<sup>3</sup> *Mountains* (1959) p. 44

<sup>4</sup> Mormon settlements in the Intermountain West were generally adaptations of the City of Zion plat developed by LDS Church founder, Joseph Smith, for the city of Nauvoo, Illinois. See Lowry Nelson's *The Mormon Village: A Pattern and Technique of Land Settlement*, Utah: University of Utah Press, 1952.

<sup>5</sup> Powell, Alan Kent *Land of Three Heritages – Mormons, Immigrants, and Miners Carbon County: Eastern Utah's Industrialized Island* Salt Lake City: Utah State Historical Society pp. 1-21

<sup>6</sup> *Mountains* (1959) pp 41-42

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

stage of the Weber River. When North and South Morgan were joined in 1868, no effort was made to alter the direction of roads, especially since the two towns were not formally connected by a bridge until well after their distinct character was solidified by the transcontinental railroad traveling down the north side of the Weber River,



*Figure 1: 1871 Government Land Office (GLO) Excerpt of original survey of T2N R2E downloaded from GLO Website*

Within a year of the founding of these two agriculturally focused towns, the Railroad Act of 1862 placed U.S. Government support behind a transcontinental railroad, helped to create the Union Pacific Railroad company and identified the route directly through North Morgan, Utah.<sup>7</sup> The coming of the transcontinental railroad changed the course of both Morgan Valley and Morgan City. From one of several settlements, and certainly not the first or largest, Morgan City became the primary population and commercial center in Morgan County within just a few years. The railroad developed an improved road up rugged Weber Canyon allowing Morgan to interact with larger settlements in Salt Lake City and Ogden, Utah. The Union Pacific Railroad Company also created a rail station at Morgan that operated between 1869 and 1982. The railroad created two distinct periods of growth in Morgan, one after 1868 and another after a rail siding, water tank and section house were completed in 1897.<sup>8</sup> The Morgan single-sided commercial district was aligned along the south side of the initial single railroad track and remains a distinct and historic feature of Morgan, Utah. The railroad led to a sustained period of economic growth and development in Morgan that lasted until the end of World War I.

As rail traffic declined with the rise of automobiles, the effect caused a long-term decline in commercial business and stability in agriculture. That continued until World War II when the development of Hill Air

<sup>7</sup> The Transcontinental Railroad Essay, Library of Congress (undated) <https://www.loc.gov/collections/railroad-maps-1828-to-1900/articles-and-essays/history-of-railroads-and-maps/the-transcontinental-railroad/>

<sup>8</sup> Strack, Don and Jim Ehernberger *Morgan Depots in the Union Pacific of Utah, 1900-1996* timeline on Utahrails.net. <https://utahrails.net/up/up-in-ut-1900-1996.php> Accessed on June 14, 2021.

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

Force Base in Davis County and the Defense Depot Ogden in Weber County provided local citizens employment and allowed local industries such as the cement plant to again flourish. Although World War II ended in 1945, there were three major events which again provided for growth in Morgan. A large-scale federal reclamation project employed local citizens beginning in 1952 and lasted for several years. In 1956, the local highway was designated as a part of the Interstate Highway system and construction began on the major highway that is now Interstate 84 which follows the route of the railroad through Morgan City. Finally, in 1964, the Browning Arms Company moved its headquarters and operations to Morgan. The effect of these three steady employment opportunities were extended periods of growth for Morgan City.

**Streetscapes and Landscape Features of the *Morgan Historic District***

The streetscapes and landscape features in Morgan are fairly uniform in the historic area south of the railroad and the Weber River, featuring large-scale lots which are typically 110 feet wide and 215 feet deep, creating a low-density feel. Residences are set back from the right-of-way 25-30 feet, with an additional depth created by relatively narrow 35' paved residential streets without sidewalks and curb-and-gutter. The streets are single-lane asphalt in each direction. Most of the garages are typically set back farther than the residences. [photographs 1-3]

**Summary of Architectural Styles by Period**

The first residential architecture of Morgan was typical of other Utah towns settled by members of the LDS Church, including a substantial stock of classical forms such as hall-parlor, double house, cross-wing and central passage residences as well as an LDS tabernacle. After the arrival of the railroad, Victorian forms and exterior decoration became more common in Morgan, as with other Utah towns and cities. With the additional road and rail access, Morgan was generally subject to and followed local and regional architectural trends with other rural Utah cities and towns, although trends lagged significantly behind larger Utah urban areas.

**Founding, Commercial and Civic Development of Morgan (1868-1897)**

The railroad was completed through Morgan City in 1868, the same year North and South Morgan incorporated as a single entity: Morgan City.<sup>9</sup> Although the city was incorporated as one entity, it had three distinct districts. South Morgan was settled in late 1860 by LDS farmers and ranchers. North Morgan, was a development located along the foothills to the north and east of the Weber River. It was settled by Daniel Williams and Martin Heiner, who became some of the main merchants on Commercial Street. The third element was Commercial Street located between the two earlier settlements and aligned along the west side of and facing the Union Pacific Weber railroad station and tracks. In 1869, Union Pacific Railroad constructed a depot at the Weber Station and again improved water supplies to support the depot, including a reservoir.<sup>10</sup> After incorporation, Morgan City began to develop municipal, civic and religious organizations. Several LDS congregations were organized and constructed buildings in Morgan City. In 1865, the first schools were organized, with separate districts in South and North Morgan. In 1888, the Morgan Stake Academy, the first secondary school opened in the original Morgan County

<sup>9</sup> Mountains (1959) p. 45

<sup>10</sup> Epperson (1947) p. 21

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

Court House building.<sup>11</sup> Overall, this contextual period saw remarkable growth and development in Morgan, from few permanent residents to 755 permanent residents documented in the 1900 census.

***Residential***

Twenty-eight contributing examples of classical and picturesque buildings such as hall-parlor, central passage and cross wing are found in Morgan and were constructed during this contextual period. The houses generally follow similar Utah examples and are characterized by symmetrical façades and simple details with Greek Revival as well as other early classical styles and later with Victorian styles. Early house types such as those found in Morgan with classical style details were predominant in Utah between 1847-1890. Picturesque house types, including the addition of cross-wings with Gothic Revival style were most common in Utah between 1865-1880.<sup>12</sup> An excellent example of the central passage house with Greek Revival styling is the 1876 Charles C. Turner House located at 162 West 100 North constructed with Turner's own brick [photograph 4]. Other early examples are the 1870 Richard Fry House, a two-story hall-parlor located at 126 West Young Street [photograph 5].

Morgan has eighteen extant and nine contributing cross-wings with Victorian style details which were most common in Utah between 1880-1910.<sup>13</sup> An example of the later form and style can be found in the circa 1880 Victorian Eclectic cross-wing located at 292 North 600 East [photograph 6]. As Morgan continued with its successful commercial district, styles changed and in the 1890s, Victorian forms were constructed in Morgan, including central-block-with-projecting-bays with Victorian Eclectic style details. An example of the central-block-with-projecting-bays with Victorian Eclectic style is the 1890 residence located at 310 North 700 East [photograph 7].

***Commercial / Civic Buildings***

The coming of the railroad led to several improvements in Morgan and its surrounding area. A commercial district began to take shape on the west side of the railroad tracks, at first serving the railroad construction camps and later rail passengers. The commercial district grew quickly to include merchandise stores, feed stables, banks, restaurants and other establishments.<sup>14</sup> Most of the civic and commercial buildings constructed during this time period were constructed of wood and were later replaced with brick and stone buildings, leaving only one commercial building, the non-contributing 1890 Heiner livery and later automobile sales and service building located at 167 North Commercial Street [photograph 8] and the contributing 1871 LDS Morgan Tabernacle located at 11 South State Street [photograph 9]. The railroad grade constructed in 1867-1868 as a part of the initial transcontinental railroad route and expanded in 1897 is also extant as a contributing commercial structure [photograph 10].

***Agricultural Buildings***

Morgan generally followed the typical Utah pattern of farmers living in towns and commuting to nearby fields which were unincorporated Morgan County properties, so there are few agricultural assets located within historic Morgan City boundaries. There are no extant agricultural buildings which have been

---

<sup>11</sup> Ibid. pp. 86-87

<sup>12</sup> Carter, Thomas and Goss, Peter. *Utah's Historic Architecture, 1847-1940: a Guide*. Salt Lake City, Utah: Graduate School of Architecture, University of Utah, and Utah State Historical Society, 1991. p. 6

<sup>13</sup> Ibid. p. 6

<sup>14</sup> Mountains (1959) p. 65

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

identified from this contextual period. The east side irrigation canal, developed in 1864, is a contributing structure.<sup>15</sup>

### **Agriculture, Commercial and Community Development (1898-1919)**

In 1898, the Union Pacific Railroad constructed a rail siding at Morgan, creating the opportunity for larger shipping operations to and from the rail depot. This change ushered in a continued era of growth in both agriculture and business. After some experimentation, peas were identified as a viable crop and in 1904 the Morgan Canning Company was organized, creating both agriculture and commercial development, facilitated by the easy access to rail shipping to markets throughout the United States. A larger factory was constructed in 1916 and one of the buildings is still extant on 300 North Street in Morgan.<sup>16</sup> Between 1898 and 1929, Commercial Street developed into a large business district, especially serving railroad traffic. A bank was organized in 1905, and several merchants, drug stores, the county post office, livery stables, saloons and restaurants lined the street.<sup>17</sup> Warm springs located just east of Morgan were developed as Como Springs and the railroad helped to bring tourists and visitors to the area, especially in the years before automobiles became common.<sup>18</sup> In addition to the cannery, the Ideal Cement Company organized in 1907 just 3.5 miles from downtown Morgan, also adjacent to the railroad. During this contextual period Morgan grew from 755 residents in 1900 to 1,131 in 1920.<sup>19</sup>

### ***Residential***

There are thirty contributing single-family residences which were constructed during this contextual period including late Victorian types with eight central-block-with-projecting-bays, one hall-parlor and two cross-wings. Although they have been somewhat modified, the Fred Coolbear House, located at 263 East 125 North, a circa 1909 central-block-with-projecting-bays residence [photograph 11]; the hall-parlor located at 185 North 200 West, constructed in 1900 by Mrs. Jane Foote [photograph 12] as well as the circa 1900 George W. Simmons House cross-wing located at 212 West 100 North [photograph 13] and the circa 1905 side-passage house located at 621 East 300 North [photograph 14] are good examples of Morgan's late Victorian architecture.

As local and national style trends changed toward bungalows and away from Victorian decoration, Morgan residents also began constructing those types of dwellings. There are eighteen contributing bungalows, box bungalows or foursquare box residences which were constructed between 1905 and 1919. Examples include the Charles Hogg House, a bungalow constructed in 1914 located at 30 South 200 West [photograph 15] and the Alonzo Francis House, a foursquare box residence constructed in 1908 at 309 South State Street [photograph 16].

### ***Commercial / Civic Buildings***

There are six contributing commercial buildings constructed between 1898 and 1919 including five which are located along Commercial Street, facing the railroad station and rail siding. The First National Bank, originally constructed in 1910 and remodeled into its current Art Deco façade in 1937 is located at 157

---

<sup>15</sup> Epperson (1947), p. 21

<sup>16</sup> Mountains (1959) pp. 140-141

<sup>17</sup> Epperson (1947) p. 39

<sup>18</sup> Ibid. p. 38

<sup>19</sup> U.S. Census scanned decennial census population data figures for Morgan, Utah.  
<https://www2.census.gov/library/publications/decennial/>

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

North Commercial Street [photograph 17] and the Heiner/Vallis Hotel constructed in 1901 and remodeled circa 1940 located at 177 North Commercial Street [photograph 18] are two examples of the types of commercial buildings found in the Morgan Historic District. There are no civic or religious buildings extant from this period.

***Agricultural Buildings***

There are two agricultural buildings which were constructed during this contextual period. One of the remaining buildings from the Morgan Canning Company complex, constructed in 1916, is located at 385 East 300 North [photograph 19] and the circa 1916 agricultural storage building located at approximately 100 North along the Interstate 84 frontage road [photograph 20].

**Agricultural Recession and the Decline of Commercial Street (1920-1942)**

After World War I ended in 1918, the economies of Morgan County and Utah as a whole began to experience uneven prosperity. Urban and rural economies diverged significantly, with cities and towns flourishing through the end of the 1920s and rural economies struggling with low commodity prices and small farm acreage.<sup>20</sup> The rise of automobile transportation and the decline of railroad passenger operations also led to a decline in the amount of traffic and profits of the businesses on Commercial Street.

The U.S. stock market crash of 1929 and ensuing Great Depression in the 1930s led to catastrophic employment and income losses in Utah, with unemployment reaching 35.8 percent and per capita income at 55% of pre-depression levels by 1933. Demand for agricultural products, construction and mining output all plummeted between 60 and 80 percent. Banks, merchants and other retail trade operated at approximately 40 percent of their pre-depression levels.<sup>21</sup> Some of the initiatives undertaken to support Utah farmers during this period included cooperatives, such as the Utah Poultry Cooperative, organized by the egg producers in Utah to facilitate the scale needed to provide poultry products to out-of-state markets. Morgan and Summit County created a cooperative organized by local businessmen and a plant was financed, with construction being completed in 1930.

The early location of railroad land grants in Morgan County and the resulting lack of federal- and state-owned land led to Morgan County not having any large-scale Works Progress Administration or Civilian Conservation Corps projects in the 1930s and early 1940s. Morgan City had a population high-water mark of 1,131 residents in 1920 which they did not surpass again until 1960.

***Residential***

There are 37 contributing single family and 2 multiple family dwellings which were constructed between 1920 and 1942. Six of the residences are late bungalows or box bungalows (bungalow forms without porches). Bungalows were typically constructed in Utah between 1900 and 1920, however Morgan homeowners continued to construct these style residences until 1930, with one example constructed in 1940. The 1940 prairie style bungalow is located at 295 North Commercial Street [photograph 21].

<sup>20</sup> Peterson, Charles S and Brian Q. Cannon (2015) *The Awkward State of Utah: Coming of Age in the Nation 1896-1945*. Salt Lake City, Utah: The University of Utah Press pp. 229-230

<sup>21</sup> Ibid. pp. 264-65

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

Like the bungalows above, Morgan lagged behind Utah trends with the construction of period revival-style houses. Utah's period revival houses were common between 1915-1935. There are twenty-six contributing examples of period revival style residences in the historic district boundaries, including period cottages, clipped-gable cottages and one Cape Cod residence. Six were constructed between 1920 and 1930, but the remaining twenty examples were constructed between 1935 and 1942. The early residence located at 646 East 300 North and constructed circa 1925 is a transitional form between bungalow and period revival [photograph 22] and the residence located at 311 East 125 North and constructed circa 1935 is good example of later English Tudor revival cottage forms [photograph 23].

Three contributing examples of World-War II-era cottages (also identified as minimal traditional style) houses were constructed before 1942. A representative example is the residence located at 32 North 300 West and constructed in 1941 [photograph 24]. These minimal traditional residences, like many of the bungalows and early clipped-gable cottages were originally clad in wood siding and their integrity is often lost through the addition of aluminum and vinyl siding, along with other alterations.

### ***Commercial / Civic Buildings***

There are six contributing commercial and civic buildings extant in the Morgan Historic District from this contextual period, including three 1-part block and one service bay building. An example of the commercial architecture constructed in Morgan during this time period is the 1933 Hopkins Café located at 113 North Commercial Street [photograph 25]. The National Register listed 1926 Spanish Colonial Revival Morgan Union Pacific Depot Building designed by architect Gilbert Stanley Underwood (NRIS #11000757) located at 98 North Commercial Street [photograph 26] and the National Register listed Art Deco Morgan High School Mechanical Arts Building (NRIS #86000738) constructed by the Works Progress Administration in 1936 located at 65 East Young Street [photograph 27], are the remaining civic buildings.

### ***Agricultural Buildings***

The 1930 Utah Poultry & Farmers Cooperative building located adjacent to the railroad tracks at approximately 247 North along the I-84 Frontage Road is a significant building [photograph 28]. In addition, an agricultural complex from circa 1920 is located at 140 North 200 West. [photograph 29]

### **World War II, Commuter Economy and Reclamation Projects (1943-1955)**

The coming of World War II led to a boom in Utah and more specifically Morgan County agriculture in response to government incentives and high demand. In addition, construction for both commercial buildings and defense installations led to a much higher demand for cement from the local Ideal Cement Plant.<sup>22</sup> Although no World War II defense installations were located in Morgan County, two large installations were located a few miles away, down Weber Canyon at Hill Air Force Base in Davis County and the Defense Depot Ogden in Weber County. Many residents were able to commute to good paying production jobs at both locations. Soon after the end of World War II, two large water reclamation projects were identified, designed and constructed in Morgan County between 1946 and the late 1950s. Although the increasing prosperity didn't significantly increase population, which was 1,078 in 1940 and 1,064 in 1950, it did lead to higher income and a stabilization of the outflow of residents.

---

<sup>22</sup> Ibid. pp. 230-31

Morgan Historic District

Name of Property

***Residential***

Morgan County, Utah

County and State

Forty-eight contributing single-family residences were constructed in the Morgan Historic District between 1943 and 1955. Five were late period revivals, including one Cape Cod and four period cottages. The styles of the period cottages became more diverse during this late construction period, with neo-classical, colonial revival and English Tudor examples. One Art Moderne example constructed circa 1944 located at 148 South Circle Drive (200 East) is an unusual example of modern style residential architecture in Morgan [photograph 30].

The predominant house types constructed in the Morgan Historic District during this time period are World War II or minimal traditional cottages and early ranch/ramblers. There are thirty-two examples of World War II / minimal traditional cottages and eleven examples of early ranch houses. The examples of minimal traditional houses became more elaborate with the additional income from wartime agriculture and defense employment. An example is the circa 1946 brick minimal traditional house located at 124 South Circle Drive [photograph 30]. An early ranch example is the circa 1952 Joseph H and Evadna Francis house located at 65 South 200 East [photograph 31].

### ***Commercial / Civic Buildings***

There are five contributing commercial buildings from this contextual period, including two 1-part block buildings, two service/gas stations and the Post 13 Bar and Grill. Construction began to move away from Commercial Street and toward Bridge Street which was later renamed State Street with the completion of 300 North Street and its connection to the highway. An example is the service station located at 308 East 125 North constructed circa 1946 [photograph 32]. There are two government or civic buildings which were constructed during this time period. An example is the circa 1950 Morgan County School District Board of Education building located at approximately 67 North 200 East [photograph 33].

### ***Agricultural Buildings***

As World War II ended, agriculture again suffered serious recession in Morgan County and more generally in Utah. The only agricultural building in the survey area constructed in this time period is the 1944 Morgan Canning Center located at 185 East 100 North, which is currently owned by the Morgan School District [photograph 34].<sup>23</sup>

### **Interstate 84, Recreation and the Browning Arms Company (1956-1976)**

The Weber Canyon Road, which had been designated as Highway 30, was improved over the years, but with the passage of the Federal Aid Highway Act of 1956 it was designated as the primary route between the centrally located Interstate 80 and Oregon and Washington states. Local construction jobs helped the Morgan economy, but a larger benefit was the increase in travel and tourism related employment in the area, an important economic driver that remains today. In conjunction with the earlier development of reservoirs and access improvements in the local surrounding mountains, the economy of Morgan began to pivot toward tourism and recreation. In 1957, local businessmen developed an airport in Morgan County to also increase access.<sup>24</sup> In the early 1960s, the Browning Arms Company which was operating in Ogden, Utah and several other states decided to relocate their research and development and headquarters

<sup>23</sup>Morgan County School Buildings: an illustrated history (1989) Morgan County Historical Society (Utah) Utah State History Library 379.792 M 821989 Auxiliary Buildings – Services chapter

<sup>24</sup> Mountains (1959) pp 161-62

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

staff to Morgan. In 1964, the company occupied a 650-acre parcel and purchased office space on Commercial Street. In 1968, its sales and data processing operation moved here from St. Louis, Missouri. The population of Morgan County was 1,299 in 1960 and grew to 1,896 in 1980.

### ***Residential***

There are 104 contributing single-family residences which were constructed between 1956 and 1976. One late World War II minimal traditional and two Cape Cod type houses are the only earlier style residences constructed after 1956. Ranch/ramblers predominated the single-family residences constructed in this time period, mirroring Utah trends. There are 95 ranch/ramblers from this contextual period including: 58 ranch/ramblers with garages; 23 simple ranch forms without garages or early box ranches; and two perpendicular ranches. An example of the simple form is the residence constructed in 1965 and located at 299 West 100 South [photograph 35]; an example of one the more complex ranch/ramblers is the residence constructed in 1965 and located at 163 West 100 North [photograph 36]. In addition to the cottages and ranches, there are seven contributing split-level and split-entry residences constructed during prior to 1976. In addition to the single-family residences, there are four multiple-family residences including three fourplexes and a duplex, all with minimal traditional or ranch styling.

### ***Commercial / Civic Buildings***

Eight commercial buildings were constructed in the historic district during this contextual period. Only a single 1-part block building was constructed on Commercial Street with the remaining buildings including separate offices, a restaurant, gas station, strip malls and a mortuary constructed near or on State Street and 300 North. An example of the commercial architecture is J's Drive-In located at 50 North State Street which was constructed in 1959 [photograph 37].

Four contributing government/civic buildings and the Riverside Park from this period are located in the historic district boundaries. Examples include the modern Morgan County Building constructed in 1960 and located at 48 West Young Street [photograph 38]. The LDS seminary building constructed circa 1965 and located at 30 North 200 East is the only religious building from this period [photograph 39].

### ***Agricultural Buildings***

There are no agricultural buildings identified as being constructed between 1956 and 1976.

Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State

## 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.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ 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

### Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

COMMUNITY PLANNING AND DEVELOPMENT

ARCHITECTURE

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

**Period of Significance**

1868-1976

**Significant Dates**

1868, 1870, 1898, 1964, 1976

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

VARIOUS

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The *Morgan Historic District*, in Morgan, Morgan County, comprises 480 buildings, structures and sites. The *Morgan Historic District* has local significance under Criterion A in the area of Transportation for its unique single-sided commercial street which directly faces the transcontinental railroad route as well as Morgan's distinction as the most significant established rural town located directly along the transcontinental railroad route in Utah. The *Morgan Historic District* also has local significance under Criterion A in the area of Community Planning and Development for its unique founding and design which was greatly informed by the course of the Weber River through Morgan Valley. Morgan City is composed two distinct settlements, one on each side of the Weber River as well as the commercial/railroad district along the north side of the Weber River. Although the two settlements incorporated as Morgan City, they retained their independent grid alignments which are still reflected in current-day Morgan City. The *Morgan Historic District* is also significant under Criterion C in the area of Architecture for its intact concentration of historic buildings which exhibit a high level of integrity and craftsmanship. The pre-1900 picturesque residential buildings constructed of locally fired red brick are a particularly impressive feature within the district. The historic and architectural resources of the district

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

are eligible within the following historical themes: "Founding, Commercial and Civic Development of Morgan;" "Agriculture, Commercial and Community Development;" "Agricultural Recession and the Decline of Commercial Street;" "World War II, Commuter Economy and Reclamation Projects;" and "Interstate 84, Recreation and the Browning Arms Company."

The period of significance begins in 1870, two years after Morgan was incorporated and the transcontinental railroad was extended directly through Morgan. The Richard Fry House located at 126 West Young Street [photograph 5] and another central-passage residence constructed in 1870 are the earliest remaining contributing buildings.<sup>25</sup> The period of significance ends in 1976, when the Browning Arms Company was acquired by Fabrique Nationale, a Belgian Company which removed local ownership and most management operations of the company from Morgan, Utah. With the sale of Browning Arms Company in 1976, construction declined by more than half from fifty-five buildings in the decade prior to the sale to twenty-seven in the decade following the sale. Although the end date is outside the standard 50-year cutoff for eligibility, 1976 represents a less-arbitrary cutoff than 1971.

The Daniel Heiner House, 543 North 700 East (NRIS #78002664), the Morgan High School Mechanical Arts Building, 20 North 100 East (NRIS #86000738) and the Morgan Union Pacific Depot, 98 North Commercial Street (NRIS #11000757) are the properties within the *Morgan Historic District* boundaries that have previously been listed on the National Register of Historic Places. Despite some late twentieth and early twenty-first century intrusions, the *Morgan Historic District* represents well physical history of Morgan, Utah.

---

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

**Criterion A Significance: Transportation**

The *Morgan Historic District* has local significance under Criterion A for Transportation for its unique single-sided commercial street which directly faces the transcontinental railroad route as well as Morgan's distinction as one of only five previously established Utah cities and towns located along the original transcontinental railroad route and the most significant after Ogden, which in December 1869 became the formal junction between the Union Pacific and Central Pacific Railroads.<sup>26 27</sup> Due to the narrow geography of the Morgan Valley and lack of bridges spanning the Weber River, the railroad ran through the center of Morgan and Morgan's single-sided commercial district, named Commercial Street, was located directly along the level south side of the railroad route and parallel canyon road. The railroad was completed through Morgan, Utah in 1868, the same year the settlement incorporated and completely altered its trajectory from a small agricultural settlement into an important railroad stop along the single national east-west railroad route.

---

<sup>25</sup> There is an extant log cabin originally constructed by Charles R Stevens in 1855. However, the cabin has been moved at least twice, the most recent occurring less than 50 years ago, so the period of significance begins with the construction of the two residences in 1870.

<sup>26</sup> Besides Morgan and Ogden, the other towns are Echo, which served as the rail spur connection to Park City's precious metal mines; Uintah, which is very close to Ogden and located across the Weber River; and Henefer. Other towns were established after the arrival of the railroad to support water, coal and maintenance, including Corinne and Wahsatch.

<sup>27</sup> Ogden, Utah on the Union Pacific Golden Spike Omaha to Promontory website.  
[https://www.up.com/goldenspike/omaha-promontory.html#ogden\\_ut](https://www.up.com/goldenspike/omaha-promontory.html#ogden_ut) accessed July 4, 2021.

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

More than any other rural town along the route, Commercial Street and Morgan's long-term commercial development were heavily influenced by the railroad between 1868 and World War II. The influence the railroad exerted on Morgan began with the construction of an expanded and accessible wagon road down Weber Canyon in 1868, which connected Morgan to the Salt Lake valley and larger towns and facilitated the sales of produce and the importation of ideas and goods into Morgan. Morgan County History, *Mountains Conquered* describes the impact of railroad construction on Morgan:

"In 1868, the construction of the Union Pacific Railroad was completed through Morgan. This historical event changed the character of the entire valley, but it particularly affected North Morgan. Upon the heels of the construction camps, Main Street took shape. Along the level western side, various lines of business became established and North Morgan soon became the trading center for the county. Later on, as highways were built, they, too, followed the railroad routes through North Morgan.

As the center of future business became apparent, the Williams interests moved across the railroad tracks and became established in the present location. It has the distinction of being among the earliest merchandising ventures in the State of Utah and perhaps one of the very few under the management of the founder's family.

In 1869, the Union Pacific Railroad obtained a right to a portion of the valuable East spring mentioned earlier. They built a reservoir and piped the water to the newly constructed depot."<sup>28</sup>

Commercial Street served both local citizens as well as railroad travelers, including a tourist establishment at local Como Springs just north of downtown Morgan, especially after Union Pacific created a rail siding at Morgan in 1898, allowing for local train traffic. The economic benefits lasted almost a century, even after automobiles reduced rail passenger traffic. *Mountains Conquered*, a local history written in 1959 described Morgan:

"In keeping with pioneer spirit Morgan City has continued to grow and prosper through the years. At this writing, 1958, the city is quite a shopping center for the entire county. It boasts of three grocery stores, a lumber yard, drug store, modern bank, three cafes, three garages, two grain and feed supplies, dry cleaning establishment, medical clinic, dental office, two beauty parlors, a printing office and shop, two barber shops, service stations, farm implement house, and an up to date post office."<sup>29</sup>

Most of the businesses described were located at or just behind Commercial Street. After the end of World War II the railroad ceased local passenger operations, converted to diesel engines which did not require stops in Utah outside the Ogden railroad depot, both of which severed Morgan's almost century-long economic ties with the railroad.

Besides Morgan and Ogden, the other towns in Utah along the railroad are Echo, which served as the rail spur connection to Park City's precious metal mines; Uintah, which is very close to Ogden and located across the Weber River; and Henefer. Other towns were established after the arrival of the railroad to support water, coal and maintenance, including Corinne and Wahsatch.

<sup>28</sup> *Mountains* (1959) p. 4. The Daniel Williams family, especially Daniel's son Joseph Williams operated a lime kiln which supplied railroad construction and their commercial interests included a lumber yard, granary and general store operated at 105 North Commercial Street between 1868 and 1978, when it was finally sold. Smith, Linda *A History of Morgan County* (1999), *Salt Lake City: Utah State Historical Society* p. 205

<sup>29</sup> *Mountains* (1959) pp. 65-66

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

None of the other rural towns directly engaged commercially with the railroad like Morgan, especially after Corinne withered when nearby Ogden became the principal rail yard after a large land grant from LDS Church President Brigham Young designed to bypass Corinne.

**Criterion A Significance: Community Planning**

The *Morgan Historic District* also has local significance under Criterion A in the area of Community Planning for its unique town plat design which was greatly informed by the course of the Weber River through Morgan Valley. Morgan City, located in Morgan County, was established in 1860-61 by a few Euro-American settlers affiliated with the Church of Jesus Christ of Latter-day Saints. The settlers saw an opportunity for mining exploration and agriculture in the Morgan Valley after exploring over the local mountains from the settled areas along the western side of the Wasatch mountain range. The canyon, formed by the Weber River running through Morgan, was impassable to wagons until 1855. Developing dependable irrigation systems to divert water from the mountain-fed Weber River took an additional ten years.<sup>30</sup> The Morgan settlement was unique both because it was not a directed colonization effort by leaders of the LDS Church—as most early Utah settlements were—and also because part of the town was developed on private land. The settlers created two different settlements rather than one and laid out plats which significantly diverge from the typical “Plat of Zion” found in more formal LDS settlements. The Weber River bisected the two settlements and its uncontrolled flows created difficulties in creating bridges and dependable agricultural water supplies. Settlers took until 1864 to create irrigation canals which supported agricultural production in the valley. Within a year of the first settlements, the U.S. Railroad Act of 1862 placed U.S. government support behind a transcontinental railroad, helped to create the Union Pacific Railroad company and identified the route directly through North Morgan, Utah.

Morgan City has a unique rotated grid pattern with six-acre blocks and relatively narrow 65-foot-wide streets which are very unusual in Utah. Morgan also does not have a single grid pattern, but has a numerically-based street numbering system which rotates approximately 30 degrees within the city to accommodate the original platted layouts of North and South Morgan. Utah cities and towns founded by members of the LDS Church are typically laid out in cardinal directions with 10-acre blocks, wide streets and large lots based on the “Plat of Zion” configuration. The “Plat of Zion” designed by the founder of the LDS Church Joseph Smith created a pattern for small cities which would consist of 15,000-20,000 people on one square mile of land with 10-acre blocks each of which would be divided into 20 one-half acre lots which were 66 feet wide and 330 feet deep. Town centers had three central blocks for public buildings and all streets measuring 132 feet across. Houses would be offset from the street by 25 feet. The density in this plan was intended to be 15 or 20 people per acre. Once the Mormons settled Utah, the various towns followed basic tenets of the Plat of Zion based on geography; however, Morgan was one of the most unique adaptations. Morgan does follow another common Utah village development pattern, where development was concentrated within the urban boundaries. Very few houses were built outside the original townsites and most of the residents “commuted” to their local farms outside of town.

**Criterion C Significance: Architecture**

The *Morgan Historic District* is eligible at the local level of significance under Criterion C for an intact concentration of historic buildings, which exhibit a high level of integrity and craftsmanship. Although Morgan was founded in the 1850s, it took almost a decade before dependable water allowed the north and south settlements to expand and create more permanent dwellings and businesses. After the creation of the North Morgan irrigation canal in 1864, and the arrival of railroad construction crews and later rail

---

<sup>30</sup> Smith (1999) p. 38

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

passenger traffic in 1868, Morgan enjoyed a long-term boom period with strong population and economic growth that lasted through World War I. Morgan's architecture reflected both that economic prosperity of Morgan as well as the larger trends in Utah architecture. The earliest remaining Morgan buildings reflect similar architectural trends in Utah after the arrival of the railroad and are dominated by picturesque styled buildings. Morgan has a strong inventory of early hall-parlor, cross wing and central-block-with-projecting bays type houses with classical and early Victorian style elements. Unusually, for the pre-1900 construction dates of these buildings and reflecting the prosperity of this town, Morgan has several distinctive red brick buildings constructed by noted local brick maker Charles Turner. Some examples of these include the Charles Turner residence located at 162 West 100 North, the Heiner/Vallis Hotel located at 177 North Commercial Street, the Ursenback residence located at 57 East 100 North and the Welch/Rawle residence located at 296 West 200 North.<sup>31</sup> Sixty-two percent of the buildings constructed in Morgan prior to 1900 are fired or adobe brick.

Later buildings reflected the declining prosperity of Morgan between the world wars, with only a few Period Revival-style residence and most residences displayed smaller footprints and wood cladding. After World War II, residences and businesses again flourished through the end of the "Interstate 84, Recreation and Browning Arms Company" thematic period and there are many good examples of early ranch architecture with larger footprints and brick cladding. Perhaps reflecting its rural location, Morgan adopted the split-level and split-entry very late in relation to regional building trends and there are few of those buildings in Morgan. With the sale of Browning Arms Company in 1976, construction declined by more than half from fifty-five buildings in the decade prior to the sale to twenty-seven in the decade following the sale. Prior to this nomination, three buildings within the district were individually listed on the National Register of Historic Places. Despite some late twentieth century and early twenty-first century intrusions, the *Morgan Historic District* represents and contributes to the history of Morgan, Utah.

### **Founding, Commercial and Civic Development of Morgan, 1868-1897**

Twenty-eight contributing examples of classical and picturesque buildings such as hall-parlor, central passage and cross wing are found in Morgan and were constructed during this thematic period. The houses generally follow similar Utah classical examples and are characterized by symmetrical façades and simple details with Greek Revival as well as other early classical styles and later with Victorian styles. The 1871 LDS Tabernacle building and railroad grade were also constructed during this contextual period.

#### ***Founding of Morgan City***

The railroad was completed through Morgan City in 1868, the same year North and South Morgan incorporated as a single entity: Morgan City.<sup>32</sup> After Morgan City incorporated, the Utah Legislature immediately moved the county seat from Littleton to Morgan, effective February 19, 1868.<sup>33</sup> Although the city was incorporated as one entity, it had three distinct districts. The largest and predominantly an LDS settlement, South Morgan was platted with six-acre parcels on a rotated grid derived from local mountains. North Morgan, was a secondary smaller development located on private property along the foothills to the north and east of the Weber River. It had been settled by Daniel Williams, who became one of the main merchants on Commercial Street. The third element was Commercial Street located between the two earlier settlements and aligned along the west side of and facing the Union Pacific

<sup>31</sup> Smith (1999) pp. 191-192

<sup>32</sup> Mountains (1959) p. 45

<sup>33</sup> Epperson (1947) p. 26

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

Weber railroad station. South Morgan wasn't directly connected to North Morgan until 1870 when a permanent bridge was constructed over the Weber River allowing easy access from South Morgan to Commercial Street and North Morgan.<sup>34</sup>

The Morgan City plats were not adjusted after incorporation to create a unified plat, possibly due to the lack of a bridge for the first few years, so the plat of the largest original settlement of South Morgan is still evident on the south side of the Weber River; roads bend to incorporate the direction of the railroad along Commercial Street and then bend again to trace the original settlement of North Morgan. South Morgan's plat is also unique because it doesn't follow the Plat of Zion, the ideal city plan written by first LDS prophet Joseph Smith in June of 1833. The Plat of Zion plan described an organized grid system with large 10-acre blocks set at right angles, aligned with cardinal directions with a central civic and religious district, and is found in many towns and cities in the Intermountain West which were founded by LDS settlers.<sup>35</sup> In the years after Morgan City incorporated, the distinct personalities of the districts remained, exemplified by the prohibition of all alcohol sales in South Morgan in 1878, but their continued sale on Commercial Street and North Morgan until all alcohol sales were prohibited in Morgan County in 1909, closing the last three saloons.<sup>36</sup>

***The Development of Morgan Commercial District***

The coming of the railroad led to several improvements in Morgan and its surrounding area. In 1867, the road up Weber Canyon between Morgan and Ogden was completely rebuilt by the Union Pacific Railroad Company, allowing more commercial traffic, even prior to the arrival of the first trains.<sup>37</sup> After the determination of the railroad grade, a highway was also constructed along the same route, leading first horse and later automobile traffic through the area which had been North Morgan. A commercial district began to take shape on the west side of the railroad tracks and highway, at first serving the railroad construction camps and later rail passengers. Daniel Williams, one of the early area settlers, initially constructed his residence on the east of the main North Morgan residential district (now 600 East). The two-story building housed the Williams family as well as lodging for travelers, a small store and a post office. After it became apparent that the commercial district would be located along the railroad, Williams moved that residence and his commercial interests onto Commercial Street where the family operated businesses through 1959.<sup>38</sup> Two other early settlers William Eddington and Martin Heiner also became merchants and livery stable operators (respectively) on Commercial Street.

---

<sup>34</sup> Ibid p. 36

<sup>35</sup> The Joseph Smith Papers, Plat of the City of Zion, circa 1833. <https://www.josephsmithpapers.org/paper-summary/plat-of-the-city-of-zion-circa-early-june-25-june-1833/1>

<sup>36</sup> Mountains (1959) p. 65 and Epperson (1947) p. 39

<sup>37</sup> Epperson (1947) p. 26

<sup>38</sup> Mountains (1959) p. 45 and Epperson (1947) pp 34-35

Morgan Historic District

Name of Property

Morgan County, Utah

County and State



*Figure 2: Commercial Street, Morgan, Utah circa 1900. Image from Pioneering Morgan County (1947) and the Morgan County News*

In 1869, Union Pacific Railroad constructed a depot at the Weber Station and again improved water supplies to support the depot, including a reservoir.<sup>39</sup> The depot supported both local and national train routes which allowed local farmers and merchants to interact with larger markets. The commercial district grew quickly to include merchandise stores, feed stables, banks, restaurants and other establishments.<sup>40</sup> The increased economic opportunities led to more substantial and elaborate residential and commercial establishments, which reflected local and national trends.

### ***Civic Development***

After incorporation, Morgan City began to develop municipal, civic and religious organizations. Several LDS congregations were organized and constructed buildings in Morgan City. The large LDS Tabernacle located near the intersection of Young and State Streets was constructed in 1871 [photograph 9]. In 1865, the first schools were organized, with separate districts in South and North Morgan. Those districts operated schools educating students through the eighth grade until 1908, when the Utah Legislature passed laws which required small districts to consolidate and all of Morgan County became one district. In 1888, the Morgan Stake Academy, the first secondary school opened in the original Morgan County Court House building.<sup>41</sup> Overall, this contextual period saw remarkable growth and development in Morgan, from few permanent residents to 755 permanent residents documented in the 1900 census.

---

<sup>39</sup> Epperson (1947) p. 21

<sup>40</sup> Mountains (1959) p. 65

<sup>41</sup> Ibid. pp. 86-87

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

**Agriculture, Commercial and Community Development (1898-1919)**

In 1898, the Union Pacific Railroad created a rail siding at Morgan, creating the opportunity for larger shipping operations to and from the rail depot. This change ushered in a continued era of growth in both agriculture and business. During this thematic period, Morgan grew from 755 residents in 1900 to 1,131 in 1920.<sup>42</sup> Growth and development on Commercial Street continued, with additional wood-framed buildings as well as more substantial brick buildings constructed between 1898-1919. Six of the commercial buildings constructed during this period are contributing to the *Morgan Historic District* [photographs 17, 18]. Agriculture continued to be an integral part of Morgan as well, with larger and more complex buildings such as the Morgan Canning Company building [photograph 19] and agricultural storage building [photograph 20] along the railroad siding. There are also thirty contributing single-family residences which were constructed during this contextual period including late Victorian types with eight central-block-with-projecting-bays, one hall-parlor and two cross-wings as well as eighteen bungalows, box bungalows or foursquare box residences.

***Agriculture***

The canals developed with the railroad and early settlements allowed for greater agricultural production. However, Morgan is a high elevation valley with a short growing season, limiting the types of crops and fruits grown. After some experimentation, peas were identified as a viable crop and in 1904 the Morgan Canning Company was organized, creating both agriculture and commercial development, facilitated by the easy access to rail shipping to markets throughout the United States. A larger factory was constructed in 1916 and one of the buildings is still extant on 300 North Street in Morgan. The canning company operated in Morgan between 1904 and 1930 when pea packing operations were moved to Ogden, Utah and the factory began to process sour kraut.<sup>43</sup> A creamery was started in 1911 in Morgan, which operated for 10 years until being bought out by the Mutual Creamery of Ogden in 1923, supporting local dairy herds and employees of the creamery until 1927-28 when larger creameries began buying whole milk from farmers and shipping it daily to consolidated processing facilities.<sup>44</sup>

***Commercial Development***

Between 1898 and 1929, Commercial Street developed into a large business district, especially serving railroad traffic. A bank was organized in 1905, and several merchants, drug stores, the county post office, livery stables, saloons and restaurants lined the street.<sup>45</sup> Although Morgan produced agricultural products, this was the main driver of growth and stability in Morgan County. Warm springs located just east of Morgan were developed as Como Springs and the railroad helped to bring tourists and visitors to the area, especially in the years before automobiles became common.<sup>46</sup> In addition to the cannery, the Ideal Cement Company organized in 1907 just 3.5 miles from downtown Morgan, also adjacent to the railroad. Its lime deposits were mined to make concrete. The site continues to produce concrete mixes today.

***Community Development***

Morgan City also began to develop as a community in the years surrounding the turn of the twentieth century, with telephone service first installed in 1903.<sup>47</sup> Electricity was difficult to generate in the small

---

<sup>42</sup> U.S. Census scanned decennial census population data figures for Morgan, Utah.  
<https://www2.census.gov/library/publications/decennial/>

<sup>43</sup> Mountains (1959) pp. 140-141

<sup>44</sup> Ibid. p. 144

<sup>45</sup> Epperson (1947) p. 39

<sup>46</sup> Epperson (1947) p. 38

<sup>47</sup> Mountains (1959) p. 154

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

canyons surrounding Morgan, but after three failed efforts, power was purchased from Utah Power and Light company in 1915 and Morgan residents began constructing power lines and setting poles to connect their residences and businesses.

### **Agricultural Recession and the Decline of Commercial Street (1920-1942)**

After World War I ended in 1918, the economies of Morgan County and Utah as a whole began to experience uneven prosperity. Urban and rural economies diverged significantly, with cities and towns flourishing through the end of the 1920s and rural economies struggling with low commodity prices and small farm acreage.<sup>48</sup> The rise of automobile transportation and the decline of railroad passenger operations also led to a decline in the amount of traffic and profits of the businesses on Commercial Street. Morgan City had a population high-water mark of 1,131 residents in 1920 which they didn't surpass again until 1960. There are 37 contributing single family and 2 multiple family dwellings which were constructed between 1920 and 1942, including late box bungalows and Period Revivals as well as early World War II/minimal traditional cottages. Commercial Street's decline caused only two buildings to be constructed on Commercial Street during this period, although one is the significant Gilbert Stanley Underwood designed Union Pacific Depot building [photographs 25, 26]. Depression-era cooperatives and programs led to the construction of the Morgan High Mechanical Arts building and Utah Poultry Cooperative Buildings [photographs 27, 28].

#### ***Agricultural Recession and the Decline of Commercial Street***

*The Awkward State of Utah: Coming of Age in the Nation 1896-1945* authors Charles S Peterson and Brian Q. Cannon use historian Alan Trachtenberg's term *incorporation* to encapsulate the changes occurring in Utah as it approached and entered into statehood in 1896. Most of the Utah corporate ventures were mining and mineral related, But the balance between out-of-state ownership profits and the wages available to local employees also affected Morgan County. The Ideal Cement Plant was incorporated, owned and operated by outside interests, and profits did not stay in Morgan County although it was one of the only steady employers in Morgan County in this contextual period.<sup>49</sup> The Utah Packing Company, later owned by the California Packing Company purchased the Morgan Canning Company in 1926 after the death of its local founder James A. Anderson. Profits began to flow outside of the area and the prices paid to local farmers reflected much larger market forces, which fluctuated significantly year to year in this period. In 1930, the pea packing plant ceased operations, although the facility processed cabbage into sour kraut until 1956.

The U.S. stock market crash of 1929 and ensuing depression in the 1930s led to catastrophic employment losses and per capita income in Utah, with unemployment reaching 35.8 percent and per capita income at 55% of pre-depression levels by 1933. Demand for agricultural products, construction and mining output all plummeted between 60 and 80 percent. Banks, merchants and other retail trade operated at approximately 40 percent of their pre-depression levels.<sup>50</sup>

Some of the initiatives undertaken to support Utah farmers during this period included cooperatives, such as the Utah Poultry Cooperative organized by the egg producers Utah to facilitate the scale needed to provide poultry products to out-of-state markets. Morgan and Summit County created a cooperative organized by local businessmen and a plant was financed, with construction being completed in 1930. The building, still extant, was located near the rail siding and highway.

---

<sup>48</sup> Peterson (2015) pp. 229-230

<sup>49</sup> Mountains (1959) pp. 142-143

<sup>50</sup> Peterson (2015) pp. 264-65

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

The early location of railroad land grants in Morgan County and the resulting lack of federal- and state-owned land led to Morgan County not having any large-scale Works Progress Administration or Civilian Conservation Corps projects in the 1930s and early 1940s. Those projects often employed local experts and brought much-needed commercial traffic to local merchants.<sup>51</sup> Morgan did have a spike camp of the larger Willard, Utah CCC camp between April 1939 and June 1941, which housed 30 men working on soil conservation service fencing, reseeding and channel clearing projects. A mechanical arts building for the Morgan High School was constructed in 1936 for the Works Progress Administration. Morgan also received funding for a canning facility through the Public Works Administration which was constructed in 1944 at 185 East 100 North.<sup>52</sup>

### **World War II, Commuter Economy and Reclamation Projects (1943-1955)**

The coming of World War II led to a boom in Utah and more specifically Morgan County agriculture in response to government incentives and high demand. In addition, construction for both commercial buildings and defense installations led to a much higher demand for cement from the local Ideal Cement Plant.<sup>53</sup> Although the increasing prosperity didn't significantly increase population, which was 1,078 in 1940 and 1,064 in 1950, it did lead to higher income and a stabilization of the outflow of residents. That higher income allowed for the construction of newer and larger residences. For the period between 1943 and 1955, the *Morgan Historic District* has five late Period Revival houses with increasingly diverse style elements, including one Art Moderne example [photograph 30]; thirty-two World War II/minimal traditional residences and eleven early ranch houses. Commercial construction largely bypassed Commercial Street and the five contributing commercial/civic buildings are largely focused on the local business district created along the renamed Bridge Street (now named State Street) after the completion of the 300 North freeway interchange altered traffic patterns.

#### ***World War II and the Commuter Economy***

Although no World War II defense installations were located in Morgan County proper, two large installations were located just down Weber Canyon at Hill Air Force Base in Davis County and the Defense Depot Ogden in Weber County. Many residents were able to commute to good paying production jobs at both locations, which allowed them to reside in Morgan and continue with part-time agricultural production, beginning a long-term commuter economy in Morgan County.

#### ***Reclamation Projects***

Soon after World War II ended, Utah and Morgan became the recipients of a large-scale federal reclamation project. The studies began in 1946, funding was approved by the U.S. Congress in 1949 and construction commenced in 1952 and lasted for several years. Although parts of the project directly supported residents down Weber Canyon in the Salt Lake Valley, it led to improved canals, increased water from the newly constructed Stoddard and Lost Creek dams, and power generation facilities. Indirectly, the large water storage facilities improved the dependability of water for farmers and began the initial stages of new recreational opportunities in Morgan County, including camping, fishing and water sports.<sup>54</sup> Local employment on these projects insulated Morgan County from the national post-World War

<sup>51</sup> Baldrige, Kenneth W (2019) *The Civilian Conservation Corps in Utah: Remembering Nine Years of Achievement, 1933-1942* The University of Utah Press: Salt Lake City, UT pp. 394-98

<sup>52</sup> Smith, Linda H. (1999) *A History of Morgan County Utah Centennial County History Series*. Utah State Historical Society: Salt Lake City, UT p. 418

<sup>53</sup> Peterson (2015) pp. 230-31

<sup>54</sup> Mountains (1959) p. 160-61

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

II recession which gripped much of Utah and the United States. Morgan City's population grew 287 residents between 1950 and 1960.

### **Interstate 84, Recreation and the Browning Arms Company (1956-1979)**

The completion of Interstate 84 along the railroad route through Morgan as well as continued commuter employment opportunities down nearby Weber Canyon contributed to a sustained economic boom period for Morgan which was reflected the rich stock of ranch houses constructed during this period. There is one late World War II/minimal traditional house, two Cape Cod type houses, ninety-five ranches of various styles and configurations as well as seven early split-entry/level houses. The economic situation also helped to create the conditions for the construction of multiple-family residences, with three fourplexes and a duplex in minimal traditional or ranch styles. Commercial/civic development continued apace with eight commercial and four government contributing buildings constructed prior to 1976. The modern Morgan County Building constructed in 1960 [photograph 38] is an excellent example of the modern civic architecture found in the Morgan Historic District from this period.

#### ***Interstate 84 and the Recreation Economy***

The Weber Canyon Road, which had been designated as Highway 30, was improved over the years, but with the passage of the Federal Aid Highway Act of 1956 it was designated as the primary route between the centrally located Interstate 80 and Oregon and Washington states. Initially designated as I-80 North, it was later renumbered to I-84 to avoid confusion. Local construction jobs helped the Morgan economy, but a larger benefit was the increase in travel and tourism related employment in the area, an important economic driver that remains today. In conjunction with the earlier development of reservoirs and access improvements in the local surrounding mountains, the economy of Morgan began to pivot toward tourism and recreation. In 1957, local businessmen developed an airport in Morgan County to also increase access.<sup>55</sup>

#### ***The Browning Arms Company***

In the early 1960s, the Browning Arms Company which was operating in Ogden, Utah and several other states decided to relocate their research and development and headquarters staff to Morgan. In 1964, the company occupied a 650-acre parcel and purchased office space on Commercial Street. In 1968, its sales and data processing operation moved from St. Louis, Missouri. In the 1970s the company changed its name to Browning Company and expanded its line to include fishing rods, safes, and apparel. In 1977, the company was acquired by Fabrique Nationale, a Belgian Company. After the Browning Company was acquired, the economy of Morgan markedly changed and construction of single-family residences decreased by half in the decade following the acquisition.<sup>56</sup> The Browning Arms Company continues to operate in Morgan, with 280 local employees in 1996, and continues to be one of the largest employers in Morgan County.<sup>57</sup> The population of Morgan County was 1,299 in 1960 and grew to 1,896 in 1980.

### **Summary**

The *Morgan Historic District* has local significance under Criterion A in the area of Transportation for its unique single-sided commercial street which directly faces the transcontinental railroad route as well as Morgan's distinction as the most significant established rural town located directly along the

<sup>55</sup> Ibid. pp 161-62

<sup>56</sup> There were 55 residences constructed in Morgan between 1966 and 1976 and 27 constructed between 1977 and 1987.

<sup>57</sup> Smith (1999) pp. 234-35

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

transcontinental railroad route in Utah. The *Morgan Historic District* also has local significance under Criterion A in the area of Community Planning for its unique founding and design which was greatly informed by the course of the Weber River through Morgan Valley. The *Morgan Historic District* is significant under Criterion C in the area of Architecture in that it reflects the founding and progression of architectural types and styles in Morgan, from a small agricultural settlement into a thriving railroad town and the main city in Morgan County. The architecture of the district clearly displays the various thematic periods of local development: "Founding, Commercial and Civic Development of Morgan"; "Agriculture, Commercial and Community Development"; "Agricultural Recession and the Decline of Commercial Street"; "World War II, Commuter Economy and Reclamation Projects"; and "Interstate 84, Recreation and the Browning Arms Company". The architecture also reflects the unique conditions found in Morgan through its early years as well as its period of resurgence in World War II and beyond.

Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State

## 9. Major Bibliographical References

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

- Abram, Angie *Morgan, Morgan County, Utah, Standard Reconnaissance Level Survey. February 2021*. Report on file at Utah State Historic Preservation Office
- Architectural survey data for Morgan from the Preservation Pro Database files at the Utah State Historic Preservation Office. Reports of National Register and ILS buildings
- Baldrige, Kenneth W (2019) *The Civilian Conservation Corps in Utah: Remembering Nine Years of Achievement, 1933-1942* The University of Utah Press: Salt Lake City, UT
- Carter, Thomas and Goss, Peter. *Utah's Historic Architecture, 1847-1940: a Guide*. Salt Lake City, Utah: Graduate School of Architecture, University of Utah, and Utah State Historical Society, 1991.
- Ellis, Sheri Murray (September 4, 2031) *Selective Reconnaissance-Level Historic Buildings Assessment for the 700 East, 300 North to 650 North Project, Morgan City, Morgan County, Utah USDOT Project No. F-1978(1)0; PIN 8129* September 4, 2013
- Epperson, Albert W *Pioneering Morgan County (published as a public service for the people of Morgan County in commemoration of Utah's 1947 Centennial)* (1947). Morgan, UT, UT: Morgan County News. Utah State History Library PAM 854
- "History of the early settlement and later development of Morgan County, Utah," (October 1930) Compiled by the Daughters of Utah Pioneers Morgan County Company. Typescript history covering the period 1855-1930. Utah State History Library MSS A 1534
- Jenson, Andrew, (1941) *Encyclopedic History of the Church of Jesus Christ of Latter-day Saints* (Salt Lake City: Deseret News Publishing Company
- Morgan County Recorder's Office. Plat maps. Title Abstract Books.
- Morgan County School Buildings: an illustrated history (1989) Morgan County Historical Society (Utah) Utah State History Library 379.792 M 821989
- Mountains conquered: The story of Morgan, with biographies.* (1959). Morgan, UT, UT: Morgan County News. Utah State History Library 979.21 M 82C
- Olsen, Jalynn *Building by the Railroad: The Historic Commercial and Industrial Architecture of Ogden, Utah* Graduate School of Architecture (1998) Salt Lake City: Utah State Historic Preservation Office. Accessed online on July 4, 2021 at <https://collections.lib.utah.edu/ark:/87278/s65b01s7>
- Peterson, Charles S and Brian Q. Cannon (2015) *The Awkward State of Utah: Coming of Age in the Nation 1896-1945*. Salt Lake City, Utah: The University of Utah Press
- Powell, Alan Kent (1981) *Land of Three Heritages – Mormons, Immigrants, and Miners Carbon County: Eastern Utah's Industrialized Island* Salt Lake City: Utah State Historical Society pp. 1-21
- Smith, Linda H. (1999) *A History of Morgan County* Utah Centennial County History Series. Utah State Historical Society: Salt Lake City, UT

Morgan Historic District

Morgan County, Utah

Name of Property

County and State

Strack, Don and Jim Ehernberger *Morgan Depots* in the Union Pacific of Utah, 1900-1996 timeline on Utahrails.net. <https://utahrails.net/up/up-in-ut-1900-1996.php> Accessed on June 14, 2021.

Temme, Debbie (1981) *Morgan County Architectural Survey Summary*, Utah State Historic Preservation Office

United States Federal Census, 1880, 1900 through 2010 and estimates for 2019

Utah State Historic Preservation Office. Special report on historic sites in the 5-county Wasatch Front region, 1973. MSS A 1949-1

---

**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 (Morgan County)  
☒ University (University of Utah)  
☐ Other  
Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

---

**10. Geographical Data**

**Acreage of Property** approximately 393 acres

Use either the UTM system or latitude/longitude coordinates

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |                        |                        |
|------------------------|------------------------|
| 1. Latitude: 41.041929 | Longitude: -111.687244 |
| 2. Latitude: 41.032866 | Longitude: -111.683940 |
| 3. Latitude: 41.029230 | Longitude: -111.673730 |
| 4. Latitude: 41.044023 | Longitude: -111.664549 |
| 5. Latitude: 41.049643 | Longitude: -111.673468 |

**Or**

**UTM References**

Datum (indicated on USGS map):

☐ NAD 1927    or    ☐ NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The south boundary is just behind 100 South Street except for an extension along State Street to just past 300 South, the west boundary is located just behind 300 West Street except for an extension along Young Street to 400 South, the north boundary runs behind 300 North Street south of the Weber River and approximately 350 North on the north side of the Weber River, the east boundary runs behind 600/700 East Streets which directly connect at 300 North.

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

The boundaries encompass the historic core of Morgan City.

Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State

---

### 11. Form Prepared By

name/title: Angie Abram, Storiagraph Preservation Consulting  
organization: Prepared for the Morgan County CLG  
street & number: 1086 E Range Rd  
city or town: Millcreek state: Utah zip code: 84117  
e-mail angie.abram@storiagraph.com  
telephone: 801-558-9344  
date: January 20, 2022

---

### Additional Documentation

Submit the following items with the completed form:

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

Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State

### **Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### **Photo Log**

Name of Property: Morgan Historic District

City or Vicinity: Morgan

County: Morgan State: Utah

Photographer: Angie Abram

Date Photographed: November 2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 40: Streetscape: 300 North and 700 East intersection with I-84 freeway underpass. Camera facing west.

2 of 40: Streetscape: State Street and 300 South. Camera facing northwest.

3 of 40: Commercial Street (500 East). Camera facing northwest.

4 of 40: Charles C. Turner House 162 West 100 North (circa 1876). Camera facing northwest.

5 of 40: 126 West Young Street (circa 1870). Camera facing west.

6 of 40: 292 North 600 East (circa 1880). Camera facing north.

7 of 40: 310 North 700 East (circa 1890). Camera facing northeast.

8 of 40: Heiner Livery. 167 North Commercial Street (circa 1890). Camera facing southwest.

9 of 40: 1871 LDS Morgan Tabernacle, 11 South State Street. Camera facing southwest.

10 of 40: 1897 Morgan railroad grade approximately 100 North Commercial Street. Camera facing northwest.

11 of 40: Fred Coolbear House (circa 1909), 263 East 125 North, Camera facing west.

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

- 12 of 40: 185 North 200 West (circa 1900), Camera facing northwest.
- 13 of 40: 212 West 100 North (circa 1900), Camera facing northwest.
- 14 of 40: 621 East 300 North (circa 1905), Camera facing north.
- 15 of 40: Charles Hogg House, 30 South 200 West (circa 1914), Camera facing west.
- 16 of 40: Alonzo Francis House, 309 South State Street (circa 1908), Camera facing southeast.
- 17 of 40: First National Bank, 157 North Commercial Street (500 East) (1910): Camera facing west.
- 18 of 40: Heiner Hotel, 175 North Commercial Street (500 East) (1901), Camera facing west.
- 19 of 40: Morgan Canning Company building (circa 1904), 385 East 300 North, Camera facing northwest.
- 20 of 40: 100 North I-84 Frontage Road (circa 1916). Camera facing south.
- 21 of 40: 295 North Commercial Street (circa 1944). Camera facing northwest.
- 22 of 40: 646 East 300 North (circa 1925), camera facing northeast.
- 23 of 40: 311 East 125 North (circa 1935), Camera facing north.
- 24 of 40: 32 North 300 West (1941), Camera facing northeast.
- 25 of 40: 113 North Commercial Street (1933), Camera facing northwest.
- 26 of 40: Union Pacific Morgan Depot (Gilbert Stanley Underwood), 98 North Commercial Street (500 East) (1926), Camera facing northeast.
- 27 of 40: Morgan High School Mechanical Arts Building (1936), 65 East Young Street, Camera facing northwest.
- 28 of 40: 247 North I-84 Frontage Road. 1930 Utah Poultry & Farmers Cooperative Building, camera facing northwest.
- 29 of 40: Agricultural complex, 140 North 200 West (circa 1920), Camera facing north.
- 30 of 40: 148 South Circle Drive (200 East) (circa 1944), Camera facing west.
- 31 of 40: 124 South Circle Drive (circa 1946), Camera facing northwest.
- 32 of 40: 65 South 200 East (circa 1952), Camera facing north.
- 33 of 40: 308 East 125 North (circa 1946), Camera facing northeast.
- 34 of 40: Morgan Board of Education Building (circa 1950), 185 East 100 North, Camera facing west.
- 35 of 40: Morgan canning workshop (1944), 185 East 100 North, Camera facing northwest.
- 36 of 40: 299 West 100 South (1965), Camera facing southeast.
- 37 of 40: 163 West 100 North (1965), Camera facing southeast.

Morgan Historic District

Name of Property

Morgan County, Utah

County and State

38 of 40: 50 North State Street (circa 1950), Camera facing northeast.

39 of 40: Morgan County Building (circa 1960), 48 West Young Street,

40 of 40: Morgan LDS Seminary Building, 30 North 200 East (circa 1965), Camera facing north.

**Property Owner information:**

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

Name Multiple Owners

Address \_\_\_\_\_

City or Town Morgan State Utah Zip code 84050

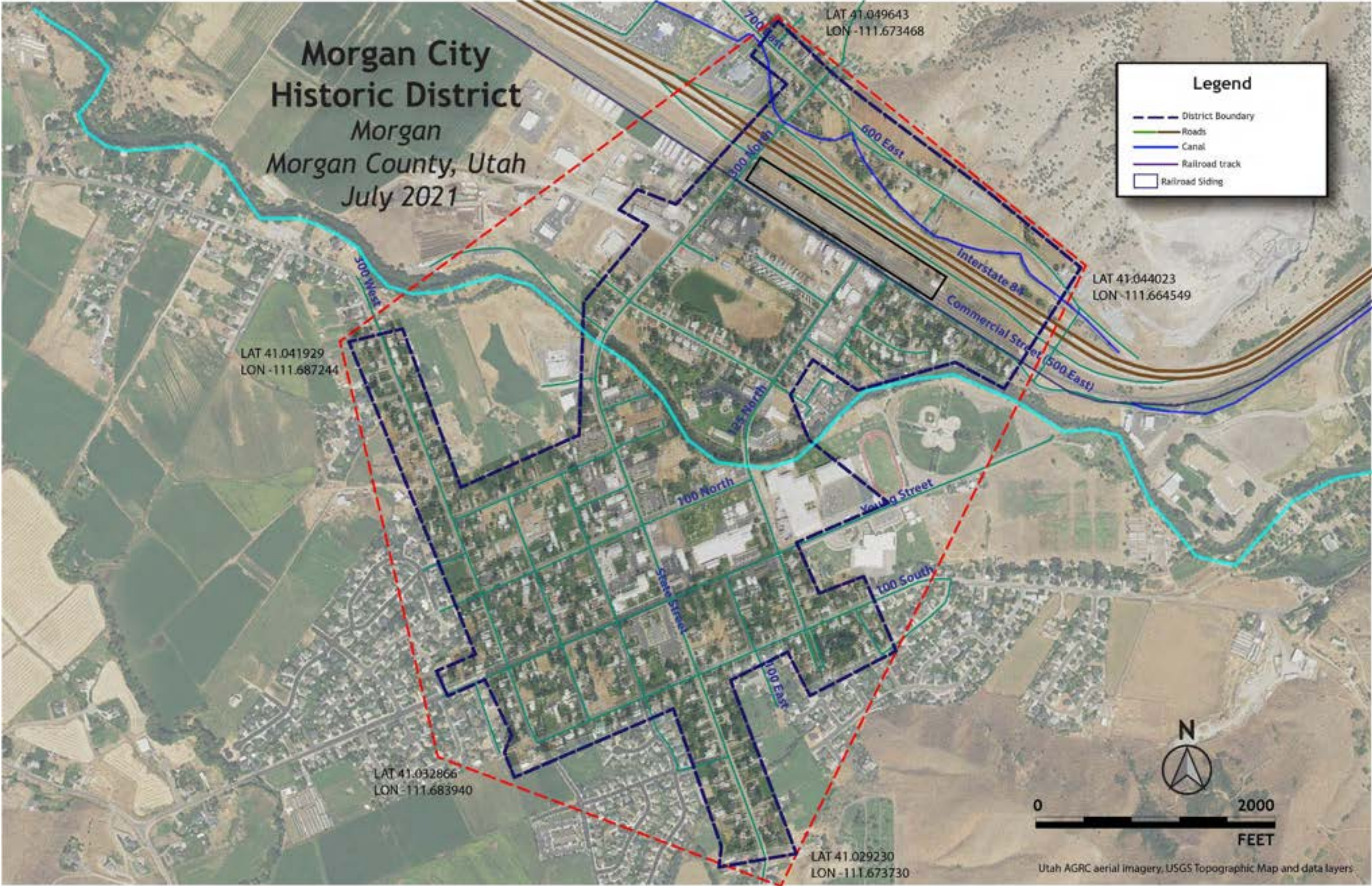
Telephone/email \_\_\_\_\_

**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.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 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.

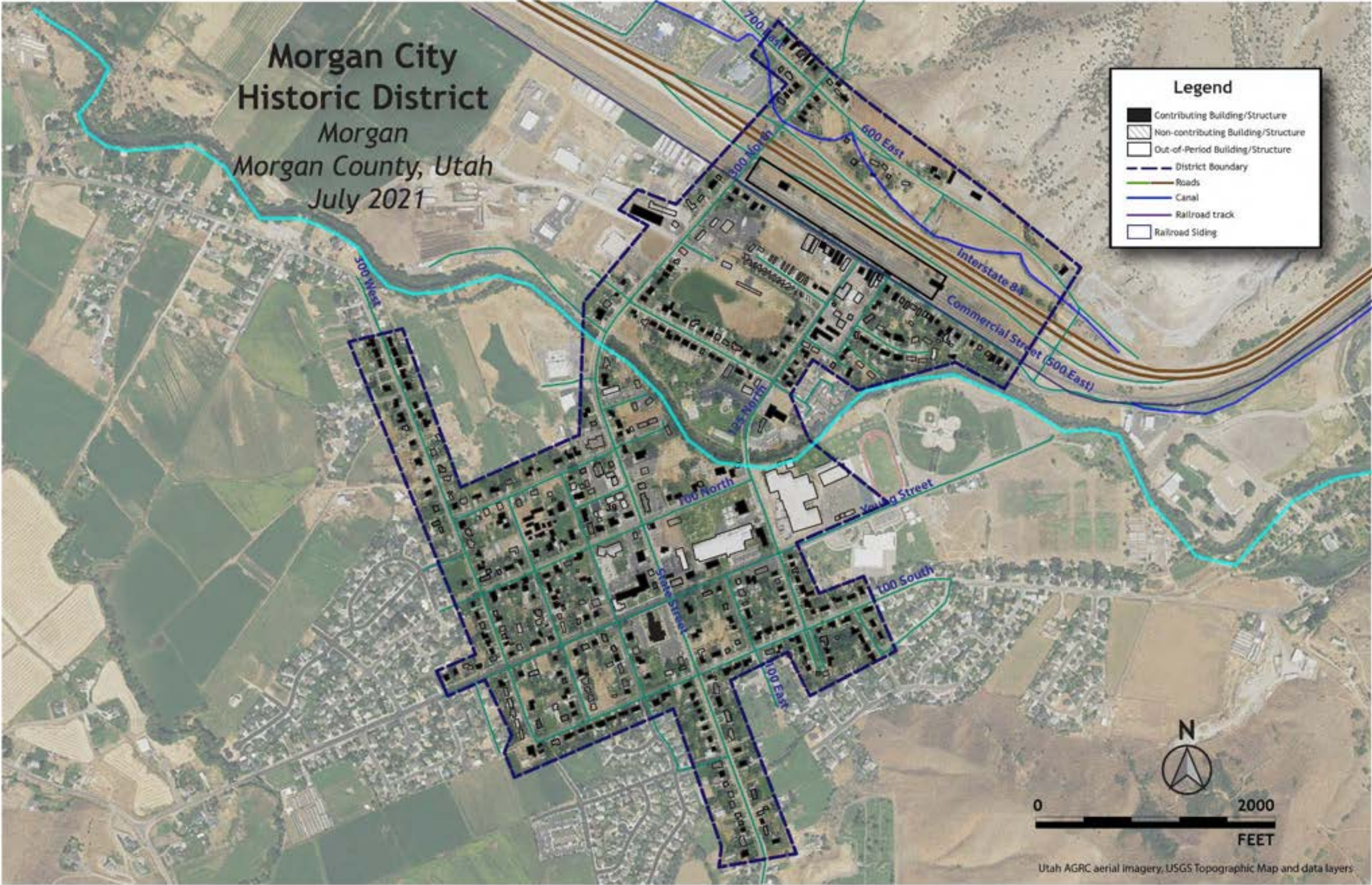
Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State



Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State



Morgan Historic District  
Name of Property

Morgan County, Utah  
County and State

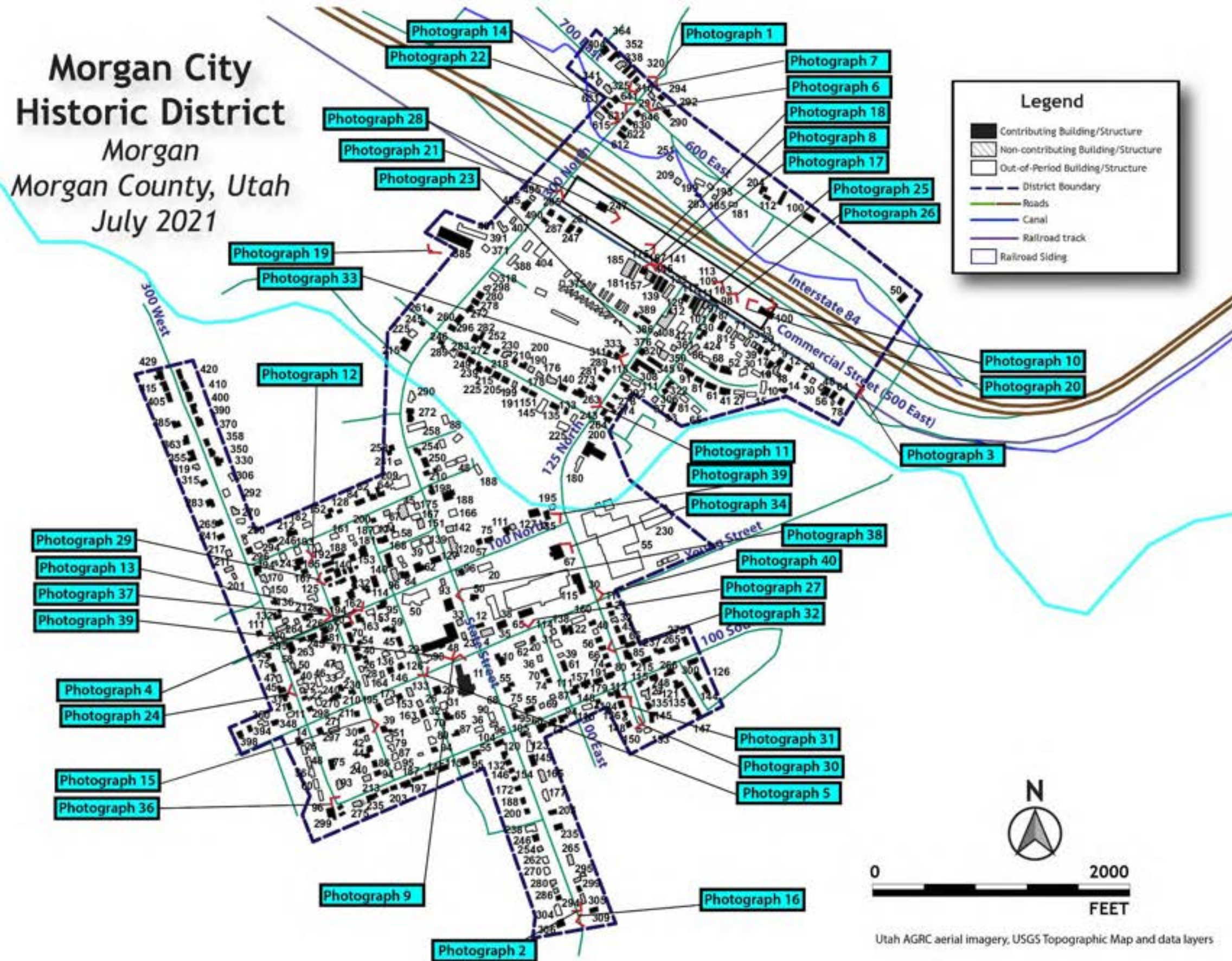
Morgan City  
Historic District  
Morgan  
Morgan County, Utah  
July 2021

Legend

Contributing Building/Structure

Non-contributing Building/Structure

Utah AGRC aerial imagery, USGS Topographic Map and data layers



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

1 of 40: Streetscape: 300 North and 700 East intersection with I-84 freeway. Camera facing west.



2 of 40: Streetscape: State Street and 300 South. Camera facing northwest.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

3 of 40: Commercial Street (500 East). Camera facing northwest.



4 of 40: Charles C. Turner House 162 West 100 North (circa 1876).



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

5 of 40: 126 West Young Street (circa 1870). Camera facing west.



6 of 40: 292 North 600 East (circa 1880). Camera facing north.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

7 of 40: 310 North 700 East (circa 1890). Camera facing northeast.



8 of 40: Heiner Livery. 167 North Commercial Street. Camera facing southwest.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

9 of 40: 1871 LDS Morgan Tabernacle, 11 South State Street. Camera facing southwest.



10 of 40: 1897 Morgan railroad grade approximately 100 North Commercial Street. Camera facing northwest.



Morgan Historic District

Morgan County, Utah

Name of Property

County and State

11 of 40: Fred Coolbear House (circa 1909), 263 East 125 North, camera facing west.



12 of 40: 185 North 200 West (circa 1900), Camera facing northwest.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

13 of 40: 212 West 100 North (circa 1900), Camera facing northwest.



14 of 40: 621 East 300 North (circa 1905), Camera facing north.



Morgan Historic District

Morgan County, Utah

Name of Property

County and State

15 of 40: Charles Hogg House , 30 South 200 West (circa 1914), Camera facing west.



16 of 40: Alonzo Francis House, 309 South State Street (circa 1908), Camera facing southeast.



Morgan Historic District

Morgan County, Utah

Name of Property

County and State

17 of 40: First National Bank, 157 North Commercial Street (500 East): Camera facing west.



18 of 40: Heiner Hotel, 175 North Commercial Street (500 East), Camera facing west.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

19 of 40: Morgan Canning Company building, 385 East 300 North, Camera facing northwest.



20 of 40: 100 North I-84 Frontage Road (circa 1916). Camera facing south.



Morgan Historic District

Morgan County, Utah  
County and State

Name of Property

21 of 40: 295 North Commercial Street (circa 1944). Camera facing northwest.



22 of 40: 646 East 300 North (circa 1925), camera facing northeast.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

23 of 40: 311 East 125 North (circa 1935), Camera facing north.



24 of 40: 32 North 300 West (1941), Camera facing northeast.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

25 of 40: 113 North Commercial Street (1933), Camera facing northwest.



26 of 40: Union Pacific Morgan Depot (Gilbert Stanley Underwood), 98 North Commercial Street (500 East) (1926), Camera facing northeast.



Morgan Historic District

Morgan County, Utah

Name of Property

County and State

27 of 40: Morgan High School Mechanical Arts Building (1936), 65 East Young Street, Camera facing northwest.



28 of 40: 247 North I-84. 1930 Utah Poultry Cooperative Building, camera facing northwest.



Morgan Historic District

Morgan County, Utah  
County and State

Name of Property

29 of 40: Agricultural complex, 140 North 200 West (circa 1920), Camera facing north.



30 of 40: 148 South Circle Drive (200 East) (circa 1944), Camera facing west.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

31 of 40: 124 South Circle Drive (circa 1946), Camera facing northwest.



32 of 40: 65 South 200 East (circa 1952), Camera facing north.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

33 of 40: 308 East 125 North (circa 1946), Camera facing northeast.



34 of 40: Morgan School District Building (circa 1950), 67 North 200 East, Camera facing west



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

35 of 40: Morgan canning workshop (1944), 185 East 100 North, Camera facing northwest.



36 of 40: 299 West 100 South (1965), Camera facing southeast.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

37 of 40: 163 West 100 North (1965), Camera facing southeast.



38 of 40: J's Drive-in Restaurant, 50 North State Street (1950), Camera facing northeast.



Morgan Historic District

Name of Property

Morgan County, Utah

County and State

39 of 40: Morgan County Building (circa 1960), 48 West Young Street, Camera facing north.



40 of 40: Morgan LDS Seminary Building, 30 North 200 East (circa 1965), Camera facing north.

