

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

(Type all entries - complete applicable sections)

PH0037443

STATE:	Idaho
COUNTY:	Ada
FOR NPS USE ONLY	
ENTRY DATE	AUG 7 1974

1. NAME	
COMMON: Union Pacific Mainline Depot	
AND/OR HISTORIC:	

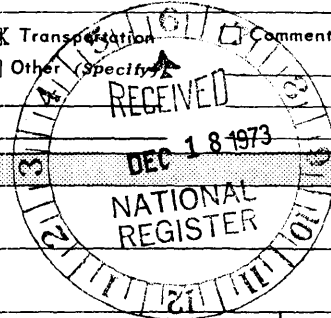
2. LOCATION			
STREET AND NUMBER: 1701 Eastover Terrace			
CITY OR TOWN: Boise		CONGRESSIONAL DISTRICT: 1st District	
STATE Idaho	CODE 16	COUNTY: Ada	CODE 001

3. CLASSIFICATION			
CATEGORY (Check One) ☐ District ☒ Building ☐ Site ☐ Structure ☐ Object	OWNERSHIP ☐ Public Public Acquisition: ☒ Private ☐ In Process ☐ Both ☐ Being Considered	STATUS ☒ Occupied ☐ Unoccupied ☐ Preservation work in progress	ACCESSIBLE TO THE PUBLIC Yes: ☒ Restricted ☐ Unrestricted ☐ No
PRESENT USE (Check One or More as Appropriate)			
☐ Agricultural ☐ Commercial ☐ Educational ☐ Entertainment	☐ Government ☐ Industrial ☐ Military ☐ Museum	☐ Park ☐ Private Residence ☐ Religious ☐ Scientific	☒ Transportation ☐ Other (Specify)

4. OWNER OF PROPERTY			
OWNER'S NAME: Union Pacific Railroad Company			
STREET AND NUMBER: 1416 Dodge			
CITY OR TOWN: Omaha		STATE: Nebraska	
		CODE 31	

5. LOCATION OF LEGAL DESCRIPTION			
COURTHOUSE, REGISTRY OF DEEDS, ETC: Ada County Courthouse			
STREET AND NUMBER: 514 West Jefferson			
CITY OR TOWN: Boise		STATE: Idaho	
		CODE 16	

6. REPRESENTATION IN EXISTING SURVEYS			
TITLE OF SURVEY: Idaho State Historic Preservation Plan			
DATE OF SURVEY: 1972 ☐ Federal ☒ State ☐ County ☐ Local			
DEPOSITORY FOR SURVEY RECORDS: Idaho State Historical Society			
STREET AND NUMBER: 610 North Julia Davis Drive			
CITY OR TOWN: Boise		STATE: Idaho	
		CODE 16	



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7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)			(Check One)		
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Boise's Union Pacific depot is built in the Spanish colonial style, with white stucco walls contrasting with the orange tile roofs. Further contrast is provided by locally quarried sandstone which is used extensively in the building. The walls, up to the base of the first floor windows, are sandstone. Other sandstone is used in copings, obelisks, and borders around doorways. The main entrance, in the base of the campanile, is elaborately decorated with carved sandstone.

The three principal elements--the large waiting room block, the lower office wing and the campanile--are set in an asymmetrical pattern, with the campanile dominating the structure. The square walls of the campanile are cut at the corners near the top to form an octagonal tower. Four sandstone obelisks mark the corners, and arched louvered windows with shallow balconies decorate the four main faces. A denticulated cornice and ring of battlements surround the smaller octagonal crown of the campanile.

The large waiting room rises a tall two stories and is topped with a gable roof. A smaller, lower, two-story gabled ell projects out from each gable, with the end marked by a high, curving Spanish gable. Flat-roofed, one-story wings run along north and south sides of waiting room, each with three tall arched openings containing the doors. A pattern of arched windows marks the second story. On the interior, the waiting room is open for both stories, with the beams in the ceiling painted with colorful designs.

The office wing, formerly the baggage area, is only one story tall. The hip roof is broken by four dormers, two on each side of the roof. Two short gabled ells are attached at the east end, with one facing north and the other facing south. All but two of the large baggage doors were blocked in 1969 when this wing was remodeled into the Union Pacific offices. Large picture windows and a new entrance were added at this time.

The depot is situated on a hill overlooking Capitol Boulevard and the Statehouse at the other end. The fine site and striking building have combined to make the depot a prominent landmark since it was completed in 1925.



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(Continuation Sheet)

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(Number all entries)

8.

UNION PACIFIC MAINLINE DEPOT

The Utah Construction Company began work at once on the track connecting Orchard, Boise and Perkins. Twenty-seven and a half miles of track had been laid by early in July, 1924, and the last spike was driven without ceremony on July 15 near Five-Mile Creek outside of Boise.

In early August, ground was broken for the Union Pacific depot. The building was designed by the New York firm of Carrere, Hastings, Shreve and Lamb in the popular Spanish style. The Cherdron Construction Company of Salt Lake did the work, under the direction of L. W. Althoff, the assistant engineer for the Oregon Short Line. Work was rushed ahead in order to complete as much as possible before winter.

The railroad gave plans for the Howard V. Platt gardens on the hillside below the depot. (Platt was the general manager of the Oregon Short Line at the time.) They created the gardens and have maintained them since.

The magnificent depot was finished on April 1, 1925, and on April 16, the first train arrived at 10:30 a.m. This long-awaited event was the cause of days of celebrations, parades and parties in Boise, for it signaled the end of Boise's frustration and embarrassment at being an "isolated capital".

A notable addition to the depot was made in 1927 when chimes were installed in the campanile. The chimes were given by an anonymous friend in honor of E. H. Harriman. Meneely Bell Company of New York cast the bells, Seth Thomas Company supplied the clock and striking device, and Carrere and Hastings was in charge of the installation. The chimes, with the Westminster peal, first rang on Easter in 1927, and have been ringing every quarter hour since then.

After years of trying to get the mainline to the capital, Boise finally got her prize. But it came late, past the time of the railroad's heyday. Automobiles began to cut into much of the business, and the recent shift to air has all but destroyed passenger train service. At the end of May, 1971, regular passenger trains ceased to run through Boise. The depot still stands as a local monument, a symbol of the gratitude Boise felt with the coming of the mainline. The Union Pacific takes great pride in maintaining the building, which now serves as a company office.

Architecturally, the depot remains as an excellent example of Spanish-style architecture, which was quite popular in Boise in the 1920's. The striking white building can be seen both day and night from much of the city, making it a familiar landmark in Boise.

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian

☐ 16th Century

☐ 18th Century

☒ 20th Century

☐ 15th Century

☐ 17th Century

☐ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1924-1925

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

☐ Aboriginal

☐ Education

☐ Political

☐ Urban Planning

☐ Prehistoric

☐ Engineering

☐ Religion/Phi-

☐ Other (Specify)

☐ Historic

☐ Industry

☐ Philosophy

☐ Agriculture

☐ Invention

☐ Science

☒ Architecture

☐ Landscape

☐ Sculpture

☐ Art

Architecture

☐ Social/Human-

☐ Commerce

☐ Literature

☐ itarian

☐ Communications

☐ Military

☐ Theater

☐ Conservation

☐ Music

☒ Transportation

STATEMENT OF SIGNIFICANCE

After the completion of the transcontinental railroad in 1869, the residents of Boise worked for nearly twenty years to get the railroad into their city. In 1883, the Oregon Short Line came close, but missed Boise. In fact, the citizens of the capital city were forced to ride a stagecoach fifteen miles over the dusty sagebrush flat to catch the nearest train. In 1887, the situation was eased somewhat when the Idaho Central was built into Boise, offering a connection to the mainline which followed the natural drainage of the region.

In 1900, the city's hopes for the mainline were raised when E. H. Harriman of the Union Pacific offered to bring the mainline into Boise. He stipulated that the citizens raise \$250,000 to purchase the right of way. This was accomplished, but the idea died when the Union Pacific executive board turned the proposal down.

In 1922, the Boise Chamber of Commerce took the initiative. On August 14, an agreement was signed with the Oregon Short Line to bring the mainline to Boise in the next year. The citizens were to obtain the right of way from Orchard to Perkins through the city, and to raise a fund of \$400,000, of which \$325,000 was to be put in trust. The income from the trust fund was to be used, if necessary, to pay excess taxes on the new construction if assessments ever were raised. Needless to say, the Union Pacific was not subject to discriminatory taxation under the circumstances, and many leading citizens of Boise wound up with a good income-producing investment.

The response to the fund drive was immediately favorable. The money was rolling in when a snag developed in early 1923. On January 20, the trustees holding the citizens' right of way on the stub line refused to turn over the deed for fear that the railroad might not use the right of way for railroad purposes. An agreement was reached to hold a special election on the issue, and on January 27, the citizens voted overwhelmingly to put the deed in escrow. Later that year, another snag developed when the landowners selling land for the right of way claimed that the evaluation was too low, but this was settled out of court.

Continued

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Dieter, Alice, "Boise Went Wild When the Main Line Arrived",
Intermountain Observer, May 10, 1969, pp. 10, 14.

Idaho Daily Statesman, April 17, 1925 and April 17, 1927.

HR
NO
UTM

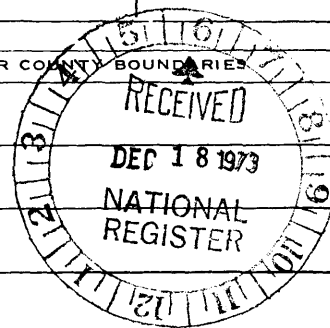
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	0		"	0		"	43	36	08
NE	0		"	0		"	116	12	47
SE	0		"	0		"			
SW	0		"	0		"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 8.7 acres

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
 Mrs. Nancy F. Renk, State Survey Staff

ORGANIZATION: Idaho State Historical Society

DATE: 29 Nov. 1973

STREET AND NUMBER:
 610 North Julia Davis Drive

CITY OR TOWN: Boise

STATE: Idaho

CODE: 83706

CODE: 16

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name Mike Wells

Title State Historic Preservation Officer

Date 13 December 1973

I hereby certify that this property is included in the National Register.

A. P. Mortenson
 Director, Office of Archeology and Historic Preservation

Date 8/7/74

ATTEST:

[Signature]
 Keeper of The National Register

Date 8/1/74



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Union Pacific Mainline Depot
Ada County, Boise

Boise, Idaho

PE Duane Garrett

8-7-74 doc

IN L.A. 100

18-A-61

PROPERTY OF THE NATIONAL REGISTER

Garrett photography

25 E. 15TH STREET

BOISE IDAHO

REORDER NO.

2942-11