

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

JUL 17 1975

RECEIVED

DATE ENTERED SEP 25 1975

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Denver and Rio Grande Railroad Station

AND/OR COMMON

Rio Grande Station

**2 LOCATION**

STREET &amp; NUMBER

3rd South and Rio Grande

NOT FOR PUBLICATION

CITY, TOWN

Salt Lake City

CONGRESSIONAL DISTRICT

2

STATE

Utah

VICINITY OF

CODE 049

COUNTY

Salt Lake

CODE

035

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☒ TRANSPORTATION☐ MILITARY☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Rio Grande Railroad

STREET &amp; NUMBER

#1 Park Central, 1515 Arapahoe Street

CITY, TOWN

Denver

VICINITY OF

STATE

Colorado

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Recorders Office

STREET &amp; NUMBER

City and County Building

CITY, TOWN

Salt Lake City

STATE

Utah

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Utah Historic Sites Survey

DATE

1972

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

Utah State Historical Society

CITY, TOWN

Salt Lake City

STATE

Utah

## 7 DESCRIPTION

### CONDITION

☒ EXCELLENT  
☐ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

### CHECK ONE

☒ UNALTERED  
☐ ALTERED

### CHECK ONE

☒ ORIGINAL SITE  
☐ MOVED DATE \_\_\_\_\_

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

#### Architectural Description:

Style: The original plans for the Station called for a building that was described (in 1908) as "French Renaissance" in style. The actual building varies considerably from original elevations and features elements of both Renaissance Revival and Beaux-Arts styles. The architect of the Station was Henry S. Schlachs of Chicago. He had previously designed St. Paul's Church in Chicago and the Rio Grande Station at Grand Junction, Colorado.

Description: The following is a description of the station site and building from The Salt Lake Tribune August 14, 1910.

"The depot site is a piece of property 1452 feet long and 330 feet side only four blocks from the exact commercial center of the rapidly growing city of Salt Lake. The impressive station building is 417 feet long by 98 feet wide. It centers on Third South Street, one of the main business thoroughfares and has in immense approach or foreground on the town side and large, roomy, covered platforms paralleling the tracks on the railroad side.

The center portion of the building contains a waiting room 144 feet long by 83 feet wide, with a clear height of 58 feet from floor to ceiling. This large room is lighted by three immense arched windows on each side (each 28 X 30 feet) through green opalescent glass. The interior of the waiting room is treated in an adaptation of a classic style of architecture similar to the exterior, the color scheme being brownish red and gray for the walls with a deep brown for the ceiling. All of this, combined with the green light through the windows, gives the room a dignified quietness.

In the wings of the building at each end of the waiting room are provided all the accessories necessary to every large railroad depot. In one end are the baggage, express and parcel rooms, while in the other end are provided everything necessary for the comfort of travelers, including men's smoking room, women's retiring room, restaurant, etc. In the center of the large waiting room are the ticket offices, news stand, telegraph and telephone offices and other conveniences for the traveling public.

In the second story of the main structure are the railroad companies' offices.

The heating and lighting plants have been located in a separate building at the south end of the property, some 500 feet from the main building. The best of material of the various kinds has been employed in the structure. For the exterior there is a marble base of white Colorado-Yule marble five feet high all around the building. The balance of the exterior is in terra cotta and red New Jersey rain-washed brick. The roofs are of red tile. The building is absolutely fireproof and is treated on the interior with tile floors throughout and with marble wainscoting, all harmonizing with the general color effect of the different rooms."

The above account quite accurately describes the condition of the building today. The building is in good structural condition and only minor modifications have been made since 1910, the year of the station's completion. The cost of the building was \$750,000.



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INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE

Architectural Features:

Plan: As described, the building is long and narrow in plan and consists of a large center section flanked symmetrically by two smaller side wings.

Massing: The major sections are rectangular in shape and are relieved only by the recessions of detailed areas such as the bays, pilasters and quoins.

Roof: Hip roof, covered with tiles.

Exterior ornamental detailing: Major decorative elements include engaged pilasters of stone with abbreviated Roman entablatures as capitals; stone quoins; large, Roman-arched front windows bays which are multi-paned, splayed and deeply recessed; classical keystones (one with a stone eagle) and stone medallions; stone ballustrade across the level of the second floor; Roman entablature style frieze under deep eaves and boxed soffit; dentil bands above frieze; corbeled stone belt course delineating the level of the second floor; square window and doors bays throughout (except three main windows) with decorative stone lintels and frames, and deeply recessed; decorative metal gutters; original wall mounted lamp fixtures.

Interior Features: The interior is largely original, although the color scheme has been changed in secondary areas. Reddish-brown marble provides a wainscoting for the otherwise plastered walls. Engaged pilasters appear to support the second story walkway with a traditional entablature style band making an interior transition between floors. Detailing is classical and included dentil bands, egg & dart motives, Italianate cartouches and brackets, beamed ceilings, and an overall richness through ornamentation.

# 8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1910 BUILDER/ARCHITECT Henry S. Schlachs

## STATEMENT OF SIGNIFICANCE

In addition to the architectural significance of the Denver and Rio Grande Station, the building is important for several other reasons. Several historical events, such as the arrival and departure of soldiers during World War I and World War II, the arrival in Utah of prominent public officials as well as other famous people, are associated with the station.

Perhaps of more importance, the station is a tangible monument of the conflict between George Gould, son of the famous financier Jay Gould, and Edward H. Harriman. George Gould constructed a transcontinental railroad to compete with the Union Pacific line which was under the control of Harriman. In order to establish a transcontinental route it was necessary for Gould to finance the construction of a railroad from San Francisco to Salt Lake City. This railroad, financed by the Gould interests, was the Western Pacific. The large debt incurred by Gould in financing the railroad led Robert G. Athearn in his book, Rebel of the Rockies: A History of the Denver and Rio Grande Western Railroad, to describe the Western Pacific as an albatross hung by Gould around the neck of the Denver and Rio Grande railroad. At Salt Lake City, the Denver and Rio Grande railroad, constructed from Denver to Salt Lake City in 1883, connected with the Western Pacific to form the last link in Gould's transcontinental railroad system. In order to provide facilities for the district offices of both the Denver and Rio Grande railroad and the Western Pacific, and to provide a modern, impressive station to lure travelers from the Union Pacific, the Rio Grande station was constructed. It stands today as a reminder of the financial struggles for control of the nation's transportation by the railroad barons during the late nineteenth and early twentieth centuries.

The station, which has been a major Salt Lake City landmark since 1910, serves as a symbol of a by-gone era when railroad transportation was the best form of overland travel available.



## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Salt Lake Tribune August 14, 1910

E. V. Fohlin, Salt Lake City Past and Present, Shelton Publishing Company, SLC, 1908

Robert G. Athearn, Rebel of the Rockies: A History of the Denver and Rio Grande Western Railroad, Yale University Press, New Haven, Connecticut, 1962

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2 acres

UTM REFERENCES

A 

1	2
---	---

4	2	3	7	0	0
---	---	---	---	---	---

4	5	1	2	6	2	0
---	---	---	---	---	---	---

ZONE

EASTING

NORTHING

C 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

B 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

ZONE

EASTING

NORTHING

D 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

VERBAL BOUNDARY DESCRIPTION

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

STATE

CODE

COUNTY

CODE

STATE

CODE

COUNTY

CODE

## 11 FORM PREPARED BY

NAME / TITLE

Kent Powell, Preservation Historian

Allen D. Roberts, Architectural Historian

ORGANIZATION

Utah State Historical Society

DATE

July 2, 1975

STREET & NUMBER

603 East South Temple

TELEPHONE

(801) 328-5755

CITY OR TOWN

Salt Lake City

STATE

Utah

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ☒

STATE ☐

LOCAL ☐

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*Melvin T. Smith*

TITLE Melvin T. Smith, State Historic Preservation Officer

DATE July 7, 1975

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

9/25/75

DATE

9/24/75

Property

DENVER AND RIO GRANDE RAILROAD STATION

State Utah

Working Number 7.17.75.1423

Salt Lake  
75001815

**TECHNICAL**

Photos 1  
Maps 1

1 cont. sheet (#7)

**CONTROL**

OK pl  
7.21.75

**HISTORIAN**

Accept  
W. R. Luce  
9/8/75

Acceptable as is, but should have  
been nominated for architecture as well

**ARCHITECTURAL HISTORIAN**

hardly nationally  
significant

accept  
Blouin  
9-8-75

**ARCHEOLOGIST**

**OTHER**

**HAER**

Inventory       

Review       

**REVIEW UNIT CHIEF**

Poorly written

Accept  
Cole  
9-12-75

**BRANCH CHIEF**

accept  
Hump  
7.17.75

**KEEPER**

Greenberg  
W. W. Hump  
9/24/75

National Register Write-up       

Send-back       

Entered SEP 25 1975

Federal Register Entry 11-4-75

Re-submit       

INT:2106-74





PROPERTY OF THE NATIONAL REGISTER

NPS Number 9/25/75

Title: Denver And Rio Grande Railroad Station  
Salt Lake Co., Utah

Loc.

Front of depot looking from  
northeast to southeast.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM**

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*

TYPE ALL ENTRIES ENCLOSE WITH PHOTOGRAPH

**1 NAME**

HISTORIC Denver and Rio Grande Railroad Station

AND/OR COMMON Rio Grande Station

**2 LOCATION**

CITY, TOWN  
Salt Lake City

\_\_\_\_ VICINITY OF

COUNTY Salt Lake

STATE Utah

**3 PHOTO REFERENCE**

PHOTO CREDIT N. V. McNeeley

DATE OF PHOTO June 1975

NEGATIVE FILED AT Utah State Historical Society

**4 IDENTIFICATION**

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO.

Front of depot looking from northeast to southwest.

PROPERTY OF THE NATIONAL REGISTER

Front of depot looking from northeast to southwest.

DESCRIBE VIEW, DIRECTION, ETC. IN DISTINCT GIVE BUILDING NAME & STREET

PHOTO NO.

IDENTIFICATION

NEGATIVE FILED AT Utah State Historical Society

PHOTO GRANT N. V. McNeely

DATE OF PHOTO June 1975

PHOTO REFERENCE

Salt Lake City

CITY TOWN

\_\_\_\_ VILLAGE OR

COUNTY

Salt Lake

STATE

Utah

LOCATION

Rio Grande Station

AND OR CORNER

Historic Denver and Rio Grande Railroad Station

NAME

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES. ENCLOSE WITH PHOTOGRAPH

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

NATIONAL PARK SERVICE

UNITED STATES DEPARTMENT OF THE INTERIOR

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UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM**

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

**1 NAME**

HISTORIC Denver and Rio Grande Railroad Station

AND/OR COMMON Rio Grande Station

**2 LOCATION**

CITY, TOWN Salt Lake City VICINITY OF COUNTY Salt Lake STATE Utah

**3 MAP REFERENCE**

SOURCE USGS Salt Lake City, North, Utah

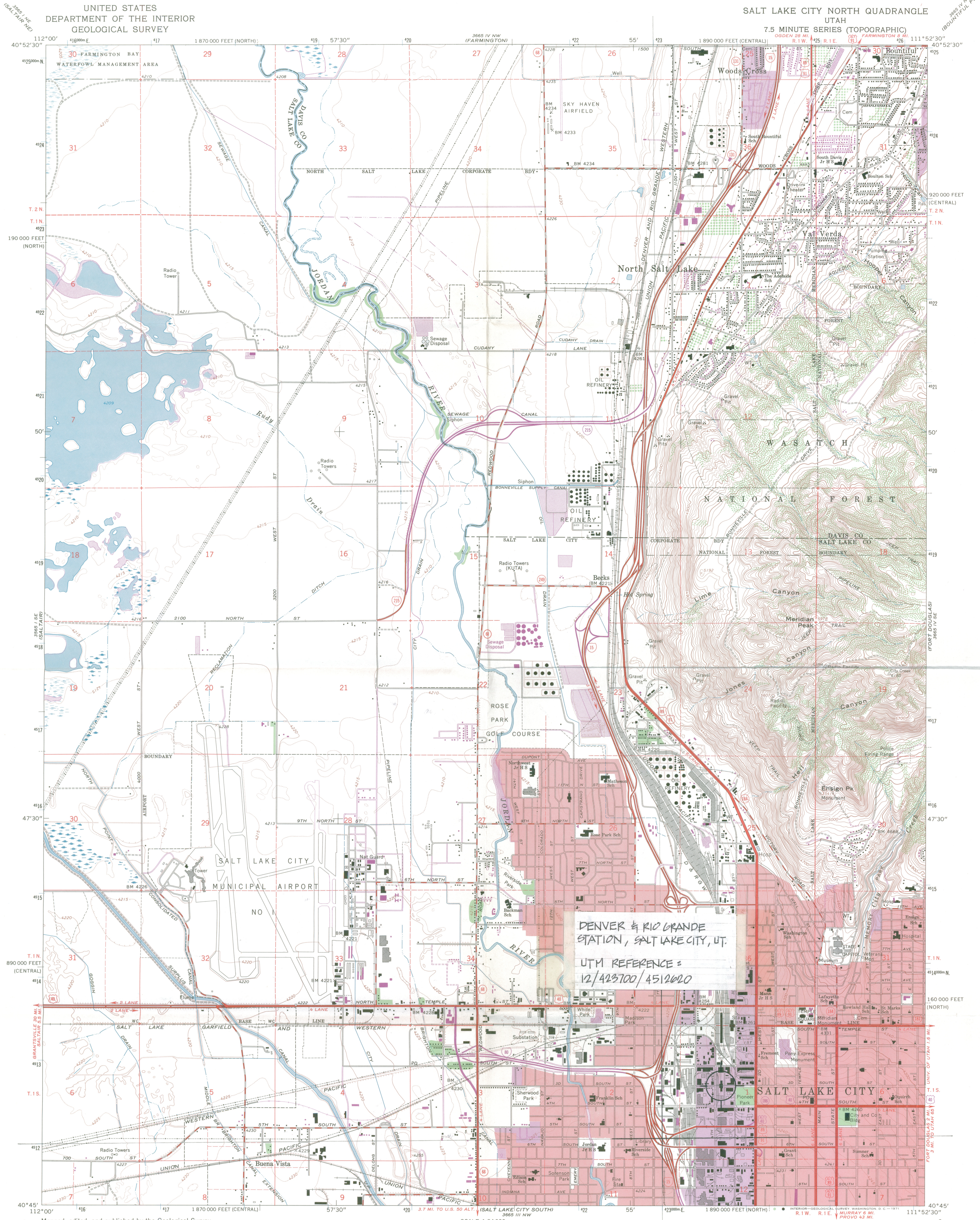
SCALE 1:24000 DATE 1963, photo revised 1969

**4 REQUIREMENTS**

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES





Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial photographs taken 1950 and planetable surveys 1925, 1934, and 1951  
Revised from aerial photographs taken 1962. Field checked 1963  
Polyconic projection. 1927 North American datum  
10,000-foot grids based on Utah coordinate system,  
central and north zones  
1000-meter Universal Transverse Mercator grid ticks,  
zone 12, shown in blue  
Red tint indicates areas in which only landmark buildings are shown  
Fine red dashed lines indicate selected fence lines  
Revisions shown in purple compiled from aerial photographs taken 1969. This information not field checked  
Purple tint indicates extension of urban areas

SCALE 1:24,000  
CONTOUR INTERVAL 20 FEET  
DOTTED LINES REPRESENT 5-FOOT CONTOURS  
DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
Interstate Route U.S. Route State Route

SALT LAKE CITY NORTH, UTAH  
N4045-W1152.5/7.5  
1963  
PHOTOGRAPHED 1969  
AMS 3665 IV SW-SERIES B997

RECEIVED  
JUL 17 1975  
NATIONAL  
REGISTER



ENTRIES IN THE NATIONAL REGISTER

STATE UTAH

Date Entered SEP 25 1975

Name

Location

Denver and Rio Grande Railroad  
Station

Salt Lake City  
Salt Lake County

McConkie Ranch Petroglyphs

Vernal vicinity  
Uintah County

Also Notified

Hon. Frank E. Moss  
Hon. E. J. (Jake) Garn  
Hon. Allan T. Howe  
Hon. Gunn McKay

State Historic Preservation  
Officer  
Dr. Melvin T. Smith  
Director  
Division of State History  
603 East South Temple  
Salt Lake City, Utah 84102

Regional Director, Rocky Mountain  
Region

PR

MMott 9/30/75

copy to Crecco

# NR Data Sheet

DATE: 11.3.76  
 Reviewer INITIALS: NESBITT  
 NR DOE 9/25/75

NAME AS IT APPEARS IN FEDERAL REGISTER: DENVER AND RIO GRANDE RAILROAD STATION

OTHER NAMES: Rio Grande Station

## LOCATION:

STREET & NUMBER

3rd South and Rio Grande

CITY, TOWN

Salt Lake City

STATE

UT

VICINITY OF

CONGRESSIONAL DISTRICT

second

COUNTY

code

Salt Lake

035

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline)

FEDERAL (AGENCY NAME):

NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST

SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

## FEATURES:

INTERIOR

Substantially intact -

unknown - 4

not applicable - 7

EXTERIOR

Substantially intact -

unknown - 5

not applicable - 8

ENVIRONS

Substantially intact -

unknown - 6

Not applicable - 9

Interior, exterior, environs not intact - 0

CONDITION -

EXCELLENT

GOOD

FAIR

DETERIORATED

RUINS

UNEXPOSED

Unexcavated

UNALTERED

ALTERED

Reconstructed

Excavated

ORIGINAL SITE

MOVED

Unknown

ACCESS -

Yes - restricted

Yes - unrestricted

No access

Unknown

historic district?

YES

NO

WITHIN NATIONAL REGISTER HISTORIC DISTRICT?

YES

NO

IF YES, NAME:

WITHIN NATIONAL HISTORIC LANDMARK?

YES

NO

IF YES, NAME:

ADAPTIVE USE:

YES

NO

Saved?

YES

NO

FUNCTION(S): (use vocabulary words)

then- RAILROAD STATION

now- RAILROAD STATION

## SIGNIFICANCE:

ARCHAEOLOGY-PREHISTORIC

ARCHAEOLOGY-HISTORIC

AGRICULTURE

ARCHITECTURE - 4

ART

COMMERCE - 6

COMMUNICATIONS

CONSERVATION

ECONOMICS

EDUCATION

ENGINEERING

EXPLORATION

INDUSTRY

INVENTION

LANDSCAPE ARCHITECTURE

LAW/Gov't/politics

LITERATURE

MILITARY

MUSIC

PHILOSOPHY

POLITICS/GOVERNMENT

RELIGION

SCIENCE

SOCIAL/HUMANITARIAN

TRANSPORTATION - 25

OTHER (SPECIFY)

entertainment

health

recreation

settlement

socio/cultural

urban & commun

planning

## Claims

"first"

YES

NO

"oldest"

YES

NO

"only"

YES

NO



ARCHITECTURAL STYLE: ~~Beaux Arts and~~ <sup>Second</sup> Renaissance Revival elements

architect/ ~~architect~~ <sup>2</sup> Henry S. Schlachs

engineer:

artist/artisan:

builder/contractor:

landscape/garden designer:

interior decorator:

ETHNIC GROUP:

NAMES:

(label role  
&  
appropriate date)

personal

George Gould (son of financier Jay Gould) constructed a transcontinental RR to compete with the Union Pacific under the leadership of Ed. H. Harriman. RR & station financed by Gould ran from Salt Lake City to

events

San Francisco

institutional

DATES:

DATE OF CONSTRUCTION (Specific date or 1/4 of century): <sup>✓</sup> 1910

DATE(S) OF "MAJOR" ALTERATIONS:

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE:

(OF NOMINATION)

PRIVATE

STATE

LOCAL GOV'T

MUNICIPAL

COUNTY

OTHER

FEDERAL AGENCY:

ACREAGE:

(to nearest tenth of an acre)

2 acres

COMMENTS: (include architectural information here) Stone & brick; 2 stories, <sup>large</sup> central block with symmetrical <sup>side</sup> wings, low-pitched <sup>hip</sup> roof, stone <sup>facade</sup> 1st-story <sup>with</sup> beveled marble water table, <sup>large</sup> <sup>round</sup> arched windows flanked by pilasters on 2nd story of central block; stone <sup>banded</sup> windows, <sup>holding</sup> anthemion decorated cornices, ~~Beaux Arts and~~ Renaissance Revival elements.

SIGNIFICANCE: (maximum two sentences) Built for ~~Railroad~~ <sup>Station on</sup> ~~Nan~~ <sup>Built for</sup> George Gould to attract passengers away from the rival Union Pacific Railroad.

*Station on  
Built for ~~George Gould's~~ transcontinental  
railroad, <sup>like</sup> built by G. G. to attract  
passengers from rival Union Pacific RR.  
challenge*

ARCHITECTURAL STYLE: ~~Beaux Arts and Renaissance~~ <sup>Second</sup> Revival elements

architect/~~architect~~ <sup>(2)</sup> Henry S. Schlachs

landscape/garden designer:

interior decorator:

engineer:

artist/artisan:

builder/contractor:

ETHNIC GROUP:

NAMES:

(label role

&

appropriate date)

personal

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HISTORICALLY SIGNIFICANT DATE(S):

SOURCE:

(OF NOMINATION)

PRIVATE

☒ STATE

LOCAL GOV'T

MUNICIPAL

COUNTY

OTHER

FEDERAL AGENCY:

ACREAGE:

(to nearest tenth of an acre)

2 acres

COMMENTS:

(include architectural information here)

Stone, ~~&~~ brick; 2 stories, <sup>large</sup> central block

Stone, brick; 2 stories, large central block with symmetrical side wings, low-pitched

tilled hipped roof, stone <sup>9</sup> 1st-story with beveled marble water table, large round-arched

windows flanked by pilasters on 2nd story of central block; stone window moldings,

anthemion decorated cornices. Second Renaissance Revival elements. Station on

transcontinental railroad line built by George Gould to challenge <sup>(3)</sup> rival Union Pacific RR.

SIGNIFICANCE:

(maximum two sentences)

Built for Railroad Van Georges Gould to attract passengers away from the rival Union Pacific Railroad.

Station on  
Built for ~~Van Georges Gould~~ <sup>George Gould</sup> transcontinental  
railroad <sup>line</sup> built by G. G. to attract  
passengers from rival Union Pacific RR.  
challenge