

HISTORIC SITE FORM

(Historic Sites Database version)
Utah State Historic Preservation Office

1. Identification

Property Name: **TROLLEY SQUARE WATER TOWER**

Address: **538 S 700 EAST**

City: **SALT LAKE CITY**

County: **SALT LAKE COUNTY**

ID#: **32319**

Old ID#: 266222

Plat:

Block:

Site:

2. Documentation/Status

Evaluation: (**A**) **ELIGIBLE/SIGNIFICANT**

National Register Status:

EAST SIDE HISTORIC DISTRICT

Date Listed **8/22/1996** Date Delisted:

Thematic or MPS Affiliation:

Areas of Significance:

Dates Surveyed / Added to SHPO Files

Recon. Level Survey: **01 / 94**

Intensive Level Survey: **/**

General/Misc. File: **/ 81**

3. Building Information

Date(s) of Construction: **1910 c.**

Height (# stories): **1**

Original Use **WATERWORKS**

Outbldgs: Contrib. Non-Contrib. **0**

Plan/Type: **OTHER/UNDEFINED**

Style(s): **20TH CENTURY: OTHER**

Material(s) **OTHER**

Architect(s):

Comments:

4. Other SHPO File Information

Federal Tax Project No.(s)

106 Case No..

Devel. Grant:

State Tax Project No.(s)

Historic Photo Date:

HABS/HAER:

Surveyor APA

Plat No. B

Date 7/14/80

Block No. 25

Lot No. _____

Salt Lake City Architectural Survey

Salt Lake City Planning Commission
Structure/Site Information Form

1 Identification
Street Address: Trolley Square (Water Tower) Census Tract 20
Name of Structure: _____ Ownership: Public _____ Private ☒

2 Age/Condition/Use
Construction Date or Period: ca. 1910

Original Use: water tower
Present Use:
☐ Single Family ☐ Park ☐ Vacant
☐ Multi Family ☐ Industrial ☐ Religious
☐ Public ☐ Agricultural ☒ Other
☐ Commercial

Building Condition: ☐ Excellent ☐ Site ☐ Integrity:
☒ Good ☐ Ruins ☐ Unaltered
☐ Deteriorated ☐ Minor Alterations
☒ Major Alterations

3 Status
Preliminary Evaluation: ☒ Significant ☐ Eligibility Status:
☐ Contributory ☐ National Landmark ☐ Historic District
☐ Not Contributory ☐ National Register ☐ Multi-Resource
☐ Intrusion ☐ State Register ☐ Thematic
☐ Conservation District

4 Documentation
Research Sources/References (if used): State Register Files - USHS
Photography:
Date of Photographs: 1980
Views: Front ☐ Side ☐ Rear ☐ Other ☒



5

Architect/Builder (if known):

Building Type/Style: —

Building Materials:

metal

Number of Stories: —

Description of Physical Appearance & Significant Architectural Features:

(Include additions, alterations, ancillary structures, and landscaping if applicable)

*conical roofed round water tower supported by four long legs;**alterations - central spiral stairway; signs; decorative metal railing and top;*

6

Statement of Historical Significance:☐ Aboriginal Americans☐ Communication☐ Military☐ Religion☐ Agriculture☐ Conservation☐ Mining☐ Science☒ Architecture☐ Education☐ Minority Groups☐ Socio-☐ The Arts☐ Exploration/Settlement☐ Political☐ Humanitarian☐ Commerce☐ Industry☐ Recreation☒ Transportation

This ninety-seven foot high water tower was constructed ca. 1910 for use by the Utah Light and Railway Company. The 50,000 gallon capacity tank was used to store water for emergency fire fighting and other purposes.

7. DESCRIPTION

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

Describe the Present and Original (if known) Physical Appearance

The Legal description of the property is as follows: Begin N. E. corner of Lot 7, Block 24 and run S. 3 $\frac{1}{2}$ rods W. 10 rods N. 3 $\frac{1}{2}$ rods E. 10 rods to beginning.

The original plans are included with form. However, the front portion which is indicated as a semi-covered wagon shed was torn down when an attempt was made to convert the Stable into an office complex by Charles G. Hickie, et al. The exterior today is the same as represented in the plans minus the frontal portion. The interior is where changes have taken place in the last few months. Werner F. Weixler, et al., formerly known as the Decorator Shop, have remodeled the interior to accommodate their show rooms for interior designs and a workshop for their reupholstery shop. The hay loft and storage area above the stalls now the main show room. The hay chutes have been covered over to provide for maximum space, but the timber framing is still exposed in its original form. The second story sliding doors have been replaced with a large window and the area behind the window has been modified by the removal of the hay loft floor to facilitate a new stair-way. The effect is dramatic because the framing is left exposed and the large window provides light to both the loft and the area directly below the window. On the first floor, the stalls have been removed and a floor installed to provide an open space for the reupholstering shop located on the north half of the first floor. On the south half, brick partitions have been laid up to provide for office space. The stable boss' room has been converted into a conference room and office. A reception and waiting room are located in the area behind the double doors on the first floor. The remodeling has been done with the period in which the Stable was built kept in mind, but also with the needs of its new use provided for in its redistribution of space. The front portion of the building which was the wagon shed now has a used-brick wall surrounding it and it will contain a parking area, fountain and walkways to the two doors as designated in the original plans.

Researcher: E. L. Kox
Date: 9-6-78

Site No. SL 03 168

Utah State Historical Society
Historic Preservation Research Office
Structure/Site Information Form

1
IDENTIFICATION

Street Address: 524 South 600 East Plat Bl. Lot
Name of Structure: The Stable T. R. S.
Present Owner: Winger Weixler & Assoc. UTM:
Owner Address: 524 S. 600 E. Tax #:

2
AGE/CONDITION/USE

Original Owner: Utah Light & Railway Co. Construction Date: 1912 Demolition Date:
Original Use: Street Car Stable
Present Use: Occupants:
☐ Single-Family ☐ Park ☐ Vacant
☐ Multi-Family ☐ Industrial ☐ Religious
☐ Public ☐ Agricultural ☐ Other
☒ Commercial
Building Condition: Integrity:
☒ Excellent ☐ Site ☐ Unaltered
☐ Good ☐ Ruins ☐ Minor Alterations
☐ Deteriorated ☒ Major Alterations

3
STATUS

Preliminary Evaluation: Final Register Status:
☒ Significant ☐ National Landmark ☐ District
☐ Contributory ☐ National Register ☐ Multi-Resource
☐ Not Contributory ☐ State Register ☐ Thematic
☐ Intrusion

4
DOCUMENTATION

Photography:
Date of Slides: OCT. 1974 Date of Photographs:
Views: Front ☒ Side ☐ Rear ☐ Other ☐ Views: Front ☐ Side ☐ Rear ☐ Other ☐

Research Sources:
☐ Abstract of Title ☐ City Directories ☐ LDS Church Archives
☐ Plat Records ☐ Biographical Encyclopedias ☐ LDS Genealogical Society
☐ Plat Map ☐ Obituary Index ☐ U of U Library
☐ Tax Card & Photo ☐ County & City Histories ☐ BYU Library
☐ Building Permit ☐ Personal Interviews ☐ USU Library
☐ Sewer Permit ☐ Newspapers ☐ SLC Library
☐ Sanborn Maps ☐ Utah State Historical Society Library ☐ Other

Bibliographical References (books, articles, records, interviews, old photographs and maps, etc.):

5

ARCHITECTURE

Architect/Builder:

Building Materials:

Building Type/Style:

Description of physical appearance & significant architectural features:

(Include additions, alterations, ancillary structures, and landscaping if applicable)

SEE ATTACHED

6

HISTORY

Statement of Historical Significance:

- ☐ Aboriginal Americans
- ☐ Agriculture
- ☐ Architecture
- ☐ The Arts
- ☒ Commerce

- ☐ Communication
- ☐ Conservation
- ☐ Education
- ☐ Exploration/Settlement
- ☐ Industry

- ☐ Military
- ☐ Mining
- ☐ Minority Groups
- ☐ Political
- ☐ Recreation

- ☐ Religion
- ☐ Science
- ☐ Socio-Humanitarian
- ☒ Transportation

HISTORIC SITE FORM

(Historic Sites Database version)

Utah State Historic Preservation Office

1. Identification

Property Name: **"THE STABLE", UT LIGHT & RAILWAY**

Address: **524 S 600 EAST**

City: **SALT LAKE CITY**

County: **SALT LAKE COUNTY**

ID#: **32178**

Old ID#: **266082**

Plat:

Block:

Site:

2. Documentation/Status

Evaluation: **(A) ELIGIBLE/SIGNIFICANT**

National Register Status:

EAST SIDE HISTORIC DISTRICT

Date Listed **8/22/1996**

Date Delisted:

Thematic or MPS Affiliation:

Areas of Significance:

Dates Surveyed / Added to SHPO Files

Recon. Level Survey: **01 / 94**

Intensive Level Survey: **/**

General/Misc. File: **/ 86**

3. Building Information

Date(s) of Construction: **1912 c.**

Height (# stories): **1**

Original Use **RAIL TRANSP. RELATED**

Outbldgs: Contrib. Non-Contrib. **0**

Plan/Type: **BARN-OTHER**

Style(s): **20TH CENTURY: OTHER**

Material(s) **REGULAR BRICK**

Architect(s):

Comments:

4. Other SHPO File Information

Federal Tax Project No.(s)

106 Case No..

Devel. Grant:

State Tax Project No.(s)

Historic Photo Date:

HABS/HAER:

H I S T O R I C S I T E F O R M
(UHCS version)
Utah State Historic Preservation Office

1. IDENTIFICATION =====

Name of Property: "THE STABLE", UT LIGHT & RAILWAY
Address: 524 S 600 EAST
City, County: SALT LAKE CITY, SALT LAKE COUNTY

UHCS ID#: 0266082

2. DOCUMENTATION/STATUS =====

Evaluation: (A) ELIGIBLE/SIGNIF.

Dates Surveyed or Added to Filing System:

General/Misc. File: /OK

Reconnaissance Survey: 01/94

Intensive Level Survey: /

National Register Listing: 960822
National Register Status: CENTRAL CITY HISTORIC DIST.
Thematic or Multiple Property:

Other Documentation

106 Case Number:

HABS/HAER Number:

3. BUILDING INFORMATION =====

Date(s) of Construction: c. 1912

Height (in stories): 1

Plan/Type: BARN-OTHER

Original Use: RAIL TRANSP. RELATED

Materials: REGULAR BRICK

Styles: 20TH CENTURY: OTHER

Themes:

Outbuildings (total/contrib.): /

Comments:

Printout Date: 9/17/96

5

Architect/Builder (if known):

Building Type/Style: Builder's Vernacular

Building Materials: masonry

Number of Stories: 1

Description of Physical Appearance & Significant Architectural Features:

(Include additions, alterations, ancillary structures, and landscaping if applicable)

STONE FOUNDATION; GABLE ROOF FACING STREET; RIDGELINE CHIMNEY; SIMPLE RECTANGULAR PLAN;

ALTERATIONS: ASBESTOS SHINGLE SIDING; WINDOW OPENINGS ALTERED; FRAME PORCH; ADDITION ON SIDE;

6

Statement of Historical Significance:

- | | | | |
|---|---|--|---|
| ☐ Aboriginal Americans | ☐ Communication | ☐ Military | ☐ Religion |
| ☐ Agriculture | ☐ Conservation | ☐ Mining | ☐ Science |
| ☐ Architecture | ☐ Education | ☐ Minority Groups | ☐ Socio- |
| ☐ The Arts | ☐ Exploration/Settlement | ☐ Political | ☐ Humanitarian |
| ☐ Commerce | ☐ Industry | ☐ Recreation | ☐ Transportation |

ca. 1873 - Michael Holden

Surveyor APA

Plat No. B

Date 7/14/80

Block No. 24

Lot No. 6

Salt Lake City Architectural Survey

Salt Lake City Planning Commission
Structure/Site Information Form

Identification

1 Street Address: 518 South 600 East Census Tract 20

Name of Structure:

Demolished

Ownership: Public
Private ☒

2 Construction Date or Period: ca. 1873

Age/Condition/Use

Original Use: Single Family

Present Use:

☒ Single Family
☐ Multi Family
☐ Public
☐ Commercial

☐ Park
☐ Industrial
☐ Agricultural

☐ Vacant
☐ Religious
☐ Other

Building Condition:

☐ Excellent
☒ Good
☐ Deteriorated

☐ Site
☐ Ruins

Integrity:

☐ Unaltered
☐ Minor Alterations
☒ Major Alterations

Status

3 Preliminary Evaluation:

☐ Significant
☒ Contributory
☐ Not Contributory
☐ Intrusion

Eligibility Status:

☐ National Landmark
☐ National Register
☐ State Register
☐ City Register
☐ Historic District
☐ Multi-Resource
☐ Thematic
☐ Conservation District

Documentation

4 Research Sources/References (if used):

CITY DIRECTORIES
TITLE ABSTRACTS
SANBORN MAPS

Photography:

Date of Photographs: 1980

Views: Front ☒ Side ☐ Rear ☐ Other ☐



HISTORIC SITE FORM

(Historic Sites Database version)

Utah State Historic Preservation Office

1. Identification

Property Name:

Address: **518 S 600 EAST**

City: **SALT LAKE CITY**

ID#: **35563**

Old ID#: 258137

Plat:

Block:

Site:

County: **SALT LAKE COUNTY**

2. Documentation/Status

Evaluation: (X) **DEMOLISHED**

National Register Status:

EAST SIDE HISTORIC DISTRICT

Date Listed

Date Delisted:

Thematic or MPS Affiliation:

Areas of Significance:

Dates Surveyed / Added to SHPO Files

Recon. Level Survey: /

Intensive Level Survey: /

General/Misc. File: / **86**

3. Building Information

Date(s) of Construction:

Height (# stories):

Original Use

Outbldgs: Contrib. Non-Contrib. **0**

Plan/Type:

Style(s):

Material(s)

Architect(s):

Comments: **DEMOLISHED BEFORE DISTRICT**

4. Other SHPO File Information

Federal Tax Project No.(s)

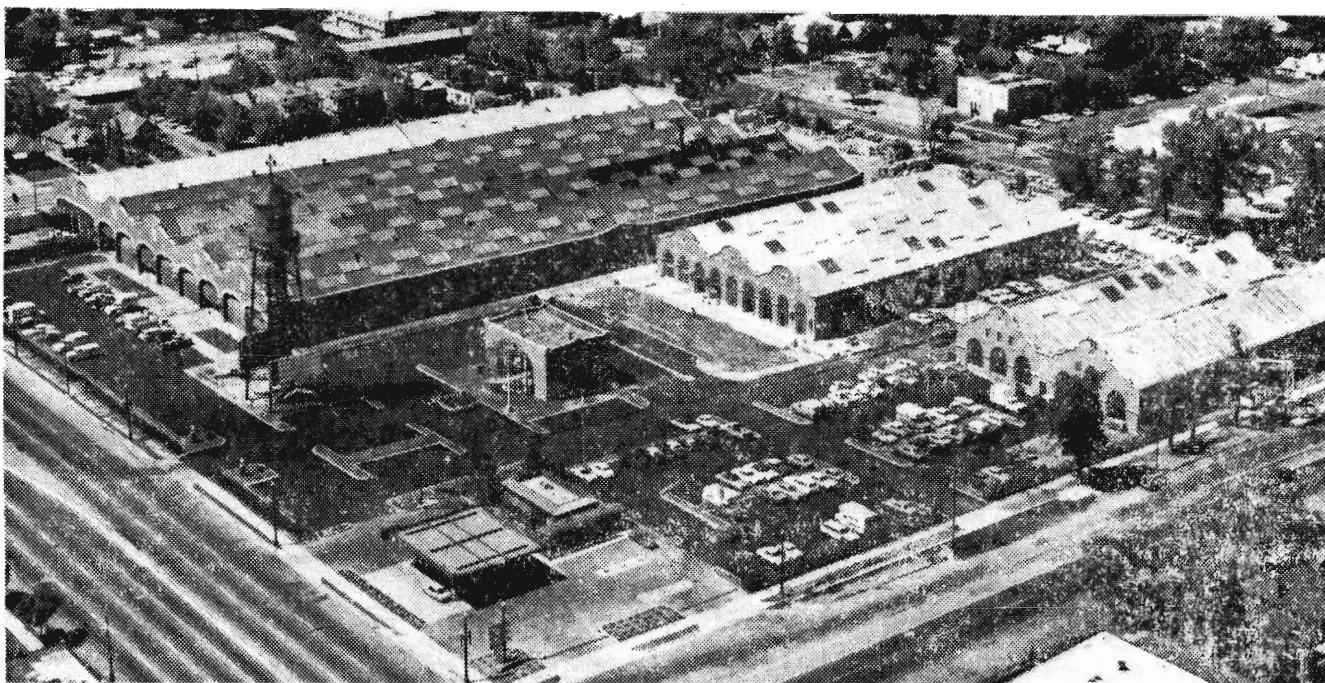
106 Case No..

Devel. Grant:

State Tax Project No.(s)

Historic Photo Date:

HABS/HAER:



Aerial view of the redeveloped Trolley Square in Salt Lake City. The old car barn is at left.

Shoppers and Diners in Salt Lake City Flocking to Redeveloped Trolley Barns

Special to The New York Times

SALT LAKE CITY, Nov. 11 —This city's last trolley car rolled off into the sunset a quarter-century ago, leaving a few pleasant memories, some steel rails faintly showing through asphalted streets, and a 10-acre square block of aging carbarns.

As in many cities, the carbarns were then used to house buses, utility trucks and other vehicles. And, as in many cities, the neighborhood surrounding the old trolley barns declined considerably, partly because of the under-used block in which hundreds of motormen, conductors and shopworkers had once been employed.

Local Business Group

Salt Lake City's Trolley Square is now thronged with shoppers and sightseers, moviegoers and diners. A privately financed, \$7-million redevelopment project has given a new lift to an aging neighborhood, and may set a pattern for similar refurbishing of trolley barns or bus garages elsewhere in the nation.

As it nears completion, Trolley Square's big carbarn, 420 feet long and 57 feet wide, already houses four 300-seat movie theaters, a giant "Gay Nineties" ice cream parlor, a steak house, two banks, a gasoline station, a ski shop and a quartet of specialty shops.

Inspired by San Francisco's Ghirardelli Square, which centers on a chocolate factory, Trolley Square was conceived by Wallace A.

Wright, managing partner of an eight-man group made up of youthful local businessmen.

The carbarns and adjacent maintenance shops, dating from 1908, were built by the Utah Light and Traction Company, then headed by E. H. Harriman, Union Pacific Railroad magnate. In addition to five column-free barns that housed idle trolleys after their daily runs, the square included a sizable sandhouse, from which cars received grit in icy weather; a "rip house," where the cars were repaired; a carpentry shop, and a tall, 50,000-gallon water tower.

Working closely with the architect, Albert L. Christensen, Mr. Wright stressed the need to give Trolley Square a "tone" that would make the block "more than just another shopping center." With 200,000 square feet of enclosed space, the project offered enough room for landscaping, as well as parking.

Brick Color Scheme

Layers of yellow paint on the carbarns were sand-blasted away, revealing mellow red-brick walls that have established the area's color scheme. Tons of used brick from downtown demolition projects have gone into Trolley Square's walkways—including interior malls laid on the between-track repair pits of the old carbarns. At least 1,000 trees and shrubs have been planted in what was long an unsightly wasteland.

Kiosks, gabled dormers and architectural elements

from three demolished mansions have been set up inside the two-story-high clear spans of the larger carbarns, along with wrought-iron balconies for interior shops.

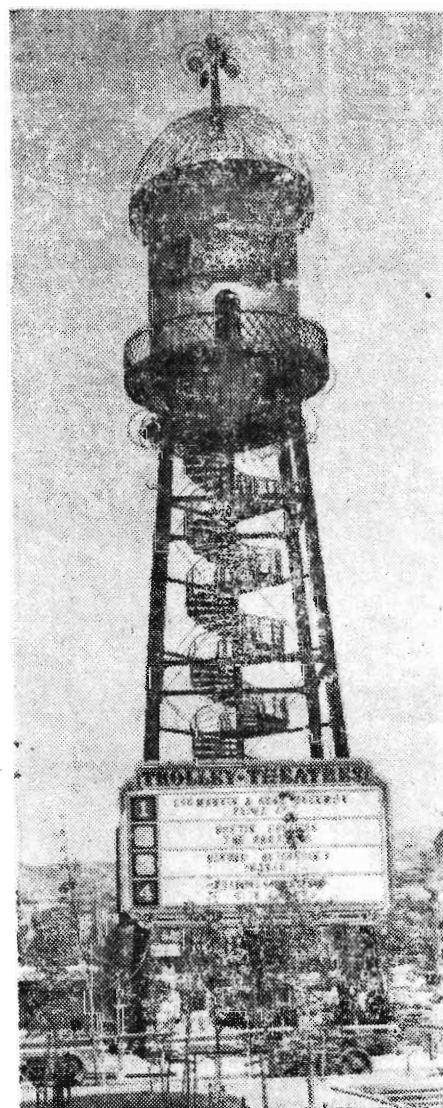
The water tower has been "restyled" with curlicues of iron and steel; steps now wind upward to a viewing platform open to tourists, and old city street lamps provide night lighting to an area now being completed as a "farmers market." A total of 208 skylights have been left in place in the trolley barns to provide daylight illumination to the balconies and bays.

Trolley Cars Restored

One of Mr. Wright's most difficult jobs proved to be finding and restoring authentic Salt Lake City trolleys. He finally located 11 cars—seven of the orange-painted "510 series" that once ambled on city runs, and four high-speed intercity cars that once linked Salt Lake City with Ogden, 40 miles north.

The trolleys, which were acquired at a cost ranging from \$1 to \$200 each, were reported to be "in atrocious condition," having been used as chicken coops, motel units and garages.

One restored car now houses a gasoline station, and another has been rebuilt to serve as a branch bank. Inside the barns a trolley car is being transformed into a florist shop; another car has been rebuilt to display skis, bicycles and sportswear, and another is being prepared for use as a restaurant.



The old water tower in the Square now displays listings for movies in the complex.

H I S T O R I C S I T E F O R M
(UHCS version)
Utah State Historic Preservation Office

1. IDENTIFICATION =====

Name of Property: TROLLEY BARNS
Address: *555 S 600 EAST
City, County: SALT LAKE CITY, SALT LAKE COUNTY

UHCS ID#: 0266158

2. DOCUMENTATION/STATUS =====

Evaluation: (A) ELIGIBLE/SIGNIF.

Dates Surveyed or Added to Filing System:

General/Misc. File: /

Reconnaissance Survey: 01/94

Intensive Level Survey: /

National Register Listing: 960822
National Register Status: CENTRAL CITY HISTORIC DIST.
Thematic or Multiple Property:

Other Documentation

106 Case Number:

HABS/HAER Number:

3. BUILDING INFORMATION =====

Date(s) of Construction: c. 1906

Height (in stories): 1

Plan/Type: PUBLIC UTILITIES BLDG.

Original Use: RAIL TRANSP. RELATED

Materials: REGULAR BRICK

Styles: MISSION

Themes:

Outbuildings (total/contrib.): /

Comments:

Printout Date: 9/17/96

HISTORIC SITE FORM

(Historic Sites Database version)
Utah State Historic Preservation Office

1. Identification

Property Name: **TROLLEY BARNs**

Address: **?555 S 600 EAST**

City: **SALT LAKE CITY**

County: **SALT LAKE COUNTY**

ID#: **32299**

Old ID#: 266158

Plat:

Block:

Site:

2. Documentation/Status

Evaluation: (**A**) **ELIGIBLE/SIGNIFICANT**

National Register Status:

EAST SIDE HISTORIC DISTRICT

Date Listed **8/22/1996** Date Delisted:

Thematic or MPS Affiliation:

Areas of Significance:

Dates Surveyed / Added to SHPO Files

Recon. Level Survey: **01 / 94**

Intensive Level Survey: /

General/Misc. File: /

3. Building Information

Date(s) of Construction: **1906 c.**

Height (# stories): **1**

Original Use **RAIL TRANSP. RELATED**

Outbldgs: Contrib. Non-Contrib. **0**

Plan/Type: **OTHER/UNDEFINED**

Style(s): **MISSION**

Material(s) **REGULAR BRICK**

Architect(s):

Comments:

4. Other SHPO File Information

Federal Tax Project No.(s)

106 Case No..

Devel. Grant:

State Tax Project No.(s)

Historic Photo Date:

HABS/HAER:

H I S T O R I C S I T E F O R M
(UHCS version)
Utah State Historic Preservation Office

1. IDENTIFICATION =====

Name of Property: TROLLEY BARNS
Address: *501 S 600 EAST
City, County: SALT LAKE CITY, SALT LAKE COUNTY

UHCS ID#: 0266157

2. DOCUMENTATION/STATUS =====

Evaluation: (A) ELIGIBLE/SIGNIF.

Dates Surveyed or Added to Filing System:

General/Misc. File: /

Reconnaissance Survey: 01/94

Intensive Level Survey: /

National Register Listing: 960822
National Register Status: CENTRAL CITY HISTORIC DIST.
Thematic or Multiple Property:

Other Documentation

106 Case Number:

HABS/HAER Number:

3. BUILDING INFORMATION =====

Date(s) of Construction: c. 1906

Height (in stories): 1

Plan/Type: PUBLIC UTILITIES BLDG.

Original Use: RAIL TRANSP. RELATED

Materials: REGULAR BRICK

Styles: MISSION

Themes:

Outbuildings (total/contrib.): /

Comments:

Printout Date: 9/17/96

HISTORIC SITE FORM

(Historic Sites Database version)

Utah State Historic Preservation Office

1. Identification

Property Name: **UTAH LIGHT & TRACTION CO. TROLLEY BARN**
Address: **?501 S 600 EAST**
City: **SALT LAKE CITY** County: **SALT LAKE COUNTY**

ID#: **32298**
Old ID#: 266157
Plat:
Block:
Site:

2. Documentation/Status

Evaluation: (**A**) **ELIGIBLE/SIGNIFICANT**

National Register Status:

EAST SIDE HISTORIC DISTRICT

Date Listed **8/22/1996** Date Delisted:

Thematic or MPS Affiliation:

Areas of Significance:

Dates Surveyed / Added to SHPO Files

Recon. Level Survey: **01 / 94**
Intensive Level Survey: **/**
General/Misc. File: **/**

3. Building Information

Date(s) of Construction: **1906 c.**

Height (# stories): **1**

Original Use **RAIL TRANSP. RELATED**

Outbldgs: Contrib. Non-Contrib. **0**

Plan/Type: **OTHER/UNDEFINED**

Style(s): **MISSION**

Material(s) **REGULAR BRICK**

Architect(s):

Comments: **TROLLEY SQUARE**

4. Other SHPO File Information

Federal Tax Project No.(s)

106 Case No..

Devel. Grant:

State Tax Project No.(s)

Historic Photo Date:

HABS/HAER:



The little enginehouse that could



DAYS OF YESTERYEAR are revived at Trolley Square, near downtown Salt Lake City. Converted carbarns of the Salt Lake City Lines are now the home of the

250,000 sq. ft. shopping center. Well-known railroad magnate E. H. Harriman constructed the carbarns for his electric streetcar system in 1908.



STREETCAR ERA view of the carbarns shows the sand house and water tower of the Utah Light and Traction Company. The sand house stores money, not sand, for First Security Bank, the firm financing Trolley Square.



FAMOUS FACES of former movie stars are painted on huge murals in the theater building at Trolley Square, formerly the old Machine Shop. Ushers dressed as Keystone Cops add another nostalgic touch.

—and how!

Trolley Square is steeped in nostalgia. Reminiscent of famed shopping plazas such as Gharelli Square in San Francisco and Underground Atlanta, the new/old shopping center found a home in Salt Lake City's 65-year-old trolley carbarns. Some shops are converted trolley cars; others are accented with doorways, staircases and stained glass rescued from old mansions before they were leveled by bulldozers. Thousands of tons of used bricks from demolished buildings pave Trolley Square's walkways. Antique wrought iron lighting fixtures that once adorned the streets of downtown Salt Lake City now illuminate Trolley Square at night with a warm glow.

Not the usual glass-and-glitter shopping center, Trolley Square covers 11½ acres, with 250,000 sq. ft. of leasable space. Wallace A. Wright, developer of the project, purchased the 320 x 420 ft. building for \$1 million and estimates total conversion cost will be \$5 million. He expects value upon completion in 1975 to be \$7 million.

Meandering down Main Street

The building is divided into five large bays, with 33-ft. high ceilings and over 200 skylights. This helped the developers avoid the usual mall idea, with one main mall and secondary areas around it. The bays are interconnected like streets, with shops tucked away in corners, around courtyards and along brick walkways.

Basic materials of the carbarns are brick and steel, with stucco and wood accents added by the developers. The exterior was sandblasted and returned to its vintage red brick after years of hiding under layers of yellow paint. The old grease pits now

hold underground wiring and serve as access tunnels for conduit. A second level was added in the building's interior.

The view from the water tower

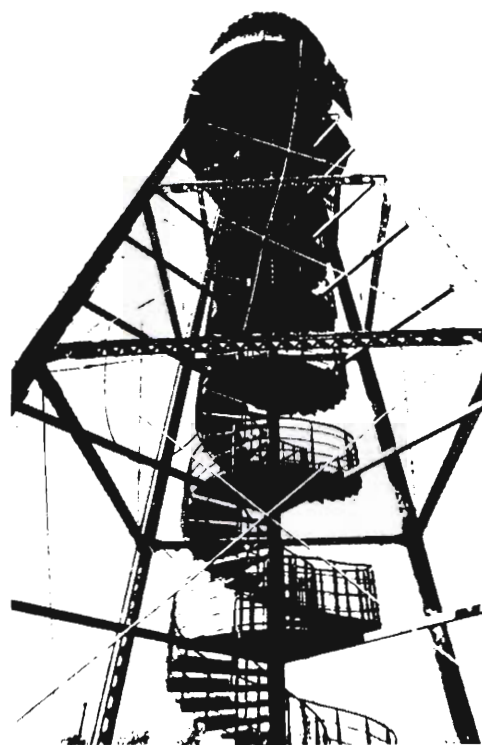
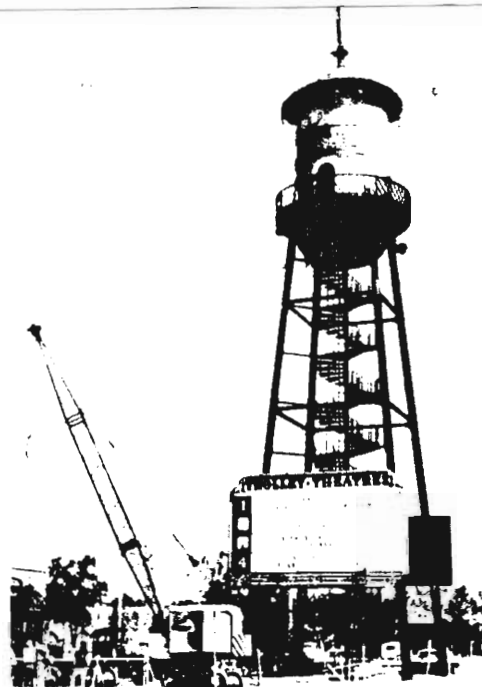
The old water tower, a familiar landmark of the carbarns, is now serving as an observation deck. A wrought iron seven-spiral circular staircase and 6,000 lights deck out the tower.

The shell of one Salt Lake City trolley was converted to a self-service gas station, while another trolley car was rebuilt and decorated as a savings and loan office placed on actual tracks on the site.

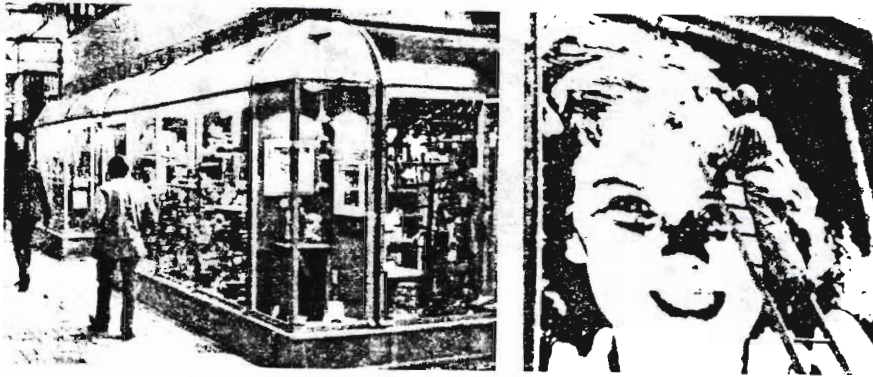
The Open Market adds a distinctive country fair flair to Trolley Square, once the official Territorial Fairgrounds. The farmers' market area includes a bakery, fresh fish market, cheese store, general store, gourmet cookware store and a health food store.

While the project seems to be composed of bits of the past assembled haphazardly, Ab Christensen, one of the designers, says there is unity to the project. "We've tried to fill in the blanks with attention to detail that modern architecture has lost . . . and human beings respond to this detail . . . There's a certain amount of tongue in cheek about the whole thing. We've tried to be a bit playful and have a little fun with it."

Developer Wright feels that his rehabilitation of the historic piece of real estate "cannot be measured in dollars and cents alone; but must include consideration of the contribution to the architectural legacy of the community as well." Recently, Trolley Square earned the annual merit award of the Utah Heritage Foundation for "preservation of Utah's heritage."

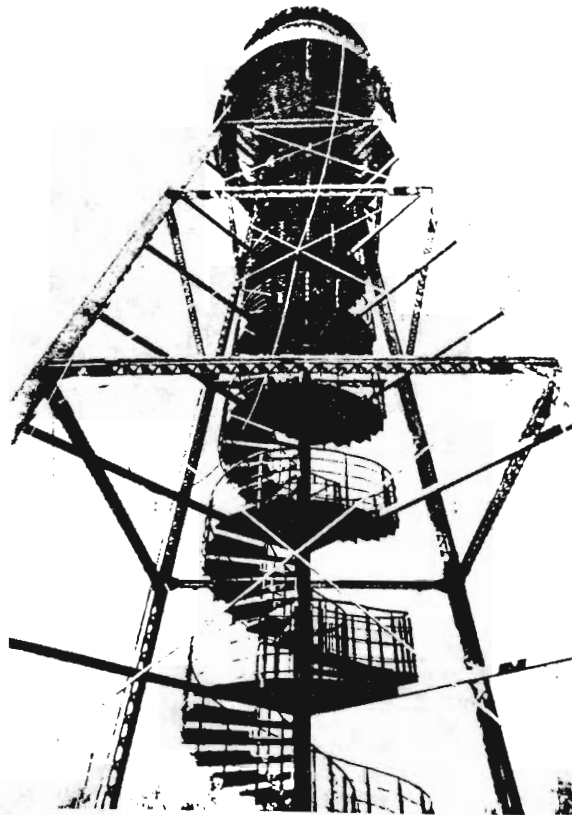


TROLLEY TOWER, once holding 50,000 gallons of reserve water as a fire-prevention measure, is an observation deck for visitors, decorated with 6,000 lights and a wrought iron seven-spiral circular staircase.

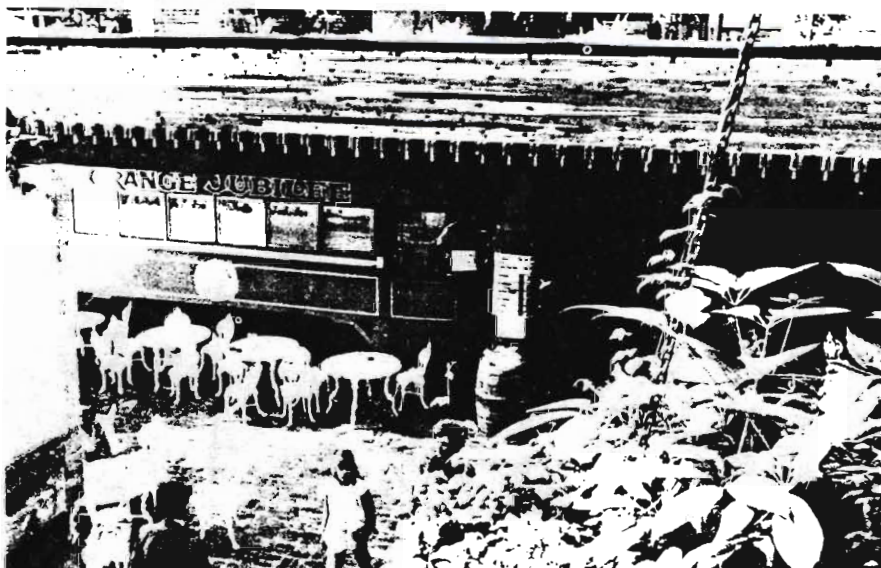


Shoppers and browsers "discover" shops and entertainment attractions inside renovated car barns at Trolley Square.

Huge graphics on exterior of maintenance shop adds a nostalgic touch to the new Theatre building.



Vintage water tower that once held 50,000 gallons of reserve water in case of fire, now redecorated, stands as landmark of the Square.



The famous Salt Lake Bamberger interurban cars have found a new home at Trolley Square. Here one serves as a quick lunch operation, located in the Open Market, at the west end of the car barn.

loan and one as a florist shop. One of the interurban cars now is a quick lunch counter.

Trolley Square is steeped in nostalgia. Antique lighting fixtures that once adorned the streets of downtown Salt Lake City, now illuminate the Square at night with a warm glow. Thousands of tons of used brick have been used to transform the vintage car barns and maintenance shops into an exciting, lively shopping and entertainment center. Meanwhile, the old water tower has been transformed into a new landmark for the center. A seven-spiral staircase has been added, and from its vantage point, visitors may enjoy a magnificent view of the Square and the Valley. At night, more than 6,000 tiny lights illuminate the Tower.

Presently more than 90 shops and businesses are open at Trolley Square, with more opening every month through 1975. Included in Trolley Square are theaters (movie), restaurants, nightspots, sidewalk cafes, gift shops, specialty stores, jewelry stores, clothing and accessories stores, an open market, artists' workshop, home furnishings and several service-oriented businesses including a bank, savings and loan offices, beauty shops, etc. The bays inside the car barn are interconnected like streets, with shops tucked away in corners, around courtyards and along brick walkways where shoppers will find woodcarvers, diamond cutters to bakers and seamstresses to glass blowers and stainedglass workers.

Developer Wallace A. Wright, Jr., managing partner of Trolley Square Associates, says the Square is one of the largest private renovation projects in the nation, and has been designed to preserve much of the state's historical past. "Many parts of Utah's historic mansions and buildings scheduled for demolition have been preserved and incorporated into the design of Trolley Square. Thus far we have helped restore a portion of Utah's history on an open market atmosphere for everyone to enjoy," Wright stated.

Recently Trolley Square was selected to be listed on the Utah State Register of Historic Sites, which is a unique distinction for a shopping center.

From fairgrounds to trolley barns to Trolley Square, the rehabilitation of this historic piece of real estate is a tribute to man's ingenuity. The size and scope of the project places Trolley Square as one of the most unique developments in the nation today... and there's more to come!

Architect is Albert A. Christensen of Architects Planners Alliance. Jack L. Ruby, Trolley Square Construction Company, is project superintendent.

emerged as the automobile offering streetcar patrons a more convenient means of transportation.

As the number of streetcar passengers began to diminish, a need to keep pace with the changing times became apparent to company officials. So, in 1923, the first gasoline-powered bus was used on an experimental basis, as a "feeder" to the main streetcar routes. Five years later, additional buses were required to provide stub service to outlying towns, and eventually the tracks to these suburbs were removed.

A few years later, the company was faced with a new challenge. Because deferred maintenance on tracks and pavement began piling up at a rate entirely beyond the means of the company, a new transportation medium was needed that did not require tracks but would use the existing overhead lines and power plant facilities. The economical "trackless trolley" seemed to be the answer.

Trolley buses had never been operated on a grand scale up to this time in any city. But officials persisted that with a few design alterations, these buses would solve the problem. After a rather persuasive presentation to city officials for a franchise amendment, Salt Lake City became the first in the nation to successfully operate an electric coach system. The "trackless trolley" was introduced in Utah in 1928.

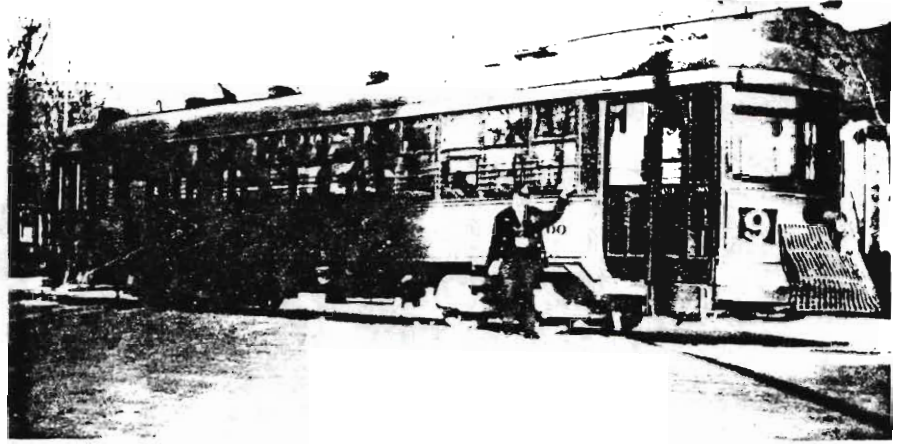
1933 marked the year in Salt Lake City when the first lightweight rear-engine gasoline bus appeared. These buses were designed for rapid acceleration and deceleration, and their complete route flexibility made it possible for the company to meet the constantly shifting needs of the city. It was the overwhelming success of these rear-engine buses, that literally spelled the doom to Salt Lake's trolley cars.

On May 31, 1941, a wreath was placed on what was to be the "last trolley run in Salt Lake City." Spectators lined the streets to be witness to this solemn occasion. With old "Dot" Evans, a 50-year streetcar veteran at the controls, the car made its last historic run.

On board were other oldtimers. W.S. Woodruff claimed he was a passenger on the first electric streetcar and also wanted to make the last ride. Being wreath-draped, the Old 712 attracted considerable attention all along the route, and even after it reached the end of its destination, parked in the car barn alongside 21 other veterans of a by-gone day.

Seven months later, due to a shortage of gasoline and materials to provide new buses during World War II, the trolleys were re-instated back into service and continued service until August 19, 1945. The days of trolleys in Salt Lake City were unofficially over.

Today, more than 60 years after their construction, the car barn and maintenance shops have a new function, as they are being renovated into a \$7 million shopping and entertainment center, appropriately named "Trolley Square." Several of the 510 series trolleys are being restored also. One as a cashier's office, another as a savings and



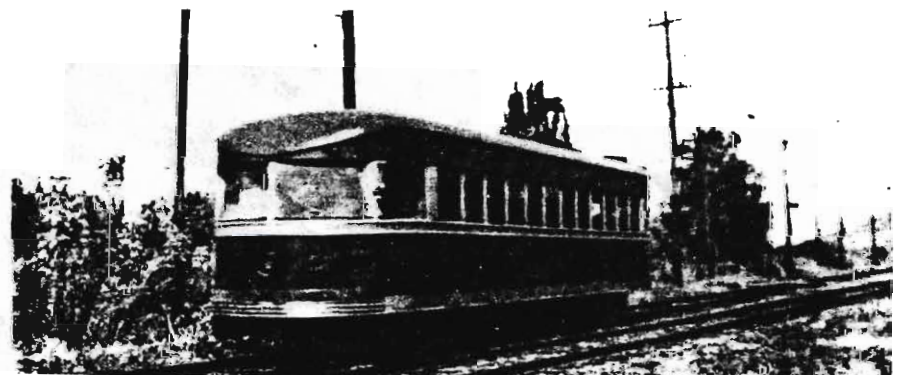
The last word in public transportation—Utah Light and Traction Company's fleet of modern trolley cars. (Photo—Walt Horrocks.)



Rail crews on the job at South Temple between Main and State, just across from Hotel Utah. (Photo—Walt Horrocks.)



1927 street scene in Salt Lake City with car 659. (Photo—Utah Power & Light)



One of the "Bamburger" interurban cars providing service to suburbs north of Salt Lake City. (Photo—Gordon Cardall, Bountiful, Utah.)



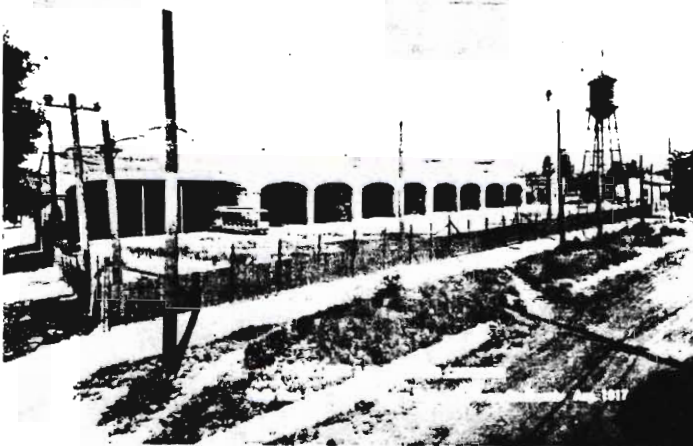
South Temple and Main to Third South car. Photo taken about 1900. At this time, the Salt Lake City Railroad was in the midst of a bitter "war" with the Rapid Transit Company. Later, the two companies merged to become the Utah Light & Railroad Company. (Photo Utah Power and Light Company.)



housing facilities. The mammoth car barn with its unique Mission-style architecture had a capacity for 144 double-truck cars. It was 320 feet wide and 420 feet long and was divided into four bays. (A fifth bay was added later.)

Inside the car barn, tracks were laid on concrete pit bases with depressed troughs to collect any moisture brought in by the trolleys each night. The pits were illuminated so cars could be inspected around the clock as needed. The ceilings were approximately 33 feet high with 208 skylights, to provide as much natural light as possible. To reduce fire risks, each bay was separated at mid-point by a huge steel rolling door and sprinkler lines were installed directly above and along the sides of each track. As another fire prevention measure, a 97-foot high water tower also was constructed to hold 50,000 gallons of reserve water.

Several repair and maintenance shops were also constructed. Harriman was adamant that the company be as self-sufficient as possible due to its distance from railway supply manufacturers. For this reason, if a part was needed and could not be immediately supplied from materials stocked, it was produced in the company's blacksmith shop. In the paint and carpenter shops, the trolleys received a coat of varnish every 18 months while a coat of enamel paint was applied every three years.



In 1914, the Utah Light and Traction Company took over all of the trolley lines. In that year, more than 38 million passengers rode the streetcars and the interurbans to suburbs north and south, and it appeared that Harriman's goal had been achieved—the Salt Lake operation was considered one of the finest streetcar systems in the nation. At that time, the street railway system in Salt Lake City consisted of 192 pieces of passenger rolling stock. The cars were then all the Payee (pay-as-you-enter) type, this model having been introduced in 1913.

Meanwhile, the horseless carriage was seen clattering across intersections, frightening horses and onlookers alike. A few years later, however, after considerable improvement, this somewhat noisy contraption



Utah Light & Railway Company's mammoth car barn was divided into 5 bays. Note the distinctive "Mission-style" architecture. About 1910. (Photo courtesy—Utah Historical Society.)

Inside view of the "Rip Shop" of Utah Light & Traction Company. (Photo Utah Historical Society.)

time in those days was kept by the streetcars as correctly as a time piece would without a dial."

The mules were imported from Missouri, and, as mules go, they were not entirely dependable, oftentimes sitting a spell when the mood required, but this was the newest means of transportation in town—and after all, the fare was only five cents.

Then, in 1889, the first electric trolley car replaced the donkey-drawn streetcars, which delighted seasoned patrons. One historian reported that he witnessed the first electric car when he was a small boy. Upon seeing the approaching trolley with its unusual overhead trolley cable, a Chinese gardener, carrying two large baskets of vegetables, threw up his hands and yelled, "No pushy! No pully! Go like helly all the sameeee!"

The trollies were an immediate success. Several companies were competing for customers and prime routes. There was the Salt Lake Railway Company, the East Bench Street Railway, The Popperton Place, Salt Lake Rapid Transit and the Ft. Douglas Rapid Transit. They later merged into two major companies—The Salt Lake Railway Company and the Salt Lake Rapid Transit Company. The bitter fighting between these two operations still adds a touch of humor to Utah's transportation history.

On one occasion, men from the Rapid Transit were laying tracks for their line while 150 men from the City Railroad were busy tearing them up—following at a considerable distance for safety purposes.

Another time, two cars from both companies met on a single track going opposite directions. City authorities were summoned to the scene while the passengers, who obviously were having a good time, sat back in their seats to watch the entertainment. Tempers flew and insults were shouted until authorities arrived and convinced the conductors to back up their respective trollies.

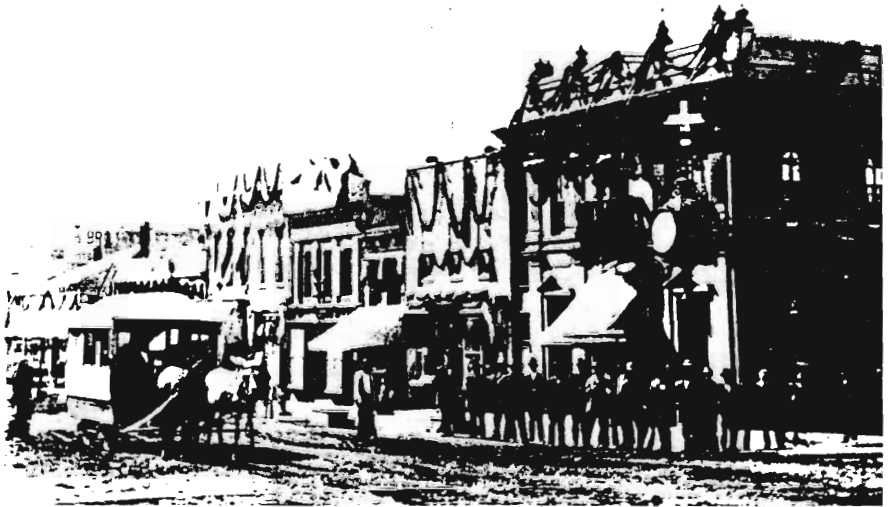
This rivalry continued for more than ten years until both companies merged in 1904 to become Utah Light and Railway Company.

Another page of exciting history was added when E.H. Harriman, the well-known railroad magnate and father of Averell Harriman, purchased a controlling interest in the Company, and began to pour millions of dollars into transforming it into the finest electric streetcar system in the nation.

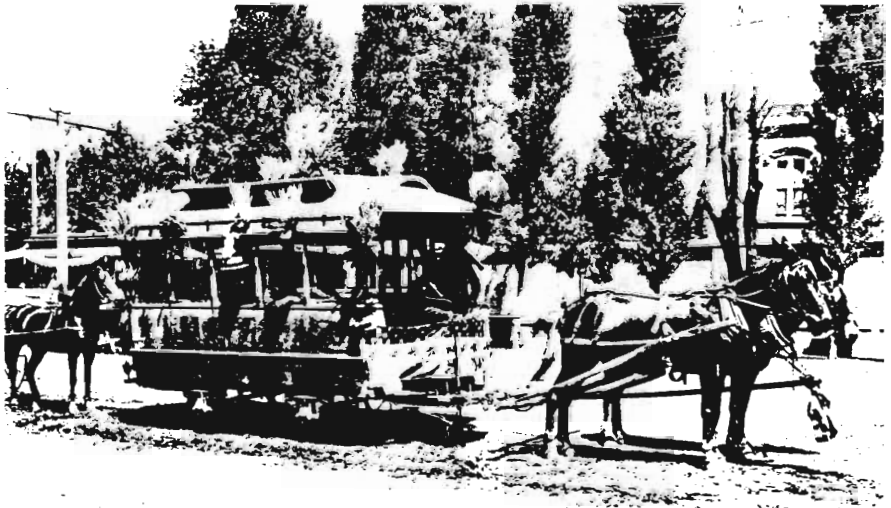
Harriman's first action was to select a permanent site for the operations. After securing a ten-acre tract of land that had served as the official Territorial Fairgrounds, construction of car barns and maintenance shops began in 1908.

He also added 50 new cars of the latest and best construction. An account published at that time, offers a description of these: "Some of the larger and handsome cars have arrived and it is needless to state that for space and capacity, like those of the past, they will be found to always have 'room for one more.'"

Harriman also provided the very latest in



Donkey-drawn streetcar proceeding down Main and First South, Salt Lake City, 1885. As to their speed, it was reported, "if you were in a hurry, it was a lot quicker to walk!"



1872 marked the beginning of streetcar service in Salt Lake City.



Car No. 1 of the Rapid Transit—the company's first car to run the Salt Lake City tracks. [Photo—Utah Historical Society.]



By JULIA HOGAN

It was the famous Mormon leader, Brigham Young, who offered a solution to Salt Lake City's mass transportation problem 100 years ago. Ever cognizant of the needs of a growing pioneer settlement, he formed the Salt Lake City Railroad Company, and on July 2, 1872, the first mule-drawn streetcar appeared on the streets.

One old timer recalled the inaugural trip. His father was the Mountain West's first streetcar driver, William Campbell, and Brigham Young was among the distinguished list of passengers enjoying the first ride. As the car proceeded down the street, all of the youngsters were invited for a free ride. Before long, there was a carload of children all dazzled at the novelty of this new mule-drawn contraption.

An early historian, E.V. Fohlin, had this to say about the reliability of this new transportation system: "When the first streetcar service began in Salt Lake City, operations began with a span of mules, which for a number of years, faithfully pulled the cars through the principal streets at a speed of 20 to 60 minutes to the mile, according to the condition of the weather and with the prospects of being stuck at the half-ways on the road, when it happened to be snowbound in the winter season, giving the passengers a choice of wading the balance of the way through the snow-drifts to their places of destination or layover until the road could be cleared. Schedule



Main Street, Salt Lake City, 1885 with four mule-drawn streetcars.