

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Great Northern Depot is an L-shaped building comprised of a passenger depot and rear freight ell. Brick masonry construction is used throughout this English Vernacular Revival structure. Located in the railroad-industrial district, the building faces the County Courthouse on Court Street.

One-story in height, the depot has a loft area over the passenger and office unit. The building rests on a cut-stone foundation. Two sections have been appended to the freight area: the original units measure 100' 13" by 39' 4" (the passenger office unit) and 191' 5½" by 30' 11" (the freight storage unit). The additions were built in a style identical to the original units.

Designed in an English Vernacular Revival style, the building uses Tudor, half-timber, and English Renaissance motifs. The main depot section has a gable roof with a perpendicularly placed gable on either end. The slope of the roof extends beyond the wall. On the front, this creates a protected porch. The entrance is recessed and the door is placed within an elongated elliptical arch with overlight and sidelights. In addition, elliptical arched windows flank the doorway. A similar arch treatment is used on all the windows, including the large, three-part, multi-pane windows located in the projecting side bays. The side walls are composed in three and five bays; the rear wall has a balanced nine-bay facade, with the north side unit covered over by the ell. Brick quoins decorate the corners and window surrounds. The gable facings are frame, with stick or half-timber trim. Brackets supported on stone piers decorate the eave. The rear ell is composed of a series of recessed panels with wooden freight doors and windows.

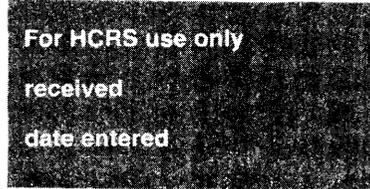
A brick wall extends along the inner edge of the ell and has bricks impressed with the name "Minnesota Ceramic Company." Eaco and Occident Flour signs are painted on the north side wall.

On the interior, the original features are intact, including the brass door handles, lights, and terrazzo tile.

Although empty at present, a law firm intends to convert the depot into offices, under the provision of the tax act.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet Great Northern Depot

Item number 4

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OWNER

Burlington Northern Railroad
Attn.: Larry L. Seyda
Manager, Real Estate Sales
Ind. Development and Property Management Department
175 East 5th Street
St. Paul, Minnesota 55101

Court Street Partners
P.O. Box 1030
One North Main Street
Aberdeen, South Dakota 57401

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 checked="" 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 type="checkbox"/> transportation (RR)
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1906 (plan) **Builder/Architect** Samuel L. Bartlett

Statement of Significance (in one paragraph)

The Great Northern Railway Passenger and Freight Depot represents the history of the Great Northern Company in Aberdeen. In addition, the depot is an interesting example of English Vernacular style architecture, and the site is therefore significant in the areas of architecture and railway transportation.

Samuel L. Bartlett's design for the depot is a curious use of English Vernacular motifs. Renaissance details, such as the quoins, are used as they were in English architecture, as an individual element. Unlike formal Renaissance Revival structures, constructed in stone, this one is built in the more rustic material of brick. Bartlett employed other allusions to the vernacular tradition, including casement-like windows, modified Tudor arches, and stick-style decoration in the gables. The overall design is handsome: it has a pleasant scale and intimate details.

The plans for the depot are dated 1906 and, presumably, soon thereafter the structure was constructed. The Great Northern Railway Company was owned by James J. Hill, the railroad magnate of St. Paul, Minnesota. In 1886, this line to Aberdeen began as the Aberdeen, Fergus Falls, and Pierre Railroad. Constructed by the Dakota Railway Construction Company of New Jersey, the line to Aberdeen was completed in 1887 and assumed by Hill's company, which had managed the venture. His company began as the St. Paul, Minneapolis, and Manitoba line and was changed to the Great Northern in 1889.

While the Milwaukee Road connected Aberdeen with the west, the Great Northern branched into North Dakota and east to Minneapolis and St. Paul. The Brown County History states, "For many Brown County people, however, its greatest contribution was the many inexpensive excursion trips it provided from Aberdeen to Tacoma Park during the chautauqua years." By 1980, the Great Northern, renamed the Burlington-Northern, was providing only freight service to the city.

The Great Northern was the third of the four railroads to be built in Aberdeen, which became one of the state's major rail hubs. Two other depots are listed on the Register, the Milwaukee Road, 1911, and the Minneapolis and St. Louis, 1907. Both depots are built on a larger scale and draw their stylistic vocabulary from more monumental architecture. In contrast, the Great Northern Depot utilizes domestic and, particularly, suburban architectural motifs. From 1900 to 1910, the railroads were at their peak volume, as Brown County's population increased by 60%. This depot, therefore, represents a significant period in Aberdeen's railroad history and a change in railway architectural styles.

9. Major Bibliographical References

History Committee, Brown County Museum and Historical Society, ed. Brown County History.
Aberdeen, South Dakota: Northern Plains Press, 1980, pp. 387, 391.

10. Geographical Data

Acreage of nominated property 2

Quadrangle name Aberdeen East

Quadrangle scale 1:24 000

UMT References

A

1	4	5	4	10	2	13	10	5	10	3	14	5	12	10
Zone		Easting				Northing								

B

Zone		Easting				Northing							

C

Zone		Easting				Northing							

D

Zone		Easting				Northing							

E

Zone		Easting				Northing							

F

Zone		Easting				Northing							

G

Zone		Easting				Northing							

H

Zone		Easting				Northing							

Verbal boundary description and justification The lot lines of the property form the boundaries of the site, which is located in Lots 1, 2, 3, & 4, Block 1, original plot of Aberdeen; and Lots 1 & 2, Block A, First Addition to Aberdeen; and that portion of Washington Street adjacent thereto; and Lots 7-12, Block 64, Hagerty & Lloyd's Addition to Aberdeen.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
NA			

state	code	county	code

11. Form Prepared By

Tech. Ed.: Carolyn Torma, HPC, USD, Vermillion, SD 57069

name/title Chester A. Groseclose, Jr., Partner

organization Court Street Partners date 28 March 1982

street & number P.O. Box 1030, One North Main Street telephone (605) 225-6310

city or town Aberdeen state South Dakota 57401

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature *James R. Fishburn*

title Director, Office of Cultural Preservation date 12/13/82

For HCRS use only	
I hereby certify that this property is included in the National Register	
<u><i>Abelous Byers</i></u>	Entered in the National Register date <u>1/27/83</u>
Keeper of the National Register	
Attest:	date
Chief of Registration	

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only

received

date entered

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Architect, Samuel L. Bartlett had an office in St. Paul, Minnesota in 1916. He worked for the Great Northern Railroad on several projects, including depots in Glacier Park, Montana, Fargo, Rugby, Minot and Williston, North Dakota.