

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED  
DATE ENTERED APR 2 1976

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC  
\* \* Northern Pacific Railway Depot  
AND/OR COMMON

LOCATION

STREET & NUMBER  
CITY, TOWN Wallace  
STATE Idaho VICINITY OF CODE 16 COUNTY Shoshone CODE 79  
NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT First

CLASSIFICATION

CATEGORY OWNERSHIP STATUS PRESENT USE  
 DISTRICT  PUBLIC  OCCUPIED  AGRICULTURE  MUSEUM  
 BUILDING(S)  PRIVATE  UNOCCUPIED  COMMERCIAL  PARK  
 STRUCTURE  BOTH  WORK IN PROGRESS  EDUCATIONAL  PRIVATE RESIDENCE  
 SITE PUBLIC ACQUISITION ACCESSIBLE  ENTERTAINMENT  RELIGIOUS  
 OBJECT  IN PROCESS  YES: RESTRICTED  GOVERNMENT  SCIENTIFIC  
 BEING CONSIDERED  YES: UNRESTRICTED  INDUSTRIAL  TRANSPORTATION  
 NO  MILITARY  OTHER:

OWNER OF PROPERTY

NAME Burlington Northern Railroad  
STREET & NUMBER 176 East Fifth Street  
CITY, TOWN Saint Paul VICINITY OF Minnesota STATE 55101

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Shoshone County Courthouse  
STREET & NUMBER  
CITY, TOWN Wallace STATE Idaho

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Idaho State Historic Sites Inventory  
DATE 1972  
DEPOSITORY FOR SURVEY RECORDS Idaho State Historical Society  
CITY, TOWN 610 North Julia Davis Drive Boise STATE Idaho 83706  
FEDERAL XX STATE COUNTY LOCAL

# 7 DESCRIPTION

## CONDITION

EXCELLENT  
 GOOD  
 FAIR

DETERIORATED  
 RUINS  
 UNEXPOSED

## CHECK ONE

UNALTERED  
 ALTERED

## CHECK ONE

ORIGINAL SITE  
 MOVED DATE \_\_\_\_\_

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

The Northern Pacific railway depot in Wallace, constructed in 1901, is a two-story brick and concrete structure in the Chateau style: The building has a cut stone banding extending from the foundation, a brick first story, and a stuccoed concrete second story. The first and second stories are separated on the south and east sides by a pent roof. A three-story tower at the southeast corner dominates the depot. The first floor contains two doors with transoms on both the south and east sides. The east facade has a pair of sash windows between the two doors, and the south side has a set of three sash windows to the west of the doorways. The tower section has three double-hung sash windows. All the windows are capped by brick segmental arches. The second floor follows the window pattern of the first, but with two extra windows above the solid expanse between the two doorways on the south side. Also, 6/1 lights are used on the second-story windows.

The tower follows the design of the building but has a third story with four pair of small double-hung sash windows. A wood coping, supported by modillions, separates the second and third stories. The third story is also of stucco and continues the Tudoresque motif with its vertical wooden molding. The tower is surmounted by a conical roof which culminates in a finial.

The building has not been altered.

# 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 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 1901

BUILDER/ARCHITECT

**STATEMENT OF SIGNIFICANCE**

**Northern** Pacific interest in the Coeur d'Alene mines goes back to the spring of 1884, when the railway did its share to build up the Coeur d'Alene gold rush into the Coeur d'Alene stampede that attracted national attention and brought a great deal of passenger traffic to the newly completed transcontinental rail line. Lead silver discoveries later in the year changed the character of mining operations in the region and led to the foundation of Wallace at the point where routes from Burke and Mullan converged. Rail service was essential to development of lead silver properties unrivaled in the United States, and the Union Pacific and the Northern Pacific competed for the Coeur d'Alene trade. Service from Spokane to the mines began with an awkward sequence: the existing Northern Pacific route could be used to Rathdrum Prairie; a branch (the Spokane Falls and Idaho) was built to lake steamer docks at Coeur d'Alene; then a steamboat line ran up as far as Coeur d'Alene Mission (which had been abandoned for a decade); finally, a narrow-gauge railway (Coeur d'Alene Railway and Navigation) went on to the mines. Trains reached Coeur d'Alene October 24, 1886, and Wallace September 30, 1887. The Northern Pacific Railway took over the entire operation, including the small original depot in Wallace, but this cumbersome river route was abandoned in 1890 after the line washed out. By that time, a Union Pacific connection (delayed by right-of-way problems through the Coeur d'Alene Indian reservation) had reached Wallace, and the Northern Pacific shifted its Wallace traffic to a new grade built across the Coeur d'Alene divide to reach its main line near Missoula. Wallace became the point at which Union Pacific and Northern Pacific service connected in the Coeur d'Alene mining region. Enlarged operations in 1900 preceded construction of a new "elegant brick and concrete edifice, ornate and picturesque," which opened December 29, 1901.

The depot was a formula design, following Northern Pacific Railway plan number 281-1, and serves as a reflection of the tastes of the company and the times. The Chateau style was a very popular style in Canada in this period and was frequently employed in railway buildings and railway hotels.

Construction materials for the depot were standard Northern Pacific brick and concrete. Brick used for the Wallace and Missoula depots matches that of a major Northern Pacific hotel started in Tacoma in 1891 and abandoned in 1893 before completion. (This building eventually emerged as Stadium High School in Tacoma.) Concrete, used for most of the building, was prepared from cement and from tailings from concentrators of major Coeur d'Alene mines.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

John Fahey, Inland Empire: D. C. Corbin and Spokane (Seattle, 1965), 20-59.

An Illustrated History of North Idaho (1903), 1032.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre.

UTM REFERENCES

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ZONE EASTING NORTHING

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ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

Only the building is included.

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

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
|       |      |        |      |
|       |      |        |      |

# 11 FORM PREPARED BY

NAME / TITLE

Merle W. Wells, State Historic Preservation Officer

1-16-76

ORGANIZATION

Idaho State Historical Society

DATE

STREET & NUMBER

610 North Julia Davis Drive

TELEPHONE

208 384 2120

CITY OR TOWN

Boise, Idaho 83706

STATE

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL   

STATE   X  

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

*Merle Wells*

TITLE

State Historic Preservation Officer

DATE

16 January 1976

FOR NPS USE ONLY

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

*Noting*

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

DATE

4/2/96

ATTEST:

*Robert B. Ketting*

DATE

3-30-76

KEEPER OF THE NATIONAL REGISTER

*Acting*

2/2/88

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

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Northern Pacific Railway Depot  
Shoshone County, IDAHO

ADDITIONAL INFORMATION APPROVAL

for Keeper Patrick Anderson 3/15/88

RECEIVED

United States Department of the Interior  
National Park Service

FEB 02 1988

National Register of Historic Places  
Registration Form

NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Northern Pacific Railway Depot  
other names/site number Burlington Northern Railroad Depot

2. Location

street & number 219 6th Street N/A not for publication  
city, town Wallace N/A vicinity  
state Idaho code ID county Shoshone code 079 zip code 83873

3. Classification

|  |   |                                     |                            |
|--|---|-------------------------------------|----------------------------|
| Ownership of Property                            | Category of Property                            | Number of Resources within Property |                            |
| <input type="checkbox"/> private                 | <input checked="" type="checkbox"/> building(s) | Contributing                        | Noncontributing            |
| <input checked="" type="checkbox"/> public-local | <input type="checkbox"/> district               | <u>1</u>                            | <u>        </u> buildings  |
| <input type="checkbox"/> public-State            | <input type="checkbox"/> site                   | <u>        </u>                     | <u>        </u> sites      |
| <input type="checkbox"/> public-Federal          | <input type="checkbox"/> structure              | <u>        </u>                     | <u>        </u> structures |
|  | <input type="checkbox"/> object                 | <u>        </u>                     | <u>        </u> objects    |
|  |   | <u>1</u>                            | <u>0</u> Total             |

Name of related multiple property listing: N/A  
Number of contributing resources previously listed in the National Register 1

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  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  meets  does not meet the National Register criteria.  See continuation sheet.  
Thomas J. Allen January 28, 1988  
Signature of certifying official Idaho Historical Society Date  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
Signature of commenting or other official \_\_\_\_\_ Date \_\_\_\_\_  
State or Federal agency and bureau \_\_\_\_\_

5. National Park Service Certification

I, hereby, certify that this property is:  
 entered in the National Register.  
 See continuation sheet.  
 determined eligible for the National Register.  See continuation sheet.  
 determined not eligible for the National Register.  
 removed from the National Register.  
 other, (explain:)

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

**6. Function or Use**

Historic Functions (enter categories from instructions)

transportation/rail-related

Current Functions (enter categories from instructions)

recreation and culture/museum**7. Description**

Architectural Classification

(enter categories from instructions)

Late 19th and 20th Century Revivals/Other: Chateausque

Materials (enter categories from instructions)

foundation stonewalls brickstuccoroof wood/shingleother wood

Describe present and historic physical appearance.

The Northern Pacific railway depot in Wallace, constructed in 1901, is a two-story brick and concrete structure in the Chateau style: The building has a cut stone banding extending from the foundation, a brick first story, and a stuccoed concrete second story. The first and second stories are separated on the southwest and northwest sides by a pent roof. A three-story tower at the west corner dominates the depot. The first floor contains two doors with transoms on both the southwest and northwest sides. The southwest facade has a pair of sash windows between the two doors, and the northwest side has a set of three sash windows to the north of the doorways. The tower section has three double-hung sash windows. All the windows are capped by brick segmental arches. The second floor follows the window pattern of the first, but with two extra windows above the solid expanse between the two doorways on the northwest side. Also, 6/1 lights are used on the second-story windows.

The tower follows the design of the building but has a third story with four pair of small double-hung sash windows. A wood coping, supported by modillions, separates the second and third stories. The third story is also of stucco and continues the Tudoresque motif with its vertical wooden molding. The tower is surmounted by a conical roof which culminates in a finial.

On May 10, 1986, the depot was moved by the Idaho Transportation Department in a manner consistent with the comments of the Advisory Council on Historic Preservation, in accordance with its procedures. The move was necessary to provide space for construction of Interstate 90. The move placed the depot only 200 feet from its original location north of the Coeur d'Alene River. It placed the building in a similar setting on the edge of downtown Wallace and next to the principal transportation corridor through town--the corridor cut through the town's mountainous location by the canyon of the Coeur d'Alene River. After the move, the Idaho Transportation Department sponsored restoration work on the building that met the Secretary of Interior's Standards and donated the building to the City of Wallace. The building is now open to the public as the Northern Pacific Depot Railroad Museum.

## 8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance (enter categories from instructions)

Architecture

Transportation

Period of Significance

1901

Significant Dates

1901

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Northern Pacific interest in the Coeur d'Alene mines goes back to the spring of 1884, when the railway did its share to build up the Coeur d'Alene gold rush into the Coeur d'Alene stampede that attracted national attention and brought a great deal of passenger traffic to the newly completed transcontinental rail line. Lead silver discoveries later in the year changed the character of mining operations in the region and led to the foundation of Wallace at the point where routes from Burke and Mullan converged. Rail service was essential to development of lead silver properties unrivaled in the United States, and the Union Pacific and the Northern Pacific competed for the Coeur d'Alene trade. Service from Spokane to the mines began with an awkward sequence: the existing Northern Pacific route could be used to Rathdrum Prairie; a branch (the Spokane Falls and Idaho) was built to lake steamer docks at Coeur d'Alene; then a steamboat line ran up as far as Coeur d'Alene Mission (which had been abandoned for a decade); finally, a narrow-gauge railway (Coeur d'Alene Railway and Navigation) went on to the mines. Trains reached Coeur d'Alene October 24, 1886, and Wallace September 30, 1887. The Northern Pacific Railway took over the entire operation, including the small original depot in Wallace, but this cumbersome river route was abandoned in 1890 after the line washed out. By that time, a Union Pacific connection (delayed by right-of-way problems through the Coeur d'Alene Indian reservation) had reached Wallace, and the Northern Pacific shifted its Wallace traffic to a new grade built across the Coeur d'Alene divide to reach its main line near Missoula. Wallace became the point at which Union Pacific and Northern Pacific service connected in the Coeur d'Alene mining region. Enlarged operations in 1900 preceded construction of a new "elegant brick and concrete edifice, ornate and picturesque," which opened December 29, 1901.

The depot was a formula design, following Northern Pacific Railway plan number 281-1, and serves as a reflection of the tastes of the company and the times. The Chateau style was a very popular style in Canada in this period and was frequently employed in railway buildings and railway hotels.

See continuation sheet

**9. Major Bibliographical References**

John Fahey, Inland Empire: D.C. Corbin and Spokane (Seattle, 1965), 20-59.

An Illustrated History of North Idaho (1903), 1932.

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 # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Idaho Architectural and Historic Sites Inventory

**10. Geographical Data**

Acreage of property less than one

UTM References

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See continuation sheet

Verbal Boundary Description

The nomination includes the Northern Pacific Railway Depot and the property on which it sits, bounded by Sixth Street on the west, the alley between Pine and Cedar streets on the south, and the Coeur d'Alene River on the north and east.

See continuation sheet

Boundary Justification

Boundaries include the depot and the grounds around the building. Immediately north and east of the property is the Coeur d'Alene River and a steep hill beyond it. Immediately south and west, the Wallace city street grid commences and there is a commercial streetscape.

See continuation sheet

**11. Form Prepared By**

name/title Jennifer Eastman Attebery, State Architectural Historian / Merle Wells  
 organization Idaho State Historical Society date January 12, 1988  
 street & number 210 Main telephone (208) 334-3861  
 city or town Boise state Idaho zip code 83702

*2/2/88*

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 1

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Name of Nomination: Wallace Historic District Extension  
Wallace, Idaho  
Shoshone County

Inventory:

Change to property 473:

473. Northern Pacific Railroad Depot (1901)  
219 6th Street  
Contributory

In 1986 the Northern Pacific Railway Depot was moved to this location, replacing the J-B's Food City building. J-B's was a recent non-contributory building that collapsed in 1985. The depot, an individually-listed property, was moved consistent with Advisory Council comments.

2/2/88

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 1

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Construction materials for the depot were standard Northern Pacific brick and concrete. Brick used for the Wallace and Missoula depots matches that of a major Northern Pacific hotel started in Tacoma in 1891 and abandoned in 1893 before completion. (This building eventually emerged as Stadium High School in Tacoma.) Concrete, used for most of the building, was prepared from cement and from tailings from concentrators of major Coeur d'Alene mines.

The depot's new location only 200 feet from its original location and still on the natural transportation corridor provided by the canyon of the Coeur d'Alene River renders the building still able to represent the history of transportation in the Coeur d'Alene mines. The restoration work accomplished after the move has insured that the depot will continue to stand as one of the state's few examples of the Chateau style.

The new site of the building has been reviewed by the state historian, state architectural historian, and state archaeologist; no historic, architectural, or archaeological properties were present that might have been adversely affected by moving the depot onto the site.