

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DEC 29 1976

DATE ENTERED

AUG 29 1977

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 Northern Pacific Railroad Depot
Great Northern Railway Depot

AND/OR COMMON

Burlington Northern, Incorporated, Depot (Preferred)

2 LOCATION

STREET & NUMBER

Woodard Avenue

___ NOT FOR PUBLICATION

CITY, TOWN

Amenia

CONGRESSIONAL DISTRICT

1

___ VICINITY OF

STATE

North Dakota

CODE

38

COUNTY

Cass

CODE

017

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
 COMMERCIAL
 EDUCATIONAL
 ENTERTAINMENT
 GOVERNMENT
 INDUSTRIAL
 MILITARY
 MUSEUM
 PARK
 PRIVATE RESIDENCE
 RELIGIOUS
 SCIENTIFIC
 TRANSPORTATION
 OTHER future museum**4 OWNER OF PROPERTY**

NAME

Carter Chaffee

STREET & NUMBER

Post Office Box 13

CITY, TOWN

Amenia

___ VICINITY OF

STATE

North Dakota 58004

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Cass County Courthouse

STREET & NUMBER

Post Office Box 2806

CITY, TOWN

Fargo

STATE

North Dakota 58102

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

North Dakota Historic Sites Survey

DATE

1976

___ FEDERAL STATE ___ COUNTY ___ LOCALDEPOSITORY FOR
SURVEY RECORDSState Historical Society of North Dakota
Liberty Memorial Building

CITY, TOWN

Bismarck

STATE

North Dakota 58505

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE <u>1976</u>

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The former Burlington Northern, Incorporated, depot in Amenia is a 1½ story balloon-frame structure with lap siding, corner posts, pronounced fascia, and a water table molding projecting at window sill-level. At the ridge of the shingled, gabled roof is a pair of brick chimneys, and projecting eaves are supported on the principal elevations (east and west) by brackets. There are no openings on the south elevation, which still carries a large "Amenia-Burlington Northern" sign. An identical designation is mounted on the north elevation beneath a double-hung 2 over 2 window at the apex of the gable. Two double-hung 6 over 6 windows are symmetrically placed at the first-floor level. The trackside (east) elevation has a projecting window bay corresponding to the station agent's office on the interior. South of the bay is a freight room door with an 8-light transom beneath a segmental pointed head casing, and on the opposite side of the bay is a conventional entrance. On the west elevation, facing the town, is a second freight door and an entrance from which the wooden steps and railed platform have been removed.

The north half of the first-floor interior of the depot consists of a waiting room and offices separated by an enclosed stairway leading to the attic story. Living quarters there feature papered walls and ceilings, built-in storage units, and doors of vertical flush boarding. Downstairs, doors are 4-panel with butt-joint casings, and the latter also frame the window openings. Additional standing wood trim in the waiting room consists of wainscoting and heavy bolection molding in the form of a segmental arch surrounding the ticket window. The freight room on the south end of the depot has interior sheathing but is otherwise unfinished. The space is presently used as storage for artifacts intended for the future museum to be established in the depot following restoration.

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 checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" 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

1880

BUILDER/ARCHITECT

Northern Pacific Railroad

STATEMENT OF SIGNIFICANCE

The survival of the former Burlington Northern, Incorporated, depot located in Amenia is significant because so many first-generation railroad structures of comparable age and type have disappeared from North Dakota's small towns. Nearly a century old and of frame construction, the Amenia depot is also distinctive for having been built by one railroad company on trackage laid by a subsidiary corporation, and having been subsequently utilized by two other railroads.

Amenia itself is the product of railroad building as it occurred in the western United States during the late nineteenth century and the land development policies which accompanied it. After the Civil War, bonds of the Northern Pacific Railroad, which was beginning to build its transcontinental line to the west coast, were purchased by certain residents of the communities of Amenia, New York, and nearby Sharon, Connecticut. Following the financial panic of 1873, the bondholders in Amenia and Sharon exchanged their securities for lands in the future state of North Dakota granted to the Northern Pacific by the federal government for the purpose of financing railroad construction. The Amenia and Sharon Land Company was formed in 1875, and the following year Eben W. Chaffee and Edward Gridley were sent by the company to the Red River Valley. There they located 42 sections of land, including Amenia Township in Cass County, which could be profitably farmed on a large scale or sold to prospective settlers. Both options were taken by the Amenia and Sharon Land Company in the next few years, with 25,000 acres brought under corporate wheat cultivation and nine and a quarter sections disposed of to individual buyers.

The railroad came through the future site of Amenia in the summer of 1879 with the grading of the line of the Casselton Branch Railroad Company (a subsidiary of the Northern Pacific) from Casselton, on the Northern Pacific's main line 6 miles south of Amenia, to Blanchard on the north, a total distance of 31 miles. Eben W. Chaffee was authorized by the directors of the Amenia and Sharon Land Company to negotiate with the Northern Pacific regarding a right-of-way through the land company's holdings and the construction of a depot in proximity to its farm headquarters. Following the signing of an agreement on July 15, 1880, the Amenia depot was erected. As soon as it was completed, Chaffee built a store which was intended as a general supply post and office for company farming operations, but which served the public as well. In 1881 a grain elevator went up to handle company wheat production, and the village of Amenia soon came into being around the nucleus of depot, store, and elevator.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Chaffee, Carter. Amenia, North Dakota. Personal interview, September 26, 1976, and Chaffee family files on history of Amenia.
 Groth, H.C. "The Railway-Construction Episode of 1881-1882." North Dakota History, Vol. XXVIII (October, 1961), pp. 154-161.
 Maddox, Dawn. Personal inspection, September 26, 1976.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one acre.

UTM REFERENCES

A	1 4	6 3 5 3 8 5	5 2 0 7 0 0 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				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

Dawn Maddox, Architectural Historian

ORGANIZATION

State Historical Society of North Dakota

DATE

December 21, 1976

STREET & NUMBER

Liberty Memorial Building

TELEPHONE

(701)224-2666

CITY OR TOWN

Bismarck

STATE

North Dakota 58505

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

Jane E. Sherry

TITLE N.D. State Historic Preservation Officer

DATE December 21, 1976

FOR NPS USE ONLY

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

W. J. Smith

DATE

8/29/77

DIRECTOR, OFFICE OF ARCHITECTURE AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

Charles A. ...

DATE

8-23-77

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED DEC 29 1976
DATE ENTERED AUG 29 1977

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

In 1882 the Northern Pacific sold its extension from Casselton to Mayville, North Dakota (the former Casselton Branch Railroad Company), to the St. Paul, Minneapolis and Manitoba Railway, forerunner of the Great Northern Railway. The transaction was part of the settlement dividing the trade territory of the region between the Northern Pacific and the future Great Northern. A decade later, in the late summer of 1892, the Great Northern rails were torn up and relaid from Amenia to Arthur, 6 miles north. According to local tradition, the depot was moved at the time from its reputed original location on the east side of the tracks to the west side. However, the earliest records pertaining to the depot which are held by Burlington Northern, Incorporated (a 1970 merger of the Northern Pacific, the Great Northern, and two other railroad companies), date only from 1896. The tradition regarding the moving of the depot therefore remains unsubstantiated.

The depot continued to serve Amenia until 1974, by which time changes in rail transportation dictated its abandonment by Burlington Northern. In 1976, following the company's call for bids on the structure and its removal from the railroad right-of-way, it was purchased by Carter Chaffee, great-great-grandson of Eben W. Chaffee, and moved temporarily across the street from the previous site. It is scheduled to be permanently located on a lot east of the railroad near North Dakota Highway 18, where it will become part of Amenia's current community planning and development program sponsored by the U.S. Department of Housing and Development and the North Dakota Bureau of Outdoor Recreation. Proposed rehabilitation and adaptive work on the depot by the Prairie Community Design Center, Fargo (a non-profit organization providing historic preservation services to rural communities), is as follows:

- (1.) new foundation
- (2.) repair of exterior finish, including replacement and painting of siding
- (3.) installation of insulation, and plumbing and electrical systems
- (4.) repair of interior finish, including stripping and painting, and construction of case storage.

Following restoration, it is anticipated that the depot will serve as a museum and visitors' center, a use which will permit preservation of one of the oldest buildings in Amenia and provide a focus for growing local interest in the community's heritage.