

NORTH DAKOTA CULTURAL RESOURCES SURVEY

Base Data Form

- 1. County Grand Forks, North Dakota 2. Site Number CK29
- 3. Site Name (s) Northern Pacific Depot and Freight House
- 4. Type of Resource: A. Archaeological Historical Architectural Paleontological
 B. District Site Building Structure Object
- 5. Map Reference: USGS Quad. Grand Forks, N. Dak-Minn, 7.5' 1963 (photorevs'd 1979)
- 6. Location: 202 N. ^{3rd} Third St. Sec. 3 T 151 N / R 50 W
 Plat: Original Townsite Block 16 Lot Part of
 UTMG: A. 14.646950.5309850. B. Lots 1-18
 C. D.
- 7. Access: visible
Location: the east side of North Third Street between the street
and the railroad tracks at Second Avenue North
Acreage: less than one acre
Verbal boundary: 335 X 32 feet (Note: this is building size
only. The GF Chamber of Commerce owns title to the building and
has a 30 year lease on the railroad land from Burlington Northern)
- 8. A. General description of site: the south half of the building is
one and one-half stories in height and the north half is one
story in height. The building sits on a level, unlandscaped
lot across Third Street from the Grand Forks Woolen Mill.
The depot and mill are the northern termini of the historic
commercial section along Third Street. The building is free-
standing. The south part of the building was the ticket,
passenger, and baggage station; the north part was the freight
depot. Train platforms (removed) ran along the east side.
 B. Condition of site: Good (Cont.)
- 9. Owner's name/address: GF Chamber of Commerce 202 N. Third St.
- 10. Occupant's name/address: GF 58201
- 11. Historic Register value: Nat. State Untd. None On Reg. In District District
Multiple Resource
- 12. Open to public: Yes No 13. Preservation Underway: Yes No
- 14. Endangered by: Nothing
- 15. Survey Project: Title Hist. and Arch. Survey of G.F., ND Director Norene and Joe
 Other surveys in which included none Roberts
- 16. Recommendations: being nominated to NRHP in MRN: Historic Resources of downtown
Grand Forks, North Dakota (Partial Inventory: Historic and ARchitectural Properti
- 17. Environment: Elevation Nearest Water: Type
 Name Distance Direction
 Soil conditions:
 Soil Texture:

17. Environment, Cont.

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Ground Cover: _____

Terrain: _____

18. Local contact person or organization: _____

19. Photos: No B/W x Color Prints Slides Comments/ID code _____

Contact Print: Roll 3 ,Frame 30

8 X 10 Glossies: Roll 51 ,Frame 20,21,22,23

Negatives stored at: Division of Archaeology and Historic Preservation

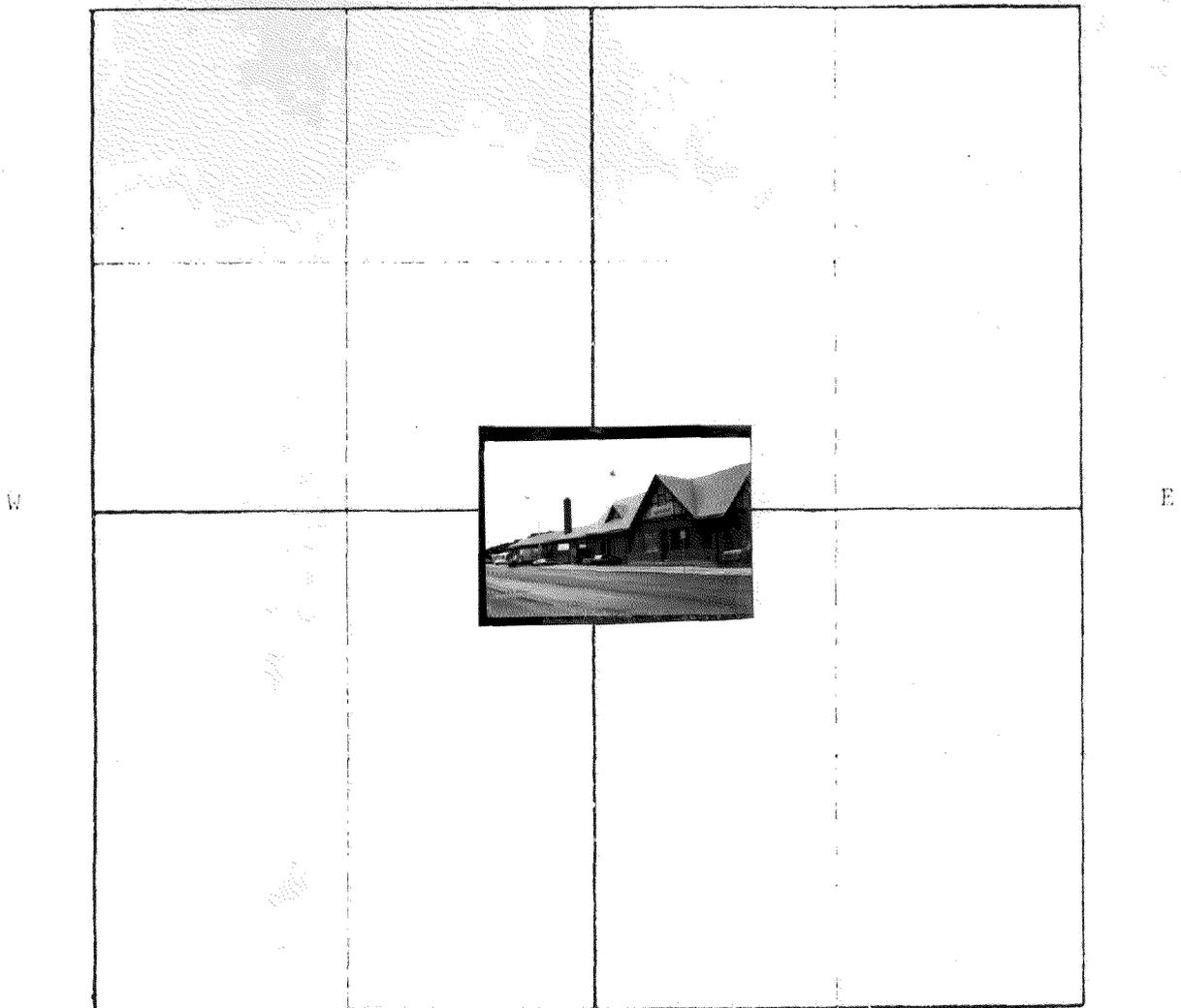
State Historical Society of North Dakota

In space below attach and identify a picture or contact print of the site.

20. Sketch Map of Site:

Scale: _____

N



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Recorded by: C. Kudzia

Date July, 1981

Revised by: Norene and Joe Roberts and Gary Henrickson

Date 9/81

Historical Research, Inc. 5406 Penn Avenue S.

Minneapolis, Minnesota 55419

27. Thematic category Transportation 28. Date or period 1929
29. Structures: Number standing _____ Number collapsed _____
 Number of foundations only _____ Number of earthworks _____
 Number of basement depressions _____ No structural remains observed _____
30. Architectural/Structural Detail:
- A. Style or design Tudor revival
- B. Architect/engineer _____
- C. Contractor/builder _____
- D. Original use Railroad depot
- E. Present use Warehouse
- F. Number of stories 1 G. Basement: Yes No Partial _____
- H. Foundation Material _____
- I. Wall Construction Brick
- J. Wall Treatment Brick, stucco and half-timbered gables
- K. Roof type and material Gable, shingled
- L. Number of bays: Front Side M. Plan shape Rectangular
31. Frontage 335 32. Distance from road 0
33. Number of outbuildings 0 34. Description of outbuildings _____
- _____
- _____
- _____

35. Changes

Original condition

36. Information sources/References

According to a Grand Forks Herald article in 1928:

"The Northern Pacific railway will construct this fall in Grand Forks a new passenger and freight depot on its property at Second Avenue North and Third Street, according to an announcement by Charles Donnelly, president. (Cont.)

37. Reason for significance:

Built in 1929,² when the automobile was rapidly eating away at short-term passenger service, the new Northern Pacific depot at Grand Forks was designed to attract passenger traffic away from the Great Northern railroad across town. The fashionable Tudor Revival design, unique to NP depots at the time, was a district architectural counterpoint to the massive Richardsonian Great Northern depot designed by Cass Gilbert in 1890.

Recorded by C. Kudzia Date 7/81Revised by Norene and Joe Roberts, Gary Henrickson Date 9/81

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8.A. The depot is a brick gable-roofed rectangular building much longer than it is wide. It is built in the Tudor style. The gabled roof is covered with hexagonal asbestos slate shingles. The south half of the depot has a cross gable and gabled dormers on the front and rear elevations. The cross gable, gable dormers, and end gables (of both halves of the building) are finished in a half-timbered style with tan stucco infill. Each gable and gable dormer has a central window. On the cross gables and end gables, the windows are six-over-six, double-hung. On the dormer gables, the windows are four pane fixed lights. A string piece molding at the base of the end and cross gables is ornamented with short brackets. Beneath the eaves on the cross gables and the south end gable there are also craftsman-styled brackets.

The first story of the building is faced with red Hebron brick laid in a modified Flemish-American brick bond with a Flemish course to every six stretcher courses. A base course of vertically laid stretchers (over a plinth course) and a sill course of headers are yellow Hebron brick. The fenestration of the first story is asymmetrical although all windows are identically sized six-over-one, double-hung. They are trimmed in orange painted wood.

The south side of the interior is the passenger waiting room and ticket office. The walls and ceiling in the ticket and baggage areas are plaster painted a cream color. The woodwork around doors, windows, and wainscoting is oak in the baggage, ticket and waiting rooms. The oak and glass ticket cage is original. The floor in the waiting room is red brick tile and the ceiling is covered with an oak picture mold where the cove meets the plaster walls. The north end of the building is the freight area.

36."The improvement, which will represent an outlay of about \$100,000, is designed to beautify the entire area. The building will be a departure from the conventional depot. It will be of the English cottage type of architecture and will be 335 feet long, 32 feet in width at the front or passenger end, and 30 feet in width at the freight end.

"With the completion of this unique structure all the present depot facilities of the Northern Pacific will have been removed. The location is just east of the present location. The old one is to be razed.

"The exterior of the building will be of dark red brick with gables, half-timbered and stuccoed. The roof will be of asbestos slate. The interior of the passenger section will have tile floor with wainscoting and oak finish.

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36. (Cont.)...It will have all the modern plumbing facilities. It will be one of the most modern structures of its kind on the entire Northern Pacific system, according to the announcement.

"The freight and passenger office and waiting room section at the front of the building will be 32 by 80 feet; the freight room section, 30 by 153 feet, with a freight platform of 17 by 150 feet."¹

Notes

¹"Northern Pacific Railroad Will Build New Passenger and Freight Station Here." Grand Forks Herald, September 30, 1928, p.1.

²See Sanborn Insurance Map, 1927, updated to 1960.