

United States Department of the Interior  
National Park Service

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 Great Northern Passenger Depot  
other names/site number Amtrak Depot

2. Location

street & number 201 West Dewey Street  not for publication  
city, town Rugby  vicinity  
state North Dakota code ND county Pierce code 069 zip code 58368

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>      </u> buildings NA
<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>1</u>	<u>      </u> objects
			<u>      </u> Total

Name of related multiple property listing: NA  
Number of contributing resources previously listed in the National Register NA

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.  
James E. Sperry Signature of certifying official James E. Sperry, State Historic Preservation Officer (North Dakota)  
Date August 1, 1991  
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:)  
William Byers Signature of the Keeper 9/26/91 Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)  
train depot

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Current Functions (enter categories from instructions)  
train depot

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

Architectural Classification  
(enter categories from instructions)

Tudor Revival

\_\_\_\_\_  
\_\_\_\_\_

Materials (enter categories from instructions)

foundation concrete  
walls brick  
limestone  
roof asphalt  
other

Describe present and historic physical appearance.

See continuation sheet.

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Oriented east-west along the Burlington Northern right-of-way, the former Great Northern passenger depot in Rugby continues to serve in its historic capacity as depot for AMTRAK services. A recent rehabilitation campaign undertaken in 1989 returned the building to its original appearance, thereby ensuring the structure's longevity as a passenger depot.

The rectangular structure measures 32 feet wide and 141 feet long. Completed in 1907, the depot rests on a concrete foundation which rises into structural walls. Exterior walls are faced with stretcher bond brick. Limestone is incorporated into a window sill course which encircles the building; gable copings are also of limestone.

The massing of the depot denotes two separate functions which are merged in a single structure: a one and a half story passenger terminal contained between two identical Tudoresque gables, and a one story baggage/freight room capped by a low pitched hipped roof. The east gable extends into an overlapping Tudor gable finished with coping; an identical gable projects three quarters of the building length to the west. Midway of this section is a transverse gable/dormer which contains a small band of clerestory type windows. These gables are also treated as overlapping Tudor gables on both the north and south facades. Other stylistic features denoting a Tudor influence are the grouped (6/1) sash and clerestory type windows found on the gable ends. Typical of depot structures is the overhung roof that creates a deep soffit around the building. Wood surrounds and galvanized iron gutters frame the eaves of the building. One of the original Rugby signs remains on the exterior. According to the blueprints, the roof, presently finished with asphalt shingles, originally featured Washington Bangor Slate.

Interior rooms feature 14 foot ceilings; the waiting rooms are roughly 30 feet by 30 feet and the freight room 50 by 30 feet. All spaces are finished with high quality treatments befitting a passenger depot. According to the May 17, 1907 issues of the Pierce County Tribune:

"The building is complete and well furnished in every way, the floors over the entire office and waiting rooms being laid in terazza mosaic tiling, a five foot wainscotting made of cream colored enameled brick [tile] extends around the inside walls and ceilings are very nicely decorated, and from the ceilings hang beautiful brass finished electric fixtures, which add much to the interior finish, because usually the light fixtures in public buildings of this sort are of a cheaper kind. The wood trimmings are of finely polished birch in natural finish. Well equipped toilet rooms are supplied which are finished equally as well as other parts of the building. One other very nice feature found in the new building is a drinking fountain supplied with pure water from the company's

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well in the west end of the city, and before the water reaches the fountain it runs through a coil of piping which is to be kept surrounded with ice, so that while the water will be ice-cold it will not be mixed with ice. The baggage room is located at the west end of the men's waiting room, and the express room is situated at the extreme west end of the building and is separated from the other office."

Notable original interior features are the wood framed ticket counter with decorative brass screen, a train schedule of slate framed in wood, and a "Conductor's counter containing a window of frosted glass and etched with the Great Northern Railroad logo. Terrazzo tile floors are embellished along the walls with a Greek meander border. Walls are finished with a high "wainscot" of glazed ceramic tile and upper surfaces of smooth finish plaster. Upper walls, featuring wooden picture moldings, terminate into a coved ceiling. Simple plaster moldings frame a ceiling from which original bulbous glass light fixtures are suspended by chains. The door hardware is entirely of brass. The interior of the baggage room, roughly finished with brick walls and wood flooring, features an original baggage cart of wood and cast iron.

Over the years only few minor changes have been made to the structure. The former express room has become the section crew's supply and workshop area. In October 1959 a partition was removed in the freight room and a partition was added in the waiting room. During the years the original Glacier Park Photographs were taken away and photographs of the Rugby Depot and the surrounding area were framed in large oak frames and hung from the picture molding. All of the walls in the public areas were painted; lights were taken down and cleaned. Some lights were replaced with original equipment, floors were stripped down, resealed and waxed, and the original heavy oak benches were cleaned and oiled. The semaphore signal, telegraph key, the roll top desk have all been removed over the years to places unknown. A brick platform of herringbone laid bricks set in a sand base frames the building and extends in both directions about 200 feet.

A rehabilitation project undertaken by the Rugby Lions Club in 1987 involved the cleaning and painting of all the surfaces and general repair work. The brick platform has also been repaired. With a location in the central business district of Rugby the depot commands high visibility. Businesses along the railroad right of ways have maintained their properties well in order to present a good image to the passengers on the daily trains. The building continues to serve as a ticket selling location, Amtrak Express Service, a regular AMTRAK passenger stop with 2 trains daily, and also as a

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Burlington Northern section crew headquarters. The building was built by the Great Northern Railroad Company by Architect, Samil L. Bartlett; H.H. Hogeland served as Chief Engineer on the original project. A formal reception and grand ball christened the depot on June 21, 1907.

**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 NA

Areas of Significance (enter categories from instructions)

Architecture

Transportation

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Period of Significance

1907

\_\_\_\_\_

\_\_\_\_\_

Significant Dates

1907

\_\_\_\_\_

\_\_\_\_\_

Cultural Affiliation

NA

\_\_\_\_\_

\_\_\_\_\_

Significant Person

NA

Architect/Builder

Samil L. Bartlett

\_\_\_\_\_

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

See continuation sheet.

See continuation sheet

**9. Major Bibliographical References**

See continuation sheet.

- Previous documentation on file (NPS): NA
- 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: \_\_\_\_\_

**10. Geographical Data**

Acreage of property less than one acre

UTM References

A 

1	4
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4	2	6	14	0
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5	3	5	7	6	40
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Zone      Easting      Northing

C 

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B 

--	--

--	--	--	--	--

--	--	--	--	--	--

Zone      Easting      Northing

D 

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See continuation sheet

Verbal Boundary Description

The boundary of the property is defined by the historic brick pavement and platform that surrounds the building.

See continuation sheet

Boundary Justification

The depot and its accompanying brick pavement constitute all of the historic features of the site.

See continuation sheet

**11. Form Prepared By**

name/title Dale Niewoehner/Lauren McCroskey, Architectural Historian

organization State Historical Society of North Dakota date August 1, 1991

street & number 612 E. Blvd. Ave, Heritage Center telephone (701)224-2672

city or town Bismarck state North Dakota zip code 58505

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One of few extant Great Northern Railroad passenger depots remaining in the state, the Rugby Depot is nominated under Criterion A as a remnant of the Railroad's former command of North Dakota's northern tier between Grand Forks at the eastern border to Williston in the west. With a central location, the depot was and is the intake for passenger rail traffic throughout the region. Because of this status, greater architectural distinction may have been conferred upon the Rugby depot than to other neighboring passenger depots constructed by the Great Northern. The building's Tudor Revival design merits nomination under Criterion C, distinguished as a style rarely found in the state's inventory of depot architecture.

Established in July 1885, Rugby was named by the English railroad stockholders for Rugby, England. Rugby was incorporated as a village on April 5, 1897, having been platted in July 1885 and incorporated as a city on September 5, 1905. In 1886, 121 miles of track was constructed from Devils Lake to Minot, and the Great Northern became the primary method of transportation east and west for the newly connected Rugby. During the early part of the century, the railroad billed itself as the gateway to the national parks, specifically Glacier Park in Montana. The Great Northern had spent large amounts of money in the Park on lodgings and concessions and hoped to profit from their investment by providing tourist rail service.

Depot architecture was one of the few visual anchors along the tracks through which railroads had the opportunity to proclaim regional dominance and prosperity. It may be speculated that the depot's period expression of Tudor Revival architecture was deemed appropriate for a municipality bearing the name of an English townsite. Few of the first wood sided depots constructed by the Great Northern Railroad are standing, and of those which succeeded earlier depots, few are known to have been designed in this style. The Great Northern passenger depot in Devils Lake to the east, makes reference to Craftsman stylistic influences. Another Great Northern depot in Park River, one of the Railroad's northern spurs, is a wood clad subject which lacks definite styling. The Railroad's passenger depots built in the larger cities of Grand Forks and Minot no longer remain. Williston's Great Northern passenger depot, built in 1911, bears a similar massing and design, although the use of squared overlapping gables lends a Dutch Colonial effect. Of the Tudor style genre of railroad depots, the Soo Line Railroad passenger depot in Minot is a more embellished example. This depot, constructed six years later in 1912 by the Great Northern's major competitor, may have been inspired by the styling of the Rugby depot.

Over the years, the depot has been a festive social scene receiving a special train during World War I carrying war relics, speakers and even a marine band. Other notable events were the exhibition of a 55 foot long Pacific whale called the "Colosus" on a



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special railroad siding, and an appearance on June 6, 1939, by the Crown Prince and Princess of Norway.

During the period ending in the late 1960s Rugby was served by three passenger trains for almost 80 years. Upon the implementation of Amtrak (National Railroad Passenger Corporation), the city of Rugby was not designated as a passenger stop. In January 1972 the Rugby Jaycees launched a project which ultimately resulted in the scheduled stop in Rugby which is maintained today. The event was celebrated on June 11, 1972. The community has faced continued challenges to rail service and recently counteracting a proposal to reroute Amtrak train service through Rugby. Burlington Northern Railroad continues to provide rail service for the shipment of grain and other types of large consumer good, such as new implements etc.

In 1987 a campaign was begun to restore the appearance of the depot building. The city of Rugby, under the leadership of Alderman Dale G. Niewoehner contracted with the Rugby Lions Club to paint and clean the interior and exterior of the depot. Amtrak donated money toward the project and other contributions were given by local businesses and citizens of the community. In May 1988 a preliminary Lions Club open house was held with Amtrak officials present to display the work the Lions Club had started. On June 23, 1990 the Grand opening was held with several Amtrak officials present from Washington, Chicago, and St. Paul presenting appreciation and awards to the Rugby community for the fine work done at the depot and for the furtherment of Amtrak service in the Rugby community. About 400 people attended the celebration that morning. Displays of toy antique trains, steam locomotive whistles, and an old headlight and bell were on hand to recall the old days of railroading.

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