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Located in the heart of Fargo's old downtown business district, the overall size of the depot is forty-four feet by two hundred feet in plan. Conceptually, the building is divided into three plan components: a central two-story portion originally housed ticket sales, toilets, men's and women's lounges, and office space; to the east of this central portion is a large waiting room given enclosure by open steel and timber trusses carring a wood deck; to the west of the central portion is a single story baggage room spanned with large timber trusses. The most dramatic interior space is the waiting room, large in volume with hardwood floor and georgia pine ceiling, and highlighted by a large and decorative brick fireplace. The intimately scaled women's lounge with oriel windows and fireplace serves to provide a spatial contrast to the large waiting area.

The exterior is compact in form with a heavily bracketed roof extending beyond the exterior walls and overhanging the platform to lend a strong sense of protection. The roof was originally covered with red tile. The exterior walls are of dark brown brick accented by the contrasting company logo and strongly articulated windows and door openings. S

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In recent years, the depot has been used by the city of Fargo as a youth center and several changes of decor have been made, including the addition of carpeting to cover the hardwood floor in the former waiting room area, the placement of wood paneling on some walls and the construction of temporary partitions in various parts of the building.

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The former Northern Pacific Railway depot at Fargo, North Dakota is more than simply a fine example of the grand railroad stations built in "turn of the century" America during the heyday of railroad influence and prominence in the Mid-west. It is a dichotomous statement expressing both the confidence of the railroads in the potential of the West and the importance of the railroads to the West.

Designed by Cass Gilbert during the period in which he was establishing a career that would earn him international recognition, the depot's direct, bold and friendly architectural form shows the influence of H. H. Richardson's mature work on the young Gilbert. As is true of many of Richardson's suburban stations, Gilbert's Fargo depot exudes a sense of shelter and protection.

Cass Gilbert (1858-1934) was born in Zanesville, Ohio and educated in St. Paul, Minnesota. Following several years of architectural training as an apprentice in a St. Paul firm, the completion of a special course at the Massachusetts Institute of Technology and several months of European study, Gilbert became the personal assistant of Stanford White (McKim, Mead and White, New York). In 1882 Gilbert opened a practice in St. Paul where in 1896 he won an open competition to secure the commission for the Minnesota State Capitol building, the successful completion of which earned him wide recognition. Following additional successes, including his winning of the design competition for the New York Custom House (1905), Gilbert moved his offices to New York where his practice steadily increased and resulted in many noteworthy public buildings including the sixty-six story Woolworth building (Manhattan); Festival Hall and Art Building (St. Louis, 1904); Ives Memorial Library (New Haven, 1905); Central Public Library (St. Louis, 1908-12); Detroit Public Library (1914); Arkansas State Capitol (1912); Waterbury City Hall (1913); U.S. Treasury Annex (Washington, D.C., 1918); Minneapolis Federal Reserve Bank (1924); U.S. Chamber of Commerce (Washington, D.C., 1925); New York Life Insurance Building (1925-28); Prudential Life Insurance Company's Gibralter Building (Newark, 1927); U.S. Legation Building (Toronto, 1928); West Virginia State Capitol (1928-32); the Supreme Court Building in Washington (1933-35) and the

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(July	1969)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

(Continuation Sheet)

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FOR NPS USE ONL	Y
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Significance (continued page 2)

Federal Court House in New York, these last two completed after his death in 1934. The Northern Pacific railway depot in Fargo marks a definite point in his outstanding career.

Of the significance of this depot to Fargo, the following quote from the November 10, 1898 issue of the <u>Fargo Forum</u> clearly expresses the public attitude, "The new depot is certain the pride of Fargo. The N.P. is receiving the praise of the citizens on all sides for the enterprize they showed in putting the building here. The value of the new building to the traveling public is great, but the fact that the company would expend so much money in Fargo is of greater importance, as it shows the confidence of the road in Fargo and gives outsiders a hundred per cent higher estimation of the city. Those who have traveled over the different roads to the coast say this is the neatest depot along any line from ^Chicago west. On the N.P. the depot at Spokane cost more money but the officials like the plans and convenience of the Fargo building better."

