

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JAN 5 1977
DATE ENTERED OCT 5 1977

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 Great Northern Railway Depot
Burlington Northern, Incorporated, Depot
AND/OR COMMON
Goose River Heritage Center (Preferred)

2 LOCATION

STREET & NUMBER Front Street
CITY, TOWN Mayville VICINITY OF _____ NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT 1
STATE North Dakota CODE 38 COUNTY Traill CODE 097

3 CLASSIFICATION

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE | |
|---|--|--|--|--|
| <input type="checkbox"/> DISTRICT | <input checked="" type="checkbox"/> PUBLIC | <input type="checkbox"/> OCCUPIED | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> MUSEUM |
| <input checked="" type="checkbox"/> BUILDING(S) | <input type="checkbox"/> PRIVATE | <input checked="" type="checkbox"/> UNOCCUPIED | <input type="checkbox"/> COMMERCIAL | <input type="checkbox"/> PARK |
| <input type="checkbox"/> STRUCTURE | <input type="checkbox"/> BOTH | <input checked="" type="checkbox"/> WORK IN PROGRESS | <input type="checkbox"/> EDUCATIONAL | <input type="checkbox"/> PRIVATE RESIDENCE |
| <input type="checkbox"/> SITE | PUBLIC ACQUISITION | ACCESSIBLE | <input type="checkbox"/> ENTERTAINMENT | <input type="checkbox"/> RELIGIOUS |
| <input type="checkbox"/> OBJECT | <input type="checkbox"/> IN PROCESS | <input type="checkbox"/> YES: RESTRICTED | <input type="checkbox"/> GOVERNMENT | <input type="checkbox"/> SCIENTIFIC |
| | <input type="checkbox"/> BEING CONSIDERED | <input type="checkbox"/> YES: UNRESTRICTED | <input type="checkbox"/> INDUSTRIAL | <input type="checkbox"/> TRANSPORTATION |
| | | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> MILITARY | <input checked="" type="checkbox"/> OTHER: future museum |

4 OWNER OF PROPERTY

NAME City of Mayville
STREET & NUMBER Post Office Box 220
CITY, TOWN Mayville VICINITY OF _____ STATE North Dakota 58257

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Trail County Courthouse
STREET & NUMBER Post Office Box 148
CITY, TOWN Hillsboro STATE North Dakota 58045

6 REPRESENTATION IN EXISTING SURVEYS

TITLE North Dakota Historic Sites Survey
DATE 1976
DEPOSITORY FOR SURVEY RECORDS State Historical Society of North Dakota
Liberty Memorial Building
CITY, TOWN Bismarck STATE North Dakota 58505

7 DESCRIPTION

CONDITION

EXCELLENT DETERIORATED
 GOOD RUINS
 FAIR UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The former railroad depot in downtown Mayville is located between the tracks of Burlington Northern, Incorporated, on the east and Front Street on the west, with Main Street to the north. There are no outbuildings or landscaping features on the property, although a cinder platform formerly extended the length of the depot on the track side. (The platform was removed, as specified by Burlington Northern in leasing the building to the city of Mayville for use as a future museum. The company has also indicated that fencing must be erected on the now-open north, south, and east sides of the building, and doors on the east elevation sealed, thus necessitating cutting new entrances elsewhere.)

The 1-story depot measures 28 by 137 feet and has brick walls laid in common bond above a stone foundation. Its most visually arresting feature is the steeply pitched, wooden-shingled hipped roof with overhanging eaves which covers the main (north) block. The north slope of the roof is punctured by a small gable with brick pediment, which itself is broken by the tall shaft of a brick chimney. A similar chimney straddles the ridge of the north end of the gabled roof over the freight wing. Freight doors with angled boarding and multi-light transoms are on the south, east, and west elevations of the wing. A similar door on the east (track-side) elevation of the main block is the only means of access to the so-called "perishables room," there being no inside door to connect it to the depot interior. Two public entrances with paneled doors beneath transoms are also on the east elevation, as are a rectangular window bay and two conventional windows. The latter types on all elevations have 9 over 9, double-hung wooden sash between stone sills and brick lintels. Door and window openings in the building are topped by segmental-arch head casings, with the straight sides of those on the main block joined to form a continuous architrave molding of 4-course brickwork.

The interior of the depot, north to south, consists of women's and men's waiting rooms and restrooms; offices; storage room for perishables; corridor; and freight wing. The latter is unfinished, with exposed brick walls and roof-framing timbers. The ceiling in the men's waiting room was lowered ca. 1950, but original ceilings in the building, as well as the walls, are plastered. Wooden benches with wrought-iron armrests are suspended from the waiting-room walls. Standing wood finish includes broad baseboards, wainscoting, chair rail, 5-panel doors, and molded door and window framings with square corner blocks.

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 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 1897

BUILDER/ARCHITECT Great Northern Railway

STATEMENT OF SIGNIFICANCE

The Goose River Heritage Center, a former depot, is a symbol of the railroad transportation system which brought the town of Mayville into existence and promoted the settlement of North Dakota in the late nineteenth century. A fire destroyed the depot's predecessor, a more modest frame structure which, perhaps with improvements, might have been expected to serve Mayville for decades, as its counterparts did towns of comparable population in the state. Thus the opportunity arose to erect a new depot which in dimensions, design, and fabric was noticeably superior to the type of facility usually provided a community the size of Mayville. The inconsistency is possibly attributable to the concentration of wealth and influence in the vicinity, particularly that of the prominent and philanthropic Grandin family, which operated local bonanza wheat and pure-bred stock farms.

Mayville was the product of the building of the Casselton branch of the Northern Pacific Railroad in 1880. Later in the decade, however, the line on which Mayville was located was relinquished by Northern Pacific to the Great Northern Railway in a settlement of disputed trade areas between the two companies. In 1897, at a cost of \$3700, Great Northern built the second Mayville depot, which served the town until 1974. It was then abandoned by Burlington Northern, Incorporated (a 1970 merger comprised of Great Northern, Northern Pacific, and two other railway companies), and scheduled for demolition.

In the fall of 1976, support for saving the Mayville depot was channeled by the Goose River Chapter of the Pioneer Daughters (a local genealogical group) into the formation of the Goose River Heritage Center, Incorporated. Burlington Northern subsequently agreed to turn the depot over to the city of Mayville on a 99-year lease, and in turn the city has subleased the building to the Goose River Heritage Center, Incorporated. The latter has as its initial goal a membership of 1000 and a fund of \$10,000. Its long-term project will be the conversion of the depot into a museum not only for Mayville but for the surrounding region through which the Goose River flows. Artifacts belonging to the Pioneer Daughters and exhibited since 1940 in the basement of the public library will form the nucleus of the museum collection. Period rooms and shops will be installed in the depot, and offices for the Goose River Heritage Center, Incorporated, and a curator will be provided. Interior repairs will include replastering and painting walls, restoring wood trim such as wainscoting to its natural finish, and updating the electrical system. Exterior renovation will be minimal, consisting chiefly of tuck-pointing the brick walls and returning them to their original color.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Burner, Mrs. Hartwell. Goose River Heritage Center, Incorporated, Mayville. Personal interview, November 4, 1976.
 Maddox, Dawn. Personal inspections, June 17 and November 4, 1976.
 Nienbaber, Craig. "Mayville depot rescued, to be useful once again as museum." Trail County Tribune, October 20, 1976, pp.A3-A4.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre.

UTM REFERENCES

A 14 626240 5261875
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C
 ZONE EASTING NORTHING

D
 ZONE EASTING NORTHING

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 28, 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 X

LOCAL X

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

James E. Sherry

TITLE N.D. State Historic Preservation Officer

DATE December 29, 1976

FOR NPS USE ONLY

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

ATTEST

Charles A. Sherry

KEEPER OF THE NATIONAL REGISTER

DATE

10/5/77

KEEPER OF THE NATIONAL REGISTER

DATE

1-21-78

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

Also being considered is the creation of a small landscaped space between the depot and Main Street, thereby partially restoring the context once provided by a park on railroad property east of the depot. Planted in 1919 with flowers and evergreens, the former park also featured a monument erected by the local lodge of the Sons of Norway in honor of Bjornstjerne Bjornson (1832-1910), Norwegian poet, novelist, dramatist, and winner of the 1903 Nobel prize in literature. In the 1940s Great Northern sold the park property to a produce firm, and the Bjornson monument was placed in Island Park on Goose River, at the west edge of town. If plans for the second depot park materialize, the monument will possibly be moved to it.