

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

(Type all entries - complete applicable sections)

STATE: Idaho	
COUNTY: Bonner	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JUL 5 1973	

1. NAME

COMMON: Sandpoint Burlington Northern Railway Station
AND/OR HISTORIC: Northern Pacific Depot

2. LOCATION

STREET AND NUMBER: End of Cedar Street footbridge over Sand Creek			
CITY OR TOWN: Sandpoint			
STATE Idaho	CODE 16	COUNTY: Bonner	CODE 017

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY

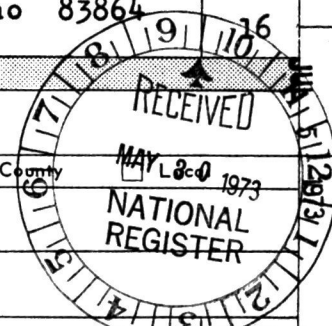
OWNER'S NAME: Burlington Northern Railroad		
STREET AND NUMBER: 176 East Fifth Street		
CITY OR TOWN: St. Paul	STATE: Minnesota	CODE: 55101 27

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Bonner County Courthouse		
STREET AND NUMBER:		
CITY OR TOWN: Sandpoint	STATE: Idaho	CODE: 83864 16

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Idaho State Historic Preservation Plan		
DATE OF SURVEY: 1972	<input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County	
DEPOSITORY FOR SURVEY RECORDS: Idaho State Historical Society		
STREET AND NUMBER: 610 North Julia Davis Drive		
CITY OR TOWN: Boise	STATE: Idaho	CODE: 83706 16



SEE INSTRUCTIONS

STATE:

COUNTY:

ENTRY NUMBER

DATE

FOR NPS USE ONLY

73000682

PH0037532

12-20-73

7. DESCRIPTION

CONDITION

(Check One)

☐ Excellent☒ Good☐ Fair☐ Deteriorated☐ Ruins☐ Unexposed

(Check One)

☐ Altered☒ Unaltered

(Check One)

☐ Moved☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Sandpoint, Idaho, Burlington Northern Railroad station is a one-story brick structure with Tudor gothic ornament and forms. It is composed of three principal volumes, the central one with brick gables at the ends of the principal roof form and the intersecting dormers. Each gable is accented by pointed arched windows and topped with stone finials in the form of spheres. An effect of asymmetry derives from having the dormers off center and the chimney in this same grouping on the skyline. The bay window which projects on the platform side of this central block is also picturesquely off center. It is one story high, topped with crenellations capped with stone. Doors into the main waiting room have windows with flattened Tudor arches.

The two lower volumes, on either end of the central one just described, have hipped roofs. The baggage room on the north end of the building is smaller than the south end, which contains the rest rooms and ends in a large open porch for parking baggage and mail carts. This porch is bracketed in wood to give the openings a Tudor arch.



SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian

☐ 16th Century

☐ 18th Century

☒ 20th Century

☐ 15th Century

☐ 17th Century

☐ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1916

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal

☐ Education

☐ Political

☐ Urban Planning

☐ Prehistoric

☐ Engineering

☐ Religion/Phi-

☐ Other (Specify)

☐ Historic

☐ Industry

losophy

☐ Agriculture

☐ Invention

☐ Science

☒ Architecture

☐ Landscape

☐ Sculpture

☐ Art

Architecture

☐ Social/Human-

☐ Commerce

☐ Literature

itarian

☐ Communications

☐ Military

☐ Theater

☐ Conservation

☐ Music

☒ Transportation

STATEMENT OF SIGNIFICANCE

The Sandpoint station differs from the rather routine designs assigned to scores of other small towns along Idaho's railway lines. Rather than merely fulfilling a formula, it was designed to have a distinctive character of its own. It is the state's only Gothic style railway station. Its local significance derives from the fact that the Northern Pacific Railroad was the principal developer of the town, even giving it its name "Sandpoint," because this was the point on the N.P. mainline where sand was collected for use on the entire system. The present depot dates from the period of Sandpoint's greatest expansion and building boom.

The Sandpoint depot has unusual historic significance at present in that it is the only depot in the state of Idaho being used for passenger traffic. All others in the state have been discontinued since the advent of AMTRAK.



SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Idaho State Historic Preservation Plan, Volume II,
Second Edition. Boise, 1972

HR
11/533790
5346890

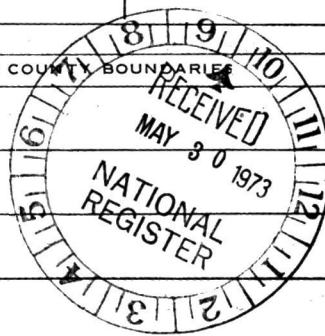
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		48° 16' 35"	116° 32' 40"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1/4

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Arthur A. Hart, Director, Idaho State Historical Museum		
ORGANIZATION Idaho State Historical Society	DATE May 23, 1973	
STREET AND NUMBER: 610 North Julia Davis Drive		
CITY OR TOWN: Boise	STATE Idaho	CODE 16

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name

Merle W. Wells

Merle W. Wells

Title

**State Historic Preservation
Officer**

Date

May 23, 1973

I hereby certify that this property is included in the National Register.

Robert M. Utley
Chief, Office of Archeology and Historic Preservation

Date

7/5/73

ATTEST:

Marjorie Radford
Keeper of The National Register

Date

July 3, 1973

PROPERTY

Sandpoint Burlington
Northern Railway Station STATE Idaho

73000682

WORKING NUMBER

5.30.73.2993

BOMMER

TECH REVIEW

Photos 1Maps 1

CONTROL REVIEW

cm

5-31-

73

OK

HISTORIAN

Accept
6-1-73
L Shull

ARCHITECTURAL HISTORIAN

Accept
KH
6/6/73

ARCHEOLOGIST

Accept - AM
6/12/73

REVIEW UNIT CHIEF

BRANCH CHIEF

Hunjin
for
Kosman
7-3-73

KEEPER

Hunjin
for
WPH
7/3/73

National Register write-up

Send-back

6.12.73

Federal Register entry

Re-submit

6.25.73

Entered

JUL 5 1973

PLEASE RETURN THIS FORM WHEN THE PROPERTY IS RESUBMITTED. DATE: 6/12/93
NAME OF PROPERTY Sandpoint Burlington Northern Railway Station

The attached National Register Inventory-Nomination form is being returned to your office for clarification of the information indicated below.

1. Name. _____
2. Location. _____
3. Classification. _____
4. Owner of Property. _____
5. Location of Legal Description. _____
6. Representation in Existing Surveys. _____
7. Description. _____
8. Statement of Significance. Needs to be strengthened. At the very least please tell us when the building was constructed.
9. Bibliography. We have hunted up some more information. 1916
10. Geographical Data.
 - a. Longitude and Latitude Coordinates. _____
 - b. Acreage. _____
11. Form Prepared By. _____
12. Certification. _____
- Photographic Coverage. _____
- Map Coverage. Please use a map bearing an identified system of coordinates, preferably an original USGS, which allows us to check latitude-longitude.
- Other. _____

Clarification or correction of the above items must be made prior to the initiation of our professional review. Correction of these technical errors does not necessarily insure that the nomination will then satisfy the National Register criteria in full.

Thank you for your attention to the above items checked.

SIGNED: [Signature]



SEE INSTRUCTIONS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE Idaho	
COUNTY Bonner	
FOR NPS USE ONLY	
ENTRY NUMBER JUL 5 1973	DATE

1. NAME			
COMMON: Sandpoint Burlington Northern Railway Station			
AND/OR HISTORIC: Northern Pacific Depot			
2. LOCATION			
STREET AND NUMBER: End of Cedar Street Footbridge over Sand Creek			
CITY OR TOWN: Sandpoint			
STATE: Idaho	CODE 16	COUNTY: Bonner	CODE 017
3. PHOTO REFERENCE			
PHOTO CREDIT: Idaho State Historical Society			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT: Idaho State Historical Society			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. View from the Southeast			



PROPERTY OF THE NATIONAL REGISTER

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE Idaho	
COUNTY Bonner	
FOR NPS USE ONLY	
ENTRY NUMBER JUL 5 1973	DATE

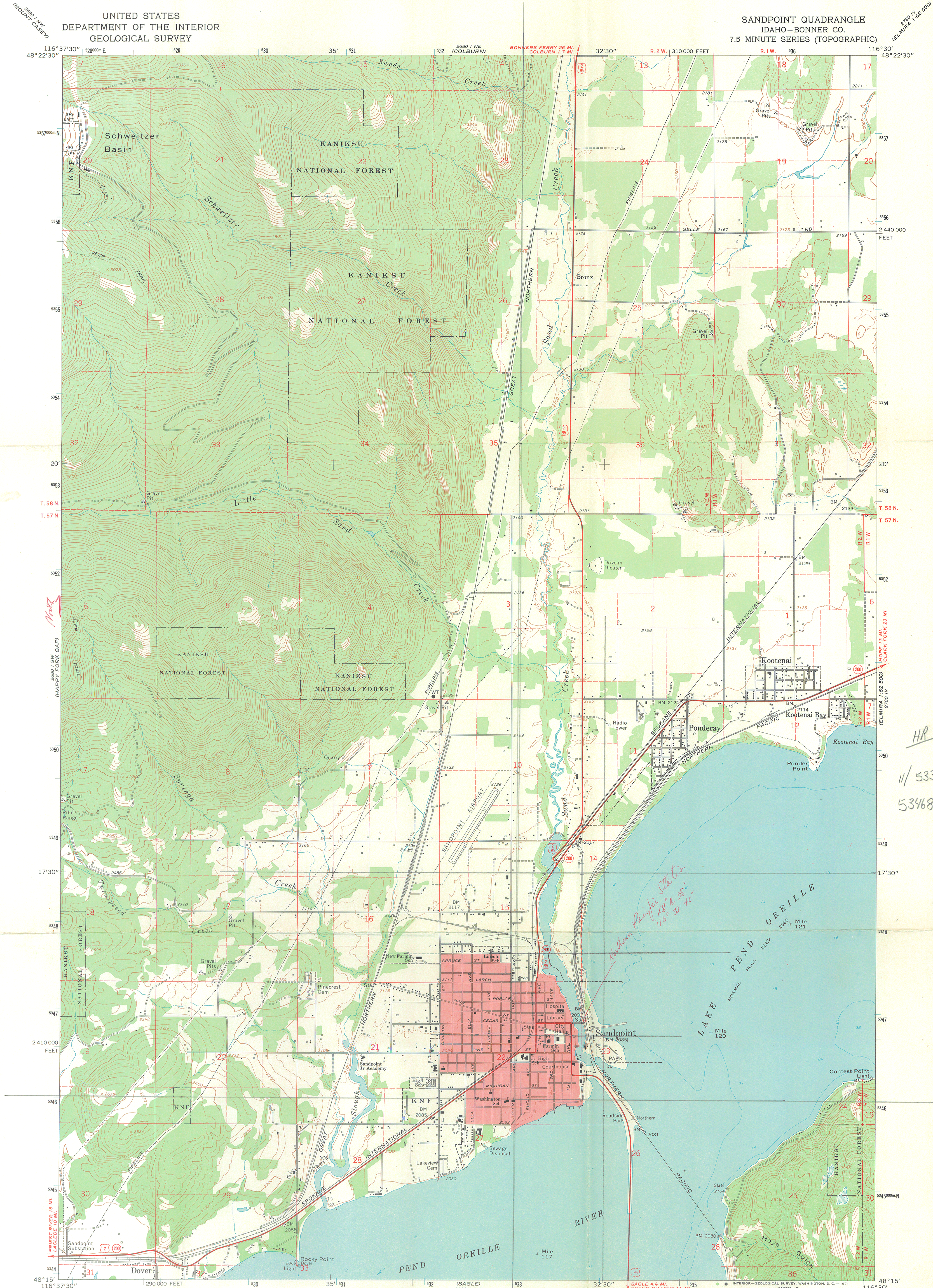
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AND/OR HISTORIC: Northern Pacific Depot			
2. LOCATION			
STREET AND NUMBER: End of Cedar Street Footbridge over Sand Creek			
CITY OR TOWN: Sandpoint			
STATE: Idaho	CODE 16	COUNTY: Bonner	CODE 017
3. MAP REFERENCE			
SOURCE: U.S.G.S. Sandpoint Sheet			
SCALE: 1:24,000			
DATE: 1968			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			



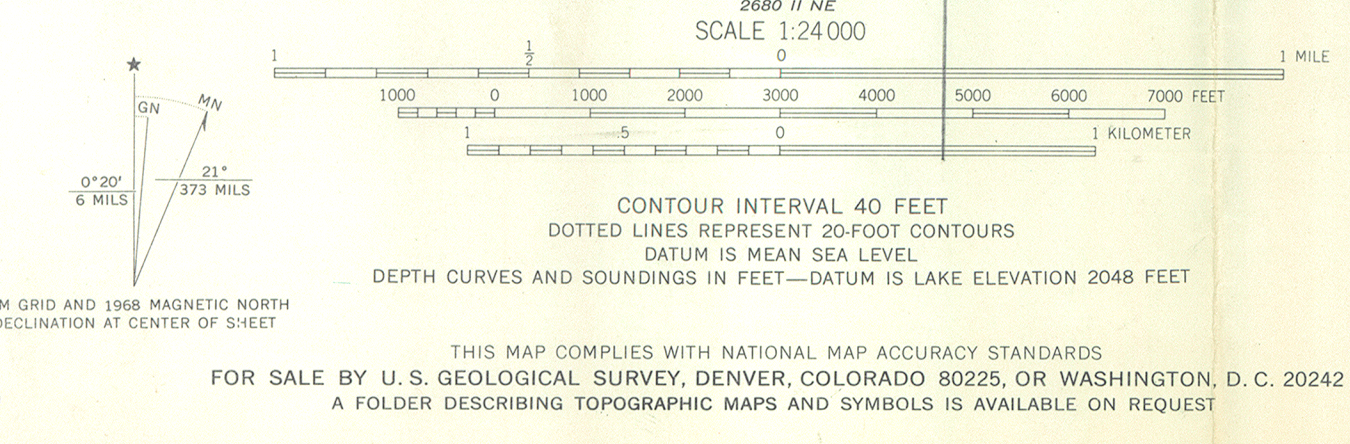
SEE INSTRUCTIONS

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

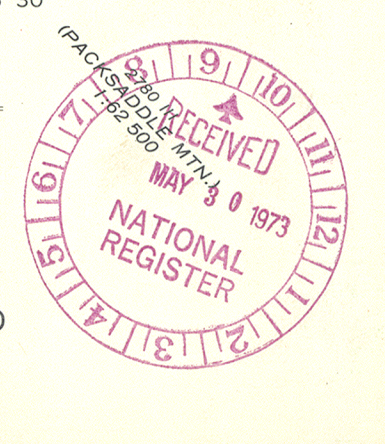
SANDPOINT QUADRANGLE
IDAHO-BONNER CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs taken 1966. Field checked 1968
Selected hydrographic data compiled from USC&GS Chart 6170 (1967)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on Idaho coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks, zone 11, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence lines



ROAD CLASSIFICATION
Primary highway, all weather, Light-duty road, all weather, improved surface
Unimproved road, fair or dry weather
U. S. Route State Route
SANDPOINT, IDAHO
N4815-W11630/7.5
1968
AMS 2680 1 SE-SERIES V893



IDAHO STATE HISTORICAL SOCIETY

610 NORTH JULIA DAVIS DRIVE BOISE, IDAHO 83706



STATE MUSEUM

June 20, 1973

Mrs. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
18th and C Streets, N. W.
Washington, D. C. 20240



Dear Mrs. Shull:

Here is the Sandpoint nomination we talked about. Because of the urgency of a highway relocation environmental impact statement, this one is an emergency. Here, the highway department thinks of getting rid of the only passenger station we still have in service. Considering our problem of finding adaptive uses for a whole raft of railroad stations--all the rest of them in Idaho, in fact--we would be a little happier if they would leave the only active one alone for a little while.

Pretty soon I shall have a chance to clear up some of our other unfinished nominations.

Sincerely yours,

Merle W. Wells
State Historic Preservation Officer

dm

ENTRIES IN THE NATIONAL REGISTER

STATE **IDAHO**

Date Entered **JUL 5 1973**

<u>Name</u>	<u>Location</u>
Sandpoint Burlington Northern Railway Station	Sandpoint Bonner County

Also Notified

**Hon. Frank Church
Hon. James A. McClure
Hon. Steven D. Symo**

**Director, Pacific Northwest
Region**

**State Historic Preservation Officer
Mr. Merle W. Wells, Director
Idaho Historical Society
610 North Julia Davis Drive
Boise, Idaho 83706**

PHR MMott:jal 7/10/73

IDAHO STATE HISTORICAL SOCIETY

610 NORTH JULIA, DAVIS DRIVE BOISE, IDAHO 83706



STATE MUSEUM


August 28, 1974

Senator James McClure
2106 Dirksen Office Bldg.
United States Senate
Washington, D. C. 20510

Dear Jim:

An awkward situation has developed at Sandpoint that will come to your attention soon. Selection of a route for US 95 past downtown Sandpoint has been under study for years. The proposed corridor is narrow and involves environmental problems with Sand creek and with the old Northern Pacific Railway Station (now Burlington Northern) which is on the National Register of Historic Places. The State Highway Department, on the basis of past experience with federally funded highway projects, refrains from investing planning funds in 4F projects because such routes generally have been rejected after planning and impact studies have been completed. On that account, a group from Chamber of Commerce, mayor and city council, county commissioners, and the local historical society with whom I met August 26 asked to see if the depot could not be removed from the National Register. They have a legitimate complaint that under the circumstances, no planning can be done. But whether the depot is on the National Register or not, it certainly is eligible for inclusion, and the highway department has just as much of a problem with properties eligible for inclusion on the register as with ones that are listed. So trying to get the depot off the register seems unlikely to be very productive. But the Sandpoint people really do have a problem, and I shall investigate right away to find out what can be done to straighten out the situation for them.

Sincerely yours,


Merle W. Wells
State Historic
Preservation Officer

dm

JENNINGS RANDOLPH, W. VA., CHAIRMAN

EDMUND S. MUSKIE, MAINE
JOSEPH M. MONTROYA, N. MEX.
MIKE GRAVEL, ALASKA
LLOYD BENTSEN, TEX.
QUENTIN N. BURDICK, N. DAK.
DICK CLARK, IOWA
JOSEPH R. BIDEN, JR., DEL.

HOWARD H. BAKER, JR., TENN.
JAMES L. BUCKLEY, N.Y.
ROBERT T. STAFFORD, VT.
WILLIAM L. SCOTT, VA.
JAMES A. MC CLURE, IDAHO
PETE V. DOMENICI, N. MEX.

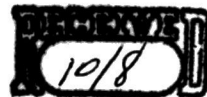
M. BARRY MEYER, CHIEF COUNSEL AND CHIEF CLERK
BAILEY GUARD, MINORITY CLERK

United States Senate

COMMITTEE ON PUBLIC WORKS
WASHINGTON, D.C. 20510

September 13, 1974

Honorable Rogers C.B. Morton
Secretary of the Interior
Department of the Interior
Washington, D.C.



8A

TW-LS

Dear Rog:

An awkward situation has developed at Sandpoint, Idaho that I would like to bring to your attention. Selection of a route for US 95 past downtown Sandpoint has been under study for years. The proposed corridor is narrow and involves environmental problems with Sand Creek and with the old Northern Pacific Railway Station (now Burlington Northern) which is on the National Register of Historic Places. The State Highway Department, on the basis of past experience with federally funded highway projects, refrains from investing planning funds in 4F projects because such routes generally have been rejected after planning and impact studies have been completed.

On that account, a group from Chamber of Commerce, mayor and city council, county commissioners, and the local historical society asked to see if the depot could not be removed from the National Register. They have a legitimate complaint that under the circumstances, no planning can be done.

In view of this, I think the Interior Department should re-consider inclusion of the depot in the National Register. Certainly that would enable highway planners to reassess their position. A copy of a letter in this regard is enclosed.

Sincerely,

James A. McClure

UNITED STATES SENATE

McC: ds
Enclosure

03124

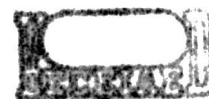
23561

003164

DEPT. OF INTERIOR

SEP 30 10 11 AM '74

OFF. OF THE SECRETARY





United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In Reply Refer To:
H34-PR
SS-23561

Bonner Co.

Honorable James A. McClure
United States Senate
Washington, D.C. 20510

OCT 29 1974

Dear Senator McClure:

Secretary of the Interior Morton has asked us to thank you for your letter concerning the removal of the Burlington Northern Railway Station, Burlington, Idaho, from the National Register of Historic Places.

The station was entered in the National Register on July 5, 1973. Properties are removed from the National Register only when they have ceased to meet the criteria for the National Register--when the qualities which caused them originally to be nominated have been lost or destroyed. This does not appear to be the case with the Burlington Northern Railway Station.

Section 106 of the National Historic Preservation Act of 1966 requires Federal Agency heads to allow officials of the Advisory Council on Historic Preservation an opportunity to comment when undertakings to be licensed, funded, or executed by their Agencies will affect properties listed in the National Register. Section 4(f) of the Department of Transportation Act provides that the Secretary of Transportation shall not approve an undertaking which requires the use of any land from an historic site unless there is no feasible and prudent alternative to the use of such land. Neither section 106 of the Historic Preservation Act or section 4(f) of the Department of Transportation Act can be construed to prohibit absolutely the construction of a highway which affects an historic site. Rather, both provisions are intended to assure consideration of the stated national policy that "special effort should be made to preserve the natural beauty of the countryside and public park and recreation



Save Energy and You Serve America!

lands, wildlife and waterfowl refuges, and historic sites"
(49 U.S.C. 1653(f)).

It has been our experience that the Advisory Council on Historic Preservation can be helpful in developing plans which meet this objective. Accordingly, I would encourage concerned local, State and Federal officials to make early contact with the Advisory Council. In this way, planning could proceed at minimum risk of later discovering that the Sandpoint project may not be acceptable.

As you know, Dr. Merle W. Wells, Idaho State Historic Preservation Officer, is working with State and local officials on the Sandpoint project and should be able to answer any further questions you may have.

Sincerely yours,

(sgd) Nat

Nathaniel P. Reed
Assistant Secretary for Fish
and Wildlife and Parks

cc:

Dr. Merle W. Wells
Director, Idaho Historical Society
610 North Julia Davis Drive
Boise, Idaho 83706 w/c of inc.

Mr. Robert F. Crecco
Office of Consumer Affairs
Department of Transportation
Washington, D.C. 2/c of inc.

Secy files

Secy RF (2)

PEP

FW

CL

Reg. Dir., Pac N/W Reg.

Director's Reading File

DI P PH DG (PR) LS)

BASIC FILE RETAINED IN PR

FNP:HWJandl:dar:10-18-74:x139-35065
Rev: FW:DPWheeler:mes:10/25/74:x5347

ADVISORY COUNCIL
ON
HISTORIC PRESERVATION

WASHINGTON, D.C. 20240

Lt. General Benjamin O. Davis, Jr., (Ret), USAF
Assistant Secretary for Environment, Safety
and Consumer Affairs
U.S. Department of Transportation
Room 10121
400 Seventh Street Southwest
Washington, D.C. 20590

FEB 19 1976

Dear General Davis:

The Advisory Council has been informed by Mr. W. E. Watkins, President, Sandpoint Chamber of Commerce, Idaho, that the construction of a highway, an undertaking assisted by the Federal Highway Administration (FHWA), may have an effect upon the Sandpoint Burlington Northern Railway Station, a property included in the National Register of Historic Places.

On the basis of this information the Council requests that FHWA investigate this matter to determine whether Section 106 of the National Historic Preservation Act of 1966 is applicable. Steps to determine this applicability are set forth in Section 800.4 of the Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800).

The Council requests that FHWA report the results of its investigation to the Council at the earliest opportunity. If you have further questions or require assistance regarding this matter, please contact Louis S. Wall of the Council staff at (202) 234-4946.

The Council appreciates FHWA's cooperation in this matter.

Sincerely yours,

~~John D. McDermott~~
John D. McDermott
Director, Office of Review
and Compliance

D

Advisory Council
On Historic Preservation

Dr. H. F. Matthews
President, Sandpoint Chapter of
Commerce
110 West Front Avenue
Commerce Hall Building
Sandpoint, Idaho 83864

FEB 25 1975

Dear Mr. Matthews:

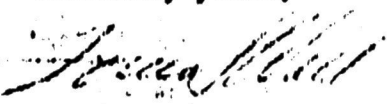
This is to acknowledge receipt of your letter of January 30, 1975 concerning the Burlington-Northern Depot and the proposed highway bypass at Sandpoint, Idaho.

As a result of your letter we have been in telephonic communication with Dr. Merle Wells and have requested by letter to the Federal Highway Administration it investigate and report on the applicability of Section 106 of the National Historic Preservation Act of 1966 to the proposed highway project at Sandpoint. Section 106 requires the head of any Federal agency considering an undertaking that will affect a property included in the National Register of Historic Places to afford the Advisory Council an opportunity to comment on that undertaking. The Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800) set forth the steps to be followed by the Federal agency in complying with Section 106. A copy of the "Procedures" is enclosed for your reference.

From your letter, and our discussion with Dr. Wells, it appears that if the Federal Highway Administration is assisting the Idaho Department of Highways with the construction of a bypass at Sandpoint that will affect the Burlington Northern Depot, a property included in the National Register, it should request the Council's comments pursuant to the "Procedures." As soon as such a request is received from the involved Federal agency the Council will be able to work with that agency, the Idaho State Historic Preservation Officer and other state and local officials towards the proper resolution of this issue in an expeditious manner.

Your bringing this matter to the Council's attention is appreciated, as it should lead to prompt action on the part of the Federal Highway Administration to comply with Section 106.

Sincerely yours,


Louis S. Wall
Assistant Director, Office of
Review and Compliance, Denver

Enclosure

IDAHO STATE HISTORICAL SOCIETY

610 NORTH JULIA DAVIS DRIVE BOISE, IDAHO 83706



PR

STATE MUSEUM

April 12, 1975

Dr. A. R. Mortensen **APR 16 REC'D**
Office of Archaeology and Historic Preservation
Department of the Interior
National Park Service
18th and C Streets, N.W.
Washington, D.C. 20240

Dear Russ:

You will remember that we talked in Austin and in Rapid City about the conflict of the Sandpoint Depot with a proposed highway route along the edge of the track. The depot is on the National Register and is the only Idaho passenger station still in use. For a year or so, the city government has been asking me to remove it from the National Register so that their highway route might be considered. Don Samuelson, a former Idaho governor from Sandpoint, who now is a Federal Highway regional coordinator in Seattle, has learned that I can do this simply by writing a letter asking that the depot be removed. (Its condition remains unchanged.) Darrell Manning, director of Idaho's Department of Transportation, 3311 West State Street, Boise, 83720, has asked me to get a letter from you clarifying this. My explanation of our conversations and of reactions of Bill Murtagh, Jerry Rogers, and some of your other staff members concerning this matter has to be confirmed by you in writing before we can get anywhere. So if you could write Darrell Manning explaining that I cannot get the depot removed from the register, and if you could see that the same information reaches Don Samuelson through Federal Highways, this particular point will be cleared up. I certainly shall appreciate your attention to this problem.

Sincerely yours,

Merle W. Wells
State Historic Preservation Officer

MWW:mjw

IDAHO STATE HISTORICAL SOCIETY

610 NORTH JULIA DAVIS DRIVE BOISE, IDAHO 83726



STATE MUSEUM

April 26, 1975

The Honorable Leo Brown
Mayor of Sandpoint, Idaho
Sandpoint, Idaho 83864

Dear Mr. Brown:

I understand that the City of Sandpoint might be interested in obtaining some National Park Service matching funds for exterior restoration of the City Hall. If this is so, I shall be glad to start the necessary procedures to make an application possible. (As I promised last summer, I have taken up the matter of the Sandpoint Depot with the appropriate National Park Service and Historic Preservation authorities. An appropriate reaction should be forthcoming soon, although such matters seem to take more time than anyone would expect.

Sincerely,

A handwritten signature in cursive script, appearing to read "Merle W. Wells".

Merle W. Wells
State Historic Preservation Officer

MWW:mjw



STATE OF IDAHO

TRANSPORTATION DEPARTMENT

BOX 7129 BOISE, IDAHO 83707

April 30, 1975

The Honorable Lester R. Brown
Mayor, City of Sandpoint
Sandpoint, ID 83864

Dear Mayor Brown:

I have the understanding that there is a procedure by which the Burlington Northern Depot in Sandpoint can be removed from the National Register of Historic Places. It is difficult to comprehend why no effective action has been taken after all this time when there is such obvious and overwhelming support for removal.

Since Dr. Merle W. Wells, Director of the Idaho Historical Society, was a key figure in the designation of the depot we asked his opinion on how to proceed to have the designation changed. He suggested that someone in the community address a specific request for rescission to the Regional Officer for the National Advisory Council on Historic Preservation, P. O. Box 25085, Delmar Station, Denver, Colorado 80225. The request should ask for the Council's review of the designation and should also suggest that an on-site meeting be arranged with local citizens, Dr. Wells, representatives of the Idaho Division of Highways and the Federal Highway Administration.

Such an on-site review would probably involve consideration of available highway alternatives; but this seems to be a necessary step in the rescission process.

This suggestion was communicated to Mr. W. E. Watkins, Highway Director of the Sandpoint Chamber of Commerce in October of 1974. I do not know whether Mr. Watkins followed up with a specific request to the Regional Officer.

Mayor Lester R. Brown
Page 2
April 30, 1975

I share your concern that this problem should be resolved as soon as possible and I pledge the assistance of my office to this end.

Sincerely,


DARRELL V MANNING
Director

ms

cc: Governor Cecil D. Andrus
Governor Don Samuelson

1. The Advisory Council on Historic Preservation told the Sandpoint Chamber of Commerce and the U. S. Department of Transportation that the FHWA would investigate and report on the applicability of Section 106 of the National Historic Preservation Act of 1966 to the proposed highway project at Sandpoint. It is applied, which it apparently does, the FHWA should request the Council's comments pursuant to "Procedures for the Protection of Historic and Cultural Properties." (36CFR Part 800)

To our knowledge nothing has been done by FHWA. Refer to enclosures "D" and "E".

2. Dr. Marle Wells wrote Sandpoint Mayor Brown and told him that he took up the Sandpoint depot matter with the National Park Service and Historic Preservation authorities. He said an appropriate reaction should be forthcoming. We have heard nothing from them. Refer to enclosure "F".

3. Dr. Merle Wells wrote Mayor Brown that a specific request for recision be addressed to the Regional Officer for the National Advisory Council on Historic Preservation and the request should also ask for an on-site meeting. The on-site meeting was held June 17, 1975.

Nothing has been heard from any of the attendees to date. Refer to enclosures "G" and "H".

IN ATTENDANCE:

NAME

REPRESENTATING

W. E. Watkins, President
 Les Brown, Mayor
 Merle Harding, Dist. Engineer
 Bob Grecco, Office of the Secretary
 Gene Littlefield
 Don Potter
 Paul Card
 Bill Stewart
 Dennis Roubicek
 Earl Midkiff, Hwy. Director
 Neil Barrus
 Carrell Manning
 Tom Difloe
 Tom Neunaber
 Mr. Merle Wells, Historical Preservation Officer
 Leif Storm, Advisory Council
 Henry Samuels
 E. J. Walters, Engineering Division
 Jack Chervenelle

Sandpoint Chamber of Commerce
 City of Sandpoint
 State Highway Dept.
 U. S. Dept., of Transportation
 Bonner County Historical Society
 Federal Hwy. Adm., Portland
 Idaho Division of Highways
 Sandpoint Daily Bee
 Bonner County Historical Society
 Chamber of Commerce
 Div. of Hwys. Cda
 Idaho Transportation Dept.
 Federal Hwy. Adm., Boise
 Federal Highway Adm., Boise
 State Historical Society, Boise
 Historical Society
 Bonner County Commissioner
 Burlington Northern Railroad
 Burlington Northern Railroad

Tuesday, June 17, 1975 - Edgewater Lodge
5:30 P.M.

H

Meeting called to order by Chamber President Bill Watkins. Bill introduced Mayor Brown of Sandpoint who welcomed the assembly and told them he hoped this group would come to some settlement of the vital problem of the Highway By-Pass and the Depot.

The group then adjourned for an on the site inspection of the depot.

Meeting resumed at 7:30 P.M.

Discussion of depot followed. President Watkins asked that the steps to be taken so we can proceed with the Highway By-Pass be outlined and an estimate of time involved with each step.

Merle Harding, State Highway Engineer, outlined the following steps:

- 1.. A new draft of the environmental impact statement must be written and circulated to respective agencies. This will take a minimum of 6 months. Darrell Manning of the Idaho Transportation Dept., said it could take up to two years.
2. After draft is circulated for one month a public hearing will be held. Meeting to be held in Sandpoint. A final statement will then be submitted with the comments of the public and the agencies involved.
3. Final changes will then be made on the environmental impact statement and it will be sent to the Federal Highway Adm., if FHWA approves the changes project design will begin. This process could take from 18 months to two years.
4. A design hearing will then be held, and if state can provide financing with available federal highway monies, construction will begin.

Construction will be done in stages, depending on the monies available. We are looking at 5 years before construction can begin.

Dr. Merle Wells of the State Historical Society, and Brit Storie, Advisory Council for the Historical Society, told the assembly that the BN Depot, which lies in the corridor of the proposed Highway By-Pass is protected, by being listed in the National Historic Registrar, from encroachment by governmental projects. If a project literally goes through a building that is on the national registrar there has to be a 4F review. A 4F review is a process by which the U. S. Dept., of Transportation must determine whether there is a "prudent and feasible" alternative to removing the historical structure from the proposed corridor.

Tom Disloe of the FHWA stated that all four proposed alternatives in the environmental impact statement are 4F propositions.

Representatives from the BN Railroad told the group that they would expect compensation for the old depot so that a new depot in another location could be built.

Pro's and con's were discussed at some length. President Watkins finally adjourned the meeting leaving representatives from Sandpoint with a bleak outlook for the 20 year project in spite of all the work and effort put forth to get the project underway.

H34-PR

MAY 2 1975

mdl
4/29/75
Coke
4/29/75
Hunt
for m...
5-1-75

Mr. Darrell Manning
Director
Idaho Department of Transportation
3311 West State Street
Boise, Idaho 83720

Dear Mr. Manning:

Dr. Merle W. Wells, Idaho State Historic Preservation Officer, has requested that we write you concerning the possibility of removing the Burlington Northern Railway Station in Sandpoint, Idaho, from the National Register of Historic Places.

Properties may be removed from the National Register only when they have ceased to meet the criteria of the Register, when the qualities which caused them originally to be nominated have been lost or destroyed, or upon proof that an error in professional value judgment has been made. Dr. Wells has assured us that the station's condition has not changed since its listing on the Register July 5, 1973.

We hope this clears up any misunderstanding which may have arisen concerning National Register procedures, but if you have any further questions, please do not hesitate to let us know.

Sincerely yours,

(Sgd.) A. R. Mortenson

Director, Office of Archeology
and Historic Preservation

cc: Dr. Merle W. Wells
Director
Idaho Historical Society
610 North Julia Davis Drive
Boise, Idaho 83706
bcc: Regional Director, Pacific Northwest Region
Director's Reading File
DI
PH
PR

FNP:W Jand1:lm1:4/29/75

/BASIC FILE RETAINED IN PR

H34-PR

MAY 2 1975

Jandl
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Colz
4/30/75
Hunt
for Montoya
5.2.75
Reg 7/2/75

Dr. Merle W. Wells
Director
Idaho Historical Society
610 North Julia Davis Drive
Boise, Idaho 83706

Dear Merle:

Thank you for your recent letter concerning the Burlington Northern Railway Station in Sandpoint, Idaho, listed on the National Register July 5, 1973.

As you know, properties may be removed from the National Register only when they have ceased to meet the criteria of the Register--when the qualities which caused them originally to be nominated have been lost or destroyed or upon proof that an error in professional value judgment has been made. This would not seem to be the case with the station in Sandpoint, especially since you report that the building's condition is unchanged since its listing in 1973.

As requested, we have written the Director of Idaho's Department of Transportation, Mr. Darrell Manning, to clarify this point. If we can be of further help, do not hesitate to let us know.

Sincerely yours,

(Sgd) Russ Mortenson

Director, Office of Archeology
and Historic Preservation

Enclosure

bcc: Regional Director, Pacific Northwest Region w/cy inc.
Director's Reading File
DI
PH w/cy inc.
PR w/cy inc.
FNP:W Jandl:lm1:4/29/75

BASIC FILE RETAINED IN PR

U.S. energy director gives reasons

JACK B. ROBERTSON
Regional Administrator
Federal Energy Administration
Region X
Seattle, Wash.
SEATTLE, Wash. — The

public is daily being reminded that we must conserve energy. It is said that the nation is running out of coal, oil, gas and uranium — all irreplaceable natural resource fuels. Herein

lies the seeds of another credibility gap for everyone can plainly see that they may buy all the gasoline, heating oil, and other fuels that they have the money for. We should conserve,

but we should do it for the right reasons.

If we consume our fuels at an accelerating rate or even at a constant rate, it is true on its face that at some future time

On national register . . .

History derails at Sandpoint depot

By **STEVE AHRENS**
Idaho Statesman writer
for The Associated Press

SANDPOINT, Idaho (AP)—Removing an old building from the National Register of Historic Places is as tough as putting toothpaste back into the tube, Sandpoint residents have discovered.

But when the building blocks what townspeople feel is a vital highway bypass route, the classic confrontation between history and progress occurs.

The building in question is the Burlington Northern Railroad depot, built about 1916. Back in 1973, it seemed like a fine idea to preserve the brick depot (eventually to be abandoned by Burlington) by putting it on the historic register, residents recall.

So it was listed, apparently without any public hearing being held.

The problem is that the Idaho Transportation Department for almost 20 years has had plans to one day build the U.S. Highway 95 bypass right through that depot site.

And what had been such a good idea in the beginning developed into a hassle that has frustrated Sandpoint community leaders for a year and a half.

"If you ask the people of this

community which is more important, the bypass route or the depot, they'll tell you—and it isn't the depot," said Bill Watkins, Chamber of Commerce president.

Yet, even with community opinion heavily in favor of taking the depot off the National Register of Historic Places, Sandpoint residents found they were tangled up in red tape.

"Our letters get 1,000 miles from Sandpoint and get lost in the bureaucracy," said Dennis Roubicek, president of the Bonner County Historical Society, which also favors removal of the depot.

The historical society has suggested the preservation of the historical value of the old depot "be done on a scientific, photographic recording basis and that collection of individual items from the depot be permanently preserved."

But despite letters, calls and pleas, Sandpoint residents have been unable to get any action to pave the way for construction of the highway by-pass.

Sandpoint residents met with the Idaho Transportation Board earlier this month to discuss the problem.

But Carl Moore, Lewiston, chairman, said the board's hands are tied. "We have no authority over this matter. We have run into this in other

parts of the state and we're not a bit happy about it, but it is beyond our control," he said.

The highway corridor for the bypass was established long before the historical designation of the depot, Moore said.

Merle Harding, district highway engineer, said the transportation department sponsored a public hearing in 1957 to select the future bypass route. The railroad right-of-way through Sandpoint was the eventual choice.

A new Highway 95 bridge across the Pend Oreille River south of Sandpoint was completed in 1956 at a cost of \$1.5 million. Later, \$2 million was spent north of Sandpoint on a Highway 95 realignment geared to the proposed bypass route, Harding said.

It's not too simple to choose another bypass route and save the depot.

Mountains west of the town would make the bypass construction there very expensive. Condemning buildings for a route through the town would not only be expensive but would not overjoy Sandpoint businessmen. Building an elevated highway over Sand Creek to the west of the depot would save the depot, but Moore said it would cost about \$10 million. And on the east side of town is

Lake Pend Oreille.

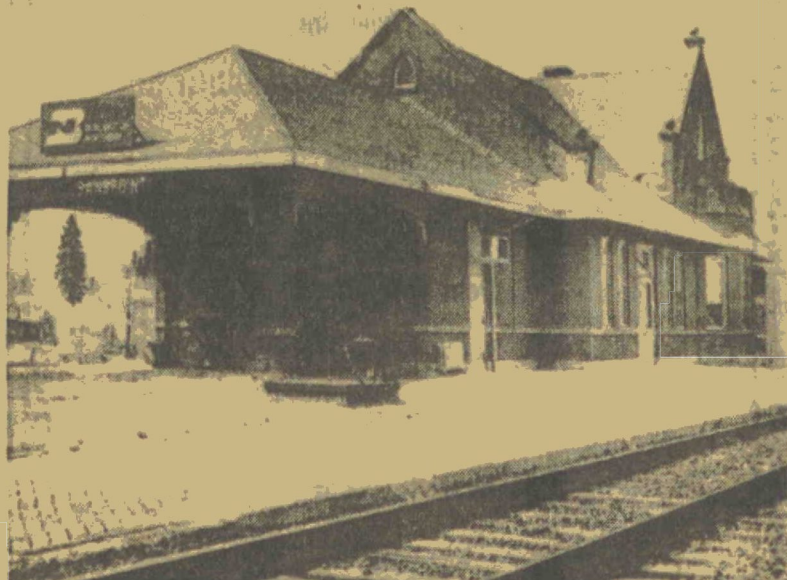
So much opposition has grown in Sandpoint to having the depot on the historic register that no one now will admit having favored the designation originally.

"Who is responsible for putting that thing on the list in the first place?" Mayor Les Brown said. "I can't find anybody to admit it."

Sandpoint residents believe it was Dr. Merle Wells of the Idaho Historical Society who came up with the idea. But Wells said he believed he was following the community's wishes when he put the depot on the historic register in 1973.

Wells said a meeting is scheduled in Sandpoint June 17 with representatives of the Advisory Council for Historic Preservation. Ironically the meeting will be held at the depot.

"They are reasonable people who will be trying to make reasonable suggestions," Wells said. "The point is they're not trying to block building of the highway bypass. . . although the depot is on the list, if the council finds that the best bypass route is through there the building could be torn down."



SANDPOINT, IDAHO — The old Burlington Northern Railroad depot is right in the way of the Highway 95 bypass route the Idaho Transportation Department wants for a major relocation at Sandpoint. But the depot was put on the

National Register of Historic Places in 1973 and Sandpoint residents are running into a roadblock in attempts to get the depot torn down to make way for the new road. (AP Wirephoto.)

SANDPOINT

Chamber of Commerce

PHONE 263-2161

10 S. FIRST AVE. • COMMUNITY HALL BLDG. • SANDPOINT, IDAHO 83864 • PHONE CO 3-3511

October 21, 1975

The Honorable Frank Church
United States Senator
Washington, D. C.

Dear Senator Church

We are writing for the Highway Committee of the Sandpoint Chamber of Commerce in regard to the Sandpoint Highway By-pass.

This highway by-pass proposal has been in progress for a number of years, the problem grows more critical each year with the growth in population and our increasing tourist industry.

There have been many delays and little progress has been made even though we have attempted to follow previous recommendations to remove all obstacles prior to starting construction.

The problem with the Burlington Northern Railroad depot in Sandpoint is seemingly unnecessarily complicated. We need to know what the true obstacles to construction are, what avenues we should pursue in removing the obstacles so construction can get underway on the Sandpoint By-pass.

The citizens of Sandpoint would be truly appreciative of any direction or assistance you may be able to provide.

Very truly yours,

Earl Midkiff, Director
Highway Committee

EM/br

Encl:

SKI
the "Big Bowl"



Schweitzer Basin

FISH
the "Big Hole"



Lake Pend Oreille

9
FRANK CHURCH, IDAHO, CHAIRMAN

HARRISON A. WILLIAMS, N.J.
JENNINGS RANDOLPH, W. VA.
EDMUND S. MUSKIE, MAINE
FRANK E. MOSS, UTAH
EDWARD M. KENNEDY, MASS.
WALTER F. MONDALE, MINN.
VANCE HARTKE, IND.
CLAIBORNE PELL, R.I.
THOMAS F. EAGLETON, MO.
JOHN V. TUNNEY, CALIF.
LAWTON CHILES, FLA.
DICK CLARK, IOWA

HIRAM L. FONG, HAWAII
CLIFFORD P. HANSEN, WYO.
EDWARD W. BROOKE, MASS.
CHARLES H. PERCY, ILL.
ROBERT T. STAFFORD, VT.
J. GLENN BEALL, JR., MD.
PETE V. DOMENICI, N. MEX.
BILL BROCK, TENN.
DEWEY F. BARTLETT, OKLA.

WILLIAM E. ORIOL, STAFF DIRECTOR
DAVID A. AFFELDT, CHIEF COUNSEL
JOHN GUY MILLER, MINORITY STAFF DIRECTOR

United States Senate

SPECIAL COMMITTEE ON AGING

(PURSUANT TO S. RES. 111, 94TH CONGRESS)

WASHINGTON, D.C. 20510

November 6, 1975

Honorable Thomas S. Kleppe
Secretary of the Interior
Department of the Interior
Washington, D.C. 20240

Dear Mr. Secretary:

I have recently received the enclosed letter and documentation from Mr. Earl Midkiff, Director, Highway Committee for the Sandpoint, Idaho Chamber of Commerce, concerning the Sandpoint community's frustrating attempts at following procedures to receive a determination on the recision of the Burlington Northern Depot from the National Register of Historic Places.

As indicated in the numerous copies of supportive documents, this request for removing the Depot from the Register has substantial backing from a broad spectrum of local and State groups, and I would appreciate any assistance which you can lend by advising the Chamber what procedures they must pursue to have their request considered.

With best wishes,

Sincerely,



Frank Church

Enclosures

001193

DEPT. OF INTERIOR

NOV 12 11 42 AM '75

GARY

NOV 16 1975

Honorable Frank Church
United States Senate
Washington, D.C.

Dear Senator Church:

I am pleased to acknowledge your inquiry to Secretary of the Interior Kleppe on behalf of Mr. Earl Midkiff concerning the Burlington Northern Depot in Idaho.

We appreciate your interest in this matter and will provide you a reply at our earliest opportunity.

Sincerely yours,

(Sgd.) Gary Everhardt

Gary Everhardt
Director

bcc:
LS(20) w/c of inc.

FNP:HCGilley:aep:11/18/75

23163

11-20-75

TELEPHONE REPORT

1. CALL ☐ TO: ☒ FROM (Name)

Art Love
FHWA

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.

Sandpoint Burlington Northern Rwy Station

4. DETAILS OF DISCUSSION

DOT got a letter from Sen. Church asking their help in removing this property from the NLR - He wanted to know when properties were removed if we had any correspondence on this.

Hwy project is a long way off yet - He is writing to Church that this property is not causing a delay in the project in any way

NAME OF PERSON PLACING/RECEIVING CALL

TITLE

OFFICE

Jan Thorman

H34-PH
H3-23163

DEC 3 1975

J. Thorman
Rogers for PH
T. Wood
12/1

Whitlock 12/2
Cannally 12-2

Honorable Frank Church
United States Senate
Washington, D.C.

Dear Senator Church:

Thank you for your inquiry on behalf of Mr. Earl Midkiff concerning removal of the Sandpoint Burlington Northern Railway Station, Sandpoint, Idaho, from the National Register.

The Sandpoint Burlington Northern Railway Station was listed in the National Register on July 5, 1973. We are enclosing a leaflet entitled "The National Register" which explains this program.

Properties may be removed from the National Register only when they have ceased to meet the criteria for the National Register--when the qualities which caused them originally to be nominated have been lost or destroyed, or upon proof that an error in professional value judgment has been made. This would not seem to be the case with the Sandpoint Burlington Railway Station.

As Mr. Midkiff indicated in the correspondence included with his letter, National Register properties are offered a limited degree of protection from projects funded, licensed, or executed by Federal Agencies. Under section 106 of the National Historic Preservation Act of 1966, the Advisory Council on Historic Preservation must be given an opportunity to comment on any Federal project affecting a property on the National Register. Executive Order 11593 extended the responsibilities of Federal Agencies for the preservation and enhancement of cultural resources. Under section 1(3) of the Executive order, as implemented by the procedures of the Advisory Council on Historic Preservation (36 CFR 800), the Federal Highway Administration (FHWA) is directed to identify and evaluate properties in the project area which may meet the National Register criteria for evaluation. In the case of the Sandpoint Burlington Northern Railway Station, were it not already listed in the National Register, the FHWA would have been responsible for seeking the opinion of the Idaho State

✓ Basic File Retained in PR)

Cg 12/1

Historic Preservation Officer on its significance and requesting that the Secretary of the Interior make a determination of eligibility for inclusion in the National Register on it. Under Executive Order 11593, as implemented by 36 CFR 800, ^{properties} ~~properties~~ determined by the Secretary to be eligible for inclusion in the National Register are afforded the same protection as National Register listed properties.

We appreciate your interest in the historic preservation programs of the National Park Service.

Sincerely yours,

(sgd) Russell E. Dickenson

Acting Director

Enclosures (Const. let. ret'd)

bcc:

Dr. Merle W. Wells
Historic Preservation Coordinator
Idaho State Historical Society
610 North Julia Davis Drive
Boise, Idaho 83706) w/c inc.

Mr. Kenneth C. Anderson
Attention: HEV-10 Attention: Arthur Love
Environmental Development Division
Federal Highway Administration
Department of Transportation
Washington, D.C. 20590) w/c of inc.

Mr. Robert F. Crecco
Office of Consumer Affairs
Department of Transportation
Washington, D.C. 20590) w/c of inc.

CL

Regional Director, Pacific Northwest Region) w/c of inc.
"Dir's Reading File

P

PH

PR) w/c of inc.

LS)

L) / LS-DChron.

FNP:J Thorman:mj:11/28/75
(~~BASIC FILE REMAINED IN PR~~)

BURLINGTON NORTHERN

JAMES C. KENADY
Vice President —
Industrial Development and Property Management

176 East Fifth Street
St. Paul, Minnesota 55101

August 10, 1977

Mr. Arthur A. Hart
Director
Idaho State Historical Society
610 North Julia Davis Drive
Boise, Idaho 83706

Dear Mr. Hart:

It is with surprise I note in your letter of August 1 the placing of our Coeur d'Alene Substation, Wallace Depot, and Sandpoint Depot in the National Register of Historic Places. This is the first information we have had on such action and we are opposed to what has been done.

Would you please take the necessary steps to remove these three structures from the Register and kindly inform me when this has been accomplished.

Your further advice will be appreciated.

Yours truly,


J. C. Kenady

RECEIVED
AUG 12 1977
IDAHO HISTORICAL SOCIETY

IDAHO STATE HISTORICAL SOCIETY

610 NORTH JULIA DAVIS DRIVE BOISE, IDAHO 83706



no reply sent

STATE MUSEUM

August 16, 1977

Mr. Charles Herrington
Registration Branch
Office of Archaeology and Historic Preservation
National Park Service
18th and C Streets, N.W.
Washington, D.C. 20240

Dear Charles:

Recently we sent a letter to owners of National Register structures telling them they are eligible for development grants. Our theory is that all are entitled to apply even though funds will not be available for very many.

We received the enclosed response from the owner of the Sandpoint and Wallace depots and the Coeur d'Alene substation. Actually the company was notified that the nominations were in process, and we had some correspondence that you may remember concerning the Wallace depot. I replied this time that we had notified the company concerning registration of their properties; that we had verified that they could not be removed from the National Register; and that inclusion of these buildings is an honor that they ought to appreciate. But I told him I would send you a copy of his letter anyway. Apparently we shall be better off by not trying to help the Burlington Northern.

Sincerely yours,

Merle W. Wells
State Historic Preservation Officer

dm
Enclosure



RECEIVED
8/22/77

SANDPOINT

Chamber of Commerce

Box 928

Phone 263-2161

XXXXXX • XXXXXXXXXXXXXXX • SANDPOINT, IDAHO 83864 • XXXXXXXX
0 S. FIRST AVE. • COMMUNITY HALL BLDG. • PHONE CO 3-3511

September 8, 1977

The Honorable Cecil D. Andrus
U. S. Secretary of the Interior
C Street
Washington, D. C. 20240

Dear Secretary Andrus:

I am writing to request your assistance in obtaining progress for construction of the highway by-pass around the City of Sandpoint, Idaho. As you may recall, when you were Governor of Idaho there was some correspondence with your office regarding this matter.

The Burlington Northern Depot, located just off the main street in the City of Sandpoint, was placed on the National Register in July 1973. This depot is located in the established highway corridor which was committed in 1956.

Since the depot was placed on the National Register in 1973, progress for the proposed highway by-pass appears to have come to a stand still. Each year the traffic congestion in the downtown area increases substantially causing many problems. Also highway construction costs continually spiral upward.

It is our understanding that the National Historical Commission is a function within the Department of the Interior and ultimately under your supervision. Therefore, we are asking you to intercede in our behalf and aid us in removing the Burlington Northern Depot from the National Register, or help us find a solution to the problem so progress can once more begin on the highway by-pass. We would appreciate any assistance you can give us in this matter.

Sincerely,

Richard E. Gregg

Richard E. Gregg, Director
Highway Committee

cc: Edw. Eitzman, Mayor of Sandpoint
Darrell Manning, Dept. of Highways,
State of Idaho



FISH
the "Big Hole"



Lake Pend Oreille

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

ROUTING SLIP

(Indicate routing order by number – strike out office when cleared)

M

Org. Code	Office Title	Org. Code	Office Title
001	<u>3</u> DIRECTOR Asst. to the Director <i>CM EHC</i> Management Assistant	400	ASSOCIATE DIRECTOR, MANAGEMENT & OPERATIONS
002	<u>4</u> DEPUTY DIRECTOR Asst. to the Deputy Director	410	Asst. Director, Planning & Development
003	Asst. for Advisory Boards and Commissions	1100	Harpers Ferry Center
009	Asst. to the Director for Alaska	2000	Denver Service Center
010	Bureau Equal Employment Opportunity Off.	420	Design and Technology Division
013	National Park Foundation	460	Park Planning & Environmental Compliance Division
020	Office of Programming & Budget	510	Asst. Director, Park Operations
022	Policy Division	540	Maintenance Division
023	Program Development & Control Division	550	Natural Resources Management Division
024	Budget Division	560	Cultural Resources Management Division
040	Office of Communications	570	Research & Scientific Services Division
042	Media Information Division	575	Interpretation and Visitor Services Division
043	Publications & Public Inquiries Division	585	Ranger Activities and Protection Division
118	Office of Cooperative Activities	600	Asst. Director, Special Services
120	International Park Affairs Division	610	Safety Officer
121	Federal & State Liaison Division	625	Environmental Sanitation Officer
125	Professional Publications Division	640	Land Acquisition Division
160	Office of Legislation	660	Mining and Minerals Division
170	Legislative Division	680	Concessions Management Division
190	<u>7</u> Congressional Liaison Division <i>De</i>		
200	ASSOCIATE DIRECTOR, ADMINISTRATIVE SERVICES	700	<u>2</u> ASSOCIATE DIRECTOR, PRESERVATION OF HISTORIC PROPERTIES <i>De</i>
230	Management Consulting Division	760	Office of Archeology and Historic Preservation
240	Personnel Management Division	772	Historic Sites Survey Division
260	WASO Personnel Office	773	Historic American Buildings Survey Division
280	Training Division	774	Historic American Engineering Record Division
284	Stephen T. Mather Training Center	780	Interagency Archeological Services Division
285	Horace M. Albright Training Center	790	Grants Administration Division
290	Youth Activities Division	810	Technical Preservation Services Division
310	Finance Division	880	National Register Division
320	General Services Division		
340	Contracting & Property Management Division		MAIL UNIT
350	Data Systems Division		RECORDS UNIT
			NCR DIRECTOR, NATIONAL CAPITAL REGION
<p>5 190- Room 3222</p>			
REMARKS:			
<p style="text-align: right;">ES-24421</p>			
SIGNATURE			
<p style="text-align: right;"><i>Secretarial</i></p>			
DATE			
<p style="text-align: right;">190 9-28-77</p>			

CG

Bonner, Idaho

*Kulczycki
Cole
Herrington
for Mustang*

Wilson for Rogers

Kingman 9/29

*T. U. each
9/29*

*Whitcomb 9/29
Annually 9-30
for rec'd
Hutchman*

*H/C FAR
9/30-10a*

In Reply Refer To:

H32(880)

ES-24421

10/11/77

Mr. Richard E. Gregg
Director, Highway Committee
Sandpoint Chamber of Commerce
Box 928
Sandpoint, Idaho 83864

Dear Mr. Gregg:

Thank you for your letter of September 8 about the removal of the
Sandpoint Burlington Northern Railway Station, Sandpoint, Idaho,
from the National Register of Historic Places.

The enclosed procedures describe the removal of properties from the National Register. As you will note in section 60.17, properties may be removed from the National Register only when they have ceased to meet the criteria for the National Register, or when the qualities which caused them originally to be nominated have been lost or destroyed, or upon proof that an error in professional judgment or a procedural error has been made. This would not seem to be the case with the Sandpoint Burlington Northern Railway Station.

The Idaho State Historic Preservation Officer, Dr. Merle W. Wells, Idaho State Historical Society, 610 North Julia Davis Drive, Boise, Idaho 83706, will be able to provide you with additional information on the property's current status and any additional information he may have received on the property.

Section 4(f) of the Department of Transportation Act (copy enclosed) requires the Secretary of Transportation to consider historic sites as part of the highway planning process. In addition, section 106 of the National Historic Preservation Act of 1966 provides National Register properties with a limited degree of protection from undertakings licensed, funded, or executed by the Federal Government. If the proposed highway project will affect the Sandpoint Burlington Northern Railway Station, the Advisory Council on Historic Preservation, 1522 K Street, N.W., Suite 430, Washington, D.C. 20005, must be given a reasonable opportunity to comment on the undertaking.

Cg 9/29

Listing in the National Register, however, does not serve in any manner as a veto to uses of such property, with or without Federal involvement. Any decision on the Sandpoint Burlington Northern Railway Station and the responsibility for program planning on the railway station lie with the Department of Transportation after the Advisory Council on Historic Preservation has had an opportunity to comment. For your information, we are enclosing copies of previous correspondence related to the listing of the railway station in the National Register.

If you have additional questions on the effect of listing properties in the National Register, please do not hesitate to contact the Keeper of the National Register, National Park Service, Department of the Interior, Washington, D.C. 20240.

Sincerely,

15/ Cecil D. Andrus

SECRETARY

Enclosures

cc:

**Dr. Merle W. Wells
Historic Preservation Coordinator
Idaho State Historical Society
610 North Julia Davis Drive
Boise, Idaho 83706)**

Sec's Reading Files (2)

**S-Wilson FW OPA ES
Regional Director, Region) - Pacific NW**

001-Reading File

700

760

880

190)

160)

FNP:JKuleszycki:cac:9/28/77:523-5483:ES-24421



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
IDAHO DIVISION
3010 WEST STATE STREET
BOISE, IDAHO 83703

May 19, 1978

Mr. William J. Murtaugh-Keeper of the National Register
Department of the Interior
Heritage Conservation and Recreation Service
18th and C Street Northwest
Washington, D.C. 20240

Dear Mr. Murtaugh:

The Idaho Division of Highways is preparing an Environmental Assessment for location alternatives for Interstate 90 through Wallace, Shoshone County, Idaho. To assist us in the Environmental Assessment we request a copy of the nomination forms for the Northern Pacific Railroad Depot which was placed on the National Register of Historic Places, April 2, 1976. Copies of any other information that would be pertinent would be appreciated.

Thank you for your assistance.

Sincerely,

E. M. Wood
E. M. Wood
Division Administrator

THE NATIONAL REGISTER OF HISTORIC PLACES	
DATE LISTED	MAY 22 1978

DATE OF REVISION _____	
INITIALS _____	



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
IDAHO DIVISION
3010 WEST STATE STREET
BOISE, IDAHO 83703

May 19, 1978

Mr. William J. Murtaugh-Keeper of the National Register
Department of the Interior
Heritage Conservation and Recreation Service
18th and C Street Northwest
Washington, D.C. 20240

Dear Mr. Murtaugh:

The Ada County Highway District and the Idaho Division of Highways are preparing an Environmental Impact Statement for a proposed arterial street facility through Boise, Ada County, Idaho. To assist with this Environmental Impact Statement, we request a copy of the nomination forms for the South Eighth Street Historic District which was placed on the National Register of Historic Places, December 12, 1977. Copies of any other information that would be pertinent would be appreciated.

Thank you for your assistance.

Sincerely,

E. M. Wood
for E. M. Wood
Division Administrator

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE RECD **MAY 22 1978**

_____ (L. S. S. ATTACHED)

_____ (L. S. S. ATTACHED)

_____ (L. S. S. ATTACHED)

DATE / ON / W. / R. _____

INITIALS _____