

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

PH0681474

FOR NPS USE ONLY

RECEIVED AUG 9 1978

DATE ENTERED NOV 28 1978

**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

Chicago, Milwaukee, St. Paul and Pacific Railroad Company:
Station, Train Shed, and Freight House

AND/OR COMMON

Milwaukee Road Depot and Freight House *Use this***2 LOCATION**

STREET & NUMBER

201 Third Avenue South

__NOT FOR PUBLICATION

CITY, TOWN

Minneapolis

__ VICINITY OF

CONGRESSIONAL DISTRICT

Fifth

STATE

Minnesota

CODE

22

COUNTY

Hennepin

CODE

053

3 CLASSIFICATION**CATEGORY**

__DISTRICT

 BUILDING(S) STRUCTURE

__SITE

__OBJECT

OWNERSHIP

__PUBLIC

 PRIVATE

__BOTH

PUBLIC ACQUISITION

__IN PROCESS

__BEING CONSIDERED

STATUS OCCUPIED

__UNOCCUPIED

__WORK IN PROGRESS

ACCESSIBLE

__YES: RESTRICTED

 YES: UNRESTRICTED

__NO

PRESENT USE

__AGRICULTURE

 COMMERCIAL

__EDUCATIONAL

__ENTERTAINMENT

__GOVERNMENT

 INDUSTRIAL

__MILITARY

__MUSEUM

__PARK

__PRIVATE RESIDENCE

__RELIGIOUS

__SCIENTIFIC

 TRANSPORTATION

__OTHER:

4 OWNER OF PROPERTY

NAME

Chicago, Milwaukee, St. Paul and Pacific Railroad Company:
Twin Cities Division, B.J. McCanna, Superintendent

STREET & NUMBER

201 Third Avenue South

CITY, TOWN

Minneapolis

__ VICINITY OF

STATE

Minnesota

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Hennepin County Government Center

STREET & NUMBER

5th Street at 3rd Avenue South

CITY, TOWN

Minneapolis

STATE

Minnesota

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic Sites Inventory

DATE

1976

__FEDERAL STATE __COUNTY __LOCALDEPOSITORY FOR
SURVEY RECORDS

Minnesota Historical Society - Building 25, Fort Snelling

CITY, TOWN

St. Paul

STATE

Minnesota

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Milwaukee Road station and train shed are located on the northeast corner of the Third Avenue and Washington Avenue intersection. The freight house is on the southeast corner of the Third Avenue and Second Street South intersection. Together they occupy the block between Washington Avenue and Second Street and both parallel the two streets, being constructed on a northwest-southeast axis.

The station-shed unit, built 1897-99, is a head or stub-end type railroad station. The station building or "head house" is Renaissance Revival style and almost square in plan, being 130 feet long, 120 feet wide. The two street facades are three stories (50 feet high) while the remainder of the building is two stories. It is constructed of pink granite block at the first story level with smooth stone at the foundation and rough cut stone above. This level has large arch doorways on the west and south sides and massive sash windows. The upper levels are of yellow brick and are united in design by applied Roman arches that rise the full height of the building. These arches frame the square windows of the second level and form the arched windows of the third level. A heavy cornice is inset with terra cotta wreath ornaments.

Centered on and extending slightly beyond the Third Street facade is a square yellow brick tower which once rose 140 feet with an elaborately spired cupola which was removed following storm damage about 1941 and not replaced. The tower now terminates at approximately the 100-foot level where a heavy cornice marks the cupola base. Near the top are large clocks on four sides above large signs reading "The Milwaukee Road".

The interior of the station is constructed of quality materials such as marble floors, detailed plaster walls, and carved wood ceilings. These rooms originally served such functions as a ladies' and gentlemen's lounges, ticket office, restaurant, and even a travelers' pulpit in the concourse.

Extending behind the station is a long span steel truss roof train shed approximately 625 feet long, 100 feet wide, and 40 feet high at the ridge of the monitor roof (which replaces an original, larger monitor). The five stub tracks are spanned by a single 100-foot riveted truss of the Fink type, supported on steel posts each having pierced metal ornamental brackets beneath a longitudinal steel lattice beam running the length of the shed. The shed roof is deteriorated asphalt rolled roofing on wood boards (replacing original slate roofing). The roof is pierced by four heavy metal steam locomotive smoke hoods and chimneys over the tracks at mid-shed and head-end points. Along the north side of the shed, directly behind the head house, is a brick baggage room approximately 225 feet long, 20 feet wide, and 14 feet high, which terminates with a 75-foot brick chimney. Extending behind the shed is a single umbrella shed with a flat wood frame roof supported by metal posts.

North of the head house and train shed is the freight house (originally called the In Bound Freight House and separated from the station by the Out Bound Freight House which is no longer extant). The freight house was built in 1879 in the Italianate style.

(see continuation sheet)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED AUG 9 1978

DATE ENTERED NOV 28 1978

Chicago, Milwaukee, St. Paul and Pacific Railroad Company: Station, Train Shed,
and Freight House

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

The entire freight house unit is approximately 575 feet long and 50 feet wide. Fronting on Third Avenue is the two story rectangular yellow brick office with flat roof and double-hung sash windows with heavy white hoods. Directly behind is the brick freight house proper, one and one-half stories with gable roof and having on both sides large segmental arched loading-dock doorways with wood doors. This terminates in a second two-story office similar to the first. Directly behind this second office is a second long freight house, possibly of slightly later construction. The second freight house is two-story brick with a flat roof, again having on both sides loading-dock doorways and wood doors. The entire freight house unit terminates in an open loading platform with a flat roof.

The general condition of the station, train shed, and freight house is fair to good although maintenance has been haphazard and some sections are deteriorating. The station interior is essentially intact although parts have been subdivided into offices using temporary partitions since passenger service terminated in 1971. Several of the tracks in the train shed continue to be used as part of the adjacent freight yard.

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 checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1879, 1897-99

BUILDER/ARCHITECT Charles Frost

STATEMENT OF SIGNIFICANCE

This complex of Chicago, Milwaukee, St. Paul and Pacific Railroad Company buildings has great significance for engineering, architectural, historical, and survival-preservation reasons.

The train shed has major national significance according to the Historic American Engineering Record because it is one of only twelve surviving long span truss roof train sheds in the United States, seven of which have been designated National Landmarks because of their rarity. Around the turn-of-the-century there were hundreds of similar train sheds. It is the only known surviving shed in the upper Midwest (the nearest being in St. Louis and Indiana). Also, the shed is situated immediately alongside Washington Avenue, a major downtown thoroughfare, making it directly accessible to the public.

It is of local significance for several reasons. With the ongoing destruction of the Burlington Northern (formerly Great Northern) station, this becomes the only remaining railroad station structure in Minneapolis. Built in 1897-99, it still would be Minneapolis' oldest station, should the Burlington Northern station (1912-14) remain. The Freight House, built in 1879, has even greater age significance. In addition, being contiguous with the Saint Anthony Falls Historic District, it is in a strategic location relative to many other historic industrial structures. Not only is the station closely associated geographically with the milling district but chronologically as well, since virtually all of the District industrial buildings date from the 1880s.

As a complex, the structures have great stylistic unity. They are a classic example of what Carroll L. V. Meeks in The Railroad Station: An Architectural History has termed the "Sophistication" or "middle phase" of the picturesque style of railroad station development in the nineteenth century. Meeks dates this style to 1860-90, using primarily eastern and European examples; thus a Midwestern example of late 1890s is appropriate.

Elements which Meeks considers keys to this stylistic period are well-represented in the station complex. It is a head or stub-type station, meaning that the railroad tracks terminate at the station building or head house. The head station, typically constructed with a long metal train shed, was developed to replace the side station which could not adequately accommodate increased traffic and more complicated operations. Significantly, the Minneapolis station and shed were constructed to replace a side station, considered outmoded, which fronted on Washington Avenue. The present Freight House is associated with this earlier station. The 1890s also saw the decline of the head station in favor of the through-type station, represented by the Minneapolis Burlington Northern Station, where the tracks pass uninterrupted through or beneath the building.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

AUG 9 1978

DATE ENTERED

NOV 28 1978

Chicago, Milwaukee, St. Paul and Pacific Railroad Company:
Station, Train Shed, and Freight House

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

In architecture as well as engineering the station and shed are also representative of the Meeks type. During this "middle phase" station and shed maintained a double identity, with the contemporary debate being whether stations were to be considered architecture or engineering. Often this was settled by having an architect design the head house while the railroad engineers designed the shed. The result, as in the Milwaukee Road, was often two separate designs, related only by physical proximity. Indeed, Meeks points out that as engineers grew bolder, the architects became timid, resulting in conservative station styles, as with the Milwaukee Road station. For a contrast one need only look again at the Burlington Northern station, built a mere dozen or so years later but in the radically different Beaux Art Classical style (termed "Megalomania" or "monumental" by Meeks) where architecture and engineering are more unified. It is interesting that the same man, Charles Frost of Chicago, should have been the architect for both structures.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	AUG 9 1978
DATE ENTERED	NOV 8 1978

Chicago, Milwaukee, St. Paul and Pacific Railroad Company: Station,
Train Shed, and Freight House

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

4. Meeks, Carroll L. V. The Railroad Station: An Architectural History.
New Haven: Yale University Press, 1956.
5. Minneapolis Heritage Preservation Commission. "Milwaukee Depot: Staff
Report". April 7, 1978.

Property Milwaukee Road Depot and Freight House

State Minn

Working Number 8.9.78.3779

780015412

TECHNICAL

Photos 17
Maps 2

W.M. [unclear]

CONTROL

OK - 8.10.78

As the last surviving railroad station in Minnesota this deserves recognition. The added value of its engineering rarity + age, which places its construction in the midst of Minnesota's boom and first great growth period requires listing.

HISTORIAN

Accept
B. Frandsen
11.16.78

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

OTHER

Complex is a well preserved site including train station, train shed, and freight house. It possesses statewide significance in context of engineering, transportation and commerce.

HAER

Inventory X
Review 11/21/78
itt

accept - Donald C. Jackson

REVIEW UNIT CHIEF

Accept
Franklin
11.21.78

BRANCH CHIEF

KEEPER

[Handwritten signature]

National Register Write-up _____

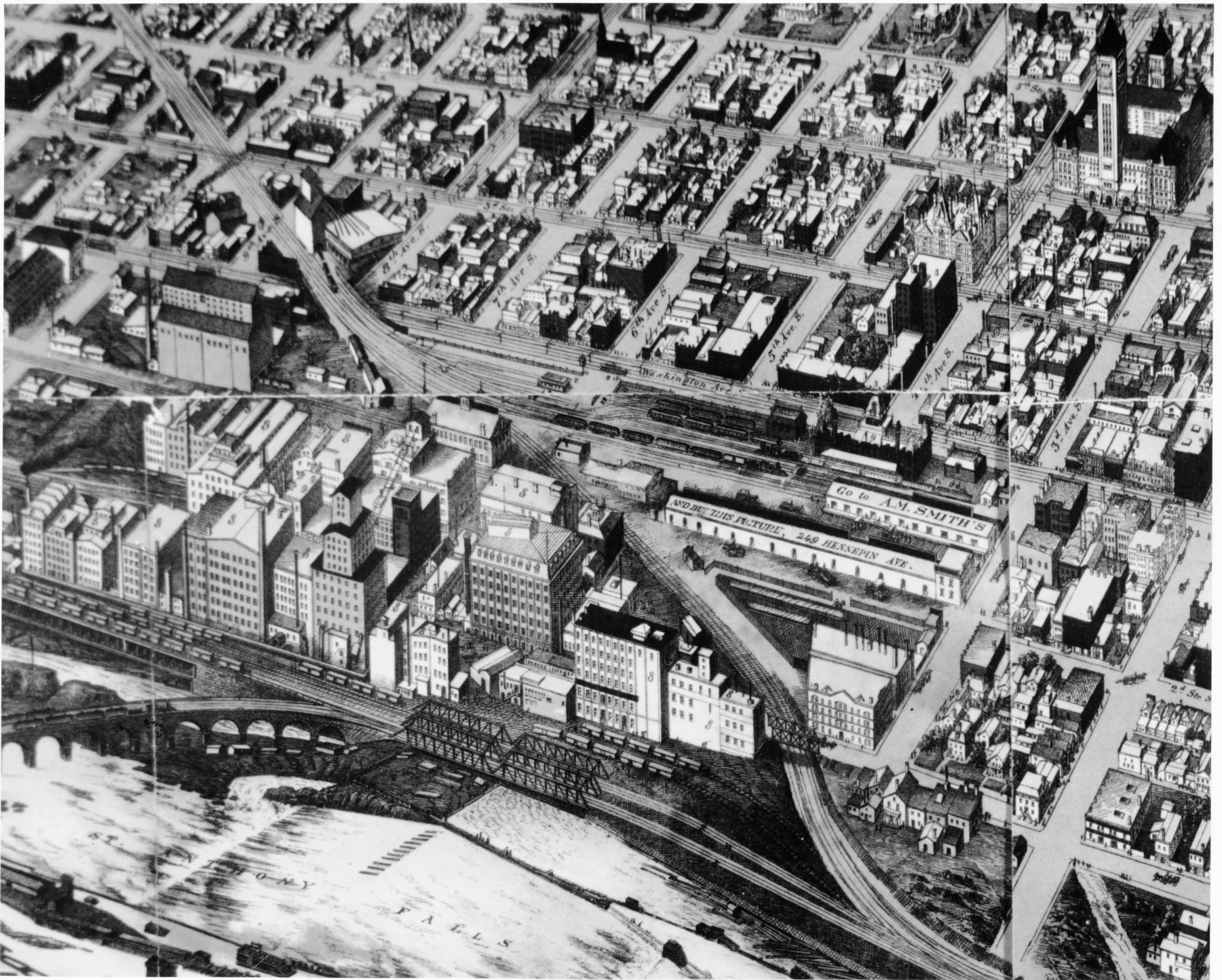
Send-back _____

Entered NOV 28 1978

Federal Register Entry 2-6-79

Re-submit _____

INT:2106-74



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Lithograph: F. Pezolt, artist
Circa 1891

Minnesota Historical Society
690 Cedar Street

St. Paul, Minnesota 55101

View of station complex showing present
freight house, razed freight house,
and early side station which was re-
placed by present head station.
16916

eye view of Mpls

NOV 28 1978

AUG 9 1978

16916

Litho -

F. Pezolt, artist

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR RESEARCH USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Minneapolis, Minnesota
Robert M. Frame III
May 1978

AUG 9 1978

Minnesota Historical Society

690 Cedar Street

NOV 28 1978

St. Paul, Minnesota 55101

General View of all buildings and
structures, facing west

02458/12

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

02458
12

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert M. Frame III

NOV 28 1978

May 1978

Minnesota Historical Society

690 Cedar Street

St. Paul, Minnesota 55101

View of train shed, facing northwest

02458/2

AUG 9 1978

02458
2

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).



2278-B

Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert Frame III
Circa 1925
Minnesota Historical Society
690 Cedar Street
St. Paul, Minnesota 55101
View of south elevation of train shed,
2278-B

NOV 28 1978
AUG 9 1978

photo: Gibson

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert M. Frame III
May 1978

NOV 28 1978

Minnesota Historical Society
390 Cedar Street

St. Paul, Minnesota 55101

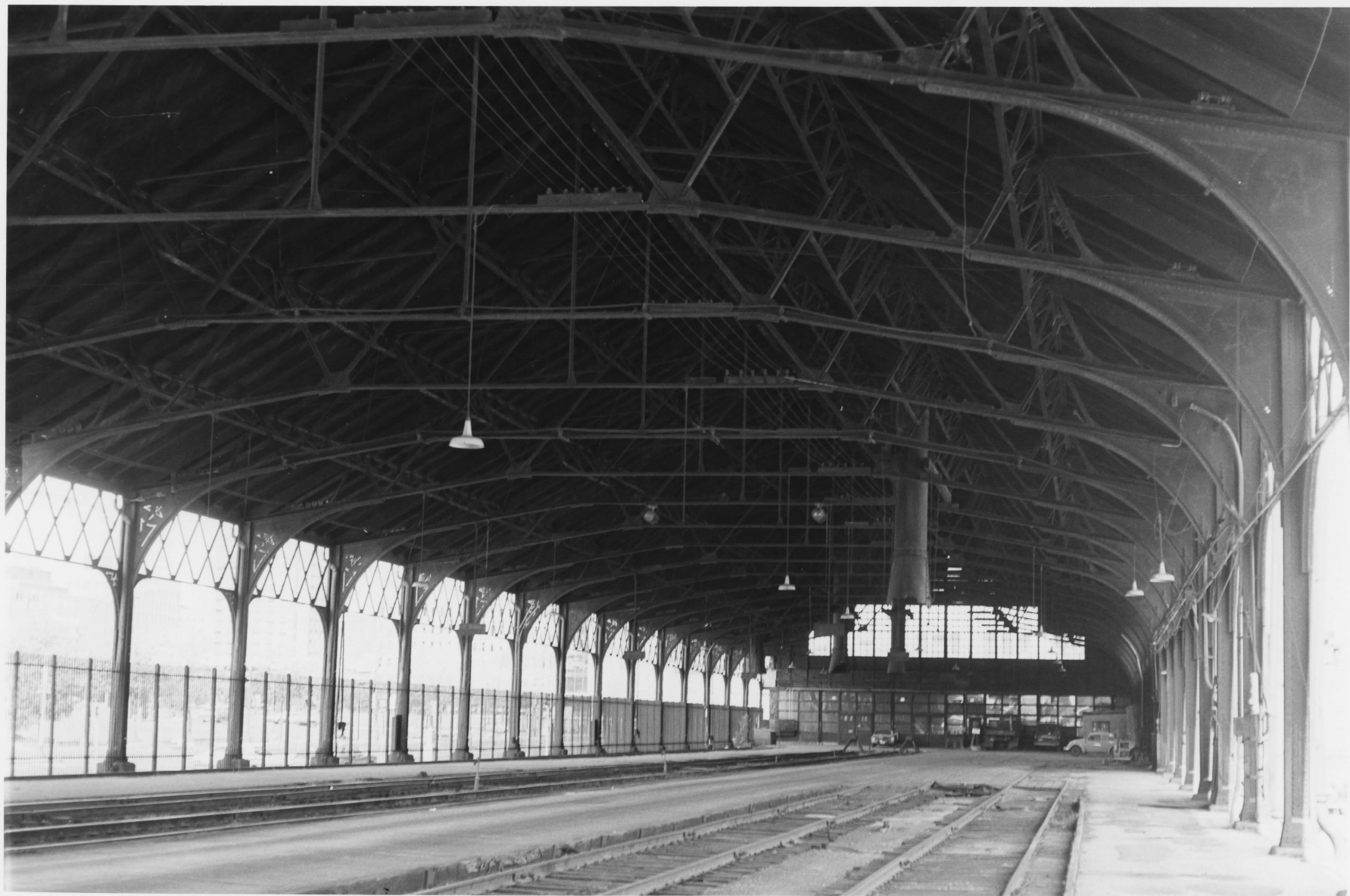
View of pierced metal ornamental
brackets beneath longitudinal steel
lattice beam along the side of the
train shed.

02458/7

AUG 9 1978

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR RESEARCH USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



02458
6

Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota NOV 28 1978
Robert M. Frame III
Minnesota Historical Society
690 Cedar Street
St. Paul, Minnesota 55101
View of train shed interior facing
west toward station head house
02458/6

AUG 9 1978

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota

Robert M. Frame III NOV 28 1978
May 1978

Minnesota Historical Society

690 Cedar Street

St. Paul, Minnesota 55101

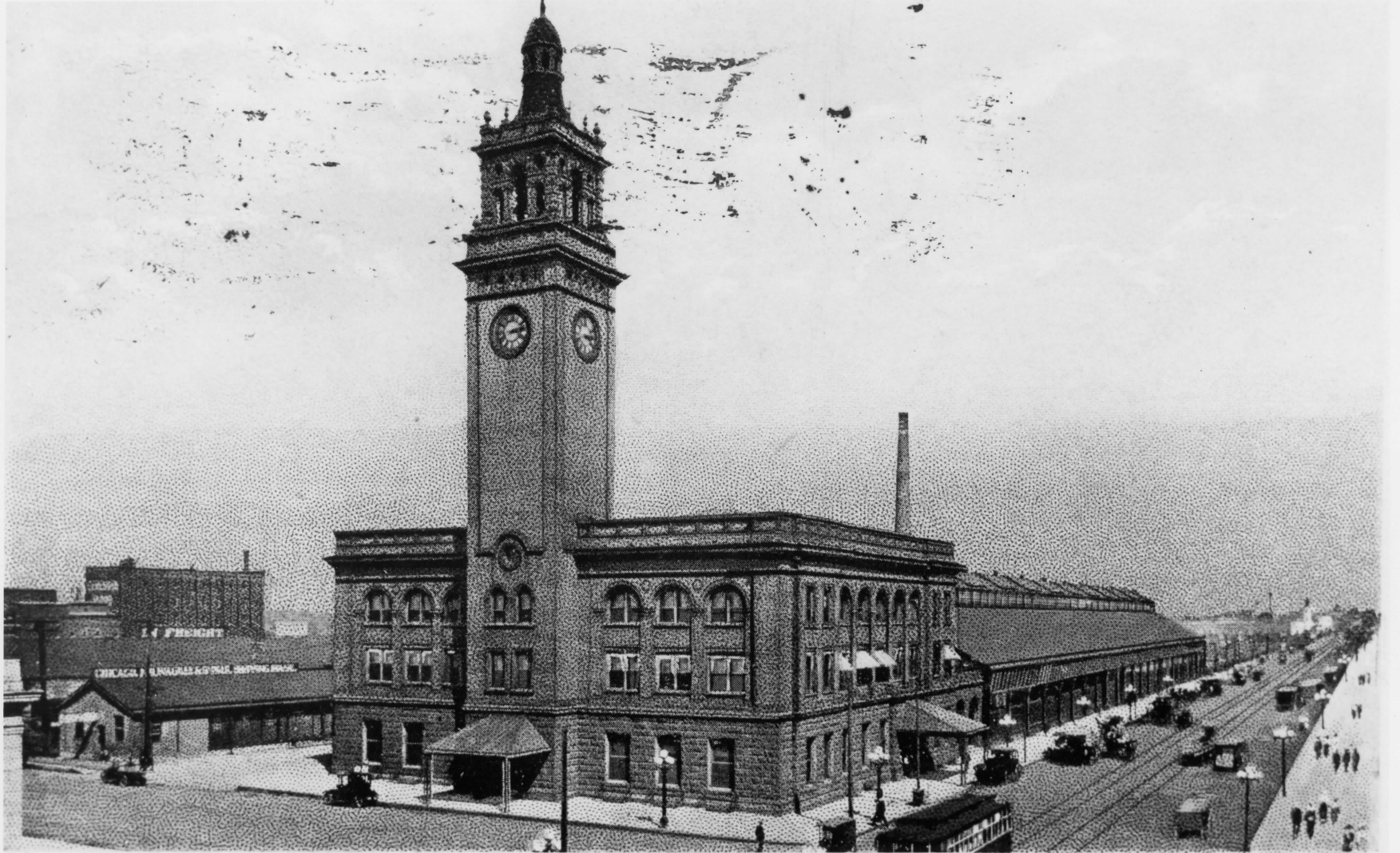
View of train shed, facing west

02458/5

AUG 9 1978

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



C. M. & ST. P. DEPOT, MINNEAPOLIS, MINN.

Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Photographer unknown
Circa 1910

NOV 28 1978

Minnesota Historical Society
690 Cedar Street

St. Paul, Minnesota 55101

General view of all structures,
facing east

26074

AUG 9 1978

26074

photo: Bloom Bros. Co.
(postcard) Mpls.

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert M. Frame III

NOV 28 1978

May 1978

Minnesota Historical Society

690 Cedar Street

St. Paul, Minnesota 55101

View of station head house, facing
east

02459/10

AUG 9 1978

02459
10

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).



02458
11

Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert M. Frame III
May 1978
Minnesota Historical Society
690 Cedar Street
St. Paul, Minnesota 55101
View of station head house, facing
west
02458/11

NOV 28 1978

AUG 9 1978

NOTICE: This material may be protected
by copyright law (Title 17, U. S. Code)

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



02459
13

Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert M. Frame III
May 1978
Minnesota Historical Society
690 Cedar Street
St. Paul, Minnesota 55101
View of Freight house, facing east
02459/13

AUG 9 1978

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



20525

Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Photographer unknown
Circa 1891

Minnesota Historical Society
690 Cedar Street
St. Paul, Minnesota 55101
View of present freight house,
facing southwest.
20525

NOV 28 1978

AUG 9 1978

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert M. Frame III
May 1978

NOV 28 1978

Minnesota Historical Society
690 Cedar Street

St. Paul, Minnesota 55101
View of east end offreight house,
facing northeast
02459/14

AUG 9 1978

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

02459
14

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert M. Frame III

NOV 28 1978

May 1978

Minnesota Historical Society

690 Cedar Street

St. Paul, Minnesota 55101

View of loading door on south side of
freight house

02459/15

AUG 9 1978

02459
15

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert M. Frame III
May 1978

AUG 9 1978

Minnesota Historical Society
690 Cedar Street

St. Paul, Minnesota 55101

View of detail of umbrella shed which
extends behind the truss roof train
shed.

02458/13

NOV 28 1978

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.

02458
13



Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Robert M. Frame III

NOV 28 1978

May 1978

Minnesota Historical Society
690 Cedar Street

St. Paul, Minnesota 55101

View of locomotive smoke hoods inside
the train shed

02378/18

AUG 9 1978

02378
18

FROM THE COLLECTIONS OF THE
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).



724-A

Chicago, Milwaukee, St. Paul &
Pacific Railroad Co.: Station, Train
Shed, and Freight House
Minneapolis, Minnesota
Photographer unknown
1908

Minnesota Historical Society
690 Cedar Street
St. Paul, Minnesota 55101
General view of all structures,
facing west.
724-A

NOV 28 1978
AUG 9 1978

NOTICE: This material may be protected
by copyright law (Title 17 U. S. Code).

FROM THE COLLECTIONS OF
MINNESOTA HISTORICAL SOCIETY
THIS PHOTOGRAPH IS FOR REFERENCE USE
ONLY. IT MAY NOT BE REPRODUCED OR
SOLD WITHOUT WRITTEN PERMISSION.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC

Chicago, Milwaukee, St. Paul and Pacific Railroad Company:
Station, Train Shed, and Freight House

AND/OR COMMON

Milwaukee Road Depot and Freight House

2 LOCATION

CITY, TOWN

Minneapolis

___ VICINITY OF

COUNTY

Hennepin

STATE

Minnesota

3 MAP REFERENCE

SOURCE

Minneapolis South Quadrangle, Minnesota-Hennepin Co., 7.5 Minute
Series

SCALE

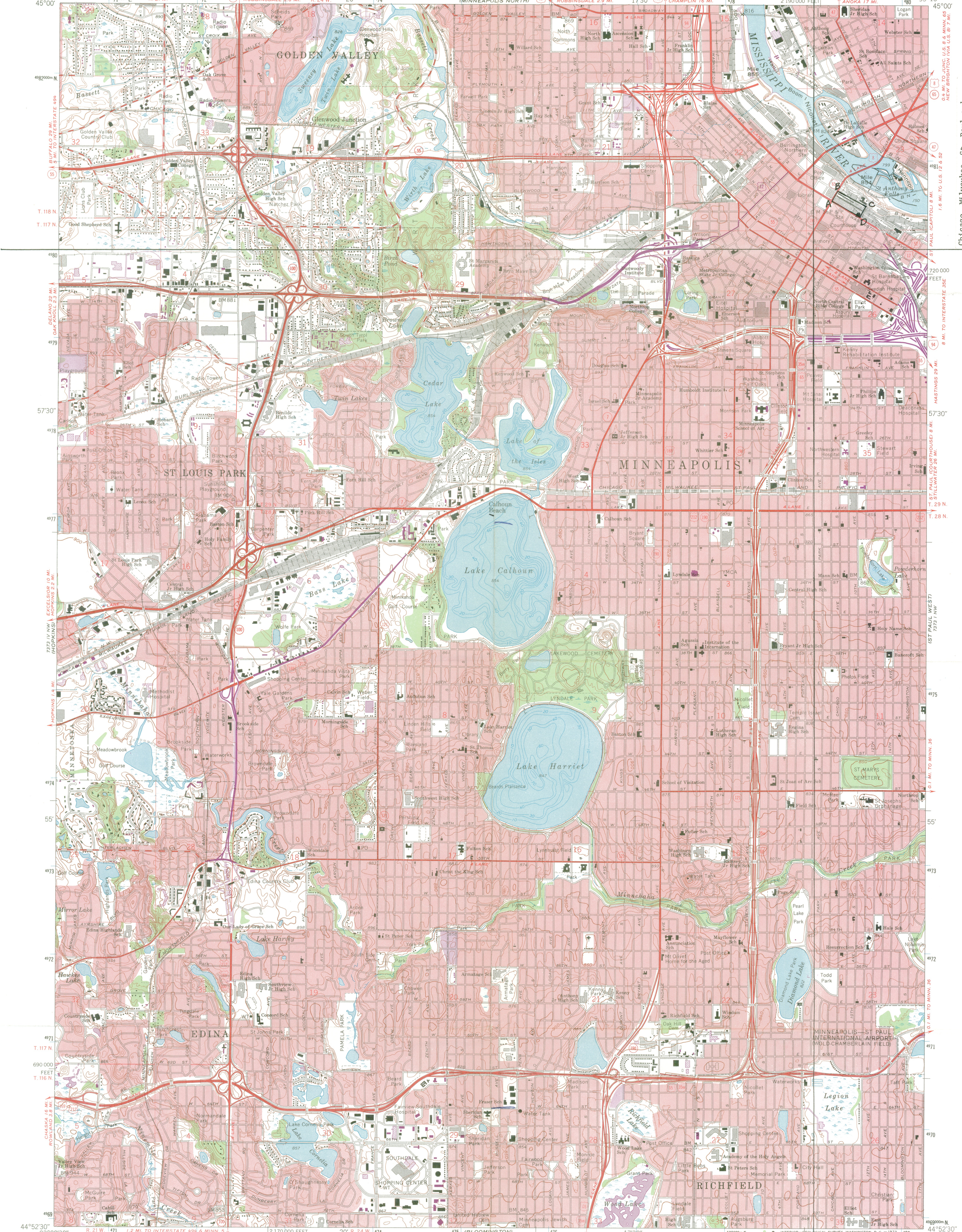
1:24000

DATE 1967 Photorevised 1972

4 REQUIREMENTS

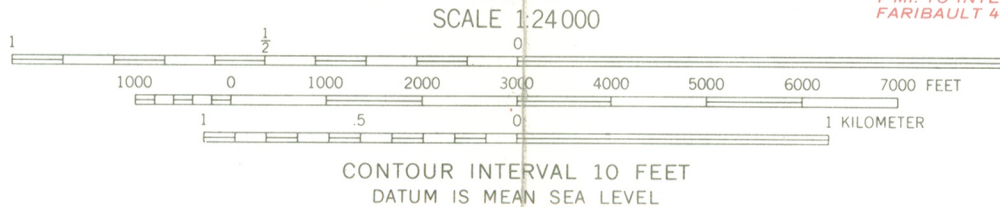
TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES



Chicago, Milwaukee, St. Paul and
Pacific RR Co.: Station, Train Shed,
and Freight House
Minneapolis, Minnesota
UTM References
a. 5715/4980580 / 479200
b. 15/4980660 / 479260
c. 15/4980480 / 479600
d. 15/4980360 / 4795460

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and USCE
Topography by photogrammetric methods from aerial photographs
taken 1947. Field checked 1952. Revised from aerial
photographs taken 1966. Field checked 1967
Hydrography compiled from information furnished by
Minnesota Department of Conservation
Polyconic projection. 1927 North American datum
10,000-foot grid based on Minnesota coordinate system,
south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates areas in which only landmark buildings are shown



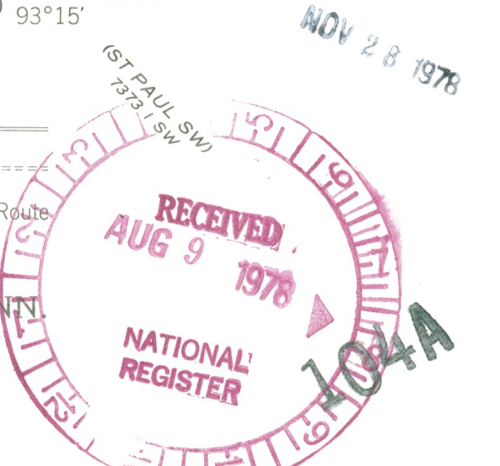
ROAD CLASSIFICATION
Heavy-duty ——— Light-duty
Medium-duty ——— Unimproved dirt
○ Interstate Route ○ U.S. Route ○ State Route



MINNEAPOLIS SOUTH, MINN.
NE/4 MINNEAPOLIS 15' QUADRANGLE
N4452.5-W9315.7/5

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled from aerial photographs
taken 1972. This information not field checked
Purple tint indicates extension of urban areas
1967
PHOTOREVISED 1972
AMS 7373 IV NE-SERIES V872



EDEN PRAIRIE
739 16 SW

NOV 28 1978

SECOND STREET SOUTH

C. M. & ST. P. RY. IN BOUND FREIGHT HO.

FREIGHT HOUSE

CHICAGO MILWAUKEE & ST. PAUL RY.
IN-FREIGHT HOUSE

NIGHT & SUNDAY WATCHMAN-
NO CLOCK

IRON CLD AND WIREGLASS 1 1/2" BRICK 2 1/2"

NIGHT WATCHMAN, NO CLOCK.

C. M. & ST. P. RY. OUT BOUND FREIGHT HO.

RAZED

CHICAGO MILWAUKEE & ST. PAUL RY.
OUT-FREIGHT HOUSE

THIRD AVENUE SOUTH

C. M. & ST. P. RY DEPOT

TRAIN SHED
Steel constr'n.

R A I N S H E D
(Steel Construction)

STEEL TRUSSED ROOF.
SLATE ROOF ON ROOF BOARDS

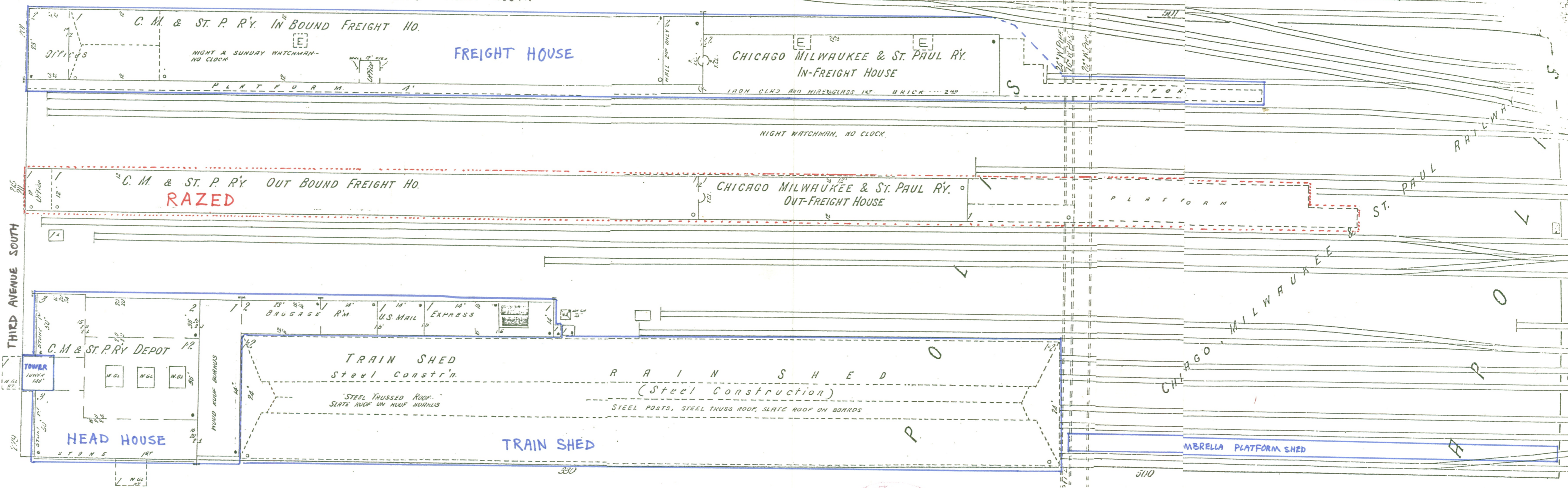
STEEL POSTS, STEEL TRUSS ROOF, SLATE ROOF ON BOARDS

HEAD HOUSE

TRAIN SHED

UMBRELLA PLATFORM SHED

WASHINGTON AVENUE



NOV 28 1978

REPORT NO. 100

TRAIL 1001

HEAD NORTH



FR 8.22.78

Richard Hyllestad
3929 41st Ave. So.
Minneapolis, Mn. 55406

August 27, 1978

Office of Archeology and Historic Preservation
Interior Department
Washington, D.C. 20240

To the Keeper of the National Register:

I am writing in regard to the nominations proposed for inclusion to the National Register of Historic Places; specifically the Milwaukee Road Depot and Freight House in Minneapolis, Minnesota.

It gave me great satisfaction to learn that somewhere there is an interest in preserving these buildings for the future.

When restored, they could serve a very useful purpose as, for example, a visitor's center; or transportation museum. Hopefully, the "train shed" which still stands could be retained as part of this project.

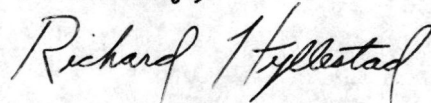
Minneapolis has been a very progressive city in respect to redevelopment of the downtown area. I feel we have one of the cleanest and most up-to-date cities in the entire nation. Yet, there has been little effort expended to retain and preserve older structures.

The location of the Depot is excellent, since there is a fair amount of land behind it which could eventually be used to develop additional

visitor's attractions (there are already 2 very popular "theme" restaurants operating within this area).

Finally, one additional factor which should be considered: Our other major rail facility (the ex-Great Northern Station) is currently being demolished, and the Union Station in St. Paul apparently faces the same future, so this appears to be the final chance to preserve a historical building of this type in the Twin Cities area.

Sincerely,

A handwritten signature in cursive script that reads "Richard Hyllestad". The signature is written in dark ink and is positioned above the typed name.

Richard Hyllestad

Milwaukee Rd Depot & Freight House

FR 8-22-78

Rec'd 8-9-78

minneapolis

city of lakes

OFFICE OF CITY COUNCIL

JUDY CORRAO, ALDERMAN 2nd WARD
307 CITY HALL, MINNEAPOLIS, MINNESOTA 55415
PHONE: 348-2202

October 10, 1978

Chris Delaporte, Director
Heritage Conservation and
Recreation Service
Department of the Interior
Washington, D.C. 20240

William Murtagh
Keeper of the National Register of
Historic Places
Department of the Interior
Washington, D.C. 20240

Subject: Placement on the National Register - Chicago, Milwaukee, St. Paul
and Pacific Railroad Company: Station, Train Shed, and Freight
House at 201 Third Avenue South, Minneapolis.

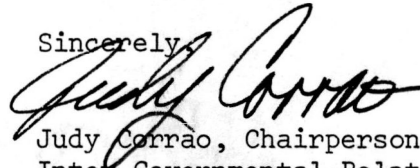
Dear Sirs:

The Minnesota Historical Society has recently nominated for placement on the National Register the above structures. Whereas the City of Minneapolis

- (1) had requested a delay of this nomination through the Director of the Minnesota State Historical Society and,
- (2) is currently reviewing the structures through the City's Planning Commission, the Heritage Preservation Commission and the City Council,

we respectfully request that the above structures not be placed on the National Register until the City has completed its review and made a determination on the merits of the nomination.

Sincerely,



Judy Corrao, Chairperson
Inter-Governmental Relations Committee
Minneapolis City Council

JC:mr



THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D OCT 18 1978

NOV 14 1978 (ATTACHED)

DEC 11 1978 (ATTACHED)

DATE ACTION TAKEN

INITIALS

The records of the Commission...
concerning the area...
the Commission...

- (1) to determine...
- (2) to determine...
- (3) to determine...

...the area...
...the area...
...the area...

...the area...
...the area...
...the area...

Department of the Interior
Historic Sites
Member of the National Register of
Historic Places

Department of the Interior
Historic Sites
Member of the National Register of
Historic Places

October 18, 1978

...

ENTRIES IN THE NATIONAL REGISTER

STATE MINNESOTA

Date Entered NOV 28 1978

<u>Name</u>	<u>Location</u>
Milwaukee Road Depot and Freight House	Minneapolis Hennepin County
Cappelen Memorial Bridge	Minneapolis Hennepin County
Lightkeeper's House	Grand Marais Cook County
Bartholomew, Riley Lucas, House	Richfield Hennepin County
Linnological Research Station	Duluth St. Louis County
Pioneer Mine Buildings and Headframe	Ely St. Louis County
Bruce Mine Headframe	Chisholm vicinity St. Louis County
Stewart Memorial Church	Minneapolis Hennepin County
Lincoln School Building	Virginia St. Louis County

Also Notified

Honorable Wendell R. Anderson	
Honorable David Durenberger	State Historic Preservation Officer
Honorable Donald MacKay Fraser	Mr. Russell W. Fridley
Honorable James L. Oberstar	Director
Honorable Bill Frenzel	Minnesota Historical Society
	690 Cedar Street
	St. Paul, Minnesota 55101



**Chicago, Milwaukee, St. Paul
and Pacific Railroad Company**

NP

12

Room 286 Union Station
516 West Jackson Boulevard
Chicago, Illinois 60606
Phone 312/648-3000
CHICAGO-January 17, 1980
Refer to: S-MN-Farmington Depot

Hennepin

Ms. Carol D. Shull
Acting Keeper of the National Register
United States Department of Interior
Heritage Conservation & Recreation Service
Washington, D.C. 20240

Dear Ms. Shull:

Referring to yours of November 13, 1979, your File 661 with respect to the possibility of listing the Milwaukee Railroad's Depot at Farmington, Minnesota in the National Register of Historic Places. I am sorry that your letter became entangled in other files during the holiday season, and while the Milwaukee Road and most of its staff has been working on reorganization plans with which I believe you should be familiar.

I wish to indicate in this letter that the Milwaukee does object to the listing of the Farmington Depot in the National Register of Historic Places because we have found in other instances when such designation has been given that it makes it difficult if not entirely impossible for us to sell the facility. In these critical times for the Milwaukee when we find it necessary to convert as much unneeded property and facilities to cash as possible, we need to have freedom to act and to make the sales. We find that individuals are reluctant to take on a facility which has been designated in the National Register because such designation prevents them from utilizing the facility in a way which can be profitable to the purchaser.

Surely not all of our depots located in smaller communities should be given the designation of a historic place, but it seems to me that an overabundance of such places are being placed on the National Register to the detriment of the Railroad and not necessarily to the benefit of the communities involved.

Many of these depot facilities can be converted to some other use either for warehousing or some type of commercial development if they can be conveyed free and clear of any encumbrance such as the encumbrance of designation in the National Register of Historic Places and what otherwise might have been a very useful facility becomes instead a problem to the owner and the community.

I hope that the committee considering the designation of this facility will reject the designation and so advise me.

Very truly yours,

E. J. Stoll
E. J. Stoll
Vice President
312-648-3010

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D JAN 21 1980

_____ INDIVIDUAL RESPONSE (ATTACHED)

_____ INFORMATIVE MATERIAL SENT

_____ TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN _____

INITIALS _____

NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: Milwaukee road Depot and Freight House		② OTHER NAMES: Chicago, Milwaukee, St. Paul and Pacific (over)		③ date of entry: NOV 28 1978	④ county code: 53
⑤ LOCATION street & number 201 3rd Ave. S.		city / town Minneapolis	vicinity of	state MN	county Hennepin
⑦ OWNER <input checked="" type="checkbox"/> PRIVATE <input type="checkbox"/> STATE <input type="checkbox"/> MUNICIPAL <input type="checkbox"/> COUNTY <input type="checkbox"/> MULTIPLE <input type="checkbox"/> FEDERAL (agency name)				⑧ ADMINISTRATOR: MW	
⑨ EXISTING SURVEYS <input type="checkbox"/> HABS <input type="checkbox"/> HAER <input type="checkbox"/> NHL		⑩ FUNDED? <input type="checkbox"/> YES <input type="checkbox"/> NO	⑪ CONGRESS. DISTRICT 5th	⑫ SOURCE of NOMINATION <input checked="" type="checkbox"/> STATE <input type="checkbox"/> FEDERAL	
⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT? <input type="checkbox"/> YES, NAME <input type="checkbox"/> NO		⑭ WITHIN NATIONAL HISTORIC LANDMARK? <input type="checkbox"/> YES, NAME <input type="checkbox"/> NO		⑮ ACREAGE	
⑯ CONDITION		⑰ features:		if state who prepared form? Robert M. Frame III	
<input type="checkbox"/> excellent <input type="checkbox"/> good <input type="checkbox"/> fair		<input type="checkbox"/> deteriorated <input type="checkbox"/> ruins <input type="checkbox"/> unexposed <input type="checkbox"/> unexcavated		<input type="checkbox"/> altered <input type="checkbox"/> unaltered <input type="checkbox"/> reconstructed <input type="checkbox"/> excavated	
<input type="checkbox"/> original site <input type="checkbox"/> moved <input type="checkbox"/> unknown		<input type="checkbox"/> SUBSTANTIALLY INTACT-1 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-4 <input type="checkbox"/> NOT APPLICABLE-7		<input type="checkbox"/> SUBSTANTIALLY INTACT-2 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-5 <input type="checkbox"/> NOT APPLICABLE-8	
<input type="checkbox"/> ENVIRONS <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-6 <input type="checkbox"/> NOT APPLICABLE-9		<input type="checkbox"/> LOCAL <input type="checkbox"/> PRIVATE ORGANIZATION			
⑱ ACCESS <input type="checkbox"/> YES-Restricted <input type="checkbox"/> YES-Unrestricted <input type="checkbox"/> No Access <input type="checkbox"/> Unknown		⑲ ADAPTIVE USE <input type="checkbox"/> YES <input type="checkbox"/> NO		⑳ SAVED? <input type="checkbox"/> YES <input type="checkbox"/> NO	
⑳ IS PROPERTY A HISTORIC DISTRICT? <input type="checkbox"/> yes <input type="checkbox"/> no					
㉑ AREAS OF SIGNIFICANCE :		㉒ CLAIMS: explain			
<input type="checkbox"/> ARCHEOLOGY-prehistoric-2 <input type="checkbox"/> ARCHEOLOGY-historic-1 <input type="checkbox"/> AGRICULTURE-3 <input type="checkbox"/> ARCHITECTURE-4 <input type="checkbox"/> ART-5		<input type="checkbox"/> ENGINEERING-11 <input type="checkbox"/> ENTERTAINMENT-26 <input type="checkbox"/> EXPLORATION-12 <input type="checkbox"/> HEALTH-27 <input type="checkbox"/> ECONOMICS-9 <input type="checkbox"/> EDUCATION-10		<input type="checkbox"/> LANDSCAPE ARCH.-15 <input type="checkbox"/> LAW-16 <input type="checkbox"/> LITERATURE-17 <input type="checkbox"/> MILITARY-18 <input type="checkbox"/> MUSIC-19 <input type="checkbox"/> PHILOSOPHY-20	
<input type="checkbox"/> POLITICS / GOVT.-21 <input type="checkbox"/> RELIGION-22 <input type="checkbox"/> SCIENCE-23 <input type="checkbox"/> SOCIAL / CULTURAL-30 <input type="checkbox"/> TRANSPORTATION-25		<input type="checkbox"/> RECREATION-28 <input type="checkbox"/> SETTLEMENT-29 <input type="checkbox"/> URBAN PLANNING-31 <input type="checkbox"/> OTHER (SPECIFY) _____		<input type="checkbox"/> 'first' <input type="checkbox"/> 'oldest' <input type="checkbox"/> 'only'	
㉓ functions WHEN HISTORICALLY SIGNIFICANT: CURRENTLY:		㉔ dates of initial construction: major alterations: historic events:		㉕ ETHNIC GROUP ASSOCIATION	
㉖ architectural style(s):		㉗ architect:		㉘ master builder:	
				㉙ engineer:	
㉚ landscape architect / garden designer:		㉛ interior decorator:		㉜ artist:	
				㉝ artisan:	
				㉞ builder/contractor:	
㉟ NAMES give role & date					
PERSONAL:					
EVENTS:					
INSTITUTIONAL:					
㊱ NATIONAL REGISTER WRITE-UP					

2. Railroad Company: Station, Train Shed, and Freight House