

**United States Department of the Interior
National Park Service**

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received JUL 2 1986
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Chicago Milwaukee and St. Paul Depot

and or common N/A

2. Location

street & number Main Street and Center Street N/A not for publication

city, town Clinton N/A vicinity of

state Minnesota code 22 county Big Stone code 011

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<u>N/A</u> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name City of Clinton

street & number N/A

city, town Clinton N/A vicinity of state Minnesota 56225

5. Location of Legal Description

courthouse, registry of deeds, etc. Big Stone County Courthouse

street & number 20 S.E. Second Street

city, town Ortonville state Minnesota 56278

6. Representation in Existing Surveys

title Minnesota Statewide Historic Sites Survey has this property been determined eligible? yes no

date 1983-84 federal state county local

depository for survey records State Historic Preservation Office, Fort Snelling History Center

city, town St. Paul state Minnesota 55111

7. Description

Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date N/A
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The Chicago, Milwaukee, and St. Paul Depot in Clinton is located at the west end of Clinton's Main Street along the Chicago, Milwaukee, and St. Paul trackbed. Surrounding the depot are circa 1900 commercial buildings to the north and east, the Crown Grain Elevator to the south, and an empty lot to the west. The depot stands in a small park area created by the local depot preservation committee. The railroad tracks next to the depot were removed in 1980.

The Clinton Depot, which was built circa 1885, is a small woodframe building which represents one of the smallest combination depots designed and constructed in Minnesota by the Chicago, Milwaukee, and St. Paul Railroad. It was probably built following a standardized depot plan executed by the railroad's Bridge and Building Department based in Chicago. The one story building has a gabled roof covered with wood shingles and clapboard siding. The building has rectangular 6/6 sash, freight doors on the east and west facades, and a passenger door on the west facade. Early photographs reveal that the depot originally had a rectangular bay window on the west (trackside) facade and a single leaf door with a transom in the western bay of the north facade. The interior contains a waiting room with hardwood floors and decorative wainscoting at the north end, an office in the middle, and a freight room at the south end.

The Clinton Depot is largely intact and in excellent condition. Early exterior alterations included changing the north door to a window, changing a double hung window on the west facade to a fixed sash window, and enclosing the trackside bay window. After standing vacant since 1969 the depot was recently purchased and renovated by the Clinton "Save the Depot" Committee. The group repainted the building in 1982 and refurbished the interior to create a small museum. In 1983 the committee landscaped the depot grounds and installed a sidewalk, picnic tables, and a railroad crossing sign.

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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates Circa 1885 **Builder/Architect** Chicago, Milwaukee, and St. Paul Railroad, designer and builder

Statement of Significance (in one paragraph)

The Chicago, Milwaukee, and St. Paul Depot in Clinton, built circa 1885, is historically and architecturally significant as a well preserved example of a small nineteenth century combination depot, as the building which best represents the impact of the railroad on the community of Clinton, as possibly the oldest building standing in Clinton, and as one of west central Minnesota's declining number of basically intact railroad depots.

The community of Clinton did not exist in 1883 when the Fargo and Southern Railroad began to construct a railroad line from Ortonville (in Big Stone County) north to Wheaton (in Traverse County). That year, the company constructed a small loading platform about two miles south of the present site of Clinton and named the station Rupert. Two years later, in 1885, the Chicago, Milwaukee, and St. Paul Railroad (also called the Milwaukee Road), purchased the Fargo and Southern Company, and the village of Clinton was platted by proprietor Richard S. Tyler. The Milwaukee Road abandoned the Rupert station and constructed the present depot in Clinton circa 1885. The Clinton depot, which was referred to as "Batavia" by the railroad until circa 1899, was probably designed by the Milwaukee Road's Bridge and Building Department. The depot represents one of the company's simplest depots which combined passenger and freight services in one building. The Milwaukee Road's depot was probably one of the first buildings constructed in the Clinton.

Because of the existence of the Milwaukee Road, the community of Clinton grew to become a small grain handling and trade center serving the surrounding farming region. During most of the period from 1885 through the late 1920's, four trains stopped at the Clinton depot each day including morning freight and passenger trains northbound for Fargo, an afternoon southbound freight train, and an evening southbound passenger train. Additional freight trains stopped in Clinton during fall harvest time, and during one harvest season it was reported that twenty-three trains travelled through Clinton in one day. The Clinton depot was staffed by one agent from 1885-1908 and 1935-1969, and by two agents from 1909-1934. In addition to transporting freight, passengers, and agricultural products to and from the area, the railroad brought the mail to Clinton each day and the depot agent served as the town's only telegraph operator.

Railroad business remained strong in Clinton until the 1930's when automobile and truck traffic began to compete with rail transportation. Rail service began to decline as Sunday passenger service was cancelled in 1930 and all other passenger service was eliminated in 1932. The Milwaukee Road closed the Clinton depot in 1969 and discontinued freight service on its Ortonville to Fargo line in 1980. The tracks running through Clinton were removed in 1980. The depot stood vacant and deteriorating until from 1969 until the spring of 1982 when local residents formed the Clinton "Save the Depot" Committee. Since that time the group has purchased and restored the depot to create a small museum and park at the site. The depot is now open to the public by appointment and on special occasions.

SEE CONTINUATION SHEET

9. Major Bibliographical References

Grant, H. Roger and Charles W. Bohi. The Country Railroad Station in America. Boulder, Col.: Pruett Publishing Co., 1978.
Clinton, Minnesota, 1883-1983. Centennial history published in 1983.
Moberg, Nita. Chairperson, Clinton "Save the Depot" Committee.

10. Geographical Data

Acreage of nominated property less than one

Quadrangle name Clinton, Minn.

Quadrangle scale 1:24000

UTM References

A	1 4	7 0 0 3 8 0	5 1 0 3 1 7 0 1 0 1 0	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

See continuation sheet Item 10 page 1

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Susan Granger, Field Assistant

State Historic Preservation Office

organization Minnesota Historical Society

date September 1984

street & number Fort Snelling History Center

telephone (612) 726-1171

city or town St. Paul

state Minnesota 55111

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Russell W. Fridley

Russell W. Fridley

title State Historic Preservation Officer

date 6/24/86

For NPS use only

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

National Register

date 7/31/86

for Nelson Byers
Keeper of the National Register

Attest:

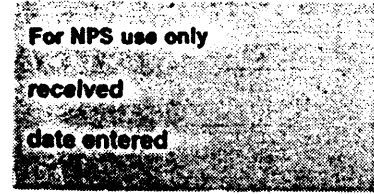
date

Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Chicago Milwaukee and St. Paul Depot, Clinton, Big Stone
County, Minnesota
Continuation sheet



Item number 8

Page 1

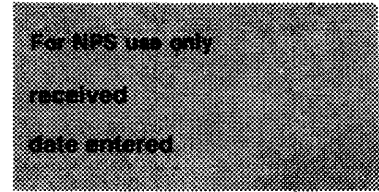
Item #8 (Significance) continued:

The Chicago, Milwaukee, and St. Paul Depot in Clinton was included in a fifteen month historic sites survey of seven west central Minnesota counties conducted in 1983-84 by the State Historic Preservation Office. The survey staff identified the depot as being one of only a handful of intact late nineteenth century woodframe depots standing in the seven counties, an area whose development was highly dependent on railroads and which once contained a depot in almost every community. The survey also identified the depot as being probably the oldest building standing in Clinton and the building which best represents the railroad's substantial impact on the area.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Chicago Milwaukee and St. Paul Depot, Clinton, Big Stone County,
Minnesota
Continuation sheet Resource Count Item number 8

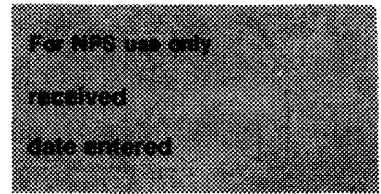


The Chicago Milwaukee and St. Paul Depot nomination
contains 1 contributing building.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Chicago Milwaukee and St. Paul Depot, Clinton, Big Stone County



Continuation sheet Boundary Description

Item number 10

Page 1

Beginning at the northeast corner of Outlot 18, City of Clinton; thence southeasterly along the northeast boundary of Outlot 18 and its extension to the northeast corner of Outlot 21; thence northeasterly on the extension of the northwesterly boundary of Outlot 21 a distance of 120 feet; thence northwesterly on a line parallel to the northeast boundary of Outlot 18 to the southeastern curblineline of Main Street; thence southwesterly along said curblineline to the point of beginning.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

**Note: These changes apply to
Chicago, Milwaukee, & St. Paul
Depot in Big Stone County,
Minnesota.**

REFERENCE NUMBER: 86002118

STATE: MINNESOTA

COUNTY: Big Stone

RESOURCE NAME (HISTORIC): Chicago Milwaukee Saint Paul and
Pacific Depot

CITY:

VICINITY OF:

ADDRESS:

CERTIFICATION DATE:

REMOVED DATE:

COMMENTS:

Nina M. Archabal

Nina M. Archabal
State Historic Preservation Officer

JUN 17 1988

Date