

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY

RECEIVED MAY 16 1977

DATE ENTERED JAN 20 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

Minneapolis, St. Paul and Sault Sainte Marie Railroad Company Passenger Depot

AND/OR COMMON

Soo Line Passenger Depot (Preferred)

2 LOCATION

STREET & NUMBER

11 North Main Street

NOT FOR PUBLICATION

CITY, TOWN

Minot

VICINITY OF

1

CONGRESSIONAL DISTRICT

STATE

North Dakota

CODE

38

COUNTY

Ward

CODE

101

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: None

4 OWNER OF PROPERTY

NAME

Soo Line Railroad Company

STREET & NUMBER

Box 530

CITY, TOWN

Minneapolis

VICINITY OF

Minnesota 55401

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Ward County Courthouse

STREET & NUMBER

301 Third Street S.E.

CITY, TOWN

Minot

STATE

North Dakota 58701

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

North Dakota Historic Sites Survey

DATE

1977

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

State Historical Society of North Dakota
Liberty Memorial Building

CITY, TOWN

Bismarck

STATE

North Dakota 58505

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR
 DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Soo Line Passenger Depot in Minot is a one-and-a-half story masonry structure measuring 56 feet 9 inches by 92 feet 10 inches. The brick walls carry a variety of patternwork, including banding, dentiling, paneling, and herringbone. Sandstone is used for such features as cornices; coping on the stepped ends of the roof gables and the battlements of an abbreviated tower at the southeast corner; and "Minot" name blocks on the facade and east elevation. A brick portico with arched, stone-trimmed pediment shelters an entrance on the east elevation. Also protected is a portion of a sidewalk which, when in need of repair recently, was reset with its original brick as an alternative to a new poured concrete walkway. The steeply pitched gable roof of the depot is covered with standing seam copper and is pierced on the facade by a pair of shed dormers and a transverse gable. The wall plane of the latter, descending to ground level, contains the trackside entrance and is flanked by projecting eaves on large brackets. The eaves afford partial shelter to the brick platform extending from the facade to the tracks. Headings of the six double windows beneath the eaves are arched, while the remaining openings in the building, including the four deeply recessed rectangles in the apexes of the gable ends, have flat lintels.

The first floor of the depot interior consists of the main waiting room with ticket office and counter, and men's and women's waiting rooms; offices are in the upper story. The main waiting room has walls of exposed golden glaze and iron spot brick, with a modillioned cornice at the juncture of the walls and the vaulted, ribbed ceiling. Doorways are surmounted by highly varnished wooden cornices on brackets, and outside entrances have granite sills and marble thresholds. Flooring is maple beneath cement tiles. The smaller waiting rooms, originally finished in verd antique walls and terrazzo floors, have subsequently been partitioned and paneled. The stairway vestibule was also floored in terrazzo, with a 6-foot marble wainscoting. Although now empty, the depot was once furnished with settle-type wooden benches.

A canopy supported on a framework of posts and trusses joins the depot on its west elevation to the freight/baggage annex, a rectangular brick structure with hipped roof. A paved drive and parking area are adjacent to the depot complex on the south side.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1912

BUILDER/ARCHITECT

William M. Kenyon, Minneapolis

STATEMENT OF SIGNIFICANCE

For half a century after its construction, Minot's Soo Line Passenger Depot served as a local center of activity for the traveling public. Although not used for its original purpose for the past dozen years, the depot continues to affirm by the quality of its design the impact of rail transport on the development of Minot and North Dakota.

The depot is the Soo Line's second passenger facility in Minot, the first having been located on the west side of Second Street S.E., at what is now the east end of the platform of the present Soo Line Freight Office. Designed by the Minneapolis architect William M. Kenyon, with the general contract awarded to Bailey and Marsh of Minneapolis, the second depot was begun in March, 1912. Workers were brought in from Rhinelander, Wisconsin, to build the superstructure, and by May the walls were up and work on the roof begun. One hundred thousand paving bricks from the Minnesota Brick Company, Coon Creek, were used for the exterior, as well as two hundred thousand common bricks from Davis Brick Company, seven miles north of Minot.

The original opening date of July for the depot was extended because of additional time consumed in executing the interior finish. By the last week of August, however, the structure was virtually complete except for lighting fixtures and glass exhibit cases on the platform. After postponement of a second anticipated opening in mid-September, the \$135,000 building was ready for occupancy on October 19. An informal public reception marked the event, extending through the afternoon and evening hours to the accompaniment of orchestra music. The Minot Daily Reporter for the preceding day carried a front page article in praise of the city's newest asset:

With the opening of the new depot, the Soo Line will have, beyond any question of a doubt, the finest building of its kind in North Dakota. Although not a mammoth building in size, it is magnificently equipped throughout for handling the rapidly growing business of the Soo Line. The main waiting room is magnificently finished in brown pressed brick, its beauty greatly accentuated by the quiet simplicity of the furnishings. The ceiling is done in cream color while the floor is laid with handsome tiling. Adjoining the main waiting room near the front of the building, is a smaller resting room for women, with complete toilet appointments. A smoking room for gentlemen adjoins the waiting room near the rear

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Maddox, Dawn. Personal inspection, February 9, 1977.
Minot Daily Reporter. Various issues, March-October, 1912.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1 acre.

UTM REFERENCES

A	1,4	32,976,0	5,344,96,0
	ZONE	EASTING	NORTHING
C			

B			
	ZONE	EASTING	NORTHING
D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Dawn Maddox, Architectural Historian

ORGANIZATION

State Historical Society of North Dakota

DATE

May 3, 1977

STREET & NUMBER

Liberty Memorial Building

TELEPHONE

(701)224-2666

CITY OR TOWN

Bismarck

STATE

North Dakota 58505

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

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

TITLE

N.D. State Historic Preservation Officer

DATE May 3, 1977

FOR NPS USE ONLY

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

DIRECTOR OF OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

ATTEST

KEEPER OF THE NATIONAL REGISTER

DATE

1-20-78

DATE

1-17-78

KEEPER OF THE NATIONAL REGISTER

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CONTINUATION SHEET

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of the main waiting room. Both of these rooms are beautifully finished and present a very inviting appearance.

Baggage and Express Rooms

Convenient and roomy baggage and express rooms are found in a building to the rear of the main depot. The platform between the two buildings is protected with a wide roof which will permit of passengers passing to and fro in disagreeable weather without getting wet. The platform extends for nearly a block west of Main street and will be lighted with handsome posts, forming a miniature White Way.

(Minot Daily Reporter, October 18, 1912, p.1.)

After passenger service was discontinued in 1964 and the depot ceased to be used as such, a U.S. Post Office substation operated in the main waiting room. Within the past two years, the substation has been removed, Western Union has also vacated the former men's waiting room, and the Soo Line offices upstairs have been relocated, leaving the depot vacant. It was threatened ca. 1970 by demolition resulting from a proposed urban renewal plan for a downtown mall and realignment of nearby Central Avenue, but federal funds for the project were withheld and the structure thus spared. In 1973 it was considered by a local promoter as the possible setting of a restaurant with a railroad theme, similar to others of the type opened throughout the country, but the scheme failed to materialize. Suggestions for utilization of the depot have also included a shopping center featuring small arts and crafts-oriented shops; a railroad history museum; and a community arts center. Plans for any such adaptive use are as yet indefinite, although renewed interest on the part of local private developers has been recently indicated.