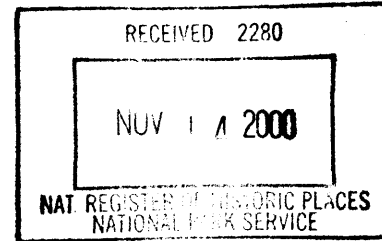


1245

United States Department of Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Minneapolis, St. Paul and Sault Saint Marie Railway Depot

other names/site number Soo Line Depot; Osceola and Saint Croix Valley Railway Depot

2. Location

street & number	114 Depot Road	N/A	not for publication
city or town	Osceola	N/A	vicinity
state	Wisconsin	code	WI
county	Polk	code	95
zip code	54020	zip code	54020

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Alicia J. Cooney
Signature of certifying official/Title

November 8, 2000
Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

Edson H. Beall 12/13/00

Entered in the
National Register

Minneapolis, St. Paul & Sault Ste. Marie Railway Depot
Name of Property

Polk County, Wisconsin
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

private
 public-local
 public-state
 public-federal

Category of Property
(Check only one box)

building(s)
 district
 site
 structure
 object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>0</u>	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: rail related

Current Functions
(Enter categories from instructions)

TRANSPORTATION: rail related
COMMERCE/TRADE: professional

7. Description

Architectural Classification
(Enter categories from instructions)

Romanesque

Materials
(Enter categories from instructions)

foundation Stone
walls Brick
roof Asphalt
other Stone

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet

Minneapolis, St. Paul & Sault Ste. Marie Railway Depot
Name of Property

Polk County, Wisconsin
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure

F a commemorative property.

G less than 50 years of age achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1916 - 1950

Significant Dates

1916

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Minneapolis, St. Paul & Sault St. Marie
Railway

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Minneapolis, St. Paul & Sault St. Marie Railway Depot
Name of Property

Polk
County and State

Wisconsin

9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:

Osceola Hist. Soc. & Lib.

10. Geographical Data

Acreege of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet.)

1	<u>1/5</u>	<u>5/2/2/8/6/0</u>	<u>5/0/1/8/0/4/0</u>	3	_____
	Zone	Easting	Northing		Zone Easting Northing
2	_____			4	_____
	Zone	Easting	Northing		Zone Easting Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Barbara Kooiman	date	5/2000
organization	Mississippi Valley Archaeology Center	telephone	608/785-6783
street & number	1725 State St.	zip code	54601
city or town	La Crosse	state	WI

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 1 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

Section 7 -Description

Description of physical appearance:

The Minneapolis, St. Paul & Sault Saint Marie (also known as the Soo Line) Railway Depot in Osceola, Polk County, Wisconsin is a one and one-half story, load-bearing, brick building which measures approximately 110 feet by 24 feet. Built in 1916 to replace the original frame Soo Line Depot, which had been on the same site since the railroad first came to Osceola in 1887, the Soo Line Depot exhibits elements of the Romanesque Revival.

The building is a gabled-T form, with the north facing gable intersection offset to the west side, rather than in the center. The gable faces the track and houses the office section of the building. The east/west gable appears as wings to the north/south gable, and the east, north and south facades of the building incorporate a one story hipped roof wide overhang, to protect passengers and freight as they are loaded on and off the train during inclement weather.

The structure of the building is constructed of load-bearing brick walls set on a three foot high, rough-cut Colfax stone foundation, much of which is situated on an excavated, concrete lined basement. The exterior walls above the stone foundation are faced with hydraulic pressed dark brown brick, and features such as cornices, window lintels, belt courses and building base are faced in smooth-cut Colfax stone, which is a light, buff-colored stone. The cornice is flush to the wall, with decorative features such as curved corners and rounded caps at the peaks of the gables. The gable ends on the second half-story are ornamented with a small, narrow window capped with a curved stone lintel, and a stone name plate with the name "Osceola" engraved into the stone is fixed into each gable end. A similar nameplate is situated on the north-facing gable as well, where it faces the track. The roof was originally clad in asbestos shingles, though now it is covered with asphalt shingles. Large, decorative wood brackets support the overhanging eaves of the roof.

Windows are wood six-over-one sash on the north facade, facing the tracks, and three-over-one sash on the east facade of the building. Doors are five panel wood doors with transoms, and a four panel freight door is located on the west end of the north facade. The depot is surrounded by a concrete platform, which extends up to the tracks on the north side, and extends at least as

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 2 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

far out as the eave overhang on the two side elevations of the building.

One of the main entrances to the depot is through the door on the north side of the building, to the immediate west of the north facing gable section. The door is flanked by windows, and capped by a transom. The visitor enters into what was designed as the womens' waiting room. Two sets of wood benches, facing back to back are inside the door, with a settee built into the wall to the right (west) as well as the wall directly ahead (south). The floors are maple.

To the left of the women's waiting room is the office. This room has windows that face the tracks, so the depot manager can see track-side activity from the office, an operator/ticket counter and window that faces the track, and ticket windows at each of the corners inside the depot as well.

Across the hallway (to the south) from the office on the interior are the restrooms. The women's restroom and men's restroom are located back-to-back on the south wall of the building.

On the east end of the building is located another waiting room with settees in the center of the room, and a door which exits on the track side (north) of the room. Today this is used as a meeting room.

West of the women's waiting room is a hallway which leads to the freight room. The freight room has doors on the track (north) side which are wide enough to allow larger freight to be moved into the building, and doors on the west side of the building. The freight room features the original scale surface, though the scale itself is no longer in place. It may be returned and reinstalled in the near future.

The basement level, which is accessed by a stairs near the freight room, is excavated only under the office and restroom area. It is divided into a larger room for the boiler, a coal room and a record room, for the storage of excess railroad records. The basement has concrete walls and floor.

The M.St.P & S. Ste. M. Railway Depot was renovated in 1995 through access to an ISTEAs transportation grant from the Wisconsin Department of Transportation. It is currently used as the

NPS Form 10-900-a
(Rev. 8-86)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 3 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

depot for the Osceola & St. Croix Valley Railway, a historic excursion railway operated by the Osceola Historical Society, as well as for the Osceola Main Street offices, the Osceola Chamber of Commerce offices, and other community meetings. The current use of the building has retained the historic interior plan configuration and finishes. As a result, the depot retains a high level of architectural integrity on both the interior and the exterior.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 1 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

Section 8 -Statement of Significance

The Minneapolis, St. Paul & Sault Saint Marie Railway Depot in Osceola, Polk County, Wisconsin is locally eligible for the National Register of Historic Places under Criterion A in the area of transportation for its social and economic importance to the city of Osceola throughout its history.

The introduction of the Soo Line railroad through Osceola, and the later construction of the 1916 depot, enabled Osceola to be a major shipping site for livestock and agricultural goods, such as potatoes and grain products, and an important passenger depot site for people traveling to and from the Twin Cities, as well as to Superior, Wisconsin and other Wisconsin locations. It is also eligible under Criterion C as an excellent example of a Minneapolis, St. Paul & Sault Saint Marie Railway depot. The company used one of their best standard plans for Osceola, as they justified their importance as a passenger stop on the line to the Soo line officials. The integrity of the depot is extremely high, and was rehabilitated in 1995 for continued use as a depot for the newly formed Osceola & St. Croix Valley Railway, which is an historic railway line targeted towards tourists of the St. Croix valley.

Historical Background

Osceola is located in west-central Polk County, on the eastern bank of the St. Croix River. Polk County was originally part of Crawford County, Michigan, which later became part of Crawford County, Wisconsin, and by 1840 became part of St. Croix County, Wisconsin. In 1853 it split from St. Croix County to be organized as Polk County, in honor of James K. Polk, the eleventh President of the United States.¹

The first permanent settlement by whites in present-day Polk County was founded in 1837 at the location of where St. Croix Falls now stands. However, extensive settlement did not occur in the county until after 1866 when larger numbers of permanent settlers came to the fertile lands of the

¹ Easton, Augustus B., *History of the St. Croix Valley*, Vol. II. (Chicago: H.C. Cooper, Jr. & Co., 1909), 974.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 2 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

St. Croix Valley, in part due to the promotional efforts of local residents. The population of Polk County in 1855 was 547. By 1865 it had risen to 1,677, by 1880 it was 10,018 and by 1900 it was 17,801. The earliest Euro-American population in the county was primarily Scandinavian, followed in numbers by Americans, Germans, and Irish.²

During Osceola's early history, the main mode of freight transportation was river boat traffic. Steamboats first landed in Osceola at its founding, in 1844, and continued to stop at the village until the early 1900s. The first steamboat to be built at Osceola was in 1854. After that, up to ten boats were constructed in Osceola, most of which ran on the St. Croix River. However, by 1883, the Minneapolis and St. Croix Railroad company was formed, and by 1887, the railroad had reached Osceola. This marked the beginning of the end for river boat transportation on the St. Croix River.³

Railroad history in the St. Croix Valley

Polk County is located about forty miles north of St. Paul and about 100 miles south of Duluth, Minnesota and Superior, Wisconsin. In an effort to connect the Great Lakes shipping links with the Twin Cities area, the Minneapolis, Sault Ste. Marie & Atlantic Railway was incorporated in 1883, and in 1887 built from Turtle Lake, Wisconsin to Sault Ste. Marie, Michigan, where it then connected with the Canadian rail system to the northwestern United States. The Minneapolis and St. Croix Railway also was built in 1887 by the same investors connecting Minneapolis into Wisconsin at Turtle Lake. By 1888, these two railways consolidated with the Minneapolis & Pacific Railways to become the Minneapolis, St. Paul and Sault Ste. Marie Railway.

Planning for a new railroad line which would connect St. Paul and Minneapolis with Sault Ste. Marie began in the mid 1880s. The final impetus was the raising of construction funds through

² Easton, Augustus B., *History of the St. Croix Valley*, Vol. II.. (Chicago: H.C. Cooper, Jr. & Co., 1909), 974, 981, 985.

³ Osceola Historical Society. *Osceola, A Village Chronicle* (Osceola, WI: Osceola Historical Society, 1994), 27-31, 46.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 3 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

primarily corporate sources, of which the majority came from four flour milling companies. No government land grants were requested.⁴

When the railroad finally came to Osceola, the village voted to acquire the right of way through town for the railway company. They spent \$1,806 purchasing the property, and by December 1886, local mercantile store owner William Kent acquired the contract to furnish the ties for the track. Lumber was needed in large quantities not only for ties, but for construction of the bridge that was to span the St. Croix River at Osceola. The community attracted construction workers and shanties were quickly erected to house the workers. Rocks for the piers of the bridge were hauled and Osceola stables were utilized to keep the twelve teams of work horses needed for the task.⁵

Work on the bridge began in December 1886. By January 1887, over 200 men were at work along the river bluff, cutting timber for the bridge. By summer the crew was more than 500 men, with work continuing into the fall. Some of the rock for the piers was shipped from Mankato, via Franconia, then hauled on sleds down the frozen St. Croix River. When the river thawed, steam boats hauled the rocks on barges to the construction site. Advice was sought from local steamboat captains on where the best location for the iron draw bridge span should be placed.⁶

The first depot in Osceola was a small, frame building constructed at the same time as the rails were built through town, circa 1887. The building was one story tall, with gable ends and vertical board siding. In 1890, a west-bound freight train crashed into a parked freight in front of

⁴ Aaron Isaacs, ed. *Whistling Down the Valley*. Osceola, WI: Osceola Historical Society, n.d. (ca. 1995?) 7.

⁵ Aaron Isaacs, ed. *Whistling Down the Valley*. Osceola, WI: Osceola Historical Society, n.d. (ca. 1995?) 7.

⁶ Aaron Isaacs, ed. *Whistling Down the Valley*. Osceola, WI: Osceola Historical Society, n.d. (ca. 1995?) 7, 8.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 4 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
 Osceola, Polk County, Wisconsin

the depot, badly damaging the building. It was repaired; however, the community did not receive a new depot until 1916, when the current depot was constructed.

The Soo Line decided to construct a new depot at Osceola, probably due to the fact that freight traffic through Osceola was strong. In 1915, livestock shipped through Osceola totaled \$1.6 million, potatoes totaled over \$50 thousand, and cheese totaled \$250,000. The Osceola Mill & Elevator Company, located next to the depot, employed fifty men and produced over \$1 million in grain and flour in 1915. Outgoing freight totaled 1,178 tons and incoming freight totaled 1,130 tons in that same year.⁷

At the same time, the Soo Line was cultivating their passenger traffic along their lines. They took advantage of Osceola's natural beauty and landscape along the St. Croix River by constructing a dance pavilion on the bluff (where the water tower now stands) south of the depot in 1891. They then advertised special excursion trains from Minneapolis to scenic Osceola. One group of 900 people came from Minneapolis in July of 1891. A week later the Soo Line had their company picnic at the Osceola pavilion, bringing 1,500 people on fourteen cars.⁸

The new, current depot was constructed on the same site as the old depot in 1916. Osceola businesses lobbied Soo executives that Osceola was an important enough rail stop that they should have an attractive and presentable depot. Thus, the Minneapolis, St. Paul and Sault St. Marie Railway Company used their best standard plans for the construction of the Osceola depot. The new depot was constructed of dark brown, wire cut brick and stone trim, with all modern conveniences, including a ladies' waiting room, indoor rest rooms, gas lighting, and steam heat. The building also included an office and a large freight room, in addition to the passenger waiting areas.⁹

⁷ *Superior (WI) Telegram*, 22 April 1916.

⁸ Aaron Isaacs, ed. *Whistling Down the Valley*. Osceola, WI: Osceola Historical Society, n.d. (ca. 1995?) 10.

⁹Osceola Historical Society. *Osceola: A Village Chronicle*. Osceola, WI: Osceola Historical Society. (1994), 46; Blueprints for M.St.P. and S.Ste.M.Ry, Osceola Depot from the Office of Supt. Of Bridges and Bldgs. Shorham, May 16, 1916.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 5 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

The depot in Osceola is significant in the area of architecture as an intact example of a building type. Using a standardized design, the railroad provided a building containing the railroad offices, a freight room, a general and a women's waiting room, and restrooms. These features are typical of small depot design. The building retains its original floor plan and interior finishes.

The Romanesque Revival reached the peak of popularity in Wisconsin in the late nineteenth century. The style, developed by Henry Hobson Richardson, is characterized by masonry construction, a general massiveness, and a simplicity of form. The overall effect of the buildings of this style are generally achieved by their mass, volume and scale, rather than by applied decoration. Richardson himself provided useful models for small, railroad station designs built in a number of small towns in New England in the 1880s.

The Osceola depot was built from an upper level standard plan for the Soo Line railroad depots. Typically, for a village the size of Osceola, a smaller, more modest frame depot would have been standard. For most stations, the railroad companies built a depot at the minimum expenditure for the community it served. Though the Osceola Depot is not an extremely large depot, the materials, design and workmanship are extremely high for the depot of a community as small as Osceola.

A similar design was found in other Wisconsin depots for the Soo line. Depots with cut stone, rather than brick walls as in Osceola, were constructed in 1914 in Colfax, Dunn County, and in 1915 in New Richmond, St. Croix County.¹⁰ In all three cases, Osceola, Colfax and New Richmond, the new, masonry depots replaced older, wood buildings that were viewed as

¹⁰The New Richmond depot was listed in May 1988 as part of the nomination for The Historic Resources of New Richmond.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 6 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

unsuitable by civic leaders.

The railroad, and the new depot, played an important transportation role by opening an important link to the outside world to the people of Osceola. The passenger trains in the first half of the twentieth century allowed Osceola residents to arts and culture that they could not receive in small-town Osceola. According to long time resident Mabel Oakey Traiser, "What a boon that railroad was to Osceola. We could go to the Twin Cities in the morning and come back in the early evening. Or we could go in the late afternoon and come back in the early evening. We never missed the good plays, ballets, concerts, or operas. There were giants on the earth in those days, like Madame Schumann Heink, Galli Curci, Pavlova, Paderewski, Southern and Marlow – names that will live forever. Living in beautiful Osceola and only an hour from the Twin Cities we had the best of two worlds."¹¹

The railroad remained a viable mode of transportation until the late 1950s, as the automobile and freight trucks became more popular and roads became better. The Soo Line scheduled their last train to run on January 1, 1961, however, locals in Osceola signed a petition that influenced the Soo officials to keep the trains running for six months past the deadline. The last passenger train to leave the Osceola Depot was June 21, 1961.¹²

Between 1961 and 1993, the depot was used for various businesses and storage, and eventually boarded up to prevent vandalism. Then, the Soo Line sold the line and its depots to the Wisconsin Central Ltd. In 1993, the Osceola Historical Society purchased the Osceola depot from the Wisconsin Central Ltd, and began restoring the historic building. They created the Osceola & St. Croix Valley Railway, purchased a locomotive and passenger cars, and with the depot, now run excursion rides on the historic train. The Osceola Historical Society received an

¹¹ Osceola Historical Society. Osceola: A Village Chronicle. Osceola, WI: Osceola Historical Society. (1994), 46.

¹²Osceola Historical Society. Osceola: A Village Chronicle. Osceola, WI: Osceola Historical Society. (1994), 47.

NPS Form 10-900-a
(Rev. 8-86)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 7 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

ISTEA grant from the Wisconsin Department of Transportation to rehabilitate the depot, and this National Register nomination is part of their compliance with the grant regulations that the depot be listed on the National Register of Historic Places.¹³

The Osceola Minneapolis, St. Paul & Sault Saint Marie Railway Depot is significant in the area of architecture as an intact example of a Romanesque Revival style depot. The building retains a high level of integrity in both its exterior appearance, and in the intact floor plan and features of the station. The depot is significant in the area of transportation as an important economic and social link for the residents of the area. The railroad's presence enabled Osceola to be a major shipping site for livestock and agricultural goods, as well as an important passenger depot site for travelers.

¹³ Osceola Historical Society. Osceola: A Village Chronicle. Osceola, WI: Osceola Historical Society. (1994), 47, 49.

NPS Form 10-900-a
(Rev. 8-86)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 1 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

Section 9 - Bibliography

Easton, Augustus B., ed. *History of the Saint Croix Valley*, Vol. II. Chicago: H. C. Cooper, Jr. & Co., 1909.

Isaacs, Aaron, ed. *Whistling Down the Valley*. Osceola, WI: Osceola Historical Society, n.d. (ca. 1995?).

Superior (WI) Telegram, 22 April 1916.

Osceola Historical Society. *Osceola: A Village Chronicle*. Osceola, WI: Osceola Historical Society, 1994.

Wyatt, Barbara, ed. *Cultural Resource Management in Wisconsin*. Madison: State Historical Society of Wisconsin, 1986.

NPS Form 10-900-a
(Rev. 8-86)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 10 Page 1 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

Section 10 - Geographical Data

Verbal Boundary Description

The depot is located in the South Half of the Northwest Quarter of the North Half of the Southwest Quarter of Section 27, Township 33 North, Range 19 West of the 4th Principal Meridian at Osceola, Polk County, Wisconsin. The boundary consists of a box with a dimension of ten feet from each side of the building.

Boundary Justification

This is a portion of the parcel historically associated with the Depot. The dimension of 10 feet was chosen to exclude the railroad tracks located on the north and south sides of the building.

Minneapolis, St. Paul & Sault St. Marie Railway Depot
Name of Property

Polk
County and State

Wisconsin

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

Complete this item at the request of SHPO or FPO.)

name/title	Attn: Linda Gordon, Secretary	date	5/2000
organization	Osceola Historical Society	telephone	715/294-2480
street&number	908 Geiger St. North	city or town	Osceola
city or town	Osceola	state	WI
zip code		zip code	54020

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

NPS Form 10-900-a
(Rev. 8-86)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section Photos Page 1 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

Photographs

Minneapolis, St. Paul & Sault Saint Marie Railway Depot
Osceola, Polk County, Wisconsin

Photographs by Barbara Kooiman, Mississippi Valley Archaeology Center (MVAC)
April 2000

Negatives at the State Historical Society of Wisconsin, Madison, Wisconsin

The above information applies to all of the following photographs:

Photo #1 of 22

Depot, exterior, north and west facades, facing southeast

Photo#2 of 22

Depot, exterior, south and west facades, facing northeast

Photo #3 of 22

Depot, exterior, south and east facades, facing northwest

Photo#4 of 22

Depot, exterior, west facade and railroad tracks, facing east

Photo#5 of 22

Depot, exterior, east facade and railroad tracks, facing west

Photo #6 of 22

Depot, exterior detail, west facade eaves and brackets, facing southeast

Photo#7 of 22

Depot, exterior detail, west facade, gable end, facing east

NPS Form 10-900-a
(Rev. 8-86)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section Photos Page 2 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

Photo #8 of 22

Depot, exterior detail, north facade gable and track signal, facing east

Photo#9 of 22

Depot, interior detail, lobby door and windows, north wall

Photo#10 of 22

Depot, interior detail, ticket booth exterior, facing east

Photo #11 of 22

Depot, interior detail, ticket booth interior, facing south

Photo #12 of 22

Depot, interior detail, track switch in ticket booth on track-facing (north) wall, facing north

Photo #13 of 22

Depot, interior detail, communications apparatus in ticket booth

Photo #14 of 22

Depot, interior detail, train dispatch board, in ticket booth

Photo #15 of 22

Depot, interior detail, east waiting room, facing north

Photo #16 of 22

Depot interior detail, east waiting room, facing northeast

Photo #17 of 22

Depot interior detail, door to ticket booth from east waiting room, facing west

NPS Form 10-900-a
(Rev. 8-86)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section Photos Page 3 Minneapolis, St. Paul & Sault Saint Marie Railway Depot,
Osceola, Polk County, Wisconsin

Photo #18 of 22

Depot, interior detail, exterior of ticket booth, east side, facing west

Photo #19 of 22

Depot, interior detail, freight room rafters and west wall, facing west

Photo#20 of 22

Depot, interior detail, freight room rafters and east wall, facing east

Photo#21 of 22

New Richmond M., St. P. & Ste. St. Marie Railroad Depot, New Richmond, St. Croix County,
Wisconsin

Exterior, north and west facades, facing northeast

Photo #22 of 22

New Richmond M., St. P. & Ste. St. Marie Railroad Depot, New Richmond, St. Croix County,
Wisconsin

Exterior, north and east facades, facing southwest