

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 88003012

Date Listed: 1/3/89

Northern Pacific Passenger Depot
Property Name

Wadena
County

MN
State

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Beth Boland

Signature of the Keeper

1/3/89

Date of Action

=====

Amended Items in Nomination:

Item #7. Materials: The foundation is granite.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

3012

United States Department of the Interior
National Park Service

RECEIVED

National Register of Historic Places
Registration Form

NOV 22 1988

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Northern Pacific Passenger Depot
other names/site number Burlington Northern Depot

2. Location

street & number Off 1st St. S.W. not for publication N/A
city, town Wadena vicinity N/A
state Minnesota code MN county Wadena code 159 zip code 56482

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u> </u>	<u> </u> objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Nina M. Archabal 11/14/88
Signature of certifying official Nina M. Archabal Date
Minnesota State Historic Preservation Officer
State or Federal agency and bureau Minnesota Historical Society

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet. Beth Boland 1/3/89

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions (enter categories from instructions)

TRANSPORTATION/rail-related

7. Description

Architectural Classification

(enter categories from instructions)

NO STYLE

Materials (enter categories from instructions)

foundation BRICK

walls BRICK

roof ASPHALT

other

Describe present and historic physical appearance.

Completed in 1915, the Northern Pacific Depot is a one-story, rectangular-shaped brick building with a hipped roof covered with asphalt shingles. It is surrounded on the east and west by a city park, to the north by the railroad right-of-way, and on the south by a paved parking lot in which is located a large bandstand owned and maintained by the city of Wadena.

The 25' x 93' depot stands on a rough-faced granite foundation and has a four bay central area that projects several feet wider than the four bay sections. A granite beltcourse encircles the entire building along the window sills. The south wall of the center area features two 1/1 double hung windows flanked by a four panel single-light door and a modern door (replaced at an unknown date). Three 1/1 double hung windows light the south wall of the east projection, while the west section has a baggage door covered with plywood and one 1/1 double hung window. The east and west elevations both have large 1/1 double hung sash windows. The north wall features from east to west a 1/1 double hung window, five panel single-light door and another 1/1 double hung window, an aluminum and glass door, 1/1 double hung window, a slight projection to the north with a series of double hung windows, and a wooden baggage door. All windows and doors have transoms.

Every fifth row of brick at the corners above the beltcourse project slightly to simulate quoining. Centrally-located six-light shed dormers face north and south, and a brick chimney rises from the mid-point of the south pitch of the roof.

With the exception of a few temporary partition walls and several fluorescent lights, the depot's interior is essentially unchanged. The ticket and telegraph office retains its original woodwork and equipment and the six-foot-high white tile wainscoting is intact throughout. Some original light fixtures and furniture also remain inside the depot.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)
TRANSPORTATION

Period of Significance
1915-1938

Significant Dates
1915

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Northern Pacific Railroad, architect
Nelson & Nelson, builders

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Northern Pacific Passenger Depot in Wadena, Minnesota is locally significant in American history under the statewide historic context Railroad Construction and Agricultural Development as an excellent representation of the contribution the Northern Pacific Railroad made to the establishment and growth of Wadena.

Rail service to Wadena was established in 1871 when the Northern Pacific built their line going east-west through what was then an undeveloped and unpopulated area. Within three years the railroad had built a passenger depot and section house on the north side of the tracks paralleling Main Street. The Northern Pacific reported that 17,337 passengers had arrived or departed from Wadena during a 12-month period from 1882-1883; 8,600 tons of freight were received over the same time span, while 5,712 tons were shipped out. Many of the passengers transported by the Northern Pacific took up permanent residence in Wadena, as the 1880 census reached about 1,100. In 1891 James J. Hill's Great Northern Railroad also laid track in Wadena going north-south along the eastern edge of the city.

As early as 1903 local sentiment favored replacing the original wood frame Northern Pacific depot, which stood just north of the present building, with a new passenger depot. After Wadena's newspaper learned that Northern Pacific officials planned to build a number of new depots along its line, an editorial urged businessmen to lobby for a new structure, arguing that the present depot "is not modern in any respect and is not in the least way a credit to an enterprising road like the Northern Pacific." But it was not until the summer of 1906 that initial plans had been made by the railroad to construct a new depot and locate it in an existing city park immediately south of the tracks. However, this was to be only the first of a long series of delays and unkept pledges by the Northern Pacific. Instead, they enlarged the freight depot in the spring of 1908, giving credence to the argument that Wadena handled more baggage along its route than anywhere between St. Paul and Fargo, North Dakota. In October 1908 the railroad officially announced it would put a depot in the park, prompting a bitter disagreement between city management who favored the move, and civic leaders in the Commercial Club, who opposed the proposition. On 19 August 1909 the Wadena Pioneer Journal reported that \$25,000 was to be spent for a new depot to include terrazzo floors, enameled wainscoting

See continuation sheet

9. Major Bibliographical References

Wadena Pioneer Journal 11 December 1903; 16 August 1906; 23 April 1908; 22 October 1908; 19 August 1909; 7 April 1910; 26 May 1910; 16 June 1910; 9 January 1913; 16 January 1913; 12 August 1915; 1 July 1981.

Previous documentation on file (NPS):

- 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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property _____ Less than one _____

UTM References

A

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Zone Easting Northing

C

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B

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Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

The boundary of the Northern Pacific Passenger Depot nomination is shown as the solid black line on the accompanying map entitled, "Northern Pacific Passenger Depot, Wadena, Wadena Co., MN Boundary Map" 1980, and drawn at a scale of 200 Ft. to the inch.

See continuation sheet

Boundary Justification

The boundary of the nominated property includes that parcel of railroad property that has historically been associated with the Northern Pacific Passenger Depot.

See continuation sheet

11. Form Prepared By

name/title _____ Michael Koop
organization _____ N/A date July 1987
street & number _____ 615 Jackson St., NE telephone 612-623-8356
city or town _____ Minneapolis state MN zip code 55413

**United States Department of the Interior
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Northern Pacific Passenger Depot, Wadena, Wadena Co., MN

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and a slate roof. As a further delay, however, the Northern Pacific decided in May 1910 that 4th Street, running perpendicular to the tracks and just north of the proposed site, would need to be closed near the park. Less than one month later railroad officials completely abandoned their proposal arguing that poor financial conditions would indefinitely delay all new construction. On 9 January 1913 the Northern Pacific reassured Wadena's citizens a depot was to be built in the spring. The following week details describing the building were provided in the newspaper. Yet it was not until the summer of 1915 that the city finally had a new depot; understandably, its arrival met with little celebration.

Continual rumors of a new depot, regardless of their veracity, did have an impact on the community. Wadena experienced its greatest period of growth in the early 1900s, especially between 1910-1915 when the Northern Pacific was on the verge of breaking ground for a new depot. A number of public buildings were erected during this time including the Fire and City Hall (1912), United Methodist Church (1912), First Congregational Church (1913), three County Fair buildings (1913), and the Episcopal Church Rectory (1914). Commercial properties such as the Cozy Theater (1914), Zosel's Wadena Drug (1915), and the Baehr Building (ca.1915) were built in the central business district. The construction of a new passenger depot clearly contributed to an overall sense of permanency in Wadena.

The 25' x 93' brick Northern Pacific depot is a good example of an early 20th century standard design railroad station. It is the only railroad passenger depot standing in Wadena County, and it remains in very good condition. The steeply-pitched hipped roof and overhanging eaves give the building an unmistakable appearance. Original features such as the double hung windows, station equipment, enameled tile wainscoting and terrazzo floor are intact. The depot stands close to an attractive bandstand which, together with its location in a city park, form the focal point in an open area of trees, green space and brick. The city uses the park area and bandstand regularly for public gatherings and is reportedly negotiating with the Burlington Northern Railroad to purchase and preserve the depot.

Northern Pacific Passenger Depot
Wadena, Wadena Co., MN
Boundary Map
1980
1 inch = 200 FT.

