

MINNESOTA HISTORIC PROPERTIES INVENTORY FORM

HISTORIC NAME: Northern Pacific Combination Depot

COUNTY: Pine 80002107

CURRENT NAME:

CITY/TWP.: Finlayson

LEGAL DESC.: Northwesterly 50 feet of the 100 foot wide rail-road right-of-way lying between the southwesterly line of Lot 2 Block 4, Original Town of Finlayson extended southeasterly, and the northeasterly line of Finland Ave. extended southeasterly.

ADDRESS: Trackside location east of Finlayson's business district

CLASSIFICATION:	CONDITION:	SIGNIFICANCE:	THEME/S:
Building <u>X</u>	Excellent _____	Local <u>X</u>	Primary <u>Transportation</u>
Structure _____	Good <u>X</u>	State _____	Secondary <u>Settlement</u>
Object _____	Fair _____	National _____	Others _____
District _____	Deteriorated _____		

OPEN TO THE PUBLIC: Yes X No \_\_\_\_\_ Restricted X  
 VISIBLE FROM THE ROAD: Yes X No \_\_\_\_\_  
 OCCUPIED: Yes X No \_\_\_\_\_

PRESENT USE: Presently being restored. Plans call for a local history museum

DATE CONSTRUCTED: 1909

ORIGINAL USE: Depot

ORIGINAL OWNER: Northern Pacific Railroad

ARCHITECT/BUILDER:

OWNER'S NAME AND ADDRESS: Village of Finlayson  
 Finlayson, MN 55735

ACREAGE: Less than one acre X

LOCAL CONTACT/ORG.: Pine County Historical Society  
 Askov, MN 55704

UTM REFERENCE:  
 15// 506490 / 5116120  
 Sandstone Quad. 15

FORM PREPARED BY: Mark Haidet  
 DATE: March 1980

DESCRIPTION:

The Northern Pacific combination depot in Finlayson is located east of the village's business district. It faces east along the land grant railroad line between St. Paul and Lake Superior. The rails were removed shortly after the section of line between Hinckley and Moose Lake was abandoned in 1977, but a siding track remains to the north and west of the depot.

The depot was built in 1909, replacing an earlier smaller structure. It is a rectangular, one story board-and-batten building. Horizontal boards extend around the building at platform level. Its shingled gable roof has wide overhanging eaves on all sides and is broken only by a central brick chimney slightly offset to the north. An elevated plank platform adjoining the track extends north and south for some distance. A mail crane is positioned on the platform immediately south of the depot.

The interior of the depot consists of three rooms -- the freight room at the southern end, the office at the center, and the waiting room at the northern end. The office's trackside bay window is flanked by a wide freight door to the south and a single-leafed five paneled passenger entrance to the north. An elevated freight door faces the siding track. The freight room is also accessible from the platform through a single leaf service door located at the south end of the depot. Double hung windows with six over six lights are found on the south, north, and west sides. The office bay window consists of two four over four double hung windows.

A caboose donated by Burlington Northern at the time of abandonment sits on the side track behind the depot.

The depot is presently being restored to its original appearance. Future plans call for the establishment of a local history museum.

SIGNIFICANCE:

The railroad was the chief factor in the settlement of Pine County; of the county's thirteen incorporated communities, all, with the exception of Sandstone, started as railroad villages. The Northern Pacific combination depot in Finlayson is significant for its association with the settlement pattern in the pineries of central and northern Pine County and as the county's best remaining example of a typical small town depot. The first railroad in Pine County was the Lake Superior and Mississippi line, a land grant railroad constructed between St. Paul and Lake Superior in 1869-70. The depots placed at various points along the line initially became the location for intense logging operations and sawmills. The St. Paul and Duluth Railroad, successor of the LS&M, located a depot at Finlayson sometime

(see continuation sheet)

in the mid-1880s, and a small sawmill and settlement of lumberjacks followed. After the pine had been cleared from the land in the vicinity of the depot, the railroad platted the town of Finlayson (1895) and promoted agricultural settlement of the area. Finlayson, like other agricultural trade centers in the cutover region of Minnesota, flourished as its hinterland expanded during the early twentieth century. The present depot, built in 1909, reflects the community's increasing prosperity during this period. It was constructed after the Finlayson Commercial Club petitioned the Northern Pacific Railroad, which had acquired the line in 1900, to replace a smaller structure considered to be grossly inadequate for the community's needs. Today, the depot is the sole building associated with the line between Hinckley and Moose Lake. The tracks and structures in other communities on this part of the line were removed shortly after the line was abandoned in 1977.

BIBLIOGRAPHY:

Pine County Courier. September-October, 1909.

**JUL 9 1980**