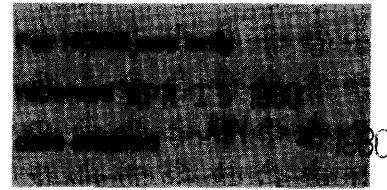


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**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 Chicago Great Western Depot

and/or common Chicago Northwestern Depot

2. Location

street & number West Main and Fulton StreetS, not for publication

city, town Red Wing vicinity of congressional district First

state Minnesota code 22 county Goodhue code 049

3. Classification

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

4. Owner of Property

name Red Wing Investment Co., A Minnesota Partnership

street & number 3001 Metro Drive

city, town Minneapolis vicinity of state Minnesota 55420

5. Location of Legal Description

courthouse, registry of deeds, etc. Recorder's Office - Goodhue County Courthouse

street & number

city, town Red Wing state Minnesota

6. Representation in Existing Surveys

title Statewide Survey of Historic Resources

has this property been determined eligible? yes no

date 1979 federal state county local

depository for survey records Minnesota Historical Society -- 240 Summit Avenue-Hill House

city, town St. Paul state Minnesota

7. Description

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

Describe the present and original (if known) physical appearance

The Chicago Great Western Depot is located two blocks west of Red Wing's principal business district, in a commercial and industrial area of town a block south of the Mississippi River.

The rectangular two-story red brick structure was built in 1906. The emphasis of the design is on the horizontal, and features a tile hip roof with sharply projecting eaves. Articulation on the smooth brick wall surfaces is limited to projecting brick strips at the four corners and a stone course that circumvents the building beneath the windows. The Main Street facade features a central entry portico supported by square brick columns and capped by a tile hip roof. All window and door openings are rectilinear with stone sills. The north facade (track side) features a two story bay window and a tile pent roof supported by large wooden brackets. The pent roof extends west of the main building to connect a small one-story hip-roofed structure of similar materials and design. This small building was originally utilized as a baggage room. A similar structure, once connected to the depot on the east, has been removed.

The depot has undergone very little exterior alteration. The interior has undergone a series of changes as it has been adapted to accommodate the various railroad companies it has housed. The first floor originally served as the passenger space and included a large waiting room, a smaller ladies' waiting room, rest rooms, and ticket and telegraph offices. The second floor originally housed the district offices of the Chicago Great Western Railroad Company.

The depot has recently been purchased by North Central Food Systems, Inc. who have begun to restore the building's exterior and rehabilitate the interior into a restaurant.

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/ 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 type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1906

Builder/Architect

Statement of Significance (in one paragraph)

The Chicago Great Western Railroad Depot is significant as one of two substantial Red Wing depots representing the important rail transportation system of the area. The first railroad reached Red Wing in 1870, when the St. Paul and Chicago (later the Chicago, Milwaukee, St. Paul, and Pacific) completed trackage from St. Paul. (This line later provided connections to Chicago via Winona. Its 1905 depot, nominated to the National Register in 1979 as part of the Red Wing Historic Mall District, remains in use as an Amtrack station.) In subsequent years, several lines traversed the county and provided local connections between the earlier major lines. The Chicago Great Western acquired two of these lines, the Minnesota Central and the Duluth, Red Wing, and Southern, shortly after the turn of the century, and constructed the two story brick depot for their divisional headquarters in 1906. The Minnesota Central (or Cannon Valley Road) had been constructed in 1882 from Red Wing westward to Waterville in LeSueur County, and provided local connections in Goodhue County for the agricultural center of Cannon Falls. The Duluth, Red Wing, and Southern had been constructed in 1889 and provided local connections for the town of Zumbrota. The DRW&S had been founded by Red Wing investors with the initial (but unrealized) intention of constructing a line from Duluth to Sioux City via Red Wing. The CGW line was taken over by the Chicago NorthWestern in 1968, and presently handles only local freight traffic. Survival of the Chicago Great Western Depot in Red Wing provides a visible link with the complex sequence of the area's rail development.

9. Major Bibliographical References

Angell, Madeline, Red Wing, Minnesota, Saga of a River Town, Minneapolis: Dillon Press, 1977.
 Goodhue County Historical Society Museum, "Railroads", subject files.
 Nelson, Mrs. R.H., "Transportation, the Development of the Railroads," Goodhue County Historical News, June 1977.

10. Geographical Data

UTM NOT VERIFIED

Acreage of nominated property less than 1 acre

ACREAGE NOT VERIFIED

Quadrangle name Red Wing Quad.

Quadrangle scale 7.5

UMT References

A

1	5
---	---

5	3	6	5	7	0
---	---	---	---	---	---

4	9	3	4	4	4	0
---	---	---	---	---	---	---

 Zone Easting Northing

B

--	--

--	--	--	--

--	--	--	--	--	--

 Zone Easting Northing

C

--	--

--	--	--	--

--	--	--	--	--	--

D

--	--

--	--	--	--

--	--	--	--	--	--

E

--	--

--	--	--	--

--	--	--	--	--	--

F

--	--

--	--	--	--

--	--	--	--	--	--

G

--	--

--	--	--	--

--	--	--	--	--	--

H

--	--

--	--	--	--

--	--	--	--	--	--

Verbal boundary description and justification

See continuation sheet

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

state code county code

state code county code

11. Form Prepared By

name/title Britta Bloomberg, Research Historian-Survey

organization Minnesota Historical Society date January 1980

street & number 240 Summit Avenue-Hill House telephone 612-296-0102

city or town St. Paul state Minnesota

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Russell W. Fridley

Russell W. Fridley
 title State Historic Preservation Officer date 4-7-80

For HCRS use only	
I hereby certify that this property is included in the National Register	
<u>W. Ray Juce</u>	date <u>6/4/80</u>
Keeper of the National Register	
Attest: <u>Kristin JO'Connell</u>	date <u>5/29/80</u>
Chief of Registration	

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	APR 15 1980
DATE ENTERED	JUN 4 1980

Chicago Great Western Depot

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

Those parts of Blocks 47 and 48 in the City of Red Wing, together with that part of vacated Fulton Street and Dakota Street, and of the alley in said Block 47, bounded and described as follows: Beginning at the most Southerly corner of Lot 1 in said Block 47; thence Southwesterly along the Southwesterly extension of the Southeasterly line of said Lot 1 a distance of 14 feet; thence Northwesterly parallel with the Southwesterly line of said Lot 1 a distance of 130 feet, more or less, to a point distant 30 feet Southeasterly, measured at right angles, from the Southwesterly extension of the Northwesterly line of the alley in said Block 47; thence Southwesterly parallel with the Northwesterly line of said alley a distance of 14 feet; thence Northwesterly parallel with the Southwesterly line of said Lot 1 a distance of 30 feet, more or less, to a point on the Northeasterly extension of the Northwesterly line of the alley in said Block 48; thence Southwesterly along the Northwesterly line, and the Northeasterly extension thereof, of the alley in said Block 48, a distance of 355 feet, more or less, to the most Southerly corner of Lot 10 in said Block 48; thence Northwesterly along the Southwesterly line of said Lot 10 a distance of 45 feet, more or less, to a point distant 9 feet Southeasterly, measured at right angles, from the center line of the most Southeasterly side track of the Chicago and North Western Transportation Company (formerly the Chicago Great Western Railway Company), as said side track is now located; thence Northeasterly parallel with said side track center line to a point distant 12.5 feet Southeasterly, measured radially, from the center line of the main track of the Chicago and North Western Transportation Company (formerly the Chicago Great Western Railway Company), as said main track is now located; thence Northeasterly parallel with said main track center line a distance of 400 feet, more or less, to a point distant 12.5 feet Southeasterly, measured radially, from the center line of a side track of the Chicago and North Western Transportation Company (formerly the Chicago Great Western Railway Company), as said side track is now located; thence Northeasterly parallel with said (last described) side track center line to a point on the Northeasterly extension of the Northwesterly line of the alley in said Block 47; thence Southwesterly along the Northwesterly line, and the extension thereof, of said alley, to a point on the Northwesterly extension of the Northeasterly line of Lot 2 in said Block 47; thence Southeasterly along said Northeasterly line, and the Northwesterly extension thereof, of said Lot 2, a distance of 160 feet, more or less, to the most Easterly corner of said Lot 2; thence Southwesterly along the Southeasterly lines of said Lots 2 and 1 in Block 47 to the point of beginning. EXCEPTING THEREFROM the following: Beginning at a point eighteen (18) feet Westerly of and two (2) feet Southerly of the Northeasterly corner of said Lot Two (2) Block Forty Seven (47); thence Southerly, parallel to and eighteen (18) feet distant from the Easterly line of said Lot Two (2), a distance of fifty (50) feet; thence at right angle, Westerly a distance of thirty (30) feet; thence at right angle, Northerly and parallel to the East line of said Lot Two (2), a distance of fifty (50) feet; thence Easterly a distance of thirty (30) feet to place of beginning.