

**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

For HCRS use only
received **AUG 27 1979**
date entered **OCT. 16 1979**

1. Name

historic Chicago, Milwaukee, St. Paul, and Pacific Depot

and/or common Fulda Depot

2. Location

street & number Off MN 62 ___ not for publication

city, town Fulda ___ vicinity of congressional district Sixth

state Minnesota code 22 county Murray code 101

3. Classification

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

4. Owner of Property

name City of Fulda

street & number

city, town Fulda ___ vicinity of state Minnesota

5. Location of Legal Description

courthouse, registry of deeds, etc. Registry of Deeds, Murray County Courthouse

street & number

city, town Slayton state Minnesota

6. Representation in Existing Surveys

title has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

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

Describe the present and original (if known) physical appearance

The Fulda depot is a frame structure, essentially rectangular in plan. It consists of two principal parts: a two-story section containing waiting room, ticket office, and station agent's living quarters; and a one-story baggage and freight room. Both sections are covered by gable roofs.

The baggage room is the simpler of the two sections in terms of architectural design. The gable roof is simple with no emphasis placed on the eave area. A wide, paneled door is placed on each of the longitudinal facades, providing access to street and track. The door on the street facade has a glass transom. This section is tied visually to the two-story section by means of a dado which runs around three sides of the building. The area beneath the horizontal band consists of tongue-and-groove, vertical strip siding; the area above is sheathed in clapboard.

The two-story section of the building is articulated by a combination of Stick-style and Eastlake design motifs. The dado is similar to that on the baggage room although the areas below the window openings are distinguished by panels of diagonal siding. A similar dado-type band separates the first and second stories. Panels between the first and second story windows are also treated as panels of diagonal siding. The area between the dados is sheathed in clapboard.

The second story is treated in an exceptionally decorative fashion. Siding consists of wide vertical boards. The lower portions of these boards terminate in circular pendants, each of which is accented by a round hole drilled in it. The gable is handled in a similar fashion, although the vertical boards are super-imposed by a mock stick-work truss. Eaves of the gable roof are exceptionally broad and are supported by a series of scissor-type stick-work brackets.

Original architectural treatment appears to be intact throughout the exterior of the building.

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 checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input 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 ca. 1901 **Builder/Architect** .

Statement of Significance (in one paragraph)

The Milwaukee line depot at Fulda is one of the finest extant railroad structures in southwestern Minnesota. It is perhaps the best example of a frame depot in that area of the state and is the only known two-story depot in that region.

The early railroads opened markets for lumber and manufactured products from the cities in the east part of the state and provided a route eastward for prairie agricultural produce. Prairie towns were almost invariably railroad towns. Depots were the early community focal points.

The Southern Minnesota Railroad Company was the second to lay tracks into southwestern Minnesota. By 1870 a line was completed from LaCrosse to Winnebago City. The Southern Minnesota Railway Extension Company was authorized to complete a route westward from Winnebago to the state line near Airlie in Pipestone County. In 1879 the tracks entered Murray County. It was one of two competing lines that reached the county that year. In 1880, the S.M.R.R. was absorbed by the Chicago, Milwaukee, St. Paul and Pacific.

Fulda is the first point on the line in Murray County. The village dates from the early 1880s, but no formal plat was filed until 1889. The town began as part of the Avoca Colony of the Catholic Colonization Bureau. Bishop John Ireland of the Archdiocese of St. Paul filed the town plat.

The Milwaukee line has filed for a rail abandonment that will affect the depot.

PLEASE NOTE:

The manuscript for this nomination was prepared before the one paragraph limit for significance statements was stipulated.

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Fulda

UTM NOT VERIFIED

Quadrangle scale 7.5

UMT References

A

1	5	2	9	1	0	4	0	4	8	6	0	4	5	0
Zone				Easting				Northing						

B

Zone				Easting				Northing						

C

Zone				Easting				Northing						

D

Zone				Easting				Northing						

E

Zone				Easting				Northing						

F

Zone				Easting				Northing						

G

Zone				Easting				Northing						

H

Zone				Easting				Northing						

Verbal boundary description and justification

On railroad right-of-way, bounded on the south by the Milwaukee Road tracks, on the north by Block 1, Stiles Addition, and on the east and west by north-south lines drawn 100' and 200' west of the eastern boundary of Block 9, original plat.

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 Thomas Harvey and Charles Nelson

organization Minnesota Historical Society date March 12, 1979

street & number 240 Summit Avenue-Hill House telephone (612) 296-9072

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 8/14/79

For HCRS use only

I hereby certify that this property is included in the National Register

Carol Shuck
Keeper of the National Register

date 10-16-79

Attest: W. Ray Luce
Chief of Registration

date Oct 16, 1979

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

**Note: These changes apply to
Chicago, Milwaukee, St. Paul, and
Pacific Depot in Murray County,
Minnesota.**

REFERENCE NUMBER: 79003716

STATE: MINNESOTA

COUNTY: Murray

RESOURCE NAME (HISTORIC):

CITY:

VICINITY OF:

ADDRESS: St. Paul and Front Sts.

CERTIFICATION DATE:

REMOVED DATE:

COMMENTS:

Nina M. Archabal

**Nina M. Archabal
State Historic Preservation Officer**

JUN 17 1988

Date