

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

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This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.



### 1. Name of Property

Historic name: St. Paul Union Depot Boundary Increase

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:  
"Railroads in Minnesota, 1862-1956"

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

### 2. Location

Street & number: 214 East Fourth Street

City or town: St. Paul State: MN County: Ramsey

Not For Publication:  N/A Vicinity:  N/A

### 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 at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

|  |  |
|--|--|
| <p><u>Barbara Howard</u></p> <p><b>Signature of certifying official/Title:</b> <u>Barbara Mitchell Howard, Deputy SHPO, MHS</u></p> <p>_____</p> <p><b>State or Federal agency/bureau or Tribal Government</b></p> | <p><u>January 9, 2014</u></p> <p><b>Date</b></p> |
|--|--|

|   |  |
|---|--|
| <p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>  |  |
| <p>_____</p> <p><b>Signature of commenting official:</b></p> <p>_____</p> <p><b>Title :</b></p> | <p>_____</p> <p><b>Date</b></p> <p>_____</p> <p><b>State or Federal agency/bureau or Tribal Government</b></p> |

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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

For Elson H. Beall      3.4.14  
Signature of the Keeper      Date of Action

**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

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

| Contributing | Noncontributing |            |
|--------------|-----------------|------------|
| _____        | _____           | buildings  |
| _____        | _____           | sites      |
| <u>1</u>     | _____           | structures |
| _____        | _____           | objects    |
| <u>1</u>     | _____           | Total      |

Number of contributing resources previously listed in the National Register 1

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/ Rail Related

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

DOMESTIC/ Multiple Dwelling

COMMERCE/ Business

COMMERCE/ Restaurant

TRANSPORTATION/ Rail Related

LANDSCAPE/ Parking Lot

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVAL/ Neo-Classical

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property:

Headhouse & Concourse:

Foundation: CONCRETE

Walls: STONE: Limestone; BRICK; TERRA COTTA

Roof: SYNTHETICS: Rubber

Waiting Room:

Foundation: CONCRETE

Walls: BRICK; TERRA COTTA

Roof: TERRA COTTA

Deck:

Foundation: CONCRETE

Walls: CONCRETE

Roof: N/A

2012 Additions:

Foundation: CONCRETE

Walls: GLASS; METAL:Steel; BRICK

Roof: SYNTHETICS: Rubber

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

SEE CONTINUATION SHEET

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### Narrative Description

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## 8. Statement of Significance

### Applicable National Register Criteria

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

- 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 old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

Transportation

Commerce

Industry

Architecture

Engineering

**Period of Significance**

1917-1963

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1917

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

St. Paul Union Depot Company- Engineers

Frost, Charles Sumner- Architect

Toltz Engineering Company

Neiler Rich & Company- Mechanical Engineers

George J. Grant Construction Company

Morris Shepard Dougherty- General Contractors

Foley Brothers, Inc.- General Contractors

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

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**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

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**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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**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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** RA-SPC-5225, RA-SPC-6907

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**10. Geographical Data**

**Acreeage of Property** 33

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |              |            |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

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**Verbal Boundary Description** (Describe the boundaries of the property.)

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**Boundary Justification** (Explain why the boundaries were selected.)

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### 11. Form Prepared By

name/title: Cleary Larkin, AIA, Associate  
organization: Beyer Blinder Belle, Architects & Planners  
street & number: 41 E. 11<sup>th</sup> Street  
city or town: New York state: NY zip code: 10003  
e-mail clarkin@bbbarch.com  
telephone: 212-777-7800 x610  
date: February 15, 2013; revised July 01, 2013

### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

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**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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**NARRATIVE DESCRIPTION**

**Summary (Sheet A1)**

The Union Depot is located at 214 East Fourth Street, at the south edge of downtown St. Paul, on property which overlooks and slopes down towards the Mississippi River. The property consists of multiple components, all contributing to its historic significance: the Front Approach, the Headhouse, the Concourse, the Waiting Room and its stair towers, the Kellogg Entry addition, the Train Deck- including the Parking Garage underneath- and the train yard that extends to the east. All components are functionally and physically connected to each other, therefore, the individual components may be considered parts of one building.

The Front Approach and Headhouse are bordered by East Fourth Street, Kellogg Boulevard, Sibley and Wacouta Streets, with the main entry to the Headhouse facing north onto East Fourth Street. The Concourse spans over Kellogg Boulevard, and connects the Headhouse with the Waiting Room. The Waiting Room extends south towards the river and is elevated on steel columns above the Train Deck. Beginning at Minnesota Street at the west, the deck extends east, reaching underneath the Lafayette Bridge and terminating a short distance to its east. Railroad tracks at the south part of the deck are a contributing structure to the depot. The Parking Garage is located under the Train Deck between Sibley Street and Broadway; the remaining area under the deck to the east is fill. The elevated deck also has some parking underneath it as it runs west of Sibley along Second Street. A large area of surface parking (Photo 1) lies east of Broadway, between Kellogg Boulevard and Warner Road, and runs underneath the Lafayette Bridge to the old train "wye" at the eastern edge of the project site.

**Front Approach (Sheets A2, A4)**

The Front Approach (photo 08) to the Union Depot includes the half-block in front of the Headhouse, located south of Fourth Street. This open space has a semi-circular driveway, a central lawn adjacent to Fourth Street and two flanking lawns. A sidewalk follows the curve of the driveway up to a level plaza in front of the entry portico and granite steps. The Front Approach slopes upward from Fourth Street to the front portico of the Headhouse; it also slopes to the east and west towards Wacouta and Sibley

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Streets, respectively. The flanking lawns are bordered by retaining walls on both sides.

The Front Approach was originally designed for and used as a vehicular drop-off for departing passengers. During the 1940s or 1950s, the original lawn was removed and the entire area was converted to parking. In 1994, the front lawn was restored, but not to its original configuration; the original south curb and some of the lawn were removed to provide parallel parking spaces opposite of the Headhouse. The Central Corridor Light Rail Transit (LRT) project, currently under construction, will have a stop on East Fourth Street directly in front of the Union Depot. Due to the placement of the LRT platform and tracks, vehicular access to the Front Approach will no longer be possible.

**Headhouse Exterior**

The Headhouse is a five-story neo-classical structure with a double-height front Doric portico, flanking side bays and a base that envelops the Basement and Sub-Basement levels. The north, east and west façades are clad in large limestone blocks with projecting water tables, pilasters and dentiled cornices. The north façade's monumental portico consists of limestone columns supporting a simple limestone entablature (Photo 8). The Headhouse has ornamental iron and metal storefronts with wood doors at the portico on the north façade (Photo 9), and large painted wood double-hung windows on the flanking bays and remaining facades (Photo 10). The roof is flat with multiple linear light monitors which illuminate the Main Hall.

The upper portion of the south façade is brick with terra cotta window sills; the base and cornice are clad in limestone. (Photo 5) Historic photos show that the Basement level south façade was originally used as a loading dock. The limestone masonry openings contain multi-pane, double-hung wood windows over a raised metal panel, except for the eight central openings which contain wood paneled doors with glass transoms. The openings are raised off the ground at a height where freight delivery and loading were historically performed by a truck or wagon. Cast iron panels cover the masonry at the base of the openings and truck guards are located on the sides of the door openings.

The Headhouse exterior has had very few physical changes since its construction; most changes consist of patching, repair or replacement of materials from deterioration. Window replacements occurred in

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1980 and 2005. The iron and metal storefronts on the north facade are original. Garage doors leading to the Parking in the Basement and Sub-Basement were installed in 1994. Repairs conducted during the 2012 project include: cleaning, repair/replacement of terra cotta, limestone and brick masonry; wood repair and minimal glazing replacement for windows and doors; and repair/repainting of metal storefronts. On the Basement level of the south façade, the windows and doors were restored, new cast iron wainscot was installed and metal louvers were replaced.

**Carriageway (Sheet A6)**

Beneath the Headhouse entry plaza and portico steps there is a sloping driveway that runs between Sibley and Wacouta Streets. This Carriageway originally provided vehicular drop-off and access to the Basement level of the Headhouse by a lane of one-way traffic. Cab stand parking was provided to the north, separated from the drive by six concrete structural columns; entry to the Headhouse was through a series of iron and metal storefronts similar to the ones on the First Floor. Access to the Carriageway was through arched limestone openings in the east and west limestone retaining walls.

In 2005, the Headhouse Basement storefronts were removed. A new partition was built inside of the original storefronts for conversion of the Carriageway to parking spaces. A set of drive through garage doors was installed in a previous storefront opening to allow vehicular access to the Basement Parking Garage. In 2012, the Carriageway was enlarged to re-establish vehicular access to the Headhouse. The concrete columns and the concrete plaza above were removed for the widening of the Carriageway. The Carriageway now has a through driveway and a drop-off/ waiting lane. All structure for the expanded plaza above is accommodated in the slab and retaining walls, eliminating the need for columns within the Carriageway. The exterior arched entries were widened and rebuilt using salvaged limestone from the original walls (Photo 7). The flanking lawns and their retaining walls were rebuilt and re-landscaped. New sidewalks were installed along the driveway and into the Carriageway. New metal storefronts, wood doors and brick masonry wall were installed to match the original configuration at the Basement entry (Photo 29).

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**Headhouse Interior**

**Sub-Basement and Basement (Sheet A6)**

The two sub-levels are predominantly used for public and private parking, with the south two-thirds of each floor used for cars and the north third partitioned off for accessory uses. Two vehicular entries into the Sub-Basement are located on the east side and one vehicular exit from the Basement is located on the west side. Smaller tenant occupied spaces, such as condo storage and a bike center (under construction) are located on the northeast and northwest ends of the Sub-Basement and Basement, respectively. On the Basement level, public pedestrian circulation spaces and entries are located along a public corridor on the north side: a central entry from the Carriageway and one entry each on the east and west sides from the streets. Vertical circulation to the upper levels is through two original stair/ elevator halls, located towards the east and west ends of the Basement corridor. A central stair and elevator, installed in 2012, provide vertical circulation from the Carriageway entry to the First Floor.

The original plans of the Sub-Basement are labeled as "Basement;" secondary rooms on the east side included "Immigrants Room," Men's and Women's toilets and a "Woman's Rest Room." A conveyor tunnel and a trucking tunnel were located on the south wall and connected to the lower level of the Deck. Three large mail elevators were located on the eastern end of the floor, adjacent to the trucking tunnel, and provided access to every floor of the Headhouse. The Basement originally housed Post Office services in the southern two-thirds of the floor, with the public corridor along the north wall of the Headhouse and a spine of secondary rooms in between. The rooms served as back-of-house areas for services located on the First Floor of the Headhouse and included "Drug Store Storage," "Restaurant Supplies and Butcher Shop," "Bakery," and toilets and locker rooms.

The Sub-Basement parking garage is currently under construction for slab repair, but contains a regular grid of mushroom cap columns on a concrete slab, board-formed walls and ceilings, and a 7'-0" glazed brick wainscot- original to the space- on the perimeter walls. Though changes such as partition removals or additions were performed throughout the mid-twentieth century, it is likely that the Sub-

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Basement was converted to formal parking use during the 1983 conversion of the Headhouse for restaurant purposes. More parking was completed in the 2005 Headhouse conversion to condos, with the two new vehicular entries constructed on the east wall and the toilet areas removed and replaced with Condo storage.

The Basement parking garage has the same structure as the Sub-Basement and is also under construction for slab repair. The walls are poured concrete with regular spacing of windows along the three elevations, including the previously noted freight doors along the south elevation. The Basement was converted to parking during the 1983 Headhouse conversion. The vehicular entry was added, a new stair was constructed along the south elevation, and the mail elevators were removed. Further definition of the parking was completed during the 2005 condo conversion.

The public corridor and stairways contain original finishes (Photo 32): pink terrazzo flooring with green terrazzo stripe borders, Kasota sandstone wainscot, plaster walls and ceilings and wood trim around the windows. Stairs have Kasota stone treads, risers, and wainscot with decorative metal railings. Due to the lower elevation at Wacouta Street, the eastern entry to the Basement is a double-height space with groin vaulted plaster ceilings and a full-height arched metal storefront separating the entry vestibule from the stair to the public corridor. As part of the 2012 rehabilitation project, all historic finishes in the public corridor and stairways were restored. The new Carriageway entry interior contains materials complementary to the adjacent historic areas: terrazzo floors and Tennessee Pink marble wainscot, treads and risers, painted metal stair railings and elevator enclosure (Photos 30, 31).

**First Floor (Sheet A4)**

The First Floor of the Headhouse has entry vestibules along the length of the front portico, leading into a large triple-height, sky lit space called the Main Hall. To either side of the Main Hall is a marble colonnade enclosing side vestibules that lead to smaller rooms. The connection to the Concourse is through a large passage located towards the southeast corner of the Main Hall. The southwest corner of the Headhouse contains restrooms and other smaller rooms with a small corridor that links to the Skyway system to the west (Photo 19). The restaurant in the center of the Main Hall also occupies a

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small structure containing the kitchen and bar, and a mezzanine at the south wall (Photo 20). The remaining spaces on the First Floor are occupied by Condo owners on the east side and Ramsey County Regional Railroad Authority (RCRRA) on the south and west.

Originally, the Main Hall was used as a lobby for the Depot. Tickets were purchased from a ticket booth along the south wall of the Main Hall. The perimeter spaces contained passenger services such as telegram and telephone booths in the central entry vestibules, drugstores, barbershops, and men's toilets on the east and a cafeteria and women's toilet on the west. A large parcel check room containing the three mail elevators was located to the east of the Concourse Passage. By the time of the 1983 conversion, many of the original fixtures had been long removed. The main work completed at this time and still extant includes the installation of new partitions to create multiple entry vestibules, an interpretive reconstruction of the original ticket booth (removed mid-century) along the southern wall for restaurant use, insertion of new interior windows on the north and south upper walls of the Main Hall (Photo 17), and the removal of skylights in the side porticoes. The skyway corridor and connection was installed in 1992. The 2005 conversion of the Headhouse created a row of nine condos along the east of the Headhouse with condo offices and services in the location of the original parcel check room. More condos were planned for the western side of the Headhouse, but these were never built, therefore many of the original finishes in these rooms have been retained.

The public spaces on the First Floor of the Headhouse have retained the majority of their original finishes, and were restored in 2012. The entry vestibules have terrazzo flooring and Tennessee Pink marble clad walls (Photo 15). The partitions installed in 1983 are finished in plaster scored to resemble stone. The shallow groin vaulted ceilings are also scored plaster. In 2012, the center three bays of the entry vestibules were combined for the installation of the new stair and elevator. The Tennessee Pink marble flooring- original to the telephone and telegraph booths- was restored and all scored plasterwork on the walls and ceiling was retained and painted (Photo 16).

(Photo 18) The floors in the Main Hall are Tennessee Pink marble pavers. Walls have a 7'-0" pink marble wainscot capped with a flat rectilinear marble trim. Above the wainscot, walls are plaster, scored to imitate stone. On the east and west walls, a pink marble colonnade and decorative plaster

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entablature encloses the side vestibules. Metal storefronts, similar in style to those on the exterior portico, are on the north and south walls of the Main Hall and on the east and west walls of the side vestibules. The ceiling of the Main Hall has a full decorative plaster cornice comprised of Greek key elements and egg and dart molding. The ceiling contains nine multi-paned rectilinear skylights, flanked by plaster beams. The ceilings of the side vestibules are divided into bays by plain flat plaster beams with multi-paned laylights in between. The laylights were covered during the 2005 Condo conversion. Eight reproductions of the original multi-bulb wrought iron chandeliers are suspended from the ceiling and were installed during the 1980s. Two large, suspended clocks hang from the east and west colonnade. These appear to be original and were most likely restored during the 1983 Headhouse conversion. In 2012, all historic materials previously noted were cleaned, repaired and restored. The plaster ceiling and walls were repainted in the original color scheme. New light fixtures were installed inside the side laylights to provide the appearance of natural daylighting.

Secondary rooms on the west side of the Headhouse belong to RCRRA. The room at the northwest corner was originally used as a Dining Room; it is the only secondary room with the majority of its original finishes extant. This room has terrazzo flooring, plaster walls with Missouri Napoleon grey marble wainscot. Two free-standing square plaster columns also have a marble wainscot and base. The remaining rooms on the west side have plain plaster ceilings, sheetrock walls and partitions, and carpet installed over the terrazzo flooring. Many of the original finishes were removed previous to the 1980s, though the current finishes were installed in 2012 for conversion of the spaces to office use.

The passage to the Concourse (Photos 17, 21) is within the Headhouse envelope, yet the finishes more closely relate to the Waiting Room. The floor in the passage is sloped upward towards the Waiting Room. The flooring is terrazzo tile. The east and west walls of the passage are yellow Kittanning brick with a marble base. Walls are divided into bays with brick pilasters and recessed brick panels. The east wall contains metal storefronts with doors opening into Condo offices; the west wall contains a door leading to the rear stair hall. The ceiling of the passage is a series of barrel vaults laid in Guastavino tile and separated by glazed terra cotta beams. The passage cornice is also made of glazed terra cotta blocks. Lighting consists of iron and glass suspended lanterns, assumed original to the building. The

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finishes within the passage are original and were restored in 2012. Flanking smaller rooms had been modified likely in the 1980's, with all original interior finishes removed or covered.

**Second and Third Floors (Sheet A7)**

The second floor is open to the Main Hall in the center. The perimeter spaces on the east, south and west sides of the opening have been subdivided into condo spaces. A linear space on the north side of the second floor has been renovated to serve as RCRRR office space (Photo 34). The third floor/ roof contains condo additions near the southwest corner, original sawtooth skylights serving the Main Hall in the center, and a linear space- currently vacant- on the north side. Original materials are intact only in the stair halls on the upper floors.

**Concourse Exterior (Sheet A5)**

The Concourse is a two-story steel framed wing that spans over Kellogg Boulevard and is supported on exposed steel columns. It is clad in red brick with terra cotta water table, cornice, coping, window sills and lintels. From the exterior, the Concourse consists of two portions – a wider, five bay wing over the street, connected to the Headhouse on the north and a narrow five bay wing connected to the Waiting Room on the south. (Photo 2)

The Concourse has regularly spaced rectilinear windows on its east and west facades. The north wing windows are wood double-hung units on both floor levels. The south wing has double-hung windows on the second floor and small arched steel windows- the same as the Waiting Room- on the first floor (Photo 6). The Concourse has a flat membrane roof that contains four sawtooth light monitors. The underside of the Concourse, visible from Kellogg Boulevard, has glazed terra cotta beam enclosures and panels of cement stucco soffit.

The exterior of the Concourse has had minimal changes since its construction. The brick masonry was cleaned and repointed in 2005. The majority of windows were replaced with insulated glass units in the 1980s. In 2012 repairs included restoration/ replacement of damaged terra cotta, limestone and brick masonry; and wood repair, putty and glazing replacement for windows. (Refer to Waiting Room

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section for discussion of the steel windows.)

**Concourse Interior (Sheet A5)**

The interiors of the Concourse don't correspond directly with the exterior wings (Sheet A5). The Concourse "north wing" interior is nearly identical in design and finishes as the Concourse passage. The space is divided into bays, delineated by Guastavino barrel vaults and brick pilasters on the east and west walls. The east walls contain storefronts that originally led to the Smoking Room and Radio Station. These areas were converted to public restrooms in 2012; no original finishes remain. The west wall contains storefronts that originally led to a public lobby and baggage check. This area is currently vacant. The north and south wings are separated by a metal storefront- of complementary design to the originals- installed in 2012. The "south wing" interior is divided into barrel vaulted bays and is bordered on all four sides by the square Kittanning brick columns (Photo 22). It contains two smaller side "aisles" to the east and west. The eastern aisle contains arched brick bays, with alternating doors, windows and original wood train indicators and leads to the Kellogg Entry addition. The western side aisle was originally enclosed with metal and glass storefronts and used as a newsstand. In 2012, the storefronts were restored; the area is to be used for Amtrak passenger services (Photo 23).

The second floor of the Concourse is currently vacant and unfinished. It was originally used for Post Office functions and was converted to use as a cable television studio in the 1980s. No original finishes are intact. Materials consist of a concrete floor slab, large, square sheetrock-encased columns and sawtooth skylights in the ceiling (Photo 33).

**Waiting Room Exterior**

The Waiting Room is a one-story steel framed structure with red brick veneer; it has seven bays and is elevated over the concrete Train Deck on riveted steel columns. The cornice is a three-course brick corbel. The base of the Waiting Room is wrapped in a hollow concrete smoke shield. On the east façade of the Waiting Room, each bay contains three to four small, arched, steel sash, multi-pane

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windows, located approximately 10'-0" above the interior floor level. The west façade of the Waiting Room also contains a regular rhythm of the same windows, though every fourth one is a "blind" arched opening, filled with brick. There are three full-height arched steel windows in the southern-most bay of the western façade. The steel windows are original to the building and had been protected from extreme deterioration by the installation of sheet metal in the masonry openings around 2005. In 2012, the sheet metal was removed, the steel windows on the Waiting Room and the Concourse extension were restored and a series of arched aluminum insulated windows were installed on the exterior of the steel windows. The insulated windows have multi-pane glazing to match the existing steel windows. The terra cotta window sills were replaced in-kind or repaired as needed on both facades. The south façade contains five arched brick bays and a stepped parapet. The center three bays contain pairs of double-hung insulated windows, installed in the 1980s. In 2005, the brick masonry and terra cotta window sills were repaired/ replaced and cleaned.

The Waiting Room roof is shallow and gambrel-style. It is unclear when the original clay tile roof was removed, though it was replaced with asphalt shingles. A new clay tile roof was installed in 2012. Three raised metal-clad light monitors that serve the interior space were blacked out during the 1940s and covered with sheet metal for protection in 2005. They were re-opened and fully restored in 2012.

Originally, the Waiting Room contained nine stair towers on its east side- two at the Concourse, seven at the Waiting Room- and one on its south façade, in the eastern most bay. Each stair tower was accessed by doors in the Waiting Room and provided access for passengers down to canopy-covered train platforms, by stair and elevator. Tower 2, located at the end bay of the Concourse extension was taller than other towers and provided access from the second floor of the Concourse to the Deck. Tower 10, located at the south façade of the Waiting Room, consisted of an enclosed bridge for access to its vertical stair tower to the two outer tracks. All towers had stucco cladding with a brick and metal panel base.

The stair towers were removed in 1978, when the United States Postal Service (USPS) took ownership of the deck. The areas where the stair towers covered the east façade were covered in cement plaster panels to provide an enclosed envelope for the building. On the south façade, the passageway opening

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was filled with brick masonry and a new hollow metal door and fire escape were added. Only Tower 1, at the Concourse, was retained.

In 2012, four additions to the Waiting Room and Concourse were constructed (Sheet A5) (Photo 3). Tower 1 ("Historic Stair") was removed and relocated to Location 6; the Kellogg Entry was added at Locations 1& 2 and the Bus Platform at Location 4. The Amtrak tower was added at Location 10, on the south façade of the Waiting Room. Paneled wooden doors to match the historic doors were installed at the location of the original doors (Photo 27); at locations with no towers, they have been fixed in place to prevent opening, but can be changed to operable should new towers be constructed in the future. The locations of the original towers are still visible on the east façade, as the smoke shield is recessed, an original detail that was maintained during rehabilitation. The shield was covered with standing seam metal for protection.

### Waiting Room Additions

The Kellogg Entry, the Bus Platform tower and the Amtrak Tower were constructed in 2012 to facilitate rehabilitation of the Depot for use as a multi-modal transportation center. The design, placement and materiality of these three structures were intended to be complementary to the historic buildings while being clearly contemporary - terrazzo tile for the flooring (Photo 27), exterior tower profiles referencing the original, curtain walls for exterior facades, exposed steel interior structure, metal panel and sheetrock ceilings (Photos 28, 35). Overall building design and locations were chosen for the most efficient use of current transportation technology. Profiles of the towers are reminiscent of the historic towers and the possible future infill of other towers will closely replicate the original rhythm of towers on the east façade. (Photos 2, 3)

### Historic Stair Tower

(Photo 3) The Historic Stair Tower addition consists of two parts: the upper level attachment to the Waiting Room and the lower level access to the Deck. The upper level was constructed in 2012 as a close replica of the original. It contains the elevator and tower within a stucco enclosed upper level and a metal clad lower level. Three fixed, multi-light aluminum windows were installed to replicate the

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original steel sash windows. The lower level is original to the Depot and contains the stair- in a stucco clad enclosure- and the access to the Deck- in a small brick clad building. The windows within the historic stair- one on each side at stair level and two on each side above the brick base- are steel and were restored in 2012. Of particular note on the Historic Stair are historic painted signs naming the track number (on the steel columns) and "to station" on the brick. These were retained during the rehabilitation. The canopy above the historic stair is also original.

**Waiting Room Interior (Sheet A5)**

The interior of the Waiting Room is a large linear space with a barrel vaulted ceiling, divided into seven bays (Photo 24). The flooring is pink terrazzo tile with green terrazzo strip borders that align with the bays in the ceiling. The walls are yellow Kittanning brick with a terrazzo base. The east and west walls have a standard rhythm of brick arched panels, corresponding to the rhythm of windows and doors described in the previous section. Arched windows on the east wall are above doors and train indicators; windows on the west wall are longer and above recessed brick panels. The south wall contains five brick bays separated by brick pilasters. The center three bays contain double-hung windows. The eastern bay contains new wood doors to the Amtrak tower (Photo 26). The north wall is open- between brick columns- to the Concourse, but in 2012 three new windows were installed in the upper portion of the wall (Photo 25).

The ceiling in the Waiting Room is decorative suspended plaster with three alternating bays containing multi-paned laylights, corresponding to the roof monitors above. All bays are separated with wide coffered plaster ribs, decorated with a lattice pattern of plaster flower motifs. The cornice is glazed terra cotta with a decorative frieze. The frieze portrays the progress of transportation in Minnesota, showing the ox cart, the DeWitt Clinton train and the modern train. In 2012, the ceiling and laylights were fully restored to their original color and condition and the brick walls and terra cotta frieze were cleaned and repaired. Original lighting fixtures were iron chandeliers with multiple glass shades, hanging from the ceiling, and iron wall sconces with glass shades located on the side pilasters. The fixtures had been removed at some point during the depot's history, but replicas were created and installed during the 2012 rehabilitation.

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**Train Deck (Sheets A1-A3)**

The elevated Train Deck runs east-west on the property south of Kellogg Boulevard; it spans underneath the Waiting Room and runs parallel to the Mississippi River, along Shepard and Warner Roads. A narrow portion of the elevated deck spans across Sibley Street (Photo 4) for four blocks to the west where it eventually meets grade. The elevated deck also narrows at Broadway, then continues east towards the Lafayette Bridge, where it eventually meets grade. The Canadian Pacific and Union Pacific tracks are in use at the far southern edge of the deck.

The 300,000 square foot structure is a 21-inch thick, reinforced concrete deck supported by retaining walls and reinforced circular concrete columns with mushroom heads and square drop panels. The columns and walls are supported on below-grade concrete pile caps on untreated timber piles. The columns are 12 to 15 feet tall and are spaced 21 feet apart in both directions, except at locations of expansion joints where they are spaced closer together. The columns are 30 inches in diameter under the track deck, though the columns that also support the Waiting Room structure measure up to 42 inches in diameter.

(Sheet A3) The column supported portion of deck is generally L-shaped in plan and measures approximately 950 feet long (east-west) by 240 feet or 460 feet wide (north-south). The remaining deck sits on landfill along its southeastern quadrant. The perimeters of the lower deck along Sibley Street and Kellogg Boulevard are enclosed with concrete walls, with only vehicular openings into the Parking Garage. Along Shepard Road, the deck is marked by a solid retaining wall, except at the western edge near Sibley Street, where the lower level is open and recessed (Photo 13). This area contains the remnants of loading docks and is used for parking. The lower level deck is also open along Second Street, with parking spaces between columns.

The deck originally contained railroad tracks, twenty passenger and four freight, at the south edge of the deck. The tracks would come into the Depot from the east, where they converged around a "wye" that originally held the engine terminal, machine shops, switchgear and a turntable. Eight passenger tracks terminated at the northern part of the deck; fourteen passenger tracks and the freight lines

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continued through the Depot property over the southern part of the deck.

Original track platforms were raised concrete curbs, about 19'-6" wide typically, covered by riveted steel butterfly canopies with arched steel brackets and roofs which sloped inward for internal drainage. The canopies only covered the raised concrete platforms, providing cover for passengers at either adjacent track. They extended eastward to the ends of the platforms and also westward, where they connected with the passenger Arrivals Concourse, a covered area at the western edge of deck, with stairs down to the corner of Sibley Street and Kellogg Boulevard.

The edges of the deck along Second Street, Sibley Street, and Kellogg Boulevard were originally defined by a brick masonry parapet wall, about 18-inches in height above deck level. The perimeter wall became higher at areas where trains and passengers were active on the tracks. At the Arrivals Concourse was a one-story, brick clad façade that ran from halfway down Sibley Street, around the corner- where it had a chamfered façade with double doors leading from the deck- to the eastern side of the Concourse, where the facade lowered to 18-inches again.

The lower level of the deck was originally used for support operations for the facility, including mail rooms, express rooms, mail and baggage handling facilities, locker rooms for train crews and boiler rooms. Truck elevators, ramps, chutes, dumbwaiters and mail elevators facilitated delivery and access to the lower level from track level. An entry road provided access from Broadway Street and a truck tunnel and a conveyor tunnel connected the lower level of the deck with the Sub-Basement of the Headhouse.

The group of Depot service buildings at the "wye" were removed in stages from the 1950s to the 1990s. In 1978, the deck was converted to use for USPS freight trucks and to provide better connections to the adjacent Main Street Post Office Building to the west. Demolition for the project involved removal of tracks, platforms, canopies and stair towers; removal of accessory buildings such as portions of the Arrivals Concourse; removal of the deck topping down to the twenty-one inch structural slab; filling in holes in the slab where chutes, elevators, dumbwaiters and ramps were located for previous mail, baggage and parcel conveyance; closing former elevator shafts underneath

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the deck, and sealing of tunnels to the Headhouse. The new scope of work included removing some bays of the column grid for insertion of a paved truck ramp into the deck at the intersection of Broadway and Kellogg Boulevard; paving and striping of new blacktop for parking east of the waiting room and in the triangle of deck over Sibley Street; construction of the "K Dock" mail handling building at the location of the original Arrivals Concourse; installation of a new bridge connection between the "K Dock" and the Main Post Office; removal of the perimeter parapet wall along Kellogg Boulevard; installation of cement plaster and a railing at the remainder of the parapet and perimeter walls. Freight tracks at the southern part of the deck have remained consistently in use, though the tracks have been upgraded and replaced numerous times.

The 2012 project goal was to create a multi-modal transit and transportation hub in downtown Saint Paul. The elevated deck is intended to accommodate Amtrak passenger rail, intercity and transit buses, taxis, bicycles, with future plans for additional commuter and high speed rail service. The lower level of the deck accommodates public parking and mechanical services (Photo 14). Though the deck had been converted in 1978, no major repair or stabilization work had been done since its original construction. As such, much of the deck structure required repair and replacement due to eighty years of settlement and deterioration. Engineering assessments of the deck noted: failed surface waterproofing; freeze-thaw spalling, cracking and leaking through the deck; delamination of the deck underside, columns and retaining wall faces; deterioration along expansion joints, column bases and exposed edges of deck; foundation settlement; decaying timber piles; exposed and corroded reinforcing steel. General scope of repairs and replacement to address deterioration included: removal of pavement, fill and waterproofing down to the structural surface of the slab; new waterproofing; rebuilding of some columns; underpinning of piles; new pile cap foundations; shoring and lateral bracing. A large portion of the deck and columns at the southwest corner, as well as the deck and columns over Sibley Street and along Second Street, were so deteriorated that they required total removal and rebuilding (Photo 12).

Beyond removal of all buildings and accessories constructed by the USPS, the demolition scope of work for the new use of the deck included: removal of one column bay along the west edge of the deck

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structure to create wider sidewalks and a bike path along Sibley Street; removal of one column bay at the north edge of the deck structure to create a passenger vehicle drop-off, bike path and main entrance addition along Kellogg Boulevard; removal of the Broadway truck ramp and several column bays toward the east end of the deck to create a new driveway entrance to the lower deck and new bus driveway to the upper level. New work included: new sidewalks, curbs and streetscape along Sibley Street and Second Street; installation of new curbcuts, drives, curbs and equipment for lower level parking garage; the creation of a Sibley Street corner deck entry with new stairs, planters and overhead trellis (Photo 6); new canopies and platforms for bus and train services, as well as for the historic stair tower; new landscape features for the deck such as the northeastern pedestrian plaza with planters, benches and trellises; a new perimeter retaining wall along Kellogg Street (Photo 11); a new bike path along that wall and over a new bridge spanning Broadway. The new tracks for the Amtrak and future commuter and high speed rail lines are positioned along the south side of the deck and are currently under construction. Much of the project to the east of Broadway, including the bike path ramp and access roads for future train service, is still under construction as of this writing.

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**Statement of Significance**

**Summary**

The St. Paul Union Depot, located at 214 E. Fourth Street in St. Paul, Minnesota, was originally placed on the National Register of Historic Places in 1974. (The depot is listed as a contributing property to the NRHP-listed Lowertown Historic District, comprised of turn-of-the-century buildings related to the warehouse, wholesale and railroad businesses downtown. The depot is also associated with the statewide contexts "Railroads and Agricultural Development, 1870-1940;" "Urban Centers, 1870-1940;" and the Multiple Property documentation Form "Railroads in Minnesota, 1862-1956.") The depot building (Headhouse, Concourse and Waiting Room) and its associated remaining rail tracks hold statewide significance under National Register Criterion A in the areas of Commerce, Industry and Transportation and under Criterion C for the area of Architecture. The building meets Criterion A in the area of Transportation as the physical representation of St. Paul as the railroad hub of Minnesota. Further significance in the areas of Commerce and Industry include being characteristic of St. Paul's massive early twentieth century buildings which reflected the "affluence and prosperity of this quickly growing commercial center" and signifying the "importance that railroad transportation played in the early growth and expansion of St. Paul."<sup>1</sup> The building is significant under Criterion C for Architecture for its use of the Neo-Classical style, prevalent during the construction of "the great public and governmental buildings between the two World Wars."<sup>2</sup> Constructed between 1917 and 1926, the Depot's Neo-Classical design is representative of a building type, that of the early twentieth century public architecture, but also arguably as the finest architecturally-designed depot in Minnesota.

In addition to the previously listed areas of significance, the property is also significant under Criterion C in the area of Engineering, for the construction of the train deck and yards, which were not included in the original nomination. As noted in the 2007 Architectural Survey for the multi-modal transportation rehabilitation project, the deck and yards "serve to illustrate the complexity and the enormity of the

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Union Depot project as constructed between 1917 and 1926."<sup>3</sup> As the elevated deck and yards are integral to the structure and operation of the depot, they also contribute to the significance of the property in the areas of Commerce, Industry and Transportation.

**Period of Significance**

When the St. Paul Union Depot was placed on the National Register of Historic Places in 1974, the period of significance was noted as "1917 to present." That period spans the beginning of the depot's construction through the 1970's, when the depot stopped functioning as an active railroad complex but still was entirely owned by the St. Paul Union Depot Company.

This 2013 nomination re-evaluates the period of significance for the property within the National Register's areas of significance and recommends changing it to "1917-1963." The significance of the Union Depot is based upon the property's role in the solidification of St. Paul as the "Gateway to the Northwest," as a symbol of the American railroad during its last great era and an example of early twentieth century public, monumental buildings. Construction started in 1917, but although the entire complex was not completed until 1926, train and passenger activity did not stop. As various components of the depot were completed they were placed in service, until finally all parts were in operation. For this reason, beginning the period of significance in 1917 is appropriate. However, the significance of the St. Paul Union Depot had plainly declined by the 1970s, thus ending the period of significance in 1963, which marks the fifty-year threshold for considering the National Register eligibility of a property, also is appropriate.

**Narrative Statement**

The Union Depot is located at 214 E. 4th Street in St. Paul, Minnesota. Built between 1917 and 1926, it is said to be the largest construction project in St. Paul in the twentieth-century. Just as the railroads established St. Paul as a rail hub for the nation in the late nineteenth century, the Depot's use as a passenger station in the early twentieth century defined its predominant place within the city. However,

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the decline of passenger rail in the United States began while the Depot was under construction, and the St. Paul Union Depot Company's plans for "a civic monument which would not reach its full (passenger) capacity until 1955" were never fulfilled.<sup>4</sup> The last passenger train left the Union Depot in April of 1971, as Amtrak was taking over the national railroading system and moving its passenger services out of St. Paul. The following forty years were spent creatively planning for an appropriate redevelopment of the empty Depot, demonstrating the significance of this property to the Lowertown district of St. Paul. As of this writing, the Union Depot is celebrating its recent \$243 million rehabilitation and re-opening as a multi-modal transportation center for the city of St. Paul and the Twin Cities metropolitan area, with long-term plans for rail service to Chicago and surrounding regions. The rehabilitation of the historic building and surrounding train deck and yards finally fulfills the initial goal of the St. Paul Union Depot Company: to create a unified passenger station worthy of the capital city and as a hub for the region.

**The first Union Depot (1879-1917)**

The Union Depot had its beginnings in 1879, when nine railroad companies- including multiple local companies that would later consolidate to form James J. Hill's Great Northern and Northern Pacific- incorporated the St. Paul Union Depot Company for the purpose of building and operating a single, jointly owned passenger station. Prior to this, each railroad had its own track with multiple small "depots" among them, causing inconvenience and confusion for both passengers and railroad operators. Tracks approached Lowertown from the east, along trestles built adjacent to the river and from the northeast along the Phalen Creek valley, and terminated in multiple small passenger depots located along the public levee in the southeastern blocks of Lowertown.

The first Union Depot constructed by the Depot Company was a Romanesque two-story building opened in 1881 on the site of the current deck. The land adjacent to the river was incredibly boggy and prone to flooding. The Company took almost a year to prepare the site for construction by adding fill and raising track levels to clear high water.<sup>5</sup> The first Headhouse faced Sibley Street; the train tracks and shed

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extended to the east. The building quickly settled into its boggy fill, and later caught fire in 1884. Due to the fiscally conservative nature of the Depot Company, the depot and train shed were rebuilt and modified as needed numerous times over the remainder of the nineteenth century.

**Plans for Expansion: 1900-1917**

By the turn of the century, interest in construction of a new depot was being expressed by citizens, local newspapers and businessmen, including some board members of the St. Paul Union Depot Company, such as James J. Hill. The freight business was being handled adequately by the railroad's freight terminals and warehouses throughout the Twin Cities. Other warehouses were located in West St. Paul and east of the yards, as well as transfer grounds of several hundred acres in Midway. These spaces provided for the current freight trade in St. Paul but also had enough space for future growth of through freight.

Passenger handling was the problem, and had been since the first depot was built. Passenger growth had never been planned for and congestion of freight, mail and people made the city depot a crowded and dirty gateway to the northwest. "Travelers who pass through many cities on their vacation trip instinctively size up the town by the sort of station at which they enter...Terminal stations such as the new one in Chicago, the Pennsylvania terminal in New York and the new station of the same road in Washington, give St. Paul residents renewed hope that the time is not far distant when this city shall be given one which, in proportions to the traffic, shall as adequately represent the faith of the roads in the town."<sup>6</sup> Modern passenger conveniences of these other terminals provided examples of what St. Paul's citizens could hope for in their new depot: a focus on passenger comfort and convenience, with clear and safe access to trains, no interference with baggage and mail and no mistaking which train you were boarding. The new terminals were typically Neo-classical buildings with grand, formal spaces which fit well within the City Beautiful ideals popular with city leaders across the nation at the time.

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By 1911 the board had hired architect Charles Sumner Frost and proposals for a new depot were begun. The new plans were designed to meet modern standards of convenience, efficiency and safety. The new tracks were designed on a raised deck, approximately sixteen to twenty feet above the existing yard, to accommodate for grade separation over Sibley Street, as required by the city and to accommodate rising floodwaters from the Mississippi River. As the depot was central to business operations in Lowertown and St. Paul, it was essential to keep tracks in use during construction as well as planning enough room for the future expansion, with the Depot Company "looking forwards to the growth of at least three or four decades in the future."<sup>7</sup>

Early plans for the depot expansion retained the depot headhouse at the existing site south of Third Street, but enlarging the building to cover the entire western half of the block. At least eight schematic plans show entry studies for both Sibley Street and Third Street, as well as a corner entry. The "final" plan released to the press in January of 1915, revealed a building fronting Third Street, with a centralized main entry. However, it is likely that the relationship of the depot to the rapidly developing Lowertown and downtown became an important reason for changing the entry location of the new Depot. An early proposal sketch for the new depot shows a building with a front colonnade, multi-story central bay and two shorter wings facing north towards Lowertown. In front of the building is a full-block promenade with a central fountain and obelisk, flanked by two classically-proportioned taller buildings. The sketch acknowledges the importance of the depot's relationship to downtown, but also begins to show the larger trends of the City Beautiful movement in city planning as well as a leaning towards neo-classicism in civic architecture.

The new depot would ultimately include the new headhouse located on East Fourth Street, facing the center of the Lowertown District. Of the new neoclassical design, Chief Engineer Armstrong stated "The headhouse, which contains the only concession to the public demands for monumental architecture, represents only 13% of the entire cost." The rest of the project was described as "economical and expeditious design."<sup>8</sup> The neo-Classical architectural style of the building was influenced by other notable passenger stations designed and constructed during the same period: La Salle Street Station (Chicago,

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Frost and Granger, 1903), Union Station (Washington D.C., Daniel Burnham, 1906), Penn Station (New York, McKim Mead & White, 1910) Chicago & North Western Station (Chicago, Frost and Granger, 1911), Grand Central Terminal (Warren & Wetmore, Reed and Stem, 1913), Union Station (Chicago, Daniel Burnham and Graham, Anderson, Probst and White, 1913–1925). Charles Sumner Frost was also a contemporary of many noted Beaux Arts architects and planners, and became known for many neo-classical buildings, including numerous railroad structures.

**Charles Sumner Frost, Architect (b. 1856, d.1931)**

Frost was born in Lewiston Maine on May 31, 1856. He studied architecture in multiple offices before completing a special architecture course at MIT in 1876. After his matriculation, Frost worked as a draftsman for Peabody and Stearns, one of the leading Boston architectural firms of the era. In 1881 he moved to Chicago and, one year later, partnered with Henry Ives Cobb, a fellow architect from Peabody & Stearns, to form Cobb & Frost. Their 16-year partnership produced several important Chicago projects, among them the Union Club, the Chicago Opera House, and the Newberry Library. Cobb & Frost were contemporaries of Daniel Burnham and other noted Chicago Beaux Arts architects and planners. Cobb & Frost designed the Maine building at the World's Columbian Exposition of 1893, the fair most well-known for its renewal of the classical language of architecture. It would be through Burnham and his 1909 Plan of Chicago that Frost later received the commission for Chicago's Navy Pier (1914).

Cobb & Frost dissolved in 1888, and Frost continued to work as a sole practitioner. However, it was his next partnership with Alfred Hoyt Granger for which he is most known. Both Frost and Granger married daughters of Marvin Hughitt, president of the Chicago & Northwestern railroad. Frost married May Hughitt in 1885, Granger married Belle Hughitt in 1893. The architectural partnership of these two in-laws began in 1898. Frost and Granger are credited with over 200 railroad stations and suburban depots for many of the individual Union Depot railroad lines, including the Chicago & Northwestern, Milwaukee Road, Rock Island Rail and Great Northern. Their buildings include the Omaha Union Station

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(Omaha, 1899), the Milwaukee Road Depot (Minneapolis, 1899), LaSalle Street Station (Chicago, 1902) and North Western Terminal (Chicago, 1911).<sup>9</sup>

Frost and Granger worked together until 1910; Frost worked as a sole practitioner on commissions such as the Great Northern Depot (1913) in Minneapolis, the St. Paul Union Depot (1917-1926), and two large rail office buildings in Lowertown St. Paul: 275 E. 4th Street for the Chicago, St Paul, Minneapolis and Omaha Railroad (1916-1917) and 176 E 5th Street, known as the Railroad and Bank Building, and later as the Burlington Northern Building (1914-1916).

**Union Depot Construction (1917-1926)**

The contentious, decade-long planning for the new depot was exacerbated in October of 1913, when the depot was severely damaged by fire for the second time in thirty years. The old train shed survived and trains kept moving in and out of the city on schedule. The ruined depot was used as a baggage room while temporary waiting rooms were set up in an adjacent wholesale mercantile warehouse fronting Third Street, east of Sibley Street. The warehouse was connected to the tracks by a temporary wooden train concourse on a viaduct over the tracks and stairways down to the platforms. While the poor conditions of the damaged depot continued to aggravate citizens and the city government, the plans for the new depot were finalized over the next three years and construction finally began in 1917.

The planning of the new depot required a phased construction in order to keep the same number of tracks in operation throughout construction. At no time during the construction was the track capacity allowed to be less than the original capacity of the fourteen existing tracks. Construction was planned to begin at the new Headhouse and work south towards the river for the purpose of not disturbing depot operations. Once new tracks were in place on the raised deck, the old tracks at grade level below would be removed. The final phase of construction was due to be completed in 1923, the construction period for the tracks being three to four years, with an awareness that during the project "congestion in the station yard, in handling of trains, baggage, mail and express and the general

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business of the terminal, which is already serious, will be greatly increased.”<sup>10</sup> However, construction was delayed numerous times by World War I and financing issues and the depot wasn’t fully completed until 1926. The Architect for the project was Charles Sumner Frost with Toltz Engineering Company acting as consulting Structural Engineers and Neiler Rich and Company providing mechanical and electrical engineering. For the first two periods the contractors were George J. Grant Construction Company and Morris, Shepard and Dougherty. Foley Brothers Inc. acted as General Contractor for the remainder of the construction. W.C. Armstrong, Colonel Frederick Mears, and G.H. Wilsey acted, respectively, as Chief Engineer of the Depot Company.

**Complexity and enormity of construction**

Before construction of the buildings could begin, numerous demolition, infrastructure and street projects had to occur. All buildings on the lands where the depot was expanding had been purchased by the Company and were demolished. Old city sewer lines and water mains between Sibley Street and Broadway had to be removed or relocated. All public levee ground north of the future raised tracks, between Sibley Street and Wabasha Street, had to be vacated. In return, the City required that the Company agree to build a 46-foot-wide roadway along the Mississippi River whenever the City demanded.<sup>11</sup>

Third Street was narrowed by two feet along the south side between Broadway and Sibley Street; a jog to the north at Wacouta Street was removed so that both sides of the street would be aligned from block to block. Third Street was lowered by about five feet at Wacouta Street; Wacouta Street and Rosabel (currently Wall) Street were also altered to mitigate this change. Street changes also occurred at Sibley Street. When the original depot faced onto Sibley Street, the Company had widened this street to 110 feet by purchasing the land on the west side of the street. This was possibly done to allow more carriage traffic at the front drop-off of the depot. The new plans narrowed Sibley by thirty feet by expanding the block along the east side of the street. The Company was required to separate grades at both Jackson and Sibley Streets and created a “subway” for the street to run under the tracks and

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continue to the river. Sibley Street was lowered about two feet to provide clearance in the subway.<sup>12</sup>

The first phase of construction was the Headhouse, which began in 1917 and was completed in 1920. In order to connect across Third Street to the tracks, a temporary pedestrian passageway was constructed through an enclosed overhead bridge. The bridge was built on the centerline of Wacouta Street, east of the Headhouse, so as not to interfere with the construction of the Concourse in the second phase. The steel columns used for the temporary bridge were supported on the new foundations for the future deck structure, which had been previously poured. The spiral reinforcing steel for the deck's concrete columns was placed around the bridge's columns. After the deck was built and the need for the temporary bridge had passed, the steel columns were simply sheared off at the top.<sup>13</sup>

The second phase of construction lasted from 1920-1922 and included excavation and grade filling for the completion of the first six stub tracks and elevated deck (930 feet long between Sibley Street and Broadway, 264 feet south of Third Street), basement tunnels between the Headhouse and lower Deck level, the Concourse, the arrivals concourse and the first section of the Waiting Room. The depot still required connections to the old train tracks that existed at the lower level. At the end of the second period of construction, a stairway and elevators were installed at the south end of the waiting room to provide the connection to a temporary wooden waiting room at the lower track level. Exit passageways with stairs and elevators were also provided from the south end of the waiting room, leading out to Sibley Street at grade.

The third phase of construction lasted from 1923-1924, three years behind the original schedule. Demolition during the third period involved the removal of the old train shed as well as walls and foundations of the old depot. Construction included excavation and filling for the completion of the 'wye', retaining walls and elevated deck (an additional 900 feet long and 124 feet wide) for through tracks 7-12, and 210 feet of additional length for the Waiting Room. At the end of the third period another temporary concourse was built from the corner of the waiting room. The elevators and stairs

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used previously were relocated.

Construction during the final phases (4<sup>th</sup>- 6<sup>th</sup>) lasted from 1924-1926 and included completion of the last bays of the Waiting Room and remaining passenger tracks. Passenger trains were completely removed from the low level tracks and the old yard trackage was released from use, with the exception of the freight transfer lines to the south.<sup>14</sup> The temporary connector passageways were abandoned and elevators were permanently installed in the towers that led to the new deck. Final work on the project was completed during Fifth and Sixth Periods; this work involved completing the three freight tracks and releasing the remainder of the old yard.

The last piece of construction didn't occur on the depot property and involved the raising of the Chicago Great Western (GCW) Bridge. The CGW tracks crossed the river on a bridge immediately after leaving the depot property and heading west. The bridge had a single track on one vertical lift span, 189 feet long, over the navigable river channel, and pile trestles on the north and south ends. Originally the tracks sloped into the depot yard from the west but the new elevated deck required lifting the bridge and sloping away from the yard. Preliminary work on the bridge was completed on February 7, 1925. When the last train passed over the bridge in the morning, the remainder of the traffic was detoured over the St. Paul Bridge and Terminal Railway Company bridge in South St. Paul. At this point, old trestle piles were removed and new piles driven to support the new structure at a higher elevation. Traffic was restored to the bridge six days later.

In January of 1926, the south end of the Waiting Room was put into service; the depot was complete with the exception of five platforms yet to be installed because of time required for fill settlement.<sup>15</sup> The *St. Paul Pioneer Press* heralded the depot opening as "another step forward by St Paul as the Gateway City."<sup>16</sup>

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**Deck Engineering**

The Union Depot's new train deck, with concrete flat-slab and mushroom-head columns, is illustrative of early-twentieth century changes to structural engineering practices and advancement in concrete design. Though there are many debates about the origin of the "flat-slab" system, and earlier patents of similar systems exist, Minneapolis engineer Claude Allen Porter (C.A.P.) Turner developed his method of concrete column-and-slab framing in 1905, using "concentric, radial and multiple-way reinforcement in a flared (mushroom) column capital" and its first application was in the Johnson-Bovey building in Minneapolis in 1906.<sup>17</sup> Turner's system was used in multiple warehouse buildings in the Twin Cities and was adapted for bridge construction.

Post-and-beam structures before this time were typically constructed of steel or wood, requiring multiple spans and deeper girders to support heavy loads. The advantages of Turner's mushroom columns and flat slabs included greater floor-to-ceiling heights, easier formwork, and economical use of reinforcement. Turner also claimed the system allowed for heavier loading capacity and that the mushroom column would reduce shear stress by spreading the concentrated load over a larger area, but never provided mathematical proof of his system's performance. Turner's engineering contemporaries were skeptical of his approximated calculations, and though his system was patented in 1908, they set out to design better systems which could be structurally analyzed.<sup>18</sup>

The flat slab technique used in the Union Depot deck is known as a "drop-slab," and can be considered a refinement of Turner's design. Developed by Chicago engineering company Condran and Sinks in 1909-1911, the technique uses the flat slab and mushroom column of the Turner system, but provides a square concrete pad between the column and the flat slab to absorb the high shearing stresses at the location.<sup>19</sup> The drop-slab system was first used in Chicago in 1912 in the grocery warehouse of Sears, Roebuck and Company. Because the drop-slab method could be mathematically proved as structurally sound, it was adopted as the approved design for flat-slab floors by the Chicago Department of Buildings in 1914.<sup>20</sup>

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The drop-slab design is visible in the original structural drawings for the Union Depot deck and is still extant today. Further proof of the use of the drop slab system is noted in "The Bulletin of the Minnesota Federation of Architectural and Engineering Societies" by St. Paul Union Depot Company's engineer Grover H. Wilsey: "The track structure is designed in accordance with the Chicago ruling for flat slabs."<sup>21</sup>

### **The Decline of the Union Depot**

The long decline of the St. Paul Union Depot began even while it was under construction. In the years preceding 1910, rail was considered the primary mode of transportation for travel and everyday commuting. The 1881 depot building, constructed at the beginning of the "Golden Age of Rail" (roughly 1880-1920), was almost immediately too small for the increase in passenger traffic that continued over the next thirty years. In the decades that the city clamored for a larger depot, passenger rail continued to increase at an astounding rate. Depot Company board members and the Chief Engineer were confident that the new depot would more than handle their projected increases in passenger numbers. What they could not account for in their projections were two World Wars, the advent of competing modes of transportation for private travel, and massive increases in the need for freight and mail transportation, not passengers, over the next twenty years.

The early 1920s ended up being the zenith of Minnesota passenger rail, with 18 million passengers statewide traveling on trains in 1920. By 1925, this number had dropped by more than half to 7 million, and by 1929 the number of passengers statewide was less than 5 million. For the first time in Minnesota railroad history, miles of track were in decline, as trackage was being removed from defunct lines. Rail mileage in Minnesota had peaked at 9,400 miles, but as the rails were overbuilt, by 1940 it was down to 8,800 miles statewide.<sup>22</sup>

One significant cause of rail decline in the early-twentieth century was the technological boom that allowed automobiles and airplanes to expand into private use, leading to changes in American city infrastructure to accommodate personal/private means of travel. Methods of shipping freight were also

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evolving. During World War I, the Union Depot was in high demand for use as a departure and return point for troops and for shipping of armaments and other supplies for war efforts. Non-war goods also needed shipping, but the first priority was the war. The need for local shipping of non-war products was ultimately fulfilled by local freight trucking. The flexible travel routes of trucking from point-to-point combined with room for industry expansion allowed the Midway district to be developed further from a freight, transfer and industrial district to also include the trucking industry for the Twin Cities. As a result, many industries which used freight shipping moved closer to Midway, stimulating an exodus from the Lowertown area of St. Paul and the early beginning of commercial decline of the downtown.<sup>23</sup>

The approach of World War II boosted the Gross National Product (GNP) with an increase of manufactured goods and employed personnel. However, the railroad continued to be an industry in serious decline. A 1939 freight car shortage required old cars and engines brought out of storage for war efforts; scrap tracks and storage yards were rehabilitated for use. The 1940 Transportation Act was intended to aid the dying railroad system and extend the reach of the Interstate Commerce Commission (ICC) to other modes of surface freight transportation. World War II caused a swift upsurge in rail usage, but it would only last for the duration of the war. Even though cars and trackage had been reduced during the years between the wars, freight and passenger use doubled during World War II. When gas rationing was imposed in 1942 and further restrictions on rubber and reduced gas speeds were enforced, American civilians returned to the rail, increasing the usage statistics which are so dramatically different than the preceding twenty years.

In St. Paul, local industries such as the Twin Cities Army Ammunition Plant and the Ford Motor Company Plant manufactured war goods such as small arms munitions and military trucks. As during World War I, the depot handled this enormous amount of freight and was also a gathering point for the movement of soldiers west to the Pacific theatre through Northwestern ports such as Seattle. The second floor of the Union Depot was used as the USO office, troops waiting for trains were housed in the third floor of the Headhouse, and extra workers were hired to help with selling passenger tickets and loading/ unloading freight.

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Although the war officially ended in 1945, soldiers were still returning home by train through the depot well into 1946. While the railroad was still blocked with war traffic, other modes of transportation were free to respond to civilian needs: gas rations ended and airplanes were returned from the government. Until the 1950's, railroads were really the only way to travel long distances. But during that decade, the federal government began to subsidize the competition: financing was given to the truck and airline industries and for highway construction; the boom years of the 1950s were beginning but they did not include the railroad.

Overall, the post-war years were somewhat of a "last hurrah" for the railroads, and for the Union Depot. The Union Depot building was "modernized" to keep up appearances: fluorescent lighting fixtures were installed in the Waiting Room, Concourse and Headhouse main hall; new interior storefront signage had neon tube letters; and the ticket booth in the main hall was replaced with a more modern version, most likely in the early 1960s. Outside, the front lawn was removed to accommodate more parking (1950s) and a large neon sign stating "patron parking" was installed on Fourth Street (date unknown). Possibly the most instructive example of the depot's decline was the 1957 installation of a drive-in ticket booth at the front approach drive, where the modern train passenger could "order tickets by telephone then pick them up without leaving his car."<sup>24</sup> As typical throughout the United States at this time, the surge of automobiles and the construction of suburbs detracted from the historic downtown areas, and contributed to the decline of passenger travel at the Union Depot as well as the decline of commerce in Lowertown.

Between the 1950s and 1980s, railroad stations across the United States were being demolished, as passenger rail continued to be taken over by the automobile. The railroad companies at this time had devolved into numerous property owners whose real estate had lost most of its value. Thirty years of deferred maintenance had left most of the Gilded Age stations in run-down condition and large amounts of square footage stood empty once the passenger trains had left the station. The Union Depot Company's meeting minutes from the 1960s illustrate the board's concern about the financial solvency of the property- a concern shared by other railroad stations across the U.S. at that time. The Union

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Depot explored options for producing more income, including: selling to their long-term tenant, the United States Post Office or redeveloping and modernizing for the USPS in the hopes of retaining them as a tenant; using the depot as a convention center or a museum; selling the air rights or demolishing the building in the manner of Penn Station in New York.

Ultimately, the USPS let its lease expire in 1970. That same year, the government created a private company, the National Passenger Railroad Corporation (later renamed Amtrak), to manage the nationwide rail system. Amtrak would operate the rails under contract with existing railroads, and would eliminate the least necessary operations and stations. In April of 1971, the westbound *Empire Builder* between Chicago and Seattle became the last train to leave the Union Depot. Amtrak moved its services out of St. Paul, first to the Great Northern (GN) Depot in Minneapolis, then to Midway after the GN Depot's demolition in 1978. Though many of Charles Sumner Frost's office buildings for the railroad companies are still extant within the Lowertown Historic District, after the GN Depot demolition, there remained only the Milwaukee Road Depot in Minneapolis and the St. Paul Union Depot as examples of the Golden Age grand railroad stations within the Twin Cities. Today, the Milwaukee Road Depot is used as a hotel, with a seasonal skating rink within its large train shed, and the Union Depot is in the final phases of construction for re-use as a multi-modal transportation center.

### **Conclusion**

The St. Paul Union Depot holds statewide significance as Minnesota's finest architecturally-designed depot and is representative of the influence the railroad had in the growth and expansion of St. Paul and of the capital city's role as railroad hub of Minnesota. The depot is a contributing property to the NRHP-listed Lowertown Historic District; it is characteristic of the neighborhood's affluence and prosperity during its growth as a commercial center in the early twentieth century. The depot's Neo-Classical design is a solid example of public architecture constructed between the two World Wars and the train deck and yards are significant engineering features illustrative of the complexity and enormity

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<sup>3</sup> The 106 Group, Ltd., "Phase I&II Architectural History Survey," May 2007.

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<sup>6</sup> Castle, Henry A. History of St. Paul and Vicintiy. (Lewis Publishing Company, 1912) Chicago and New York.

<sup>7</sup> St. Paul Union Depot Company Records, 1879-1982, collection of Minnesota Historical Society, St. Paul, MN.

<sup>8</sup> Ibid.

<sup>9</sup> The AIA Historical Directory of American Architects, accessed January 21, 2010.

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<sup>10</sup> St. Paul Union Depot Company Records, 1879-1982, "Meeting Minutes: February 1918," collection of Minnesota Historical Society, St. Paul, MN.

<sup>11</sup> G.H. Wilsey, "Saint Paul Union Depot," The Bulletin of the Minnesota Federation of Architectural and Engineering Societies, 11 (January 1926): 12.

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<sup>20</sup> Chamberlin, E.W. Concrete Flat Slab Design According to Chicago, Building Department Ruling. Thesis for

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<sup>22</sup> Richard S. Prosser, Rails to the North Star: A Minnesota Railroad Atlas, (Minneapolis: University of Minnesota Press, 2007), p 55.

<sup>23</sup> Patricia Murphy and Susan Granger, Lowertown Historic District National Register of Historic Places Nomination Form, on file at the Minnesota State Historic Preservation Office, St. Paul, 1981.

<sup>24</sup> \_\_\_\_\_, "St Paul Union Depot Opens Curb ticket Office," Railway Age, 142: (April 29, 1957): p\_\_\_\_.

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|-----|-----------|-----------------|-------------------|
| 1.  | Zone: 15T | Easting: 493120 | Northing: 4977167 |
| 2.  | Zone: 15T | Easting: 493195 | Northing: 4977217 |
| 3.  | Zone: 15T | Easting: 493258 | Northing: 4977128 |
| 4.  | Zone: 15T | Easting: 493426 | Northing: 4977247 |
| 5.  | Zone: 15T | Easting: 493827 | Northing: 4977400 |
| 6.  | Zone: 15T | Easting: 493930 | Northing: 4977600 |
| 7.  | Zone: 15T | Easting: 493964 | Northing: 4977622 |
| 8.  | Zone: 15T | Easting: 494236 | Northing: 4977383 |
| 9.  | Zone: 15T | Easting: 494230 | Northing: 4977353 |
| 10. | Zone: 15T | Easting: 493856 | Northing: 4977336 |
| 11. | Zone: 15T | Easting: 493498 | Northing: 4977105 |
| 12. | Zone: 15T | Easting: 493129 | Northing: 4976875 |
| 13. | Zone: 15T | Easting: 492932 | Northing: 4976759 |
| 14. | Zone: 15T | Easting: 492923 | Northing: 4976772 |
| 15. | Zone: 15T | Easting: 493208 | Northing: 4977015 |

**Verbal Boundary Description**

The boundary of the property is indicated on the USGS map and, at larger scale, on Sheet A1.

**Boundary Justification**

The boundary in the original 1974 National Register Nomination included only the Headhouse, Concourse and Waiting Room building. The expansion of this boundary to include the deck and train yards was recommended by the Phase I & II Architectural History Survey, prepared in May 2007 for the planning phase of the multi-modal transportation rehabilitation project.

The expanded boundary includes the front approach- the circular drive, adjacent lawns and carriageway vehicular drop-off. To the south, it includes the deck and train yards between Kellogg Boulevard and Shepherd/ Warner Roads, adjacent to the Mississippi River. The boundary runs west over Sibley, Jackson and Robert Streets to Minnesota Street, where the elevated deck meets grade. To the east, the boundary includes the raised deck and the at-grade areas of the former train yards. The

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boundary at its eastern-most point includes portions of the former track lines at the 'wye' or 'throat', where the lines coming from the southeast and northeast would converge into the Union Depot yard.

The area in the center of the 'wye' originally contained roundhouses, mechanical buildings and maintenance equipment for the Union Depot; though today it stands empty, it was a significant part of the property. Lastly, though the boundaries define an area that was originally owned by the St. Paul Union Depot Company, the area is currently divided into multiple ownerships- including linear strips of property along the south edge that are owned by railroads formerly part of the Union Depot. Refer to Sheet A9 for Property Ownership Diagram.

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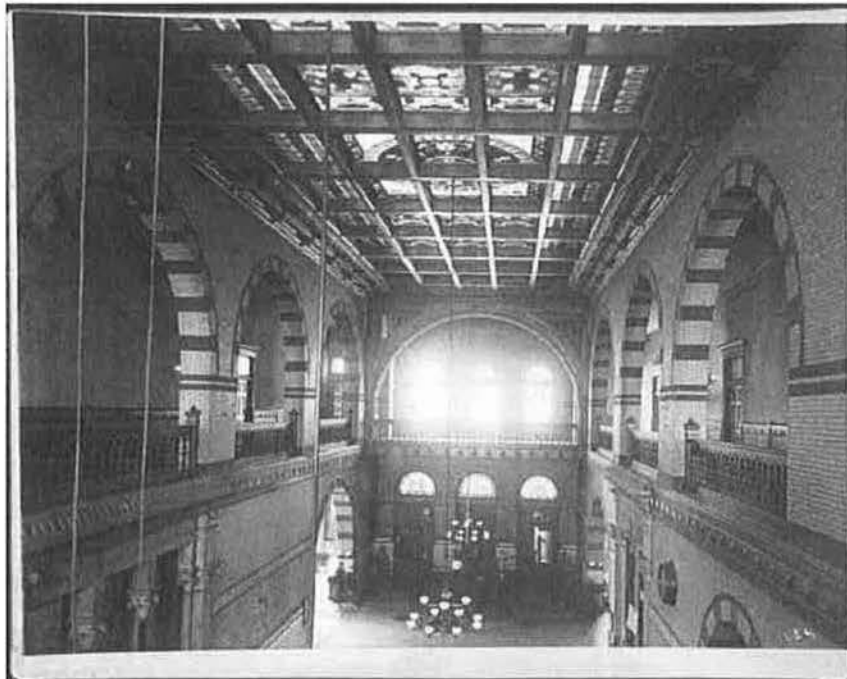
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The interior of the Original Depot, c. 1885  
(Image courtesy of MHS Photo Collection: Negative no. 340)



The interior of the Original Depot, c. 1887  
(Image courtesy of MHS Photo Collection: Negative no. 32986)



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The Original Depot, c. 1882

(Saint Paulites Website, accessed February 2010. [http://saintpaulites.com/images/union\\_depot\\_pf026545.jpg](http://saintpaulites.com/images/union_depot_pf026545.jpg))



The Original Depot, c. 1910

(Image courtesy of MHS Photo Collection: Negative no. 31310)



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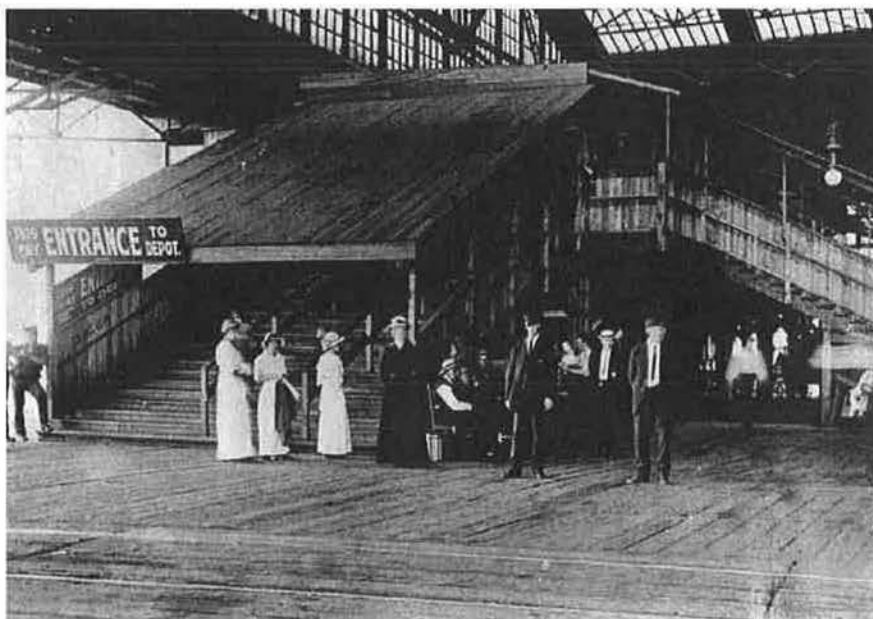
Original Depot after the fire, circa 1915

(Image courtesy of MHS Photo Collection: Negative no. 3136-A)



Temporary entry to depot tracks (c. 1915)

(Image courtesy of MHS Photo Collection: Negative no. 3120-A)



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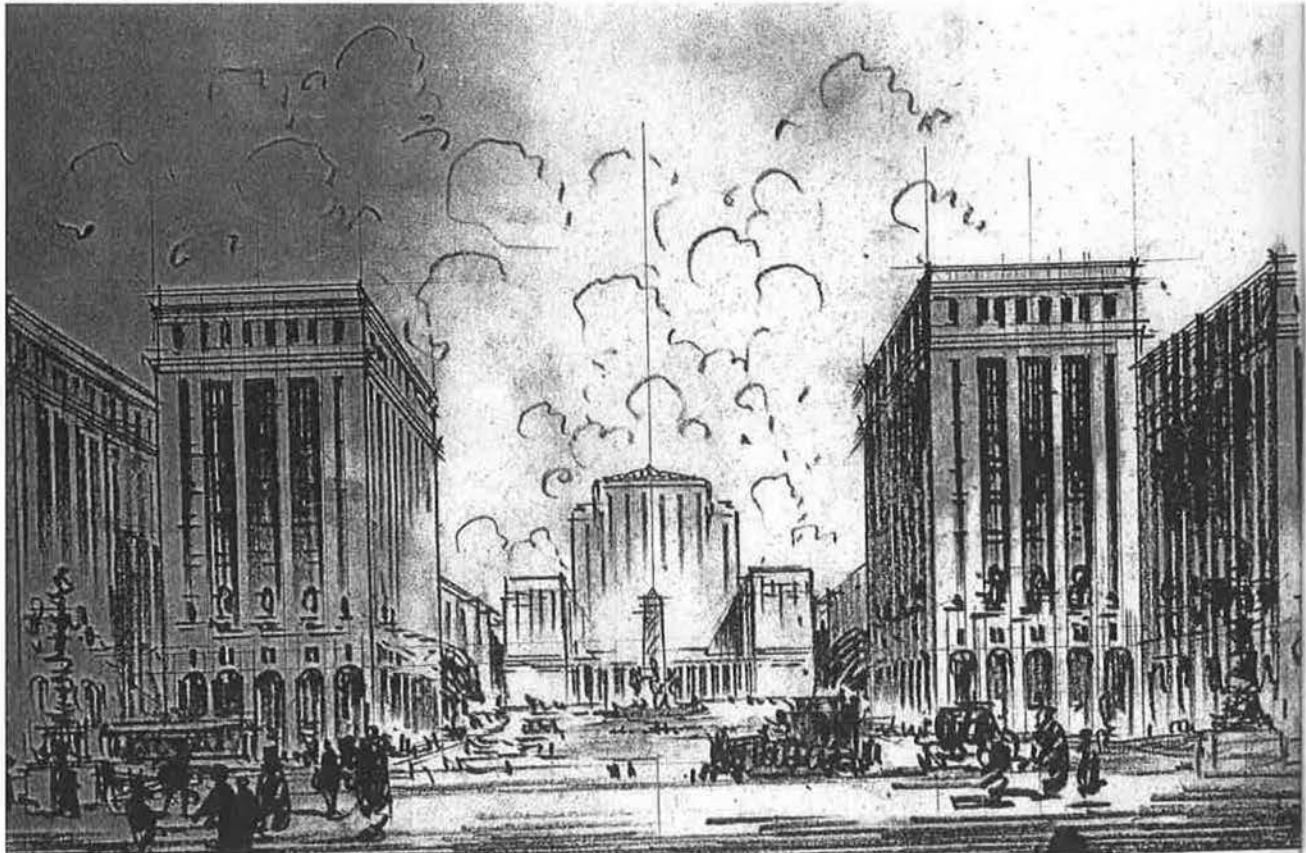
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An early proposal for the depot and a front promenade

(Image courtesy of the Charles S. Frost papers, Northwest Architectural Archives, University of Minnesota)



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1918: Headhouse construction

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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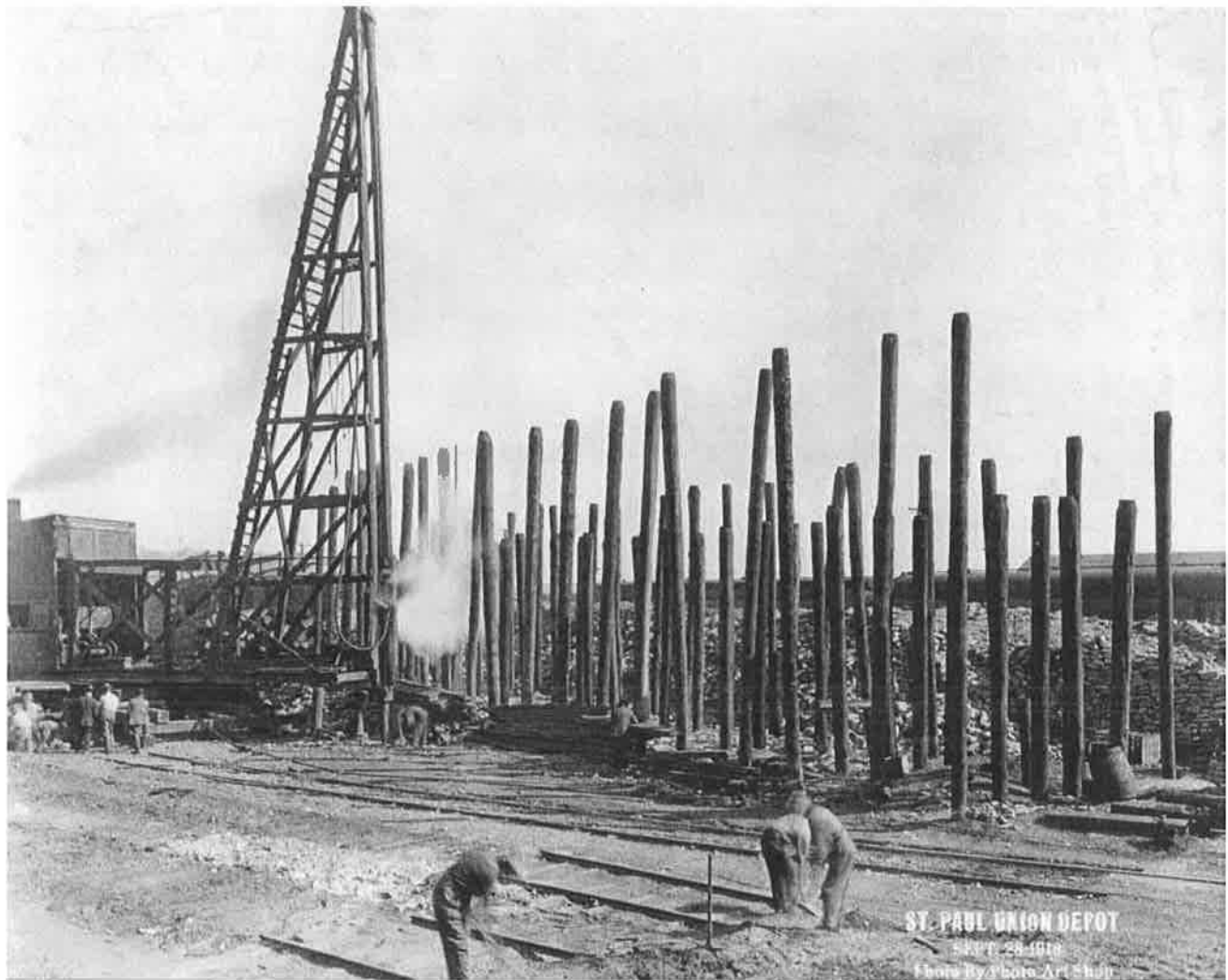
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1918: Deck Pilings being driven

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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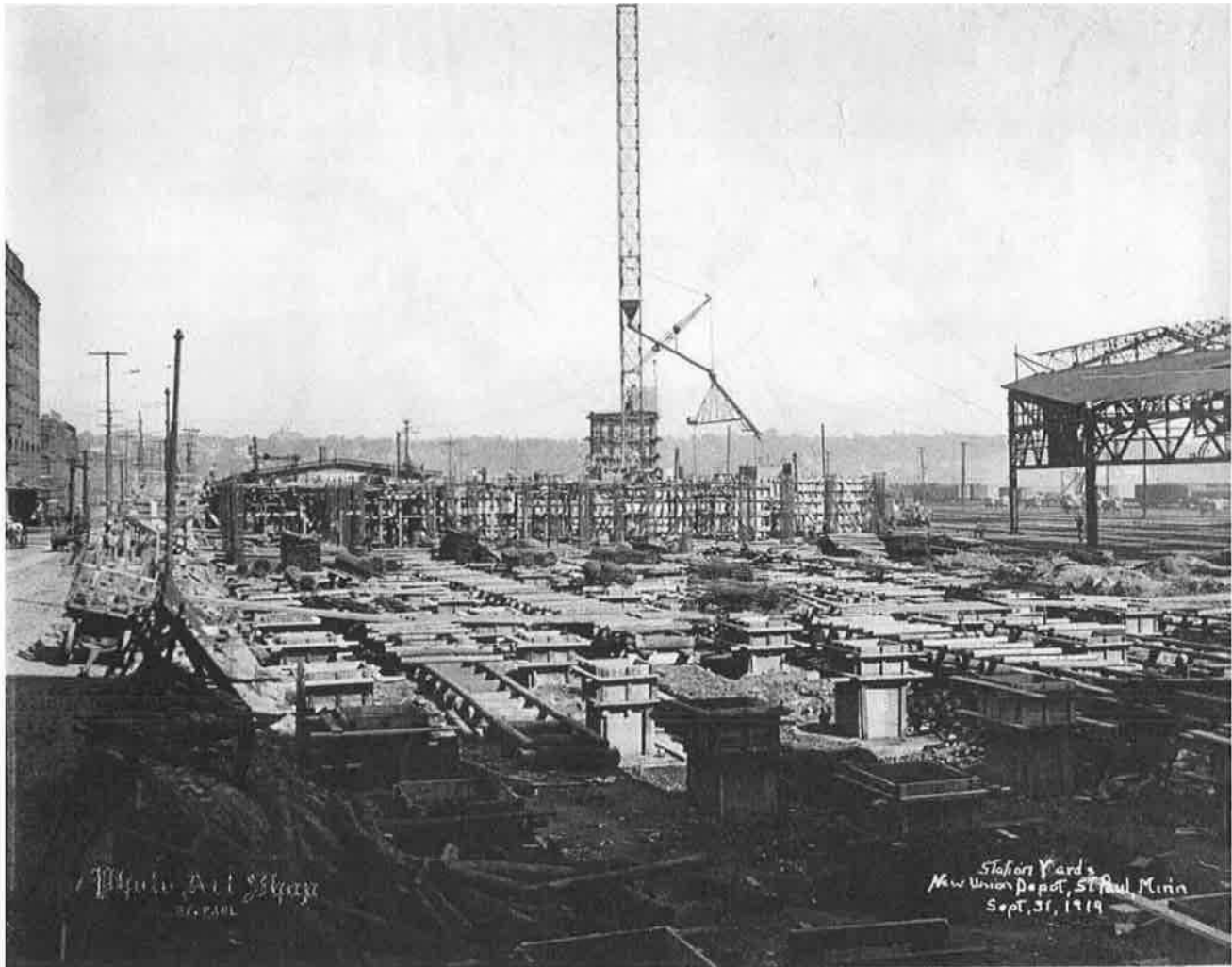
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1919: Deck construction looking east

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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1919: Headhouse Progress, southwest corner

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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1919: Headhouse Progress, northeast corner

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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Main Hall of Headhouse (c. 1920)

(Image from *Lowertown Redevelopment Corporation* records at Minnesota Historical Society)



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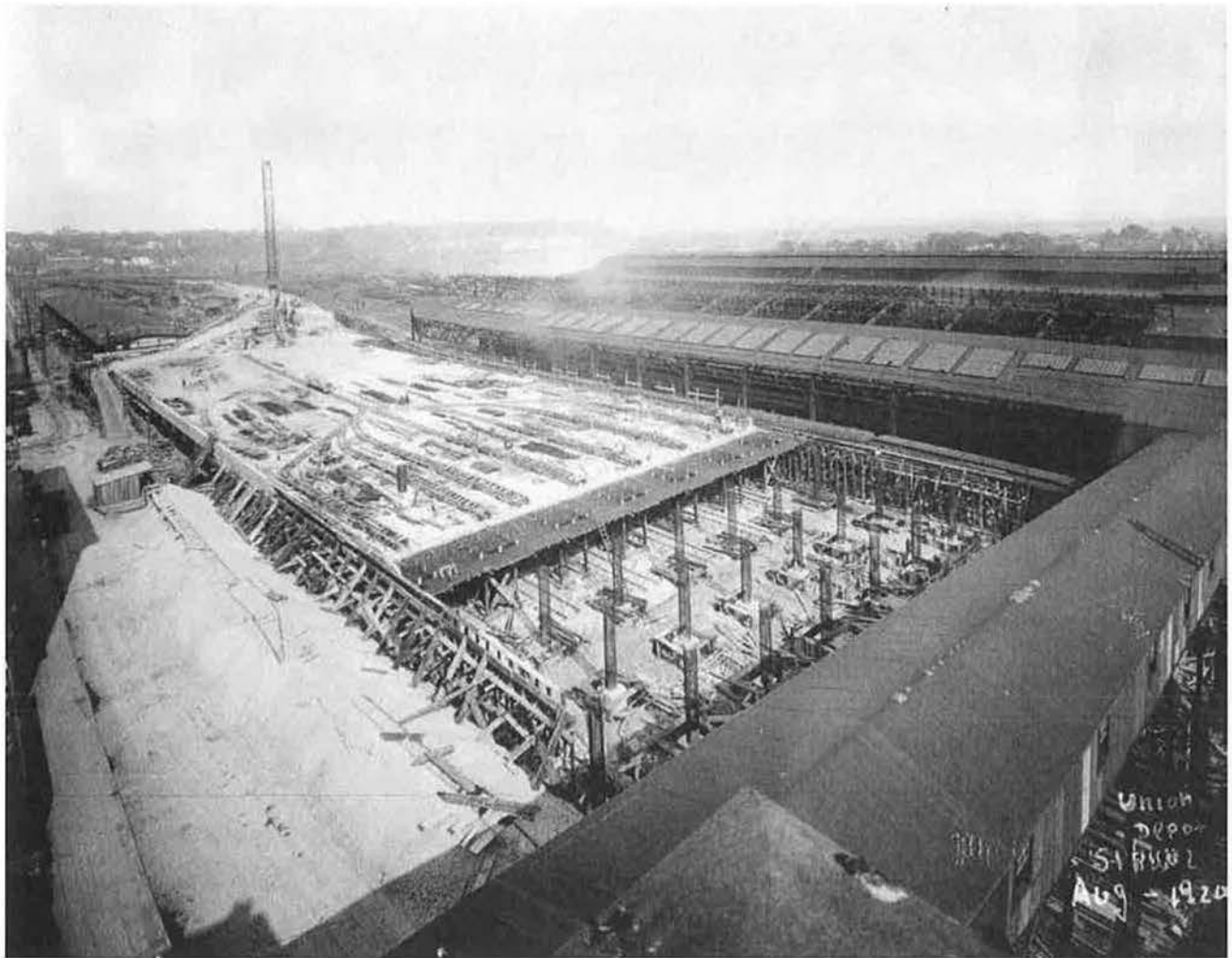
County and State

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1920: Deck construction along 3<sup>rd</sup> Street (Kellogg Boulevard), original shed in background  
(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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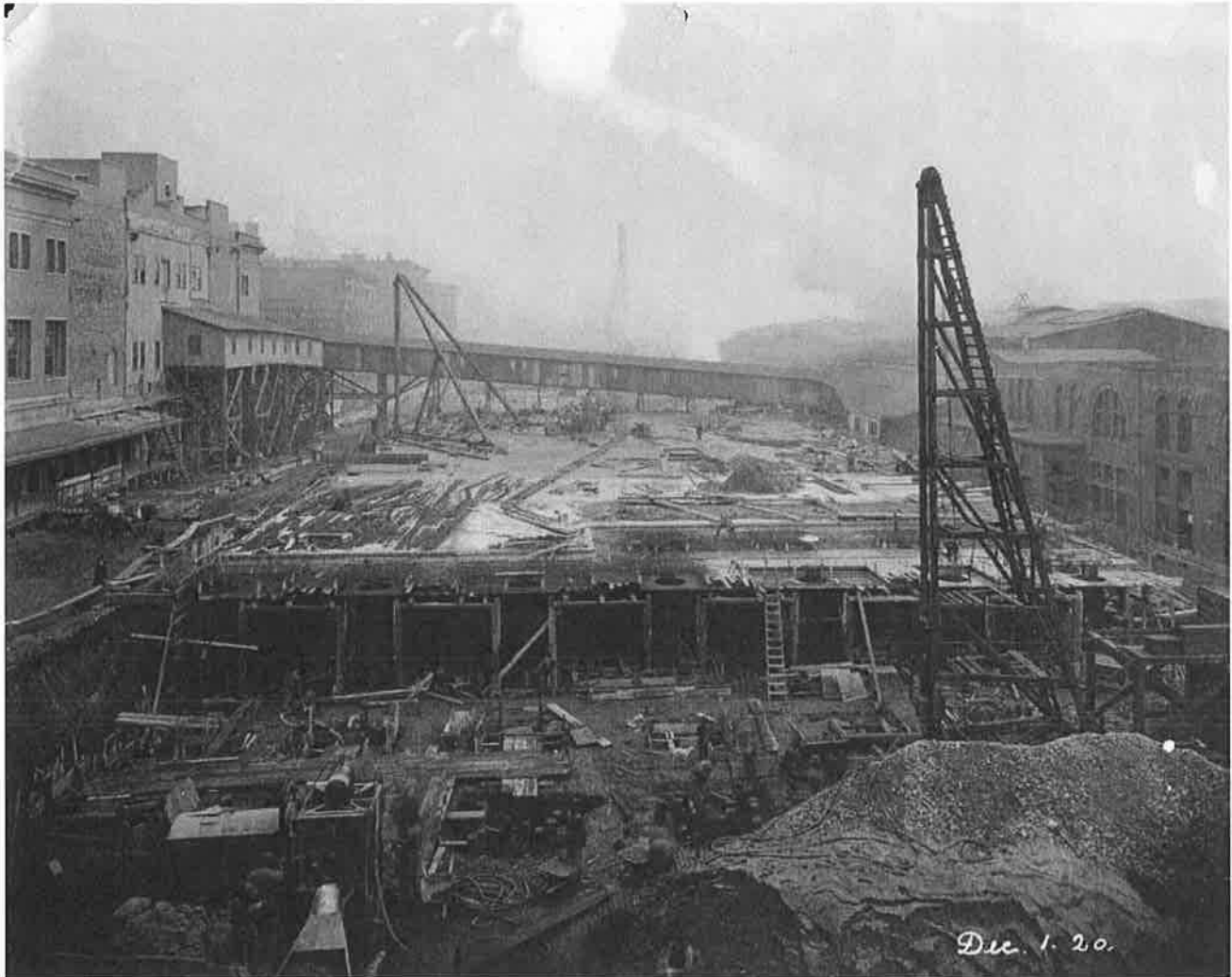
Name of Property  
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1920: Looking east at temporary passenger ramp, original depot on right, new Headhouse on left  
(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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1921: Arrival Concourse at 3<sup>rd</sup> Street (Kellogg Boulevard) & Sibley Street  
(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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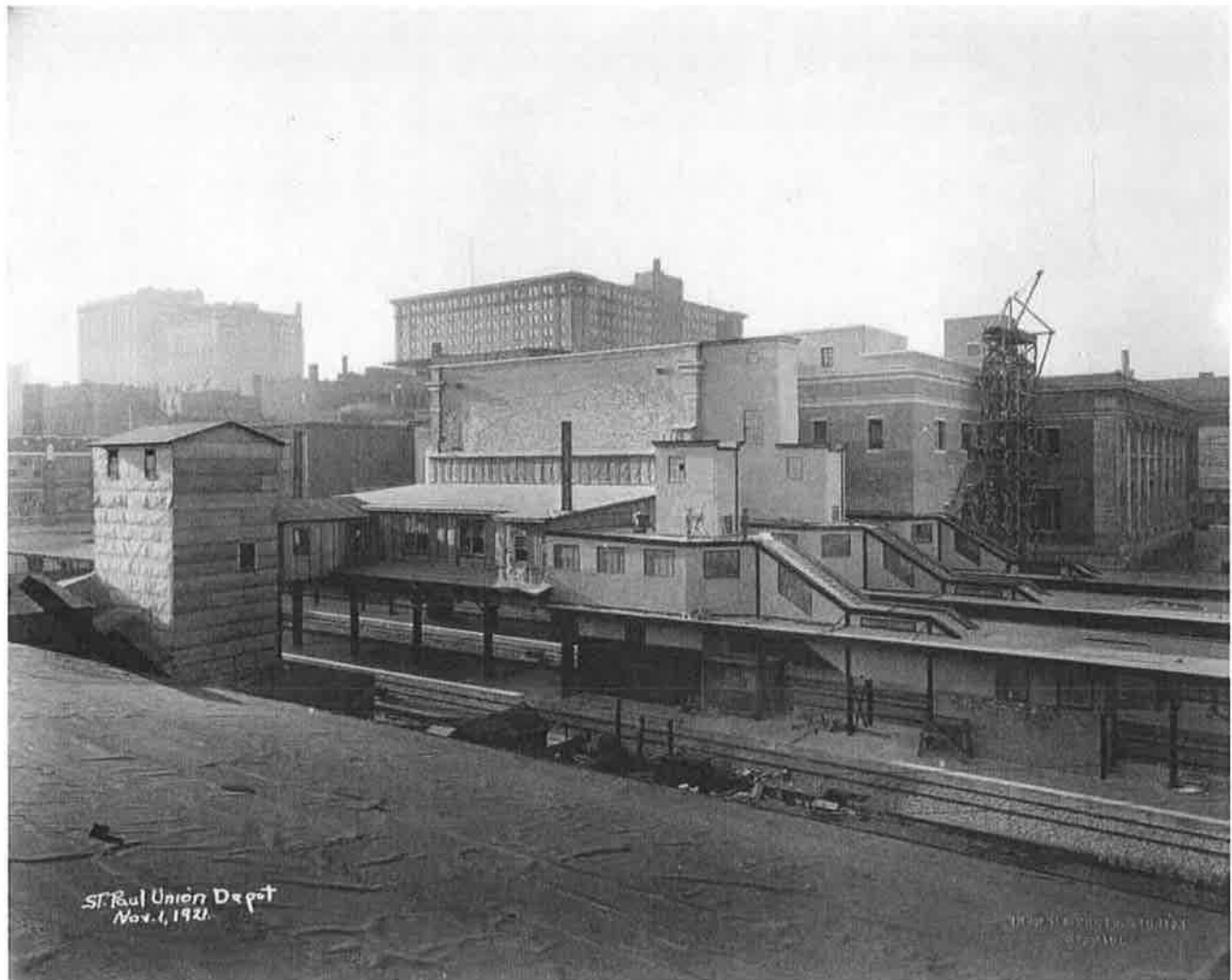
Name of multiple listing (if applicable)

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1921: Completion of temporary Waiting Room stairs

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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Interior of Waiting Room (c. 1924)

(Image courtesy of the Ramsey County Historical Society- p1980 3 195)



FOLEY BROTHERS, INCORPORATED  
SAINT PAUL, MINNESOTA  
SAINT PAUL UNION DEPOT  
SAINT PAUL  
MINN.

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1924: Deck construction, west of Waiting Room, looking west  
(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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1924: Adding fill at southeast end of deck

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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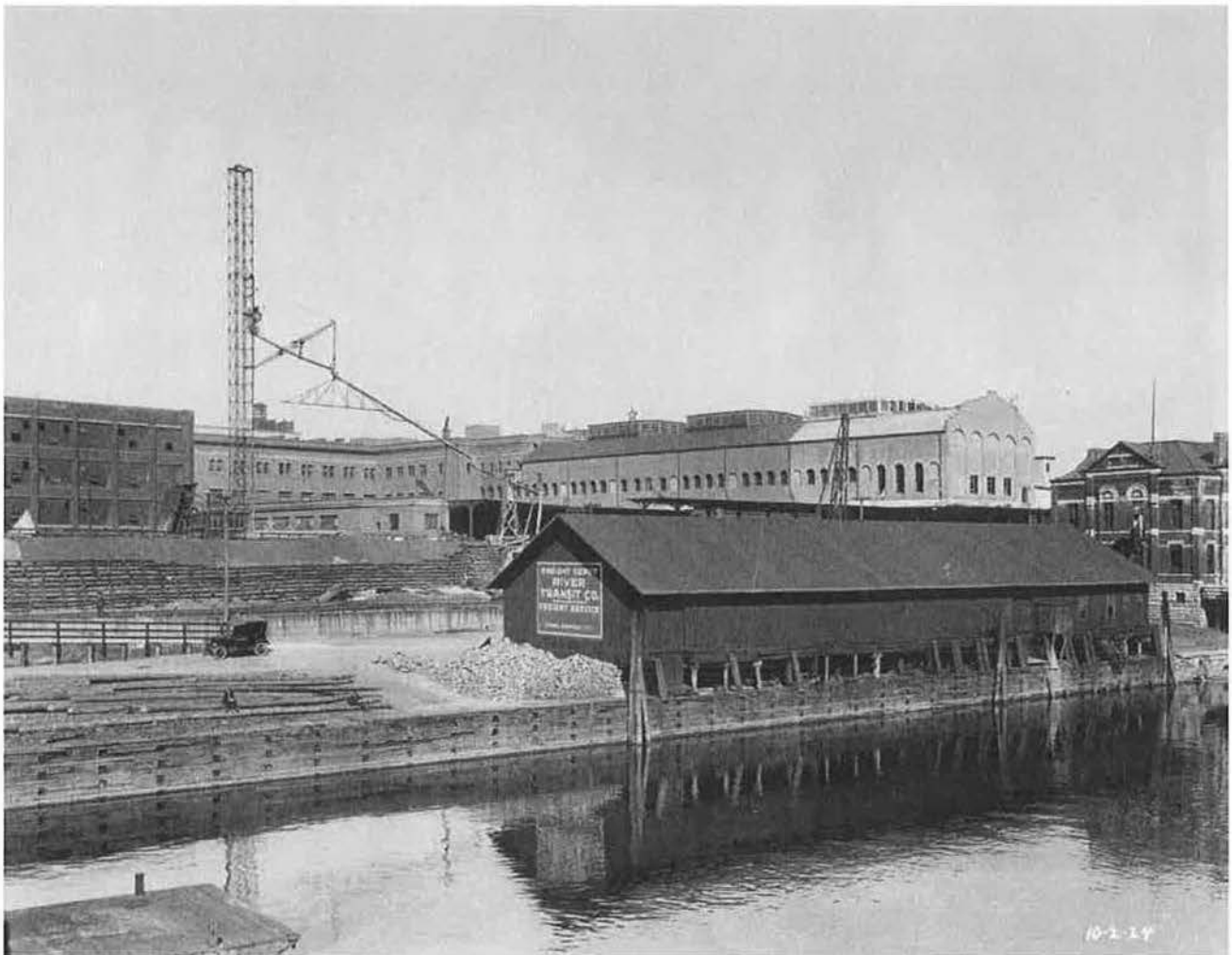
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1924: View of river landing from the south, new depot in the background

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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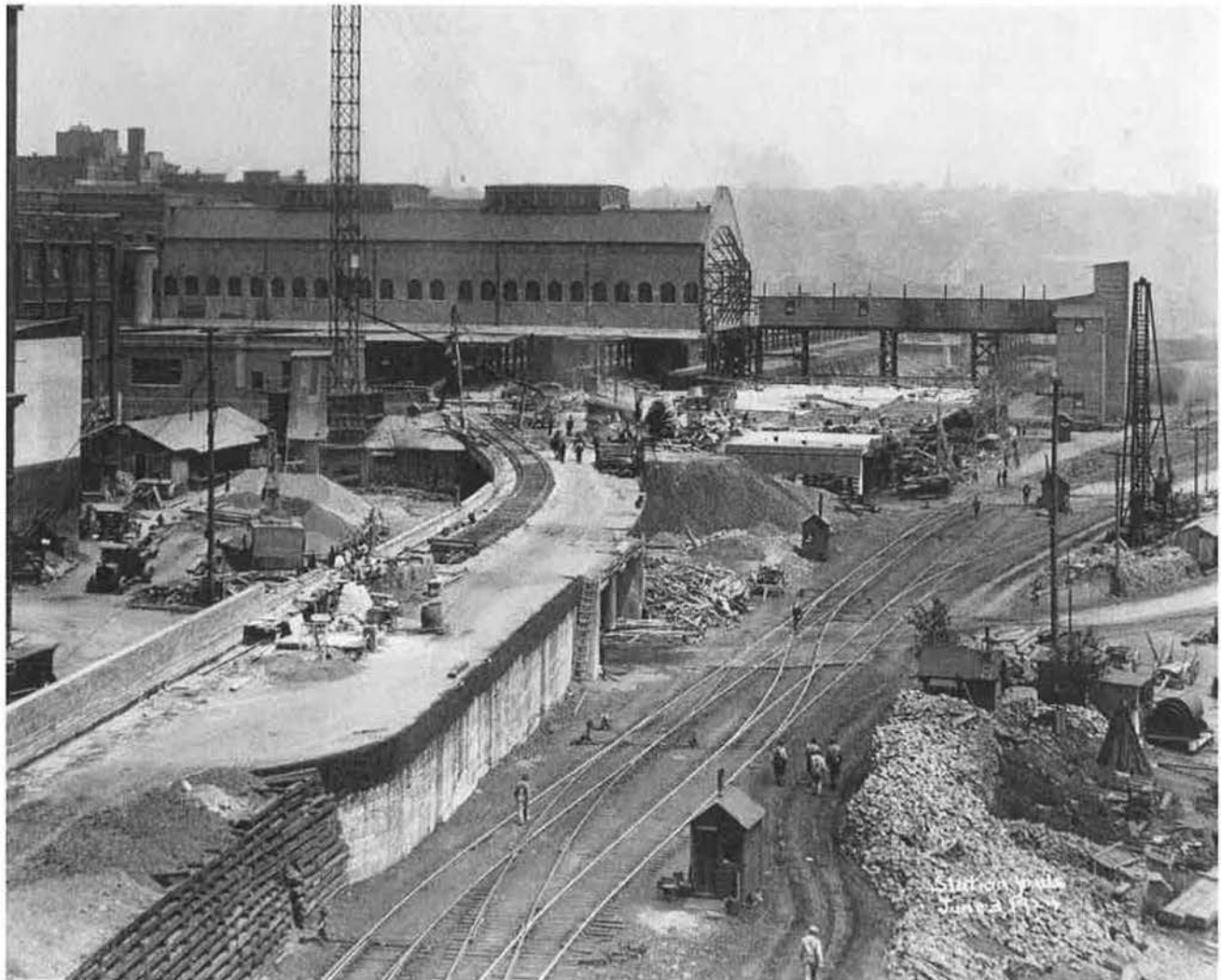
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1924: Waiting Room and deck construction from the west

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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1925: Headhouse drive under construction

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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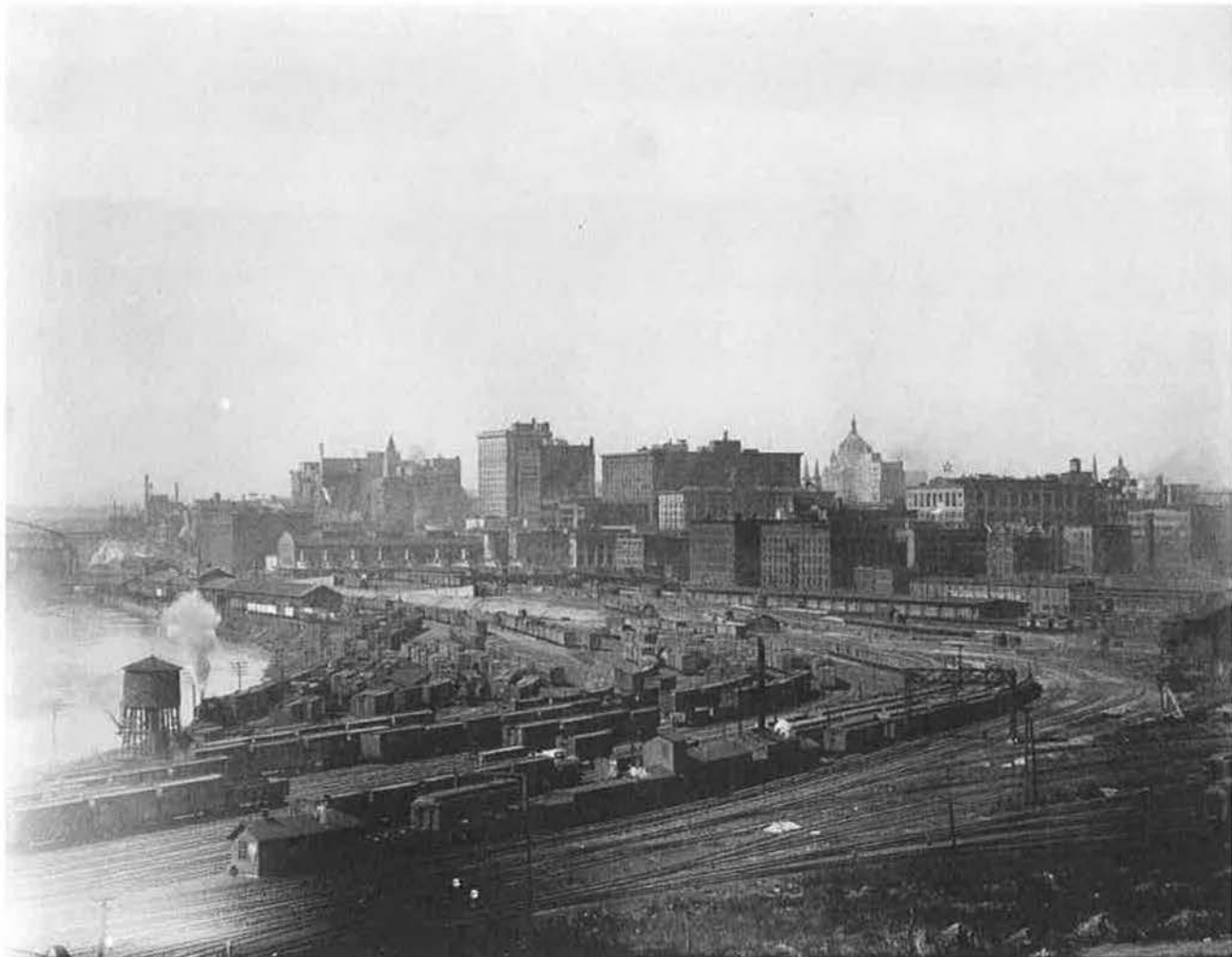
Name of multiple listing (if applicable)

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1925: View of train yard from the east

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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1925: Waiting Room and elevated deck from the west

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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1925: View of the deck and Waiting Room from the west

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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1926: Headhouse and drive completed

(Image courtesy of the Elon Piche Collection, Ramsey County Regional Railroad Authority)



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**PHOTO LOG**

All photos:

Name of Property: St. Paul Union Depot

City: St. Paul

County: Ramsey

State: MN

Photographer Name: Cleary Larkin

Date of Photos: February 2013

Digital File Location: Minnesota State Historic Preservation Office

Photo 0001 (Photo Key Sheet A1)

Surface parking lot, train deck, Waiting Room and Concourse in background, camera facing northwest

Photo 0002 (Photo Key Sheet A2)

Upper level of Kellogg Entry building addition, Concourse in the background, camera facing north

Photo 0003 (Photo Key Sheet A2)

Amtrak platform and historic stair platform, Waiting Room in the background, camera facing northwest

Photo 0004 (Photo Key Sheet A2)

Elevated train deck over Sibley Street, deck on left, camera facing west

Photo 0005 (Photo Key Sheet A2)

Side and rear elevation of Headhouse with skyway over Sibley Street, camera facing east

Photo 0006 (Photo Key Sheet A2)

Concourse over Kellogg Blvd, camera facing southeast

Photo 0007 (Photo Key Sheet A2)

Carriageway elevation, camera facing southeast

Photo 0008 (Photo Key Sheet A2)

Headhouse front elevation, camera facing south

Photo 0009 (Photo Key Sheet A2)

Headhouse portico entry doors, camera facing southwest

Photo 0010 (Photo Key Sheet A2)

Side elevation of Headhouse, camera facing west

Photo 0011 (Photo Key Sheet A2)

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Front elevation of Kellogg Entry addition, camera facing southwest

Photo 0012 (Photo Key Sheet A3)

Deck and columns at Sibley Street, camera facing northwest. Rebuilt deck and columns on the right, original deck and columns on the left.

Photo 0013 (Photo Key Sheet A3)

Deck along Shepard Road, camera facing southeast

Photo 0014 (Photo Key Sheet A3)

Driveway entry into Parking Garage, camera facing southeast

Photo 0015 (Photo Key Sheet A4)

Interior of Headhouse entry vestibule, camera facing south

Photo 0016 (Photo Key Sheet A4)

New stair and elevator in Headhouse entry, camera facing northwest

Photo 0017 (Photo Key Sheet A4)

Entry to Concourse Headhouse Lobby/ Main Hall, camera facing southwest

Photo 0018 (Photo Key Sheet A4)

Headhouse Lobby/ Main Hall, camera facing northwest

Photo 0019 (Photo Key Sheet A4)

Entry ramp to Headhouse from Skyway, camera facing southeast

Photo 0020 (Photo Key Sheet A4)

Restaurant mezzanine in Headhouse Lobby/ Main Hall, camera facing southeast

Photo 0021 (Photo Key Sheet A5)

Concourse, camera facing southwest into the Waiting Room

Photo 0022 (Photo Key Sheet A5)

Concourse, camera facing southwest into the Waiting Room

Photo 0023 (Photo Key Sheet A5)

Concourse tenant space, camera facing northwest

Photo 0024 (Photo Key Sheet A5)

Waiting Room, camera facing southwest

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Photo 0025 (Photo Key Sheet A5)

Waiting Room interior, camera facing northeast

Photo 0026 (Photo Key Sheet A5)

Amtrak tower addition, camera facing south

Photo 0027 (Photo Key Sheet A5)

Historic stair tower, camera facing northwest to Waiting Room entries

Photo 0028 (Photo Key Sheet A5)

Upper level of Kellogg Entry addition, camera facing southeast

Photo 0029 (Photo Key Sheet A6)

Carriageway entry into Headhouse, camera facing southwest

Photo 0030 (Photo Key Sheet A6)

Storefronts in Carriageway Lobby, camera facing northeast

Photo 0031 (Photo Key Sheet A6)

New stair in Carriageway Lobby, camera facing northwest

Photo 0032 (Photo Key Sheet A6)

Headhouse Basement corridor (north), camera facing southeast

Photo 0033 (Photo Key Sheet A7)

Future tenant space, second floor Headhouse, camera facing northwest

Photo 0034 (Photo Key Sheet A7)

Second floor Headhouse tenant space, camera facing northwest

Photo 0035 (Photo Key Sheet A8)

Kellogg Entry interior at street level, camera facing northwest

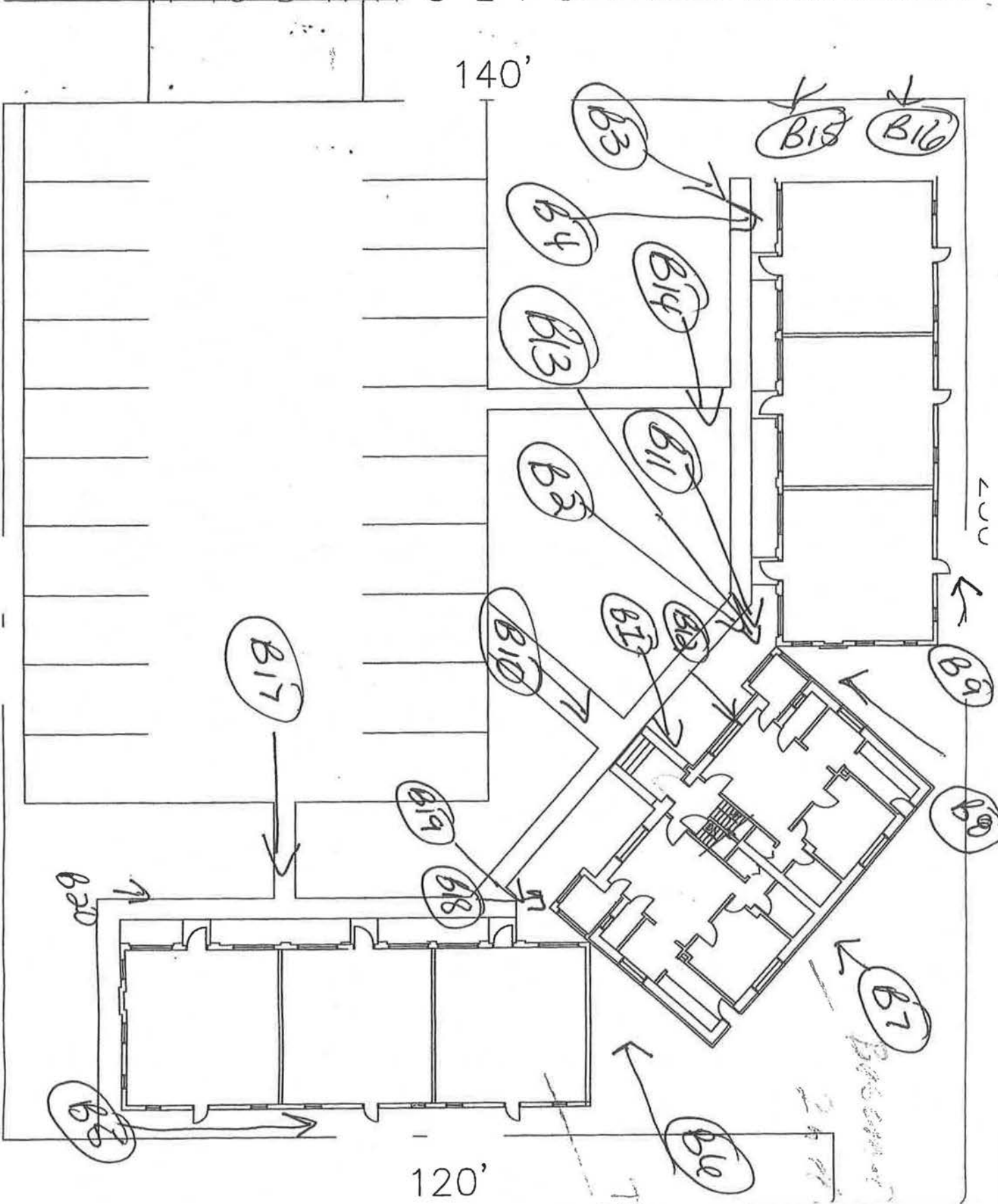
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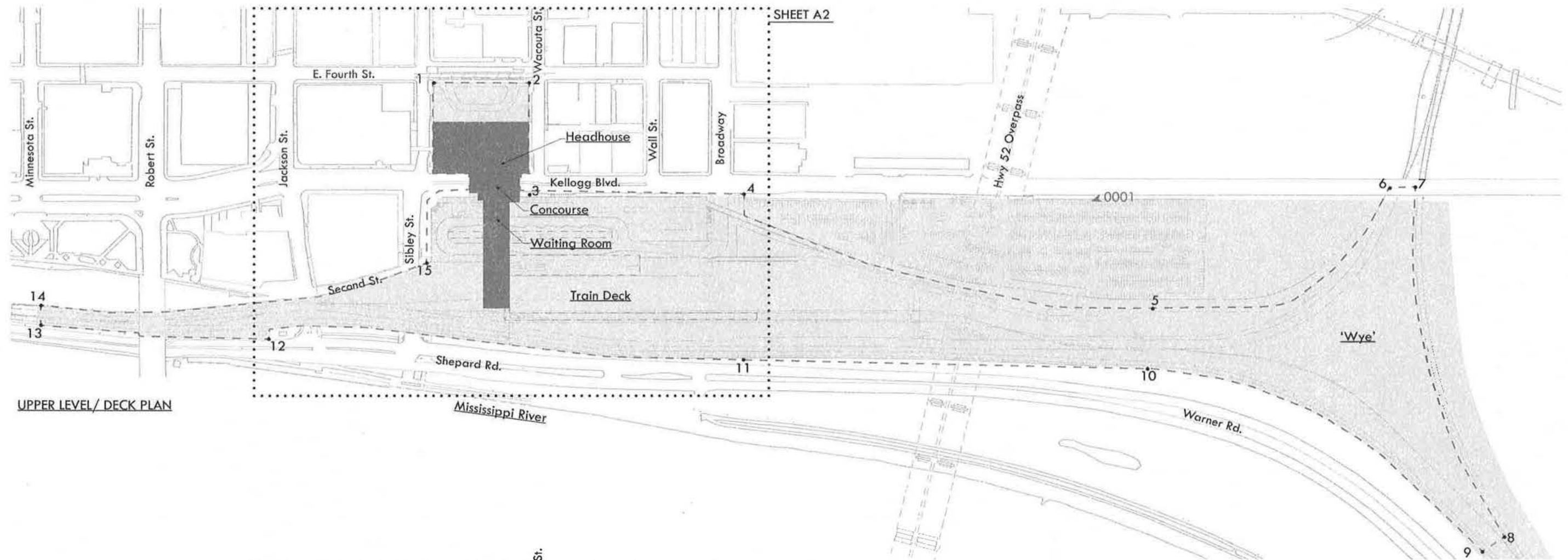
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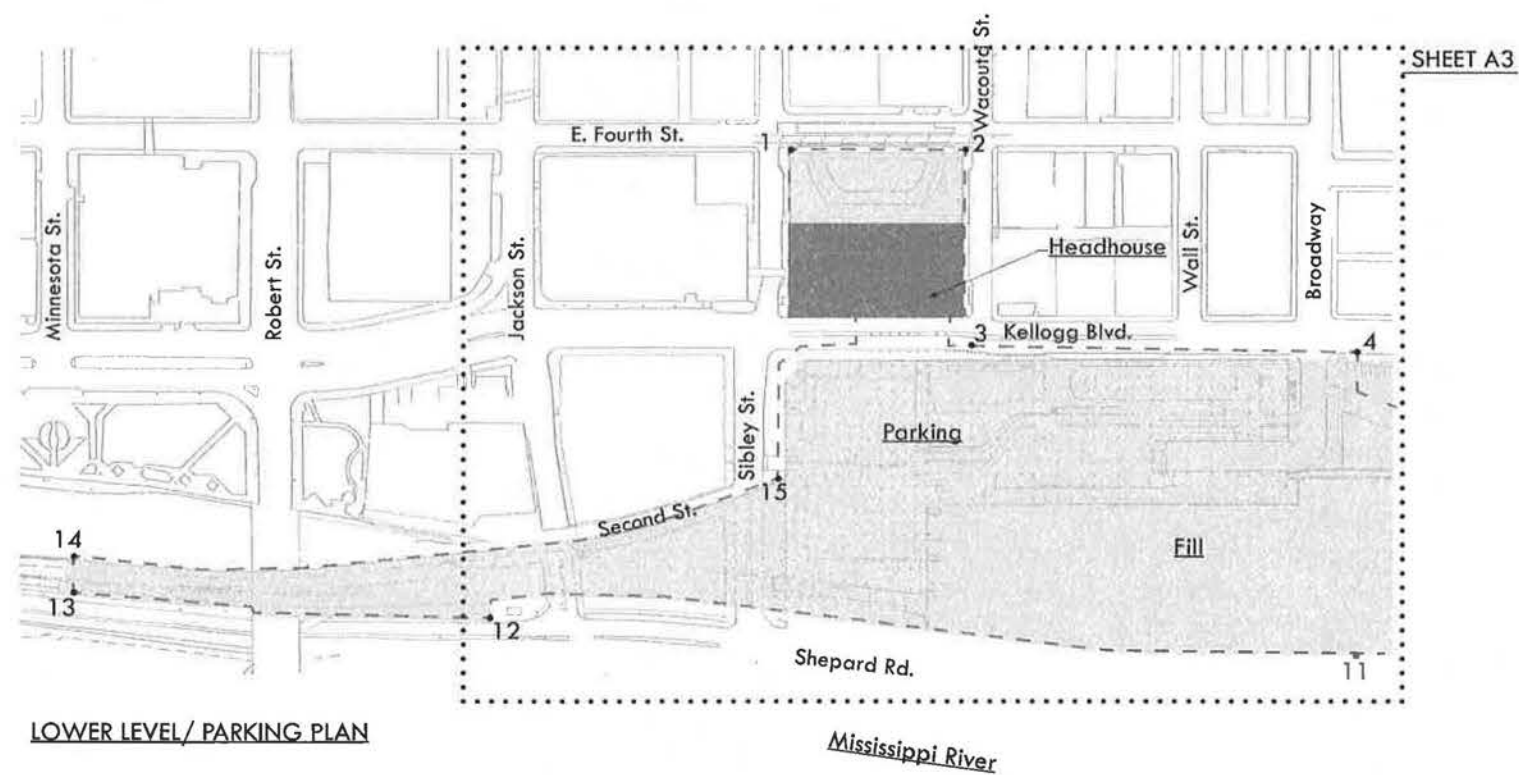
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120'





UPPER LEVEL/ DECK PLAN

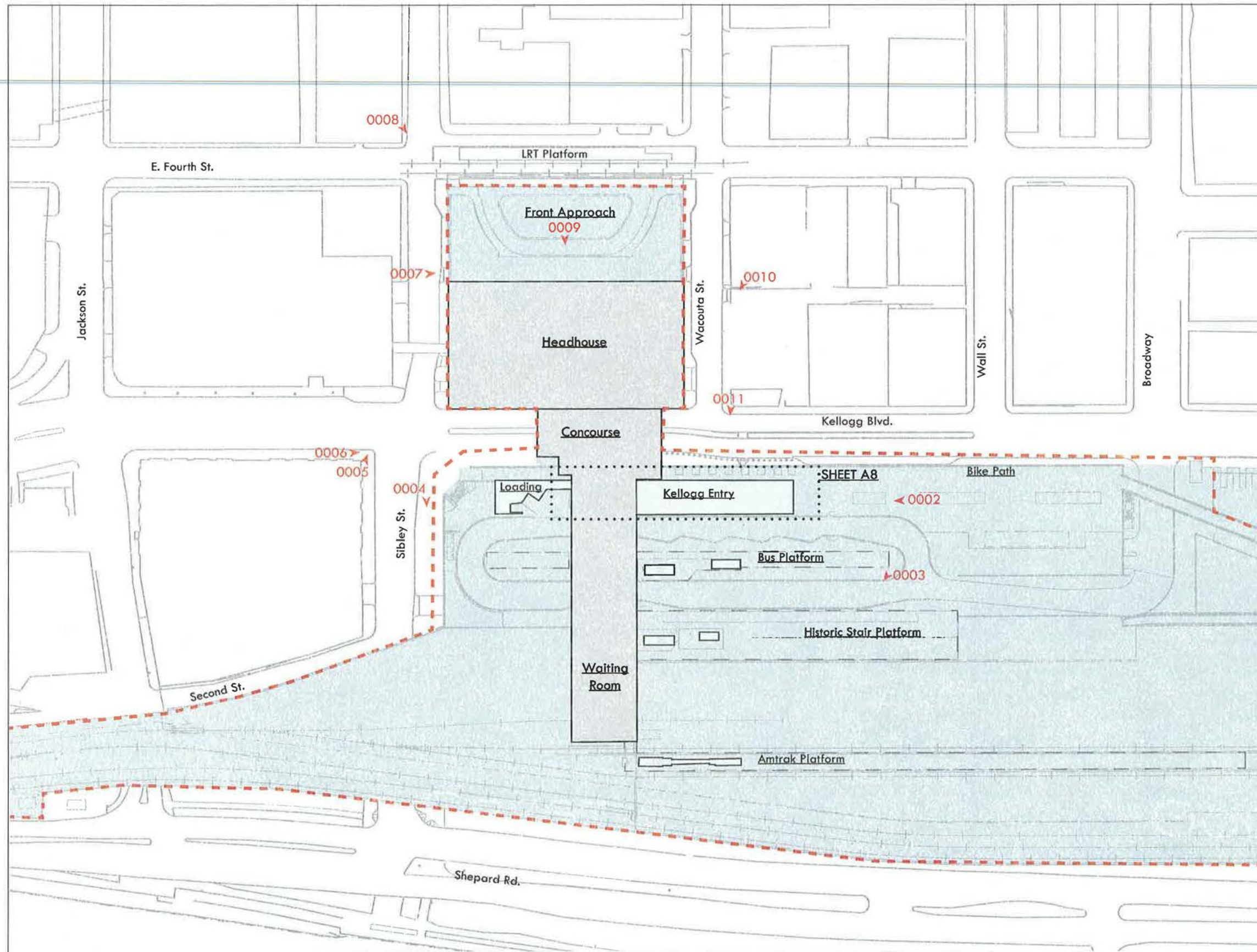


LOWER LEVEL/ PARKING PLAN

**LEGEND**

- Previously listed (1974)
- - - Revised boundary (2013)
- UTM coordinates
- $\triangle 0001$  Photo Key





UPPER LEVEL/ DECK PLAN

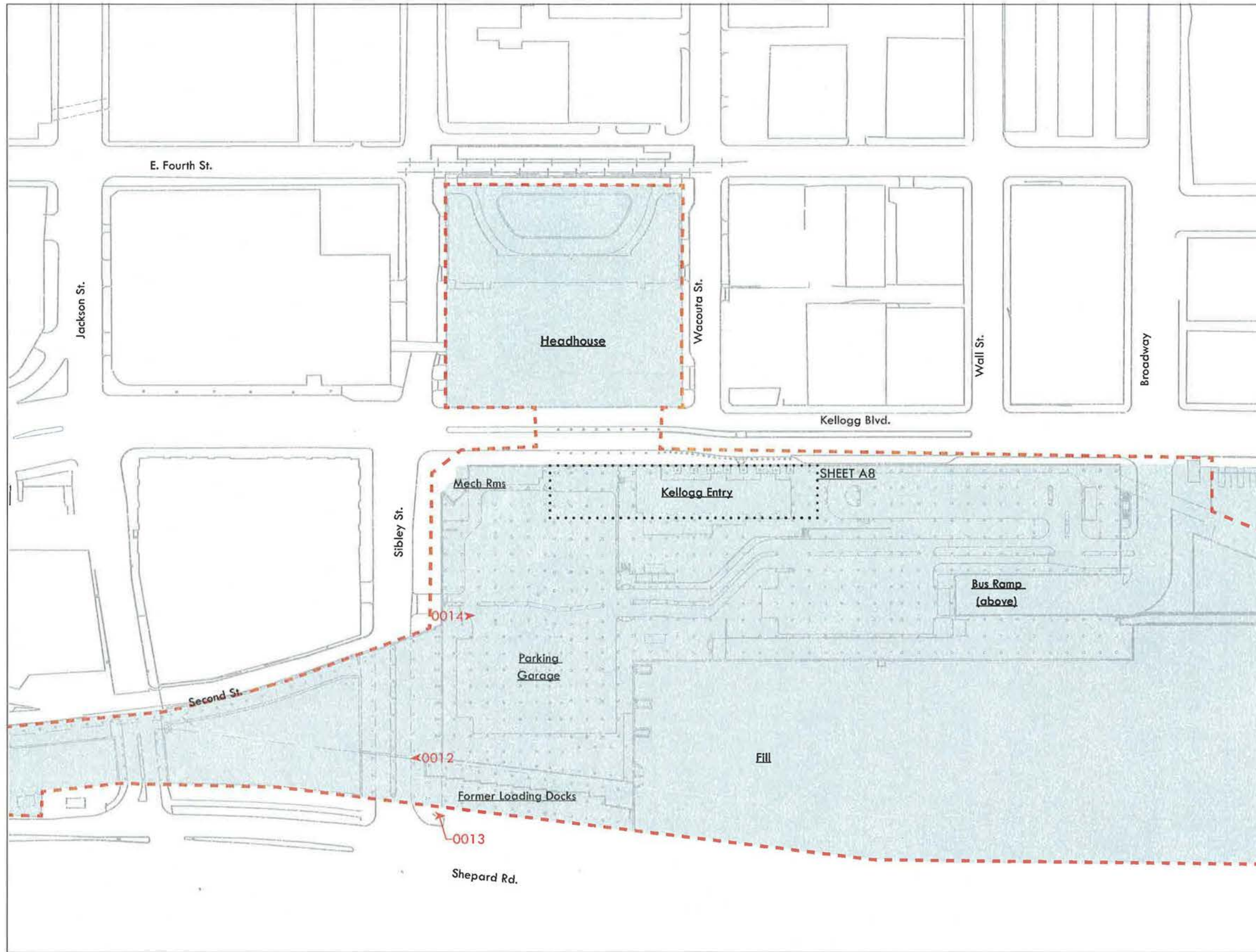
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◀ 0001 Photo Key

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↑ Project North

↙ Geographic North



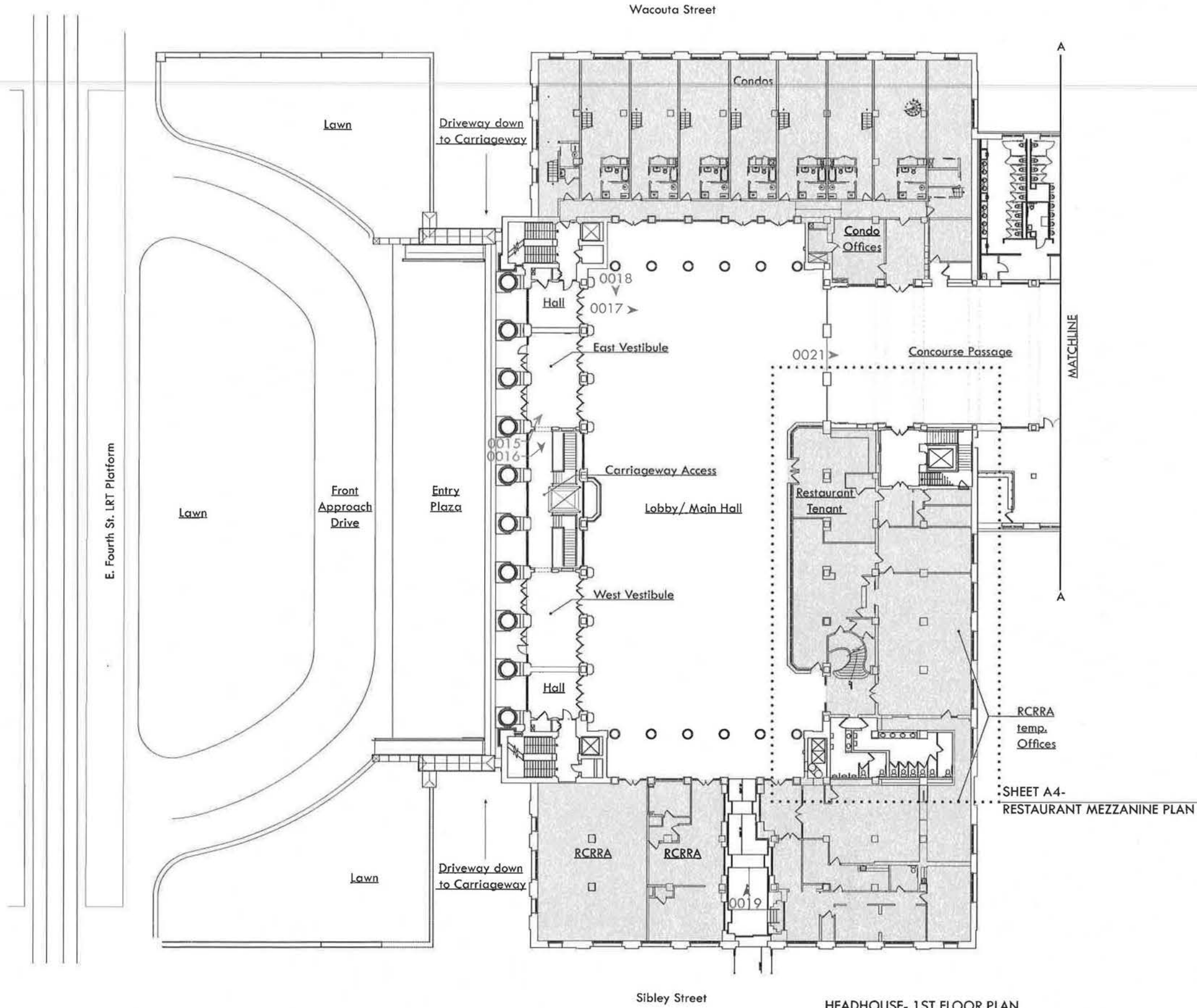
LOWER LEVEL/ PARKING PLAN

**LEGEND**

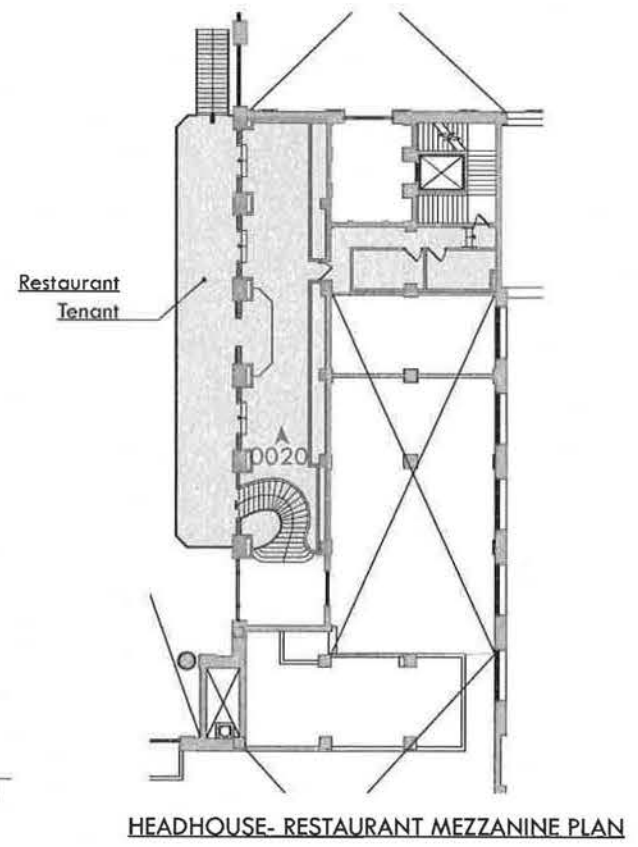
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- ↖ Geographic North



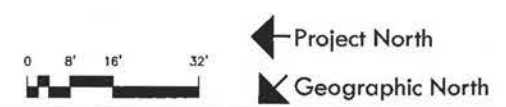
HEADHOUSE- 1ST FLOOR PLAN

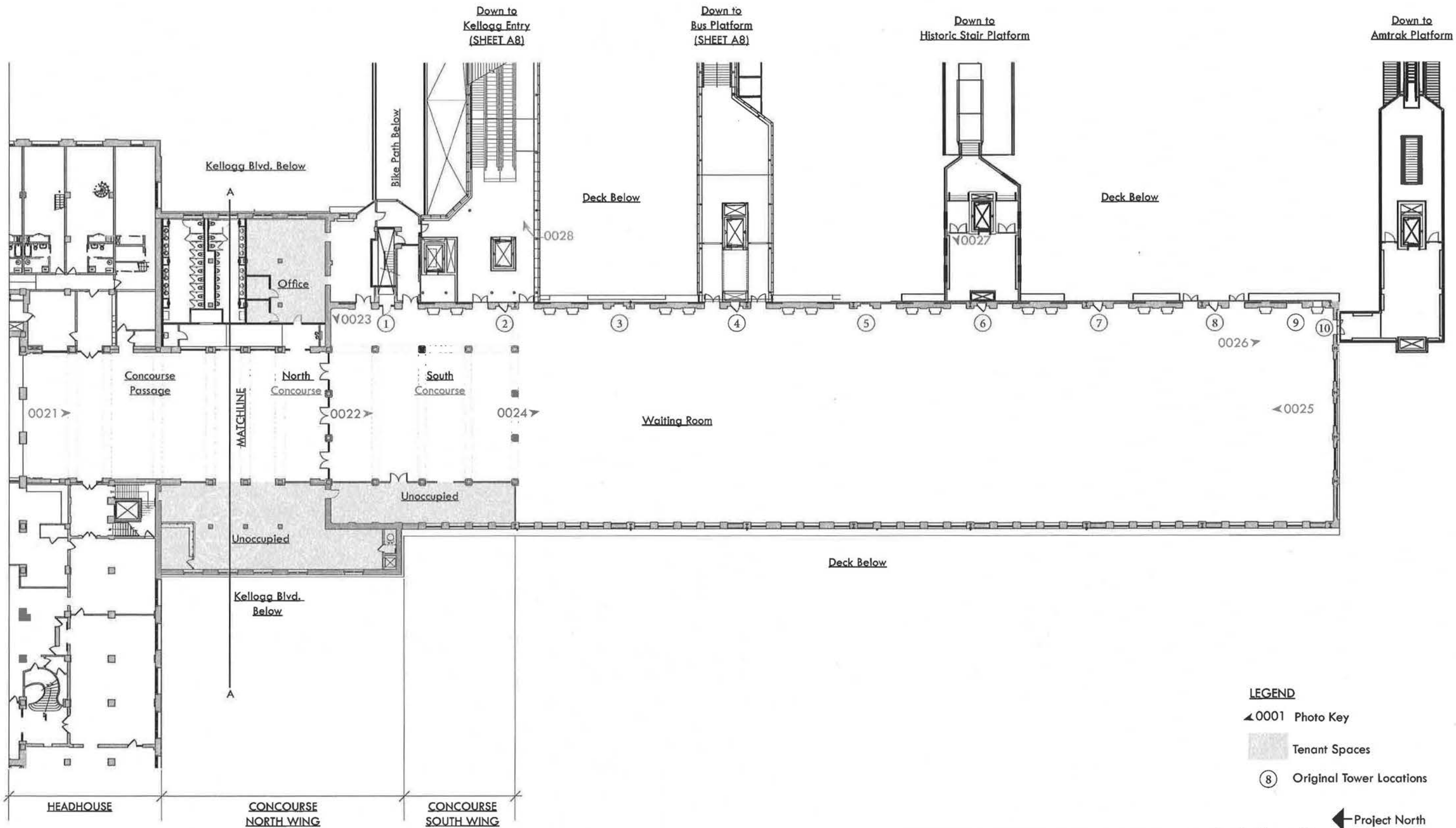


HEADHOUSE- RESTAURANT MEZZANINE PLAN

LEGEND

- ◀0001 Photo Key
- Tenant Spaces



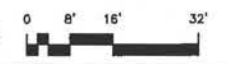


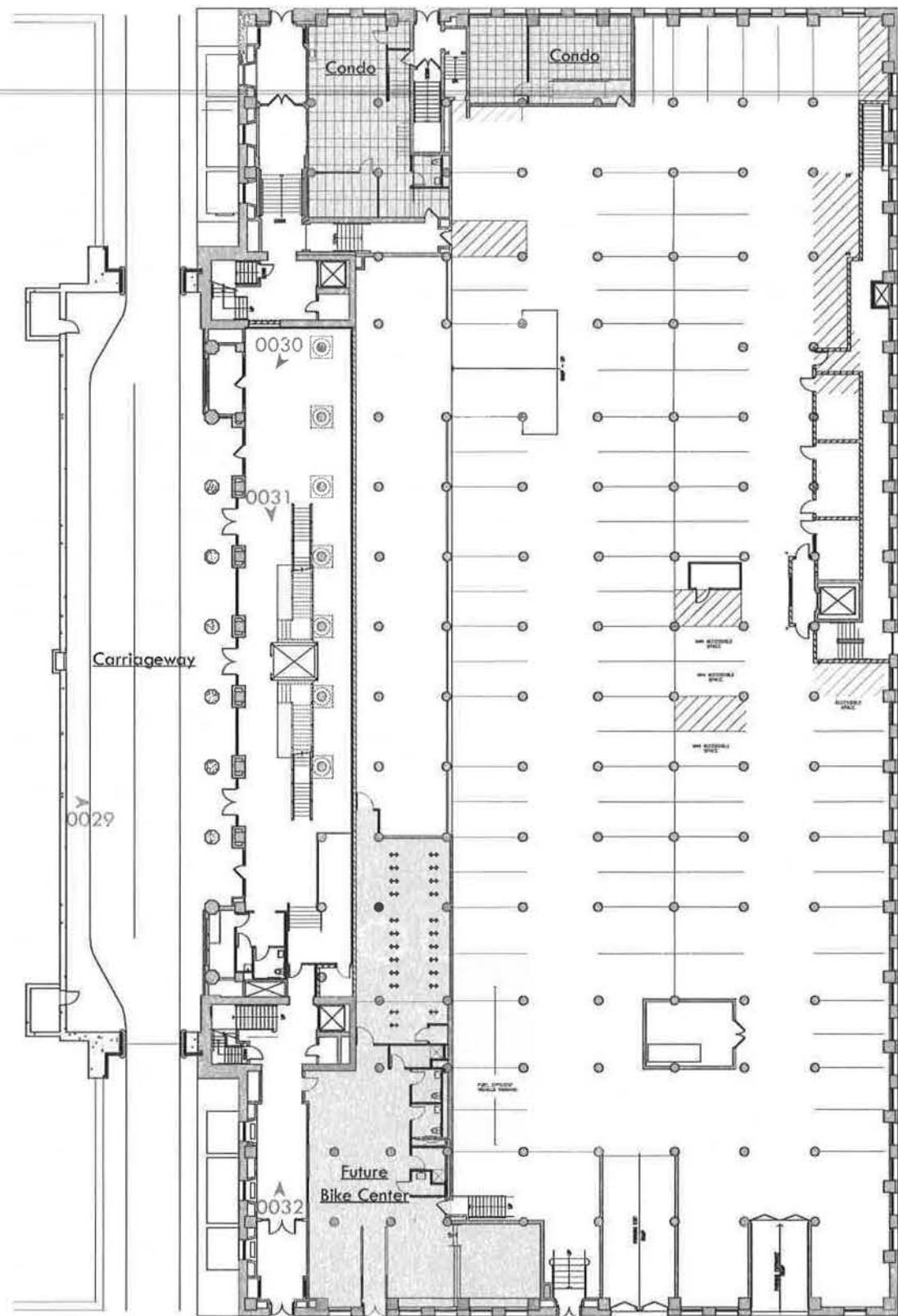
**LEGEND**

- ◀0001 Photo Key
- Tenant Spaces
- ⑧ Original Tower Locations

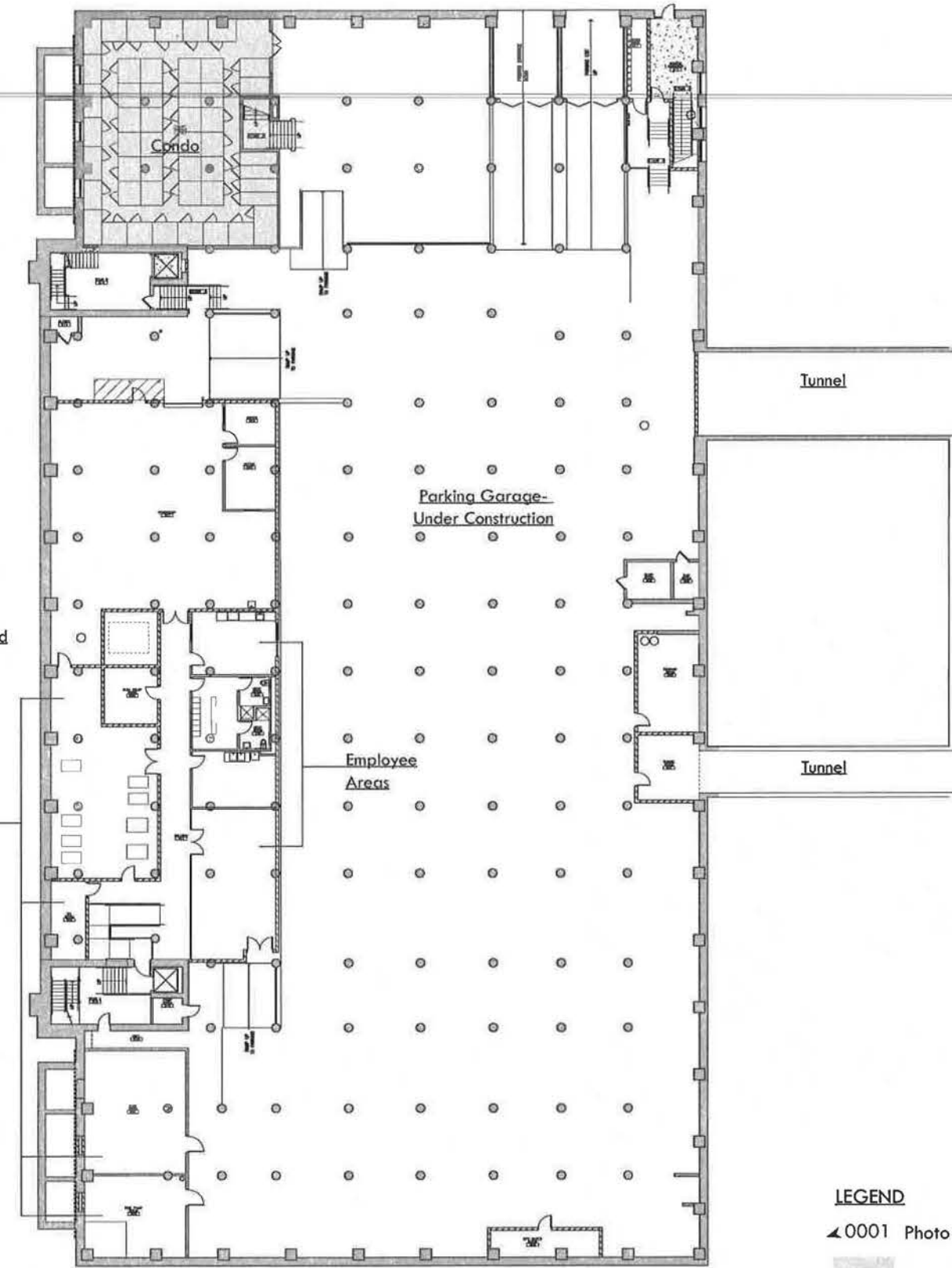
← Project North  
 ↙ Geographic North

CONCOURSE & WAITING ROOM- 1ST FLOOR PLAN





HEADHOUSE- BASEMENT PLAN



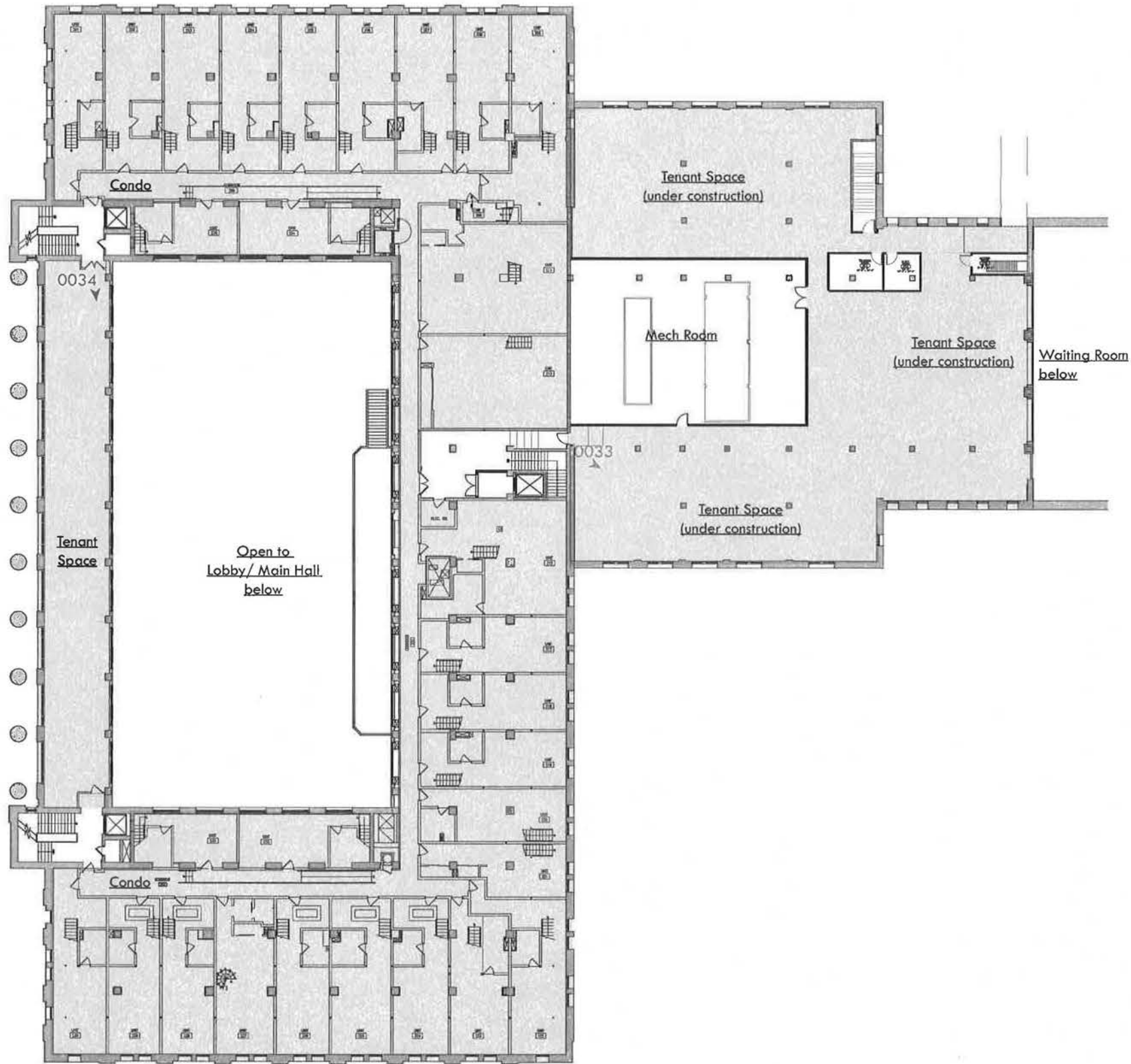
HEADHOUSE- SUB-BASEMENT PLAN

LEGEND

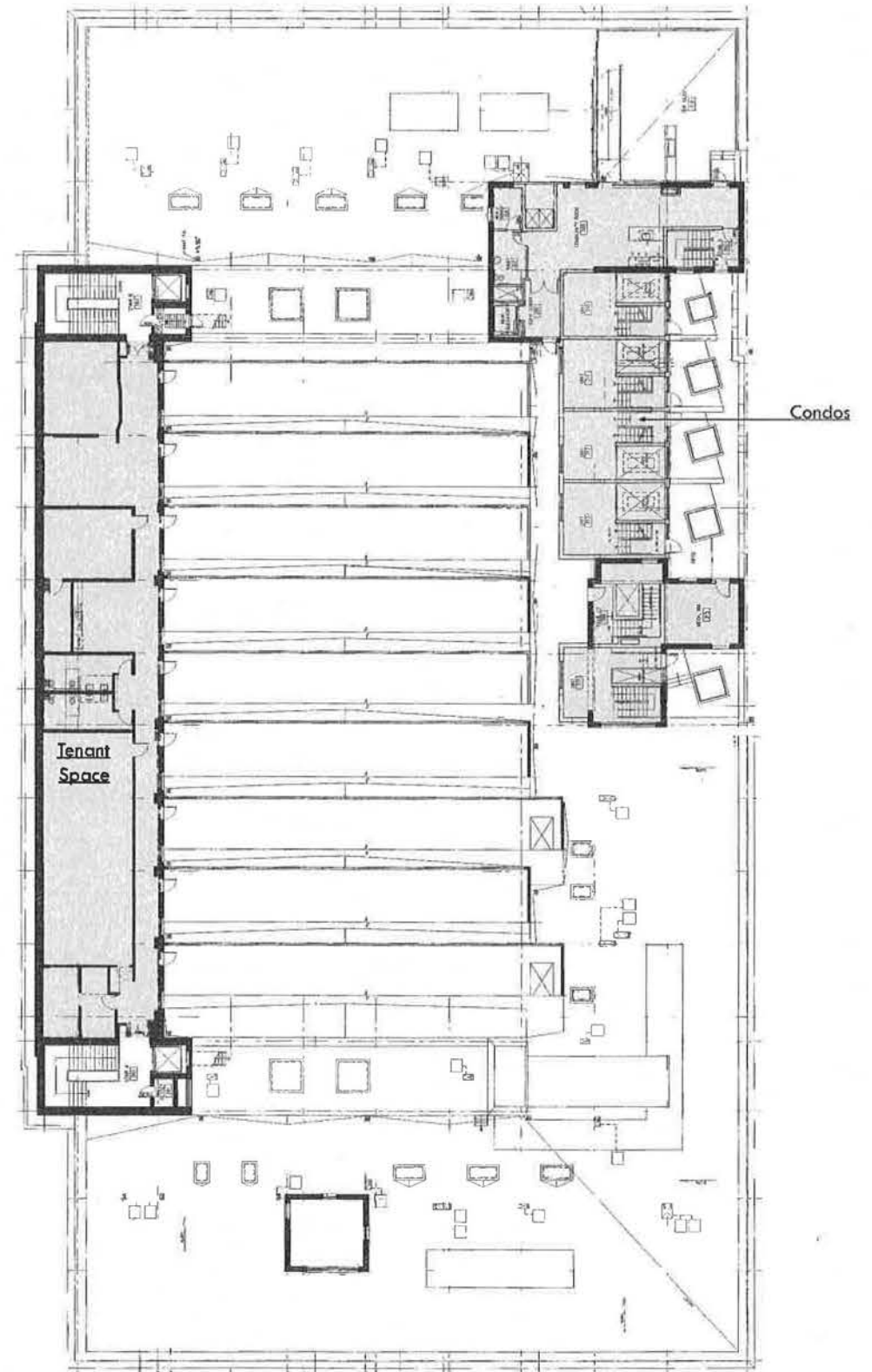
- ◀ 0001 Photo Key
- Tenant Spaces

- ← Project North
- ↖ Geographic North





HEADHOUSE & CONCOURSE- 2ND FLOOR PLAN



HEADHOUSE- 3RD FLOOR/ ROOF PLAN

LEGEND

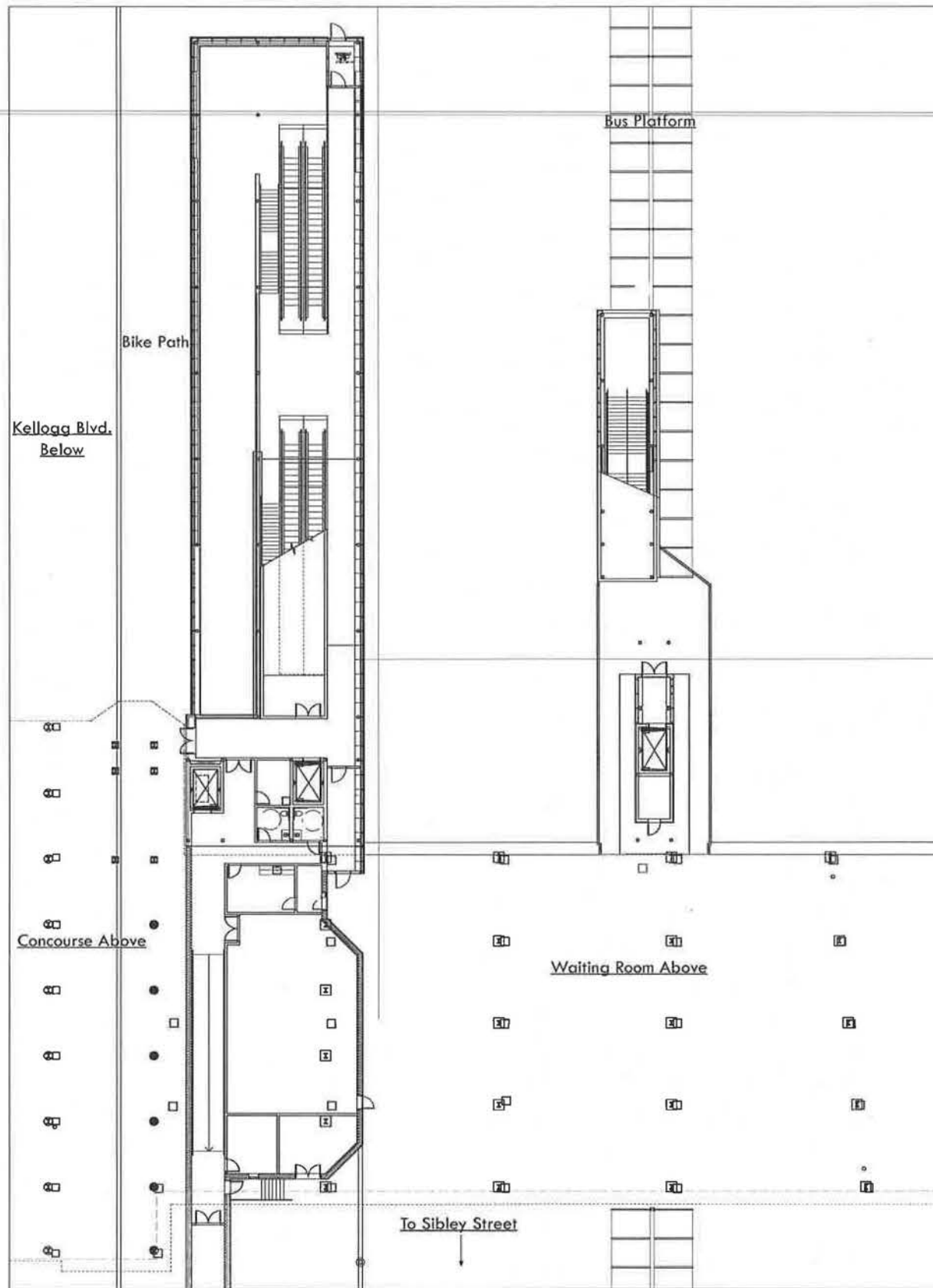
◀ 0001 Photo Key

■ Tenant Spaces

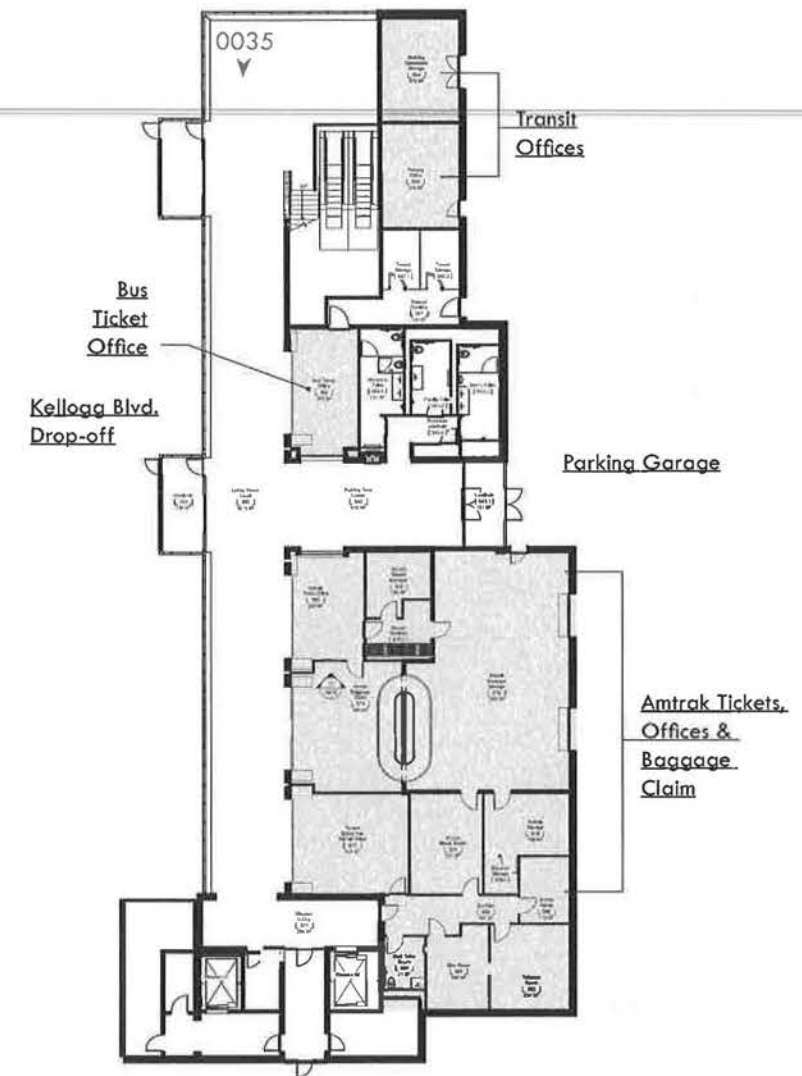


← Project North

↙ Geographic North



KELLOGG ENTRY PARTIAL DECK LEVEL PLAN

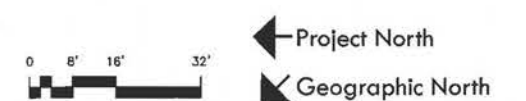


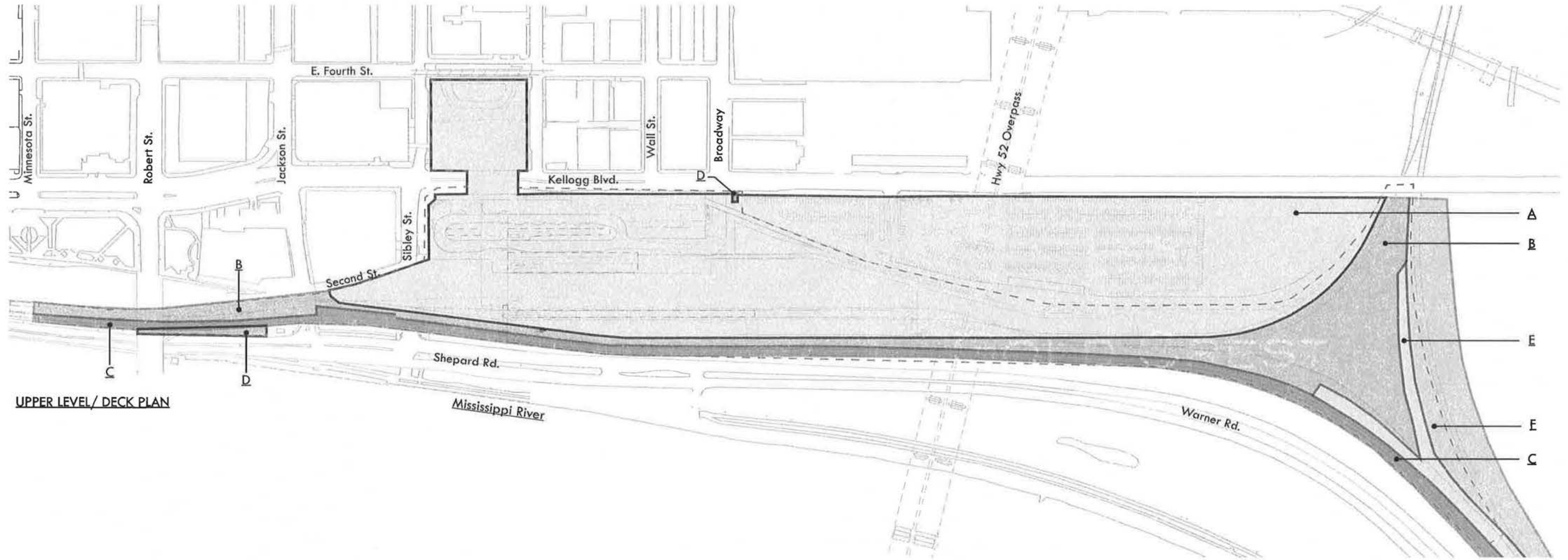
KELLOGG ENTRY- STREET LEVEL PLAN

LEGEND

◀ 0001 Photo Key

■ Tenant Spaces





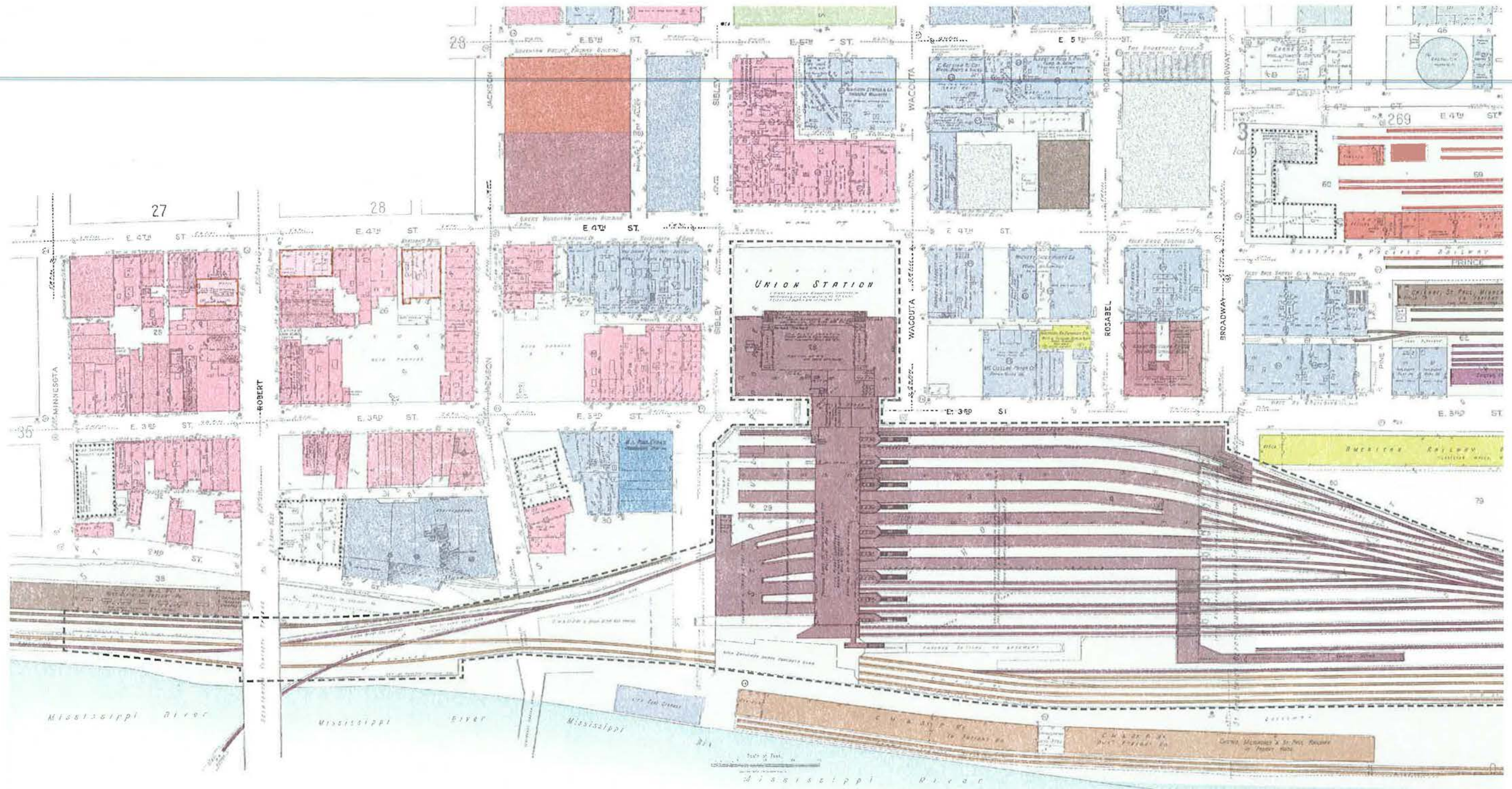
UPPER LEVEL/ DECK PLAN

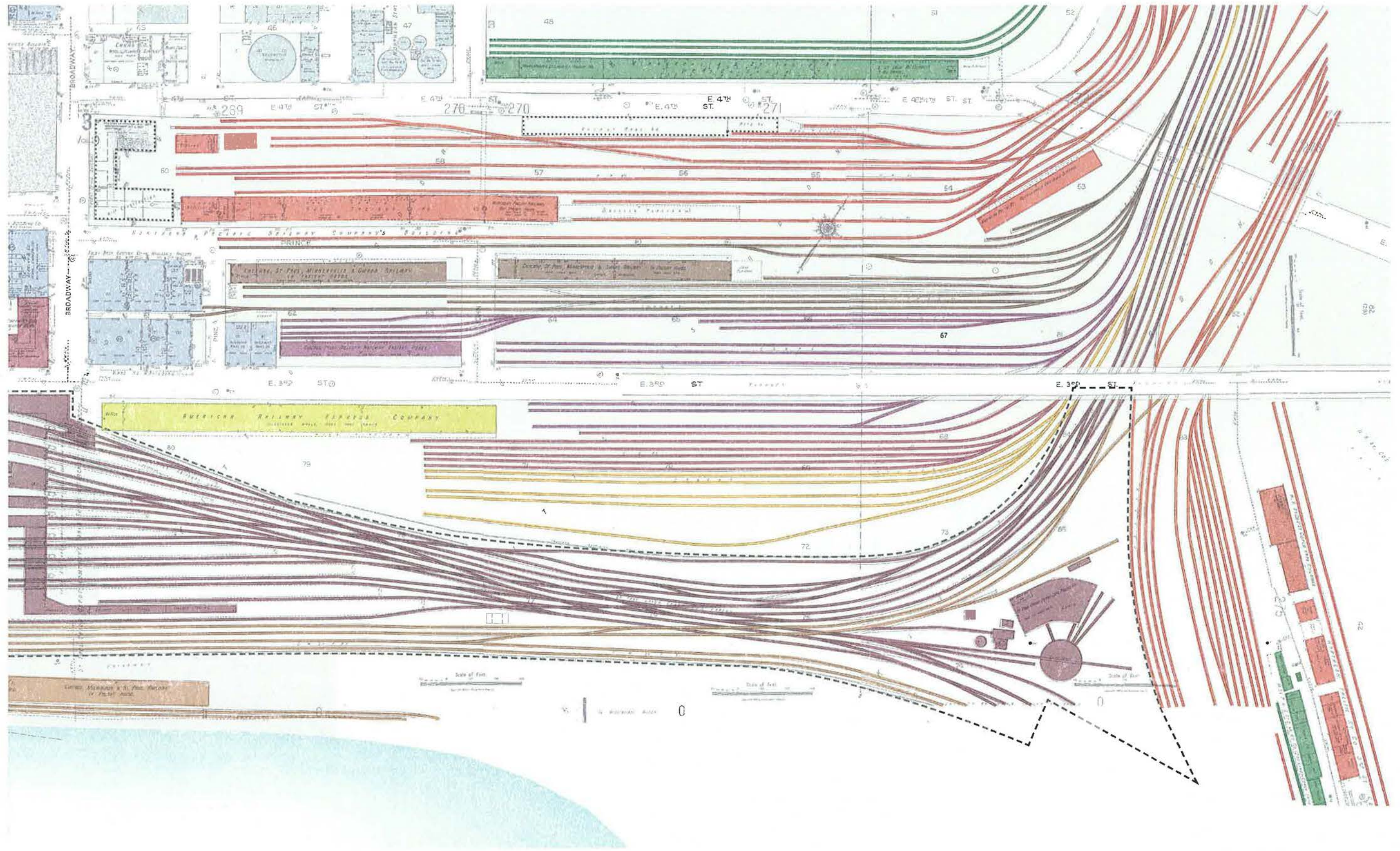
**PROPERTY OWNERSHIP\***

- A** Ramsey County Regional Railroad Authority
- B** Union Pacific Railroad Company
- C** Soo Line Railroad Company
- D** City of St. Paul- Public Works
- E** BNSF Railway Company
- E** BN Leasing Corporation

\*Property ownership information accessed online through Ramsey County GIS mapping:  
 <<http://www.co.ramsey.mn.us/cs/GIS.htm>>

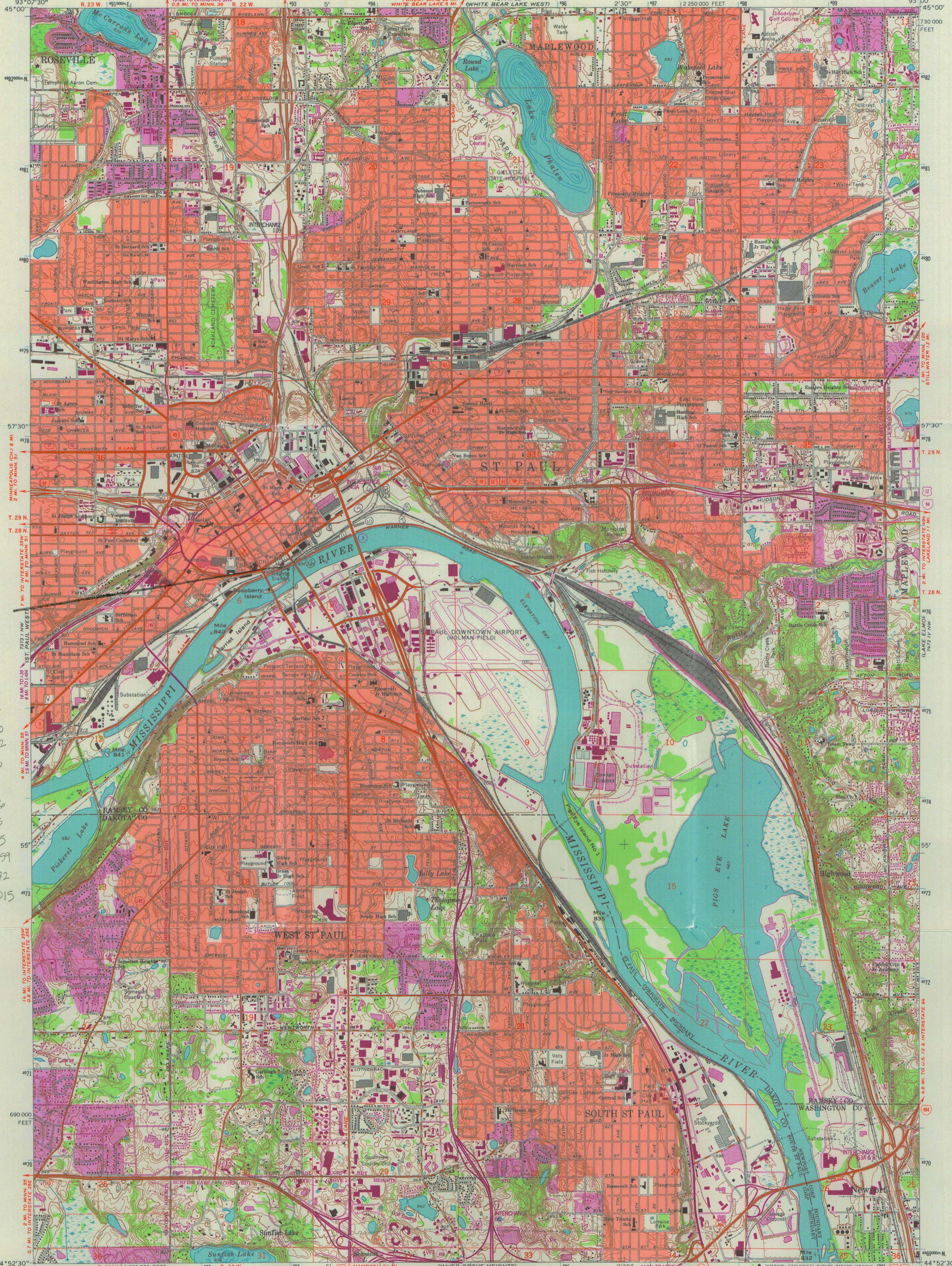






UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

ST. PAUL EAST QUADRANGLE  
MINNESOTA  
7.5 MINUTE SERIES (TOPOGRAPHIC)  
NE/4 ST. PAUL 15' QUADRANGLE



St. Paul Union Depot  
St. Paul, Minnesota

VTM REFERENCES

- 15T/493120/4977107
- 15T/493195/4977214
- 15T/493258/4977218
- 15T/493226/4977247
- 15T/493277/4977400
- 15T/493930/4977600
- 15T/4939104/4977622
- 15T/494236/4977383
- 15T/494230/4977453
- 15T/494806/4977336
- 15T/493498/4977105
- 15T/493129/4976875
- 15T/492932/4976799
- 15T/492923/4976772
- 15T/493208/4977015

Produced by the United States Geological Survey  
Control by USGS, NOS/NOAA and USACE  
Topography by photogrammetric methods from aerial photographs taken 1947. Field checked 1951. Revised from aerial photographs taken 1966. Field checked 1967. Map edited 1967  
Hydrography compiled from information furnished by Minnesota Department of Conservation  
Projection and 10,000-foot grid ticks: Minnesota coordinate system, south zone (Lambert conformal conic)  
1103-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue  
1927 North American Datum (NAD 27)  
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks  
UTM GRID and 1993 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET  
The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are given in USGS Bulletin 1875  
Red tint indicates areas in which only landmark buildings are shown

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION

- Heavy-duty
- Medium-duty
- Light-duty
- Unimproved dirt
- Interstate Route
- U.S. Route
- State Route

ST. PAUL EAST, MINN.  
NE/4 ST. PAUL 15' QUADRANGLE  
44093-H1-TF-024  
1967  
REVISED 1993  
DMA 7373 1 NE—SERIES V872

U.S. Regional Depository Copy DO NOT DISCARD

A.H. ROBINSON  
MAP LIBRARY  
MAR 15 1994  
University of Wisconsin  
Madison





EAST ENTRY



University of  
Tennessee  
Knoxville  
Campus  
Police  
Department















Blue sign: West Park  
Green sign: Green Park  
Purple sign: South Park

11

STOP

NO PARKING

# UNION DEPOT

240



ONE WAY





PUSH  
BUTTON FOR  
WALK  
SIGN  
←

10  
0  
0

DOWN  
FROM  
ON  
WALK  
SIGN  
→

REPAIR  
ONLY  
PAGE  
17  
/mo  
\$100  
80000  
180







WET FLOOR  
PISO MOJADO



















STATION  
C  
GATE

FROM TRAINS



TO TRAINS

An Amtrak ticket kiosk is located on the left side of the entrance. It features a large illuminated Amtrak logo at the top, a digital display screen in the middle, and a ticket slot at the bottom.





















National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY St. Paul Union Depot (Boundary Increase)  
NAME:

MULTIPLE Railroads in Minnesota MPS  
NAME:

STATE & COUNTY: MINNESOTA, Ramsey

DATE RECEIVED: 1/16/14 DATE OF PENDING LIST: 2/10/14  
DATE OF 16TH DAY: 2/25/14 DATE OF 45TH DAY: 3/04/14  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000039

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 3.4.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



**CITY OF SAINT PAUL**  
Mayor Christopher B. Coleman

390 City Hall  
15 West Kellogg Boulevard

Telephone: 651-266-8510  
Facsimile: 651-228-8521

November 14, 2013

Barbara Mitchell Howard  
Deputy State Historic Preservation Officer  
Minnesota Historical Society  
345 Kellogg Boulevard West  
Saint Paul, MN 55102

RE: Certified Local Government comment on the proposed expansion of the boundaries and period of significance of the **Union Depot National Register of Historic Places in St. Paul, Ramsey County.**

Dear Ms. Mitchell Howard,

Thank you for the opportunity to comment on the proposal to expand the National Register boundaries for the Union Depot site to now include the elevated train deck. The Depot's headhouse, concourse and waiting room were designated by the City Council and Mayor in 1984 as part of the Lowertown Heritage Preservation District and listed individually on the National Register of Historic Places in 1974.

It is my understanding the Ramsey County Regional Rail Authority (RCRRA) was required to prepare a National Register nomination form as stipulated in the Section 106 Programmatic Agreement (PA) for the rehabilitation of Saint Paul's Union Depot as a multi-modal transportation hub. The Saint Paul Heritage Preservation Commission (HPC) was also invited to be a consulting party and concurred with the PA.

There is little doubt that Saint Paul's Union Depot holds statewide significance as Minnesota's finest architecturally-designed depot and is representative of the capital city's role as a railroad hub. I support the boundary expansion nomination for the Union Depot to the National Register of Historic Places. I also ask that you take into consideration the comments provided by the HPC regarding the proposed changes to the Depot's period of significance and the narratives under architecture and engineering.

Sincerely,

Christopher B. Coleman  
Mayor

cc: Ward 2 Councilmember Dave Thune  
Rich Laffin, HPC Chair  
HPC file



CITY OF SAINT PAUL  
Christopher B. Coleman, Mayor

1400 City Hall Annex  
25 E. Fourth Street  
St Paul, Minnesota 55102

Telephone: 651-266-9078  
Facsimile: 651-228-3220  
Web: www.

November 14, 2013

Barbara Mitchell Howard  
Deputy State Historic Preservation Officer  
Minnesota Historical Society  
345 Kellogg Blvd. W.  
Saint Paul, MN 55102

RE: Certified Local Government comment on the expansion of boundaries for the **Union Depot National Register of Historic Places site in St. Paul, Ramsey County.**

Dear Ms. Mitchell Howard:

Thank you for the opportunity to comment on updating the National Register nomination for the Union Depot which includes expanding the boundaries to include the elevated train deck. Saint Paul Heritage Preservation Commissioners Robert Ferguson and Renee Hutter Barnes meet the Federal Standards for architectural history and history respectively. Their brief biographies are included. Both have reviewed the National Register nomination for the site and provided comment.

The Commissioners agree that the elevated train deck be included in the site boundaries and meets Criterion C under engineering. The new and expanded information about the whole Union Depot site is also appreciated compared with the nomination form from 1974. However, the commissioners have concern over three areas of the nomination: 1) the proposed change to the period of significance starting at 1926, 2) the significance statement for architecture, and 3) the significance statement for engineering. The notes from Commissioners Ferguson and Hutter Barnes are attached and further explain their reasoning.

The Saint Paul Heritage Preservation Commission (HPC) allowed for public comment during their October 10th, 2013 public hearing and received one letter of public comment which is also attached. The HPC fully supports the boundaries expressed in the updated nomination, but also asks that the SHPO staff and State Review Board take into consideration the concerns of the HPC which is included. Please feel free to call me at 651-266-6714 with any questions you may have.

Sincerely,

Amy Spong  
Historic Preservation Specialist

cc: Mayor Christopher B. Coleman  
Ward 2 Council Member Dave Thune  
HPC Chair Rich Laffin  
File

**2013 HPC COMMISSIONER BIOS****ROBERT FERGUSON – Appointed to HPC in 2009 – current term expires 2012***79 West Isabel Street, St. Paul 55107**2 Ward**3 District Council*

Robert Ferguson became involved in preservation when the historic center of his home city, Saint Joseph, Missouri, was lost to urban Renewal in 1969. He holds a B.Arch. from the University of Minnesota and the MPhil and PhD in History and Philosophy of Architecture from the University of Cambridge. He has worked with construction and architecture firms specializing in preservation, and has taught architectural design and history, and history of art, at Cambridge, UMN, and the University of St. Thomas. Mr. Ferguson meets the National Park Service Professional Qualification Standards in Architectural History. He lives on the West Side, and serves on the Riverfront and Development Committee of the West Side Community Organization.

**RENEE HUTTER (Secretary) – Appointed to HPC in 2011 – current term expires 2013***249 Wyoming Street East, Saint Paul, MN 55107**2 Ward**3 District Council*

Renee Hutter is an architectural historian. She holds a Bachelors degree in Architecture from the University of Minnesota and a Masters in Architectural History from the Savannah College of Art and Design. Her interest in historic preservation stems from art and architecture classes during her undergraduate work but was fostered even more when working as an assistant architect with Design for Preservation in Minneapolis. Graduate school continued to spur on her interest in preservation and documentation of architecture and history. She has worked with various transportation and construction firms assessing a variety of sites and buildings to determine historical and architectural details and the effects of development on historic properties. She has performed multiple reconnaissance-level surveys with photographic documentation; she has co-authored National Register nominations, performed Minnesota Historic Property Record (MHPR) Level II documentation and Level III and IV HABS/HAER documentation. Her career has brought her to Georgia, Texas and Wisconsin but she returned to Saint Paul in 2010 because of its opportunities, architectural charm, and involvement of the citizens to save its architecture and heritage. Ms. Hutter meets the National Park Service Professional Qualification Standards for History and Architectural History.

**Comments by Commissioners Ferguson and Hutter Barnes for the Saint Paul Heritage Preservation Commission on the National Register Nomination Expansion of the St. Paul Union Depot. (Written by Robert Ferguson and edited by Amy Spong)**

In general, we find the descriptions to be clear and thorough, and the historical significance – under Criterion A – to be well demonstrated. Indeed, we believe, several points from the historical narrative argue against changing the Period of Significance.

We have three main areas of concern: the Period of Significance; the Statement of Significance under Criterion C for Architecture and the use of the Neo-Classical style; and the Statement of Significance under Criterion C in the area of Engineering, for the construction of the train deck and yards.

**Period of Significance**

The Nomination proposes to shorten the Period of Significance from “1917 to present [1974]” to “1926-1955”.

The 1926 start date is justified as follows: “Though construction started as early as 1917, the building was not substantially complete and functioning until 1926” (Section 8/Page 2). Yet the well-written narrative of the construction (8/5-8/9) makes it clear that, rail traffic being uninterrupted and track capacity undiminished throughout the construction period, the phased segments of the building were put into operation as they were completed. The Headhouse, obviously the most important part as a “physical representation of St. Paul” (8/1), a monumental public building whose Neo-Classical design is said to qualify it as “the finest architecturally-designed depot in Minnesota” (ibid.), was complete by 1920, connected with the existing tracks by a temporary walkway and pedestrian bridge (8/7). Only the far south end of the Waiting Room was opened as late as 1926, and that in January (8/9). The project had been debated in public for ten years before the beginning of construction in 1917. We are not convinced that 1917 is an inappropriate date for the beginning of the Period of Significance.

An end date earlier than the departure of the last passenger train in 1971 may be justifiable, but the statistical argument presented here, in which the date 1955 represents nothing more concrete than a point on a graph, is unconvincing.

We also question whether the Period of Significance can or should be changed for a building already listed in the National Register.

**Significance for Architecture and the Neo-Classical style**

Architectural design, let alone the Neo-Classical style, is hardly mentioned in the Statement of Significance. The only remotely substantive reference is an oblique and defensive remark by a “Chief Engineer” whose affiliation must be teased out of the footnotes (8/4). The architect is introduced only later, though he has already appeared in a list of projects said to have influenced this design. An architect is not usually thought to have “influenced” his own work, but the author seems not to have made the connection. A page later, the architect is introduced again, again as part of a list that seems to have been cut and pasted in without being read. This is to say that in what should be a crucial part of the argument, the writing is careless and apparently

unedited; and the points that most need to be made, about the role of monumental architecture and Neo-Classicism in the early twentieth-century American city, and the design decisions for this particular building, never even come up. No evidence whatever is offered in support of the claim for this building as “the finest architecturally-designed depot in Minnesota” (8/1, 12).

But we do not wish to dwell on this, since the National Register listing of this building on historical and architectural bases is not at stake.

**Significance in the area of Engineering, for the construction of the Train Deck and Yards**

What is at stake here, as we understand it, is the redefinition of the historic boundary to include the train deck and yards, significant under Criterion C in the area of Engineering, as “significant engineering features illustrative of the complexity and enormity of the construction project” (8/13).

The Narrative Statement effectively clarifies this complexity and enormity, but addresses construction logistics and external influences – the war, financing – rather than engineering issues. There is no focus on the deck, the engineering characteristics of which are only briefly listed – not discussed with regard to their significance – in the Narrative Description (7/13).

Considering the enormity of the train deck in the context of Lowertown, let alone of the Depot, and its relatively early and large-scale use of an innovative structural system (the C. A. P. Turner flat plate system, patented in 1908), one might expect comparisons with previous and contemporary projects in other American cities, and some discussion of the engineering design issues and decisions involved. We find none of this anywhere in the Statement of Significance. We strongly agree that the train deck is significant under Criterion C in the area of Engineering, though we do not see that this Statement of Significance makes that case.

## Errata

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### Section 7

- p. 4 one line up from bottom: use dashes rather than hyphens.  
This error recurs frequently; hereafter noted Dashes.
- p. 6 Para. 3, one line up from bottom: Dashes.
- p. 7 Para. 1 l. 9: for colonnade read colonnades
- p. 12 ll. 1, 2, 3: Dashes.  
Waiting Room Interior: for a barrel vaulted ceiling  
read a shallow barrel vaulted ceiling
- p. 14 Para. 2, next to last line: for edge of deck, read edge of the deck,  
Para. 3, next to last line: Dashes.

### Section 8

- p. 2 Para. 2, l. 3: for 1970's read 1970s
- p. 3 Para. 2, l. 2: for twentieth-century read twentieth century  
Last Para. ll. 1-2: Dashes.
- p. 4 Para. 2, l. 1: for Romanesque two-story  
read Romanesque revival two-story
- p. 5 Para. 1, l. 5: for Terminal (Warren read Terminal (New York, Warren  
Para. 2, l. 2: for the depot read the old depot
- p. 8 Para. 2, l. 1: spell out fourth and sixth to be consistent with usage elsewhere.
- p. 9 Last Para., l. 1: for early-twentieth read early twentieth
- p. 11 Last line: Dashes.

214 4th St. E., Unit 235  
Saint Paul, MN 55101  
October 4, 2013

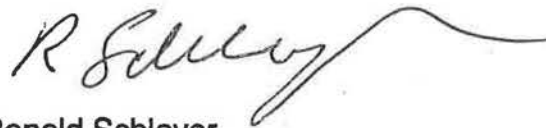
Honorable Chairman  
Heritage Preservation Commission  
Re: Union Depot Historic Boundary Expansion  
CITY OF SAINT PAUL  
Planning & Economic Development  
1400 City Hall Annex  
25 W. Fourth Street  
Saint Paul, MN 55102-1634

Re: St. Paul Union Depot  
Local Government Comment File  
Hearing Date 10 Oct 13 at 5:00 p.m.

Concerning the proposed expansion of the historic boundary of the Union Depot (NRHP 1974), as described in the updated nomination to the NRHP, the undersigned property owner, now resident within the so-called Union Depot Head House, and potentially financially greatly affected by the legal consequences of the proposed expansion of the Union Depot historic boundary, pleads as follows:

The Heritage Preservation Commission (HPC) is urged to avoid action that will jeopardize the current and/or any future application of the Union Depot Lofts Condominium Association (UDLCA) for Federal Housing Administration (FHA) certification, the details of which may involve the construction of a berm or levee at the Mississippi River pilings, constituting the river-most edge of the Union Depot property, as currently platted. The HPC is urged to provide explicit written exception, if applicable, pertaining to the proposed expansion of the Union Depot historic boundary, so as to allow the construction of any berm/levee necessary to accommodate the flood-protection rules of the FHA and thereby permit UDLCA compliance with FHA flood-plain protection regulations for FHA-certified properties.

Respectfully submitted,



Ronald Schleyer



**CANADIAN  
PACIFIC**

**David S. Drach**  
Director Real Estate U.S.

900 Canadian Pacific Plaza  
120 South Sixth Street  
Minneapolis, Minnesota 55402

Tel (612) 904-6139  
Fax (612) 904-6147  
david\_drach@cpr.ca

VIA COURIER

November 18, 2013

State Historic Preservation Office  
Minnesota Historical Society  
345 Kellogg Boulevard West  
St. Paul, Minnesota 55102

RE: Affidavit of Soo Line Railroad Company in regard to  
Revised Nomination of Saint Paul Union Depot and surrounding properties to  
National Register of Historic Places

To Whom It May Concern:

David S. Drach, "**Affiant**," being first duly sworn, on oath says that:

1. He is the Director Real Estate – U.S. of Soo Line Railroad Company, a Minnesota corporation doing business as Canadian Pacific Railway, "**CPR**";
2. CPR's principal place of business for its U.S. operations is  
1000 Canadian Pacific Plaza  
120 South Sixth Street  
Minneapolis, Minnesota 55402;
3. CPR is the sole fee owner of those certain lands in Saint Paul, Ramsey County, Minnesota identified by the following Ramsey County Tax IDs:
  - a. 062822110028
  - b. 062822110036
  - c. 052822220049
  - d. 322922430009

the "**CP Fee Parcels**;"
4. CPR has a one-third undivided fee ownership interest in those certain lands in Saint Paul, Ramsey County, Minnesota identified by the following Ramsey County Tax IDs:
  - a. 322922340017
  - b. 322922430004

the "**Shared Parcels**;"

5. To the best of affiant's belief and knowledge, BNSF, Inc. and Union Pacific Railroad are the owners of the two-thirds of the Shared Parcels not owned by CPR;
6. The CP Parcels and Shared Parcels are included in the property encompassed by the Revised Nomination of Saint Paul Union Depot and surrounding properties to National Register of Historic Places proposed by the Minnesota Historical Society, the "**Nomination.**"
7. CPR objects to the inclusion of its lands in the Nomination and requests that its interests in the CP Fee Parcels and Shared Parcels be removed from the Nomination.

Affiant knows the matters herein stated are true and further sayeth not.

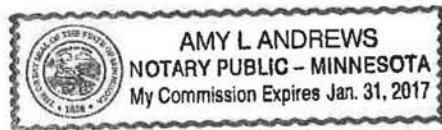
Dated this 18<sup>th</sup> day of November 2013.

**SOO LINE RAILROAD COMPANY**  
 a Minnesota corporation  
*doing business as* Canadian Pacific


By: 

David S. Drach  
 Director Real Estate – U.S.

State of Minnesota            )  
   ) ss  
 County of Hennepin         )



The foregoing affidavit was acknowledged before me on the above date by David S. Drach, Director Real Estate – U.S. of Soo Line Railroad Company, a Minnesota corporation, on behalf of the corporation.

  
 Notary Public



January 13, 2014

Mr. Roger Reed  
National Register of Historic Places  
National Park Service  
1201 Eye Street, NW  
8<sup>th</sup> Floor ORG 2280  
Washington, DC 20005

Dear Mr. Reed:

Thank you for your letter of January 3, 2014. As per your request we have retaken the exterior photos, with a much higher resolution camera. We made certain we took copies from the angles we had enclosed previously and added some close up's and different angles. We hope this helps in a positive determination.

You are correct, Victor Court is three buildings. We have added photos for the front and back of the buildings where they appear to run together. We have number this group starting with B to try to alleviate any confusion. Thank you for the time it takes to review our file and let me know if there is anything else I may be able to supply to be of assistant. My cell phone is 316-708-0404 if you have questions.

Sincerely,

Rhandalee Hinman  
Victor Court Owner  
1212 N. Topeka  
Wichita, Kansas 67214

Minnesota Historical Society  
State Historic Preservation Office  
345 Kellogg Blvd West, St. Paul, Minnesota 55102  
651/259-3451



**TO:** Carol Shull, Keeper  
National Register of Historic Places

**FROM:** Denis P. Gardner

**DATE:** January 10, 2014

**NAME OF PROPERTY:** St. Paul Union Depot

**COUNTY AND STATE:** Hennepin County, Minnesota

**SUBJECT:** National Register:  
 Nomination  
 Multiple Property Documentation Form  
 Request for determination of eligibility  
 Request for removal (Reference No.        )  
 Nomination resubmission  
 Boundary increase/decrease (Reference No. 74001040)  
 Additional documentation (Reference No. 74001040)

**DOCUMENTATION:**

- Original National Register of Historic Places Registration Form
- Multiple Property Documentation Form
- Continuation Sheets
- Removal Documentation
- Photographs
- CD w/ image files
- Original USGS Map
- Sketch map(s)
- Correspondence
  - Owner Objection
    - The enclosed owner objections
    - Do  Do not  constitute a majority of property owners

**STAFF COMMENTS:**

The St. Paul Union Depot was listed in the National Register in 1974. However, the depot recently underwent a major rehabilitation, officially referenced as the Union Depot Multi-Modal Transportation Hub Project. Federal dollars through FHWA were used for this undertaking. For this reason, the Programmatic Agreement negotiated with the various parties involved with the project stipulated that the Ramsey County Regional Railroad Authority prepare a new National Register nomination for the depot. The SHPO concluded that the Hub Project presented a good opportunity to update the nomination. The new nomination provides a more detailed history of the depot and establishes an accurate historic boundary for the property.

The property is owned by several entities, both public and private. One private property owner objected to the expansion of the boundary. This owner does not constitute a majority of private owners.