

City, Village or Town: New Richmond		County: St. Croix	Surveyor: Stager Roberts	Date: 1983 1986	High Street 120
Street Address: 120 High Street		USGS Quad and UTM Reference: New Richmond North, Wis. 15/536195/4996880		Acreage: less than 1 acre	
Current Name & Use: Soo Line Passenger and Freight Depot		Current Owner: Soo Line Railroad Company			
Film Roll No. SC31	Affix Contact Prints		Current Owner's Address: 1842 First National Bank Minneapolis, MN. 55401		
Negative No. 18			Legal Description: <i>Original Plot - Prt lots 13 & 14 com. 30' or less E of NW corner of Lot 14, thence E to NE cor SD Lot 5 in Pt. W 170', SWLY to Pt. 44' E of SW cor of Lot 13 W 44' NELY to POB, City of New Richmond</i>		
Facade Orient. N					

Original Name & Use:	Source	Previous Owners	Dates	Uses	Source
Mpls., St. P., & Sault St. Marie RR Co. depot	A	Soo Line RR	1915-pres.	depot	A
Dates of Construction /Alteration	Source				
1915	A				
Architect and/or Builder:	Source				
contractor: Chippewa Construction Co.	A				

3 Architectural Significance

Represents work of a master
 Possesses high artistic values
 Represents a type, period, or method of construction
 Engineering
 None

Architectural Description and Significance:

See Attached

Interior visited? Yes No

4 Historical Significance

Assoc. with lives of significant persons
 Assoc. with significant historical events
 Assoc. with development of a locality
 Other: _____
 None Period of significance: 1915-38

Historical Background and Significance:

See Attached

5 Sources of Information (Reference to Above)

A New Richmond News and Republican Voice,
1/15/1915; 10/27/1915

B New Richmond News (Centennial + Five Ed.),
Sect. 9, p. 2,3. (/27/73)

C

D

E

6 Representation in Previous Surveys

HABS LDMK WIHP NRHP
 other: _____

7 Condition

excellent good fair poor ruins

8 District: _____

pivotal contributing non-contributing

9 Opinion of National Register Eligibility

date: 7/21/86 initials: nr

eligible not eligible unknown
 national state local

New Richmond Intensive survey City Map

Record No. B

INVENTORY FORM FOR NOMINATED PROPERTIES

Name of Property: SOO LINE DEPOT
Address: 120 High Street
City: New Richmond

Owner: Soo Line Railroad Co. Date: 1/11/88
1842 First National Bank
Owner's address: Minneapolis, Minnesota
County: St. Croix (Code# 109)

*160 NRHP Certification

(a) _____ (b) _____
(c) _____ (d) _____

165 NRHP Certification Date

(a) _____ (b) _____
(c) _____ (d) _____

*170 Thematic or Multiple Resource Nomination Name

Historic Resources of New Richmond

180 NRHP List Name SOO LINE DEPOT

*200 Level of Significance Local

*190 District Classification N/A

*210 Applicable Criteria A

*215 Criteria Considerations

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*220 Area of Significance

Transportation

230 Period of Significance 1915-1938

60 Verbal Boundary Description _____

Original plat - Partial lots 13 and 14

comm. 30' more or less E of NW corner of

Lot 14, thence E to NE corner SDlot, S 111

rt. W 170', SWly to point 44'E of SW corner

of Lot 13 W 44' NEly to P-O-B, City of

New Richmond.

70 USGS Quad Map New Richmond North, WI

80 UTM Coordinates (Format: 99/999999/9999999)

15 / 536195 / 4996880

85 Listed Acreage less than one

340 Review Board Date _____

Number of Resources:

ONE Contributing Building

*use code tables for response

Record: B Address: 120 High StreetDESCRIPTION

The depot is a one story rectangular structure with cut stone as exterior fabric. The bottom third of the walls are rusticated stone blocks separated from the top two thirds of the walls sheathed in smooth faced cut stone separated by a stone slightly projecting beltcourse. The roof has parapetted stone gables topped by fleur-de-lis stone finials and small narrow wood windows. Toward the east end of the north facade facing High Street is a gabled projecting ell for the ticket office with a parapetted roof and finial. Roofing is asphalt shingles. Large wooden knee braces support a deep overhang with exposed rafters. Windows are six-over-one with rusticated stone sills, but have been boarded up with sheets of chipboard.

The north facade has a door and window east of the ticket office windows. The ell for the ticket office has four windows. West of the ticket office is another window and door. West of these is an overhead garage door which probably replaced the original wood freight doors.

The west gabled end has a one story wood gabled loading platform which is open and supported by wood posts. This platform sits above the ground on an open wooded base.

The south facade has several windows at the east end of the wall and a shallow one foot wide rectangular stone bay with three short windows and two longer windows east of this bay.

The long walls of the depot run east-west parallel to the railroad tracks on the south and north sides of the building. North Knowles Street runs at right angles along the east side of the structure. A concrete platform surrounds the building at ground level. Until recent years, the railroad used the building for offices and storage, but it stands vacant today and boarded up.

Physical integrity is excellent and the building is in good condition.

HISTORICAL BACKGROUND

The first railroad to reach New Richmond was the West Wisconsin Railroad (by 1881, the Northern Division of the Chicago, St. Paul, Minneapolis and Omaha Railway) in 1872. This tied New Richmond, Hudson and the Twin Cities to northern Wisconsin pineries (Railroad map, History of Washington County and the St. Croix Valley, 1881, n.p.). The second line into New Richmond was the Minneapolis, St. Paul, and Sault St. Marie, popularly known as the Soo Line, which was built in conjunction with the Canadian Pacific to carry the northern grain trade (Nesbit, 320). The Soo reached New Richmond in 1884. The Soo absorbed the Wisconsin Central Railroad in 1900. The Soo stretched from Sault St. Marie at the east end of Lake Superior on the west, through northern Wisconsin, to the Twin Cities and then headed northwest into northwestern North Dakota and Saskatchewan and north to Winnipeg. In Wisconsin, the Soo became largely a lumber, pulpwood, and mineral line bringing raw materials to the paper mills on the lower Fox River and serving northern Wisconsin (Nesbit, 320).

Record: B Address: 120 High Street

HISTORICAL BACKGROUND, continued

In 1910, the Omaha and the Soo lines ran daily passenger trains through New Richmond in all directions. These two railroads brought logs, grain, flour and feed, lumber, household goods, agricultural implements, and miscellaneous products to the city. New Richmond sent by rail the following products: flour and feed, grain, hay, livestock, lumber, and miscellaneous goods. In 1910 the Omaha line had just completed a new and modern depot with brick platform between Third and Fourth streets. A promotional pamphlet by the Industrial Club noted, "The Soo is hampered somewhat for lack of suitable grounds for a depot, but no doubt in the near future they will make some arrangement whereby they can provide better accommodations for the travelling public" (Souvenir of New Richmond, Wisconsin by the Industrial Club, ca. 1910, n.p.).

Local dismay at the condition of the old Soo Line depot continued for several years. After the Soo built a new stone depot in Colfax, Wisconsin, in 1913-14, the citizens of New Richmond began to lobby with the railroad for a similar new station. They protested the condition of the old Soo depot and asked the railroad to repair or replace it. The Soo ignored their pleas. The citizens then appealed to the State Railroad Commission, who, in turn, ordered the Soo Line in January, 1915, to provide an adequate station within one year (New Richmond News and Republican Voice, 1/15/1915).

The old Soo line depot, a frame structure, was temporarily moved farther west to make room for the new structure. The railroad decided to put up a duplicate of the stone station at Colfax, Wisconsin. The New Richmond fireproof depot was built of Colfax stone and the Chippewa Construction Company of Colfax and Chippewa Falls were hired to build the new station. L. Kasman was the draughtsman (New Richmond News and Republican Voice, 10.16.1915). The depot measured 110 feet long and included two waiting rooms seating 75 passengers with a ticket office between them. The freight warehouse was on the west end. Interior finish was hardwood with a heating plant in the basement. A 14' or 16' platform was planned for the area between the depot and main tracks, with another platform planned for later construction. The platforms are gone today and passenger service ceased in 1968.

SIGNIFICANCE

The Soo Line passenger and freight depot is the only remaining structure which represents the early age of railroading and rail transportation in New Richmond. Earlier depots built by the Omaha Line and the Soo are gone. The depot is significant as a tangible reminder of the importance of railroads to personal travel and the movement of goods and raw materials to the development of New Richmond before the advent of automobiles and trucks. This structure is also a tangible testament to the importance New Richmond citizens attached to the railroads and to the civic competitiveness whereby New Richmond compared itself to other towns. Had local citizens not lobbied with the railroads and state railroad commissioners, it is not clear that this building would have been built. This depot is a duplicate of the Colfax, Wisconsin depot and it is also similar to a brick-faced Soo depot in Osceola, Wisconsin (Soo Line depot photographs, Box 6, Soo Line Railroad Papers, Minnesota Historical Society, Division of Archives and Manuscripts). New Richmond became a service center for the flour and lumber industries in part because of the railroads, and they remained an essential element of the community's growth and development.

The period of significance is the date of construction up to 50 years from the present.