

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received **JAN 27 1983**

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Duluth and Iron Range Railroad Company Depot

and/or common N/A

2. Location

street & number 6th Street off South Avenue N/A not for publication

city, town Two Harbors N/A vicinity of

state Minnesota code 22 county Lake code 075

3. Classification

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

4. Owner of Property

name Lake County

street & number N/A

city, town Two Harbors N/A vicinity of state Minnesota

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds -- Lake County Courthouse

street & number N/A

city, town Two Harbors state Minnesota

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no

date N/A N/A federal N/A state N/A county N/A local

depository for survey records Minnesota Historical Society -- Fort Snelling History Center

city, town St. Paul state Minnesota 55111

7. Description

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

Describe the present and original (if known) physical appearance

Constructed in 1907 for the Duluth and Iron Range Railroad in accordance with designs by Duluth architect Peter Olson, the Two Harbors Depot is an imposing two story brick structure with a prominent modillioned cornice and full-front (trackside) covered promenade. The depot occupies a prominent location, facing both Lake Superior and the ore docks as well as being within the central business district of the city. The appearance of the building is modest, with articulation given through stone keystones and jack-arch ends above windows, brick beltcourses between the first and second stories and between the second story and the frieze, and by a single projecting two story bay which interrupts the total rectangularity of the plan. The building measures 111 feet long by 47 feet wide.

As designed, the building was given a full basement which contained space for the heating plant, telegraph batteries, and storage room and vault. The first floor contained the baggage rooms, mens and ladies waiting rooms, and the station agent's and ticket offices. All rooms were finished with mouldings of white birch and have hardwood floors. The second floor contained offices for the operation of the railroad. These offices included space for the trainmen and messengers, telegraph, dispatchers, chief clerk and superintendent, telephone manager, roadmaster and assistants, and telephone exchange and switchboard.

Presently the Two Harbors Depot is occupied by the Lake County Historical Society, a Senior Citizens Workshop, and other County-sponsored social programs.

Two railroad locomotives are on permanent exhibit on the Duluth and Iron Range Railroad Depot grounds. Engine No. 3, known as the "Three Spot", arrived in Two Harbors in 1883 and was the first locomotive used by the railroad. It was placed on permanent exhibit in 1923. An ore car and caboose were added in 1934. The Mallet Locomotive, one of 18 locomotives built by Baldwin Locomotive Works, was the last steam driven locomotive used by the railroad. It and a coal tender are also on permanent display under a corrugated metal roof shelter.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1906-07 **Builder/Architect** Peter Olson, Duluth

Statement of Significance (in one paragraph)

The Duluth and Iron Range Railroad Depot is significant for its association with the role of the City of Two Harbors as a transportation link between the Vermillion Range, northern Minnesota forests, and Lake Superior.

In the late 19th century and early 20th century, the City of Two Harbors owed its livelihood to the Minnesota Iron Company. In 1874, this company formed the Duluth and Iron Range Railroad Company for the purposes of developing the Vermilion iron ore deposits and for transporting men and supplies for distribution to lumber camps on the St. Louis, White Face, and Cloquet Rivers and to the lumber region north of Lake Vermilion. With this objective, a 72-mile line connecting Tower to Lake Superior was completed in 1884. In 1885, the townsite of Two Harbors was platted by the Minnesota Iron Company at the point where the line reached the shore. In 1886, a second line connected Two Harbors to Duluth, thus providing a means of transportation into Two Harbors from points south other than by Lake Superior navigation.

In 1883, the railroad constructed a one story, frame depot. This building was replaced a few years later by a larger structure. In the fall of 1906, plans for the construction of the present depot were approved and in December, 1907, the depot was formally opened. The purpose of the depot was both to provide a passenger waiting area (by this time the passenger and freight service had been extended from Endion Station in Duluth, through Two Harbors to the end of the line at Winton and Ely), and to provide the rail company with offices and telegraph and telephone facilities. Transport of lumber and logging supplies and of iron ore continued to be coordinated from the company offices in the depot.

In 1929, plans began to merge the Duluth and Iron Range Railroad with the Duluth, Missabe and Northern Railway. This merger, completed in 1937, diminished the rail activity at Two Harbors because all management activities were transferred to Duluth.

By January of 1953, steam powered passenger trains had been replaced by diesel engines, and in 1961 all passenger service ceased. In 1962, the Duluth, Missabe and Northern Railroad transferred ownership of the depot to Lake County. Today the depot is a county-owned, multi-use facility.

The Duluth and Iron Range Railroad Company was a crucial factor in determining the settlement and defining the physical character and economic base of Two Harbors. Its depot significantly represents the inter-relationship between the company and the city and acts as a reminder of the extensive railroad activities that occurred in the community.

9. Major Bibliographical References

See continuation sheet - page 1

10. Geographical Data

Acreeage of nominated property less than 1

Quadrangle name Two Harbors, Minn.

Quadrangle scale 7.5

UTM References

A	1 5	6 0 1 0 8 0	5 2 0 7 9 2 0
	Zone	Easting	Northing

B			
	Zone	Easting	Northing

C			
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D			
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E			
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F			
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G			
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H			
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Verbal boundary description and justification

See continuation sheet - page 2

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

state	N/A	code	N/A	county	N/A	code	N/A
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state	N/A	code	N/A	county	N/A	code	N/A
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11. Form Prepared By

name/title Susan Roth, Research Historian and Charles Nelson, Historical Architect

organization Minnesota Historical Society

date November 15, 1982

street & number Fort Snelling History Center

telephone 612-726-1171

city or town St. Paul

state Minnesota

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Russell W. Fridley
State Historic Preservation Officer

date 1-12-83

For NPS use only

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

Entered in the
National Register

date 2/24/83

for 
Keeper of the National Register

Attest:

date

Chief of Registration

**United States Department of the Interior
National Park Service**

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Duluth and Iron Range Railroad Company Depot, Two Harbors, MN

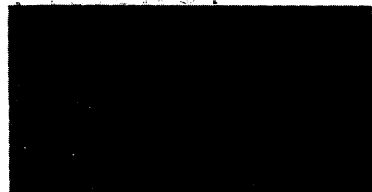
Lake County
Continuation sheet

Item number 9

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BIBLIOGRAPHY:

- Duluth & Iron Range Rail Road Co. Transportation of Iron Ore. (Duluth?), 1927.
Prosser, Richard S. Rails to the North Star. Minneapolis: Dillon Press, 1966.
The Duluth and Iron Range Railroad Company. The Minnesota Iron Company. St. Paul:
Brown & Treacy, 1883.
(Trelford, Thomas H.) Two Harbors in 1910, Lake County, Minnesota. (Two Harbors?)
Privately Published, 1910.
Two Harbors Iron News. 15 June, 19 October 1906; 13 December 1907.



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Duluth and Iron Range Railroad Company Depot, Two Harbors, MN

Lake County
Continuation sheet

Item number 10

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Two Harbors Depot Legal Description:

Commencing at the southwest corner of Lot 8, Block 2, Minnesota Iron Company's First Addition to Two Harbors; thence southerly along the West line of said lot extended a distance of 195.9 feet; thence easterly deflecting to the left 90 degrees, 00 minutes a distance of 131.0 feet to the beginning of the parcel to be described; thence easterly along the last described line a distance of 140.0 feet; thence northerly deflecting to the left 90 degrees, 00 minutes a distance of 70.0 feet; thence westerly deflecting to the left 90 degrees, 00 minutes a distance of 140.0 feet; thence southerly deflecting to the left 90 degrees, 00 minutes a distance of 70.0 feet to the point of beginning.