

MINNESOTA HISTORIC PROPERTIES INVENTORY FORM

APR 8 1980

HISTORIC NAME: Chicago, Milwaukee, St. Paul and Pacific
Railroad Depot and Lunchroom

COUNTY: Faribault

CURRENT NAME:

CITY/TWP.: Wells, Minnesota

LEGAL DESC.: See continuation sheet

ADDRESS: 89-100 1st St. NW,
Wells, MN 56097

CLASSIFICATION:	CONDITION:	SIGNIFICANCE:	THEME/S:
Buildings <u>X</u>	Excellent _____	Local <u>X</u>	Primary <u>Transportation</u>
Structure _____	Good <u>X</u>	State _____	Secondary _____
Object _____	Fair _____	National _____	Others _____
District _____	Deteriorated _____		

OPEN TO THE PUBLIC:	Yes _____ No _____	RESTRICTED: <u>see continuation</u>	PRESENT USE:
VISIBLE FROM THE ROAD:	Yes <u>X</u> No _____	sheet	Railroad Depot and
OCCUPIED:	Yes <u>X</u> No _____		Private Residence

DATE CONSTRUCTED: 1903	ORIGINAL USE: Railroad Depot & Lunchroom
Chicago, Milwaukee, St. Paul and	Chicago, Milwaukee, St. Paul
ORIGINAL OWNER: Pacific Railroad Co.	ARCHITECT/BUILDER: & Pacific Railroad Co.

OWNER'S NAME AND ADDRESS: See continuation sheet	ACREAGE: Less than one acre <u>X</u>
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LOCAL CONTACT/ORG.: Faribault County Historical Society
405 E. 6th Street, Blue Earth, MN 56013

UTM REFERENCE:
Wells Quad. 15 minute
Lat. 43° 44' 47"
Long. 93° 43' 26"

FORM PREPARED BY: Susan Roth
DATE: November 1979

DESCRIPTION:

The Chicago, Milwaukee, St. Paul and Pacific Railroad Depot and Lunchroom is located at the intersection of First Ave. NW and the railroad tracks, two blocks from the center of the Wells business district. The depot is a one story rectangular brick building set on a limestone foundation. The brick has been painted red. There are two rectangular bays, one on each side of the building. The most distinguishing feature of the depot is the flared hip roof supported by eave braces. It is covered with asphalt shingles. Decorative brick work includes corner quoins, alternating radiating voussoirs, and corbeling under the eaves. The platform surrounding the depot is constructed of brick that have maker's marks cast into them.

The interior of the depot is basically unchanged. The lunchroom, located southeast of the depot, is a smaller rectangular brick building set on a limestone foundation. The brick is painted green and its complex hip roof is covered with asphalt shingles. There are frame additions on the north and south sides of the building. The lunchroom has been converted into a private residence.

SIGNIFICANCE:

The Chicago, Milwaukee, St. Paul and Pacific Railroad Depot and Lunchroom are historically significant as reminders of the extensive railroad activity that occurred in the Wells area and of the facilities that were constructed to serve the needs of the railroad crews and passengers. Wells was the first city in Faribault County to be created as a railroad town-site, and was, for a time, the repair headquarters for the southern division of the Milwaukee line that stretched from LaCrosse, Wisconsin to Sioux Falls, South Dakota. In 1903 the Milwaukee Road financed the present structures as part of their two million dollar permanent improvement program. Over the years the depot the lunchroom served passengers and crewmen from the six passenger and three freight trains that daily served the town. The depot no longer handles passenger service, although daily freight service continues. As in other southern and western Minnesota, the railroad was a crucial factor in determining the ultimate urban settlement pattern of Faribault County. The two-building complex at Wells is unique in the County and the best representation of the rail system.

APR 8 1980

CHICAGO, MILWAUKEE, ST PAUL AND PACIFIC RAILROAD DEPOT AND LUNCHROOM - cont.

Owners Name and Address

LUNCHROOM: Ms. Leona Olson
89 1st Street N.W.
Wells, Minnesota 56097

DEPOT: Mr. W.W. Abbey
Chicago, Milwaukee, St. Paul and Pacific Railroad
Union Station
516 West Jackson Blvd.
Chicago, Illinois 60606

Verbal Boundary Description

Starting from the N.E. corner of Lot 72 Block 14; thence north-easterly to the Milwaukee Road tracks; thence northwesterly along said tracks to the intersection of said tracks with the eastern boundary of Block 1; thence southerly along line of said boundary to the S.E. corner of Lot 14 Block 1; thence east-southeasterly to the northwest corner of Lot 72 Block 14; thence northeasterly along the N.W. edge of Lot 72 to point of beginning.

Open to the Public

The Railroad Depot is open to the public--Restricted.

The Railroad Lunchroom, which is now a private residence, is not open to the public.