

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received JUL 9 1986
date entered

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

1. Name

historic Minneapolis St. Paul and Sault Ste. Marie Depot

and/or common Moose Lake Soo Line Depot

2. Location

street & number 840 Folz Boulevard N/A not for publication

city, town Moose Lake N/A vicinity of ~~congressional district~~

state Minnesota code 22 county Carlton code 017

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" 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	N/A 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 checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Soo Line Railroad

street & number 105 S. 5th Street

city, town Minneapolis N/A vicinity of state Minnesota

5. Location of Legal Description

courthouse, registry of deeds, etc. Carlton County Courthouse

street & number 3rd Street and Walnut Avenue

city, town Carlton state Minnesota

6. Representation in Existing Surveys

title Minnesota Statewide Historic Sites Survey has this property been determined eligible? yes no

date 1984 federal state county local

depository for survey records State Historic Preservation Office, Fort Snelling History Center

city, town St. Paul state Minnesota 55111

7. Description

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

Describe the present and original (if known) physical appearance

The Soo Line Depot, built in 1907, is located west of the Moose Lake business district and is surrounded by residential buildings. The railroad remains in use by the Soo Line but operations in the depot have declined in the last five years. The depot is the only railroad building remaining on this stop at Moose Lake.

The depot is a one story structure featuring a double-pitched hipped roof with two straddle chimneys. A lower pitch hipped roof is located over the freight area of the structure. The building is faced with lap siding and has a shingled roof. Decorative brackets under wide eaves embellish the structure. The foundation is cement block. The windows are double hung 4/4 sash and are intact. The building also has what appears to be original storm windows. A three sided bay projects from the building on the side of the tracks.

The building is a standard first-class depot designed for the Soo Line (without living quarters) which measures twenty-four feet by eighty-eight feet. The interior contains a womens and mens waiting room, they are located on each side of the agents office. Attached to one end of the main building is a freight room and a warming room. The interior agent's ticket windows are intact as well as the interior wainscotting. The depot is now used by train and track crews but is closed most of the time and doesn't serve the public.

8. Significance

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

Specific dates 1907 **Builder/Architect** Soo Line Railroad

Statement of Significance (In one paragraph)

The Soo Line Depot in Moose Lake, built in 1907, is historically significant as an important junction for the Cuyuna Range iron ore trains, and the wheat and grain cars heading for Duluth. It was an important local stop for passengers, miners, and lumbermen. The Soo Line depot also played an important role in the aftermath of the October 12, 1918 fire that destroyed a majority of Carlton Co. and the southern part of St. Louis County and the entire town of Moose Lake. The Soo Line Depot is significant as a good example of the Soo Line standardized first-class depot and one of the relatively few first class depots erected on the Soo Line.

The Soo Line, known originally as the Minneapolis, St. Paul, and Sault Ste Marie Railroad, had its origins in Minneapolis, when several businessmen sought a rail connection to the east coast that was independent of Chicago. In 1883 the Mpls., Sault Ste Marie and Atlantic was built east across northern Wisconsin and the Upper Peninsula of Michigan to connect with Canadian rail lines at Sault Ste Marie. Financial troubles brought the line near bankruptcy in 1886-1887. A new company was formed resulting in a merger creating the Minneapolis, St. Paul, and Sault Ste Marie in 1888. The Soo Line had been building west of Minneapolis since 1884 and by late 1886 had reached Glenwood.

During the early 1900's the construction of the Soo Line rails reached its peak. In the spring of 1903 the Soo Line began construction northward from Glenwood, Minnesota to Winnipeg. The line passed through marshland, bogs, and lake country, hindering construction completion. In 1906-1907 a cutoff from Brooten to Duluth was completed, going through Moose Lake just south of Duluth. In 1908 construction of the Plummer and Moose Lake line began. Extending west of Moose Lake the branch connected with the Glenwood to Thief River Falls line at Plummer. The Soo Line was under construction in 1907.

The junction at Moose Lake was an important connection for the western Minnesota and Dakota wheat and the iron ore deposits from the Cuyuna Range. An increasing share of wheat and grain was shipped to Duluth via Moose Lake for shipment by lake steamer to mills located in the east. The Soo line system served all but two of the U.S. Lake Superior District iron ore ranges. The Soo Line served the Cuyuna Range. In 1903 iron ore was discovered on the range (located 100 miles west of Duluth). The Soo Line was the first railroad to serve the Cuyuna Range. The first iron ore train shipment took place in 1911. The Moose Lake-Plummer line connected with the Thief River Falls line which branched from Lawler into Crosby and Ironton to handle the ore mined at the Cuyuna Range.

The Soo Line Depot, at Moose Lake, was an important junction for passengers as well as shipments. The Moose-Lake Plummer line headed into Red Lake and Pennington Counties, settled by many looking for prime agricultural land at inexpensive prices. In 1911 passenger trains operated through Moose Lake in each direction. "From November 1, 1911 to November 1, 1912 the Soo Line sold 7,497 passenger tickets, received 20,108 tons of freight, and shipped out 18,200 tons."¹

See continuation sheet

9. Major Bibliographical References

- Anderson, David E. "Moose Lake Area History". 1965.
 Dorin, Patrick G. The Soo Line. Seattle: Superior Publishing Co., 1979.
 Gjevre, John A. Saga of the Soo. LaCrosse, Wisc. 1973.
 Vyzalek, Frank E. Grant, H. Roger, & Bohl, Charles. "Railroad Depots: Standardization on the Soo Line" North Dakota History Vol. 42, Number 1, Winter 1974, pp. 25.

10. Geographical Data

Acreege of nominated property less than one

Quadrangle name Moose Lake, Minn.

Quadrangle scale 1:24000

UMT References

A

1	1	5	5	1	7	7	8	1	0	5	1	4	4	3	0	0
Zone			Easting						Northing							

B

Zone			Easting						Northing							

C

Zone			Easting						Northing							

D

Zone			Easting						Northing							

E

Zone			Easting						Northing							

F

Zone			Easting						Northing							

G

Zone			Easting						Northing							

H

Zone			Easting						Northing							

Verbal boundary description and justification

See Continuation Sheet Item 10 Page 1

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

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Liz Holum - Field Assistant

State Historic Preservation Office

organization Minnesota Historical Society

date December 1984

street & number Fort Snelling History Center

telephone (612) 726-1171

city or town St. Paul

state Minnesota 55111

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 Russell W. Fridley

Russell W. Fridley

date 6/30/86

title State Historic Preservation Office

For NPS use only

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

DOE/OWNER OBJECTION

Beth Grosvenor
Keeper of the National Register

date 8/6/86

Attest:

Chief of Registration

date

United States Department of the Interior
National Park Service

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

Minneapolis St. Paul and Sault Ste. Marie Depot, Moose Lake,
Continuation sheet Carlton County, Minnesota Item number #8

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Page 2

On October 12, 1918 the Northeastern Fire of Minnesota destroyed many portions of Carlton County and southern St. Louis County. Moose Lake was burned to the ground with the exception of a half dozen buildings. At the time of the fire a Soo Line train crew was working in the yard near the depot. They used an engine to help in fighting the fire saving the coal chute, depot, and small storage buildings. After the fire many of the townspeople sought refuge in the waiting rooms and baggage room of the depot. The Soo Line Depot provided valuable assistance to fire refugees by bringing in railroad cars to house the homeless in a city which lost half its population to the fire.

The Soo Line developed several standard depot designs. The finalized version of the standard first-class depot was completed by November 1903. The double-pitched roof was the chief visual feature. The layout was conventional with an agent's office located behind a three window bay, flanked by a women's and men's waiting room. A freight room was attached to one end of the main building. "Although their cost cannot be determined from existing records, the standard first-class stations were probably more expensive to build than other standard Soo Line designs. For that reason only a relative few were erected." ²

The Soo Line depot is rapidly disappearing as a result of declining passenger and freight service. Currently many depots are used as shelters and storage buildings for section crews. The future use of the Moose Lake depot remains unknown.

¹ Anderson, David. Moose Lake Area History. c1965 p. 11.

² "Soo Line" North Dakota History. Vol 42., No. 1. Winter 1974 p. 11

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National Park Service**

**National Register of Historic Places
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Minneapolis St. Paul and Sault Ste Marie Depot, Moose Lake,
Carlton County, Minnesota.

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Continuation sheet

Resource Count

Item number 8

Page 3

The Minneapolis St Paul and Sault Ste. Marie Depot Nomination
contains 1 contributing building.

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

**National Register of Historic Places
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Minneapolis St. Paul and Sault Ste. Marie Depot, Moose Lake,
Carlton County, Minnesota

Continuation sheet Boundary Description

Item number 10

Page 1

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That part of Section 20 of Township 46, Range 19 starting at the northeast corner of Lot 6, West End Addition, thence proceeding southwesterly 483.7 Feet along the boundary of Lot 6 and Lot 5 to the western edge of Lot 5; thence due east to the east boundary of the Soo Line Railroad right-of-way; thence northeasterly along right of way boundary to southern curblines of Folz Boulevard; thence westerly along said curb line to point of beginning.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Minneapolis, St. Paul, and Sault Ste. Marie Depot
Carlton County, MINNESOTA 86003813

OWNER OBJECTION WITHDRAWN,
LISTED IN THE NATIONAL REGISTER

Entered in the
National Register

Gus M. Lapsley 3/17/94



FEB 9 1994

MINNESOTA HISTORICAL SOCIETY

February 4, 1994

Ms. Carol Shull,
Chief of Registration
National Register of Historic Places
Interagency Resources Division
U.S. Department of the Interior
PO BOX 37127
Washington, D.C. 20013-7127

Dear Ms. Shull:

RE: Minneapolis St. Paul and Sault Ste. Marie Depot,
Moose Lake, Carlton County, Minnesota

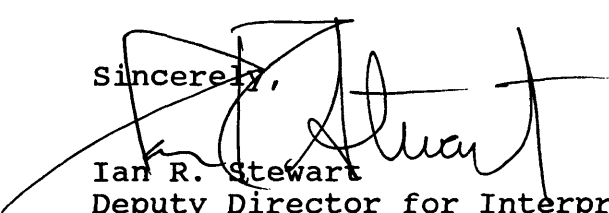
The above property was determined eligible for listing on the National Register on 7 August 1986. It was not listed because the owner of the property, the Soo Line Railroad, officially objected.

The depot has been acquired by the City of Moose Lake and the city requests that the objection be lifted and the property listed on the National Register. Please see their notarized letter.

Current photos submitted by the city reveal that the depot has retained the qualities it had at the time of its determination of eligibility.

If your staff have questions about this property, please contact Susan Roth, National Register Historian, at the address below. Her phone number is 612/296-5434.

Sincerely,


Ian R. Stewart
Deputy Director for Interpretive Programs
Deputy State Historic Preservation Officer
Minnesota Historical Society