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United States Department of the Interior
National Park Service

NOV 14 1988

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Northern Pacific Passenger Depot
other names/site number Burlington Northern Depot

2. Location

street & number Off U.S. Hwy 10 not for publication N/A
city, town Detroit Lakes vicinity N/A
state Minnesota code MN county Becker code 005 zip code 56501

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	1	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		1	0 Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.
Nina M. Archabal 11/4/88
Signature of certifying official Nina M. Archabal Date
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official Date
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. *Alton Byers* Entered in the National Register 12/20/88
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:)
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions (enter categories from instructions)

TRANSPORTATION/rail-related

7. Description

Architectural Classification

(enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation CONCRETE BLOCK

walls BRICK

roof SLATE

other

Describe present and historic physical appearance.

Completed in 1908, the Northern Pacific Passenger Depot is an intact, one-story brick building located at the northern edge of the city's original business district. Immediately north of the depot are two sets of actively-used tracks, while the divided, double lane State Highway 10 parallels the trackage to the south. Red brick laid in a herringbone pattern surrounds the depot as a platform, and there is green space to the east and west.

Measuring 110' long and 36' wide, the Northern Pacific Depot is built on a raised foundation of rough-faced concrete block rising about four feet to the window sills. A cut stone belt course encircling the building divides the top of the walls at the soffit, and egg and dart molding caps each corner pilaster and brick column. The original diamond-patterned slate roof is in good condition.

The four bay-long central section of the depot is slightly wider and taller than the east- and west-facing bays; its gable roof is broken by two curvilinear gable projections. The central area also has a curvilinear gable dormer with semicircular window on the north (trackside) and south elevations. The south wall has an aluminum and glass entry (replacing the original double doors in ca.1980) with large, muntined transom and side-lights, flanked to the east by a pair of 2/2 double hung sash windows with transom, and to the west by another pair of 2/2 double hung windows with transom, and a bow window with three 2/2 double hung sash and transoms. The north elevation of the middle section is identical to the south except the entry remains intact and features paired, five panel, single light door with transoms.

The hip-roofed east section forms a canopy supported by four square brick columns with concrete block bases. Two 2/2 double hung sash windows with transoms pierce the south wall, a pair of the same windows light the east side, and there is one on the north elevation adjacent to a five panel, single light transomed door.

On both the north and south walls of the west-facing hip-roofed bay the depot has a 2/2 double hung window, a five panel, single light window and a large baggage door, each with transoms.

As originally constructed, the Northern Pacific Depot had a 36' x 36' waiting room with an 18' ceiling, a 17' x 20' ladies waiting room in the east end, a 10' x 15' men's smoking room on the south side, a 15' x 15' ticket office, and a 22' x 30' baggage room to the west. There was a 5'-high enameled brick wainscot except in the baggage room, white birch seats, and birdseye maple floors except in the baggage room which had oak. The bathrooms were finished with tile. All of these features remain intact, while fluorescent lights illuminate some rooms.

See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)
TRANSPORTATION

Period of Significance
1908-1938

Significant Dates
1908

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder

Northern Pacific Railroad, architect
Skooqlun, John, builder

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Northern Pacific Passenger Depot in Detroit Lakes is significant under the statewide historic contexts Transportation and Northern Minnesota Resort Industry due to the service it has rendered railroad passengers who historically have been the lifeblood of a community which has relied heavily on the tourist trade to boost its economy. The building is also visually prominent as one of the best preserved examples of railroad architecture in northwestern Minnesota.

Detroit Lakes was initially visited by representatives of the Northern Pacific Railroad in 1869, after which a member of the expedition dubbed the area the "Park Region" for its overwhelming beauty and park-like settings. By November 1871 the Northern Pacific had completed its line through what was then known simply as Detroit, largely to facilitate colonization of the village by the New England Colony, a Northern Pacific-sponsored group of 1,000 settlers from the east coast who began arriving in the spring of 1872. Within a year the railroad had constructed its first grain warehouse west of Duluth (200 miles east) to complement the original passenger depot and later, a roundhouse, both of which stood north of the present depot.

The importance of railroad service to Detroit Lakes was realized by the mid-1880s after the area's abundant fresh water lakes and woods had become popular among hunters, fishermen and outdoor recreationists. Between 1880 and 1890 the village's population nearly tripled, and numerous hostelryes and resorts were built to accomodate growing numbers of vacationers. To assist transporting these tourists, several steamships, aided by a series of canals and locks, provided regular passenger service between Lakes Detroit, Sallie, Melissa and Pelican. At the turn of the century the train made regular stops along East Shore Drive on the north shore of Detroit Lake to pick up passengers from the Lady of the Lakes steamship. In 1884 the massive and ornate 3½ story Queen Anne style Hotel Minnesota was erected on the north shore of Detroit Lake. Until it burned in 1915 the Hotel Minnesota was one of the most famous of a number of elaborate tourist hotels in Detroit Lakes which catered to guests from the eastern U.S. and the upper Midwest. Eager to increase business locally, the Northern Pacific in 1894 provided reduced passenger fares and special weekend excursions between Fargo, North Dakota (60 miles west) and Detroit Lakes. Trains left on Saturday night from Fargo and remained in Detroit Lakes until Monday morning when they made the return trip west. The same year the railroad's publicity office included in its tourist book views

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**National Register of Historic Places
Continuation Sheet**

Northern Pacific Passenger Depot, Detroit Lakes, Becker Co., MN

Section number 8 Page 1

of Detroit Lake, the Hotel Minnesota and two of the most notable residences in the village.

In the early 1900s as the number of passengers arriving on the Northern Pacific line continually increased during the summer months, the depot was viewed as inadequate and unsatisfactory for a community with about 2,500 residents. By March of 1903 the Detroit Lakes Record had urged the construction of a "modern" passenger depot to replace the wood frame building. During the summer of 1907 ground was broken for the new depot and by December the following year the new 110' x 36' brick building was in use, "excelling as it does any station between St. Paul and Fargo" (Detroit Record 18 December 1908). Much to the delight of its customers, the depot featured separate waiting rooms for men and women, baggage and express areas, four four-high white enameled brick wainscoting and birdseye maple floors. A 350' brick walkway led from Washington Avenue, the main thoroughfare, to the depot. Railroad employees enjoyed having wide baggage doors which opened to both the street and tracksides thereby simplifying the movement of luggage, while the ticket office provided two windows for passenger tickets and one for rail workers.

With increased use and the popularity of automobile travel, passenger service by the Northern Pacific gradually decreased during the second quarter of the twentieth century. Since the 1970s the depot has been used solely for freight and storage of railroad equipment. Yet the building remains in very sound condition and, except for a new south entry, the depot retains outstanding physical integrity.

9. Major Bibliographical References

Detroit Record 2 August 1907; 17 April 1908; 22 May 1908; 18 December 1908.
Harnsberger, John L. "Land Speculation, Promotion and Failure: The Northern Pacific Railroad, 1870-1873," Journal of the West Volume 9 (January 1970): 33-45.
Wilcox, Alvin H. A Pioneer History of Becker County Minnesota. St. Paul: Pioneer Press Co., 1907.

See continuation sheet

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 # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property Less than one

UTM References

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

C

B
 Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description

The boundary of the Northern Pacific Passenger Depot nomination is shown as the solid black line on the accompanying map entitled "Northern Pacific Passenger Depot Boundary Map" 1980, and drawn at a scale of 200 Ft. to the inch.

See continuation sheet

Boundary Justification

The boundary of the nominated property includes that parcel of railroad property that has historically been associated with the Northern Pacific Passenger Depot.

See continuation sheet

11. Form Prepared By

name/title Michael Koop
 organization N/A date July 1987
 street & number 615 Jackson St., NE telephone 612-623-8356
 city or town Minneapolis state Minnesota zip code 55413

Northern Pacific Passenger Depot
Boundary Map
1980
1 inch = 200 Ft.

