

**United States Department of the Interior
Heritage Conservation and Recreation Service**

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

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 Railway Company Depot

and/or common Soo Line Depot

2. Location

street & number Off Main Street ___ not for publication

city, town Remer ___ vicinity of congressional district 7th

state Minnesota code 22 county Cass code 021

3. Classification

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

4. Owner of Property

name Soo Line Railroad Company c/o S.M. Mrosak, Director of Real Estate
Development and Management

street & number Box 530

city, town Minneapolis ___ vicinity of state Minnesota 55440

5. Location of Legal Description

courthouse, registry of deeds, etc. Cass County Courthouse

street & number

city, town Walker state Minnesota

6. Representation in Existing Surveys

title Statewide Survey of Historic Resources has this property been determined eligible? yes no

date 1979 federal state county local

depository for survey records Minnesota Historical Society -- 240 Summit Avenue-Hill House

city, town St. Paul state Minnesota 55102

7. Description

Condition excellent good fair deteriorated ruins unexposed**Check one** unaltered altered**Check one** original site moved date _____

Describe the present and original (if known) physical appearance

The Soo Line tracks at Remer run northwest-southeast, intersecting the east-west Main Street, just west of the central business district. The line's local combination depot is located in a small triangle of land lying west of the tracks and north of Main Street. Built as a "standard second-class depot" in the Soo Line design, it measures approximately 34' x 24' x two stories, with a 46' x 24' x one story freight room extending to the north. Each section has a bracketed gable roof, and a chimney pierces the northeast slope. The wood frame building has a lap siding and is painted in the standard Soo Line colors of cream with brown trim. Fenestration follows the standard second-class pattern of 4/4 double-hung sash on all facades, with a rectangular bay on the north end of the front (trackside) facade and a large freight door centered on the front facade of the freight room. The depot retains good exterior integrity.

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 checked="" 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 type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates ca. 1910

Builder/Architect

Statement of Significance (in one paragraph)

Built about 1910 when the Minneapolis, St. Paul, & Sault Ste. Marie Railway line was constructed through the area, this depot is significant as a well-preserved representative example of the standard second-class depot constructed by Soo Line between c1890 and c1920. With no apparent exterior alterations the building clearly exhibits the "straight, simple lines" characterizing the second-class design, which "was built in such prolific numbers all over the Soo system that for many it became a visual symbol of the road itself" (Vyzralek, Grant, & Bohi, "North Dakota's Depots: Standardization on the Soo Line," pp. 8, 16). Remer was platted in 1910 by the Tri-State Land Company, who established several townsites on the newly constructed rail line. The two-story design of the standard second class depot provided living space for the agent and his family, a particularly important consideration at new townsites where living space was often at a premium. The Remer dopot is significant both as for its link with the establishment and commercial/ industrial development of Remer, and as a rare survivor of the standard second-class Soo Line Depots.

9. Major Bibliographical References

Vyzralek, Frank E., H. Roger Grant, and Charles Bohi. "North Dakota's Railroad Depots: Standardization on the Soo Line." North Dakota History, 42 (Winter, 1975), 4-25.

10. Geographical Data

UTM NOT VERIFIED

Acree of nominated property less than one

ACREAGE NOT VERIFIED

Quadrangle name Remer, MN

Quadrangle scale 1:24,000

UMT References

A

1	5	4	3	0	2	8	0	5	2	1	1	6	7	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 - page 1

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

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Robert M. Frame III, Architectural Historian/Research Historian-Survey

organization Minnesota Historical Society

date March 19, 1980

street & number 240 Summit Avenue-Hill House

telephone 612-296-9074

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

Russell W. Fridley
Russell W. Fridley

title State Historic Preservation Officer

date

3/25/80

For HCERS use only

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

for W. Ray Tuce
Keeper of the National Register

date

5/23/80

Attest:

Kristen D. Connell

date

5/21/80

Chief of Administration

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED APR 15 1980

DATE ENTERED

MAY 23 1980

Minneapolis, St. Paul, and Sault Ste. Marie Railway Company Depot

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

Verbal Boundary Description:

Commencing at a point on the Minneapolis, St. Paul & Sault Ste. Marie Railroad (Soo Line) track 70' northwest of the point of intersection with Main St. (Minn. Trunk Highway 200) and continuing northwestwardly 200'; thence north-eastwardly approximately 100' to the southwest edge of the unnamed road which parallels the railroad tracks; thence southeastwardly 200' along said edge of said road; thence southwestwardly approximately 100' to the point of beginning.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

ADDITIONAL INFORMATION

for Keeper *Melvin Lyman*
1/19/89

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

**Note: These changes apply to
Minneapolis, St. Paul, and Sault
Ste. Marie Railway Company Depot in
Cass County, Minnesota.**

REFERENCE NUMBER: 80001993

STATE: MINNESOTA

COUNTY: Cass

RESOURCE NAME (HISTORIC): Soo Line Depot

CITY:

VICINITY OF:

ADDRESS: off Main St.

CERTIFICATION DATE:

REMOVED DATE:

COMMENTS:

Nina M. Archabal

Nina M. Archabal
State Historic Preservation Officer

JUN 17 1988

Date