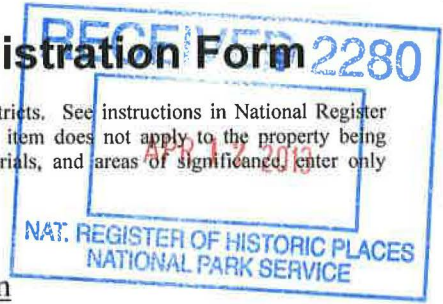


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Chicago, Milwaukee & St. Paul Railway Station
Other names/site number: Chicago, Milwaukee, St. Paul & Pacific Railroad Station;
Milwaukee Road Station; Winona Amtrak Station
Name of related multiple property listing: N/A

2. Location

Street & number: 65 E. Mark Street
City or town: Winona State: MN County: Winona
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local
Applicable National Register Criteria:
 A B C D

Barbara Mitchell Howard April 5, 2013
Signature of certifying official/Title: Barbara Mitchell Howard, Deputy SHPO, MN Historical Society Date
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.
Signature of commenting official: _____ Date _____
Title : _____ State or Federal agency/bureau or Tribal Government _____

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain:)

Don Edson H. Beall 5.28.13
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
Public – Local
Public – State
Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
District
Site
Structure
Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>2</u>	_____	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related/train depot

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related/train depot

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7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK; LIMESTONE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

In 1888, the Chicago, Milwaukee & St. Paul Railway built this two story brick and stone passenger station at 65 E. Mark St in Winona, MN. The station has a steeply pitched, gabled and clip gabled roof with wide bracketed eaves. At the east end of the building there is an attached one story section which houses restrooms. On the west side of the station there is a one story baggage room connected to the main building by a low pitched roof which originally covered an open waiting area. The two structures display an eclectic mixture of characteristics with no distinguishing style. Immediately south of the main building are spur line tracks which historically were used by passenger trains. These are a contributing resource. Although the building has lost some of its ornamentation, it retains its essential integrity as a late nineteenth century train depot. It has been continually used as a passenger rail station since its construction and currently serves as Winona's Amtrak station.

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Narrative Description

The Chicago, Milwaukee and St. Paul Railway Station is located at 65 East Mark Street between Center St on the west and Lafayette Street on the east. The station sits between the south side of Mark and the mainline tracks presently owed by the Canadian Pacific Railway in central Winona. In the past Winona residents commonly referred to it as “the Milwaukee Road station” or just “the Milwaukee station” and today it is usually called “the Winona Amtrak Station.”

The station is composed of two distinct buildings joined together by a roofed breezeway which originally served as a protected outdoor waiting platform with benches for passengers. The passenger station to the east is a two story rectangular brick building, about 24 x 73 foot, with a steeply pitched, clip gabled roof. A projecting bay on the south side facing the tracks extends up into a large cross gable. Wide bracketed eaves with a slight upward flare extend the full length of the station. A 13 x 18 foot one story section housing the men’s and women’s restrooms extends from the east end of the building and is covered with a hipped roof. Across the 34 foot long breezeway to the west is a 24 x 26 foot brick structure which was originally the baggage room. When built, it had a gabled roof of similar pitch to the station’s main roof but on an axis perpendicular to the tracks so that the second story window faced south.¹

The exteriors of both structures are of Menomonie red pressed brick above a foundation of cream-colored Mankato limestone. The same Mankato stone is used for the window and door surrounds and the sills and lintels are linked by a course of stone which continues as banding for the entire façade. There is also stone quoining at the four corners of the buildings.

The south façade facing the tracks is divided by the two story bay. The lower level, which forms part of the ticket office, has windows on all three sides which give railroad agents a view of the tracks. To the immediate left and right of the bay are doors which historic photographs indicate were double wooden doors each with a window with leaded glass ornamentation around the perimeter of the central pane (Figure 1, 2). Originally, the left door opened onto the men’s waiting room, 24 x 35 feet, which was on the west end of the station, and the right door opened onto the women’s waiting room of similar size, which was on the east end.² To the left of the men’s door and the right of the women’s door are pairs of windows, which historic photos indicate originally had one over one panes with transoms with leaded glass ornamentation around the perimeter of the central pane (Figure 1, 2). On the upper level, the bay is capped by a cross gable with a paired window surrounded in stone similar to the windows below. Above these windows, the façade is shingled and features a small one over one window

¹ The dimensions come from a Milwaukee Road facilities report quoted in John Luecke, *Dreams, Disasters, and Demise: The Milwaukee Road in Minnesota* (Eagan, MN: Grenadier, 1988), p 227.

² “The New Milwaukee Depot: One of Winona’s Recent Substantial Improvements,” *Winona Daily Republican*, October 19, 1888, p 3. In providing sex-segregated waiting rooms, the railroad concurred with Walter Berg’s 1893 handbook of railroad design which advised station builders that “separate waiting rooms for gentlemen and for ladies are most desirable.” Walter Berg, *Buildings and Structures of American Railroads* (New York: Wiley, 1893, rpt 1977), p. 281.

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near the peak of the gable. The north façade facing Mark Street is basically identical, with the same gable, except that there is no projecting bay on the first floor.

The second floor was apparently never occupied. It does not appear that there was ever a stairway, but there is a small hatchway in the northwest corner of the ticket office ceiling.³ In rural areas the railroads sometimes provided housing for station agents on the second floor of station buildings but that would not have been necessary since Winona was a growing city with many available dwellings. The Chicago, Milwaukee and St. Paul Railway may have wanted a two story building as a counterweight to the larger station that its rival the Chicago and Northwestern had built in downtown Winona.

The roof was originally slate and featured small polygonal dormers, one to the east of the central cross gable and one to the west. Historic photographs also reveal two brick chimneys to the left and right of the cross gable, apparently serving fireplaces in each of the two waiting rooms (See Figures 1, 2, 3).

The one story section at the east end that houses the restrooms originally had an exterior door on the left side of the east façade which provided access to the men's restroom (Figure 1). This exterior door ensured that men would not need to pass through the women's waiting room to use the lavatory.⁴ Women entered the women's restroom directly from the women's waiting room, which was adjacent.

The south, or train-side, façade of the baggage room originally had a large wooden door which allowed baggage to be brought out to the platform. The lower part of this opening is now filled by a wood panel and the upper part by a three-light window framed in metal. The original four-light window to the right of the doorway has now been replaced by louvered vents. The roof over the baggage room originally featured a cross gable which is now gone. The surface of this gable was shingled and featured a four part Palladian window. At the peak of the gabled room in the center was a square cupola with a pyramidal roof. The north side facing Mark Street also has a wide door. Originally of wood, it has been replaced by a metal door and glass sidelights. The east and west facades of the baggage room feature diagonal wood siding on the upper third separated from the brick work by half timbering (See Figure 3).

The two buildings are joined together by a roof which has a shallower slope than the roof above the main building but which also has wide eaves supported by elaborate wooden brackets. Originally there was a wooden platform surrounding the entire station that flowed into the covered waiting area. According to the 1894 Sanborn insurance map, this platform also extended

³ Interview with David Frey, Amtrak Ticket Agent, November 21, 2012, at the station. Mr. Frey stated that several maintenance workers have opened the hatch and inspected the second floor. They report no evidence that the space was ever inhabited by anything other than bats.

⁴ The building's designers apparently agreed with Walter Berg's handbook, p 281, which suggested that "the toilet-room for gentlemen should be accessible from outside of the building."

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several hundred feet east and west of the station along the spur line that brought passenger trains from the mainline to the station.⁵

Like many passenger stations, this building does not exhibit any coherent style. It was designed primarily to meet certain functional requirements and was decorated with an eclectic mix of elements. Some elements of the design, such as the steeply pitched and cross gabled roofs, the contrasting colors of the brick and stone, the stone quoining, and the wide bracketed eaves, suggest the lingering influence of Victorian Gothic style.⁶

Although there have been many changes over its 125 year history, the Milwaukee Road station retains its essential integrity because it exhibits the essential physical features that convey its historic identity. Few people passing this building would fail to identify it as a train depot, even if it was not adjacent to tracks and trains. It continues to be used by Amtrak for its original intended purpose.

The primary facades of the station, the south façade facing the tracks and the north façade facing Mark Street, are essentially unchanged. However, there are now single metal doors with glass sidelights in place of the double wooden doors. The existing three over three double hung first floor windows are old and worn but at some point replaced the original one over one windows. The leaded glass of the transoms is gone. Asphalt shingling has replaced the original slate roof, and during one of these roofing projects, the two dormers were likely removed. The two chimneys that pierced the slope of the roof to the right and the left of the central cross gable are also gone as are the fireplaces that they vented. When the Canadian Pacific Railway (CPR) reroofed the building in 2010, they removed the cross gable over the baggage room because of fire damage in the timbers that supported it. The baggage room is now covered by an extension of the low pitched roof that covers the breezeway between the two buildings (Photo #3).⁷

At some point, the railroad made changes to the east façade of the space housing the restrooms. As noted above, there was originally an exterior door on the south side of this façade which allowed access to the men's restroom. That door is now gone and there are two small windows near the roof line, complete with limestone sills and lintels that match the original construction of the building, one for the men's restroom and one for the women's. This change likely happened long ago when the end of sex segregated waiting rooms made the need for exterior access to the men's restroom unnecessary.

In 1961, the Milwaukee Road extensively remodeled the interior, moving the freight office into the west end of the passenger station that originally was the men's waiting room. This section of the building is now used by the CPR and is divided into an office and a locker room. The former

⁵ *Sanborn -Ferris Insurance Map of Winona, Minnesota* (New York: Sanborn-Ferris, 1894), Map 12.

⁶ Marcus Whiffin, *American Architecture since 1780: A Guide to the Styles*. Rev. Ed. (Cambridge, MA: MIT Press, 1992), p 89.

⁷ Interview with Patrick Mooney, Project Manager, Canadian Pacific Railway, at his office at 120 S. 6th Street, Minneapolis, on November 15, 2012. In his judgment, this fire had occurred many years earlier.

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women's waiting room has served as the only waiting room since the 1961 remodeling.⁸ The original floors of this room are covered with linoleum tile and the original ceilings are hidden behind suspended acoustical tile. However, the benches on which Amtrak passengers sit appear to be original.

The wooden platform that originally surrounded the station is gone and in its place there is a brick paver surface on all sides (Photo #1, 4). At some point the railroad stopped using the spur track that brought passenger trains close to the terminal. Today the Amtrak's *Empire Builder* stops on the mainline tracks which are about 50 feet south of the station. The spur tracks adjacent to the station are currently used by the CPR as a storage track for freight cars. They are a contributing resource.

⁸ "Milwaukee Road Moves Freight Office to Depot," *Winona Daily News*, May 11, 1961, p 8

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8. Statement of Significance

Applicable National Register Criteria

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance
(Enter categories from instructions.)
TRANSPORTATION

Period of Significance
1888-1962

Significant Dates
1888

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Chicago, Milwaukee and St. Paul Railway Station is locally significant under Criterion A in the area of transportation for its association with the railroads in Minnesota. The property is related to the statewide historic contexts of "Railroads and Agricultural Development, 1870-1940" and "Urban Centers, 1870-1940." As an early center of the grain and lumber industries, Winona played a key role in the state's railroad development and was eventually served by five separate lines. In 1872, the Chicago, Milwaukee and St. Paul, commonly called "the Milwaukee Road," linked Winona directly to both the Twin Cities and Chicago. The station which the Milwaukee Road built in 1888 served as a major gateway to Winona for generations of travelers through the 1960s. For this reason, the period of significance begins in 1888 and continues to 1962, fifty years ago. The Chicago, Milwaukee and St. Paul Railway Station continues to serve rail passengers as Winona's Amtrak Station.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Railroads Come to Winona

After Chicago was linked by rail to the eastern cities in 1852, the railroad companies focused on connecting Chicago with the Mississippi River and its rich steamboat traffic serving the upper Midwest. Just two years later, the Chicago and Rock Island Railroad connected Chicago to the river town of Rock Island, Illinois. Then in 1855 the railroad that later became the Chicago and Northwestern reached the river, followed shortly by the Chicago, Burlington and Quincy. La Crosse, Winona's downstream rival, was connected to the east by rail in 1858.⁹

These developments convinced entrepreneurs in Winona that their future depended on railroads, since steamboats were limited by the course of navigable rivers and in any case provided only seasonal transportation. Like the economic elite of other river towns and cities, Winona's entrepreneurs hoped that their city would become the terminus of a network of lines extending into the western hinterlands. This would allow wheat and other agricultural products to flow into Winona, and enable Winona to supply lumber and manufactured goods to the thousands of new farmsteads and towns being built to the west. A critical part of their strategy focused on positioning Winona as a place where trains crossed the big river. If trains coming from the east could only cross the river at La Crosse, Winona's position would be weakened.¹⁰

⁹ Gary F. Browne, "The Railroads" Terminals and Nexus Points in the Upper Mississippi Valley," p 84 in John Wozniczka, ed. *Historic Lifestyles in the Upper Mississippi Valley* (Lanham, MD, University Press of America, 1983).

¹⁰ Browne, *ibid*

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In 1854, a group of businessmen obtained a state charter to build a railroad west from Winona under the name of the Transit Railroad Company. However, no railroads were built until investors had the benefit of two massive government subsidies. First, Congress granted to the territory of Minnesota lands amounting to 4,500,000 acres for the construction of railroads in 1857. The governor then called a special session of the legislature which allocated this land to four railroad companies. Fortunately for Winona, the Transit Railroad Company was one of these four “land grant” railroads and received 1,200,000 acres to support the building of a line from Winona to St. Peter. Second, the Minnesota Legislature submitted to the voters a constitutional amendment providing for loans of up to \$1,250,000 to each of the four “land grant” railroads. This amendment, called the Five Million Loan Bill, won the overwhelming support of voters in April 1858.¹¹

After several false starts, the Transit Railroad began building its line west across the steep river bluffs and reached Stockton by 1862. In that year, it was incorporated as the Winona and St. Peter Railroad. The company reached Rochester by 1864, St. Peter by 1870, and pushed on to Dakota Territory by 1873. By that time, the Chicago and Northwestern Railway Company had purchased the Winona and St. Peter, linking it to its growing system via a bridge built at Winona. The original wooden bridge collapsed under the weight of a work train loaded with stone not long after opening in 1871. The Chicago and Northwestern then built an iron bridge which had a center swing span of 363 feet to allow river traffic to pass.¹² When the bridge opened in 1872, Winona had direct rail service to Chicago.¹³

In the same period The Minnesota and Pacific, another of the four “land grant” railroads, built a rail line from St. Paul to Winona. This railroad could claim to be Minnesota’s first since its line from St. Paul to St. Anthony began service in June 1862 several months before the Winona and St. Peter reached Stockton. Now operating as the St. Paul and Chicago, the company began building a line to Winona along the western side of the Mississippi River in 1865. When the line reached Winona in 1871, the dominant position of the Winona and St. Peter on the riverfront forced the St. Paul and Chicago to skirt the city and construct a depot and engine house on Mark Street, at that time outside the city limits. In that same year, the Chicago, Milwaukee and St. Paul Railway bought the line from St. Paul to Winona. This line was then extended down the river to La Crescent, where trains were ferried across the river until an iron bridge was built in 1875. Thanks to the Chicago, Milwaukee and St. Paul, Winona now had a direct mainline connection to the Twin Cities and a second mainline connection to Chicago.¹⁴

¹¹ Franklin Curtiss-Wedge, *The History of Winona County*, 2 volumes. (Chicago: H. C. Cooper, Jr. and Co., 1913). 461-2. See also *History of Winona County, Minnesota*. (Chicago: H. H. Hill & Co., 1883), p 106ff.

¹² Franklin-Wedge, p 467.

¹³ Browne, 91. This swing span of this bridge over the main channel was removed after the Chicago and Northwestern abandoned the bridge in 1977, but the rest of the bridge which connects with Latch Island across from downtown Winona remains as an ugly eyesore.

¹⁴ John Luecke, p 17-30. Schmidt, Andrew et al. “Railroads in Minnesota, 1862-1956.” *NRHP Multiple Property Documentation Form*. (2007), p. E63.

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In the early 1870s, a third railroad, the Green Bay and Winona, reached Winona by building a line from Green Bay to Marshland, Wisconsin, across the Mississippi from Winona. This railroad then leased traffic rights into Winona across the Chicago and Northwestern's bridge. A fourth railroad, the Chicago, Burlington, and Quincy Railroad, reached Winona in the 1880s. This railroad built a line north from Savannah, Illinois up the east side of the river, reaching Prescott in 1886. Originally it also used the Chicago and Northwestern Bridge to enter Winona. In 1890, the Burlington collaborated with the Green Bay and Winona to form a company whose sole purpose was to build a second railroad bridge into Winona. This bridge, which also had a swing span, was constructed downstream of the other bridge on the east side of town.¹⁵ Once the bridge was complete, the Burlington built tracks into downtown Winona to compete for freight and passenger traffic.

Finally, a fifth railroad, the Winona and Southwestern, began building a line out of Winona to Iowa in 1888. This railroad had a difficult time finding a feasible route out of the river bluffs, and eventually decided to loop north to Rollingstone and Altura. This railroad was never successful and eventually became part of the Chicago Great Western system.¹⁶

The golden age of the Milwaukee Road

By the turn of the century Winona had achieved its goal of becoming a rail hub. It was served by five railways, and two of them, the Chicago, Milwaukee and St. Paul (CM&StP) and the Chicago and Northwestern (C&NW), had extensive networks branching out west from Chicago. Moreover, the two massive iron swing bridges made Winona a major transit point across the Mississippi River.

The CM&StP and the C&NW were both "granger" railroads, meaning that they carried heavy volumes of agricultural products, at the beginning primarily wheat, from the Minnesota, Dakota and Iowa farmlands to the mills in Winona, the Twin Cities and elsewhere.¹⁷ From about 1880 until World War I, both railroads grew dramatically. The CM&StP built a solid network throughout southern Minnesota, the Dakotas, Illinois, Iowa and Wisconsin. Already by 1880 it ran 3,775 miles of track and owned 425 locomotives. The C&NW also grew rapidly and by 1890 it controlled 4,250 miles of track. After a damaging rate war in 1882, they came to an agreement to share more or less equally the market between the Twin Cities and Chicago. The CM&StP did better than the agreement provided and became the dominant hauler for the Minneapolis grain industry, the vegetable canning plants of Le Seur County, and the meat packer Hormel in Austin.¹⁸

¹⁵This bridge was closed in 1985, suffered fire damage in 1989, and was subsequently demolished. Winona presently has no rail bridges across the river.

¹⁶ Franklin-Wedge, p 474ff.

¹⁷ Schmidt, p E12

¹⁸ Schmidt, p E64-65.

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All the railroads were interested in carrying passengers as well as freight, and the CM&StP, or “the Milwaukee Road” as it was commonly called, used its direct lines to the Twin Cities, Milwaukee and Chicago to become one of the major passenger carriers in the Midwest. By the early 1880s, the Milwaukee Road ran two “through” trains between Chicago and Minneapolis each way daily with stops in Winona as well as shorter local routes. In those days, the 307 mile trip from Winona to Chicago took more than 12 hours.¹⁹ In 1898, the Milwaukee Road, which developed a reputation as an innovator in passenger service, introduced the *Pioneer Limited*, an overnight train between Chicago and the Twin Cities that set new standards for speed and comfort.²⁰ Passenger traffic on the railroads increased annually until about 1920 when the growing number of automobiles and buses ended growth. In 1935 the Milwaukee Road responded to the new competition with stream-lined high speed *Hiawathas* that reached speeds approaching 100 miles per hour and cut the travel time between Chicago and the Twin Cities to about seven hours.²¹

To accommodate passenger traffic the railroads built depots wherever their trains stopped, including union depots in big cities, passenger stations in major towns, and “combination” depots that handled the passenger and freight traffic of small towns.²² In Winona, the Milwaukee Road built a small combination depot near Mark Street shortly after the line reached Winona in 1871.²³ The C&NW, its major competitor, built a large three story passenger station downtown on the Winona and St. Peter tracks near the river in 1880. By this time the C&NW had a larger local presence due to the fact that it located its division headquarters and a major rail yard in Winona. In 1888, the Milwaukee Road responded by replacing its original Mark Street depot with the larger more substantial passenger station that is the subject of this nomination. The railroad spent \$15,000 on construction and related grading and track work. Although the new station was smaller than the downtown station of its rival, it had a ticket office, separate men’s and ladies’ waiting rooms, restrooms with indoor plumbing, and a baggage room attached by a roof to protect passengers waiting on the platform from the weather.²⁴

These depots were the primary gateways through which most travelers arrived in Winona and most Winonans began their journeys, whether to Minneapolis or Chicago, or farther on to New York or Europe, in the era before the modern highway system and air travel. Besides the normal business and leisure travelers, Winona’s college students, especially from the College of Saint Teresa and Saint Mary’s College, relied heavily on the railroads. Those schools recruited

¹⁹ “Milwaukee Trains Have Served City Since Start in 1871,” *Winona Daily News*, November 19, 1955, p 3. The information was based on an 1884 Milwaukee Road timetable.

²⁰ John Luecke, 172.

²¹ Schmidt, E73. Rival C&NW did the same with its high speed “400s,” as did the Chicago, Burlington, & Quincy with its *Zephyrs*. Schmidt, E43, E51.

²² Schmidt, F230ff.

²³ *Sanborn -Ferris Insurance Map of Winona, Minnesota* (New York: Sanborn-Ferris, 1874), Map 19

²⁴ “The New Milwaukee Depot: One of Winona’s Recent Substantial Improvements,” *Winona Daily Republican*, October 19, 1888, p 3.

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primarily from the Catholic high schools of the Twin Cities and Chicago, and through the 1960s students commonly made the trip by train (See Figure 5).²⁵

The depots were also the site of political events, such as visits of sitting presidents as well as campaigning candidates for the presidency. President Theodore Roosevelt, for example, spoke briefly to a crowd of 5,000 from the rear platform of a presidential train at the Milwaukee Road Station in April of 1903.²⁶ When President William Howard Taft arrived at the Milwaukee Road Station in September of 1909, he was greeted by a huge crowd gripped, in the words of the local newspaper, by “frenzied excitement.” A motorcade took him on a tour, and later in the day he made a historic speech in favor of the Payne-Aldrich Tariff Act at the Winona Opera House that split the Republican Party and led to the election of Woodrow Wilson in 1912.²⁷ In his campaign for the presidency Al Smith arrived at the Milwaukee Road Station in late September 1928 in a special train of ten cars, five of which were for reporters. The train was reported to have 24 hour dining car service, a library, a photography dark room, a barber, and a club car room where Smith met the press across a huge mahogany table. About 1,500 Winonans waited in the rain to greet Smith who appeared briefly and waived his brown derby at the crowd (See Figure 4). A group of College of Saint Teresa students, dressed in caps and gowns, presented Mrs. Smith with a bouquet of roses.²⁸

The Milwaukee Road passenger service remained profitable over major routes even after World War II. Winona continued to enjoy extensive passenger service with diesel powered streamlined trains through the late 1960s. The Milwaukee Road served Winona with five daily trains going east to Chicago, including the *Morning Hiawatha*, the *Afternoon Hiawatha*, the *Pioneer Limited*, “the fast mail” train, and Train 56 which made many local stops. These trains also stopped in Winona going westbound, except for the mail train which did not stop in Winona because it passed through in the middle of the night. The *Hiawathas*’ travel time from Winona to Chicago’s Union Station was just over five hours.²⁹

²⁵ Jerome Christenson *City Mouse-County Mouse: An Illustrated History of Winona County*, p 100. The College of St. Teresa closed its doors in 1989. Saint Mary’s college changed its name to Saint Mary’s University in 1994.

²⁶ Jerome Christenson, *Pieces of the Past* (Winona: Winona Daily News, 2001), p 74

²⁷ Christenson, *ibid.* “State Funeral for Taft set for Tuesday. City Recalls Visit of Taft on Sept. 17, 1909,” *Winona Daily Republican*, March 10, 1930, p 1, 13. See also “How Winona Greeted Taft,” *WDR*, September 18, 1909, p 6. See also Theodore Blegen, *Minnesota, A History of the State* (Minneapolis: U of Minnesota Press, 1975), p. 466-467.

²⁸ “Waves Brown Derby, Shakes Hands, Smiles,” *Winona Republican-Herald*, September 28, 1928, p 1, 8. See related photo below.

²⁹ *Milwaukee Road Train Schedule for Chicago, Milwaukee, St. Paul, Minneapolis*, December 1, 1967. In the file “Pamphlets relating to the Chicago, Milwaukee, St. Paul and Pacific railroad” at the Minnesota Historical Society library, HE2791.C667. See also “Milwaukee Trains Have Served City since Start in 1871,” *ibid.*; Luecke, p 181.

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The decline of the Milwaukee Road and the fate of its Winona station

The Milwaukee Road was profitable in the early 20th century and continued to expand. The railroad reached the Pacific Coast by putting a line through to Puget Sound in 1909. This massive investment, however, did not generate the anticipated revenue, especially after the opening of the Panama Canal in 1914 diminished transcontinental freight traffic. In 1926 the company declared bankruptcy and was reorganized as the Chicago, Milwaukee, St. Paul and Pacific Railroad. A brief run of profitability was ended by the Depression, which led to a second bankruptcy proceeding in 1935. Following the war, the company abandoned some unprofitable lines and capitalized on its successful passenger service to stay competitive. By the late 1960s it was struggling again. It declared bankruptcy for the last time in 1977 and in 1985 its remaining trackage and equipment were sold to the Soo Line.³⁰

A key factor undercutting railroad profitability was the creation of the interstate highway system. In 1956 Congress passed The Federal Highway Act and rail traffic declined as more and more of the system was completed in the 1960s. This hit passenger traffic first, but eventually freight traffic as well. Railroads began to terminate passenger lines, as the Milwaukee Road did in 1970 when it ended its *Pioneer Limited* train. When passenger traffic hit bottom in 1971, the federal government created Amtrak which offered a much diminished service. The *Hiawathas* made their last run in May 1971 and after that the Chicago, Milwaukee and St. Paul Railway station in Winona became a stop on Amtrak's line from Chicago to Seattle which had only one train each way daily.³¹ The Chicago and Northwestern had stopped running passenger trains to Winona in 1963.

After the Milwaukee Road went into its final bankruptcy, it deferred maintenance on the Winona station. Beginning in 1982, the Winona Heritage Association, a local preservation group, offered to partner with the railroad to restore the station. They were partially motivated by the fact that the Chicago and Northwestern depot had been demolished in 1980. They feared that the deterioration of the Milwaukee Road station would eventually lead to its demise. They had no success until the Soo Line bought the Milwaukee Road. Beginning in 1986, the Soo Line, in collaboration with Amtrak, worked with the local citizens groups to restore the façade of the depot and landscape the surrounding grounds. The Soo Line also paid to replace the roof and upgrade the wiring. On June 17, 1989, the Soo Line, Amtrak, and the citizens' groups joined together in a centennial celebration of the depot which featured a celebratory banner breaking by Amtrak's *Empire Builder*.³²

³⁰ Schmidt, p E72. It rival was also in decline. In 1986, C&NW sold its line from Winona to Rapid City to the newly formed Dakota, Minnesota and Eastern Railroad. In 1995, the C&NW ceased to exist when it was purchased by the Union Pacific. In 2007, the Canadian Pacific Railroad purchased the DM&E.

³¹ Luecke, p. 194.

³² Betty Russell Bertrang, "Depot: Full Steam Ahead! – Soo restores Winona's last train station," *Winona Daily News*, July 13, 1986. Joe Buttweiler, "100 Years of Trains: Winonans celebrate their train depot's 100th

Chicago, Milwaukee & St. Paul Railway Station
Name of Property

Winona County, MN
County and State

In 1990, the Canadian Pacific Railway acquired 100% of the stock and the Soo Line became a wholly owned subsidiary.³³ The CPR has continued to maintain the station in a way that preserves its historic character. For example, the CPR hired a craftsman to build careful replicas of several of the carved wooden brackets which support the overhanging eaves when it became clear that the brackets were too rotted to be repaired.³⁴ In 2011, the City of Winona's Heritage Preservation Commission gave the CPR an award to acknowledge its stewardship of the building.

Amtrak has an operating agreement with CPR under which it maintains a ticket office and waiting room in the building. The *Empire Builder* continues to make one stop each way daily at the Winona station and Amtrak reported a station ridership of 23,928 for the last fiscal year.³⁵ In recent years, the mayor of Winona has chaired the Minnesota High-Speed Rail Commission that lobbies for the development of high speed service along the established Amtrak route (Chicago, Milwaukee, La Crosse, Winona, Red Wing, St. Paul), in other words, the line that the Chicago, Milwaukee and St. Paul Railway built in the 1870s.³⁶

When the Chicago and Northwestern depot was demolished in 1980, the Chicago, Milwaukee and St. Paul Railway Station became perhaps the last historical resource clearly reflecting the period when people left and arrived in Winona primarily by passenger train. As it has done for 125 years, the station continues to welcome passengers to Winona and will likely do so for many years to come.

anniversary," *Winona Daily News*, June 18, 1989, p 1. "Winona June 17, 1989; 1889-1989, 100 Years" (Program for centennial celebration), Winona County Historical Society Archives.

³³ The Soo Line was created in 1961 when the Minneapolis, St. Paul and Sault St. Marie Railway merged with two other railroads. Even then, the CPR was the majority stock holder.

³⁴ Amber Dukek, "Making History: Winona carpenter gains perspective on craft by replacing old brackets at train station." *Winona Daily News*, April 21, 2008, p 1A, 4A.

³⁵ From Amtrak's "The Great American Stations" website (<http://www.greatamericanstations.com>) Accessed October 30, 2012.

³⁶ Pat Doyle, "La Crosse-St. Paul high-speed Route endorsed," *Star Tribune*, November 15, 2011.

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Name of Property

Winona County, MN
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9. Major Bibliographical References

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Chicago, Milwaukee & St. Paul Railway Station
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County and State

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Crozier, William, "A Social History of Winona, Minnesota 1865-1895." Ph.D dissertation, University of Nebraska, 1975.

Granger, Susan, and Scott Kelley (Gemini Research). "Winona's Historic Contexts: Final Report of a Historic Preservation Planning Project." July 1991.

Schmidt, Andrew et al. "Railroads in Minnesota, 1862-1956. NRHP Multiple Property Documentation Form." 2007. (Available at the State Historic Preservation Office, St. Paul).

Zellie, Carole, and Amy Lucas, "Phase I and II Architectural History Evaluation for the Winona Bridge Study, Final Report." May 2011. (Available at the office of the City Planner, City of Winona)

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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other repository: Winona County Historical Society

Historic Resources Survey Number (if assigned): WN-WAC-0178

Chicago, Milwaukee & St. Paul Railway Station
Name of Property

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10. Geographical Data

Acreeage of Property Less than one acre

Use either the UTM system or latitude/longitude coordinates

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 15 Easting: 608943 Northing: 4877689

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at a point on the south edge of Mark Street directly opposite the northwest corner of the intersection of Center and Mark Street; continuing easterly for 300 feet along south edge of Mark St.; then continuing southerly approximately 110 feet to the southern edge of the railroad track immediately adjacent to the Chicago, Milwaukee, & St. Paul Railway Station (presently the Amtrak Station) on the south; then continuing westerly for 300 feet along this track; then continuing northerly to the beginning point.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries include the station and the original baggage room as well as the approaches to the station from Mark Street, the area of the former passenger platform, and the tracks immediately adjacent to the passenger trains used by passenger trains during the period of significance.

Form Prepared By

name/title: Greg Gaut
organization: Historic Preservation Consultant
street & number: 673 E. Wabasha
city or town: Winona state: MN zip code: 55987
e-mail GregGaut@gmail.com
telephone: 507-452-0536
date: December 17, 2012

Chicago, Milwaukee & St. Paul Railway Station
Name of Property

Winona County, MN
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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series)
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Name of Property: Chicago, Milwaukee, & St. Paul Railway Station

City or Vicinity: Winona **County:** Winona **State:** Minnesota

Photographer: Greg Gaut **Date Photographed:** October and November 2012

Location of original digital file: The Minnesota State Historic Preservation Office and the author each have copies of the digital photographic files.

Number of photographs: eight.

Description of Photographs and Number

Photo #1: (MN_Winona County_CM&StP Railway Station_0001)
South (track side) façade of station, camera facing northwest.

Photo #2: (MN_Winona County_CM&StP Railway Station_0002)
South (track side) façade of the station, camera facing north.

Photo #3: (MN_Winona County_CM&StP Railway Station_0003)
South (track side) façade of original baggage room, camera facing north.

Photo #4: (MN_Winona County_CM&StP Railway Station_0004)
Spur line tracks just south of the station looking to the west.

Photo #5: (MN_Winona County_CM&StP Railway Station_0005)
North (Mark Street) façade of the station, camera facing southeast.

Photo #6: (MN_Winona County_CM&StP Railway Station_0006)
North (Mark Street) façade of the station showing eaves, camera facing west.

Photo #7: (MN_Winona County_CM&StP Railway Station_0007)
East façade of station, camera facing west.

Photo #8: (MN_Winona County_CM&StP Railway Station_0008)
Amtrak waiting room, camera facing northeast.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional pages Page 1

Chicago, Milwaukee & St. Paul Railway
Station

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Five Historic Photos

Figure 1: Early photograph of the station showing original details such as chimneys and dormers. Note that the east façade on the single story room which housed the restrooms featured an exterior door that allowed access to the men's restroom.

Figure 2: Early photograph from the southeast showing original details. Amtrak does not use this spur track which originally brought passenger trains close to the station. The track is still there and used by the Canadian Pacific Railroad to store freight cars.

Figure 3: Historic photograph from the south west showing the gabled baggage room with cupola and the shallow pitched roof which joined the baggage room to the main station and sheltered the outdoor waiting area. Note the wood platform onto which passengers would disembark from the trains.

Figure 4: Photo of crowd waiting at the Milwaukee Road station for the arrival of Democratic presidential candidate Al Smith in September, 1928.

Figure 5: Undated photo from the 1920s of College of Saint Teresa students waiting for the Milwaukee Road train. In the background are the baggage room and the protected outside waiting platform.

(All photos courtesy of the Winona County Historical Society Archives)

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National Park Service

National Register of Historic Places
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Chicago, Milwaukee & St. Paul Railway Station
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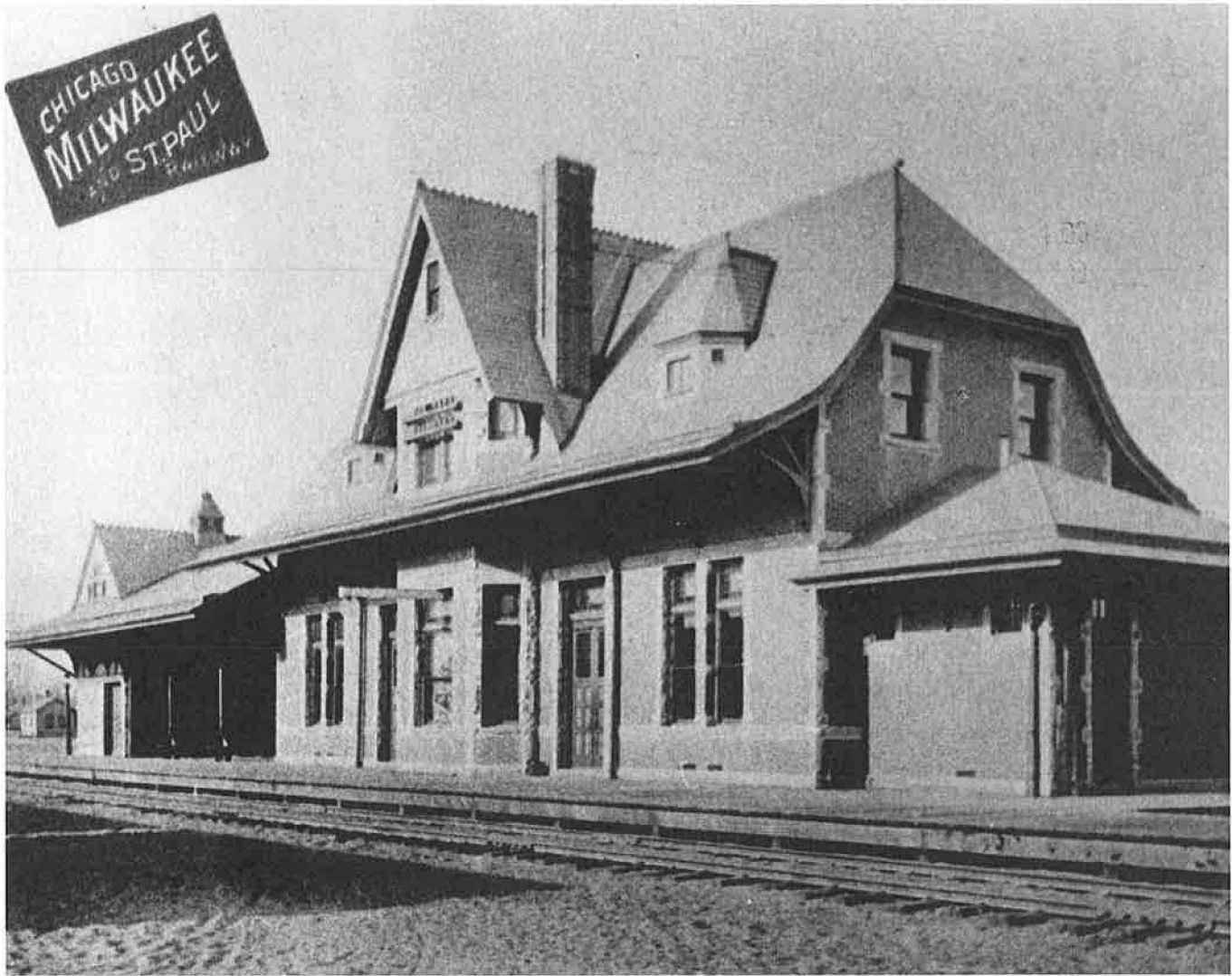


Figure 1

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

**National Register of Historic Places
Continuation Sheet**

Section number Additional pages Page 3

Chicago, Milwaukee & St. Paul Railway
Station

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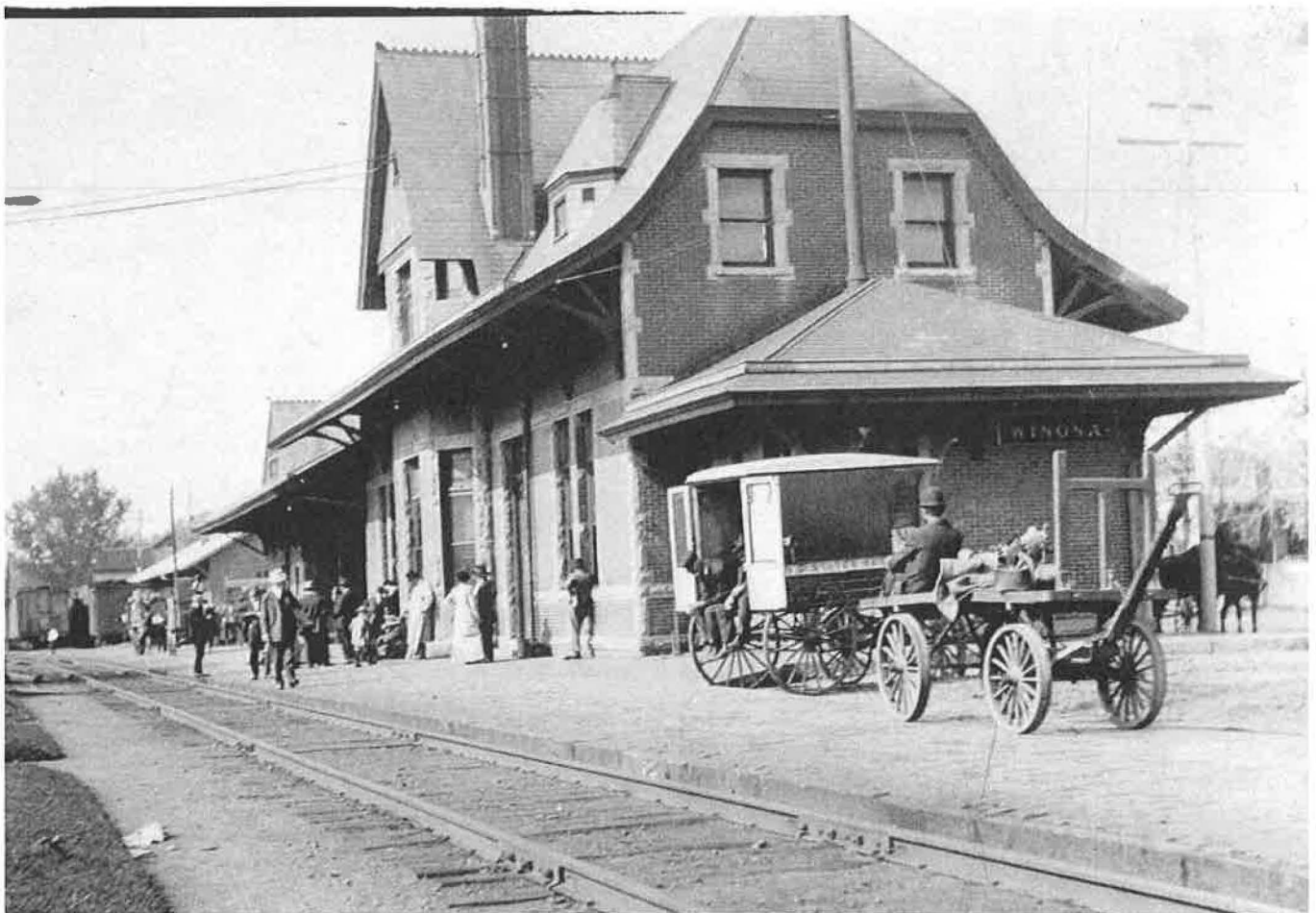


Figure 2

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

**National Register of Historic Places
Continuation Sheet**

Section number Additional pages Page 4

Chicago, Milwaukee & St. Paul Railway Station
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Winona County, Minnesota
----- County and State
----- Name of multiple listing (if applicable)

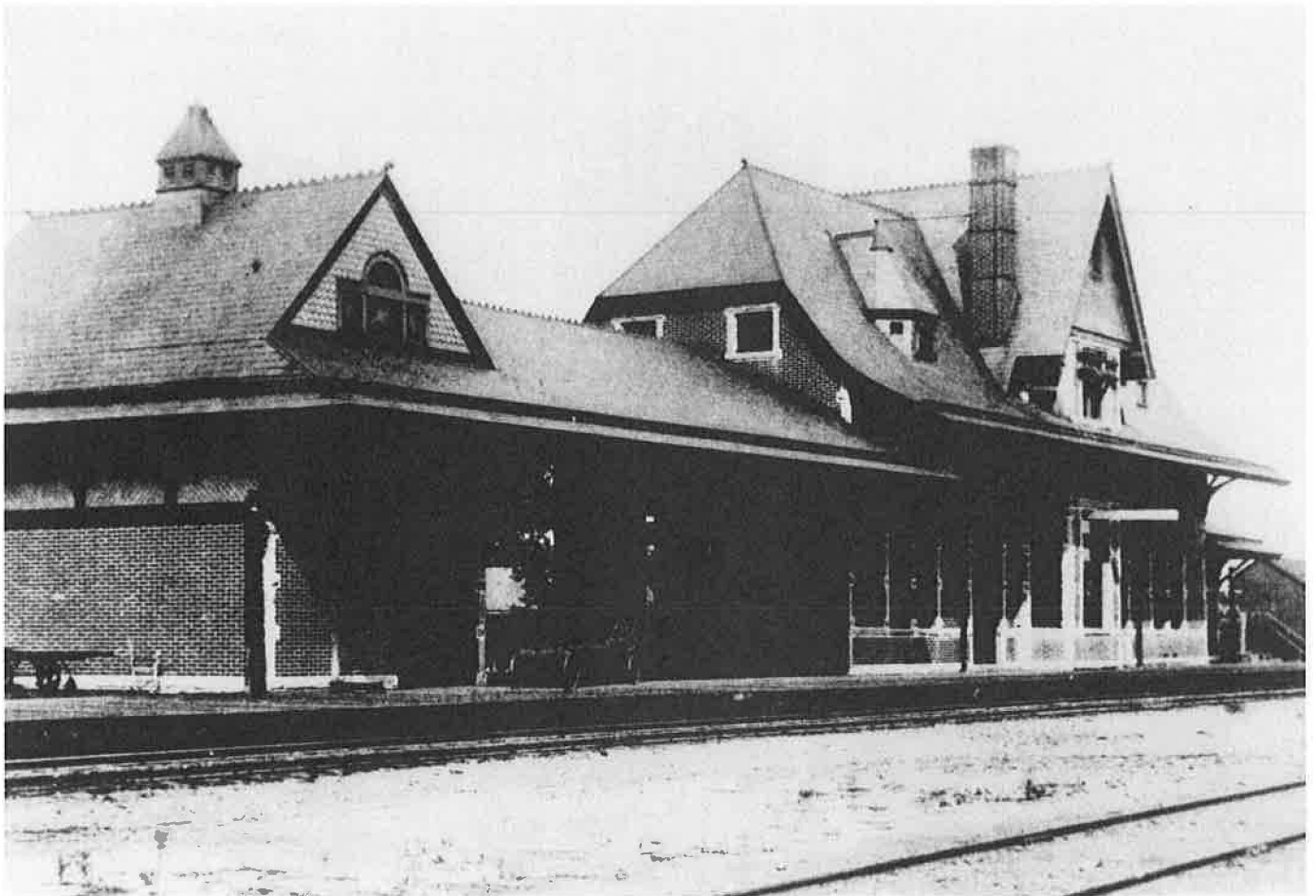


Figure 3

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional pages Page 5

Chicago, Milwaukee & St. Paul Railway
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Figure 4

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

**National Register of Historic Places
Continuation Sheet**

Chicago, Milwaukee & St. Paul Railway
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Page 6



Figure 5

United States Department of the Interior
National Park Service

National Register of Historic Places
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Chicago, Milwaukee & St. Paul Railway
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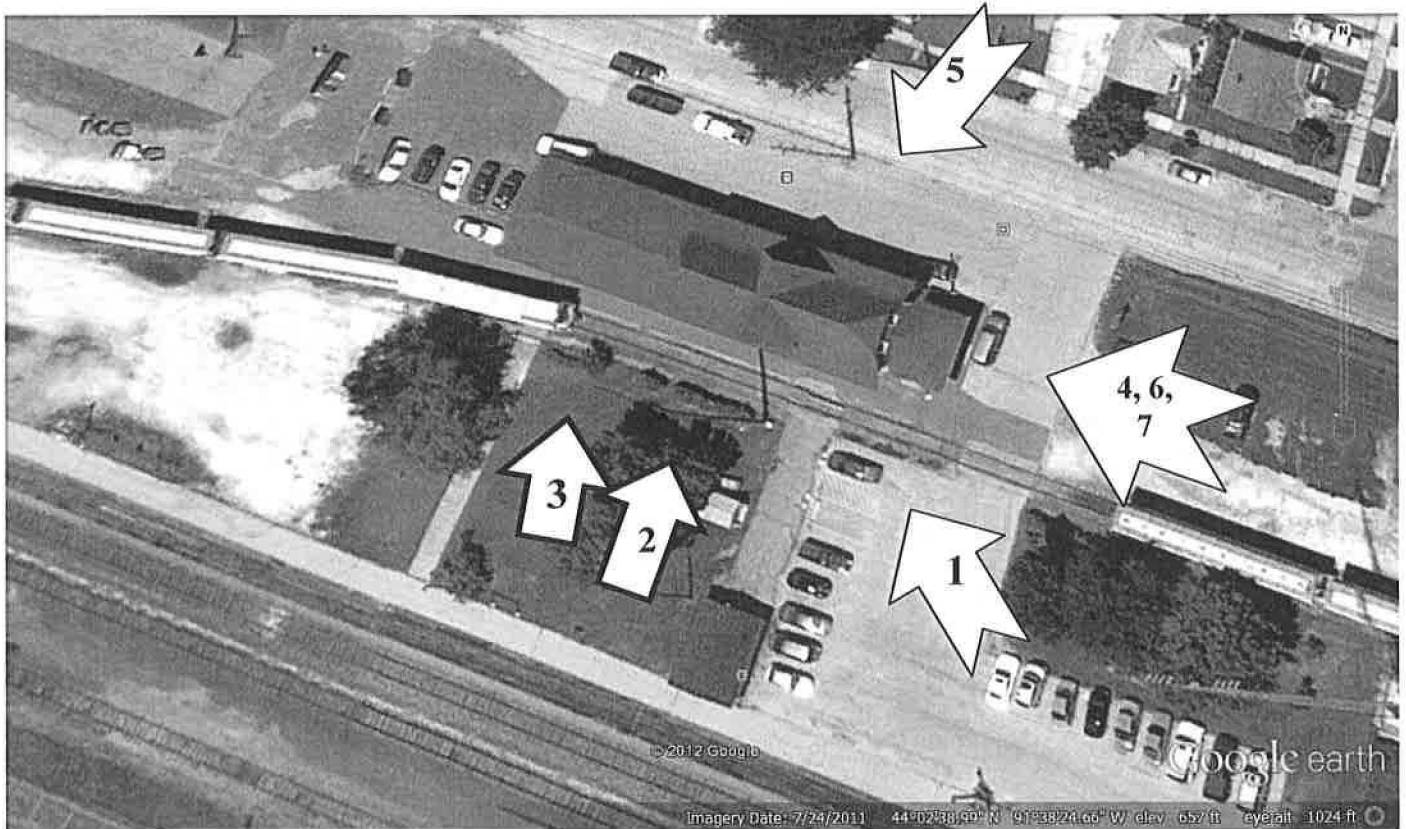
County and State

Name of multiple listing (if applicable)

Section number Additional pages Page 7

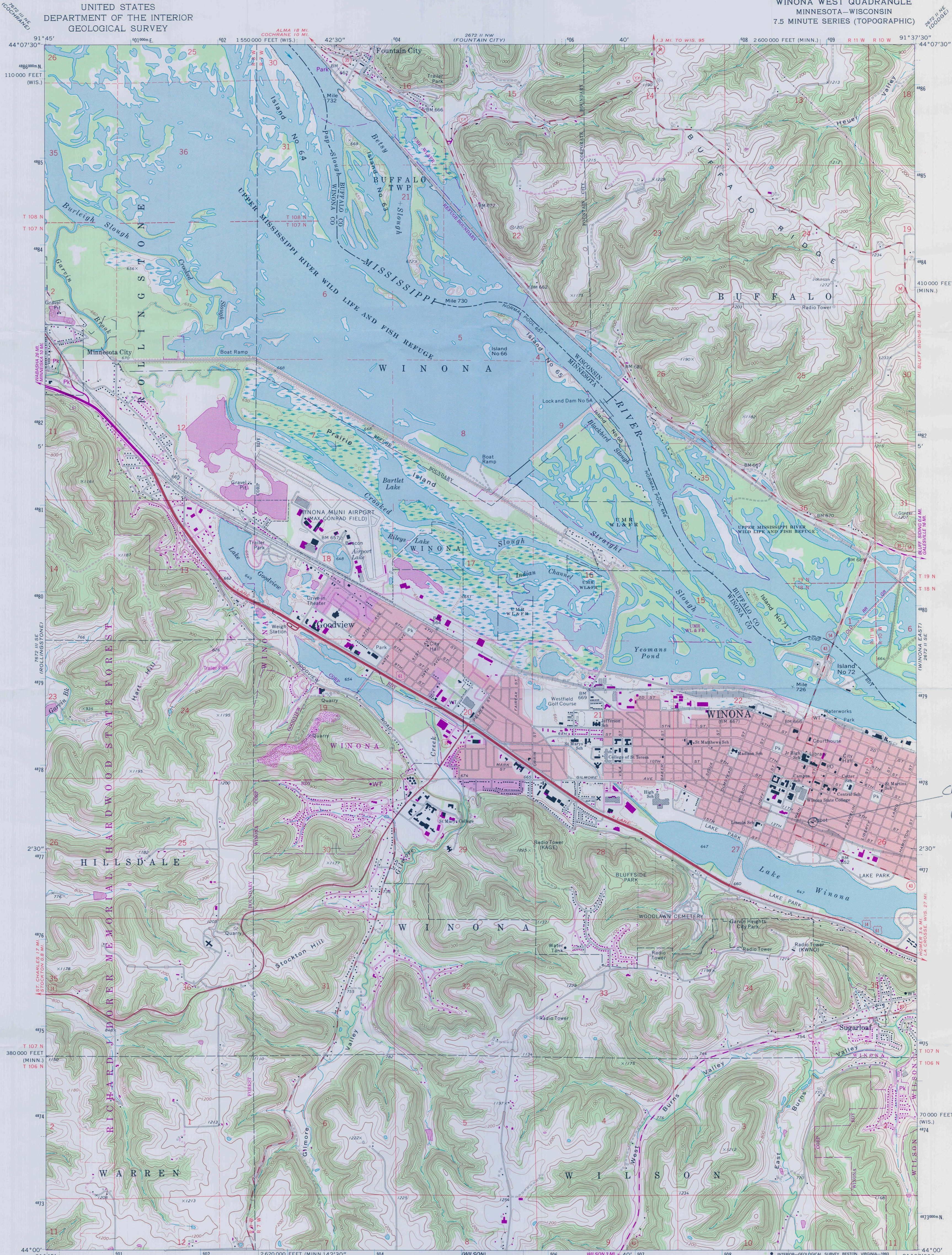
Google Earth Map indicating camera direction for photographs #1-7

Mark Street at top, parallel to passenger station.
Spur line tracks, a contributing resource, immediately south of the station.
Mainline tracks at bottom.
Does not include Photo #8 of the station interior.



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

WINONA WEST QUADRANGLE
MINNESOTA-WISCONSIN
7.5 MINUTE SERIES (TOPOGRAPHIC)



*Chicago, Milwaukee +
St. Paul Railway Stations
Winona, Winona Co.
Minnesota
UTM reference
15/608943/4877689*

Produced by the United States Geological Survey
Control by USGS and NGS/NOAA
Topography by photogrammetric methods from aerial photographs taken 1972. Field checked 1972
Projection: Minnesota coordinate system, south zone (Lambert conformal conic)
10,000-foot grid ticks: Minnesota coordinate system, south zone and Wisconsin coordinate system, central zone
1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue 1927 North American Datum (NAD 27)
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks
The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are given in USGS Bulletin 1875
There may be private inholdings within the boundaries of the National or State reservations shown on this map
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092 AND BY THE WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

WINONA WEST, MINN.-WIS.
44091-A6-TF-024
1972
REVISÉD 1993
DMA 7672 II SW-SERIES V872

466





Winona







1st passenger station



LIGHT HOUSE

Wholesale Sales Area



WOMEN



MEN



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Chicago, Milwaukee and St. Paul Railway Station
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MINNESOTA, Winona

DATE RECEIVED: 4/12/13 DATE OF PENDING LIST: 5/06/13
DATE OF 16TH DAY: 5/21/13 DATE OF 45TH DAY: 5/29/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000327

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 5-28-13 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Minnesota Historical Society
State Historic Preservation Office
345 Kellogg Blvd West, St. Paul, Minnesota 55102
651/259-3451



TO: Carol Shull, Keeper
National Register of Historic Places

FROM: Denis P. Gardner

DATE: April 4, 2013

NAME OF PROPERTY: Chicago, Milwaukee & St. Paul Railway Station

COUNTY AND STATE: Winona County, Minnesota

SUBJECT: National Register:
 Nomination
 Multiple Property Documentation Form
 Request for determination of eligibility
 Request for removal (Reference No.)
 Nomination resubmission
 Boundary increase/decrease (Reference No.)
 Additional documentation (Reference No.)

DOCUMENTATION:

- Original National Register of Historic Places Registration Form
 - Multiple Property Documentation Form
 - Continuation Sheets
 - Removal Documentation
 - Photographs
 - CD w/ image files
 - Original USGS Map
 - Sketch map(s)
 - Correspondence
 - Owner Objection
- The enclosed owner objections
Do Do not constitute a majority of property owners

STAFF COMMENTS: