

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received SEP 30 1988

date entered

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

1. Name

historic Chicago Milwaukee and St. Paul Depot

and/or common Montevideo Chicago, Milwaukee, St. Paul and Pacific Passenger Depot

2. Location

street & number South First Street at Park Avenue N/A not for publication

city, town Montevideo N/A vicinity of congressional district zip code: 56265

state Minnesota code 22 (MN) county Chippewa code 023

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 checked="" 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 Chicago, Milwaukee, St. Paul and Pacific General Office

Union Station

street & number 516 W. Jackson Boulevard

city, town Chicago N/A vicinity of state Illinois 60606

5. Location of Legal Description

courthouse, registry of deeds, etc. Chippewa County Courthouse

street & number 11th Street and Washington Avenue

city, town Montevideo state Minnesota 56265

6. Representation in Existing Surveys

title Minnesota Statewide Historic Sites Survey

has this property been determined eligible? yes no

date 1983-84 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 type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date _____ N/A
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The Chicago, Milwaukee and St. Paul Passenger Depot in Montevideo, built in 1901, is located on South First Street at the south end of Montevideo's business district. The depot stands on a triangular lot on the north side of the railroad tracks and is surrounded by grain elevators and other commercial structures. The depot was once the focal point of an extensive Chicago, Milwaukee and St. Paul Division Headquarters complex which included a separate freight depot, a roundhouse, a stockyards, blacksmith and repair shops, and other facilities. Nearly all of these structures have been demolished, although the roundhouse foundation is still visible about $\frac{1}{4}$ mile west of the depot.

The Chicago, Milwaukee and St. Paul Passenger Depot is a one story woodframe building which was undoubtedly designed by the line's Bridge and Building Department located in Chicago. The depot plans may have been drawn by J. U. Nettenstrom, who served as architect for the Department from at least 1898-1908, and may have represented a modification of standardized depot plans commonly used by the railroad in the early twentieth century. Rather than being a "combination" depot designed to house passenger and freight services in one building, the Montevideo Depot was designed to serve as a passenger station only. A separate freight depot stood east of the building until it was demolished in 1972.

The Montevideo Passenger Depot has a hipped roof (which was originally topped by decorative metal cresting), clapboard siding, a bay window on the south (trackside) facade, rectangular 1/1 and 2/2 sash, and a red brick platform on the south side. The exterior of the building is basically intact, although an enclosed entrance area has been added to the south facade. The interior of the building originally included separate men's and women's waiting rooms, restrooms, a baggage room, and offices for the ticket agent, conductor, and other depot employees. After passenger service to Montevideo was discontinued in 1969 and the freight depot was demolished in 1972, the interior of the depot was altered when one of the waiting rooms was converted to a trainmen's locker room and the other was converted into two offices. The depot still contains original woodwork, wood wainscoting, and some original furnishings. It is still in use by the railroad.

The nomination consists of one contributing building.

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 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 1901 **Builder/Architect** Chicago, Milwaukee and St. Paul Railroad

Statement of Significance (in one paragraph)

The Chicago, Milwaukee and St. Paul Passenger Depot in Montevideo, completed in 1901, is historically and architecturally significant as one of west central Minnesota's declining number of intact turn of the century railroad depots. It is the only building which remains from the large Milwaukee Road division headquarters once located in Montevideo and as such best represents the importance of the railroad to the settlement and growth of the town. (Criterion A)

Montevideo, platted along the Chippewa River in 1870, was essentially an isolated river community until 1878 when the Hastings and Dakota Division of the Chicago, Milwaukee and St. Paul Railroad reached the town, providing Montevideo with its first and only rail line. The Chicago, Milwaukee and St. Paul (known after 1928 as the Chicago, Milwaukee, St. Paul and Pacific and, more commonly, as the Milwaukee Road), extended its line westward to Seattle shortly after the turn of the century, thus linking Montevideo with Chicago, the Twin Cities, and the West Coast. The existence of rail service capable of transporting freight, customers, and agricultural products to and from Montevideo provided immediate impetus for the community's growth into a healthy regional trade center.

The railroad's impact on the area increased in 1887 when Montevideo was made a division headquarters point for the Hastings and Dakota line. Between 1887 and circa 1905 an extensive complex including a roundhouse, freight depot, passenger depot, yard office, and restaurant, stockyard, coal shed, boiler house, ice house, repair shop, blacksmith shop, and other facilities were constructed at this site. Serving an area from Minneapolis to Aberdeen, South Dakota, the division headquarters became a busy rail center where east and west bound freight trains were compiled, passenger and freight train crews were switched, engines and cars were repaired, track maintenance crews were headquartered, etc. The railroad stockyards, established in 1903, were important as the last feeding stop required for eastbound stock trains before they reached Chicago, which was located 28 hours to the east. The division headquarters brought both permanent and transient railroad workers to Montevideo and, by 1916, was supplying a payroll of about \$50,000 to over 200 local railroad employees.

In 1901 the Chicago, Milwaukee and St. Paul upgraded its passenger facilities in Montevideo by replacing the first depot, built in 1878, with the present passenger depot which contained separate men's and women's waiting rooms, a baggage room, and offices for the ticket agent and conductor. The Milwaukee Road facilities in Montevideo, including the passenger depot, freight depot, and yard office, continued to handle large volumes of traffic until after World War II when rail passenger and freight service began a steady decline. Railroad shop facilities and the stockyards were eventually closed, small scale freight business was eliminated, and, in 1969, passenger service through Montevideo was discontinued. By the early 1970's nearly all Milwaukee Road facilities except the passenger depot had been demolished. Today the Milwaukee Road's western line runs between St. Paul and Ortonville, shipping large scale freight. Although trains no longer stop in Montevideo on a regular basis, the depot is staffed full time by an agent who coordinates freight business for the region.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1 Chicago Milwaukee and St. Paul Depot,
Montevideo, Minnesota

Item #8 (Significance) continued:

The Milwaukee Road Passenger Depot in Montevideo was included in a fifteen month historic sites survey of seven west central Minnesota counties conducted in 1983-84 by the State Historic Preservation Office. The survey staff identified the depot as being one of only about five intact turn of the century depots of this scale standing in the seven counties, an area whose development was highly dependent on the railroad and which once contained numerous railroad depots. The survey also identified the depot as the only remaining building in Montevideo which has close associations to the railroad line which was once a vital transportation link and major employer in the area.

9. Major Bibliographical References

Montevideo Leader, July 15, 1887; Sept. 2, 1887; Sept. 6, 1901.

Montevideo American-News, June 7, 1979.

Moyer, L.R. and O. Dale. History of Chippewa and Lac Qui Parle Counties. 1916.

Information provided by Chippewa County Historical Society, Pat Maloney, and Martha Moehring, Montevideo, Minnesota.

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Montevideo, Minn.

Quadrangle scale 1:24000

UMT References

A

1	5
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 Zone

2	8	5	2	2	0
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 Easting

4	9	7	9	8	6	0
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 Northing

B

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 Zone

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 Easting

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 Northing

C

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 Zone

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 Easting

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 Northing

D

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 Zone

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 Easting

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 Northing

E

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 Zone

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 Easting

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 Northing

F

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 Zone

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 Easting

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 Northing

G

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 Zone

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 Easting

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 Northing

H

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 Zone

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 Easting

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 Northing

Verbal boundary description and justification

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

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 Susan Granger, Field Assistant

State Historic Preservation Office

organization Minnesota Historical Society

date July 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 Nina Archabal

Nina M. Archabal

title State Historic Preservation Officer

date 9/21/88

For NPS use only

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

Entered in the
National Register

date 10/27/88

for Delores Byrum
Keeper of the National Register

Attest:

date

Chief of Registration

