

**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 Great Northern Railroad Depot

and/or common Wayzata Depot

2. Location

street & number 402 East Lake Street ___ not for publication

city, town Wayzata ___ vicinity of congressional district h 2

state Minnesota code 22 county Hennepin code 053

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input 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 type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other: office

4. Owner of Property

name City of Wayzata

street & number 600 Rice Street

city, town Wayzata ___ vicinity of state Minnesota

5. Location of Legal Description

courthouse, registry of deeds, etc. Wayzata City Hall

street & number 600 Rice Street

city, town Wayzata ___ vicinity of state Minnesota

6. Representation in Existing Surveys

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

date 1971, 1972 ___ federal state ___ county ___ local

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

city, town St. Paul ___ vicinity of state Minnesota

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 checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Great Northern Depot in Wayzata is located in downtown Wayzata between the Burlington Northern tracks and Lake Minnetonka.

The structure is a single story rectangular building 30' wide by 64' long. The exterior of the building is stucco with wood batten to resemble the half-timbering of the English Tudor style. The lower part of the wall, up to the sill is concrete and the upper portion is of frame construction. The footings and foundation are of poured concrete.

The simple gable roof, covered with wood shingles is supported by a clear wood span truss system. On both the East and West gable end of the building, the roof line extends to form a canopy. Over the passenger waiting room entrance a gabled porte-cochere projects at right angles from the main roof line. A rounded bay window projects from the track side or North facade of the building as a functional and decorative element.

The floor plan of the building represents the standard small combination station arrangement of baggage-freight room, office, and passenger waiting room. There is a poured concrete basement under the freight room area, accessible by an open wood stairway. The freight room walls and ceiling were finished in tongue and groove paneling. In the office and waiting room area the floors are terrazzo and the walls up to 5' height are finished in white enameled brick wainscoting. Above the tile the walls are of plaster panels with decorative wood battens. The ceiling in the waiting room area is plaster with wood beams and a wood cornice. In the passenger waiting room the original furnishings remain, including the contoured oak benches. In the station agent's office, in addition to the original furnishings, there is also a telegraph sounder and train order signal.

At its completion in 1906, the depot building had been provided with every modern convenience such as steam heat and indoor lavatories. The originally installed gas lighting was replaced by electricity in 1918. The building served as a rail station until 1971.

In 1972 the freight room was remodeled to provide office space for the Lake Minnetonka Conservation District. The exterior of the building was painted in 1978 and the colors of stucco and the stain of the woodwork was matched as closely as possible to those of the original building colors. In 1979 new landscaping was added around the Depot grounds. The driveway was paved and the configuration of the driveway and parking area was altered. New curbing was installed at that time, but the original vitrified brick paving of the platform areas remains intact. New outdoor post lights were also installed at that time.

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 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	1906	Builder/Architect	Architect: Samuel Bartlett Chief Engineer: A.H. Hogeland
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Statement of Significance (in one paragraph)

The Great Northern Depot in Wayzata is significant architecturally as an unusually well-articulated example of the small town combination depot and for its links with a locally-noted confrontation between the community of Wayzata and the corporate interests of the Great Northern Railway and James J. Hill. The St. Paul and Pacific had reached the platted but sparsely settled village of Wayzata in 1867, and laid tracks along Lake Minnetonka down Lake Street. As the village grew into an important resort center, a series of conflicts developed between the city and the railroad to have the tracks moved away from the lake, culminating in an 1893 decision by the railroad to move the depot location a mile east of the city. Wayzata was without direct access to rail transportation until 1905, when the depot was moved back into the city on the still-lakeside tracks and the current structure was built. The unusually substantial facility was heavily used, according to local sources, by both resort and commuter traffic. In unusually well-preserved condition, it continues in use today as office and museum space on its original lakeside/trackside location.

9. Major Bibliographical References

Atwater, J.J. & Stevens, J.H. History of Minneapolis and Hennepin County. Vol. II. New York, Munsell Publishing Co., 1895.
 Great Northern President Subject Files: 8058, 9989, 10315, 16110.
 Meyer, E.W. Happenings Around Wayzata. Excelsior: Tonka Printing Company, 1980.
 Shoughness, J.C. Apraisal Report of a Train Depot for City of Wayzata, 1972

10. Geographical Data

UTM NOT VERIFIED

Acreage of nominated property less than 1 acre

ACREAGE NOT VERIFIED

Quadrangle name Excelsior, MN

Quadrangle scale 7.5

UMT References

A

1	15	4	5	9	1	8	12	4	19	7	19	3	16	13
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

Beginning at the point of intersection of the south edge of the Burlington Northern Railroad tracks and the southern extension of the east edge of Barry Street; thence west 300 feet along the southern edge of the Burlington Northern Railroad tracks; thence south 100 feet; thence east 325 feet; thence north to the point of beginning.

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

state	code	county	code

11. Form Prepared By

name/title Taimi T. Anderson, Student/Dennis A. Gimmetstad, Supervisor, Standing Structures Survey
 organization University of Minnesota/Minnesota Historical Society date February 1981
 street & number 980 Shady Lane/240 Summit Avenue telephone 612-296-9070
 city or town Wayzata/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
 title Russell W. Fridley date 5/15/81
State Historic Preservation Officer

For HCRS use only
 I hereby certify that this property is included in the National Register
Delores Byers Entered in the National Register date 7/7/81
 Keeper of the National Register
 Attest: _____ date _____
 Chief of Registration