

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

PH0681474

FOR NPS USE ONLY  
RECEIVED AUG 9 1978  
DATE ENTERED NOV 28 1978

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 Chicago, Milwaukee, St. Paul and Pacific Railroad Company:  
Station, Train Shed, and Freight House

AND/OR COMMON

Milwaukee Road Depot and Freight House

**LOCATION**

STREET & NUMBER

201 Third Avenue South

NOT FOR PUBLICATION

CITY, TOWN

Minneapolis

VICINITY OF

CONGRESSIONAL DISTRICT

Fifth

STATE

Minnesota

CODE

22

COUNTY

Hennepin

CODE

053

**CLASSIFICATION**

**CATEGORY**

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

**OWNERSHIP**

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

**STATUS**

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

**PRESENT USE**

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

**OWNER OF PROPERTY**

NAME Chicago, Milwaukee, St. Paul and Pacific Railroad Company:  
Twin Cities Division, B.J. McCanna, Superintendent

STREET & NUMBER

201 Third Avenue South

CITY, TOWN

Minneapolis

VICINITY OF

STATE

Minnesota

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Hennepin County Government Center

STREET & NUMBER

5th Street at 3rd Avenue South

CITY, TOWN

Minneapolis

STATE

Minnesota

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Historic Sites Inventory

DATE

1976

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Minnesota Historical Society - Building 25, Fort Snelling

CITY, TOWN

St. Paul

STATE

Minnesota

# 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 _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Milwaukee Road station and train shed are located on the northeast corner of the Third Avenue and Washington Avenue intersection. The freight house is on the southeast corner of the Third Avenue and Second Street South intersection. Together they occupy the block between Washington Avenue and Second Street and both parallel the two streets, being constructed on a northwest-southeast axis.

The station-shed unit, built 1897-99, is a head or stub-end type railroad station. The station building or "head house" is Renaissance Revival style and almost square in plan, being 130 feet long, 120 feet wide. The two street facades are three stories (50 feet high) while the remainder of the building is two stories. It is constructed of pink granite block at the first story level with smooth stone at the foundation and rough cut stone above. This level has large arch doorways on the west and south sides and massive sash windows. The upper levels are of yellow brick and are united in design by applied Roman arches that rise the full height of the building. These arches frame the square windows of the second level and form the arched windows of the third level. A heavy cornice is inset with terra cotta wreath ornaments.

Centered on and extending slightly beyond the Third Street facade is a square yellow brick tower which once rose 140 feet with an elaborately spired cupola which was removed following storm damage about 1941 and not replaced. The tower now terminates at approximately the 100-foot level where a heavy cornice marks the cupola base. Near the top are large clocks on four sides above large signs reading "The Milwaukee Road".

The interior of the station is constructed of quality materials such as marble floors, detailed plaster walls, and carved wood ceilings. These rooms originally served such functions as a ladies' and gentlemen's lounges, ticket office, restaurant, and even a travelers' pulpit in the concourse.

Extending behind the station is a long span steel truss roof train shed approximately 625 feet long, 100 feet wide, and 40 feet high at the ridge of the monitor roof (which replaces an original, larger monitor). The five stub tracks are spanned by a single 100-foot riveted truss of the Fink type, supported on steel posts each having pierced metal ornamental brackets beneath a longitudinal steel lattice beam running the length of the shed. The shed roof is deteriorated asphalt rolled roofing on wood boards (replacing original slate roofing). The roof is pierced by four heavy metal steam locomotive smoke hoods and chimneys over the tracks at mid-shed and head-end points. Along the north side of the shed, directly behind the head house, is a brick baggage room approximately 225 feet long, 20 feet wide, and 14 feet high, which terminates with a 75-foot brick chimney. Extending behind the shed is a single umbrella shed with a flat wood frame roof supported by metal posts.

North of the head house and train shed is the freight house (originally called the In Bound Freight House and separated from the station by the Out Bound Freight House which is no longer extant). The freight house was built in 1879 in the Italianate style.

(see continuation sheet)

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The entire freight house unit is approximately 575 feet long and 50 feet wide. Fronting on Third Avenue is the two story rectangular yellow brick office with flat roof and double-hung sash windows with heavy white hoods. Directly behind is the brick freight house proper, one and one-half stories with gable roof and having on both sides large segmental arched loading-dock doorways with wood doors. This terminates in a second two-story office similar to the first. Directly behind this second office is a second long freight house, possibly of slightly later construction. The second freight house is two-story brick with a flat roof, again having on both sides loading-dock doorways and wood doors. The entire freight house unit terminates in an open loading platform with a flat roof.

The general condition of the station, train shed, and freight house is fair to good although maintenance has been haphazard and some sections are deteriorating. The station interior is essentially intact although parts have been subdivided into offices using temporary partitions since passenger service terminated in 1971. Several of the tracks in the train shed continue to be used as part of the adjacent freight yard.

# 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 checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1879, 1897-99

BUILDER/ARCHITECT Charles Frost

## STATEMENT OF SIGNIFICANCE

This complex of Chicago, Milwaukee, St. Paul and Pacific Railroad Company buildings has great significance for engineering, architectural, historical, and survival-preservation reasons.

The train shed has major national significance according to the Historic American Engineering Record because it is one of only twelve surviving long span truss roof train sheds in the United States, seven of which have been designated National Landmarks because of their rarity. Around the turn-of-the-century there were hundreds of similar train sheds. It is the only known surviving shed in the upper Midwest (the nearest being in St. Louis and Indiana). Also, the shed is situated immediately alongside Washington Avenue, a major downtown thoroughfare, making it directly accessible to the public.

It is of local significance for several reasons. With the ongoing destruction of the Burlington Northern (formerly Great Northern) station, this becomes the only remaining railroad station structure in Minneapolis. Built in 1897-99, it still would be Minneapolis' oldest station, should the Burlington Northern station (1912-14) remain. The Freight House, built in 1879, has even greater age significance. In addition, being contiguous with the Saint Anthony Falls Historic District, it is in a strategic location relative to many other historic industrial structures. Not only is the station closely associated geographically with the milling district but chronologically as well, since virtually all of the District industrial buildings date from the 1880s.

As a complex, the structures have great stylistic unity. They are a classic example of what Carroll L. V. Meeks in The Railroad Station: An Architectural History has termed the "Sophistication" or "middle phase" of the picturesque style of railroad station development in the nineteenth century. Meeks dates this style to 1860-90, using primarily eastern and European examples; thus a Midwestern example of late 1890s is appropriate.

Elements which Meeks considers keys to this stylistic period are well-represented in the station complex. It is a head or stub-type station, meaning that the railroad tracks terminate at the station building or head house. The head station, typically constructed with a long metal train shed, was developed to replace the side station which could not adequately accommodate increased traffic and more complicated operations. Significantly, the Minneapolis station and shed were constructed to replace a side station, considered outmoded, which fronted on Washington Avenue. The present Freight House is associated with this earlier station. The 1890s also saw the decline of the head station in favor of the through-type station, represented by the Minneapolis Burlington Northern Station, where the tracks pass uninterrupted through or beneath the building.

(see continuation sheet - page 2)

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. DeLony, Eric N. "The Railroad Train Shed in America" (abstract), in Journal of the Society of Architectural Historians, 35 (1976), 268-269.
2. Droege, John A. Passenger Terminals and Trains. New York: McGraw-Hill Book Co. Inc., 1916. Reprint edition, Milwaukee: Kalmbach Pub. Co. 1969.
3. Insurance Maps of Minneapolis Min. Vol. 3. New York: Sanborn Map Co. 1912, p.346.

(see continuation sheet - page 3)

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 12 acres  
 UTM REFERENCES

- A. 15 / 479200 / 4980580 <sup>540</sup>
- B. 15 / 479260 / 4980660
- C. 15 / 479600 / 4980480
- D. 15 / 479560 / 4980360

A	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING

B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING

## VERBAL BOUNDARY DESCRIPTION

The nominated property occupies the three blocks bounded by Second Street South on the north, Portland Avenue on the east, Washington Avenue on the south, and Third Avenue South on the west, as shown on the accompanying U.S.G.S. map.

## LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Robert M. Frame III, Research Historian

ORGANIZATION

Minnesota Historical Society - State Historic Preservation Office DATE May 12, 1978

STREET & NUMBER

Building 25, Fort Snelling

CITY OR TOWN

St. Paul

DATE

TELEPHONE

612-726-1171

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 National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*Russell W. Fridley*

TITLE Russell W. Fridley  
State Historic Preservation Officer

DATE

8/2/78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST: *Judy B. Franklin*  
 DIRECTOR, OFFICE OF TECHNOLOGY AND HISTORIC PRESERVATION  
 CLERK OF THE NATIONAL REGISTER

DATE

11-29-78

CLERK OF THE NATIONAL REGISTER

DATE

11-21-78

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In architecture as well as engineering the station and shed are also representative of the Meeks type. During this "middle phase" station and shed maintained a double identity, with the contemporary debate being whether stations were to be considered architecture or engineering. Often this was settled by having an architect design the head house while the railroad engineers designed the shed. The result, as in the Milwaukee Road, was often two separate designs, related only by physical proximity. Indeed, Meeks points out that as engineers grew bolder, the architects became timid, resulting in conservative station styles, as with the Milwaukee Road station. For a contrast one need only look again at the Burlington Northern station, built a mere dozen or so years later but in the radically different Beaux Art Classical style (termed "Megalomania" or "monumental" by Meeks) where architecture and engineering are more unified. It is interesting that the same man, Charles Frost of Chicago, should have been the architect for both structures.

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CONTINUATION SHEET

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4. Meeks, Carroll L. V. The Railroad Station: An Architectural History.  
New Haven: Yale University Press, 1956.
  5. Minneapolis Heritage Preservation Commission. "Milwaukee Depot: Staff  
Report". April 7, 1978.

