

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

(Type all entries - complete applicable sections)

STATE: Minnesota
COUNTY: Ramsey
FOR NPS USE ONLY
ENTRY DATE

DEC 18 1974

1. NAME

COMMON: St. Paul Union Depot
AND/OR HISTORIC: St. Paul Union Depot

2. LOCATION

STREET AND NUMBER: 214 East Fourth Street			
CITY OR TOWN: St. Paul		CONGRESSIONAL DISTRICT: 4th	
STATE Minnesota	CODE 22	COUNTY: Ramsey	CODE 123

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Comments <input checked="" type="checkbox"/> Other (Specify) <u>Railroad administrative offices</u>

4. OWNER OF PROPERTY

OWNER'S NAME: St. Paul Union Depot Company			
STREET AND NUMBER: 214 East Fourth Street			
CITY OR TOWN: St. Paul		STATE: Minnesota	CODE 22

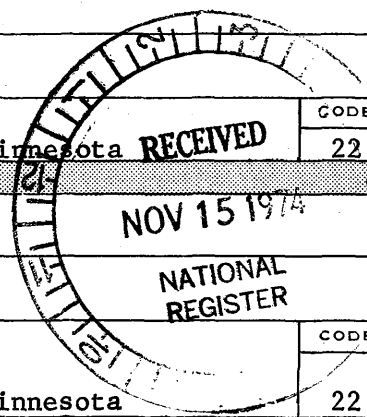
5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Ramsey County Courthouse			
STREET AND NUMBER: 15 West Kellogg Blvd.			
CITY OR TOWN: St. Paul		STATE: Minnesota	CODE 22

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Minnesota Historical Society/Historic St. Paul Building Survey			
DATE OF SURVEY: 1/73 / 1964 <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> Local			
DEPOSITORY FOR SURVEY RECORDS: Minnesota Historical Society/Library of Congress			
STREET AND NUMBER: 690 Cedar Street/ Washington, D.C.			
CITY OR TOWN: St. Paul/St. Paul		STATE: Minnesota	CODE 22

SEE INSTRUCTIONS



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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Built between 1917 and 1923, the Saint Paul Union Depot is a severe and rather sober example of Neo-classical architecture, a style popularized in the design of public and governmental buildings constructed throughout the country between the two great World Wars.

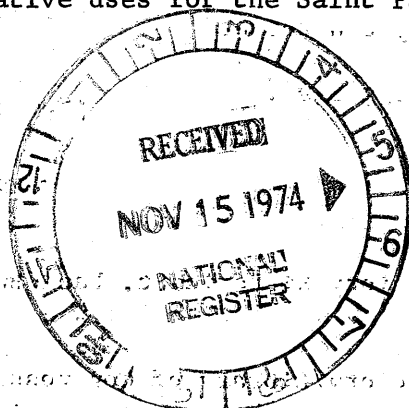
The Depot is a combination of two great spaces, the "head" or lobby building, which housed the administrative offices of many of the participating railroad companies, as well as the main passenger terminal waiting room, the ticket sales desk, restaurant and baggage facilities. The other space and the one that remains the most impressive is the passenger concourse, a great vaulted area spanning 17 sets of railroad tracks below and which served as the arrival and departure point for 625,000 passengers between 1924 and 1925. Finally, beneath the entire facility remains a large, enclosed parking garage for 200 cars. (approx.)

The building facade is composed primarily of a large, unadorned Doric colonnade and the entire exterior of the portion of the complex is faced in Bedford stone. By comparison the concourse exterior is faced with common cream brick. The entire super structure of the building is steel frame. The interior of the waiting room is semi-polished Tennessee Travertine and also designed in the Neo-classical motif to reflect the exterior. A large ribbed skylight, now roofed, remains the main visual focus of the space.

The interior of the concourse, by comparison, is primarily a plaster surface, whose most distinctive characteristic is the shallow sculptural relief along the perimeter cornice line of the room. This depicts the history and evolution of transportation in the upper midwest area. Guastavino tile is also used as a surface material on the vaulted ribbed ceiling, which sports three large skylights.

Surviving are the original arrival and departure mohogany train stands which, symbolic of the entire structure, have undergone very little change or alteration despite years of intensive use. The terminal is presently unused except for containing administrative space for the Burlington Northern Railroad. Feasibility studies are also now underway to explore future alternative uses for the Saint Paul landmark.

Charles S. Frost,
 architect



SEE INSTRUCTIONS

5. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) **1917-present**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input checked="" type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

This impressive Neo-Classical structure is recognized as a significant part of the heritage of St. Paul. Characteristic of the massive buildings which were built early in the twentieth century the St. Paul Union Depot reflected the affluence and prosperity of this quickly growing commercial center. The St. Paul Union Depot, at the time of its completion in 1923, was a landmark of westward rail expansion and a symbol of the vast railroading empire established in St. Paul by James J. Hill. The depot signifies the importance that railroad transportation played in the early growth and expansion of St. Paul and the Northwest.

The construction of the St. Paul Union Depot began in August, 1917, then was delayed by World War I. In 1923 the seven railroads then using the city coordinated their efforts and completed a 250,000 square foot terminal. Prior to 1881 each railroad centering at St. Paul had its own depot. The inconvenience caused to passengers induced the railroads to enter into a project to build a union depot, and in 1879 all of the companies assisted in the organization of the St. Paul Union Depot Company. The original depot occupied the same block as the present Union Depot concourse, fronting on Sibley Avenue.

The depot's capacity to meet the needs of increased passenger and freight traffic to and from St. Paul was outdated by the mid 1880s. Plans for either the enlargement or construction of a new Union Depot were the center of a great deal of controversy in the late '80s. As noted above this controversy was not resolved until the turn of the century when the present Union Depot was constructed. James J. Hill was largely responsible for coordinating the conflicting opinions and interests of the railroads to construct the enlarged St. Paul Union Depot.

Upon its completion, the St. Paul Union Depot, was heralded in St. Paul and throughout the Northwest. The St. Paul Pioneer Press echoed these sentiments in 1924 by stating-- "The significance of the new \$15,000,000 St. Paul Union Depot passenger station nearing completion lies not alone in the fact it is one of the few finest in the country. Even more vital than that distinction is the significance of its construction as another step forward by St. Paul as the Gateway City which serves the great expanse of country containing most extraordinarily vast resources of farmfield, mine, forest, and waterpower. On a visit to the St. Paul Union Depot concourse Frank Lloyd Wright commented -- "It is a beautifully spacious building."

(see continuation sheet)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Castle, Henry A., History of St. Paul and Vicinity, Chicago, 1912.
 Koeper, H.F., Historic St. Paul Buildings, St. Paul, 1964.
 Miller, F.C., St. Paul: Location - Development-Opportunities, St. Paul, 1928.
St. Paul Sunday Pioneer Press, January 27, 1924.

10. GEOGRAPHICAL DATA

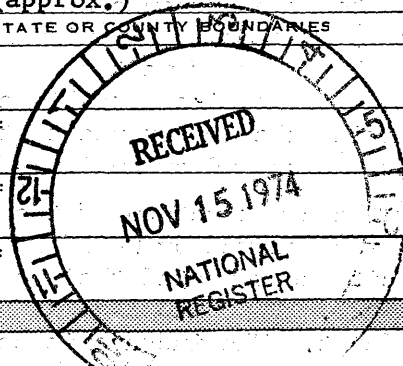
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	0 . . "	0 . . "		44 0 56 . 51 .	93 0 05 . 09 .	
NE	0 . . "	0 . . "				
SE	0 . . "	0 . . "				
SW	0 . . "	0 . . "				

LITM
 15/493240
 4976910

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **1 acre (approx.)**

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

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: **Thomas Lutz - Lynne VanBrocklin -- Historic Sites Survey and Planning**

ORGANIZATION: **Minnesota Historical Society** DATE: **7 November 1974**

STREET AND NUMBER: **Building 25, Fort Snelling**

CITY OR TOWN: **St. Paul** STATE: **Minnesota** CODE: **22**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: Russell W. Fridley
 Title: Minnesota Historical Society
 Date: Nov. 11, 1974

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

A. R. Marten
 Director, Office of Archeology and Historic Preservation

Date: 12/18/74

ATTEST: Ann [Signature]
 Keeper of The National Register

Date: 12-18-74

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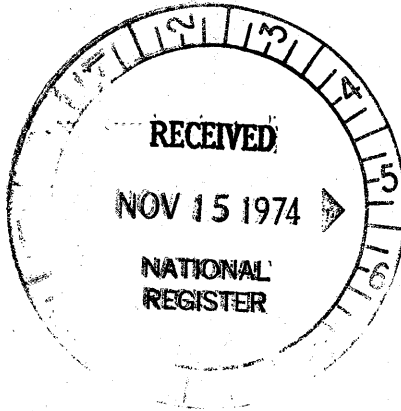
(Continuation Sheet)

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8. Significance

Architecturally, the Neo-Classical motif, utilized in the exterior and interior design of the depot, is so characteristic of the style popularized in the construction of the great public and governmental buildings between the two World Wars. The preservation of this building represents the preservation of not only early twentieth century architecture but also a building type which was the great American railroad depot during its last great era.



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