

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

For NPS use only

received JUL 23 1985

date entered AUG 23 1985

**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, and St. Paul Depot

and/or common Traverse County Historical Society Museum

2. Location

street & number Broadway Avenue and Front Street N/A not for publication

city, town Wheaton N/A vicinity of

state Minnesota code 22 county Traverse code 155

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 checked="" type="checkbox"/> museum
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> commercial
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> educational
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> entertainment
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> government
		<input type="checkbox"/> no	<input type="checkbox"/> industrial
			<input type="checkbox"/> military
			<input type="checkbox"/> other:

4. Owner of Property

name Traverse County Historical Society

street & number 507 12th Street North

city, town Wheaton N/A vicinity of state Minnesota 56296

5. Location of Legal Description

courthouse, registry of deeds, etc. Traverse County Courthouse

street & number Second Avenue N.

city, town Wheaton state Minnesota 56296

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 checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	N/A
<input 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 Chicago, Milwaukee, and St. Paul Depot in Wheaton is located at the west end of Wheaton's central business district on the east side of the the railroad track bed. The depot is surrounded by turn of the century commercial buildings and grain elevators. A metal pole building was erected just north of the depot in 1984. The tracks running north and south to the west of the depot were removed by the railroad in 1980.

The Wheaton Depot was built circa 1906 after the previous Chicago, Milwaukee, and St. Paul Depot was destroyed by fire in March of that year. The depot was probably designed by the company's Bridge and Building Department located in Chicago, and was undoubtedly based on one of the railroad's standardized depot plans. The depot is an intact and well preserved example of a turn of the century woodframe combination depot. It is a long, one story building with a tall double pitched hipped roof and wide overhanging eaves with exposed rafters. The depot is sheathed with clapboard siding and has rectangular 6/6 sash. The west (trackside) facade has a bay window with double hung sash which provided depot personnel with a clear view of the track area, two passenger doors with transoms, and two large freight doors. The only exterior alteration to the structure has been the installation of a new garage door on the west side of the freight room.

The interior of the depot was arranged with separate men's and women's waiting rooms located at the south end of the depot and separated by an office, and a freight room located at the north end of the building. The interior is basically intact and retains original woodwork, wainscoting, and some furnishings. After the depot closed in 1976 it was purchased by the Traverse County Historical Society which restored the building for use as a county museum. The restoration of the depot included repainting and reroofing the exterior and preserving a portion of the brick platform surrounding the building. The Society has recently erected a metal pole building just north of the depot which serves as a museum annex.

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 Circa 1906 **Builder/Architect** Chicago, Milwaukee, and St. Paul Railroad, designer and builder

Statement of Significance (in one paragraph)

The Chicago, Milwaukee, and St. Paul Depot located in Wheaton is historically and architecturally significant as a well preserved example of an early twentieth century combination depot built on a standardized depot plan, and as the building which best represents the substantial impact of the railroad on the community of Wheaton.

Wheaton was platted in 1884 by the Fargo and Southern Railroad, which constructed a line from Ortonville (in Big Stone County) north to Wheaton in 1883. In 1885 the small rail company was purchased by the Chicago, Milwaukee, and St. Paul Railroad (also known as the Milwaukee Road). The first depot in Wheaton was constructed by the Milwaukee Road on this site circa 1885. That depot served the community until one night in March of 1906 when it was completely destroyed by fire. Local newspaper accounts of the event noted that only the mail that was received that evening on the train was saved, and that the building and all records, freight, and fixtures were consumed by the blaze.

The Milwaukee Road constructed the present Wheaton depot circa 1906. The depot was probably designed by the company's Bridge and Building Department located in Chicago, and the plans may have been drawn by J. U. Nettenstrom who served as architect for the department from at least 1898-1908. The depot is very similar to a number of Milwaukee Road depots built in moderately sized towns along its route at the turn of the century. These depots were based on standardized depot plans drawn by the company to reduce costs and provide continuity in its depot designs. With its double pitched hipped roof, separate men's and women's waiting rooms separated by a central office, and freight room at the north end, the depot is an excellent example of a woodframe combination depot constructed by the Milwaukee and other lines in Minnesota at the turn of the century. Thanks to the efforts of the railroad and the Traverse County Historical Society, the depot has been preserved and recently restored to its original condition.

The depot was once the hub of much activity in Wheaton which, before the advent of well built highways and automobile traffic, was accessible mainly via the rail line. All incoming and outgoing freight including local agricultural products was processed at the depot, all travellers, businessmen, travelling salesmen, and visiting politicians, government officials, and newsmen arrived and departed at the depot, and the depot linked Wheaton with the rest of the state through its daily mail service and telegraph office. The existence of the Milwaukee Road through Wheaton had a substantial impact on the settlement of the area and the growth of Wheaton as the local county seat and a regional trade center. At least four trains stopped at the depot daily until the 1930's when passenger service was eliminated. The Milwaukee Road closed the depot in 1976 and discontinued freight service through the area in 1980. The tracks running through Wheaton were also removed in 1980. In 1977 the Wheaton depot was purchased by the Traverse County Historical Society, which restored the structure and created a public museum inside. It is now open to the public during the summer months and by appointment.

The Chicago, Milwaukee, and St. Paul Depot in Wheaton was included in a fifteen month historic sites survey of seven west central Minnesota counties conducted in 1983-84 by the

9. Major Bibliographical References

Grant, H. Roger and Charles W. Bohi. The Country Railroad Station in America. Boulder, Col.: Pruett Publishing Co., 1978.
 Unpublished research on the Wheaton depot compiled by the Traverse County Historical Society, Wheaton, Minnesota.

10. Geographical Data

Acreege of nominated property Less than one

Quadrangle name Wheaton East Quad.

Quadrangle scale 7.5

UTM References

A	<u>1</u> <u>4</u>	<u>6</u> <u>9</u> <u>4</u> <u>2</u> <u>8</u> <u>0</u>	<u>5</u> <u>0</u> <u>7</u> <u>5</u> <u>1</u> <u>8</u> <u>0</u>	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

See Continuation Sheet

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 October 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 Russell W. Fridley
 title Russell W. Fridley date 7/1/85
State Historic Preservation Officer

For NPS use only

I hereby certify that this property is included in the National Register
 Entered in the National Register date 8/23/85
 for Jayne M. Summons
 Keeper of the National Register

Attest: _____ date _____
 Chief of Registration

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Continuation sheet Wheaton Depot

Item number 8

Page 1

Item #8 (Significance) continued:

State Historic Preservation Office. The survey staff identified the depot as being one of only a handful of intact turn of the century woodframe depots standing in the seven counties, an area whose development was highly dependent on railroads and which once contained a depot in almost every community. The survey also identified the depot as being the building in Wheaton which best represents the impact of the railroad on the town and surrounding area.

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Chicago, Milwaukee, and St. Paul Depot, Traverse County

Continuation sheet Wheaton, Minnesota Item number 10

Page 2

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A parcel of land located in the South half of Section 18, Township 127 North, Range 46 West, within the City limits of Wheaton, Minnesota, described as follows:

Commencing at the Southwest corner of the Southeast $\frac{1}{4}$ of Section 18, Township 127 North, Range 46 West; thence North along the West line of the Southeast $\frac{1}{4}$ of said Section 18 a distance of 652.35 feet to the intersection of the Easterly boundary line of Trail Street, at which point is the point of beginning of the parcel of land described herein; thence deflect an angle to the right of $147^{\circ}22'$ and along the Easterly boundary line of Trail Street a distance of 107.45 feet to the Northerly line of Broadway; thence deflect an angle to the left of $56^{\circ}43'$ and along the Northerly line of Broadway a distance of 123.60 feet; thence deflect an angle to the left of $123^{\circ}10'$ a distance of 359.75 feet to the Southerly line of 1st Avenue North; thence deflect an angle to the left of $57^{\circ}41'$ and along the Southerly line of 1st Avenue North, a distance of 117.00 feet to the Easterly line of Trail Street; thence deflect an angle to the left of $122^{\circ}26'$ and along the Easterly line of Trail Street a distance of 249.20 feet to the point of beginning and there terminating.

Containing in all 0.99 acres more or less.