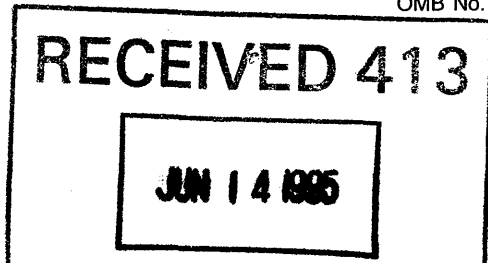


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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Minneapolis St. Paul and Sault Ste. Marie Depot

other names/site number Soo Line Depot

2. Location

street & number Third Street and Atlantic Avenue  not for publication N/A

city or town Thief River Falls  vicinity N/A

state Minnesota code MN county Pennington code 113 zip code 56701

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Signature of certifying official/Title Ian R. Stewart Date 3/26/95  
 Deputy State Historic Preservation Officer  
 State of Federal agency and bureau Minnesota Historical Society

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_  
 State or Federal agency and bureau \_\_\_\_\_

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper [Signature] Entered in the National Register 7/14/95 Date of Action

**5. Classification**

**Ownership of Property**  
 (Check as many boxes as apply)

**Category of Property**  
 (Check only one box)

**Number of Resources within Property**  
 (Do not include previously listed resources in the count.)

- private
- public-local
- public-State
- public-Federal
- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1	1	buildings
		sites
1		structures
		objects
2	1	Total

**Name of related multiple property listing**  
 (Enter "N/A" if property is not part of a multiple property listing.)

**Number of contributing resources previously listed in the National Register**

N/A

0

**6. Function or Use**

**Historic Functions**  
 (Enter categories from instructions)

TRANSPORTATION/Rail-Related

**Current Functions**  
 (Enter categories from instructions)

Vacant/Not in Use

**7. Description**

**Architectural Classification**  
 (Enter categories from instructions)

LATE 19th AND EARLY 20th CENTURY  
 AMERICAN MOVEMENTS: Bungalow/Craftsman

**Materials**  
 (Enter categories from instructions)

foundation stone  
 walls brick  
 stone  
 roof asphalt/copper  
 other

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
[ ] B Property is associated with the lives of persons significant in our past.
[X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
[ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A owned by a religious institution or used for religious purposes.
[ ] B removed from its original location.
[ ] C a birthplace or grave.
[ ] D a cemetery.
[ ] E a reconstructed building, object, or structure.
[ ] F a commemorative property.
[ ] G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
[ ] previously listed in the National Register
[ ] previously determined eligible by the National Register
[ ] designated a National Historic Landmark
[ ] recorded by Historic American Buildings Survey #
[ ] recorded by Historic American Engineering Record #

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1913-1945

Significant Dates

1913-1914

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Kenyon, William, Architect

Maine, Maurice, Architect

Bailey, Contractor

Primary location of additional data:

- [X] State Historic Preservation Office
[ ] Other State agency
[ ] Federal agency
[ ] Local government
[ ] University
[ ] Other

Name of repository:

Minnesota Historical Society

Minneapolis St. Paul and Sault Ste. Marie Depot Pennington County, Minnesota  
Name of Property County and State

**10. Geographical Data**

**Acreage of Property** Less than on (1) acre

**UTM References**

(Place additional UTM references on a continuation sheet.) Thief River Falls, Minn. 1959 Photorevised 1976

1 

1	4	7	1	0	1	8	0	5	3	3	3	2	1	5
Zone		Easting						Northing						

  
2 

Zone		Easting						Northing						

3 

Zone		Easting						Northing						

  
4 

Zone		Easting						Northing						

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title See continuation sheet 11:12

organization \_\_\_\_\_ date \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional Items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

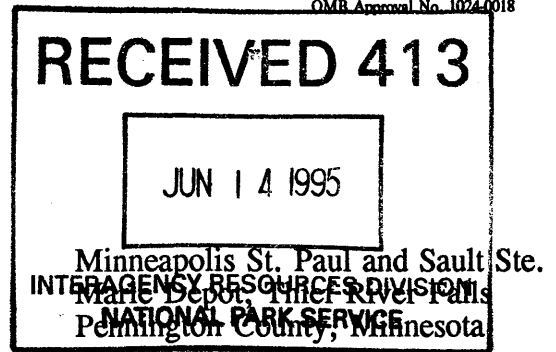
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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The Minneapolis St. Paul and Sault Ste. Marie Depot is located in Thief River Falls, Minnesota. It sits on the northeast corner of Third Street and Atlantic Avenue, just east of the central business district. The passenger platform was originally designed with brick pavers and is currently covered with asphalt, parallels the east side of the depot next to the railroad tracks; it measures four hundred feet long and ranges in width from twenty-two to thirty-six feet (Sanborn Map 1927). A residential section of houses sits across Atlantic Avenue to the west and a gas station is located to the south across Third Street. There is a modern garage on the property which is noncontributing. A 1912 Mikado Class Steam Engine built by the American Locomotive Company is located to the west of the depot. It was sold along with seven other locomotives by the MONON Railroad to the Soo Line Railroad in 1941 and 1942 and was donated by the latter to the city of Thief River Falls in 1956. It is considered a contributing property.

The two-story Flemish brick depot is 140 feet long and 50 feet wide. Steep gambrel roofs, copper panels on the vertical sides and green asphalt shingles on the sloped sides, cover the main section of the depot. When the depot was constructed, standing batten copper panels covered the entire roof. The windows of the depot have multiple vertical panes arranged over a lower single pane, with a smooth limestone string course running continuously below the first floor windows.

The south facade displays an asymmetrical design. The first floor features an off-set double doorway covered by a porte-cochere. The porte-cochere has an asphalt roof, supported by heavy timbers, and two brick battered columns each topped with two bands of limestone. A single door, with two concrete steps and an asphalt shingled hood, is located to the west of the front doors. Two four-over-one sash windows are located to the west of the single door and to the east of the front double doors. On the second floor the gable end has four three-over-one sash windows with a continuous limestone sill. The limestone sill is decorated on each side by a pair of narrower limestone bands that extend to the east and west. Directly below the sill, the words "Thief River Falls" are incised into a rectangular limestone panel. Another limestone string course runs along the top three-fourths of the gable end, intersecting the four windows near their top. Decorative herringbone and soldier course brickwork embellish the second story windows at the cornice and around the limestone panel. A diamond-shaped limestone finial is located at the ridge and limestone coping covers the parapet. The roof covering the western portion of the facade features a shed dormer with two three-over-one sash windows. The dormer extends from copper panels and is off-set to the west.

A two-story, five-sided bay stands in the center of the east facade. It contains one large door on the first floor, which was enclosed in the 1980s, and above which is decorative brickwork and a limestone panel carved with the words "Thief River Falls". Six three-over-one windows with limestone sills punctuate the second floor. Eight three-over-one windows light

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Minneapolis St. Paul and Sault Ste.  
Marie Depot, Thief River Falls  
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the first floor. Large wooden brackets are located between the windows and support the eaves. Two shed-roof dormers, featuring three three-over-one sash windows, flank the central bay. A one-story addition with a stepped parapet extends off the northern end of the east facade. Three doors are located directly below the stepped parapet wall.

The second story of the north facade has a gable end which is nearly identical to the south facade. It has four three-over-one sash windows with a continuous limestone sill. There is decorative brickwork around the second floor windows and at the cornice. A vent is located at the peak of the roof and it is capped by a diamond-shaped limestone finial. Decorative limestone coping caps the parapet. The roof covering the western portion of the north facade has a shed-roofed dormer, located in the joint of the two roofs, with two three-over-one sash windows. A single-story twenty-five-foot by eighty-foot wing housing the baggage and express areas of the depot extends parallel to the tracks off the east side of the north facade of the depot. The gable roof is low pitched, copper paneled and has a brick chimney extending from the center of the east side. Both the east and the west walls of the baggage wing have alternating paired, two-over-one windows and a single door. The north facade of the wing has a centered double doorway flanked on each side by tall two-over-two double hung sash windows.

The west facade has two gable end walls, which are similar in configuration to the second story of the south facade. The first floor of the west facade has two three-over-one sash windows that are centered under each gable. Three small windows are also located on the first floor below the intersection of the two gables.

The building is currently vacant and not accessible to the public. The interior of the depot, like the exterior, retains a remarkable degree of historic integrity. The interior side walls are tan glazed brick to a height of nine feet, topped with an oak coping. The floors on the first level are terrazzo. Most of the doors are original and intact. The main waiting room, ticket office, ladies rest room, mens rest room, and baggage and express area are located on the first floor. There have been modifications made to the ticketing booth, including the addition of a canopy, grill-work, and a countertop.

There are four offices on the second floor: the clerk-general office, superintendent's office, the telegraph operator's office, and the train master's office. There have been a few minor, reversible changes to the superintendent's office to the floor covering and the installation of panelling to the walls. Original wall safes bearing the name "Northwestern Safe Mfg. Co., Minneapolis, Minn" are located on each floor.

In general, the integrity of the Minneapolis St. Paul and Sault Ste. Marie Depot is excellent. The replacement of some of the copper panels on the roof with asphalt shingles appears to be the only modification to the exterior. The property is currently owned by the Canadian

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Pacific Railroad. The city of Thief River Falls is currently negotiating with the railroad for ownership of the building and planning for its restoration and preservation.

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Minneapolis St. Paul and Sault Ste.  
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The Minneapolis St. Paul and Sault Ste. Marie Depot (hereafter referred to as the Soo Line Depot) in the city of Thief River Falls, Minnesota, is significant under National Register Criterion A in the area of Transportation and under Criterion C in the area of Architecture and is associated with the Minnesota statewide context of "Railroads and Agricultural Development, 1870-1940." The Soo Line Depot functioned as the western division point for the Minneapolis, St. Paul, and Sault Ste. Marie Railroad Company, and played a critical role in the development, control, and distribution of the vast agricultural largesse of northwestern Minnesota and North Dakota. As testament to the importance that the Soo Line placed on its division point depots in its rail network, the Thief River Falls Soo Line depot is the only first-class architecturally designed Soo Line depot remaining in Minnesota. Replacing the first-class depot built in 1905, the current depot was designed by the Minneapolis architects William Kenyon and Maurice Maine. This Craftsman style building cost the Soo Line \$60,000 when it was built in 1914 ("Thief River Falls News-Press", 5 February 1914).

Thief River Falls is located in Pennington County, in the northwest quadrant of Minnesota. The county derives its name from Edmund Pennington, past president of the Minneapolis St. Paul and Sault Ste. Marie railroad (1909-1922) and was the last county to be established in the state on November 23, 1910. From 1858 to 1896 this area was included in Polk County, and from 1896 to 1910 it was part of Red Lake County (Upham, 1969, 406). The town's survey was completed on August 21, 1883 by W. F. Arnold. Thief River Falls was platted as a village in 1887 and incorporated as a city on September 15, 1896 (Upham, 1969, 408).

In 1883, a line of the Great Northern Railroad was laid to nearby St. Hilaire and freight was hauled approximately seven miles to Thief River Falls at a cost of \$1.50 per one hundred. Due to the large expense and effort required to ship and receive goods, the city of Thief River Falls extended to the Great Northern a \$750 incentive to enter the city. On October 16, 1892, Thief River Falls was connected by rail and served as the terminus for a line that began in Crookston, Minnesota (Croteau 1971, 33).

While the farmers of northwestern Minnesota and the Dakota Territories were increasing their output of hard spring wheat, the problems of transportation and distribution to the milling operations in Minneapolis, Chicago, and Milwaukee were having an impact on both the producers of wheat and the millers of flour. The millers in Minneapolis were at the mercy of the Chicago railroads who could set their price for transporting the flour to eastern markets. Prior to the settlement of the northwest, flour producers had relied on the rivers as modes of transportation. Once the northwest had begun providing the bulk of the wheat for flour production, the importance of efficient and dependable transportation became critical. Concurrently, the miller's association in Minneapolis was meeting to discuss the feasibility of developing a rail transportation network in order to guarantee a steady supply of the wheat (Blegen, 1975, 355-357). In September 1883 the Minneapolis, Sault Ste. Marie and Atlantic Railroad was incorporated and financed primarily by Minneapolis interests with 75% of the



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stock owned by flour manufacturing interests. Initially the Minneapolis milling interests hoped to have a route to eastern markets independent of the railroads operating between Minneapolis and Chicago, and of the Great Northern and steamship lines operating to and out of Duluth and Superior. The Chicago and Milwaukee railroads had a monopoly on shipping flour to markets outside of Minnesota, thereby cutting into profits of the Minneapolis millers. With the incorporation of the Minneapolis Sault Ste. Marie and Atlantic Railroad, the millers could be assured of setting their own price. However, this was only half of the equation, as the millers still needed to be assured of a getting the wheat from the north and west to mill into flour. The incorporation in 1884 of the Minneapolis and Pacific Railroad allowed the group to construct a line west of Minneapolis into Dakota Territory in order to assure millers a secure source of hard spring wheat for themselves independent of James J. Hill and his Great Northern Railroad. Five years later in 1888, facing financial insolvency, three railroad lines (the Minneapolis Sault Ste. Marie and Atlantic, the Minneapolis and St. Croix, and the Minneapolis and Pacific) merged with the financial assistance of the Canadian Pacific to form the Minneapolis St. Paul and Sault Ste. Marie Railroad, or more commonly known as the Soo Line.

Unlike earlier railroads in Minnesota, the Soo Line had to construct lines through land that was already occupied by settlers. Furthermore, since the Soo Line did not hold profitable land grants like the Great Northern and Northern Pacific, it had to rely financially on shipping freight and selling lots in company-platted towns. From 1904 to 1911, the Soo Line surveyed almost all of the towns it established in the Red River Valley. The company quickly proved its capability by controlling the majority of the railroad business interactions in these newly-formed communities (Harvey, 1982, 65, 113).

In 1903 the Soo Line, while constructing a link between Winnipeg and Minneapolis, received authorization from city officials to enter Thief River Falls. In September 1904, tracks entered the outskirts of the city (Croteau 1971, 33; Gjevre 1990, 39). By 1906, approximately twenty different businesses offered goods and services along the Soo Line tracks in Thief River Falls, including four grain elevators, three beer warehouses, three coal sheds, and several merchandise warehouses (Harvey 1982, 168; Sanborn Map, 1906).

The Soo Line transplanted its division point from Glenwood, Pope County, Minnesota to Thief River Falls in 1905 and constructed a roundhouse, mechanic shop, turntable, warehouses, and a derrick house, which are still extant. (Harvey 1982, 164) That same year, the Soo Line started construction of a line to Kenmare, North Dakota, known as the "Wheat Line" (Croteau, 1971, 33). This line, which traversed over three hundred miles of hard wheat country to North Dakota, transformed Thief River Falls into a thriving railroad center (Gjevre, 1990, 42). In 1909 the railroad solidified its monopoly on the wheat market by constructing a line from Thief River Falls to Duluth, known as the "Plummer Line", which connected the farmers in North Dakota and northwestern Minnesota directly with the Great

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Lakes and the world (Croteau 1971, 34; Gjevre, 1990, 39).

As a division headquarters, the Soo Line increased the number of employees located at Thief River Falls. By 1920 the Soo Line boasted a payroll of \$30,000 a month in this town. During the active months of the year approximately 225 employees worked in the operating and train service departments, while 190 employees maintained the equipment and engines. The increased business and payroll spurred a boom in the city. From 1900 to 1910 the population of Thief River Falls increased by 2,000 people (Reed, et al., ca. 1950, 3). By the 1920's the Soo Line in Thief River Falls was handling approximately 117,125 pounds of freight on a daily basis (Soo Line Collection, HW Protzeller to CW Gardner, 20 January 1921).

By the early teens the Soo Line had captured ninety percent of the city's freight traffic. A larger depot was needed which could accommodate more agents, a superintendent's office and dispatchers. The decision was made to replace the first-class depot with a larger, fire-proof brick depot and the architectural firm of Kenyon and Maine was awarded the contract to construct a depot. The specifications called for a footprint of 140' x 50' with a 16' platform ("Thief River Falls News Press", 28 August 1913). The principal architect was William Kenyon, who moved from the East to Minnesota in 1893 and had a private practice from 1893-1912. He formed a partnership with Maurice Maine in 1913 which lasted until 1930. In addition to the large body of residential commissions, Kenyon was retained by the Minneapolis St. Paul and Sault Ste. Marie Railroad to design a number of other company buildings including the Minneapolis St. Paul and Sault Ste. Marie Railroad Company Passenger Depot in Minot, North Dakota (1911), (NRHP 1977), the Soo Line Blacksmith Shop in Minneapolis, Minnesota (1913), and was an associate architect for the Soo Line Company Building, Minneapolis (1915).

The importance of the division points along the Soo Line was the growing awareness by the railroad of its public image. The division point at Thief River Falls demanded an architecturally important structure to support its superiority over the Great Northern, whose position it had usurped. In 1912, William Kenyon had been granted the contract to construct a passenger depot in Minot, North Dakota. This one-and-a-half-story brick structure cost \$135,000, with an interior that is more ornate than its counterpart in Thief River Falls.

The depot Kenyon designed in Minot, North Dakota, differed from that of the Thief River Falls depot. While both depots were similar in massing, profile, and nearly identical footprints, the Minot depot exhibited a definite Tudor Revival style, with its exposed parapet, steep pitched roof line, and tall, narrow windows. The Thief River Falls depot's inspiration derived from the popular California bungalow, with Prairie School influences. The depot reflects the visual and structural styles of the materials favored by the artisan tradition. The use of brick, copper, limestone, and wood in this building suggest the natural qualities

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implicit in the Craftsman style. Other identifying features of this style contained in the Thief River Falls Depot include its low-pitched, cross gabled roof line, decorative beams under the shed dormer roof, and the battered columns supporting the porte-cochere. The placement and style of windows and doors tend toward rectilinear geometric forms. The addition of these vertical accents balance the horizontal tendencies of the Craftsman style.

Unlike other Soo Line depots constructed in Minnesota and North Dakota this building did not reflect the two archetypes common in company depot designs. The most common depot style, the second-class station was a two-story building measuring 24' x 32' with clapboard siding and cedar shingled, side gabled roof such as the Soo Line Depot in Remer, Minnesota (NRHP, 1980). The second-class depots were built in smaller towns and functioned as both a place of business and as a home for the company agent. The ground floor contained waiting rooms and ticket offices while the second story served as living quarters containing a living room, kitchen, and two bedrooms for the agent and his family. Attached to one end of the depot was a single-story freight room, usually 24' or 48' in length. Larger communities received a first-class, one-story elongated building, characterized by a high, double-pitched roof. Constructed of brick or wood with clapboard siding, it contained a large freight room, and separate 15' men's and women's lounges, but lacked living quarters for railroad personnel. A 30'-long freight area was attached to one end as well (Harvey 1982, 159-162; Vyzralek, et al, 1975, 8, 10). Alexandria, Minnesota claimed the first, first-class depot built by the Soo Line in Minnesota; it was razed in 1978. Much like the second-class depots, plans for the first-class depots originated in the engineering departments of the railroad company.

Because of its dependence on the farmer, events of the 1930's had a disastrous effect on the Soo Railroad. The effects of the Great Depression, drought of 1936, fixed costs on the interest on bonds, locomotives that were thirty years old and in need of replacement, low population density, and the increasing frequency of trucks hauling cattle and hogs all took their toll on the fortunes of the railroad. In December 1937, the Minneapolis St. Paul and Sault Ste. Marie railroad company filed for reorganization under section 77 of the bankruptcy statutes. In November, 1942 the courts approved the Interstate Commerce Commission's plans for reorganization. Henceforth, the Soo Line focused its energies on transporting freight and discontinued passenger service and consolidated its division points. The train dispatchers office at Thief River Falls closed in May 1961, and in 1963 there were only three division points in the Soo Line system: Enderlin, North Dakota, Shoreham, Minnesota and Stevens Point, Wisconsin (Gjevre, 1990, 209-212).

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The Minneapolis St. Paul and Sault Ste. Marie Depot in Thief River Falls is significant for its association with the development of the railroad network in northwestern Minnesota, its role in the juncture of four prominent radiating lines, to Minneapolis, Emerson, Kenmare, and Duluth, and the development of the agricultural systems of the northwest. This significance is supported by its distinct architectural design, the only such depot commissioned for the Minneapolis St. Paul and Sault Ste. Marie railroad in Minnesota.

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VERBAL BOUNDARY DESCRIPTION:

That part of vacated Block 32, ORIGINAL TOWN to Thief River Falls, Minnesota, according to the recorded plat thereof and part of vacated Block 10, MEEHAN'S ADDITION to Thief River Falls, Minnesota, according to the recorded plat thereof, described as follows:

Beginning at the southwest corner of said Block 32; thence North 00 degrees 16 minutes 24 seconds East, assumed bearing, along the west line of said Block 32, a distance of 170.00 feet to an iron pipe monument, thence South 89 degrees 46 minutes 51 seconds East, parallel with the south line of said Block 32 a distance of 172.09 feet to an iron spike monument; thence South 00 degrees 04 minutes 27 seconds West, parallel with and 10.00 feet west of the centerline of the main track of the Soo Line Railroad 170.00 feet to the south line of said Block 10; thence North 89 degrees 46 minutes 51 seconds West along said south line 172.68 feet to the point of beginning, containing 0.67 acres, more or less.

Subject to amendments, restrictions, or reservations of record, if any.

BOUNDARY JUSTIFICATION:

The boundary of the nominated property includes the parcel of railroad property historically associated with the depot.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Minneapolis St. Paul and Sault Ste.  
Marie Depot, Thief River Falls  
Pennington County, Minnesota

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