

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF NORTHFIELD, MINNESOTA DESIGNATING A HERITAGE PRESERVATION SITE

WHEREAS, the City of Northfield (City) has a significant number of historic resources throughout the community; and

WHEREAS, the Northfield City Council has declared as matter of public policy that the preservation, protection, perpetuation, promotion and use of areas, places, buildings, structures, lands, districts and other objects having a special historical, community or aesthetic interest or value is a public necessity and is required in the interest of health, prosperity, safety and welfare in the community; and

WHEREAS, Northfield City Code, Chapter 34, Section 8.5.7, provides the process for the City, from time to time, in determining that certain places, buildings, structures, properties, or district areas or properties within the community are of significance in American history, architecture, archeology, engineering, landscaping, and culture and those locations should be subject to additional review as it relates to the LDC as heritage preservation sites; and

WHEREAS, the property proposed for heritage preservation site designation is known as the Chicago Milwaukee St. Paul & Pacific Railway Depot (Northfield Depot), located at 204 3rd Street W., and such location is depicted and legally described on Exhibit A, which is attached hereto and incorporated herein by reference; and

WHEREAS, in considering an application for site designation, in addition to the following approval criteria in Northfield City Code, Section 8.5.7(C), the Heritage Preservation Commission (HPC) may also refer to the applicable Secretary of the Interior standards, and current procedure as recommended by the state Historic Preservation Office when determining if a site should qualify as a heritage preservation site:

- (1) That the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, landscaping, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; or
- (2) That are associated with events that have made a significant contribution to the broad patterns of our history; or
- (3) That are associated with the lives of persons significant in our past; or
- (4) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (5) That have yielded, or may be likely to yield, information important in prehistory or history; or
- (6) That have a unique location or singular physical characteristics representing established and familiar aspects of a view, vista, site, area or district in the city; and

WHEREAS, prior to designating a proposed Heritage Preservation Site, the HPC shall forward information concerning the proposed designation to the Minnesota State Historic Preservation Office (MN SHPO) for comment within 60 days; and

WHEREAS, MN SHPO was notified of the review of the Northfield Depot as a reassessed Heritage Preservation Site on January 4, 2021; and

WHEREAS, the MN SHPO provided a response letter on February 26, 2021 and based on the reasoning in their letter, they "...concur that the Chicago Milwaukee St. Paul & Pacific Railway Depot is a good candidate for local designation under Criterion 1."; and

WHEREAS, the Planning Commission approved a motion with a recommendation to City Council of support for the Northfield Depot to continue as a local heritage preservation site at their May 20, 2021 meeting; and

WHEREAS, the HPC approved a motion with a recommendation to City Council of support for the Northfield Depot to continue as a local heritage preservation site at their June 10, 2021 meeting; and

WHEREAS, the properly notice public hearing of this ordinance for the consideration/reassessment of the Northfield Depot as a local heritage preservation site was held before the City Council on August 17, 2021; and

WHEREAS, the City Council hereby finds that the property designated in Exhibit A, the Northfield Depot, has historic and architectural significance and further hereby adopts as its findings for such designation the analysis as contained in the City staff report and attached hereto and incorporated herein by reference as Exhibit B.

THE CITY COUNCIL OF THE CITY OF NORTHFIELD DOES ORDAIN THAT:

1. The Chicago Milwaukee St. Paul & Pacific Railway Depot (Northfield Depot) located at Lot 2, Block 1 of the Depot Addition, as depicted and legally described in Exhibit A is hereby designated as a Local Heritage Preservation Site.
2. The recitals hereto are made a part hereof.
3. This Ordinance shall take effect thirty days after its publication.

Passed by the City Council of the City of Northfield this ____ day of _____, 2021.

ATTEST

City Clerk

Mayor

VOTE: ____ POWNELL ____ GRABAU ____ NAKASIAN ____ NESS
 ____ PETERSON WHITE ____ REISTER ____ ZUCCOLOTTO

First reading: 08/17/2021

Second reading: 09/07/2021

Published: _____

EXHIBIT A

Legal Description and Designated Property as a Local Heritage Preservation Site

Lot 2 Block 1, Depot Addition

Parcel ID: 2236481002

204 3rd Street West



EXHIBIT B

FINDINGS

Review and Decision by the City Council:

The City Council shall review and make a decision on a Heritage Preservation Site application in accordance with Section 8.4.7, Type 4 Review Procedure (Planning Commission or Heritage Preservation Commission Recommendation and City Council Decision).

Prior to making a decision, the City Council may request a review and recommendation by the Planning Commission for the designation's conformance with the comprehensive plan. The City Council shall adopt findings in support of any decision to designate a Heritage Preservation Site in the form of an ordinance. Save the Northfield Depot (STND) member, Alice Thomas, drafted a memo, which outlines why the Northfield Depot is in conformance with the comprehensive plan and is attached as part of Exhibit B. STND has submitted several documents as part of their application, which are referenced in the findings and is attached as a part of Exhibit B.

Approval Criteria:

All of the following criteria shall be considered in the review of Heritage Preservation Site designation applications:

- (1) That the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, landscaping, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; or

Staff Response:

The Northfield Depot was originally constructed only thirty years after Minnesota became a State and represents westward expansion and white settlement that was propelled by construction of the railroad system and incentivized through the Homestead Act and General Allotment Act. The restored structure is of significance to American history, as well as period architecture, engineering and culture based on the integrity of the building's location, design, setting, materials, workmanship and association. The application from Save the Depot describes the architecture character as:

“...a swooping hip roof and flared eaves held up by graceful, detailed timber brackets, Northfield's 1888 Milwaukee Depot offers a classic, if modest, example of what might be termed “Richardsonian Depot Vernacular,” an architectural style typical of many Midwest train stations from 1870-1900.”

The architecture of the building also keys in significant cultural aspects of the time. Separate facilities and entrances were created for men and women, which included entrances, ticket windows, waiting rooms and exit doors.

The Depot has been relocated from its original site on the south side of 3rd Street West. However, based on National Register standards, per the application language under Criteria Consideration B: Moved Properties, the property is “the surviving property most importantly associated with an historic event”, which, in general is the growth and development of Northfield. Furthermore, the National Register describes that the orientation, setting and general environment must be comparable to the historic location and compatible with the property’s significance. The Depot is orientated to face the same railroad track (as it had at its original location) and as stated previously, is located just across the street from its original location. This block, from 2nd to 3rd Street (on the west side of Highway 3) was concentrated with railroad related buildings, businesses and depots, which supports the National Register’s criteria for the setting and general environment, as well as association for the area.

The design of the building speaks to significance of the building as well. The Depot is a classic example of many Midwest train stations of that era. Brick exterior with large stone block were typical with the large overhang of the roof, which gave passengers shelter. Other details such as cottage style windows, which were functional not decorative (the larger panes on the bottom provided better visibility of on-coming trains for the passengers and station master), doors with transoms, detailed brackets, a patterned brick chimney, and roof cap cresting with finials were unusual for a small town.

Materials and workmanship of the Depot are explained in great detail as part of Appendix C: Historic/Original and Current Materials – Exterior and Appendix F: Original and Current Materials – Interior. The appendices support the significance of the Depot as it outlines the historic/original and current materials used to maintain the buildings historic integrity.

- (2) That are associated with events that have made a significant contribution to the broad patterns of our history; or

Staff Response:

Railroads were a significant influence on settlement patterns. The application quotes from the National Register Criteria that “A railroad station that served as the focus of community’s transportation system and commerce” is one type of significance associated with events. Passenger rail was key to the economic development and quality of life in Northfield and was supported by businesses, colleges, farmers, and town leaders. Appendix D lists several other events that are significant to Northfield’s history.

- (3) That are associated with the lives of persons significant in our past; or

Staff Response:

Several persons of significance are associated with the Depot and are detailed in Appendix D and page five of the application.

- (4) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (5) That have yielded, or may be likely to yield, information important in prehistory or history; or

Staff Response to No. 4 & 5:

The Depot's period of significance is from 1888-1944. This timeframe shows, per the application on page four, "the parallel growth of passenger and freight service in Northfield and of rail service as a whole..." and "The Depot, therefore, represents a period when the passenger train service was considered an essential part of rail transportation."

- (6) That have a unique location or singular physical characteristics representing established and familiar aspects of a view, vista, site, area or district in the city.

Staff Response:

Also stated in response to No. 1, this block, from 2nd to 3rd Street (on the west side of Highway 3) was concentrated with railroad related buildings, businesses and depots, which supports the National Register's criteria for the setting and general environment, as well as association for the area.

Northfield 1888 Milwaukee Road Depot Development and Implementation of Comprehensive Plan Principles and Objectives (see 2012 memo)



2012 on previous site: Derelict building occupied by youth (in depot portion) and others (freight house portion)



2012 on depot current site: Blighted area; illegal activity



2020

Incorporated Comprehensive Plan Principles: Enhancing small town character, enhancing natural environment, infill, protecting, using sustainable practices, incorporating mixed uses, creating public places, providing connectivity and encouraging walking and biking

Addressed Comprehensive Plan Objectives:

Community Identity: Created new public spaces, preserved an historic site, added to public realm, retained architectural identity, included public art.

Land Use: Enhanced downtown core life, incorporated reuse. Will serve as catalyst for economic development, and encourage public transportation.

Transportation: Will promote multi-modal transportation, and provide centrally located site for transit

Economic Development: Supports economic vitality of community and tourism



Historical artifacts to enhance historical understanding.



Two sidewalks connecting 2nd & 3rd street and through garden.



Tree, Nick Swearer



Wind Piece,
John Maakestad

Public art by local artists



Public garden: paver plaza, limestone seating walls, water feature, two sculptures, and landscaping (trees, shrubs, plants and sod).



Provides connectivity between east and west sides; provides inviting and attractive gateway to town.



Tourism Site: Historical tours



Artistic events, e.g., music concerts and dance.



Includes Transit Hub (City Project)
Multi-modal, centrally located, attractive complex at city gateway.

December 2, 2020

MEMO TO: Northfield Preservation Commission Members
Mikayla Schmidt, City Planner



RE: Re-assessment of 1888 Depot as a Locally-Designated Historic Site

This memo provides some background for the attached document, Historic Designation Request Form with attachments.

Local Designation. The 1888 Depot was designated a Northfield Heritage Preservation Site in a 1980 City Council Resolution #80-160 (see Memo Attachment A). The authorizing ordinance, criteria and assessment of the depot accompany the resolution. The HPC again addressed the depot in 2009 when there was concern that the railroad might destroy the depot. At the request of the HPC, the City sent a letter to the railroad reminding them it was a locally designated historic site.

National Designation. In 1980, the HPC also requested that the depot be assessed at the state level for national designation. No documentation has been located indicating that occurred. In 2016 *Save the Northfield Depot* was encouraged by the State Preservation Office to apply for a small Legacy grant to cover the cost of such an assessment. The grant was received, and the evaluation completed and sent to the state office. The state office deemed the report was incomplete and suggested it be resubmitted when more work had been completed on the depot. Resubmission will be considered in the near future.

HPC Consultation. During the rehabilitation of the depot, *Save the Northfield Depot* provided updates and/or sought guidance from the HPC during our decision making period in 2015, 2016 and 2017. We received approval for major decisions: reconstructing the station master bay, restoring doors that had been converted to windows, installing cottage style windows, creating templates to replicate missing brackets, reusing brick and limestone, reconstructing chimney and roof cresting (decided not to add the cresting) and considering cleaning treatments for the brick (decided not to remove paint on bricks other than graffiti spray paint).

We recognize that the documents are quite lengthy but given the situation with the inability of the total group to meet at the depot, the abundance of photos seemed prudent. Of course, individuals can visit the site and see the depot exterior at any time. We are happy to answer any questions you might have.

Sincerely,

Rob Martin, Chair

Clark Webster, Treasurer

Alice Thomas, Secretary

Attachment A

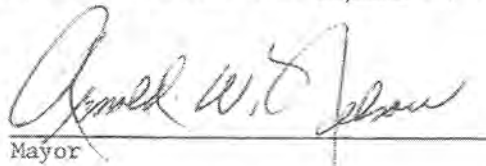
RESOLUTION #80-160

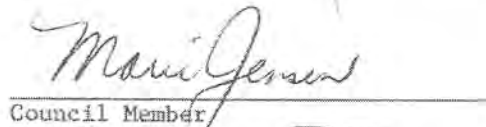
WHEREAS, the Northfield Heritage Preservation Commission has recommended to the City Council that the Milwaukee Road Depot site be clared a Northfield Heritage Preservation Site and that they request the State Historical Society to prepare nomination to the state and federal historic registers; and

WHEREAS, the Milwaukee Depot meets the criteria outlined in Ordinance 329, Section 4, Subdivision B, for the designation of Preservation Sites.

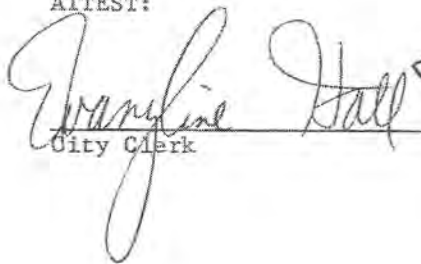
NOW THEREFORE BE IT RESOLVED that the City Council of the City of Northfield designates the Milwaukee Road Depot a Northfield Heritage Preservation Site and requests the Minnesota Historical Society to proceed with state and federal nomination.

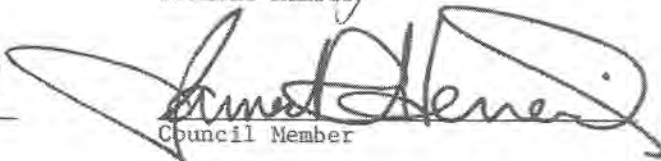
Passed by the City Council of the City of Northfield this 16 day of June, 1980.


Mayor


Council Member

ATTEST:


City Clerk


Council Member

CITY OF NORTHFIELD

Northfield, Minnesota

MEMORANDUM

TO: City Council and Mayor

FROM: Patricia K. Frich

DATE: June 11, 1980

SUBJECT: Milwaukee Road Depot Historic Site

On May 10, 1978, the Northfield City Council passed Ordinance #329, relating to perservation, protection, perpetuation, and use of areas, places, and structures having a special historical, community, or aesthetic interest or value, establishing a City of Northfield Heritage Preservation Commission, and defining its power and duties.

Ordinance #329, reads in part:

"Section 1. Declaration of Public Policy and Purpose. The Northfield City Council hereby declares as a matter of public policy that the preservation, protection, perpetuation and use of areas, places, buildings, structures, and other objects having special historical interest or value is a public necessity, and is required in the interest of the health, safety, welfare, and prosperity of the people. The purpose of the ordinance is to:

- A. Safeguard the heritage of the City of Northfield by preserving sites and structures which reflect elements of the city's cultural, social, economic, political, visual or architectural history.
- B. Protect and enhance the City of Northfield's appeal to residents, visitors and tourists, and serve as a support and stimulus to business and industry.
- C. Foster civic pride in the beauty and notable accomplishments of the past; and
- D. Promote the preservation and continued use of historic sites and structures for the education and general welfare of the people of the City of Northfield. "

The intent of the ordinance was to protect and preserve buildings such as those in the downtown business district and the Milwaukee Depot.

Section 4, states the criteria. It reads in its entirety:

"B. Criteria. The Commission shall recommend to the City Council areas, buildings, districts, or objects to be designated Heritage Preservation Sites. In considering the designation of Heritage Preservation Sites the Commission shall apply the following criteria:

1. Its character, interest or value as part of the development, heritage or cultural characteristics of the City of Northfield, State of Minnesota, or the United States.
2. Its location as a site, or contributing element in proximity to a site of a significant historic event or process.
3. Its embodiment of distinguishing characteristics of an architectural style, period, form or treatment.
4. Its identification with a person or persons who significantly contributed to the culture and development of the City of Northfield.
5. Its embodiment of elements of architectural design, detail, materials, or craftsmanship which represent distinctive architectural innovation.
6. Its unique location or singular physical characteristics representing established and familiar aspects of a view, vista, site, area or district in the City of Northfield.

The depot is largely intact, with few alternations since 1945. Ornamental iron work which once was in place along the roof line has been removed. The steps were changed around 1945. The walkway leading from Third Street to the Depot is brick, some of which is from Flint, Michigan.

When the garages were added, the architect used similar building materials and compatible design.

Charles Shrief, architect from the Minnesota Historic Society, has seen the depot and agrees it has a very good chance for state and federal nomination.

THE MILWAUKEE ROAD DEPOT

The Milwaukee Railway Company built its first Northfield depot, a wooden frame structure, sometime before 1888. On April 24, 1888, it burned; loss was estimated at \$25,000.

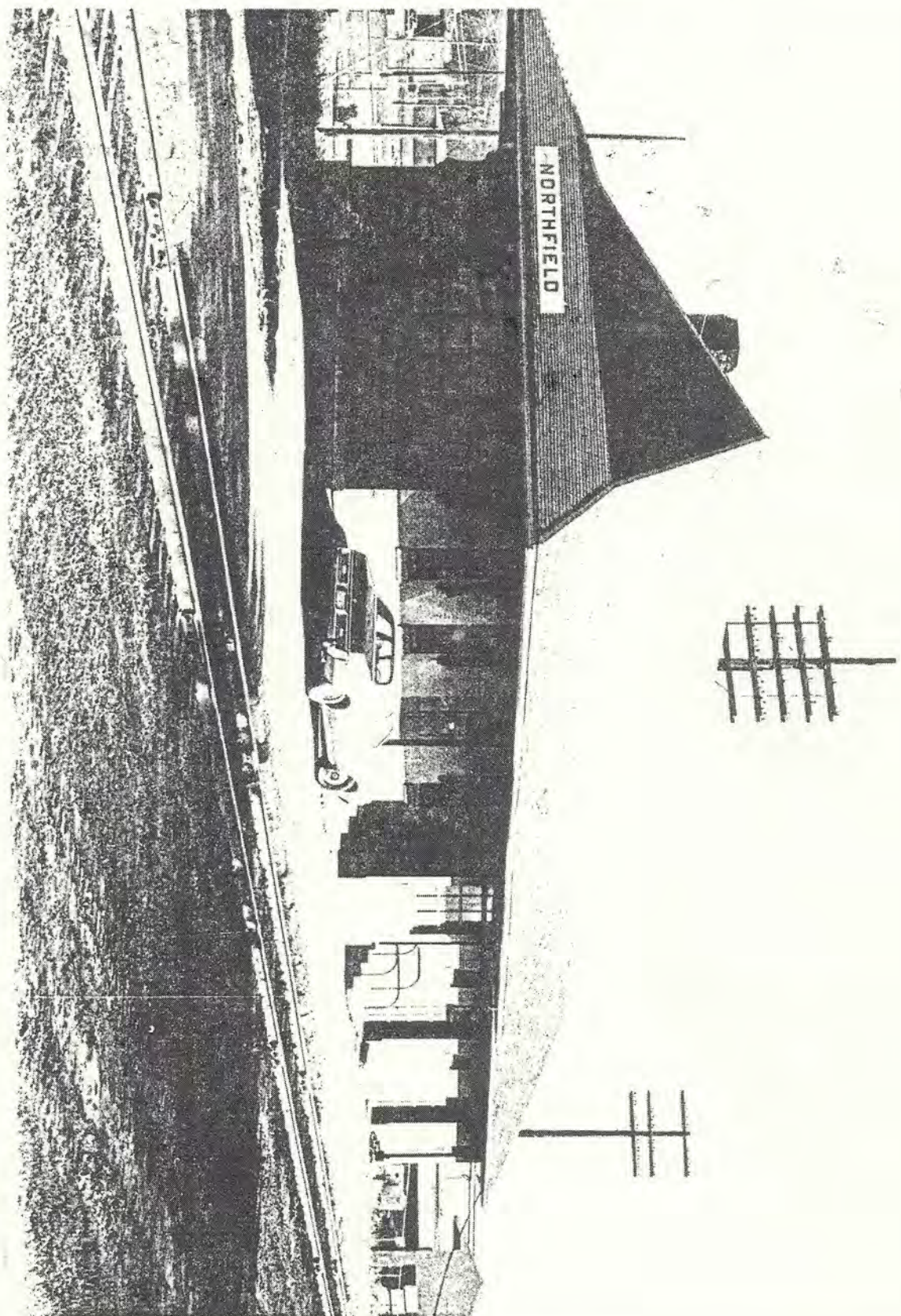
Plans for the new depot were started soon after the fire. In August, 1888, Northfielders may have seen A. J. Winnerblad, surveying the area along with the help of F. L. Austin and H. J. Huhn, who began work locating the new depot and freight houses. The present depot was located 50 feet farther south than the old building and 10 feet farther west. The move necessitated moving the tracks toward the west.

The new building was 20 x 50 with the baggage room on the south 12 x 20. The Northfield News, August 4, 1888, reported that "Spacious platforms will surround the depot giving ample room for waiting passengers."

The first corner stone was laid on November 3, 1888, the frame was up on November 11, 1888, and the depot completed on December 12, 1889. The depot was remodeled in 1900 to provide indoor toilets connected with the passenger depot. The early floor plans show a ticket office in the middle of the building, with separate men's and women's waiting rooms to each side of the ticket office.

The depot was remodeled again in 1945, the waiting room was one large area. The doorways were changed to provide one main entrance for passengers rather than two separate doors.

Later an addition for garage and storage space was added to the south. The addition was well-planned in that similar building materials and design were used.



Historic Designation Request Form

This City form is for requesting the local designation of sites within the City of Northfield as Historic Sites. The form utilizes topics and criteria similar to those on the Registration Form for nomination to the National Register of Historic Places, adapted for the purpose of local designation only. This form is not to be used for nomination to the National Registration for Historic Places.

Each topic lists instructions for completing the form. Each numbered section can be expanded as needed with relevant and applicable information. Supplemental information can be referred to in the form and included by attached section continuation pages.

1. **Name of the Site** (a Site may be a district, property, building, landscape feature, or object)

Current name: Chicago Milwaukee St. Paul & Pacific Railway Depot (CM&SP) – official name
Northfield 1888 Milwaukee Depot – local common name

Historic name: Chicago Milwaukee St. Paul & Pacific Railway Depot

Other

2. **Location**

Street address: 204 3rd St. W. (recently assigned)

Other:

City: Northfield State: MN Zip Code: 55057 County: Rice

GPS (if available):

3. **Ownership and Contact**

Current owner: Save the Northfield Depot

Street Address: 204 3rd St. W., P.O. 486

City: Northfield State: MN Zip Code: 55057

Telephone number(s):

Owner Representative or Contact: Rob Martin, Pres.; Alice Thomas,

Sec. Telephone Number(s)

4. Heritage Preservation Commission (HPC) Recommendation

HPC received this Request Form on: Reviewed Request on:

The HPC recommends Approval of local designation (any qualifications are to be attached)

he HPC recommends Denial of local designation at this time (any qualifications are to be attached)

Signature of HPC Chair or designee date of signature

Name - printed

Note: Applicant may appeal HPC recommendation directly to the City Council.

5. City Council Certification

City Council received this Request on: and reviewed Request on:

The City Approves this local designation (qualifications may be attached)

The City Denies this local designation (reasons are to be attached)

Signature of HPC Chair or designee date of signature

Name - printed

ATTACHMENTS:

6. Historic Site Data

Enter information for each category below

Ownership of Property . (Check as many as needed)	Category of Property (Check only one box)	List number of resources by Category:
☒ private	☐ district	
☐ public - local	☒ building(s)	One
☐ public - state	☐ site or landscape	
☐ public- US	☐ structure(s)	
	☐ object	total of <u>one</u>

Property Dimensions and/or Area: 50’ x 20’ main waiting room; 21’ x 12’ smaller attached baggage room

Date of Original Construction: 1888

7. Historic Site Description

Historic or Original Functional Uses: (List Uses chronologically if known)	Recent and Current Functional Uses: (List chronologically if known and appropriate)
<u>1888-1969 Passenger Depot</u>	<u>Office area used for attached freight house 1944 - late 70s</u>
	<u>Vacant since the late 70s</u>

Describe Architectural Features and Characteristics:

With a swooping hip roof and flared eaves held up by graceful, detailed timber brackets, Northfield’s 1888 Milwaukee Depot offers a classic, if modest, example of what might be termed “Richardsonian Depot Vernacular,” an architectural style typical of many Midwest train stations from 1870-1900. The large overhang gave passengers shelter when sitting or standing outside. Many depots, including the 1888 Northfield depot, that employed the roof style, opted for the more economical red brick than heavy stone massing that often was used in larger railway stations.

Stone was used in the door and window lintels and sills, water table and foundation. Other features included cottage style windows, doors with transoms, detailed brackets, patterned brick chimney, and roof cap cresting and finials. A member of the state preservation office observed that such details were unusual for a depot in a small town and that it would be expected in a larger city with more competition among the railroad lines.

The architecture of the exterior façade also reflects the culture of the 1888 time period – a time when men and women had separate facilities. The 1888 Depot provided separate entrance doors, ticket windows, waiting rooms, and exit doors. As reported in a thesis by McCall, *Gender and Space on America’s Railroads, 1830-1899*, this reflected the culture of the time.

While railroad passengers were initially composed of a homogenous group of middle-class men and women, increased use of trains very quickly led to separations by sex and class. Victorian understandings of respectability and gender roles and view of the world as being ordered and hierarchical strongly shaped how railroads treated their passengers. McCall, D., 1999, p. ii.

(See Appendix A for 1888 blue prints of exterior and 1888 floor plan)

(See Appendix B for archival and current photos of the architectural features)

Describe Historic/Original and Current Materials

- See Appendix C for Exterior Materials
- See Appendix F for Interior Materials

8. Statement of Significance

Applicable Local Designation Criteria

Indicate the criteria applicable to the property that qualify it for Local Designation as an Historic Site.

More than one Criterion for Significance may be selected. Selected Criteria must be supported by information provided.

- ☒ A. The site is associated with events that have made a significant contribution to the broad patterns of local history.
- ☐ B. The site is associated with the lives of persons significant in our past
- ☐ C. The site embodies the distinctive characteristics of a building type, time period, or method of construction; or the site represents the work of a master or possesses high artistic values; or the site represents a significance and distinguishable entity whose components may lack individual distinction.
- ☐ D. The site embodies distinctive characteristics that are representative examples of a local historic contexts, and/or its developmental history, and thereby important for continued public understanding of our heritage.
- ☐ E. The site has yielded or is likely to yield information important to pre-history or history.

Description of Significance

Complete the following descriptions of Significance utilizing expanded space for each, or by Section 8 Continuation pages so indicated.

Type of Use and its Significance.

The National Register Criteria include the “association to events” as one type of significance and provide the example of "A railroad station that served as the focus of community’s transportation system and commerce” as a property associated with a pattern of events.

The demands for passenger rail brought to the town the first depot, a Milwaukee Railway depot, in 1866. That wood building was replaced with an 1869 wood building which burned down in 1888. It was replaced the same year by the 1888 Chicago Milwaukee St. Paul and Pacific depot that was described at the time in the Northfield News as “a commodious brick passenger [depot]”¹ . This 1888 Depot remains.

As the town grew, the demand for passenger rail grew. In January 1917, business and college leaders wrote position letters, and farmer club leaders passed a resolution regarding their concerns. The town leaders expressed their belief that a new depot was needed due to the crowded depot and inadequate facilities. The following comments from the leaders provide some evidence of the level of use of the depot by 1917:

- *A person frequently finds in the winter that the waiting rooms are filled to capacity; a seat is not available, and the air is so foul that one hesitates to remain indoors. “*
- *Six times a year considerably over a thousand students with as many trunks enter and leave Northfield. The bulk of this traffic uses the Milwaukee station.*² (Fairbank,F. J.,Carleton College Treasurer)
- *We believe it is a safe estimate that of the 625 students at St. Olaf college [sic], 500 or more leave from the Milwaukee station. That the facilities are inadequate to take care of such a volume of business is quite evident. Neither the passengers nor the baggage can be cared for properly.*³ (Holland, P.O., St. Olaf College Treasurer)

¹ “ A New Depot”, *Northfield News*, May 12, 1888.

^{2,3} “Deserves Better Depot Facilities: Local Patronage Heavy”, *Northfield News*, January 26, 1917.

Later in March of 1917, twelve local leaders met with the railroad superintendent and presented their concerns about the current high level of use and their prediction that it will only become worse if a larger depot is not built. President Cowling of Carleton College noted that

*Northfield's colleges now have eleven hundred students. The next ten to fifteen years mean the material expansion and more students. . . We feel that nothing short of a new station would correspond with college growth and town development in Northfield.*⁴

P.O. Holland, Treasurer of St. Olaf College, also cited statistics about the colleges' growth, predicted future needs and concluded his remarks saying, "*A new depot is wanted, not for show, but because it is a necessity.*"⁵

Despite the attempts of the community, a new depot was not built. The railroad did indicate that they would add a pavilion to provide more shelter and to connect the pavilion to the existing baggage house that would be enlarged; architectural plans were completed but construction was never implemented.

Passenger rail was an important part of the economy and quality of life in the community; the demands and use were heavy. Notable is that at the same time that the community was pressuring CM&SP for a larger depot, there were other passenger depots serving the community. The Chicago Great Western Railways Depot provided service from 1882 – 1965. The Minneapolis St. Paul Rochester and Dubuque Electric Traction Company (the Dan Patch Line) provided travel between Minneapolis and Northfield from 1911 to 1942 (both were located on the block of the new, current location of the 1888 depot). Documentation, including photos in local archives, provides evidence that it was the 1888 depot, however, that was the depot that hosted major events of arrival and departures by passenger rail (see Appendix D). This only surviving depot served CMSTP&P passengers until 1951 and Rock Island passengers until 1969, over 80 years of service.

The above quotes document the important transportation function of the 1888 depot in Northfield for chiefly one segment of the passenger users, i.e., the college students. See Appendix D for other aspects of the town development associated with the 1888 depot including social, commercial, political, and educational events.

Time or Period of Significance.

"The CMStP&P Depot's period of significance is from 1888, when the depot was constructed, to 1944, when additions and alterations were made to the building to comply with the company's – and the transportation industry's – objective to streamline operations.

The period reflects the parallel growth of the passenger and freight service in Northfield and of rail service as a whole, with the 1911 renovations providing indoor toilets and a more advanced heating system for passenger comfort.

By 1944, however, the industry had changed its focus to freight service rather than passenger service. Most notable is the fact that the addition more than doubles the length of the depot and is devoted to a baggage room, express warehouse, and express office. The "central traffic control system" given as the explanation of the addition appears to refer to the movement of freight rather than people. In addition, CMStP&P President Scandrett's anticipation of "further improvements . . . when the roads are freed from wartime limitations" most likely refers to freight limitations rather than passenger limitations. Indeed, the rail traffic that now passes by the depot is entirely freight traffic.

The Depot, therefore, represents a period when the passenger train service was considered an essential part of rail transportation." (Ganzel, E.)⁶

^{4,5} Foster Learns of Depot Needs: Committee Makes Good Case, *Northfield News*, March 2, 1917.

⁶ Ganzel, E. (2016). *Evaluation of the Chicago Milwaukee S. Paul & Pacific Railway Depot for Eligibility for the National Register of Historic Places*, p. 25.

List Significant Persons and/or Events associated with the site.

The railroad played an integral role in the development of Northfield, Minnesota. “ Unlike other communities in the area that were founded at approximately the same time but were bypassed by rail lines, Northfield benefited from the economic business that the railroad brought to the nascent milling industry and from what the reverend Delavan L. Leonard called the “easy contact and communication with the great world outside” that encouraged two liberal arts colleges to be founded in Northfield.” (Ganzel, E.) ⁷
(See Appendix D for significant events)

Architect and/or Builder.

No specific architect is associated with the building. See discussion of Architectural Features above regarding typical architectural style of depots used by railways during that period.

Narrative Statement of Significance.
(Describe the significance expanding on the above summary items, and additional topics of interest.)

Criteria Consideration B: Moved Properties:

“A property moved from its original site is usually ineligible for the National Register because of the loss of the integrity of its location. There are exceptions, provided that the property meets the criteria noted in Consideration B: Moved Properties. In the case of the CMStP&P Depot, the property is “the surviving property most importantly associated with an historic event”, namely, the growth and development of Northfield.
While there were once three passenger train depots serving Northfield concurrently, the CMStP&P Depot is “the single surviving property,” as required by the National Park Service, which represents the railroad connection that allowed Northfield to develop and grow. It therefore meets the Criteria Consideration B for Moved Properties.” (Ganzel, E.) ⁸

National Register Standards

Below are clips from the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. ⁹

ELIGIBILITY FOR HISTORIC ASSOCIATIONS A moved property significant under Criteria A or B must be demonstrated to be the surviving property most importantly associated with a particular historic event or an important aspect of a historic person’s life. The phrase “most importantly associated” means that it must be the single surviving property that is most closely associated with the event or with the part of the person’s life for which he or she is significant.	SETTING AND ENVIRONMENT In addition to the requirements above, moved properties must still have an orientation, setting, and general environment that are comparable to those of the historic location and that are compatible with the property’s significance.
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^{7,8} Ganzel, E. (2016). *Evaluation of the Chicago Milwaukee S. Paul & Pacific Railway Depot for Eligibility for the National Register of Historic Places*, p. 24.
⁹ *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, p. 36. Retrieved Oct. 15, 2020 from https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

Integrity. As noted in Criterion B above, the concern about moving is the loss of integrity of its location. The National Park Service defines integrity as “the ability of a property to convey its significance” and identifies seven aspects: Location, Design, Setting, Materials, Workmanship, Feeling and Association. The integrity of the depot in its new location is addressed below. The remaining aspects are addressed in the Appendices.

New Location. In addition to being “the single surviving property”, the 1888 depot was moved to a location that is along the same track, faces the track (same orientation), and sits just across the street from the original site (setting) (see Appendix E). The depot will be one of three structures on the site once the pavilion and transit hub are built. The area will serve as the central transportation center in the city just as the area was historically (general environment) (see Appendix E).

The block on which it is now located was historically the most densely populated area in Northfield for depots and railroad related buildings (the block was cleared for the construction of Highway #3). In that area between 2nd and 3rd streets, the 1900 Sanborn map identified the following buildings: Chicago Great Western Depot; Chicago, Milwaukee, St. Paul & Pacific Freight House, Northfield Farmer’s Merchant Grain Elevator, and related businesses (Lathrop Lumber Co. Lumber Yard, Machine Shop and Foundry, Shingles Shop, Stables (baggage & horse rental) and other small railroad related businesses. In 1910 the Dan Patch depot was also located on that block.

9. Important Bibliographical References

Include bibliographical references in the Historic Significance narrative as part of Section 8.

Primary locations of this property and historical data used for this request:

- ☒ City of Northfield HPC Files
- ☒ Northfield Historical Society ☐ Rice County Historical Society
- ☐ Northfield Public Library
- ☒ Carleton College Library and Archives
- ☒ St. Olaf College Library and Archives
- ☒ State Historical Society Archives ☒ State Historic Preservation Office

10. Property/Site Graphics

This information may be included as part of the Historic Significance narrative as part of Section 8

Illustrations of the site are required to include: historic, developmental, and current. Indicate those included:

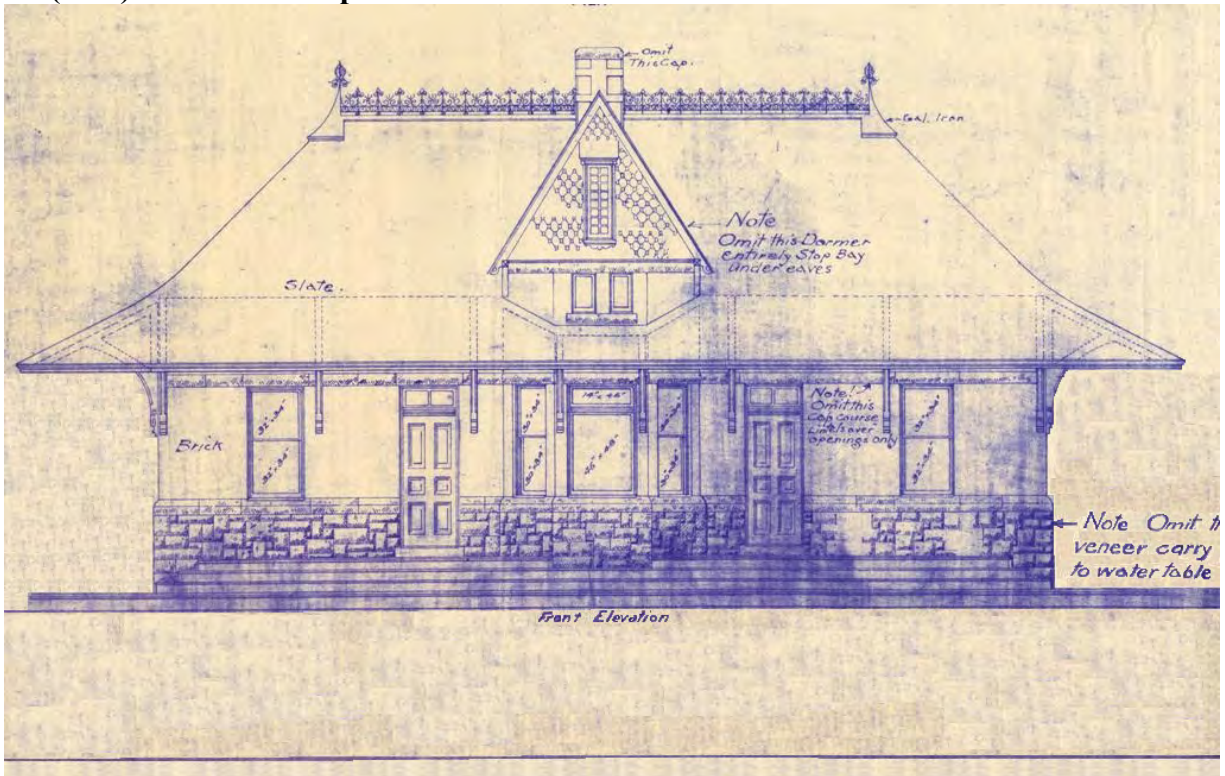
- ☒ Historic Photographs
- ☒ Historic site drawing and/or plat map location
- ☒ Photographs of key developmental changes to the property or site, if any
- ☒ Current photographs
- ☒ Current site plan and/or plat map location
- ☒ Drawings or renderings of the original site, property, building, or object (if available)

Appendices:

- A. 1888 Blueprints and Floor Plan
- B. Archival and Current Exterior Photos
- C. Historic/Original and Current Materials – Exterior
- D. Significance of Use as Passenger Depot
- E. Aerial Map and Site Plan
- F. Original and Current Materials - Interior

APPENDIX A 1888 Blueprints and Floor Plan

1888 Front (west) Elevation Blueprint



Blueprints - Chip DeMann Collection

Notes to "omit"

- 1) "Omit this stone veneer carry brick veneer to watertable"
- 2) "Omit this cap course Lintels over openings only"
- 3) "Omit this Dormer entirely Stop Bay under eaves"
- 4) "Omit this cap" [on chimney]

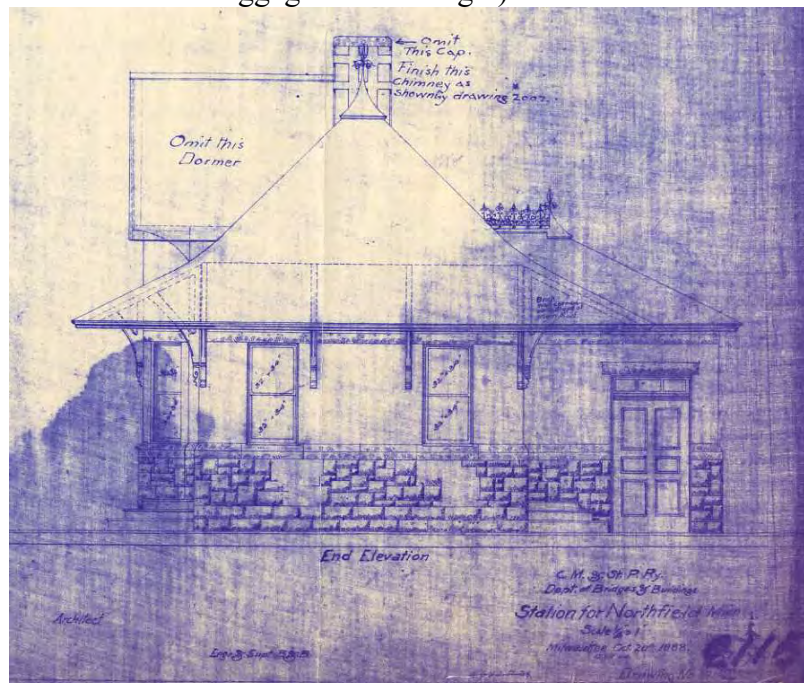
Other Notes:

Roof cap: "galvanized iron"

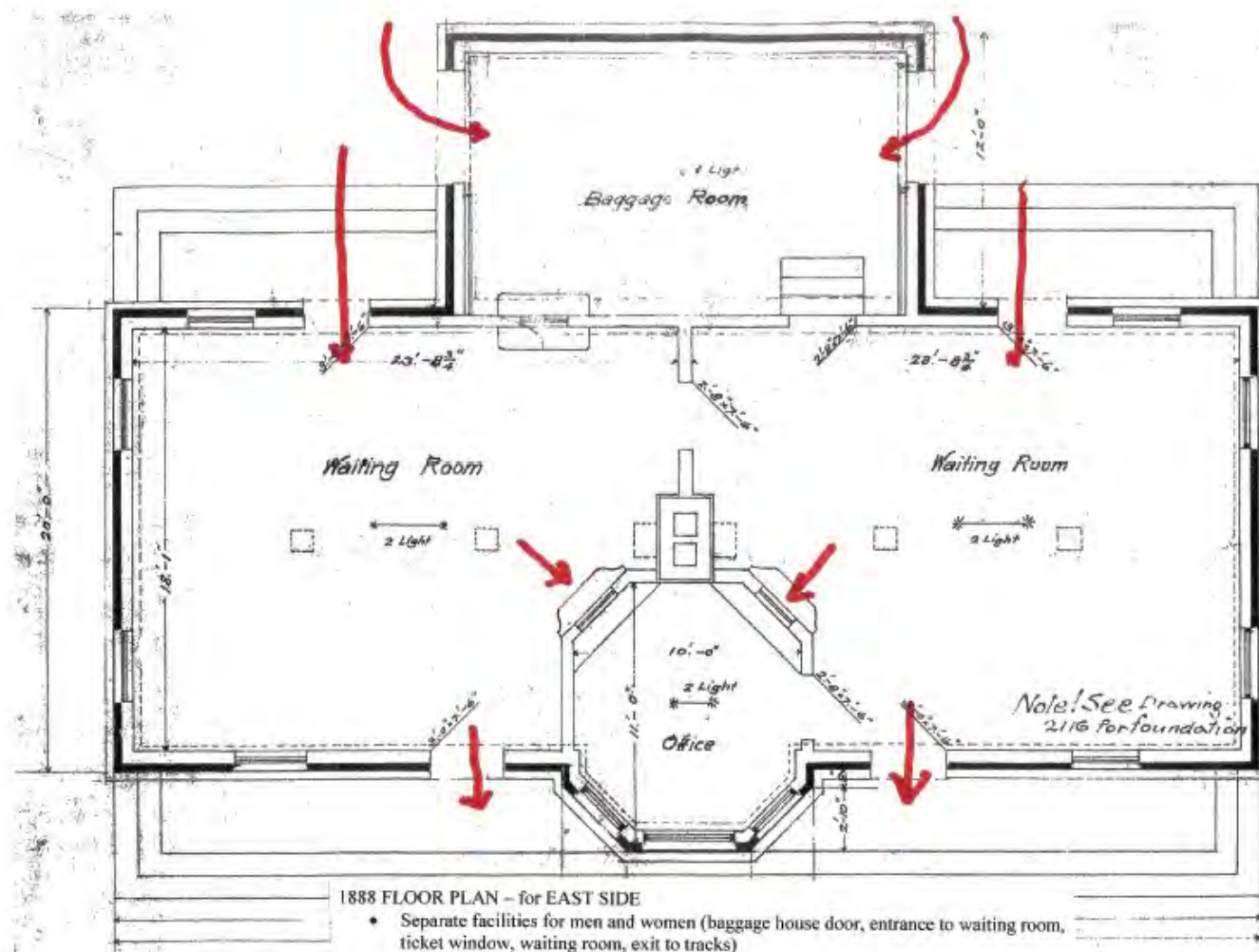
Roof surface: "Slate"

Wall surface: "Brick"

South Side Elevation (main room with baggage room on right):



1888 Floor Plan (notes and arrows added to indicate separate facilities for women (on left) and men (on right))



- Chip DeMann Collection

APPENDIX B
Archival and Current Exterior Photos

West Wall (Track side)



1896

-used with permission of Carleton College Archives

Visible Features: Limestone foundation, water table, and window sill; steps spanning most of the wall; cottage style windows; large brackets; order board lamp signal; swooping, flared roof; roof cap, cresting and finials; detailed chimney.



2019

South Wall



Before 1910

-used with permission of Northfield Historical Society

Visible Features: Limestone foundation, water table, and window sill; two windows in men's waiting room; swooping roof; roof cap and cresting; detailed chimney.



2019

East wall

No archival photos of east walls (main room and baggage room walls)



Before 1910

-used with permission of Northfield Historical Society

The above photo shows the depot west and north walls. It also shows the platform leading around to the east side baggage room door and the east side entrance to the main waiting room for women (see floor plan in Appendix A). The east wall would have included the platform on both the north end for women and on the south end for men. Photo also shows the outhouse for the depot (between depot and “*Lime, Cement, Lehigh Coal*” shed) used until the baggage room was converted in 1910 to two restrooms and a coal bin and boiler room.



2019

North wall



Before 1910

-used with permission of Northfield Historical Society

Visible Features: Limestone foundation, two windows in women's waiting room, swooping roof, roof cap on baggage room, Northfield sign, order blade signal, chimney (in center for heating stove in center serving both waiting rooms), baggage room door for women (far left).



2019

APPENDIX C

Historic/Original and Current Materials - Exterior

Notes:

Original Blueprints (see Appendix A): STND has the original 1888 blueprints (plus those for the subsequent modifications); much of the text below references those blueprints. During that period in the Midwest, railroads had a “standard” depot design often with modifications. Modifications for Northfield, indicated on the blueprint as “omit”, were the dormer, chimney cap, stone veneer and lintel on wall other than over doors and windows. All “omits” were carried out. Only one feature in this blue print is known to deviate from the built depot – the window style. Archival images indicate that cottage windows with larger panes on the bottom than the top were installed.

Major modifications. Major 1944 exterior modifications in the depot play a role in many of the components below. They included 1) removal of the entire south wall and addition of an attached freight house; 2) removal of the original station master bay in the center of the west wall and installation of a double door entry in the opening; and 3) removal of the southwest corner of the west wall for the addition of a new, small station master bay (all of these modifications have been reversed in the 2019 work). The period of significance for the depot is the period up until 1944.

For clarity in the subsequent text, see the image below that identifies the three exterior wall areas that were removed in 1944, but were rebuilt 2019, i.e., station bay on west wall, southwest corner of west wall, and south wall.



 = New 2019 exterior walls; reconstructed from 1888 plans.

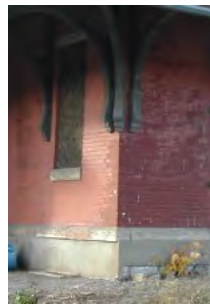
Historic/Original and Current Materials - Exterior

Foundation: The original blueprints and archival photos indicate the original foundation was limestone.

By 2015 when the property was acquired, it had been coated with concrete. Original limestone was salvaged and reused in 2016 as veneer on a new concrete foundation.



1910



2015



2016



2019

Water table: The limestone water table on the three sides of the baggage room was removed for the move.

To provide matching stone for the depot main room, those pieces were then used for the missing water table on the main building that had been removed in 1944, chiefly the south wall, and original bay area. Recycled, similar stone water table was then purchased for the baggage room bump-out. Thus, all sides of the main part of the building currently have the original stone water table, and the baggage room bump-out has the similar newly purchased recycled water table stone.



Original water table from baggage room bump-out added to new south wall.



Original stone added to south wall (left) Original stone in place (right)



Original stone in place on main room (left) Recycled stone on baggage room bump-out (right)

Brick: All but three sections (the south wall, the southwest corner of the west wall and station master bay) contain original brick or brick added in modifications before 1944. The City donated bricks from a former local school house (Washington Elementary) that was built in the same late 1800s era. Those recycled bricks were used for the new south wall, southeast corner of west wall, and station master bay.



2017 New walls needing brick



2019 South wall with added recycled brick

Station Master Bay: The original station master bay was in the center of the track (west) side until 1944 when it was removed; a small bay was constructed on the southwest corner of the west wall; and a double door installed in the original bay opening. The original blueprints were used to reconstruct the station master bay.



1896



2015 Double door replaced bay



2019 Reconstructed station master bay

Steps: Archival photos are consistent with the 1888 blueprints regarding the track side steps. The original top step was lower than the floor of the depot (see photo). To comply with current building code, the 2019 top step is level with the interior floor. In order to maintain the reveal of the original water table, this top step does not extend the length of the depot. The remaining steps extend most of the length of the depot providing a similar profile as the original.



1896



2019

Door & Window Lintels, and Window Sills: All of the window lintels and sills are the original rock-faced limestone or were added before 1944 (two windows with smooth concrete lintels were added in 1910 when two restrooms were created in some of the baggage room). The windows that were removed in 1944 (on the south end, the southwest corner of the depot, station master bay) have been rebuilt using the rock-faced limestone originally on the baggage room water table.

All door lintels are the original rock-faced limestone lintels; the lintel above the 1944 picture window (now the double doorway) on the north side was likely created from the lintels of the two windows that were replaced by the picture window in 1944. That picture window lintel remains in place for the new handicapped accessible double door.



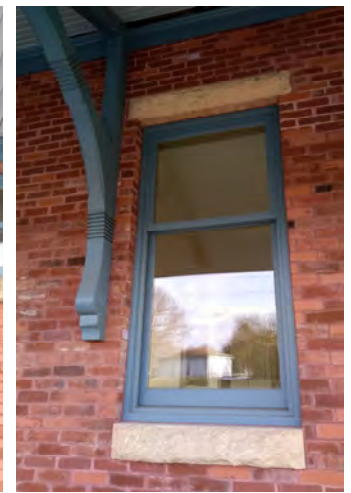
Original lintel and sill



One of two lintels painted over when doors removed and openings bricked over in the 1910 addition of restrooms.



One of two 1910 windows with smooth concrete lintels and sills in the added restrooms in the former baggage room.



2019 replacement, one of windows on south side, southwest corner and station master bay.

Window Frames: None of the windows are original. A report of the 1944 remodeling in the local newspaper in 1945, noted that there were “new window panes throughout”.¹ The blueprints did not include cottage style windows, but archival photos before 1944 indicate that the cottage style was used originally. The 2019 renovation installed all new wood, double hung, cottage style windows.



ca 1910



1896



2019

Exterior Doors: None of the original exterior doors with transoms existed when the property was acquired in 2016. In 1944 the two original track-side (west) exit doors with transoms were converted to windows and the station master bay was replaced by a double door. That was reversed in 2019 when new, custom made doors with transoms were ordered using the 1888 blueprints (glass replaced the top panels). Double doors of the same design were added on the north wall for a handicapped access entrance replacing the 1944 picture window.

Single doors:



1896



1888 blueprint



2019

Double doors:



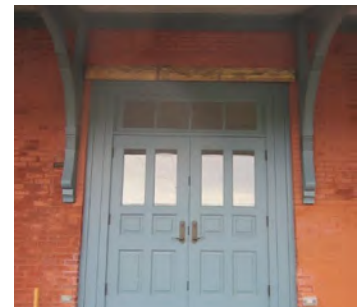
ca 1910
Two north windows



1944 Conversion: Two windows were replaced with one picture window



2019 Retained location of 1944 opening, lintel and brackets.



2019 New handicapped access doors; floor is level with pavilion floor; see details on p. 8.

¹ “Remodeled and Enlarged Milwaukee Depot Project to be Completed Soon,” *Northfield News*, 26 July 1945.

Brackets: All of the twelve large brackets on the west, north and east sides are original. Replacements for the eight large brackets and two smaller brackets removed in the 1944 work were crafted using the same type of wood as the original; clear pine from northern WI was harvested for this project and dried for a year. The craftsmen replicated the original three-piece bracket design and assembly using the same mortise and tenon technique. Some of the interior wall was opened temporarily to determine the technique used to anchor the brackets.



2014 Three-piece brackets crafted and assembled.



2019 Four new brackets on south(left) and two original on east (right).

Soffit: On the west, north and east sides, all of the soffit v-board is original with only a few small repairs. In the 1944 work, the soffit was not removed above the station master bay or the southwest corner. For the missing roof on the south wall, new v-board was milled to match the width of the original soffit.



2016 South reconstructed wall

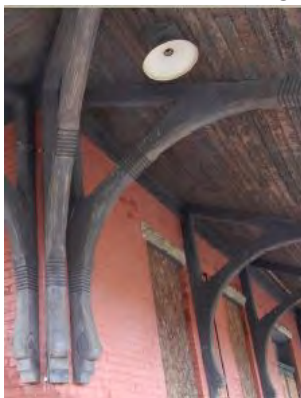


New milled v-board added.

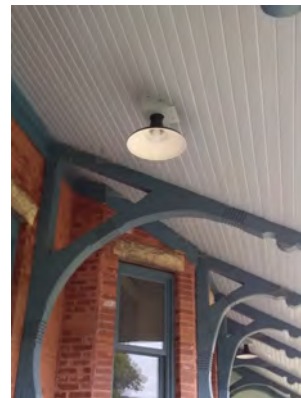


2019 New soffit on left; original on right

Exterior Lights: There was evidence that an exterior light had been installed on each side at some time; only two remained when the property was acquired in 2016. It was not clear in what era the lights were added; the original depot did not have electricity. Six recycled lights of the same style as the remaining one were purchased and installed using the same type of mounting.



2016 A remaining light.



2019 One of six recycled lights installed.

Cornice Board: All existing cornice boards between the brick and the soffit v-board on the north, east and west walls appear to be original; the cornice boards on the restored south end of the west side and the new south wall were added in 2019.



Original cornice board



2019 New cornice board on south wall

Order Board (yet to be mounted): The Midwest contact for the Milwaukee Road Historical Association donated an order board to the project since an archival photo (1896) indicated the depot did have one. A new mount was built and mechanism cleaned.



1896 In front of bay.



2017 Mechanism needing cleaning



2019 Repaired (not yet mounted)

Roof: Although the blueprints indicate a slate roof, there is no conclusive evidence of what was installed. Asphalt shingles were on the roof when acquired in 2015 and have been replaced with new asphalt shingles.

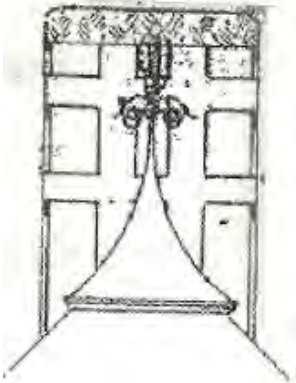


2016

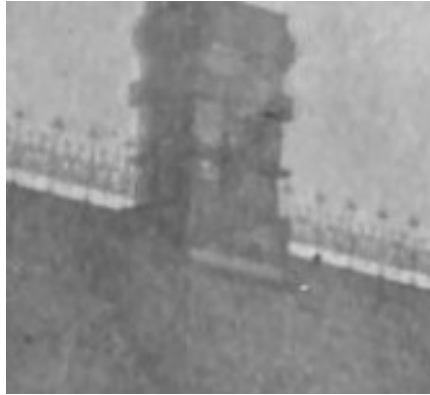


2019

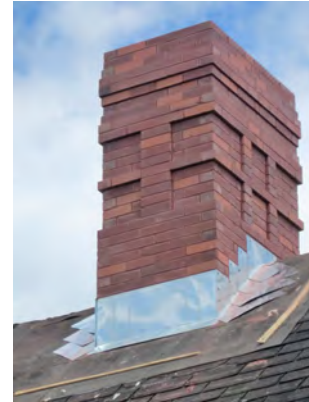
Chimney: The blue prints and archival photos indicate a uniquely patterned brick chimney and roof cresting. The chimney, used for a central heating stove in the center of the depot, was removed in 1910 when a new heating system was installed. The brick chimney was replicated using the blue prints and recycled bricks obtained from the 1944 freight house and contains the white bathroom vent pipe. Adding roof cresting was considered but was deemed a hazard due to lightening and difficulty of installing lightening rods on the wide eaves.



1888 plans



1896 Cap omitted as directed on blue print



2019

Exterior Paint: Although some of the bricks that had been painted in previous modifications, only graffiti spray paint was removed; a gel paint remover was used which did not affect the brick patina. All old paint was removed with a heat gun from the original wood elements on the three intact exterior walls: brackets, soffits, cornice board and fascia. A few minor repairs were made on the original wood. Many coats of thick, alligatored paint, sometimes of various colors, remained on most of the original brackets that are protected from the sun and much weather. The first coat of paint was a thin, white paint and the first colored, thicker paint was a gray-blue color. Paint chip samples were brought to the depot; a close match was identified, and used to paint the wood features noted above except the soffits. None of the original window frames and door jams remained but there was evidence that at least the door frames had been painted the same color (see image below of paint on brick).

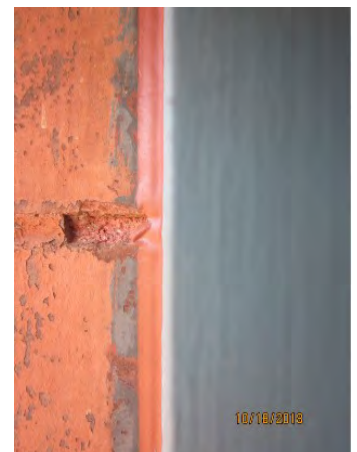
The soffits contained very little paint that remained in the form of dirty chips; the color could not be identified. However, when the remaining light fixtures were removed, a layer of a single color of paint was beneath that was a very light shade of the gray-blue of the brackets and other trim. Again, paint chips were brought to the depot and a matching color was selected for the soffit.



Repair: Some corners of bracket slots were missing, but repaired. Nail holes were filled. Wood in excellent condition.



Removal of paint revealed original color.



Narrow strip of paint on left, original brick. New paint on door frame is on right.



No color could be discerned on the old soffit paint crumbles in the v-board joints and board.

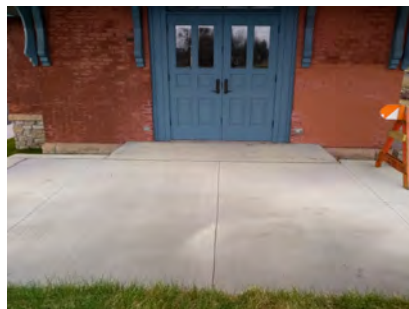
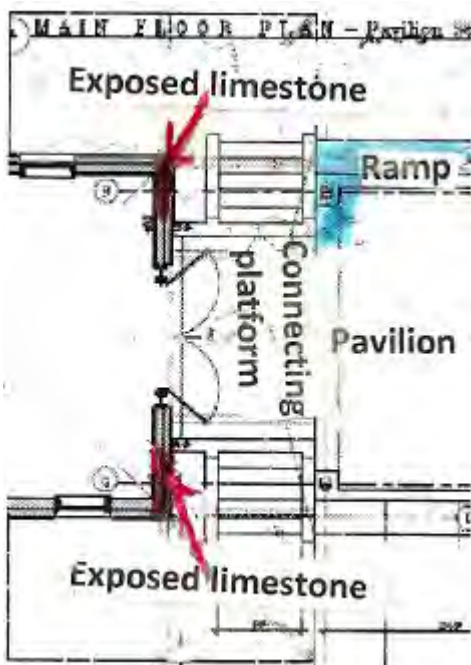


All old paint removed from original soffit v-board; painted with a very light shade of the gray-blue found under light mounting.

Added Handicapped Accessible Accommodation

Earlier photos on p. 4 illustrate the addition of double doors in an existing opening on the north wall to provide handicapped accessibility. The overall goal of the final design for the handicapped accessible entrance was to minimize the feature's effect on the integrity and character of the depot. This was addressed in two ways: 1) placing the entrance on the north side that was previously altered in 1944 and an opening existed; and not using an original existing west door (this would have required an intrusive ramp along most of the west façade and widening of an original door opening); and 2) covering as little of the limestone foundation as possible (the north side was less problematic since the north side could accommodate a ramp coming from the north along a new building; and limestone reveal gaps could easily be created between the steps and the walls on both sides of the north entrance).

As shown below, the door entrance is level with the depot platform that will be contiguous with the pavilion floor (see site plans below). The depot and the new pavilion, a separate structure and City project, will be connected only by the platform. The ramp will start near the transit hub and run south on the track side of the pavilion providing access to both the pavilion and the depot. That ramp placement allows minimal intrusion on the depot building. As shown below, the stairs on both sides are significantly distanced from the foundation; the only portion of the north foundation that is covered is the area immediately outside the doorway.



Connecting platform between depot double door and pavilion. Future ramp will be on the west edge of the pavilion (track side to the right). Top of water table visible in gap between platform and wall.



Exposed limestone in gap between wall and east side steps leading from the sidewalk to the platform. A similar gap is on the west side between the steps and platform.

APPENDIX D

Significance of Use as a Passenger Depot

As a passenger depot, the 1888 Depot

- served as a passenger transportation resource for a long, significant period, 1888 to 1969,
- provided passenger transportation related services to various segments of the community, and
- was a communication/social center for the community in diverse ways.

Photo examples below (with exception of Eisenhower photo) are those within the period of significance, 1888-1944, and provide evidence of some of the activities that took place at the 1888 depot. The photo credits are indicated in superscript after photo date.

In addition to the usual passenger travel of Northfield citizens and the generations of college students who used the train as the primary mode of transportation, the depot

- served the college community in other ways:
 - local travel and extra-curricular off-campus college activities
 - service needs, e.g., mail processed in 1888 depot including laundry boxes



at depot in Northfield, Minn. St. Olaf students going visiting in Minneapolis & St. Paul, 1904

1904.¹ St. Olaf students gathered at depot for a trip to Minneapolis and St. Paul.



1904.¹ St. Olaf choir started and ended their world wide tours at the depot (send-off by well wishers in video clip above).



1916.² Carleton football fans welcomed the team home in their undefeated 1916 season



Mail collected in the 1888 depot and placed on passenger trains included college student laundry boxes.

Northfield resident, Bob Will, (above with a laundry box) recalls using a laundry box while a student at Carleton; dirty clothes were sent home, and clean clothes and goodies were returned.

Photos used in Appendix D with the permission of the following:

- ¹ = St. Olaf College Archives
- ² = Carleton College Archives
- ³ = Northfield Historical Society
- ⁴ = Northfield VFW

- served community residents:
 - provided convenient transportation to and from the Twin Cities and beyond
 - served as a “Window to the World”, e.g., several presidential candidates made campaign tour stop speeches at the depot



1908.¹ William Howard Taft

Taft was greeted by a large crowd including a young woman, Mildred Ware (teenage daughter of the mayor), wrapped in stars and stripes, and riding a massive elephant.. According to the *Minneapolis Journal*, Taft noted, "I am pleased to see this beautiful emblem of party victory. I should like to mount the animal myself, but I am afraid there isn't time to rig a derrick to get me on there."

- *Minneapolis Journal*, Sept. 27, 1908.



1912.³ Theodore Roosevelt Whistle Stop



1952.² Dwight D. Eisenhower greeted by local leaders; he later spoke at Carleton.

- was the site of the many departures and later reunions of soldiers serving in wars (Spanish-American War, World War I, World War II)



1898.² Spanish-American War. At the Time, it was reported to be the largest crowd to ever gather in Northfield.



1941, Feb.⁴

World War II

- Served as a gathering place for events and social functions for citizens.



Northfield citizens often congregated around the depot to - meet trains, witness mail and parcel deliveries, get the latest news from the teletype, and converse with fellow townsfolk.¹

- Supported economic development of various groups: Farmers, Developers, and Downtown Businesses.

Sales men used the depot when arriving in Northfield with their wares to sell to the downtown businesses (some set up their displays for the Northfield businesses in the small rooms on the first floor of the hotel).



1898.² Milk cans (on platform shown above) were processed in depot and traveled twice a day on the scheduled passenger trains to the Twin Cities and near-by creameries.



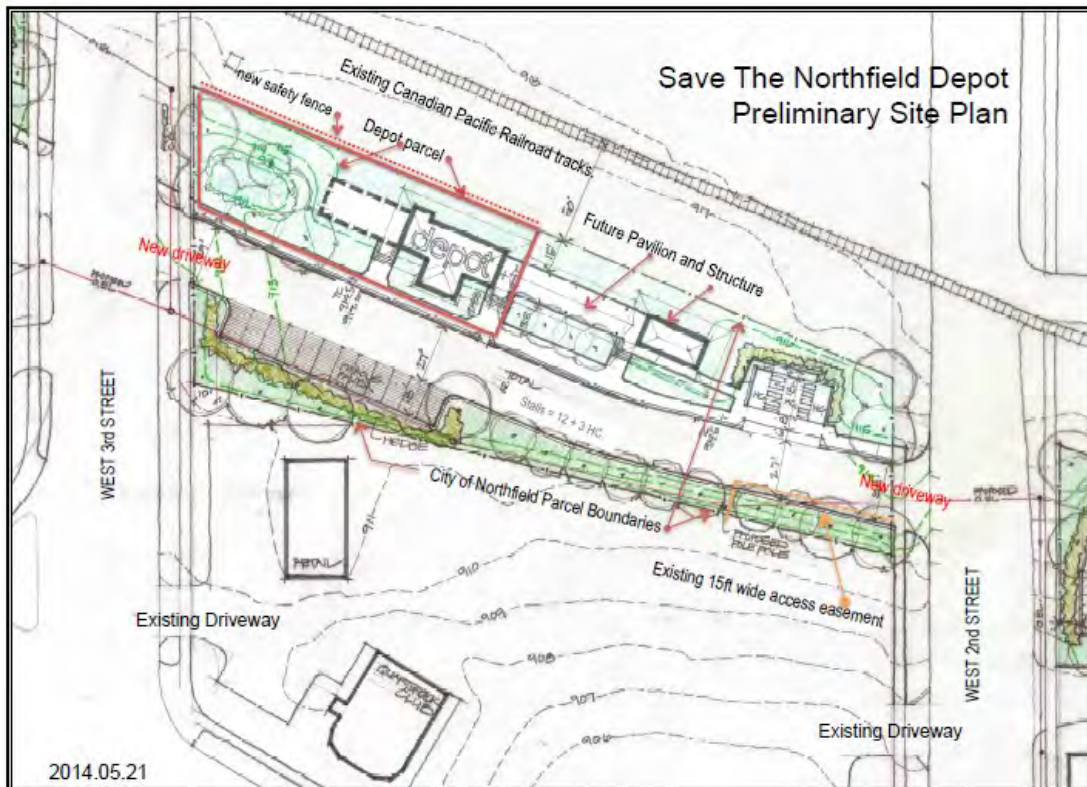
1933. Geodetic Elevation Disk installed in depot west wall, one of three in Northfield at the time to assist in planning developments. Decommissioned after depot move. National Geodetic Survey has requested to install a new, additional disk in current depot location.

APPENDIX E Aerial Map and Site Plan

Aerial Map: Building Relocation Moved across 3rd St.



2014 Site Plan for New Location: Future Transportation Center



Note: The City of Northfield plans to build the pavilion and transit hub using this plan. The state bonding bill passed in November included this Northfield Regional Transit Hub.

APPENDIX F

Original and Current Materials - Interior

No interior images of any date could be located. Evidence of some of the original features existed including pieces of the wood found in the attic. Provided below are the images and descriptions of 1) what was found in 2016 (see p. 7 for 1945 description of some of the 1944 remodeling), and 2) the 2019 rehabilitation work that is compatible with and reflective of the function and feeling of the historic depot.

The 1944 “remodeling” of the depot included several alternations – some of which have been reversed to pre-1944 condition/appearance and some of which remain due to lack of feasibility/practicality to reverse. Below are descriptions and images of both categories.

1944 Interior Features Reversed to Pre-1944 (Period of significance: 1888 until 1944)

Ceiling.



2016: Reflects 1944 changes: Ceiling lowered 2 ft.; acoustical tile used. Note also, all woodwork removed; 1” of plaster added over wood walls; windows replaced; concrete & tile added on top of wood floor.



2018: Ceiling raised 2' to original position on original rafters.

Crown Moulding.



2016: Crown moulding component found in attic



(end view of beveled edges)



Mock up of crown moulding placing two pieces of moulding on each side of the 7” board.



2019: New crown moulding using of same dimensions of original.

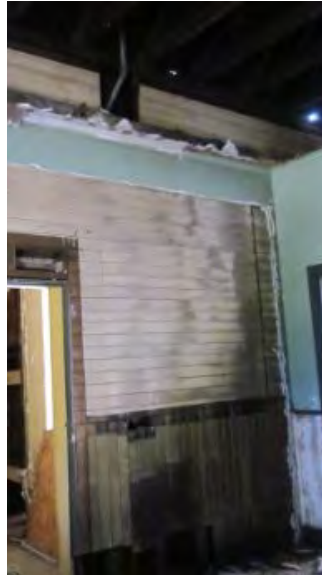
Removal of the plaster revealed shadows of unpainted v-board at the top of the walls which indicated some type of a crown moulding was used originally. Stored in the rafters were long boards that were beveled on both sides (second photo above) with a painted strip down the center about 2” wide (first photo above) but unpainted strips about 1 ½ ” wide on both sides. The painted strip matched the paint color of the v-board on the original walls. When placed at a 45 degree angle at the point of the unpainted wall v-board, it fit perfectly against the restored 2019 ceiling installed on the original rafters. The board was clearly the major board for the crown moulding on which narrow 1 ½” wide moulding was nailed on both sides of the painted center strip (third photo above).

New crown moulding was installed with the same width as the main board and the two narrow side mouldings.

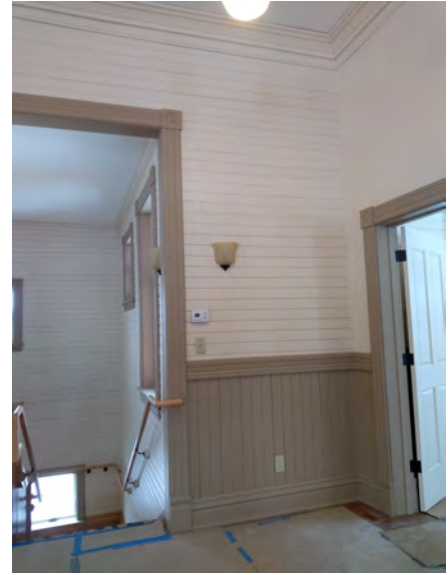
Walls and V-board



2016 (after move)



2016 (after plaster removal)



2019

Left photo: Regularly spaced horizontal cracks appeared on the walls after the move – an indication that it was not likely to be lathe beneath.

Center photo: Removal of the 1” of plaster and plaster board on all walls added in 1944 revealed the original v-board – horizontal on the upper wall and vertical on the lower wainscoting.

Note: Research of other period depots indicated that v-boards and wainscoting trim were typical, but the v-boards ran either vertically or horizontally. Few used both directions as found in this depot.

Note: This photo also shows the depth of the lowered ceiling, and shadows of the wainscoting trim, baseboard and crown moulding (dark shadow above lowered ceiling) providing valuable dimensions information for replacing the missing elements.

Right photo: Reversals shown include original v-board, raised ceiling, crown moulding, window/door casing, wainscoting trim and baseboard.

Note: All walls of the main room and alcove consist of the original v-board, although some repairs and rearrangement of the boards was needed. The salvageable original v-boards removed from the walls of the baggage room/men’s restroom (now the stairway) were used for the repairs and patching. These boards had been removed to gain access for repair of the south wall studs that had been damaged in a boiler room fire at an unknown date. Newly milled v-boards of the same width were then added to the stairway walls.

Lighting



One pendant light fixture was found in the original ceiling of the baggage room area. The ceiling had never been removed and lowered, in contrast to the main room.



Recycled pendent light fixtures with school house style globes were installed in the main rooms and office area.

Window & Door Casing and Rosettes



2016



2019

Left photo: 1944 remodeling included removing all door and window casing and adding 1" of plaster and plaster board to the edge of the new window frames, covering all of the original v-board.

Center photo: One the boards used to suspend the 1944 ceiling; all were two foot pieces of painted window/door trim; that trim was the same width of the original trim (determined by the paint shadow on the original v-board around the windows and door openings) that had been removed for the installation of the plaster board.

Right photo: The profile of the old symmetrical casing used in the attic suspension of the 1944 ceiling was not available, but door and window casing was purchased that was symmetrical, and the same width and a similar profile as the pieces of casing found in the attic. The photo also includes the newly crafted rosettes, new cottage style windows (larger panes on bottom and smaller on top) and newly painted original v-board (see close-ups below).



Above photos include original v-board, window and door casing, milled plinths and baseboard, and the newly crafted rosettes. Some of the elements were hand crafted because of the width needed for the casing. Fortunately, symmetrical casing of the width needed was available for purchase and being discontinued, and there was enough for the depot work. The width of all elements was consistent with the width of the shadows of the original.

Plinths and Baseboard.

As noted above, the plinths and baseboard were newly milled. All baseboards were removed in 1944; the original height was determined by the shadow on the unpainted v-board above the concrete floor. About 1 ½" was added to that shadow measurement since the 1" concrete had been laid on top of the original wood flooring and the new wood flooring was about one-half inch on top of the concrete (see milled plinth and baseboard photo above).

Wainscoting Trim



The wainscoting trim was milled to the width of the unpainted shadow found on the v-board wall. The profile used is very similar to that of the pieces of original casing found in the attic.

Flooring.



The 1888 maple flooring was covered with concrete and rubber tile in the 1944 remodeling. That work included the removal of the dividing walls around which the original flooring had likely been laid.

By the time the building was acquired, the rubber tile had disappeared and the move had resulted in no cracks in the concrete.

In the 2019 renovation, small areas of wood on the edge of the concrete was exposed and determined to be maple. Manufactured maple flooring was then installed on the stable concrete running the same direction. Doors were stained to match.

(Photo taken before plinths and baseboard were installed and before temporary protective cardboard was added over the new flooring)

Station Master Bay Area.



2016. 1944 remodeling converted a door into the window (left); removed the station master bay and replaced with a double door.



2019. Turned the two 1944 windows back into doors as in 1888; restored the 1888 station master bay and installed cottage windows.

Paint Color



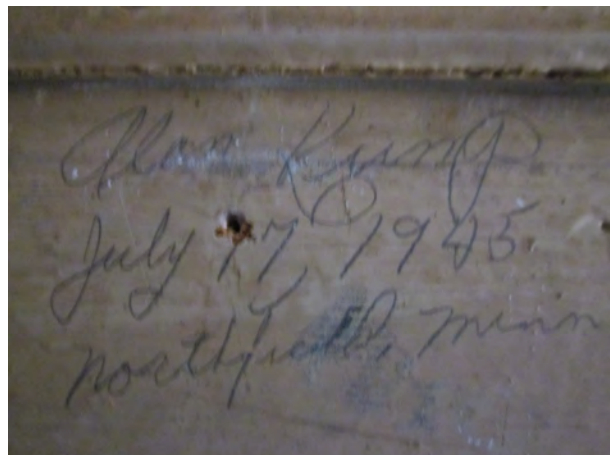
Evidence of the colors used in the interior were gathered from the original existing v-boards (chipped paint and nail holes from the plaster board) and pieces of the casing found in the attic.

1888. The first coat of finish on the v-board and the casing found in the attic indicated a varnished surface, similar in color to the finish used on the 2019 newly installed doors and flooring. Within the picture frame below (added in 2018 to preserve signature), the original v-board with cream paint can be seen. The signature area in the center is darker because it was not scrubbed. The dark spots of varnish are visible where the paint chipped off.

Pre-1944 (before plaster was added). Only one color of paint could be discerned on top of the varnished coat, i.e., a cream color on the upper, horizontal v-board and a dark yellow-green on the bottom vertical v-board (see left photo above).

2019. The paint on the upper part of the wall is a similar cream color as the pre-1944 paint. A darker shade in the same hue was used for the wainscoting and trim giving a similar feeling for the rooms before 1944.

1944 Artifact Uncovered and Retained



Framed 1945 signature on west wall v-board of Alan Kump with his 1947 high school photo. Caption reads:

In 2016, Alan Kump's signature was found on the original 1888 wall under an inch of plaster that had been added in a 1944-1945 renovation, which also included the removal of the brick station master bay and the brick south end of the depot.

In the summer of 1945, between his sophomore and junior year of high school, Alan Kump worked for his uncles, owners of Kump Lumber, who were involved in the renovation. In a conversation with Kump in 2016, he noted, "I don't recall signing my name, but can believe I did. My task was to clean the mortar from the removed bricks — for a half a penny a brick!"

After high school Alan served in the U.S. Army and later owned a Hamm's Beer distributorship in Mankato; he retired to Florida in 1976. The discovery of the signature brought him back to the depot for a visit a year before his death in June 2018.

1944 Interior Features Repaired/Repurposed but not Reversed to Pre-1944

1944 Wall Creating Office Area



2016



2019



2019 Office area

Left photo: The current plaster wall on the south end of the main room was installed in 1944 to create an office with one ticket counter (instead of two), and a bay in the west side of that office; the new office space had been the south end of the men's waiting room. The south wall of the depot was removed and opened up to the newly attached freight house.

Center photo: The 1944 wall contains the ticket window grille and ticket counter accessible to the main room and the office area. The current work required that the wall be extended up two feet to match the rest of the ceiling. The ticket window wall still contains the sash weight mechanism to lower and raise the ticket window. The sash weight mechanism was retained for the window usage. The dark green ticket grille was retained; the broken ticket window of wavy, translucent glass was replaced with the same type of glass.

Right photo: Three walls of the office area are plaster: the 1944 ticket window plaster wall on the north (left), and the two 2019 walls on the south and west that were removed in 1944. The east wall (center above) is the only original wall in the south small room/office with its original wainscoting and original window.

1910 Conversion of Former Baggage Room:

The original baggage room was divided into four smaller spaces in 1910. In contrast to the main room, there was no evidence the ceilings in the former baggage room had been lowered; it was originally lower than that of the main room.

1910 East half: A coal bin and boiler room were installed. The coal bin contained a batten coal door. On the east wall of the boiler room, an exterior door and steps were added.

1910 West half: The west area was converted into two restrooms with doors opening into the main room.

Baggage Room East Half: 1910 Coal bin and Boiler rooms

2019 Bathroom and Stairway



Coal bin – 2019 Conversion to handicapped accessible bathroom

The coal door opening used for window; thick coal dust provided evidence of the former use of room as a coal bin.

Subway tile was added to the walls and small hexagon tiles were used on the floor.



Boiler room – 2019 Conversion to Stairway to basement

The boiler room (on ground level) was in the eastern half of this stairway. The men's restroom was in the western half.

Baggage Room West Half: 1910 Restrooms



2016

The two interior door openings on the east wall were added in 1910 when the western half of the former baggage room was converted into a woman's and a men's restrooms.

The vertical shadow was the location of the wall that divided the waiting rooms for the women (left) and men (right).

2019 Alcove and Stairway

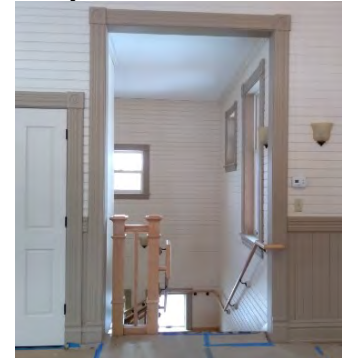


2019

The opening on the north (left) was enlarged to create an alcove entrance to the adjacent handicapped bathroom. Some of the alcove space can be used for a possible future lift to the basement. Some v-board was replaced with undamaged original v-board salvaged from the stairway walls and from the extended openings.

A closet was installed in the center area of the east wall between the two openings shown above.

The area on the south (right) was opened for a stairway to the basement. V-board was custom crafted for stairway walls. Much of the original had been badly damaged by a fire in the boiler room. Several of the studs and rafters in the stairway south wall were sistered due to fire damaged areas.



2019

NORTHFIELD NEWS

SEPTEMBER 13, 1945

Milwaukee Depot Nearly Ready

• At least John Moe, Milwaukee agent, will have a new depot with which to start the college year, altho it was originally promised him to cope with last year's Christmas rush.

Still not completed,—with modernistic upholstered furniture, venetian blinds, some wiring and plumbing yet to come—the depot is a far cry from the building that contractors first tore into about a year ago to erect a 60 foot addition and completely redecorate the interior.

There's one broad double door and a flight of concrete steps for entering the depot, instead of a choice of two rickety and inappropriately labeled entrances.

The restful interior decorations consist of a mottled brown composition tile block floor, tan and sea foam green walls, stone grey block ceilings and drak green and chocolate brown trim. There is fluorescent lighting and new window panes thruout. Lavatories are decorated in green and are equipped with all new fixtures.

Next to the passenger depot is the freight room and at the far end of the new addition are the new quarters of the American Railway Express office and loading room. At least four lifts per package are saved by the handy arrangement of the building with the loading platform even with the level of the truck floor.