NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

380

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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.

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic name: Duluth and Iron Range Railroad Company Passenger Station
Other names/site number: Tower-Soudan Historical Society Center
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 404 Pine Street
City or town: Tower State: Minnesota County: St. Louis
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national X statewide ___local

Applicable National Register Criteria:

X A ___B ___C ___D

Barbara Howard April 25, 2013

Signature of certifying official/Title: Barbara Mitchell Howard, Deputy SHPO, MN Historical Society **Date**

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Leon Edson M. Beall 6.14.13

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: ☐

Public – Local ☒

Public – State ☐

Public – Federal ☐

Category of Property

(Check only **one** box.)

Building(s) ☒

District ☐

Site ☐

Structure ☐

Object ☐

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
6	1	structures
	1	objects
7	2	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions.)
RECREATION AND CULTURE/museum

7. Description

Architectural Classification
(Enter categories from instructions.)
NO STYLE

Materials: (enter categories from instructions.)
Principal exterior materials of the property:
foundation: CONCRETE
walls: STUCCO, WOOD:Weatherboard,
roof: ASPHALT

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Tower Minnesota's Duluth and Iron Range Railroad Company (D&IR) Passenger Station is located at 404 Pine Street. The City of Tower is on the eastern shoreline of Pike Bay on Lake Vermilion in St. Louis County, approximately seventy-five miles due north of Duluth Minnesota. The station, often referred to as the Tower Passenger Depot, is sited on a 3/4-acre parcel in a park setting one block southwest of the City of Tower's central commercial district and directly north of the East Two Rivers. The depot exhibits some characteristics of Craftsman architecture, including a low-pitched hip roof and wide overhanging eaves. The depot now provides a home for the local historical society and history museum.

Narrative Description

The Passenger Station Exterior

Built in 1916, the one and one-half story, with basement, wood-frame depot retains it original design configuration inside and out, as well as most of its structural and finish materials. The station, with a rectilinear footprint of roughly twenty-three feet-six inches by sixty-two feet-six inches (23'6" x 62'6"), sits on a concrete foundation and surrounding reinforced concrete slab. The depot and the adjacent remaining D&IR rails have a northwest/southeast orientation. (See *Figure 1: City of Tower Minnesota map.* and *Figure 2: D&IR Passenger Station site map*) (See *Photo #1*) Projecting beyond the rectilinear footprint along the primary, southwest-facing elevation is a nineteen feet wide, three feet deep bay. The exterior elevations display an approximate four-foot high clapboard belt with rough-faced stucco sheathing above. The first story is capped with a complex hipped roof with a broad, five-foot overhang. The shallow-pitched, asphalt shingled roof displays a tall cross-gables above the long elevations, and louvered openings on the short elevation hipped roof peaks. An approximately six-foot tall common brick chimney stack projects from the roof at the intersection of the northeast-facing hip ridge and the southeast-facing side gable. The intersecting gable extends above the hip ridge by approximately six feet. (See *Figure 3: D&IR Passenger Station original elevation plans.*)

Depot Fenestration

The most common depot window type, which happens to be found in both the exterior and interior walls, is the tall six-over-one (6/1) double-hung wood-sash. (See *Photo #5*) On the exterior elevations this window is usually found in pairs providing light into the main interior rooms. This window type, in all occurrences, is protected by a wood storm window with four vertically stacked lights. This window type will be referred to as "*tall windows*" in the following elevation descriptions.

Less prevalent is the horizontal six-paned fixed wood-sash. These windows provide light into secondary spaces including hallways, staircases, and storage rooms. (See *Photo #6*) None of these "*fixed windows*" display attached storm windows.

Windows that appear only once in a facade include a four-over-one (4/1) double-hung wood-sash window in the southwest (major/trackside) elevation, and a triple-set of one-over-one (1/1) double-hung wood-sash windows that is displayed in the second story, southwest-facing gable. (See *Photo #8*)

There are two types of doors designed for the first floor elevations. The "*passenger doors*" provided access into the waiting rooms and office areas. This door type is a wood-panel door

with six lights above. The other door type, which was used for baggage transfer, is a set of double, wood-panel doors with six lights above in each. (See *Photo #7*) These utility doors will be referred to as the *"baggage doors"* in the following elevation descriptions.

Depot Elevations

Starting at the west corner of the southwest-facing elevation is a set of baggage doors that originally opened into the wide Baggage Room corridor. Southerly, next to the baggage door set is a high four-over-one (4/1) double-hung wood-sash window that provided light into the Baggage Express Room. Eight feet on center to the southwest of the Baggage Room window is a tall window that provided light into the Men's Waiting Room. Access to the men's wing was supplied by a door to the right, six feet on center. The passenger door originally had a six-paned light above a lower wood panel. Subsequently, the two lowest pane openings have been infilled with wood panels. Four and an half feet southeast of the men's access door is the projecting bay that is three feet deep and nineteen feet wide, defining the depot Office. The bay displays four tall windows. To the southeast of the bay is a doorway providing access to the Women's Waiting Room. The women's access door matches that of the men's entry, but retains its original six-pane configuration and displays a wood screened door. Six foot on center from the door is a tall window that supplies light into the women's area. Simple globed electrical light fixtures are centered on the eaves above each of the door openings.

The second-story gable on the southwest-facing elevation, which is centered over the projecting bay, is sheathed in clapboard siding. Centered in the upper facade is a triple window-set that provides light into the Exchange Room that is directly above the first floor Office. The set is composed of a wide center window flanked by two narrower windows. The center window is covered with a four-paned storm window. (See *Photo #8*)

The first floor northwest-facing elevation simply displays two symmetrically placed tall windows, located nine feet-six inches on center apart. (See *Photo #5*) The windows supplied light into the corridor of the Baggage Room. Between the two window openings on the stuccoed wall are two recent informational signs. Above and centered on the roof edge is a sign that reads: TOWER in block letters. Below the windows are newer electrical conduits that transverse the clapboard banding. The conduits feed metal utility boxes at the northern corner of the elevation. Two large locomotive bells rest on the cement pad at the westerly end of the elevation.

The first floor of the northeast-facing elevation at the northerly corner displays a baggage door opening infilled with vertical boards. The opening once displayed baggage doors that provided access into the Baggage Room corridor at the northerly end of the building. Across the opening is a recently installed signboard that displays a map of Lake Vermilion. The original double doors with six lights each remain behind the infill panel. A simple globed electrical light fixture is centered on the eaves above the infilled door opening. To the southeast of the door surround is a pair of tall windows that provided light into the Men's Waiting Room. Southeast of that window set is a high fixed window that looks original but does not appear on the 1916 plans.

This fixed window supplies light to the internal landing next to the basement stairs. Below and to the southwest is a fixed window that provides light to the basement stair. This is the only window that interrupts the clapboard belt. Above the stair window on the stucco wall is a more recent directional sign. The last two, most southerly windows on the northwest-facing façade are tall windows that provide light into the Women's Waiting Room. (See *Photo #6*)

Due to structural fatigue and the resulting sag on the five-foot deep overhanging eaves, six four-by-four inch posts have been installed to support the roof edge.

The second-story gable on the northeast-facing elevation is sheathed in clapboard siding. Symmetrically placed in the upper facade are two fixed windows that provide light into the Hall and Storage Room on the second story.

The first floor of the southeast-facing elevation simply displays a triple window set of tall windows. Two rustic varnished-log benches sit on the cement pad adjacent to the façade. (See *Photo #8*)

The Passenger Station Interior

The first floor of the depot building is divided roughly into four large function designated areas supported by storage, circulation corridors and stairways. The public areas are anchored with a bayed central Office. The Office is approximately eighteen feet by seventeen feet (18' x 17'), or approximately three-hundred (300) square feet in size. Southeast of the Office is the Women's Waiting Room which was designed to be approximately fifteen feet by twenty-two feet six inches (15' x 22'-6") or roughly three-hundred thirty-seven (337) square feet. To the northwest of the Office is the Men's Waiting Room designed with the same dimensions and square footage as the women's wing. A five-foot wide corridor alongside the northeasterly wall of the Office, designated as the Ticket Space, connected the two waiting rooms. Northeast of the Ticket Space and along the northeast wall are a telephone closet and stacked staircases that provided access to the basement and the second story. To the northwest of the Men's Waiting Room was the Baggage Room. This space, roughly twelve feet by twenty-two feet (12' x 22'), has approximately two hundred sixty-four (264) square feet that was designed for the transfer and storage of baggage. (See *Figure 4: D&IR Passenger Station original floors plans.*)

The floors throughout the public areas are maple and the walls and ceiling are sheathed in plaster over lath. The rooms are heated with iron radiators. Simple globe ceiling fixtures provide over-head lighting.

The Women's Waiting Room that now serves as a gift and information center, displays natural wood window surrounds and a natural wood chair rail with a small, painted molding band placed at the height of the window tops. (See *Photo #9*) The shellaced window and door moldings show signs of age with significant "alligator cracking." The ceiling is approximately eleven feet (11')

high. Although it does not appear on the 1916 floor plan there is a small lavatory room in the east corner of the waiting room. This room is accessed through a natural, wood panel door with lighted transom adjacent to the southeasterly exterior wall. Two natural wood-sash six-over-one (6/1) double-hung windows, similar to the exterior tall windows, are mounted in the internal wall that separates the waiting room from the central Office. A paneled wood door in the north corner of the waiting room, adjacent to the northeast exterior wall, provides access to the stair run up to the second floor.

The Ticket Space serves as a corridor that connects the two waiting rooms. The space has similar finishes to the Women's Waiting Room but has a lower, nine-foot (9') high ceiling. It is approximately five feet wide by eighteen feet long (5' x 18') in dimension, or a total of ninety (90) square feet of open space. While the 1916 plan-set shows a single ticket window with ledge between the corridor and the Office, in actuality a two-window set with ledge was built into the wall between the two spaces. One window displays a brass bar grille with pass-under for ticket sales when the hung glass window was open. (See *Photo #10*) Both windows display fixed transom windows above. Across from the ticket sales window was access to the basement stair through a paneled wood door. Adjacent and to the north of the stair entry was a telephone room with a paneled wood door supporting a large, arched glass light above. The small booth is now used for museum display.

The Office, which is accessed through a door from the Men's Waiting Room, displays similar wood molding treatments to the women's wing but has a lower ceiling as is seen in the adjacent Ticket Area. The four-window bay gives views to the train platform along the tracks (See *Photo #12*); the two tall windows on the southeast wall provide views into the Women's Waiting Room; and the two window set in the northeast wall provide views into the Ticket Space. (See *Photo #11*) The northerly window opening is grilled with brass rods to accommodate ticket sales. The remaining, northwest wall displays a six-over-one (6/1) double-hung wood-sash window, similar to the exterior tall windows, that looks into the Men's Waiting Room, and the access door in the west corner of the room adjacent to the northerly portion of the bay. The door between the two rooms has subsequently been removed and the once semi-private Office is now used for museum displays.

The Men's Waiting Room displays the same molding treatments as found in the other public rooms. Like its women's counterpart it has a high ceiling and a small corner lavatory that does not appear on the 1916 floor plan. In the men's wing the small lavatory room is tucked into the north corner. Access is gained via a wood panel door with lighted transom above. Of the two windows along the northeast exterior wall, one is within the small, north corner closet and the other provides light into the waiting room. The northwest interior wall that separates the men's wing and the Baggage Room has no windows but has a door opening with the door removed. The southwest wall displays one tall window. The wood panel and six-light door has had the bottom two panels infilled with wood. The room is currently used for museum displays. (See *Photo #13*)

The Baggage Room, located at the northwest end of the building, is accessed through a doorless opening along the northwest wall of the Men's Waiting Room. Unlike the public rooms, the Baggage Room has wainscoting beneath the chair rail on the northwest exterior wall and from the floor up to approximately five feet along the other three walls. (See *Photo #15*) The wainscoting was probably installed to protect the plaster walls from cargo damage. Unlike the other rooms, the woodwork is painted and the flooring is largely unfinished wood planking. The double doors onto the loading platform are operable. A partial wall room divider has been introduced that bisects the transfer corridor. The vertical wood wall has a wood panel door installed to provide access to the storage room behind. (See *Photo #14*)

An entry door in the north corner of the Women's Waiting Room provides access to a staircase to the second floor. At the top of the straight stair is a windowed landing. The fixed six-paned window provides light to the hallway with side storage rooms and a door into the knee-walled "Exchange Room," which is located directly above the depot Office. While the storage room and closet doors retain their original panel doors, the door opening into the Exchange Room is of modern design with three large etched glass panels. The Exchange Room, which is thirteen feet six inches by eleven feet (13'-6" x 11') or roughly one hundred forty-eight (148) square feet, is currently used for museum office work. The room originally was designed with a wide centered six-over-one (6/1) window flanked with narrower four-over-one (4/1) windows. The original window openings now support modern one-over-one (1/1) tension-supported insulated windows. (See *Photo #16*) The entire second floor displays maple flooring and natural woodwork. The attic space under the northerly-hipped roof is used for museum and office storage.

On the first floor, across from the ticket window is a door that provides access to the basement staircase. The basement, which is located below the Office and Ticket Space, displays a concrete tile floor and reinforced concrete walls. Additional structural support is provided by twelve-by-twelve inch (12" x 12") posts and a supplemental modern adjustable post centered on the ceiling span. The largely open space contains the boiler, hot water heater, and plumbing pipes.

The Passenger Station Grounds

Immediately northeast of the depot is a paved access road with adjacent surface parking. The parking is shared with the municipal buildings at the corner of Pine and Main Streets.

To the southwest, and running parallel to the depot's loading platform is a remnant of the D&IR railroad track. The rails support train cars that include a D&IR steam locomotive with coal tender, a passenger car, a workers car, and a caboose. (See *Photo #17*) The locomotive is located to the northwest of the depot, while the passenger car is parked immediately adjacent to the depot. The worker vehicle and caboose are located to the southeast of the depot structure.[1] A metal post-supported shed-roofed canopy, which was constructed in 2008, provides some

[1] The remnant of D&IR track, railroad cars, and steam engine are considered contributing resources due to their association with the depot and its uses.

overhead protection to the engine, coal tender and the passenger car. The remaining two cars extend off beyond the canopy. The shed roof was designed for the installation of solar panels to supply power for the depot and the adjacent railroad cars. The panels were installed in the summer of 2012 and the system went onto the power grid in November of 2012.

Next to the steam engine and to the west of the tracks is a tall semaphore pole that was brought to the site for exhibition. (See *Photo #1*) In the park west of the locomotive is a sheet metal obelisk monument dedicated in November 1901 in memory of President McKinley. To the south of the depot and beyond the historic car display is a small collection of playground equipment and an adjacent open picnic pavilion. South of the pavilion near the bank of the East Two Rivers is an "original settlers'" cabin that was moved to the area from nearby Lake Vermilion. The monument, playground equipment and picnic pavilion, and settlers' cabin are all outside the boundary of the nominated property.

Historic Integrity

For a property to be listed on the National Register of Historic Places it must retain most aspects of integrity.

The depot's setting has undergone some change through time; however, these changes have not physically altered the structural or design integrity of the historic depot. While the passenger station does not display exceptional craftsmanship in its rendering, the depot's orderly layout, utility of function, and consistent architectural detailing represent solid and good design principles.

The Duluth and Iron Range Railroad Company Passenger Station of Tower, Minnesota retains its integrity of location, design, materials, feeling and association. The depot has not been moved from its original site, its design and materials have been predominantly retained, and there have been no dimensional additions to the structure. While the roof has undergone re-shingling over the years, the new asphalt shingles match the original in scale and color. The feeling and association of the depot has remained constant through its ninety-seven years as a fine example of an early-twentieth-century railroad passenger station.

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.
- [ ] 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.)

- [ ] 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 old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
TRANSPORTATION
ENTERTAINMENT/RECREATION

Period of Significance
1916-1951

Significant Dates
1916

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Duluth and Iron Range Railroad Company Passenger Station – Tower, Minnesota (hereinafter "Tower Depot") is eligible for the National Register of Historic Places under Criterion A, with the Areas of Significance being both Transportation and Entertainment/Recreation. As such, its level of significance is both local and statewide, relating to the state historic context of "Minnesota Tourism and Recreation in the Lakes Region, 1870-1945." It also relates to the National Park Service's internal context "Tourism and Recreational Development in the Minnesota Northern Border Lakes, 1880s-1950s." The period of significance is from its construction date of 1915 through 1951, when the D&IR ended passenger service to Tower. All train service ceased in 1962, and in 1966 the railroad donated the depot to the City of Tower.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Tower Depot qualifies for the Register not only because it serves as a transportation resource for the Tower-Soudan area, but mainly because its construction allowed early access to, and promotion of, the northern Minnesota lake region. While much of the tourism for the area and statewide was highway-dependent, and thus did not develop until the mid-twentieth century, Tower (and later Ely) were important early outposts due to their convenient rail access, with service of up to three trains a day. Tower bolstered this service with a thriving city harbor, adjoining the depot, where passengers could disembark and then utilize boat services to get to Lake Vermilion's thriving lakeside resorts, many of which were only accessible by water.

Thus, the significance of the Tower Depot is that it facilitated the development of the resort and tourism industry on Lake Vermilion throughout the early part of the twentieth century, several decades before tourism became an important industry in St. Louis County and throughout the State of Minnesota.

Development History of the Tower-Soudan Community

St. Louis County, at over 7,000 square miles, sits in the northeastern section of Minnesota and is the largest American county east of the Mississippi. Established by territorial legislation in 1855 and 1856, the county is named for the St. Louis River, which traverses much of the county before coursing into Lake Superior. The county seat is Duluth, Minnesota, established in 1856.

Lake Vermilion was an important early Native American landmark. First settled by the Sioux, the area was later taken over by the Ojibwe, who still maintain the Bois Forte reservation on the western shore of the lake. Its very name, "Vermilion" comes from the French translation of the Ojibwe name "Onamuni," or "Lake of the Sunset Glow." (Carlson 1926, 2)

By the 1600s, voyageurs and fur traders considered the area an important trading route. Under the 1763 Treaty of Paris, the lake defined the border between Canada (along the northern and eastern shores, including what is now Tower), and the United States territories (the western shores). The British thus made economic claim to the lake until 1842, when the entire Arrowhead region was finally determined to be American soil. The area was subsequently settled briefly during an 1865-66 gold rush, though very little viable gold was discovered and claims were soon abandoned. (Helmberger 2005, 12-17).

Philadelphia financier and lawyer Charlemagne Tower began purchasing land around Lake Vermilion in the early 1880s, both on his own and by hiring men to falsely "homestead" parcels by claiming the land and then selling it to him, rather than themselves residing upon it. By 1882 Charlemagne Tower owned over 20,000 acres and held controlling interest in the Minnesota Iron Company, a business he formed with his son Charlemagne Tower Jr., local prospector George Stuntz, mining investor Edward Breitung, and land representative George Stone. Though the area's iron deposits had been known to the early Native Americans and confirmed by Stuntz and Stone during the 1860s gold rush, it was not until this partnership was developed that the full potential of the area's iron resources became evident.

Named for Charlemagne Tower, the city of Tower is the oldest Minnesota city north of Duluth, and was established in conjunction with its sister community, Soudan, directly adjoining the Soudan Mine. The town of Soudan, originally called "Tower Mines," and then "Breitung" and "Stone," was re-named in 1888 as an ironic reference to the Sudan Region of Africa (contrasting the heat of that region to the desperate cold of the Iron Range). (*Missabe Iron Ranger* 1954, 7)

Tower, consciously designed as the business district to Soudan's almost exclusively residential and mine-owned premises, grew quickly; it was platted in 1882, incorporated in 1884, and declared a city in 1889. While miners and their families lived in Soudan, Tower became the residential community of choice for the mining company's executives, as well as local business owners. Within a few short years, the city had a robust commercial district, including general stores, groceries, confectionaries, dairies, bakeries, hardware stores, blacksmith shops, jewelry stores, liveries, photography studios, drug stores, restaurants, hotels, and as many as thirty-three saloons. (Helmberger 2005, 29).

The earliest settlers of Tower-Soudan were mainly Cornish miners, recruited from the Menominee and Marquette Ranges of upper Michigan (King 1972, 21). By 1884, the Minnesota Iron Company had brought in over 350 individuals, providing them with jobs in the mine and company-built housing adjacent to it, as well as mine-run utility services. These original settlers were soon joined by other ethnic groups including a large Finnish population, drawn to the area

due to the opportunities in the mines and the geography, over which it was exclaimed "How like Finland is our new homeland!" (Kohehmainen 1944, 319). By 1890, the Tower-Soudan population was 1,110 (1890 census data), with anecdotal estimates as high as 5,000 (Helmberger 2005, 28). The vast majority of these residents were miners and their families, with a few employed in support industries.

The Soudan Mine is the oldest and likely the deepest mine in Minnesota (Lissandrello 1976, 3), and its importance in the region cannot be overestimated. Miners extracted the first iron ore from the mine's original Breitung Pit in 1884 (Lissandrello 1976, 3). Its early yield was remarkable, soon shipping over half a million tons of iron ore annually, with profits in the hundreds of thousands of dollars. Early open pit mining was followed by shaft mining, beginning in the 1890s; the mine descended to a depth of almost 2,500 feet, with tunnels running three-quarters of a mile to the east and west of the main shaft (Lissandrello 1976, 2) for a total of almost fifty miles of underground footage. Due to the strength of the iron deposits and encasing rock, miners were able to use a process called "cut and fill," which moved waste rock to the floor as the ceiling was mined, and eliminated the need to haul out the rubble. This made the Soudan Mine extremely efficient, in contrast to other Mesabi and Vermilion Range mines, especially near Ely, which were not as structurally stable.

The mine, which closed in 1962, was donated to the State of Minnesota in 1963. It became a National Historic Landmark in 1979.

The Coming of the Railroad

As immediately prosperous as the mine was, it soon faced an issue that area timber companies had long battled — without an efficient transportation system there was no good way to get the materials to market. Logs could be floated downstream, but the ore had to be stockpiled for the first year of the mine's operations. At the time that he established the mine in 1882-83, Charlemagne Tower had also attempted to found the Duluth and Iron Mountain Railroad Company in order to service it, but the legislature rejected his request for a swamp land grant. George Stone then connected him to the Duluth and Iron Range Railroad Company (hereinafter "D&IR"), which had been established in 1874 but had not yet laid any track. Tower subsequently purchased a majority interest in the D&IR, but a legal dispute with the line's former president, as well as Tower's request to the state legislature to change the terminus, further delayed construction of the line until 1883 (King 1972, 15-16). The John S. Wolf Company, a railroad contractor from Ottumwa, Iowa, was hired to lay the track at the rate of $12,500 per mile, with a penalty if the work was not completed by August 1, 1884 (King 1972, 18). Wolf completed the work on schedule, with the first ore car running on July 31, 1884. (*Missabe Iron Ranger* 1954, 5)

Construction of the D&IR had another lasting effect for the area — the formation of Two Harbors. The terminus, as originally negotiated with the legislature, had been moved from Duluth to Lake Superior's Agate Bay. The community of Agate Bay was established in the early

1880s, about the same time as Two Harbors and Burlington Bay, communities within close proximity of Agate Bay. Agate Bay continued as a thriving town until 1887 when, on February 18, the D&IR acquired the site the town occupied. The railroad quickly set about dismantling the town, and by 1888 had covered the town site with a coal storage platform. The railroad also erected railroad shops and ore docks. In 1907, the village of Two Harbors was re-platted so that it formally encompassed the original site of Two Harbors, the former town site of Agate Bay, as well as Burlington Bay (Gronhovd 2013.)

The railroad was so hastily constructed that, in the beginning, there were not even water towers for the engines; train crews needed to fill the car's boilers from the lakes and rivers between Two Harbors and Tower (Helmberger 2005, 30). However, soon the line was running a full contingent of trains and had appropriate support buildings, most of which are now lost. Several engines and other cars from the D&IR still remain, including resources currently at the Tower Depot and the "Three Spot," the original Locomotive Number 3 for the D&IR, displayed at the Lake County Historical Society in Two Harbors. (*Missabe Iron Ranger* 1954, 9)

Though the Minnesota Iron Company built the railroad for mine access, it became equally important for timber. Three of the largest sawmills were the C.L. White Lumber Company, the Howe Lumber Company, and the Tower Lumber Company. Sanborn Maps from 1888, 1892, 1904 and 1909 show these resources as being significant, and as having their own railroad services built by the logging networks and tying into the main railroads. Most were near the East Two Rivers harbor, though one was on Lake Vermilion's nearby Hoo-Doo Point, and had its own spur. This also inspired private service, and soon nearby Weyerhauser Lumber was estimated to have 1,300 miles of its own rail line between Lake Vermilion and Rainy Lake (Helmberger 2005, 57).

Tower's first depot was built sometime between 1884 and 1886 and was, for all intents and purposes, a freight depot for ore and timber. As it was the town's only depot, early Sanborn maps refer to it as a "passenger depot" (in the 1921 Sanborn, after the construction of the passenger depot, it is referred to as the "D&IR Freight Depot.") It was also used for storage, and housed the telephone exchange. The building was constructed on the western edge of the town, along what is now the intersection of Highway 169 and Cedar Street, with spurs running to the Soudan Mine for iron, and to Hoo-Doo Point for timber. The building itself was extremely modest, a long, narrow, one-story wood frame building with a projecting bay at the side façade and a covered platform. It was unadorned and utilitarian.

With easily accessible ore and a reliable transportation system, the Minnesota Iron Company flourished in the early years. In 1886, "Minnesota Bessemer" (the top grade ore) was selling at $6.50 a ton, with lower grades at $5.65 (King 1972, 27). With these profits in mind, a powerful new mining syndicate, backed by Henry Porter as well as Cyrus McCormick, Marshall Field, and John D. Rockefeller, began buying land in the Mesabi and Vermilion Ranges stretching as far north as Ely. The syndicate threatened to establish not only competing mines but also to build a new railroad, and they challenged the Minnesota Iron Company's tenuous land ownership rights.

In June 1887, Tower and company were finally persuaded to sell the Minnesota Iron Company and the D&IR to the Illinois Steel Company for $51.50 per share or a total of $6.4 million dollars (King 1972, 30).

The new company quickly extended the line to Ely to service the Chandler Mine, and expanded the Two Harbors railroad shops to better build and service the cars. The original, hastily erected wood frame buildings were replaced by sturdy brick and metal structures, and their capacity dramatically increased. Over 400 new freight cars (both flat beds and ore cars) were added to the line, many of which were built in Two Harbors. (King 1972, 33-34) The mining operations proved susceptible to mergers and acquisitions, and by the turn of the century the mines were finally amalgamated under U. S. Steel. In the late 1900s, after the period of influence of this report, the D&IR merged with the Duluth, Missabe, and Northern Railway Company (DM&N).

As the need for the railroad evolved, the D&IR turned its attention to new opportunities — passenger fares.

The New Tower Passenger Depot

Tourism to the area was given a jump-start by extensive promotion by the D&IR, beginning in 1908 under General Passenger Agent H. Johnson (Carlson 1926, 2). The railroad, perhaps sensing an expansion opportunity, was an early and ardent supporter of Lake Vermilion tourism. The D&IR, leading the growth of that industry decades ahead of other Minnesota recreational centers, played a significant role in Minnesota resort tourism.

However, as the industry was developed, one thing was clear — to meet the increased customer service needs of a tourism-based economy, Tower and the Lake Vermilion gateway would need a more welcoming depot. Though the original depot had included passenger service, its style and functionality displayed its freight-oriented roots, and its location was not ideal for expansion, parkland, or water access.

It was thus with great excitement that the *Tower Weekly News* announced in February, 1916 — "New Depot Assured." (*Tower Weekly News*, 2/4/1916). Later that year, the *News* asserted:

With the present growing passenger service of the railroad and with a future outlook that is good, a new depot is needed. Lake Vermilion has just begun to pull. Each year from now on the crowds will increase. The new depot will properly greet the new arrivals and care for their needs in a first class manner. (Tower Weekly News, 7/21/1916*)*

The long-promised new depot would be built in parkland just west of the Tower downtown and approximately 250 feet southeast of the old freight depot. The new facility would not only provide expanded services and amenities for the rail line passengers, but also supply closer access to water transport onto Lake Vermilion. The new structure would be built adjacent to the

"Tower Harbor," a widening in the East Two Rivers waterway, and near the town's historic 1901 McKinley monument. From here, it was envisioned that passengers could disembark from the train, stroll to the harbor, and be ferried by one of the boat services to Lake Vermilion resorts. This siting, however, basically turned its back to downtown Tower, and local businesses and residents on the eastern end of town petitioned for a more inclusive location; the railroad subsequently denied this request. (*Tower Weekly News*, 3/10/1916)

Though the previous depot had been described on Sanborn maps as a "passenger depot," the design alone indicated that passengers were little but an afterthought to timber and iron transportation. The long, barnlike space included little in the way of passenger comforts, except for a covered platform. In contrast, the 1916 depot was built specifically as a passenger depot (Schmidt 2012, 232). Designed by architect William H. Beyrer of Duluth, it was built by contractor George Spurbeck of Two Harbors for the cost of $10,000. (See *Figure 8: D&IR Passenger Station circa 1920,* and *Figure 9: Main, southwest-facing façade of D&IR Passenger Station in 1960s.*)

As was typical for this style of depot, a ticketing office was centrally located in the building; in Tower, this room also served as the post office, with a central double desk and mail sorting bins on one wall. Tickets were purchased through a ticket window in the main corridor "Ticket Area" which connected the women's and family's waiting room to the southeast and the single men's waiting room to the northwest.

The baggage room was located off of the men's waiting room at the northwest end of the depot and had some freight capacity, though presumably larger freight was handled at the terminus of the spurs. Some of the baggage, however, was rather unorthodox — Frank Franson remembers deer being shipped home by rail during hunting season. "I can remember the game warden John Piel, checking the deer to make sure they were legally tagged before they were loaded into a boxcar" (Franson letter, 2012). Then there were the fish during the summer: "When I worked at Grand View Resort in the late 1940s I packed many fish boxes with walleyes that I had gilled and gutted. Aronson's mail boat would pick them up and haul them across the lake and deliver them to the depot. Most of the fish were shipped to cities in Iowa and Illinois." (Franson letter, 2012)

The building had a partial second floor located above the ticket office, providing slightly more space and comfort for the "telephone girls" than the previous depot. Interior floors, woodwork, and design were all solid and presentable, if not elaborate. The waiting platform was concrete (rather than the wood construction of the old depot), and wide eaves provided cover from the elements. Exterior walls were stucco and wood, lending a more stable sense than the clapboard of the previous structure. Though the general style was simple and vernacular, the new structure was stylistically a strong contrast to its open, box-like, wood-frame predecessor.

The railroad line ran to the southwest side of the depot, with a wide, covered passenger platform. Displayed there is a collection of restored cars associated with uses at the depot, including: a steam engine, a coal tender, passenger car, worker's car, and caboose.

The first D&IR train arrived at the new depot at 7:35am on November 25, 1916.

Incentives to Lake Vermilion Tourism

The D&IR service and the new Tower Depot provided unusual transportation access for the burgeoning lake tourism industry. Primary attractions included swimming, boating, fishing, picnicking, scenery, and hunting — some of the same attractions that early industries, such as the mines, had used to attract workers to the area. However, with access to most lakeside recreational areas limited due to a lack of railroad lines, Lake Vermilion was uniquely situated to take early advantage of the demand for leisure tourism.

If an established railway was the first major incentive to tourism, the relationship of the passenger depot to the Tower Harbor was the practical element that really made it work. Access to Lake Vermilion's 1,200+ miles of shoreline had been primarily by boat since the first Native Americans plied the water with birch bark canoes. In 1884, Louis Mosier constructed the first rough, split-log steamboat on Vermilion (Carlson 1926, 3), and by the turn of the century it had been supplanted by seven others, with another three added in the early 1900s. The railroad hastened this development, as large steamboats and their parts could be imported from Duluth and the Twin Cities. Gas boats were introduced at the turn of the century, and speedboats soon became popular. The city harbor, established in 1865 and located on a naturally wide point at the bend of the East Two Rivers, provided relatively easy water-based transportation to the lake's long shoreline and 365 islands, without the delay and expense of roads and supporting infrastructure.

Sanborn maps demonstrate that the harbor was well-developed by the mid-1910s, including 40+ wet boathouses, 2 ice houses, 2 soft drink storage houses, and 6 multi-vehicle automobile garages. Major boating liveries included the Vermilion Boat and Outing Company, Aronson's, Bystrom Boat Works, and Gruber Brothers. These companies operated everything from steamboats to speedboats. In addition to passenger service, they carried freight and the mail.

The rails brought people to Tower, and the boats provided transportation to the plethora of resorts located on Lake Vermilion. The first resorts opened at landings that had formerly served homesteaders and their farms. Goodwill's (now Muskego Point Resort), built in 1894, is usually cited as the first resort on the lake, followed by Joyce's Landing (now Pehrson Lodge) in 1900/1902, Grandview Resort (circa 1905), and a moose-hunting camp known as Hunter's Lodge (1907). The Vermilion Boat and Outing Company opened in 1908 and built cabins with boat service on Gold Island, followed by another development on Isle of Pines soon after and the famous Hotel Idlewilde in the mid-teens. The lake also had abundant private homes, as well as

company-owned properties such as the Stuntz Bay boathouses, where the land was owned by the mine but leased to employees to build boathouses starting in 1884.

The Development of the Tourism Industry

As noted earlier and in the statewide historic context "Minnesota Tourism and Recreation in the Lake Region, 1870-1945," Minnesota's resort activity was not prominent until the late 1920s-early 1930s, when it developed in relationship to easier access through increased automobile usage and better, more comprehensive roads and highways. Due to the railroad and related amenities, Lake Vermilion is a distinctive and unusual exception, and its tourism industry did its best to sustain that momentum.

The ongoing national publicity campaign by the D&IR was perhaps the largest factor in this success. It is unclear exactly what the original impetus for this campaign was, other than increased fares and ridership. However, the campaign was both extensive and comprehensive, including internal employee publications, railroad-produced promotional literature, brochures produced in association with other interested parties such as the Vermilion Boat and Outing Company, and smaller pieces such as timetables. Descriptions in these brochures tended towards the picturesque, describing "miles and miles one may wander along undulating river banks and winding shores and scarcely see a sign of man's habitation (*Vermilion Route* n.d., 1) or "Man with his instruments of progress has not as yet conquered the wilds of Lake Vermilion and marred its virginal beauty." (Bahr 1923, 3). Brochures included extensive graphics, including photos of the scenery and of the trains' luxuries, as well as stylized drawings of lakeshores and leisure activities. The D&IR even renamed the line the "Vermilion Route," running from Saint Paul's Union Depot to Ely.

A 1914 publication by the Vermilion Boat and Outing Company, entitled *Beautiful Lake Vermilion*, could not have been more clear about the relationship between the railroad, the harbor, and the resorts. "To get to Lake Vermilion," it instructs, "Go to Duluth, Minn., take the D&IR train at 7:30am or 3:15pm for Tower, Minn., 100 miles from Duluth. To get from Tower to Cottages or Hotels — Take one of the Vermilion Boat & Outing Co.'s launches, the 'Scout' or the 'Sally,' at their dock at the depot." (*Beautiful Lake Vermilion* 1914, 2). It helpfully then lists cabin costs, launch rates, and leisure suggestions, ending with the entreaty:

Do you long for the Pines and the Lakes?
Feel the "Call of the Wild?"
Want to camp out? Or live in a cottage?
Catch a fine string of fish?
Sleep under the "murmuring pines" where the nights are cool?
Get rid of your hay fever or weak lungs?
See deer and moose in their native haunts?
Paddle a birch bark through an almost unexplored country?

If you do, come to
Beautiful Lake Vermilion
In the Pine Forests of Northern Minnesota (*Beautiful Lake Vermilion* 1914, back cover)

A D&IR promotional brochure more prosaically explained:

Lake Vermilion is reached from Duluth by the Duluth and Iron Range Railroad Company, which runs first-class all-steel trains twice daily, including observation and café cars, all of which add to the pleasure of the trip. Boat companies at Tower run a daily service to all points on the lake. (D&IR archives, MHS).

The area was advertised widely, with tourists coming from Minnesota but also the upper Midwest in general, particularly Iowa and even Chicago (Carlson, 6). Much of the Chicago contingent was thought to be related to the influence of evangelist Dr. Preston Bradley, founder of the People's Church in Chicago. Bradley's summer home on Black Duck Island, built in the 1920s, was said to draw many followers to the area (Helmberger 2005, 68; *Missabe Iron Ranger* 1954, 11).

Outdoor sports such as boating and fishing were the main lure, but the region was also advertised as providing relief from late summer allergies, among other health benefits ("Unexcelled for Hay Fever" in *Over the Old Vermilion Trail*). Carlson optimistically stated "Time is coming when we will have resorts of a class equal to those in Florida and California, and at the same time preserve our wilderness" (Carlson 1926, 6), and the railroad publications upheld these claims. Lake Vermilion was unabashedly promoted as a wilderness utopia, and more resorts and private properties were built on the lake.

The peak period for Lake Vermillion resorts was the 1920s, when a 1926 description tallies "nineteen resorts on the lake, with accommodations for over nine hundred and with a valuation of over $600,000." (Carlson 1926, 6). Bahr's publication describes in detail eight large resorts: the Bay View Inn (formerly the Dew Drop), Birch Point Inn, Fernlund's, Goodwill's, Jackson's Place, Joyce's Landing, Osterberg's Island, and Sody's Place. The Birch Point Inn and Hotel Idlewilde are also often cited, especially the Idlewilde for dancing. Most had a rustic, wilderness feel that played up the picturesque images of the lake. In 2012, the Lake Vermilion resort website lists 39 lakeside resorts, many of which are iterations of those first rustic retreats. There were also over four hundred private homes (mostly summer residences), as well as six hotels in Tower itself, most notably the luxurious Vermilion Hotel.

Speculative companies such as the Gray-Wertin Company and Geo. S. Houston Company planned to develop large residential estates on the lake, but these plans never materialized (Helmberger 2005, 62). Instead, the United States National Forest System established the Superior National Forest, which surrounds Lake Vermilion, in 1909, and the Superior Roadless Area in 1926. These measures were designed to protect the area from extensive development, while encouraging wilderness tourism.

A Gradual Decline

The booming tourism of the first part of the twentieth century began to decline by the late 1930s-early 1940s. By then, improved road and highway service, greater automobile ownership and usage, and increased leisure time meant that much of the state had opened up to tourism, and Lake Vermilion no longer held a competitive advantage. Auto-related industries, such as the Minnesota Scenic Highway Association, began extensive promotional campaigns that overshadowed the D&IR efforts. Soon, as the interstate highway system developed and international travel became more popular following WWII, Minnesota lakeside tourism began to decline. The statewide context "Minnesota Tourism and Recreation in the Lakes Region" defines the main period of influence as ending in 1945.

In Tower, Minnesota State Highway 169 was extended and re-routed in 1948, which caused a re-alignment and reduction of the harbor beginning in the late 1930s. With declining ridership, the D&IR ceased passenger service in 1951, and freight service for the remaining iron ore in 1962.

However, without the promotion of the D&IR, and the resulting construction of the Tower Depot, the area would likely not have been able to pioneer Minnesota's unique lake resort identity. The depot was important not only as Tower's first passenger depot, but especially in relationship to the river harbor access that allowed passengers easy access to boat services taking them directly to resorts. The resorts, many of which grew out of homesteaded properties and lake landings, thus developed in a symbiotic relationship to the depot and the harbor.

This early tourism, much before lake region tourism in the rest of the state, allowed Tower continued prosperity as timber and iron resources began to dwindle. Lake Vermilion became an early lake tourism destination, and its beauty and popularity set the stage for the Voyageurs National Forest and Boundary Waters Canoe Area and for the outdoor tourism the Arrowhead region is known for today. Unassuming as it may initially seem, the Tower Depot is a pivotal resource in this important Minnesota industry.

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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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:
____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
_X_ Other
Name of repository: _Tower-Soudan Historical Society Center_

Historic Resources Survey Number (if assigned): __SL-TWC-007_

10. Geographical Data

Acreage of Property ___.75 acre_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

[X] NAD 1927 or [ ] NAD 1983

1. Zone: 15	Easting: 553984	Northing: 5294808
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the nominated property shown on the *Passenger Station Boundary Map* (See *Figure 12*) includes the passenger station, a stretch of original rails, a steam locomotive with coal tender, a passenger car, a worker's car, and a caboose. Also included within the boundary are the noncontributing 21st century solar-paneled metal canopy and a semaphore pole.

From a point 15 feet to the northeast of the east corner of the northeast and southeast elevations of the passenger station, the boundary extends southeasterly 104 feet on a line parallel with the station's northeast elevation. From that point the boundary extends southwesterly 81 feet on a line parallel with the station's southeast elevation. From that point the boundary extends northwesterly 406 feet on a line parallel with the station's southwest elevation. From that point the boundary extends 81feet northeasterly on a line parallel with the station's northwest elevation. From that point the boundary extends southeasterly 302 feet to the point of origin.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the passenger station, remaining rails, steam engine with coal tender, and railroad cars that had an association with the D&IR passenger service during the period of significance.

11. Form Prepared By

name/title: Thomas R. Zahn , Principal; Bethany Gladhill, Associate
organization: Thomas R. Zahn & Associates LLC
street & number: 807 Holly Avenue
city or town: Saint Paul state: Minnesota zip code: 55104
e-mail tzahn@comcast.net
telephone: 651-221-9765
date: January 9, 2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Duluth and Iron Range Railroad Company Passenger Depot

City or Vicinity: Tower

County: St. Louis State: Minnesota

Photographer: Thomas R. Zahn

Date Photographed: October 19, 2012, January 5, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #1 (MN_St. Louis County_D&IR Railroad Passenger Station_0001)
Station, D&IR steam engine, railroad cars, solar canopy, and semaphore, camera facing southeast.

Photo #2 (MN_St. Louis County_D&IR Railroad Passenger Station_0002)
Northwest elevation, camera facing southeast.

Photo #3 (MN_St. Louis County_D&IR Railroad Passenger Station_0003)
Southwest and northeast elevations, camera facing west.

Photo #4 (MN_St. Louis County_D&IR Railroad Passenger Station_0004)
Southeast elevation, camera facing northwest.

Photo #5 (MN_St. Louis County_D&IR Railroad Passenger Station_0005)
Northwest elevation, camera facing southeast.

Photo #6 (MN_St. Louis County_D&IR Railroad Passenger Station_0006)
Northeast elevation, camera facing southwest.

Photo #7 (MN_St. Louis County_D&IR Railroad Passenger Station_0007)
Main elevation, camera facing southeast.

Photo #8 (MN_St. Louis County_D&IR Railroad Passenger Station_0008)
Main and southeast elevations, camera facing north.

Photo #9 (MN_St. Louis County_D&IR Railroad Passenger Station_0009)
Women's Waiting Room, camera facing southeast.

Photo #10 (MN_St. Louis County_D&IR Railroad Passenger Station_0010)
Ticket window in corridor, camera facing west.

Photo #11 (MN_St. Louis County_D&IR Railroad Passenger Station_0011)
Center Office with windows into the Women's Waiting Room, camera facing southeast.

Photo #12 (MN_St. Louis County_D&IR Railroad Passenger Station_0012)
Center Office bay window, camera facing southwest.

Photo #13 (MN_St. Louis County_D&IR Railroad Passenger Station_0013)
Men's Waiting Room looking toward opening to baggage area, camera facing west.

Photo #14 (MN_St. Louis County_D&IR Railroad Passenger Station_0014)
Baggage room divider wall, camera facing northeast.

Photo #15 (MN_St. Louis County_D&IR Railroad Passenger Station_0015)
Baggage Room doors to train platform, camera facing southwest.

Photo #16 (MN_St. Louis County_D&IR Railroad Passenger Station_0016)
Exchange Office on 2nd floor, camera facing southwest.

Photo #17 (MN_St. Louis County_D&IR Railroad Passenger Station_0017)
Museum's collection of railroad cars, camera facing north.

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.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

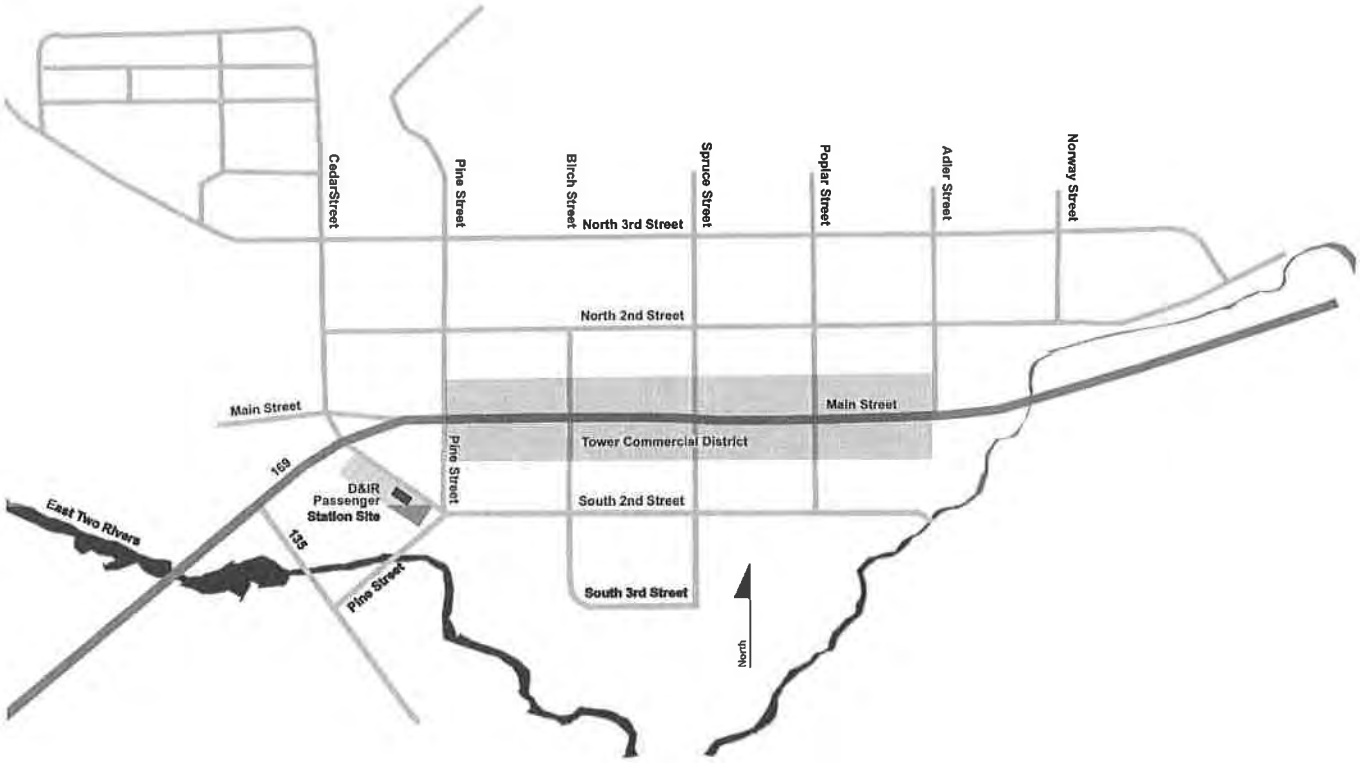

Figure 1: City of Tower Minnesota map, showing the location of the D&IR Passenger Station (left) and the commercial district (center).

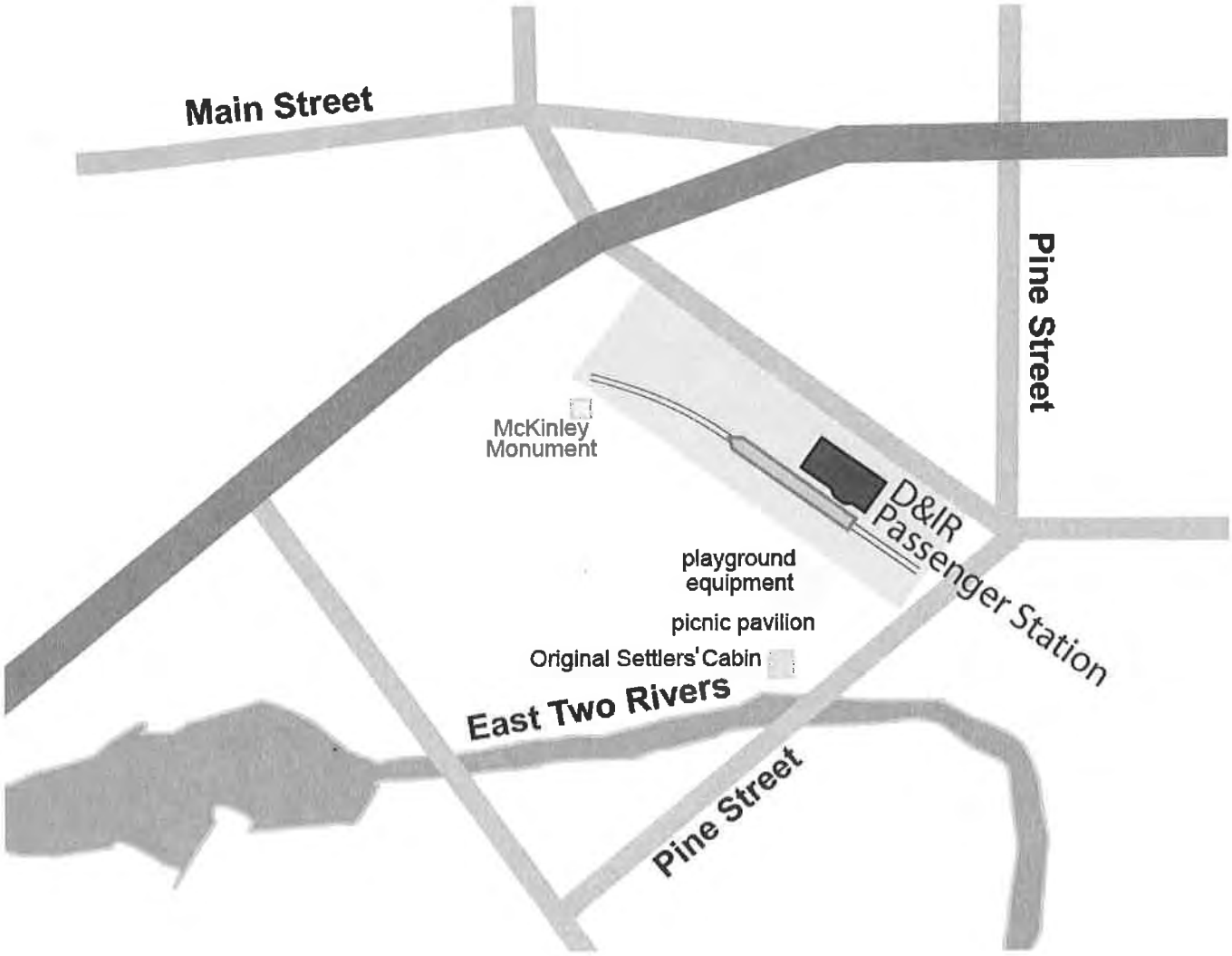

Figure 2: D&IR Passenger Station site map.

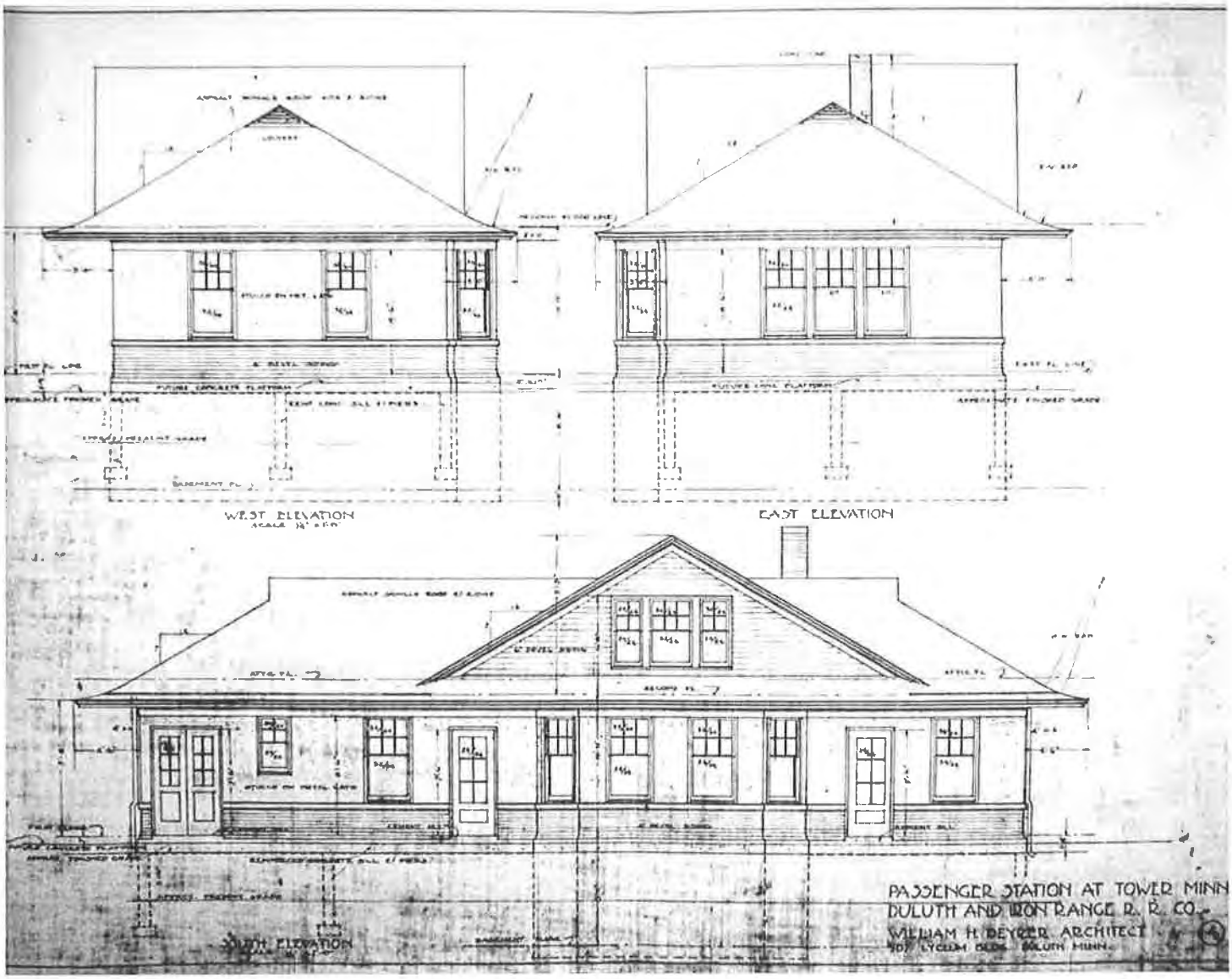

Figure 3: D&IR Passenger Station original elevation plans. Originals at the Tower-Soudan Historical Society.

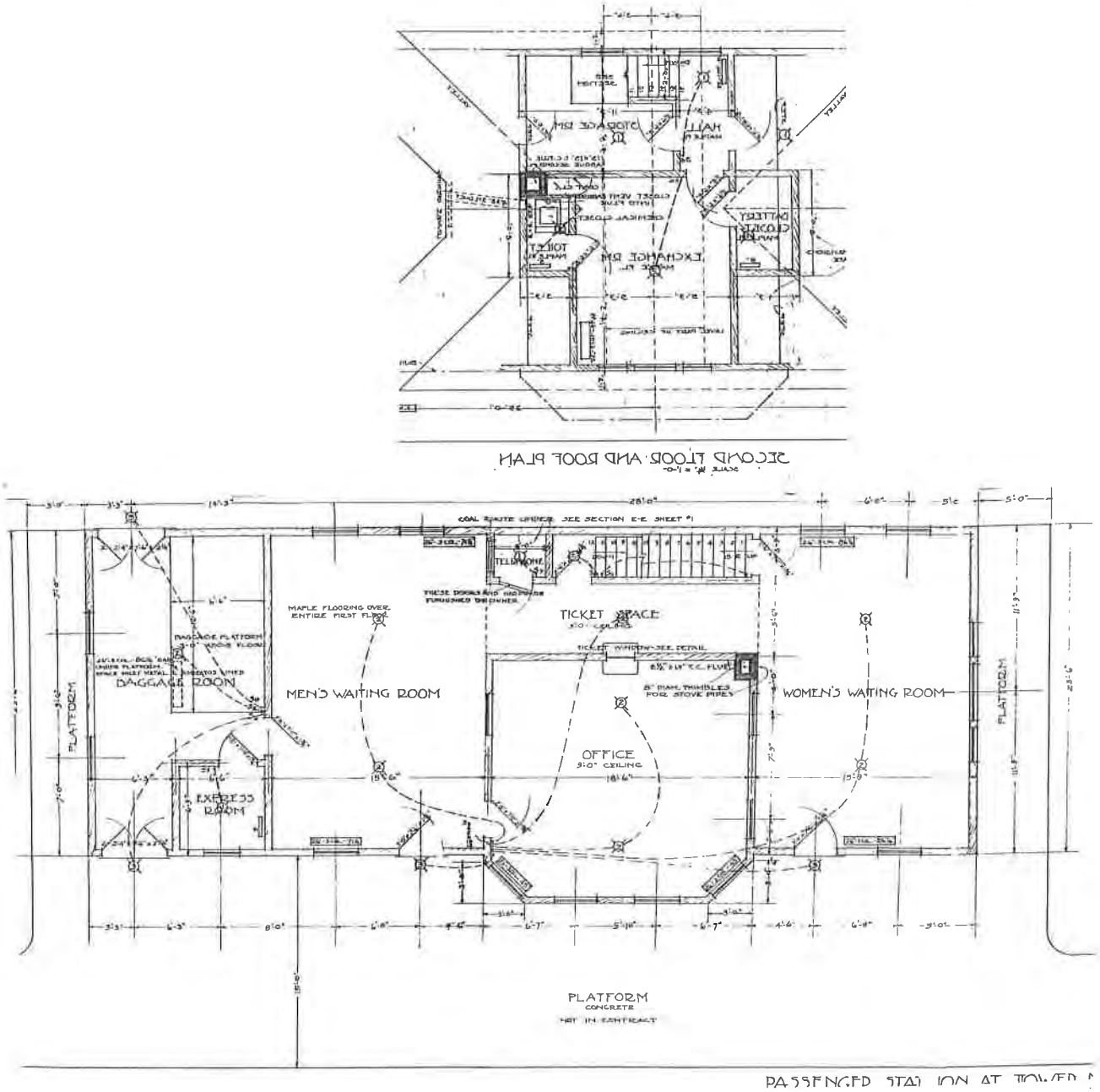

Figure 4: D&IR Passenger Station original floor plans. Originals at the Tower-Soudan Historical Society.

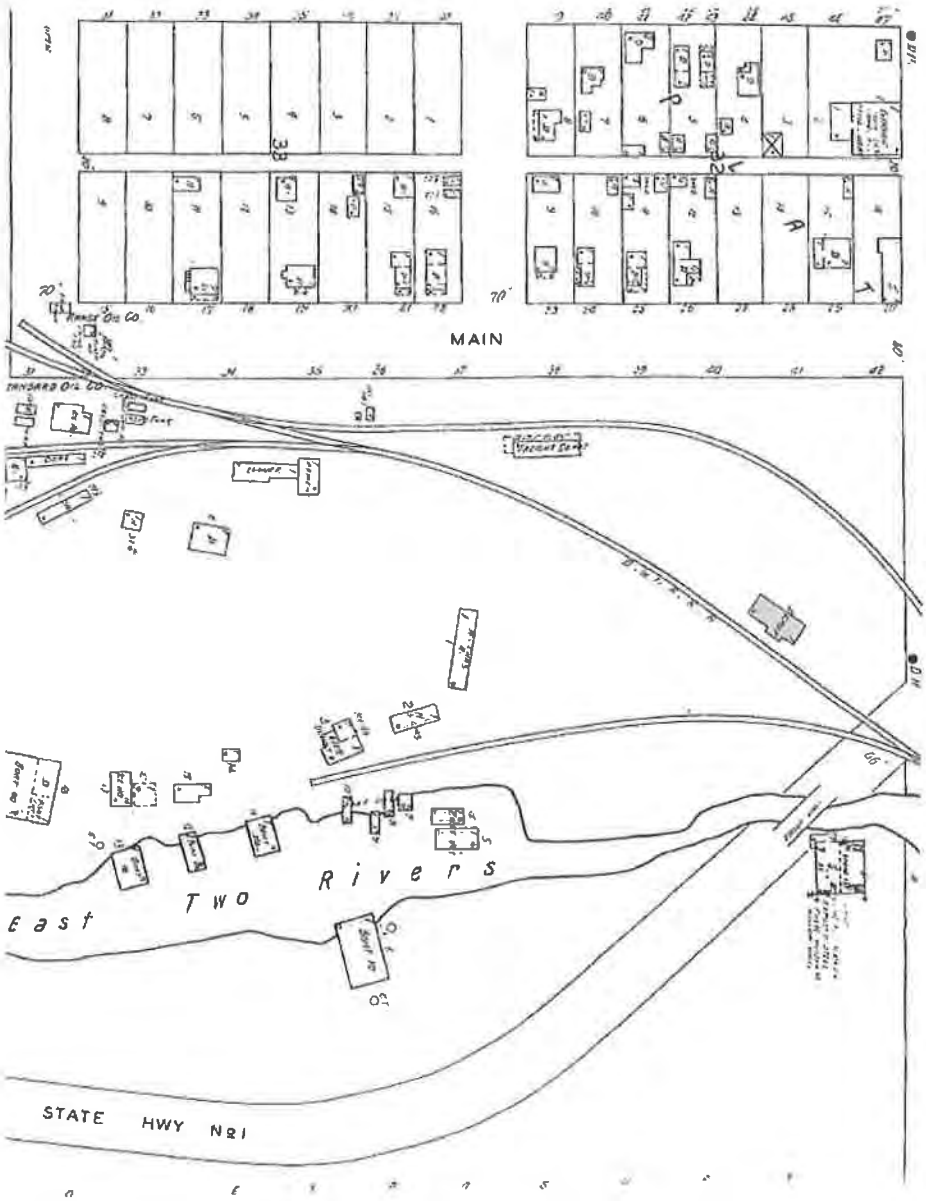

Figure 5: Sanborn Fire Insurance Map of 1937 showing the location relationship between the original depot sited near Main Street and the D&IR Passenger Station. The Sanborn Map also shows the station's proximity to the East Two River "harbor" boathouses.

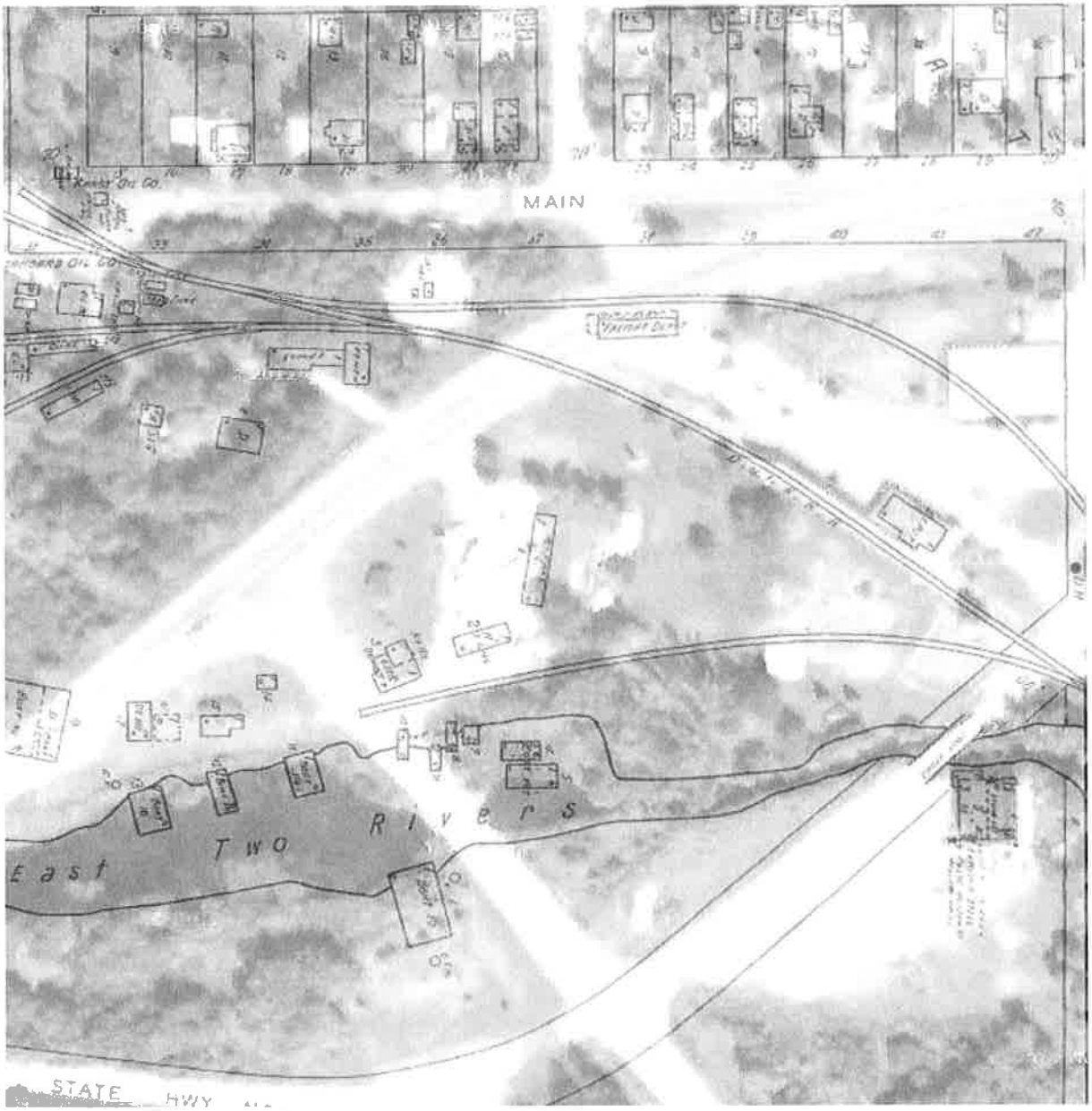

Figure 6: The 1937 map overlaying a current satellite image of the depot site.

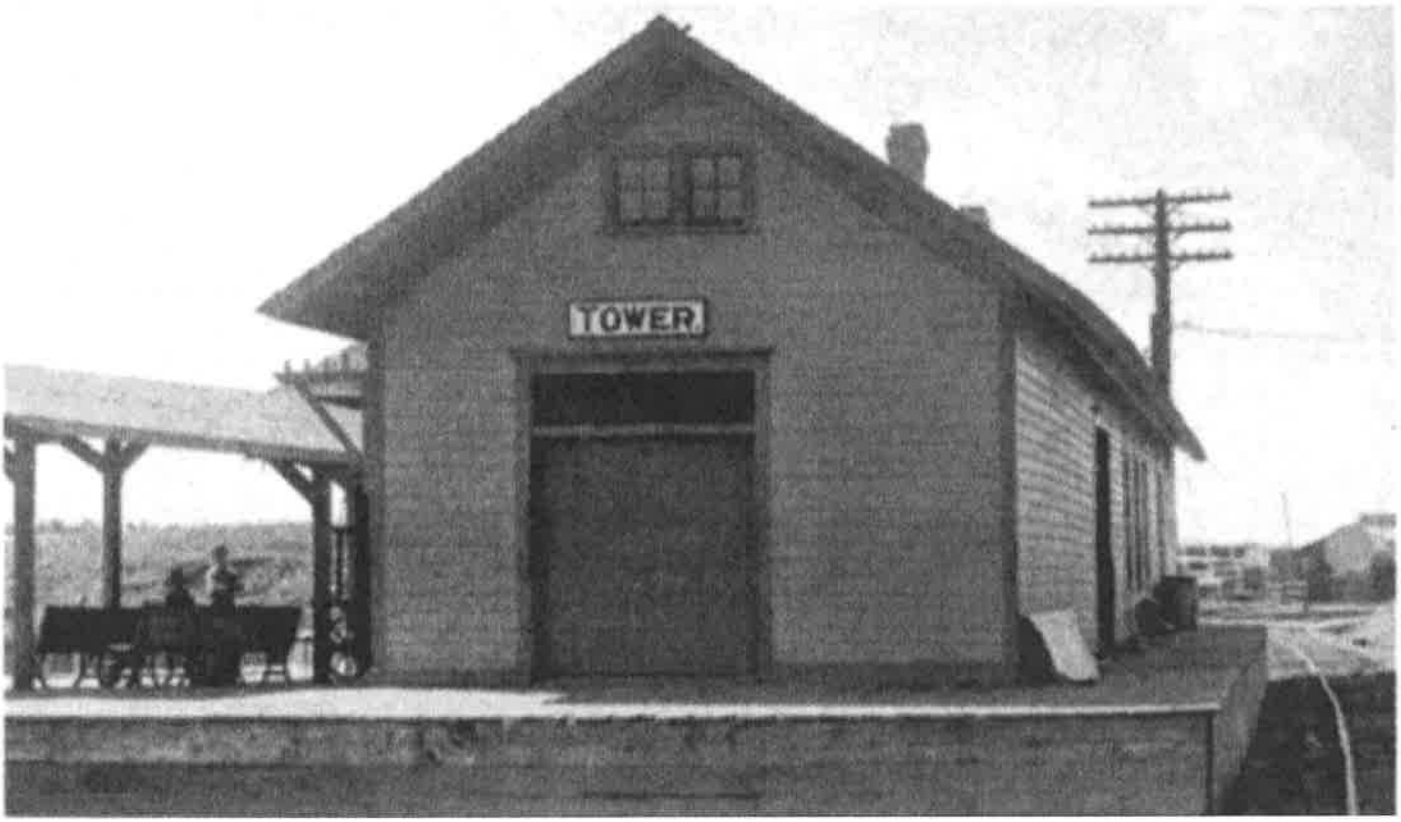

Figure 7: Original Tower depot. Late-nineteenth-century view of the original depot, looking west. In *The Messabe Road*

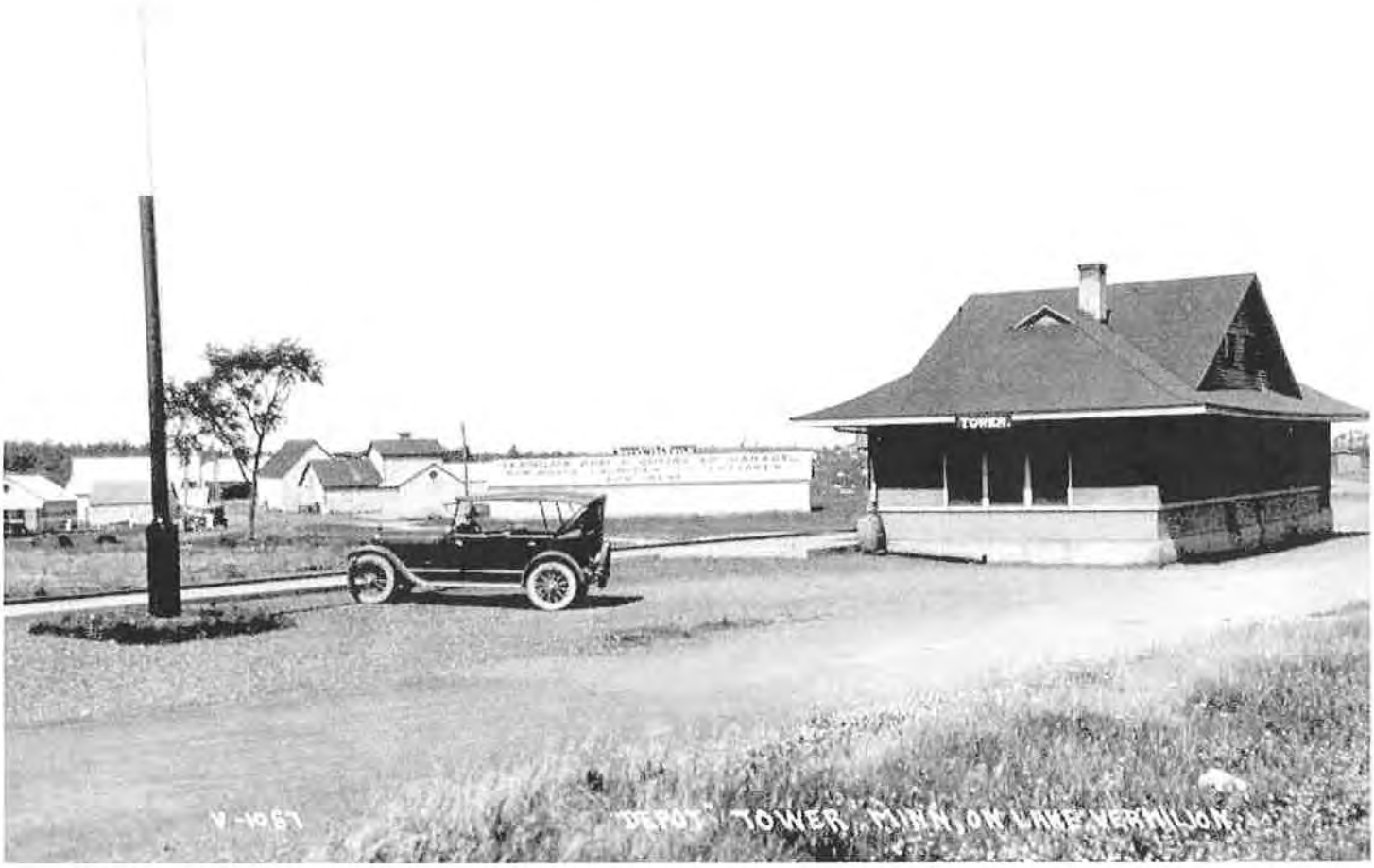

Figure 8: D&IR Passenger Station circa 1920, looking northwest. Note signage on roof of background parking shed reads:

VERMILION BOAT & OUTING CO. GARAGE
NOW BOATS , LAUNCHES AND COTTAGES FOR RENT

Photograph at the Tower-Soudan Historical Society.

Figure 9: Main, southwest-facing façade of D&IR Passenger Station in the 1960s. Photograph at the Tower-Soudan Historical Society.

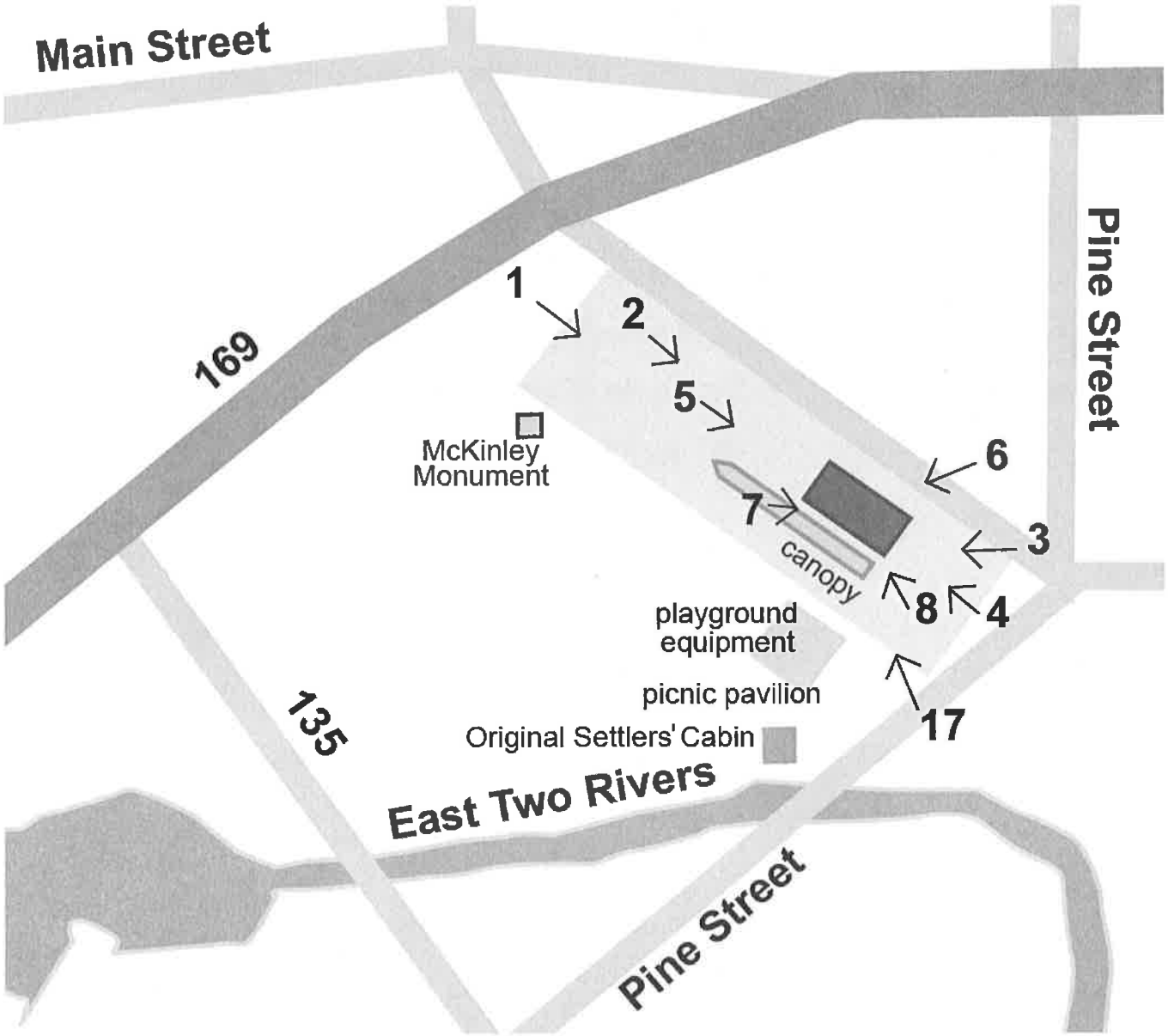

Figure 10: Photo Key for exterior photography.

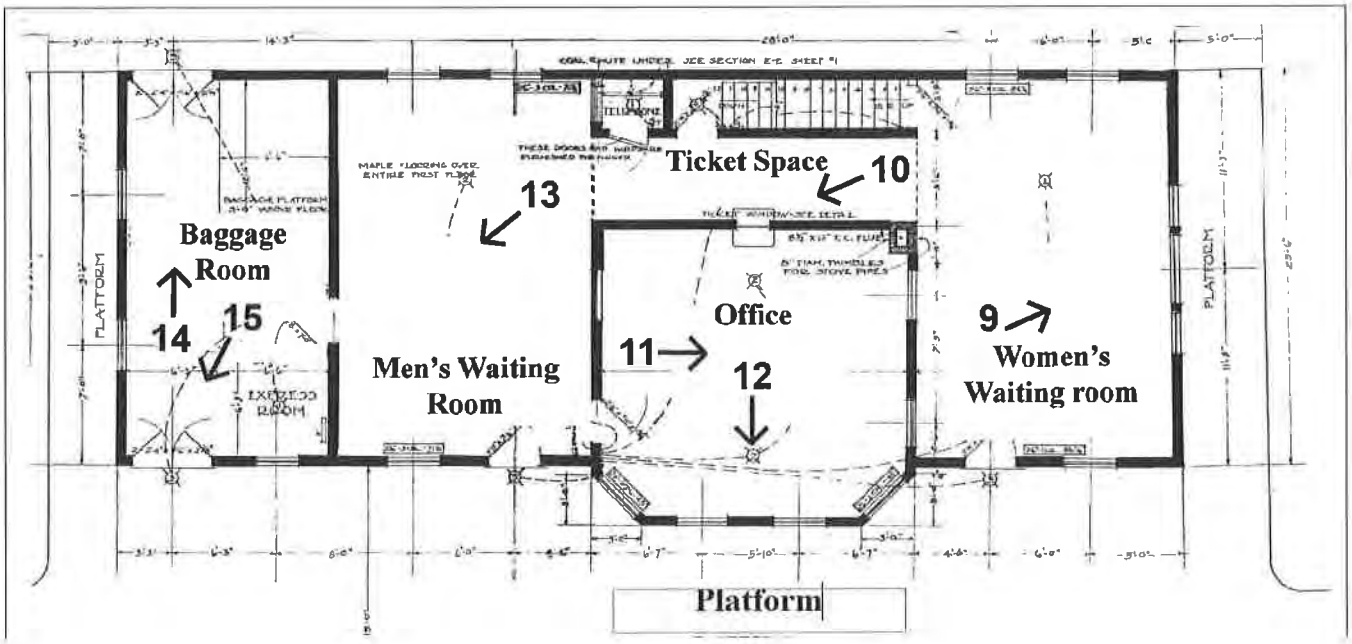

Figure 11: Photo Key for interior photography.

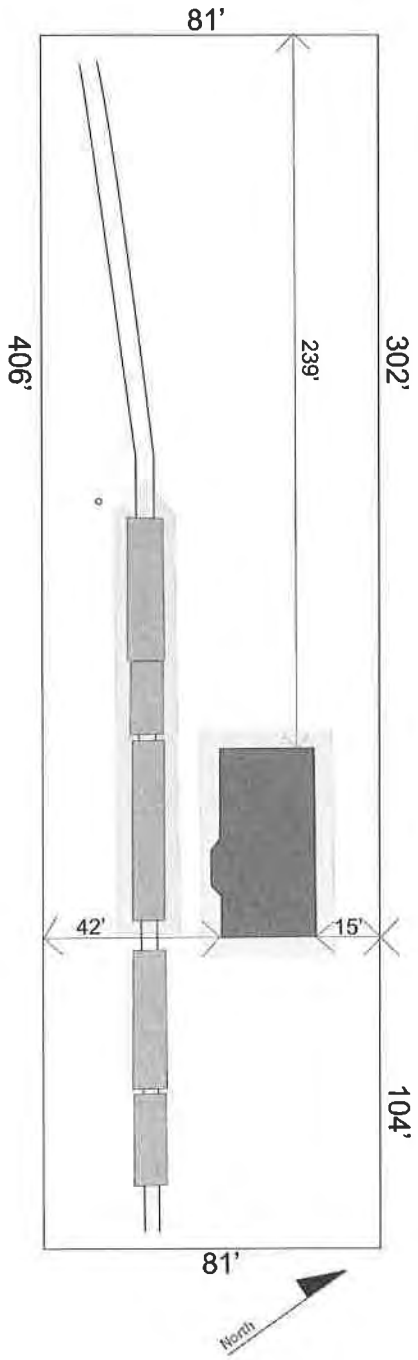

Figure 12: Passenger Station Boundary Map.

TOWER

TOWER
Lake Vermilion Area
Chamber
of Commerce
TOURIST
INFORMATION
LOCOMOTIVE 1218

RAILROAD
CROSSING
81

TOWER
Chamber
of Commerce
Inquire Within
TOURIST
INFORMATION
CLOSED
DULUTH

MUSEUM & GIFT SHOP
VISITOR INFORMATION
Tower/Soudan Historical Society
404 Pine Street
Lake Vermilion Resort Association

Employees Only
Real Gold
$4.00
Per
LADIES
NFIB
DULUTH MISSABE
VOYAGEUR COVE
WHITE EAGLE

1946

L C Smith
Duluth-Missabe

STOP
CHILDREN
COASTING
VERMILION LAKE
INDIAN SCHOOL
RAY DOUCETT

TROUT LAKE PORTAGE
EARLY 1900'S
Morris Howe

GOLD

Change happens at

C-73
C-73