

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property

=====

historic name Marquette and Western Railroad Negaunee Depot

other names/site number Duluth, South Shore and Atlantic Negaunee Freight Depot

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2. Location

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street & number 420 Rail Street not for publication N/A  
city or town Negaunee vicinity N/A  
state Michigan code MI county Marquette code 103  
zip code 49866

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3. State/Federal Agency Certification

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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      nationally      statewide X locally. (    See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official Date

MI SHPO  
\_\_\_\_\_  
State or Federal Agency or Tribal government

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

\_\_\_\_\_  
Signature of commenting official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

=====  
4. National Park Service Certification  
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I, hereby certify that this property is:

\_\_\_\_\_ entered in the National Register \_\_\_\_\_  
\_\_\_\_\_ See continuation sheet.

\_\_\_\_\_ determined eligible for the \_\_\_\_\_  
National Register  
\_\_\_\_\_ See continuation sheet.

\_\_\_\_\_ determined not eligible for the \_\_\_\_\_  
National Register

\_\_\_\_\_ removed from the National Register \_\_\_\_\_

\_\_\_\_\_ other (explain): \_\_\_\_\_

\_\_\_\_\_  
Signature of 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

Contributing	Noncontributing
<u>  1  </u>	<u>  0  </u> buildings
<u>  0  </u>	<u>  0  </u> sites
<u>  0  </u>	<u>  0  </u> structures
<u>  0  </u>	<u>  0  </u> objects
<u>  1  </u>	<u>  0  </u> Total

Number of contributing resources previously listed in the National Register   0

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

N/A

=====

6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Rail-related

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Current Functions (Enter categories from instructions)

Cat: Commerce / Trade Sub: Professional

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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7. Description

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Architectural Classification (Enter categories from instructions)

Late Victorian: Stick

\_\_\_\_\_

\_\_\_\_\_

Materials (Enter categories from instructions)

foundation Concrete

roof Asphalt Shingle

walls Wood: Board Siding

other \_\_\_\_\_

\_\_\_\_\_

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

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8. Statement of Significance

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

- 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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation  
Architecture  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance 1884-1957  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates 1884  
1885  
1912

Significant Person (Complete if Criterion B is marked above)  
\_\_\_\_\_

Cultural Affiliation N/A  
\_\_\_\_\_  
\_\_\_\_\_

Architect/Builder Wahlman & Grip, Ishpeming, Contractors  
\_\_\_\_\_

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

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9. Major Bibliographical References

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

Previous documentation on file (NPS) - None

- 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 # \_\_\_\_\_

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Peter White Public Library - Marquette, Michigan

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10. Geographical Data  
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Acreage of Property 0.35 acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	16	453000	5149380	3	_____	_____
2	_____	_____	_____	4	_____	_____

\_\_\_\_\_ See continuation sheet.

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

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

=====  
11. Form Prepared By  
=====

name/title Richard Uren AIA

organization Northern Design Works date July 29, 2007

street & number 420 Rail Street telephone (906) 475-6616

city or town Negaunee state MI zip code 49866

=====  
Additional Documentation  
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Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

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

=====  
Property Owner  
=====

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

street & number 420 Rail Street telephone 906-475-6616

city or town Negaunee state MI zip code 49866

=====  
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 36 hours per response including the 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 National Register of Historic Places, National Park Service, 1849 C St., NW, Washington, DC 20240.

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Marquette & Western Railroad  
Depot - Negaunee\_\_\_\_\_

name of property  
Marquette County, Michigan\_  
county and State

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**Narrative Description**

The former Marquette and Western Railroad Depot was constructed in 1884 in the late Victorian stick style. It is a single story wood structure, approximately twenty two feet x seventy two feet in size. The exterior of the building retains its original board and batten siding and Victorian trimwork. The interior of the building consists of a large freight room on the east end of the building and a number of smaller rooms on the west end. The interior is currently a mix of original woodwork and later modifications.

The depot is located at the corner of Rail Street and Gold Street in downtown Negaunee. Rail Street runs down the south side of what was originally a wide railroad grade with tracks that ran on both sides of the depot building. The tracks were removed when the grade was converted to a city street. A later depot built in 1910, commonly known as the Union Depot, is located on the west side of Gold Street. Directly to the north of the depot is a currently vacant building, which was originally a hotel conveniently located for travelers arriving on the trains.

The foundation of the building consists of concrete foundation walls on the north and south side of the building. The east and west walls were supported on timbers spanning between these walls, with a small pier at mid-span. These timbers were placed directly on the ground and after many years suffered from decay. The west side of the building has a concrete masonry foundation wall which was recently installed to replace the decayed timber. The east side has the timber in place with signs of sagging due to the failure of this foundation.

Wood timbers rest on the north and south foundations and support wood floor joists and balloon framed wall studs. A wood beam runs down the middle of the floor joist span. The wood beam appears to have been re-used from a previous structure and rests on concrete masonry piers. These piers and possibly the center beam were likely installed in 1912 when the building was moved to this location. The roof structure is composed of site built wood trusses assembled from two inch thick lumber.

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The exterior of the building is primarily clad in board and batten siding, with a band of vertical board siding, cut to a decorative V shape at the transition, and further board and batten siding at the top of the wall. Typical of railroad depot construction, the building has relatively deep eaves on the north and south side supported by brackets. The brackets have beveled edges, reveals, and medallions applied for decoration. A slant sided bay projects from the south wall, near the west end.

The roofing is currently asphalt shingles. These were applied when the building was renovated into an artist's studio around 1981, after having been boarded up since it was closed in 1965. An article in the July 24, 1884 *Negaunee Iron Herald* mentions "The slate is being put on the roof of the new M. & W. R.R. depot", suggesting that slate was the original roofing.

The windows and doors were replaced during the 1981 renovations. The original sliding freight doors are in place on three of the openings on the inside of the freight room. On the south side of the building, two more of these doors were relocated during those renovations to the exterior of the building and hang on the outside wall. These doors originally were on the inside of the openings, and are deteriorated from their full exposure to the elements. The opening on the east wall is filled with a sliding patio door outside of the original door. Three of the other sliding door openings are infilled with windows, the fourth with a door and sidelite. The original colored glass transoms are still in place above the windows on the west end of the building. The double doors on the west end of the building had been replaced with another sliding patio door. This was recently removed and the opening filled with a wall trimmed to resemble the original double doors.

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The interior of the freight room walls at the east end of the building retains the original wide horizontal board paneling. This paneling is un-finished and has an interesting collection of 120 years of scribbled notes, numbers, and graffiti. The ceiling of this room was covered with drywall at some point, probably during the 1981 renovations. The floor is finished with maple strip flooring and appears to be original. The flooring is in generally good condition, despite showing the marks of considerable use over time. Some areas of flooring are more deteriorated than others, probably from exposure to water during the time the building was boarded up and not maintained. An antique freight scale is still in place in the freight room with "Fairbanks patent no. 1" cast into the platform.

The west end of the building appears to have originally been three rooms that ran north to south across the building. These likely were offices and the passenger waiting area. At some point early in the building's life, the walls were reconfigured to create three smaller rooms across the south wall, with one long room running lengthwise along the north wall. The floor was raised in the north room to match the higher floor of the freight room. The work was not done with the same concern for trim and fit as the original work, and may have been completed when the building was relocated in 1912 for use as a freight depot.

The walls and ceiling in the west end of the building were originally of beaded board paneling. A chair rail divides the paneling a few feet off the floor. The doors and windows have wide fluted trim, with large carved blocks at the corners. The ceilings were framed with box beams and large cove molding to create a coffered ceiling. The ceiling pattern suggests the original three room layout, as the walls added later do not match the ceiling grid.

The 1981 renovations covered about half of the paneling with horizontal pine tongue and groove paneling. A partial loft was also constructed in the long room at the north wall. The loft was recently removed and the horizontal paneling is currently being removed and the original paneling exposed and repaired.

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The flooring in the west end of the building is also maple strip flooring. The raised floor in the north room has the same flooring, with the original floor visible below the raised floor framing from the crawlspace.

No original light or plumbing fixtures remain. There are a number of porcelain bases left on the ceiling that suggest cord hung light fixtures were in place at one time. Remnants of knob and tube wiring are visible in the attic and crawlspace, as are glass insulators with wiring that likely was telegraph wiring for the railroad running through the attic.

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Marquette & Western Railroad  
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**Statement of Significance**

The Marquette and Western Railroad's Negaunee depot is significant as a piece of the railroad network critical to this iron mining community. The depot was built in 1884 as a freight and passenger depot, but only served one year before the line was bought by its competitor, the Marquette, Houghton and Ontonagon. Used for offices and then as a warehouse, the depot was moved a short distance in 1912 and used by the Duluth, South Shore and Atlantic Railway as a freight depot. It continued in this capacity until 1965. It is one of the oldest buildings in Negaunee's downtown and one of the oldest depot buildings in Michigan's Upper Peninsula. The largely intact Stick Style depot reflects Negaunee's early 1880s growth and development as a result of the expansion of the iron mining industry.

The presence of iron ore in the current city of Negaunee was reported by Douglass Houghton, State Geologist of Michigan, in 1841. In 1844, William A. Burt, United States Deputy Surveyor, and his party discovered a large iron ore outcropping. In 1845 the Jackson mine, the first iron mine in the Negaunee area and the Marquette Iron Range, was established. The first efforts to transport the ore to furnaces involved carts pulled by mules. To improve on this system, the Iron Bay and Carp River Plank Road Company was established in 1850 to construct a plank road from the Negaunee mines to Marquette. Construction began in 1853, with the project changed to a strap railroad with carloads of ore pulled by mules. This strap railroad was completed and named the Iron Mountain Railway in 1855.

As the strap railroad was opening, a competing company was constructing a true railroad from the Marquette port to Negaunee. This Iron Mountain Railroad was completed in the early fall of 1857, absorbed its competitor, and began running trains pulled by two small steam powered locomotives. Another railroad line, carrying ore south to the docks at Escanaba, on Lake Michigan, was completed in the late 1860s.

As more mines opened and the iron industry grew, the community grew as well. By 1858 Negaunee had a post office, and in 1865 it was incorporated as a village. Police and fire departments were established in 1868 and in 1873 Negaunee was recognized as a city. By 1880 Negaunee was a thriving community of about 5,000 people. The city's business district contains building dating from the 1880's to the 1920's. Unfortunately, this area was truncated in the twentieth century by the loss of its west end from demolition due to ground subsidence from underground mining.

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The Iron Mountain Railroad, through various sales and mergers, became known successively as the Bay de Noquet and Marquette Railroad, the Marquette and Ontonagon Railroad, and in May of 1872 the Marquette, Houghton and Ontonagon Railroad. The Marquette, Houghton and Ontonagon enjoyed a monopoly on ore shipments for a number of years. But in 1881 the Detroit, Mackinac and Marquette Railroad, which had just been completed from Marquette to Saint Ignace, surveyed a route for an extension of the line from Marquette to Negaunee. Construction on this line began in 1883 and the first train ran over the line, named the Marquette and Western Railroad, from Marquette to Negaunee on March 31, 1884.

Although primarily an ore hauling railroad, the line also provided freight and passenger service. To accommodate these services a depot would be required. The February 21, 1884, *Negaunee Iron Herald* notes "The depot in this city will be located near the Pendill mine engine house." *The Marquette Mining Journal* reported on May 31, 1884, "The new passenger depot for the Marquette & Western railroad is to be 92x24 in size, and built in a handsome and substantial manner. Work has been commenced on it already, and will be pushed ahead rapidly until finished." A paper from Ishpeming, *The Peninsula Record*, noted on June 6, 1884, "Wahlman & Grip, of this city, have been awarded the contract for building the M&W depot in Negaunee."

By July 12 the *Negaunee Iron Herald* reported, "The new depot of the Marquette & Western in this place is rapidly approaching completion. It is to be a model of neatness and convenience." It reported the 24<sup>th</sup>, "The slate is being put on the roof of the new M. & W. R.R. depot" and "The M & W depot in this city is so far completed as to admit of its partial use though a month or more will be required in which to finish it. The road is already doing a comfortable business with the city."

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The depot made a positive impression on the city's residents. The August 28, 1884, *Negaunee Iron Herald* noted, "The Marquette & Western depot in this city, just about completed, is without any exceptions, the finest structure of the kind to be found in this or any other state. It has been supplied with city water and other conveniences, besides being handsomely painted and furnished with elegant furniture." The September 1 edition of *The Marquette Mining Journal* noted, "The stoves of the M & W depot will burn hard coal instead of soft coal. This is a great improvement over the bituminous coal consuming, smoke-emitting stoves of the other variety." The September 11 edition of the *Negaunee Iron Herald* reported, "The Marquette & Western company have shipped gravel from St. Ignace which is used about the depot in this place. It is white, or nearly so, and gives the grounds the appearance of cleanliness." Finally, the September 4 *Negaunee Iron Herald* reported simply, "The depot of the M & W company in this place is a nobby affair."

The Marquette & Western line provided stiff competition for the Marquette, Houghton and Ontonagon. In February 1885, the MH&O bought the M&W. The depot was soon closed, and the railroad continued to use the MH&O depot located a short distance to the north-east. An article in the May 21, 1885 *Marquette Mining Journal* notes, "The depot of the Marquette & Western railway at this place was closed Wednesday, May 20th, and all business over that line is now transacted at the MH&O, or Union, depot."

After being closed as a depot, there is no further mention of the use of the building in the newspapers, but Sanborn fire insurance maps of the period provide some clues to its use. The June 1888 and November 1892 maps list the building as "offices." The March 1902 map labels the building "gen'l ware ho" and shows it moved half its length to the east. The March 1911 map shows it as a warehouse, but vacant.

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In 1890 the Marquette, Houghton and Ontonagon had been sold to the growing Duluth, South Shore and Atlantic Railway, which had been created in October 1886. In December 1910, the new Negaunee passenger station of the DSS&A, located on the west side of Gold Street, across Gold Street from the old Union Depot, was opened to the public. Plans were made to tear down the old MH&O depot and relocate the former M&W depot to its present location across Gold Street from the new passenger depot. The March 17, 1911, *Marquette Mining Journal* described the situation in an article:

May Move Depot Soon. Although the Duluth, South Shore & Atlantic Railway company's officials have not yet decided when the old Marquette & Western Railway company's depot will be moved from its present location, to the vacant plat immediately west of the old union passenger station, it is expected that the work will be undertaken at an early date. The building can be moved to much better advantage before the shipping season opens than later, as the tracks over which the structure will pass are used a great deal in the movement of ore trains, as well as for passenger and freight service. The old depot building is in good condition and will need very little repairing. It was erected more than twenty-five years ago, but only the very best of material was used. The building will be turned around. The American Express company will have rooms in the western end, facing Gold street, and the Western Express company and the Duluth, South Shore & Atlantic company's freight department will have quarters immediately adjoining. The South Shore's freight storage rooms will be in the extreme eastern end, near Silver street."

It is worth noting that the existing State Register of Historic Sites listing mistakenly refers to this building as the "Union Railroad Depot," a reference to the 1880 building that originally stood at this location. This Union Depot still shows in the September 1911 Sanborn maps, but was demolished within the next few months.

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For some reason the move did not occur as soon as expected. The move is mentioned again in the April 20, 1912, edition of that paper: "The old Marquette and Western depot was raised on blocks yesterday, preparatory to moving it to the site of the old passenger depot, which has been dismantled." The depot served as the DSS&A express and freight depot for fifty-three years at its new location.

As the railroad passenger and freight industries declined, the railroad, now the Soo Line Railroad, discontinued service to Negaunee in 1965. The May 7, 1965, *Negaunee Iron Herald* contained a public notice: "Please take notice that the Soo Line Railroad Company intends to discontinue agency service at Negaunee, Michigan, effective thirty (30) days from May 1, 1965, or at the close of the work day on May 31, 1965." *The Mining Journal* of July 16, 1965 included an article titled "Closing of Negaunee Railroad Depot OK'd." The article states that "Following withdrawal of a request by the City of Negaunee for a public hearing, the Michigan Public Service Commission had granted two railroads serving Negaunee authority to close their depot here and to serve the city from their station in Ishpeming."

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**Bibliography**

"Closing of Negaunee Railroad Depot OK'd." *The Mining Journal*, Marquette, MI.  
July 16, 1965:p2c3.

Durocher, Aurele A. "The Duluth, South Shore, and Atlantic Railway Company."  
*The Railway and Locomotive Historical Society Bulletin 111* (Oct. 1964).

*The Marquette Mining Journal*, Marquette, MI. Sept. 1, 1884:p2c1, Apr. 4,  
1885:p3c3, May 21, 1885, daily ed., May 31, 1884:p2c1, July 12, 1884:p2c1,  
Aug. 30, 1884:p2c3, Mar. 17, 1911, daily ed.:p9c4, Apr. 16, 1912, daily  
ed.:p9c4, Apr. 19, 1912, daily ed.:p9c6, Apr. 20, 1912, daily ed.:p9c5,  
May 29, 1912, daily ed.:p7c5

*Negaunee Iron Herald*, Negaunee, MI. Feb. 21, 1884:p1c6, June 19, 1884:p1c3,  
July 10, 1884:p5c2, July 24, 1884:p1c1, Sept. 4, 1884:p1c6, Sept. 11,  
1884:p1c1, Aug. 28, 1884:p1c4, Dec. 11, 1884:p1c5, Dec. 30, 1910:p1c2,  
May 7, 1965.

*The Peninsula Record*, Ishpeming, MI. June 6, 1884.

Photograph, Labeled "October 1963." The Perron collection, Peter White Public  
Library, Marquette, MI.

Riggs, Henry E. *The Valuation of the DSS&A Railway*. 1912.

Sanborn Fire Insurance Maps for Negaunee (Microfilm) 5/1884, 6/1888, 11/1892,  
3/1902, 9/1911, 6/1928.

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Marquette & Western Railroad  
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**Boundary Description**

Part of the Northwest Quarter of Southwest Quarter, Section 6, Township 47 North, Range 26 West, better described as commencing at the Southwest corner of Iron Street and Silver Street (Old Iron Plat); thence South 00°26' West, along the West right-of-way line of Silver Street, 243.00 feet to the Point of Beginning; thence commencing South 00°26' West, along said right-of-way line, 72.23 feet to the Northerly right-of-way line of Rail Street; thence North 75°17'26" West, along said Northerly right-of-way line, 215.99 feet to the Easterly right-of-way line of Gold Street; thence North 00°01'30" West along said Easterly right-of-way line, 72.39 feet; thence South 75°17'36" East, 216.62 feet to the Point of Beginning.

**Boundary Justification**

Entire property currently associated with the depot.

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**Photograph List**

Photographer: Richard Uren

Dates:

Photos 1 to 6 July 31, 2007

Photos 7 to 10 December 22, 2005

Negatives: MHC

1. East exterior
2. North-east exterior
3. South exterior
4. South-west exterior
5. South street view
6. South-west exterior
7. Colored glass transoms
8. Freight scale
9. Freight door
10. Door latch