

United States Department of the Interior
National Park Service

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Nat. Register of Historic Places
by SHPO 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 instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classifications, 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 Minburn Railroad Depot

other names/site number Minneapolis and St. Louis Railway Depot

2. Location

street & number 210 4th Street N/A not for publication

city or town Minburn N/A vicinity

state Iowa code IA county Dallas code 049 zip code 50167

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 nationally statewide X locally.

[Signature]
Signature of certifying official/Title - Deputy SHPO

13 OCTOBER 2015
Date

State Historical Society of Iowa
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:
Action

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

Signature of the Keeper

Date of

Patricia Andrews

12/7/2015

Minburn Railroad Depot
Name of Property

Dallas County, Iowa
County and State

5. Classification

Ownership of Property
(check as many as apply)

Category of Property
(check only one box)

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

- private
- public - local
- public - state
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
(enter categories from instructions)

Current Functions
(Enter categories from instructions)

TRANSPORTATION/Rail-Related

WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

LATE19TH & 20TH CENTURY REVIVALS

foundation: Concrete
walls: Brick
roof: Asphalt
Other: Wood

Narrative Description

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

Minburn Railroad Depot
Name of Property

Dallas County, Iowa
County and State

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).

- 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.

Areas of Significance
(Enter categories from instructions)

ARCHITECTURE

Period of Significance

1914

Significant Dates

1914

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Unknown

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

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

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

9. Major Bibliographical References

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

- Previous documentation on file (NPS):
- preliminary determination of individual listing (36CFR67) 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: _____

Minburn Railroad Depot
Name of Property

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10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>15</u>	<u>414499</u>	<u>4623098</u>	3	<u></u>	<u></u>	<u></u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u></u>	<u></u>	<u></u>	4	<u></u>	<u></u>	<u></u>

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 Sheriffa M. Jones, Architectural Historian
siones@preservationworksllc.com

organization Preservation Works, LLC date September 18, 2015

street & number 1623 2nd Avenue E telephone (712) 490-3399

city or town Spencer state Iowa zip code 51301

Additional Documentation

Submit the following items with the completed form:

Continuation sheets

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

Photographs: Representative black and white photographs of the property.

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

Property Owner

name Kris Fitch, City of Minburn

street & number 315 Baker Street, PO BOX 213 telephone (515) 677-2245

city or town Minburn state Iowa zip code 50167

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 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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NARRATIVE

The Minburn Depot is located in the city limits of Minburn, Dallas County, Iowa, in the center of town. Dallas County, Iowa is located to the northwest of Des Moines, Iowa, the capital. Minburn is located in the northern third of Dallas County on Highway 169 and is north of Interstate 80 and south of State Highway 30. The depot was originally located south of Walnut Street, east of Baker Street, north of Chestnut Street, and west of 4th Street.¹ It was necessary to relocate the depot in order to save it from being razed.



Figure 1: View of the south side and east facade of the Minburn Depot at the original location, camera pointed to the north/northwest. Photo taken on July 26, 2013 by Sheriffa Jones.

The depot was moved on July 17, 2014 approximately 390' (130 yards) from its original location south to its current and final location at 210 4th Street. It is positioned on a polygon shaped lot and is set-back approximately 50' from Highway 169. The site was selected for its location adjacent to the Raccoon

¹ There have been several reports completed prior to the National Register Nomination. These include: a Site Inventory Form completed in 2012, as part of the State Historic Preservation Office's Technical Assistance Network and a report done in 2009 by the City of Minburn and the Minburn Community Betterment Group.

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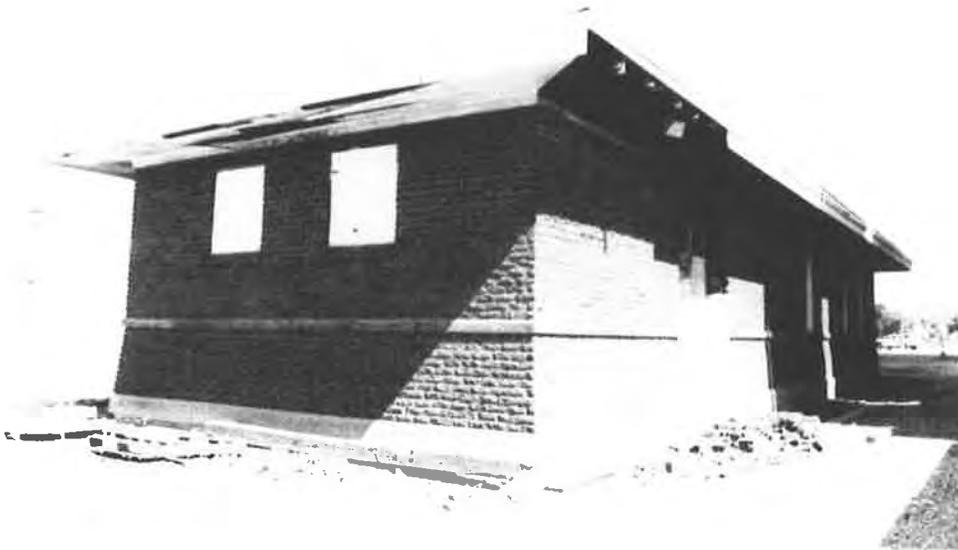


Figure 2: View of the north and west sides of the Minburn Depot at the original location, camera pointed to the south/southeast. Photo taken on July 26, 2013 by Sheriffa Jones.

River Valley Trail, which follows much of the railroad right-of-way. The streets that bound the property are: Chestnut Street to the north; 4th Street to the east; and Baker Street to the west. (See Figures 7 & 8). The depot was moved, turned clockwise approximately 75 degrees and put onto a new concrete block foundation. The east façade historically faced northeast and now it faces southeast, but preserves the appropriate orientation to the historic location of the railroad tracks.

The setting of the Minburn Depot is at the intersection of agricultural and commercial uses and is set-back about 50' from Highway 169. It was originally located in between grain elevators. The depot is just south/southeast of the Minburn downtown and city offices as well as other Main Street businesses; and across the street from the grain elevators. Two blocks to the west and three blocks to the east (across the highway) of the depot, is where the majority of single family residences are present.

Exterior

The Minburn Depot is a one-story rectangular brick building and is in good condition. It was constructed in 1914 after the initial wood depot was destroyed in a fire. The depot is 73'x 21' and is a one-story brick building that is divided into three spaces (waiting area, ticket office, and freight). The building has a hipped roof with a front gable above the bay window. The roof is covered in asphalt shingles and has flared eaves. Soffits are

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bead board with 1'x12' and 1'x6' fascia and a 1'x6' band. The depot has 1/1 windows on the west, south and east sides; and the windows on north side are fixed with six single panes of glass in each window.

Masonry

The exterior of the depot is primarily masonry. The brick is unusual with a rough exterior texture and varied in color. There is a concrete belt course that runs horizontally establishing window height of the entire building and a concrete belt course that runs horizontally along the foundation. There are also concrete details that adorn each of the window sills on the north windows of the freight area. The exterior walls are built of two-tone brick that are naturally rough faced. The mortar is a muted red/clay tone. Additionally, bricks were used to pave the east (platform) entrance of the depot. The platform bricks are marked "Flint Co", and are likely from the Flint Brick & Coal Company in Des Moines, IA. The brick pavers will be laid to mimic the platform. The reconstructed platform will be smaller in size.

Windows and Doors

There are 12 original double hung 1/1 wood windows around the depot. These windows vary in condition and most, if not all, of the windows were boarded up for over 50 years. Most of the glass has been vandalized; however, the majority of the window sills and frames are original and are in relatively good condition. There are a few windows that may require replacement. On the east façade, there are cargo doors with three single pane transom windows, an entry door with a single pane transom window, and five 1/1 windows on the east façade, three of which make up the ticket bay. There is a front gable roof over the ticket windows of the depot. The south side has two 1/1 windows. The west side has three 1/1 windows. There are cargo doors on the west that mirror the east doors.

The cargo doors on the west side are in poor condition and it has three single pane transom windows. The cargo doors on the west and east sides are wood double doors on tracks. The cargo door tracks are marked "Richards - Wilcox Manufacturing - Aurora, Illinois", the company was founded in 1880 and is still in operation. Finally, the north side has two small windows with six single panes of glass. These provided light into the cargo area.

Interior

The floor plan consists of a waiting area to the south, office/ticket window in the central space, and the freight storage to the north.

The interior of the waiting area has a continuous wood bench that runs the perimeter of the south and west sides of the space. There is some bead board on the north wall of the waiting area. The interior of the ticket office

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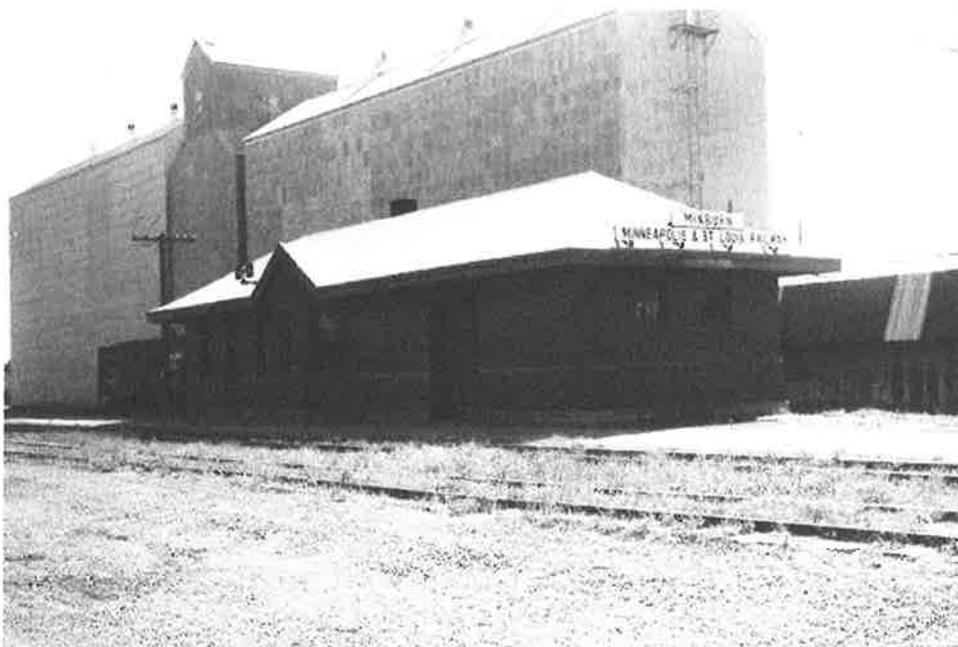


Figure 3: Minburn Depot c. 1958. Signage reads “Minneapolis & St. Louis Railway”. Image courtesy of the University of Iowa Library.

has also has some bead board primarily along the south wall of the waiting area and also in the ticket bay. Where bead board is not present in the waiting area and ticket office the walls are plaster. The interior of the freight room is smooth faced multi-colored clay tile brick. All three of the spaces have wood floors; however, the flooring in the freight room appears to be of a different width, perhaps due to the nature of handling freight.

Integrity of the Minburn Depot

In spite of being moved, the Minburn Depot is largely unaltered on both the exterior and interior. The building has been moved approximately 390' to the south of the historic location. The new location is historically compatible to the original location. The depot remains adjacent to the downtown area and within viewing distance of its original location. Despite changes to the site and the surroundings, the depot still conveys the historic and aesthetic feeling of the period of significance and serves as an example of an Early 20th Century railroad depot. The depot retains its integrity of design relative to the designated period of significance. The individuals involved in the initial development would recognize the building and the architectural elements, as well as the design.

Integrity of Location: The depot is within the vicinity of where the railroad tracks once served the community of Minburn and is within the railroad right-of-way, which is now the Raccoon River Valley Trail. While the railroad tracks do not remain at either the original location or the new location, the understanding of the depot's

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relationship to the development of Minburn and the impact of the railroad on the community remains. The depot continues to be within the corridor of the original location.

Integrity of Design: The Minburn Depot retains its integrity of design relative to the form, plan, space, architectural style, and period. The character defining features of the depot are intact. These include: the exterior brick, concrete belt course, windows, doors, and roof style.

Integrity of Setting: The current setting of the depot is the intersection of agricultural and commercial uses and is set-back approximately 50' from Highway 169. The depot remains within sight of the original location. The new location allows the depot to remain in use for another 100 years and beyond. Additionally, the current setting provides modern amenities such as: parking, including handicap parking; bike racks; sidewalks; and connection to the Raccoon River Valley Trail. It was originally located in between grain elevators. The depot is just south/southeast of the Minburn downtown and city offices as well as other Main Street businesses; and across the street from the grain elevators. (See page 15, paragraph one regarding further discussion on grain elevator.)

Integrity of Materials: A large majority of the original materials remain and are excellent condition. They have been cleaned and repaired. There will be some new materials added in order to allow for reuse of the building. The depot maintains the key materials such as: brick, bead board, windows, and doors. Interior character defining features that have high integrity include: wood flooring and waiting area bench. The reuse of original fabric was used as much as possible.

Integrity of Workmanship: The depot retains a high degree of workmanship, particularly on the exterior. A large majority of the original materials are still in excellent condition and very little needed to be completed to ensure that they will last well into the future. Interior elements of workmanship will continue to be evident regardless of the rehabilitation of the interior spaces. The reuse of original fabric was used as much as possible.

Integrity of Feeling: The depot continues to retain its expression of the period of significance, 1914. The depot continues to convey its association with railroad history and development.

Integrity of Association: The depot maintains its association with the railroad and the City of Minburn as it is still located within the railroad corridor and within viewing of the original location.

Future Plans

The Minburn Depot has been relocated 390' to the south of the original location. It is being rehabilitated at the new location, where the depot will retain most of its original integrity. The current plans include adapting the building to be used as a trailhead with restrooms, a café, and a small museum display.

The project is a large undertaking for the Minburn Community Betterment Group and the City of Minburn; however, they understand the importance of the depot and the significance the building has in the community. In addition to the building being moved, there will be alterations made to the interior and exterior. The interior

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alterations will allow the building to be put back into use with the addition of modern amenities. The exterior setting will include vehicular parking as well as bike racks. Parking will include handicapped accessible parking spots.

The project has also applied for State and Federal Historic Tax Credits and will follow the Secretary of the Interior's Standards for Rehabilitation. (See also section 8, page 14 "The Future of the Minburn Depot").

STATEMENT OF SIGNIFICANCE

The Minburn Depot is significant locally under Criterion C as a well preserved example of an Early 20th Century standard railroad depot. Additionally, it is virtually unaltered on the exterior and interior and represents a typical Midwestern small town combination railroad station built during the heyday of railroad development. The period of significance is 1914. It served as a railroad depot until 1961 when the railroad service to Minburn ended. The depot appearance is similar to standardized plans of the period. It is typical of second generation brick replacement buildings. The exterior of the depot has not been extensively altered and it retains much of its historic character and integrity. The unusual brick has a rough texture and varies in color with tones of red, brown, and maroon. The property contains one resource for this nomination, the Minburn Depot itself; which is contributing and classified as a building.

It is important to note that Criteria Consideration "B" has also been checked as the Minburn Depot was moved from its original location on July 17, 2014 in order to save the building from being razed. The Minburn Depot is significant due to its architectural value to the City of Minburn and that remains regardless of being relocated.

There has been no information pertaining to a particular architect or group of architects that were responsible for the design of the Minburn Depot. Research does suggest that the Minburn Depot was likely a standard plan based on its typical single-story design meant to serve both passenger and freight in a small community. Regardless of it being constructed out of brick, this design was relatively inexpensive (wood was even less expensive) and attractive.

Development of Minburn and the Midwest Railroad System

Minburn was laid out in 1869 by J.B. Hill and D.F. Rogers who donated sufficient land for railroad purposes. Minburn comes from the Latin word "min" = small and Scottish word "burn" = stream.² The town of Minburn was incorporated on October 6, 1880.

The town was a station for the Des Moines-Fort Dodge railroad, the historic and pioneer railroad, located on sections seven and eight in Sugar Grove Township. The Des Moines and Fort Des Moines Railroad was started in 1870. In 1887, the Des Moines and Fort Des Moines Railroad was taken over by the Big Rock Island

² Savage, Tom. *A Dictionary of Iowa Place Names*. Iowa City, IA: University of Iowa Press, 2007, pg 150-151. Baker served as governor of New Hampshire (1854-1855) and as adjunct general to Iowa Governor Samuel Kirkwood from 1861-1876. Mr. and Mrs. Wayne Wright. *History of Minburn Area*. Bernard Brokaw, Publisher, 1969, pg 6.

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Company. It ran as an independent railroad until the late 1890s when it was leased by the Chicago Rock Island and Pacific Railroad. It was then sold to the Minneapolis and St. Louis in 1906.

In the early settlement years, not many towns survived off the railroad path. The early depot was the social and commercial center of many small towns across America. The fortunes of many cities would be made or broken by the passing of those tracks through their limits. The railroad provided a market for goods, grain and cattle and it brought the mail and other news of the outside world. It was also the primary mode of transportation in pre-automobile days. The railroad had a major impact on the growth and development of Minburn by connecting the region to major markets throughout the country.

History of the Minneapolis and St. Louis Railway

The Minneapolis and St. Louis Railway (nicknamed "Louie") secured the right to run their trains over the Rock Island Line at Minburn in 1906. The history of the Minneapolis and St. Louis Railway describes not only the rise and fall of railroad use in Minburn, but the rise and fall of the railroad system throughout the Midwest.

The Minneapolis and St. Louis Railway was chartered in 1870 and operated lines that ran both south and west from Minneapolis, Minnesota. Regardless of strong management issues, the railway existed for 90 years from 1870 to 1960.³ The Minneapolis and St. Louis Railway was chartered on May 26, 1870 by "Minneapolis millers and lumbermen to transport wheat, timber, and coal to Minneapolis and to carry flour and finished lumber out to the surrounding territory."⁴ The railway aided in bypassing Chicago and enabled connections to the agricultural regions to the south.⁵

The railroad's primary line was extended south and ran initially from the Twin Cities to Peoria, Illinois.⁶ The Minneapolis and St. Louis Railway or "Louie", as Minnesotans affectionately called the M&StL" served Minnesota, Iowa and eastern South Dakota, as well as a small portion of Illinois.⁷ While the exact date is unclear, but as early as 1881 there is mention of the Minneapolis and St. Louis going through Chicago, and even

³ Don L. Hofsommer, *The Tootin' Louie: A History of the Minneapolis and St. Louis Railway*, Minneapolis, MN: University of Minnesota Press, 2005, pg xii/preface and Jamie Beranek. "The Tootin' Louie: A History of the Minneapolis & St. Louis Railway." *The Annals of Iowa* 66, 2007. pg 89-91. Available at <http://ir.uiowa.edu/annals-of-iow/vol66/iss1/8>, Accessed March 24, 2015.

⁴ Jamie Beranek. "The Tootin' Louie: A History of the Minneapolis & St. Louis Railway." *The Annals of Iowa* 66, 2007. pg 89-91. Available at <http://ir.uiowa.edu/annals-of-iow/vol66/iss1/8>, Accessed March 24, 2015 and Chicago and Northwestern Historical Society. http://www.cnwhs.org/ch_mstl.htm. *History of the Minneapolis & St. Louis Railway*. Accessed March 24, 2015.

⁵ Chicago and Northwestern Historical Society. http://www.cnwhs.org/ch_mstl.htm. *History of the Minneapolis & St. Louis Railway*. Accessed March 24, 2015.

⁶ Chicago and Northwestern Historical Society. http://www.cnwhs.org/ch_mstl.htm. *History of the Minneapolis & St. Louis Railway*. Accessed March 24, 2015.

⁷ Frank P. Donovan, Jr. *Passenger Trains of Yesteryear on the Minneapolis and St. Louis*. Minnesota History, Volumes 30-31: Minnesota Historical Society, 1949, pg 232.

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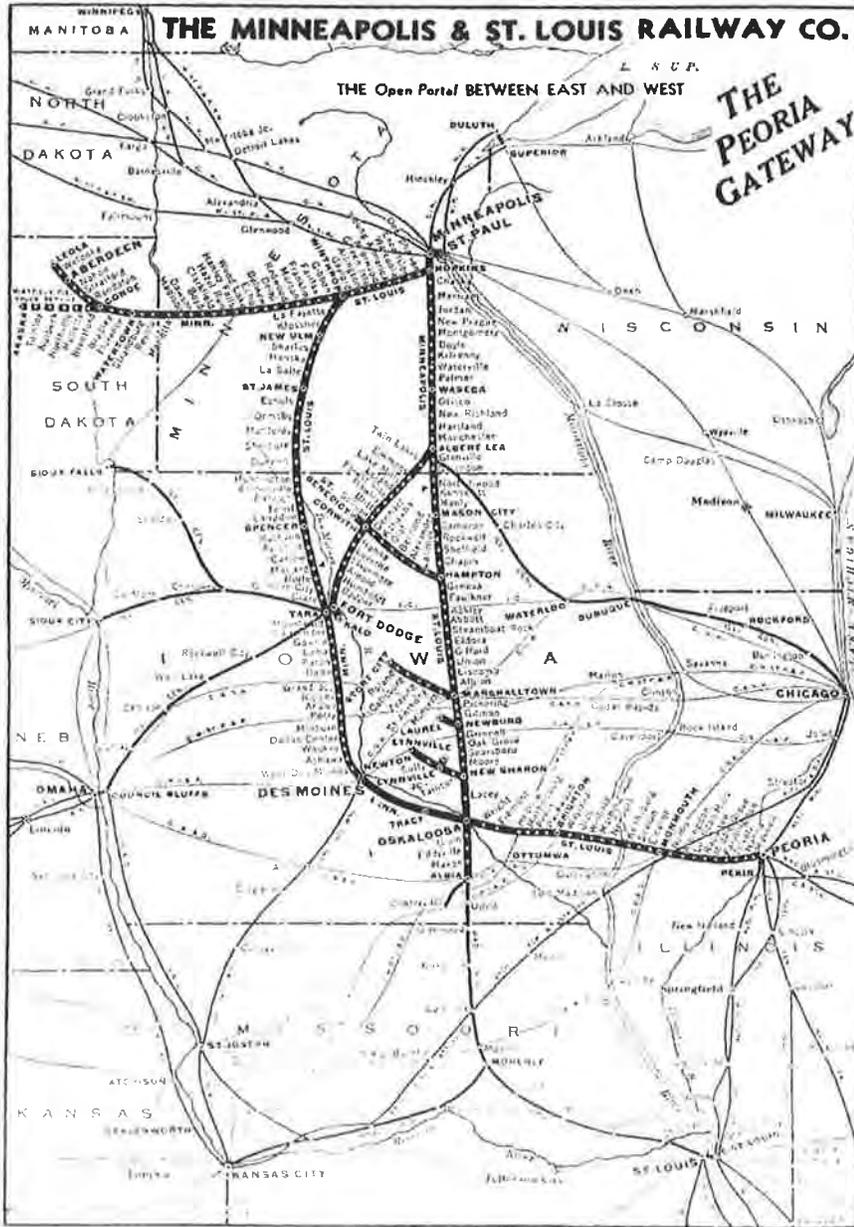


Figure 4: System Map of the Minneapolis and St. Louis Railway c. 1955.
http://www.cnwhs.org/archives_maps.htm (Chicago and North Western Historical Society), Accessed March 24, 2015.

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St. Louis. By the early 1900s, there were lines going to Albert Lea, Minnesota and Burlington and Cedar Rapids, Iowa.⁸

The Iowa Central Railway was organized in 1866 and was a predecessor to the Minneapolis and St. Louis Railway. In 1912, the Iowa Central Railway was purchased by the Minneapolis and St. Louis Railway. By 1916 the combined system had become stable and absorbed other predecessor railroads.⁹

The Minneapolis and St. Louis Railway was not the strongest railway and strong management issues exacerbated the problems. By the early 1920s the railroad was having financial problems. After a number of parties (including the government) advised that the Minneapolis and St. Louis Railway be sold to another stronger company, the management was handed over to Lucian Charles Sprague in 1935. Sprague streamlined the company and its assets by selling off scrap and increasing efficiency. By 1942 Sprague was chairman/president and orchestrated a re-organization. While Sprague was viewed as a “hero” to many of the company’s workers, he had “extravagant” tastes, which added up and in the end cost the Minneapolis and St. Louis Railway. While the reorganization was a success for a short period of time, in 1943, “Sprague was unceremoniously unseated by Ben W. Heineman through a nasty proxy fight.”¹⁰

There continued to be much unrest during Heineman’s position with the Minneapolis and St. Louis Railway, some of these were blamed on his leadership, politics and economy of the country, as well as the general direction of railroad companies. Internal changes and personnel continued to shift within the Minneapolis and St. Louis Railway (and other railroad companies) with the desire to improve the company, however, Heineman’s leadership also proved that the company was not as successful as other railroad companies. One of Heineman’s last transactions was the purchase of the Minnesota Western Railroad for the Minneapolis and St. Louis Railway.¹¹ After leaving the “active affairs” of the Minneapolis and St. Louis, Heineman worked with several others in the acquisition of the Chicago & North Western.¹² In 1956, Heineman became president of the Chicago and North Western Railway. The politics between railroad companies was clear and became more prominent with the behind-the-scenes work (transactions with Chicago & North Western, Wisconsin Central, and Canadian Pacific) that Heineman conducted. These transactions impacted the Minneapolis and St. Louis

⁸ Frank P. Donovan, Jr. *Passenger Trains of Yesteryear on the Minneapolis and St. Louis*. Minnesota History, Volumes 30-31: Minnesota Historical Society, 1949, pg 233.

⁹ Chicago and Northwestern Historical Society. http://www.cnwhs.org/ch_mstl.htm. *History of the Minneapolis & St. Louis Railway*. Accessed March 24, 2015.

¹⁰ Don L. Hofsommer, *The Tootin' Louie: a History of the Minneapolis and St. Louis Railway*, Minneapolis, MN: University of Minnesota Press, 2005, pg xii/preface, 181-182.

¹¹ Don L. Hofsommer, *The Tootin' Louie: a History of the Minneapolis and St. Louis Railway*, Minneapolis, MN: University of Minnesota Press, 2005, pg 261-262.

¹² Don L. Hofsommer, *The Tootin' Louie: a History of the Minneapolis and St. Louis Railway*, Minneapolis, MN: University of Minnesota Press, 2005, pg 261-263.

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Railway. On April 1, 1956, Heineman relinquished his “membership on the M&StL board...”.¹³ The 1960s and 1970s were grim for the railroad industry. The years were filled with bankruptcy, ongoing acquisitions and federal government involvement. The acquisition of Rock Island’s Twin Cities-Kansas City Line had a dramatic impact on the Minneapolis and St. Louis Railway.¹⁴ By 1960, the Chicago & North Western had absorbed the Minneapolis and St. Louis Railway.¹⁵



Figure 5: Minburn Depot c. 1960. Signage reads “Minburn”. Image courtesy of the University of Iowa Library.

During this time period, changes were also occurring in Minburn. As railroad use declined, cost-cutting measures impacted the community of Minburn also. In 1958, the depot shared its time with the depot in Dallas Center being open a half day each. In April of 1959, the Minneapolis and St. Louis Railway made its last passenger run through Minburn. In November of 1960, the depot and rail line were purchased by the Chicago and North Western Railway.¹⁶ Today the tracks have been removed and the right-of-way is being purchased for use as a bike trail connection with several other trails through the area.

¹³ Don L. Hofsommer, *The Tootin' Louie: a History of the Minneapolis and St. Louis Railway*, Minneapolis, MN: University of Minnesota Press, 2005, pg 262.

¹⁴ Don L. Hofsommer, *The Tootin' Louie: a History of the Minneapolis and St. Louis Railway*, Minneapolis, MN: University of Minnesota Press, 2005, pg 302-303.

¹⁵ Chicago and Northwestern Historical Society. http://www.cnwhs.org/ch_mstl.htm. *History of the Minneapolis & St. Louis Railway*. Accessed March 24, 2015.

¹⁶ Chicago and Northwestern Historical Society. http://www.cnwhs.org/ch_mstl.htm. *History of the Minneapolis & St. Louis Railway*. Accessed March 24, 2015.

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There is a short list of remaining segments of the original Minneapolis and St. Louis Railway that continue to be used both in Minnesota and Iowa.¹⁷ Currently, there is about 3,905 miles of railroad track that remains in operation in Iowa. As of 2012, there are five remaining “Class I railroads” in Iowa that continue to serve major cities in the Midwest. These cities include: Chicago, Minneapolis-St. Paul, Omaha, Kansas City, and St. Louis.¹⁸

Depot History and Minburn Daily Life

The train depot and railroad were a part of everyday life whether for transporting goods, livestock or passengers. The train running through Minburn, like many towns during the early and mid—1900s, kept the town connected to the outside world. In 1901, for instance, there were four passenger trains going east from Minburn and four passenger trains going west. A round-trip ticket from Minburn to Okoboji (an Iowa resort town) was \$2. Two freight trains a day went through Minburn, with hogs going out on Saturdays and Wednesdays and cattle shipping out whenever the shipper/feeder chose¹⁹. During this time period, the depot lamps were often not lit at night, even in the waiting area. Passengers taking the night trains often had to sit in the dark, waiting for the train to arrive²⁰.

The train depot served as the hub of the connection to communities, family, and friends and remains a cornerstone reminder of how the town was founded, flourished, and exists the way it does today. According to Lola Kimrey, whose family moved to Minburn in 1912, when she was 14 years old, she recalled that:

Minburn was a ‘busy town’ at that time with a general store, grocery store, large co-op, hardware store, undertaker parlor, drug store (with a telephone office on the second floor), meat market, ice-cream parlor, millinery store, theater, hotel, two barber shops, three churches, and two doctors. There was also a livery where people would board their horses before taking the train to Des Moines or Perry. The hotel near the depot was always full of traveling sales men.²¹

While the railroad brought many benefits to the town, it also brought potential risks, such as train wrecks. One such event happened on Saturday, September 15, 1917 at 3:15 AM when a train left the tracks and crashed 500 yards north of the Minburn station. The Engineer, Sam Salverson of Des Moines, was killed, buried under the wreckage. The fireman, O.W. Kreinberg of Fort Dodge, was badly scalded and was rushed to the hospital in

¹⁷ Don L. Hofsommer, *The Tootin’ Louie: a History of the Minneapolis and St. Louis Railway*, Minneapolis, MN: University of Minnesota Press, 2005, pg 304.

¹⁸ Iowa Department of Transportation, Office of Rail Transportation. Iowa Rail History: <http://www.iowadot.gov/iowarail/history/history.htm>. Accessed March 25, 2015.

¹⁹ Mr. and Mrs. Wayne Wright. *History of Minburn Area*. Bernard Brokaw, Publisher, 1969, pgs 7 and 34.

²⁰ Mr. and Mrs. Wayne Wright. *History of Minburn Area*. Bernard Brokaw, Publisher, 1969, pg 37.

²¹ Lola Kimrey. *Hallowed Days: Memoirs of Lola Kimrey*. March 28, 1973.

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nearby Perry, Iowa where he later died of his wounds. Joe Mishler, also of Fort Dodge, who served as the train's brakeman, suffered a broken leg and severe bruises. Police reports at the time indicate that someone had tampered with the switch, leaving it open and causing the train to leave the rails. A crew was sent to clean up the debris, which consisted of eight cars, four of which contained crushed rock²². Many Minburn residents visited the crash site to watch the clean-up effort; several photos of the incident survive.



Figure 6: Train derailment in Minburn on September 15, 1917. Photo courtesy of the Dallas County Historical Society.

During WWII, soldiers from Camp Dodge would take the Inter-Urban from Des Moines to Perry for dances; many Minburn citizens, young and old, would take the train up to Perry to also attend these events. Town citizens would often flock to the mail train each day hoping for news from their soldiers in the field and when the war ended, everyone in town would gather at the train depot to welcome back the returning troops.

Minburn resident, Bill (William) Burket remembers that during the 1940s and 1950s, the depot looked very similar to how it looks today. The waiting area had an open floor plan with benches along the walls. The ticket master and telegraph agent, A.H. Nelson, had his office in the middle section of the depot while baggage was stored in the northern bay. Agent Nelson worked every day selling tickets for the passenger train that ran twice

²² Des Moines News, "Engineer is Wreck Victim", September 15, 1917.

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a day – once at 7 AM and again at 9 PM²³. Town residents used to bring their mail down to the 9 PM train and hand it over to the postal worker who rode in the train's mail car.

Minburn's stretch of railroad track was maintained by a crew who lived in a tenant house on Burket's family farm; this tenant house had once been the Shaw Grocery Store in downtown Minburn and was later relocated to the farm. Burket recounts that extra trains would be added to the passenger trains for special events such as the State Fair in Des Moines.²⁴

However, reliance on the train to transport passengers began to severely decline in the 1950s as the automobile became the preferred form of transportation. In an effort to save money, many railroad companies employed a "dualization" strategy which entailed using one agent for partial days at two locations. While the Unions fought to stop this effort and while the dualization process in Iowa was stalled²⁵, an announcement posted on the Minburn depot door on March of 1958 announced that Minburn and Dallas Center would be sharing services²⁶. At the time, these were the only two towns in Iowa required to share services²⁷.

On April 19, 1959, the Minneapolis and St. Louis passenger train made its last run through Minburn. Then on November 1, 1960 the line was sold to the Chicago and Northwestern Railway; the last freight train was received at the Minburn depot in 1961. At that time the depot was vacated and sat empty for many years as the railroad line saw less and less use. In September of 2004, the Union Pacific (which had merged with the Chicago and Northwestern Railroad in 1995) filed to abandon the line and the tracks were decommissioned.

The Building

The original wood frame depot was destroyed by a fire on April 20, 1914. A news article from the Perry Chief describes the incident as occurring when a spark landed on the depot's roof and ignited the fire. A local Minburn resident spotted the flames sometime around midnight but by the time the fire crew arrived on scene it was too late to save the depot; all of the books, records, tickets, and freight inside the station were destroyed. Firefighters were able to save two nearby grain elevators²⁸.

²³ Bill (William) Burket. Interview. Conducted by Sue Fitch & Christine Hall, November 7, 2012. Mr. & Mrs. Wayne Wright report that A.H. Nelson served as the Minburn train agent from 1909 to 1949 in *History of Minburn Area*, Bernard Brokaw, Publisher, 1969, pg 59.

²⁴ Bill (William) Burket. Interview. Conducted by Sue Fitch & Christine Hall, November 7, 2012

²⁵ Don L. Hofsommer, *The Tootin' Louie: a History of the Minneapolis and St. Louis Railway*, Minneapolis, MN: University of Minnesota Press, 2005, pg 275.

²⁶ Mr. and Mrs. Wayne Wright. *History of Minburn Area*, Bernard Brokaw, Publisher, 1969, pg 7.

²⁷ Don L. Hofsommer, *The Tootin' Louie: a History of the Minneapolis and St. Louis Railway*, Minneapolis, MN: University of Minnesota Press, 2005, pg 275.

²⁸ The Perry Chief. *Minburn Depot Burned Last Night*, April 21, 1914.

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The wooden depot was replaced later that year with the current brick building. It is believed that Minburn native, Will Huntington, who worked at that time as Vice-President and General Manager of the Milwaukee and St. Louis Railroad, was instrumental in getting the new depot built.

Replacing wooden depots with brick depots was a common occurrence in Iowa. The National Register Multiple Property Documentation Form, "The Advent and Development of Railroads in Iowa: 1855-1940" states that:

brick depots, freight houses, express buildings, and other structures replaced the first generation wooden combination depots beginning in the 1890s and continuing until the mid-1920s...In addition, while some of these brick buildings exhibit stylistic similarities with other buildings...the design of each was tailored to suit the functions and relative importance of its respective local.²⁹

Railroad companies used standardized plans and generally consistent architectural details across the country for their depots. These plans were developed to minimize construction costs, which would reduce the railroad company's budget.³⁰ Many times these plans included symbols that represented the railroad and were recognizable by passengers. The standardized plans included wide canopies or eaves to protect passengers from bad weather and the hot sun, windows that let natural lighting into the waiting rooms, and ticket window with its front gable roof.³¹ However, the building of one railroad would have been largely indistinguishable from those of another railroad.³² The Minburn Depot's architectural details are evident in the use and texture of the exterior brick. The brick provides visual character, as opposed to smooth faced brick, and provides some identity allowing it to be distinguished from other combination depots. The Minburn Depot serves as a typical example of a standardized plan developed by the railroad.

Combination depots were one of the most common types of railroad buildings in Iowa. They typically housed the various functions necessary for the railroad as well as supporting the community in which they were built. In the case of Minburn, as in many other standard plans, the waiting area is on the south end of the depot, office is in the middle, and the freight room is on the north end of the depot.³³ Regardless of fine architectural details, the Minburn Depot is still one of the most important architectural features that the local community of Minburn associates with the railroad and the development of the community itself. This depot will continue to have a relationship to transportation and people.

²⁹ Conard, Rebecca and Tracy Ann Cunning. National Register Multiple Property Documentation Form, "The Advent and Development of Railroads in Iowa, 1855-1940". 1990. pgs 86-88.

³⁰ Cunning, Tracy Ann, Nicholas L Pitsch, and Rebecca Conard. "Wabash Combination Depot-Shenandoah." National Register of Historic Places, 1989. Section 8 page 2.

³¹ Thomason, Philip. *St. Louis Iron Mountain & Southern Railroad*, National Register Nomination. 1994. pg 4, Statement of Significance.

³² Conard, Rebecca and Tracy Ann Cunning. National Register Multiple Property Documentation Form, "The Advent and Development of Railroads in Iowa, 1855-1940". 1990. pg. 86.

³³ Conard, Rebecca and Tracy Ann Cunning. National Register Multiple Property Documentation Form, "The Advent and Development of Railroads in Iowa, 1855-1940". 1990. pg. 105.

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In the past, the development of Minburn and the railroad depended on one another; however, after the railroad left and the line was abandoned, the community needed to turn to new development that would keep Minburn on the map. In the past several decades, with the changes in agriculture, grain bins and elevators have been built practically on top of the depot. As the attractiveness and financial rewards toward agriculture have grown, Minburn has remained on the map. However, the depot had lingered in the shadows of agricultural advancements until recently.

The Future of the Minburn Depot

The new site is 390' to the south of the original location of the Minburn Depot. The new site is historically compatible with the original location of the depot. The building has maintained historic integrity as the majority of the character defining features of the building will be maintained. The railroad tracks will not be a part of the relocation, due to the fact that they were removed decades ago following the depot being pulled from service and the tracks were no longer needed.

A trail system for two counties is now in the railroad right-of-way and it used for pedestrians, bicyclist, joggers, walkers, skaters, campers, cross-country skiing and other outdoor recreational activities. The rehabilitated depot will serve as a trail head and town museum along the Raccoon River Valley Trail, an 89-mile multi-use pedestrian and bicyclist trail system that joins many of the towns in river valley area together along the former rail lines. This effort began in 1987 through an agreement between the Central Iowa Energy Cooperative, the Iowa Trails Council, and the Conservation Boards of Dallas and Guthrie Counties, with the first trail section completed in 1989³⁴. The relocation of the depot was necessary as the depot would have been razed if it had not been moved.

The City of Minburn and the Minburn Community Betterment Group have been working to preserve the community's history. The Minburn Community Betterment Group was established in 2007 to help improve the Minburn Community and the life of its citizens, while preserving its past. Therefore, they have been working to get the Minburn Depot listed on the National Register of Historic Places and to relocate and rehabilitate the depot. The rehabilitation will put the depot back into use as a trailhead, visitor services, café, and museum.

In the original location the depot was angled so that the east/main façade actually faced northeast. In the new location the depots' orientation is such that the east/main façade faces east/southeast. The façade angle changed about 75 degrees. The terminus of the track side has remained towards state highway 169 or what would have been the track side originally. The elevation of the depot remains the same as well. Originally, there was a foundation with a crawl space under the depot. There is a new block foundation at the new site as well as a crawl space.

³⁴ RRVT Association. <http://raccoonrivervalleytrail.org/history>. Accessed January 2, 2013.

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The community will experience additional economic benefits from the trail users. The depot will take on new life in present day transportation. It will aid in serving various needs for the community and tourists. It has been estimated that more than 125,000 people annually will use the Raccoon River Valley Trail. Finally, the Minburn Community Betterment Group and Koester Construction have been working closely with the Iowa State Historic Preservation Office and the Iowa Department of Transportation. The Iowa Department of Transportation has partially funded the relocation and rehabilitation of the Minburn Depot project. The owner of the depot will also receive funds in the form of State and Federal Historic Tax Credits.

With the development and growth of the trail system throughout central Iowa (Dallas and Guthrie counties) and the interest of the Minburn Community Betterment Group to save the depot and become a stop along the Raccoon River Valley Trail with services for those enjoying the trail system, the Minburn Depot will once again aid in providing services to people.

In December 2012, the trail section between Dallas Center and Minburn officially opened to the public. The Raccoon River Valley Trail brings with it a chance for the Minburn depot to again serve travelers along the railroad right-of-way. The rehabilitated depot will serve as a reminder of the City of Minburn's rich past while serving the future needs of the town's citizens and visitors.

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GEOGRAPHICAL DATA

Verbal Boundary Description

The boundary of the Minburn Depot is a polygon shaped piece of property near the south side of Minburn. The depot was moved approximately 390' to the south of the original location. The depot is located on .63 acres on LOTS 8 THRU 11 & PT 5 6 7 12 & 13 BLK 12 & FORMER RR LAND E BLK 12 SEC 7 & 8, according to the Dallas County Assessor's website.

Boundary Justification

The boundaries of the depot are Chestnut Street to the north; 4th Street to the east; and Baker Street to the west. The main façade now faces southeast and is approximately 50' from Highway 169. The nominated property encompasses only the building itself, which measures 73' x 21'.

The UTM point for the approximate center of the building is: 15T 414499E 4623098N

Note: After searching the State Library of Iowa Digital Sanborn Maps and the Library of Congress, no Sanborn Maps have been located for Minburn, Iowa.

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Original Location
New Location

Figure 7: The combined aerial and street map above shows the change in location of the Minburn Depot, from the original location to the new location within the City of Minburn, Iowa. The original location is bounded by: Walnut Street (north); 4th Street (East); Chestnut Street (south); and Baker Street (west). The new location is bounded by: Chestnut Street (north); 4th Street (east); and Baker Street (West). The east façade direction/angle changed about 75 degrees upon the depot being moved. Map courtesy of MyTopo Map Pass, aerial photo date July 11, 2013. <http://map-pass.mytopo.com/>. Accessed November 5, 2014.

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Figure 9: Elevation drawings of the east and south sides of the Minburn Depot upon the completion of the relocation and rehabilitation. Courtesy of Simonson & Associates Architects, 2013.

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10 WEST ELEVATION - NEW
1/4" = 1'-0"



11 NORTH ELEVATION
1/4" = 1'-0"

Figure 10: Elevation drawings of the west and north sides of the Minburn Depot upon the completion of the relocation and rehabilitation. Courtesy of Simonson & Associates Architects, 2013.

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PHOTOGRAPHS

Property Name: Minburn Railroad Depot

County and State: Dallas County, Iowa

Name of Photographer: Sheriffa Jones, Preservation Works, LLC and Jami Brown, Koester Construction

Date of the Photographs: October 27, 2014 and November 12, 2014

Location/Holder of Original Negatives: Sheriffa Jones, Preservation Works, LLC & Jami Brown, Koester Construction

- Photo 1: View of the south side and east facade of the Minburn Depot at the new location, camera pointed to the north/northwest. Photo taken on November 12, 2014.
- Photo 2: View of the south and west sides of the Minburn Depot at the new location, camera pointed to the north/northeast. Photo taken on November 12, 2014.
- Photo 3: View of the north and west sides of the Minburn Depot at the new location, camera pointed to the south/southeast. Photo taken on November 12, 2014.
- Photo 4: View of the interior of the waiting area of the Minburn Depot at the new location, camera pointed to the south/southwest. Photo taken on October 27, 2014.
- Photo 5: View of the interior of the ticket office of the Minburn Depot at the new location, camera pointed to the east. Photo taken on October 27, 2014.
- Photo 6: View of the interior of the ticket office of the Minburn Depot at the new location, camera pointed to the south/southeast. Photo taken on October 27, 2014.
- Photo 7: View of the hallway from the waiting area through the ticket office into the kitchen/trailhead lobby/restrooms of the Minburn Depot at the new location, camera pointed to the north/northeast. Photo taken on October 27, 2014.
- Photo 8: View of the interior of the kitchen of the Minburn Depot at the new location, camera pointed to the south/southwest. Photo taken on October 27, 2014.
- Photo 9: View of the interior towards the restrooms of the Minburn Depot at the new location, camera pointed to the north. Photo taken on October 27, 2014.
- Photo 10: View of the interior towards the restrooms/janitor closet of the Minburn Depot at the new location, camera pointed to the north/northeast. Photo taken on October 27, 2014.

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PHOTO KEY PLAN

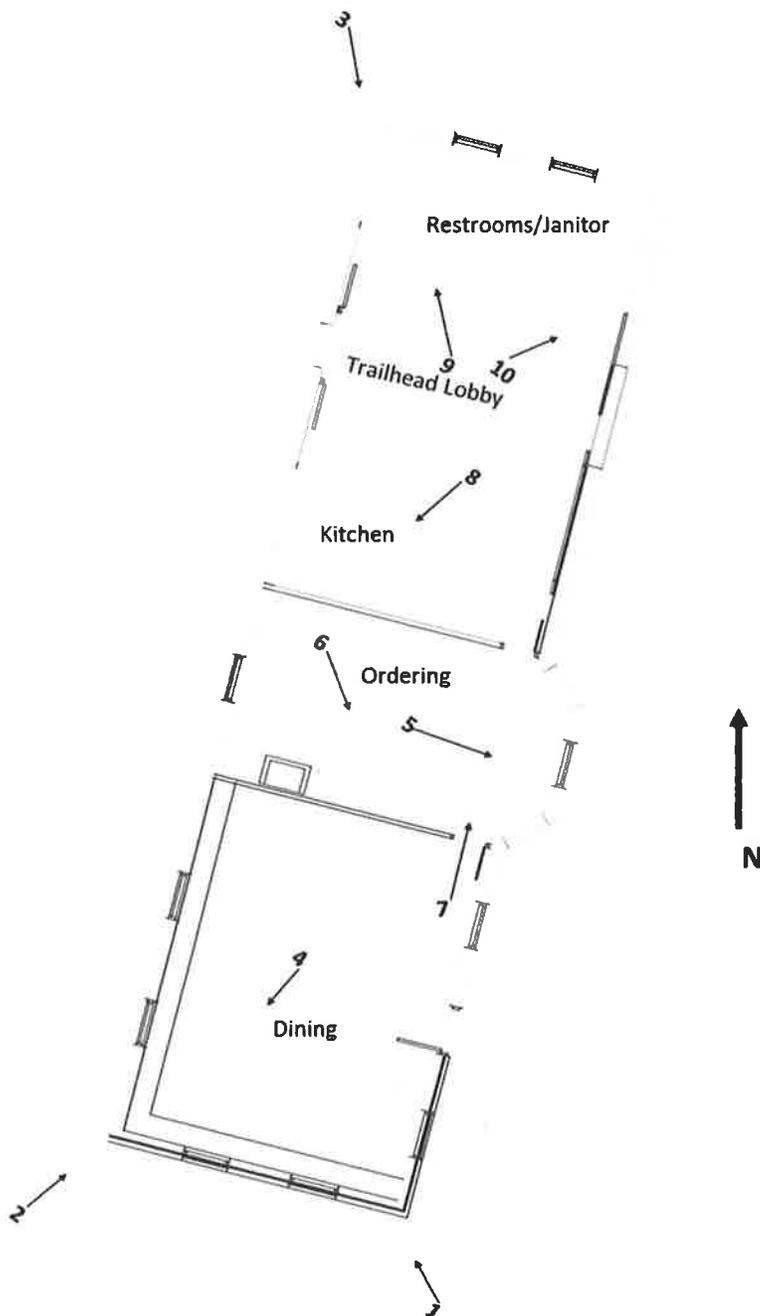


Photo Key Plan: Showing the direction of the exterior and interior photos at the new location. Plan courtesy of Simonson & Associates Architects. January 2014. Not to Scale.

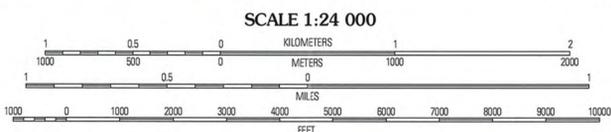


Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid: Universal Transverse Mercator, Zone 15T
10 000-foot ticks: Iowa Coordinate System of 1983
(south and north zones)

Imagery.....NAIP, September 2006
Roads.....US Census Bureau TIGER data
with limited USGS updates, 2004 - 2005
Names.....GNIS, 2008
Hydrography.....National Hydrography Dataset, 2006
Contours.....National Elevation Dataset, 2005

UTM GRID AND 2010 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000-m Square ID
V6
Grid Zone Designation
15T



CONTOUR INTERVAL 10 FEET

This map was produced to conform with version 0.5.10 of the
draft USGS Standards for 7.5-Minute Quadrangle Maps.
A metadata file associated with this product is also draft version 0.5.10



ROAD CLASSIFICATION

Interstate Route State Route
US Route Local Road
Ramp 4WD

QUADRANGLE LOCATION

Ripley	Berkey	Madrid NW
Dawson	Perry	Woodward
Adel NW	Panther	Dallas Center

ADJOINING 7.5 QUADRANGLES

PERRY, IA
2010

















