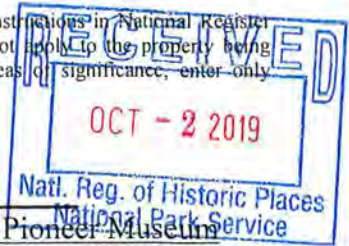


United States Department of the Interior
National Park Service

4621

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 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.



1. Name of Property

Historic name: Midland Depot
Other names/site number: Chicago and North Western Depot, Midland Pioneer Museum
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: 400 Block of Main Street
City or town: Midland State: SD County: Haakon
Not For Publication: Vicinity:

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:
 A B x C D

Jay D. Vogt 09-30-2019
Signature of certifying official/Title: Date
SD SHPO
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

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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:)

For  Date of Action 11/18/19

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

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

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7. Description

Architectural Classification

(Enter categories from instructions.)

No Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundation: Concrete; Walls: Wood; Roof: Metal

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

The Midland Depot (1906) is located in the 400 Block on the south side of Main Street. It was moved to this location in 1975. Its original location was 600' southeast of its current location.

The depot is one of four buildings owned by the Midland Pioneer Museum. A chain-link fence encloses the museum buildings, which includes two one-story buildings, the Prairie Queen School (a relocated one-room schoolhouse), and the depot. The depot is the westernmost building. The modern West Central Electrical Cooperative building sits directly west of the depot. The grounds are landscaped with rock and a brick sidewalk runs from the street to the depot's entrance. Midland's Main Street is comprised primarily of one-story, pole-type buildings and vacant lots. The two-story, red depot is a focal point.

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The 400 Block, south side, containing the Midland Depot, Prairie Queen School, two gabled buildings, and artifacts.

The depot is a standardized design of the Chicago and North Western Railroad. It is called a “Standard Combination Station With Living Rooms Overhead.”¹ It is twenty-four feet wide, seventy-two feet long, and twenty feet tall. The depot is a wood-frame building comprised of two volumes: the station and the freight room. The station volume is two stories and contains the lobbies and station agent’s office on the first floor and the station agent’s living quarters on the second floor. The freight room volume is one story. Both volumes have gable roofs clad with corrugated metal (wood shingle originally). All windows are original with the exception of two windows on the south elevation of the freight room. Most of windows are four-over-four, double-hung with wood sashes. The windows were covered with wire mesh on the interior in 1977. The walls and ceilings of the station volume’s first floor are beadboard; the second-floor walls and ceilings are lath and plaster. The freight room’s interior was never finished.

¹ South Dakota Board of Railroad Commissioners, *Eighteenth Annual Report of the Board of Railroad Commissions of the State of South Dakota*, (Pierre, SD: Hipple Printing Company, 1907), 28.

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Narrative Description

The depot rests on a concrete block foundation. A brick chimney is located on the back third of the station volume's ridgeline. The depot is oriented north to south; the front faces Main Street. The depot was originally oriented east to west when it paralleled the railroad tracks located 600' southeast of its current location. Both the south and north elevations have original wood "Midland" signs. The north elevation also contains signs reading "Chicago North Western System", "Railway Express Agency", and "Midland Pioneer Museum." These signs are compatible in design and color to the depot.

The Station volume

The north elevation has two, four-over-four windows on each floor. Originally, the gable end of this elevation contained decorative stickwork; it appears in 1906 and 1913 photographs but was missing in photographs taken in 1967. The east elevation has three, four-over-four windows on each floor. The east elevation also contains a wood ladder fire escape. The south elevation has three, four-pane fixed windows. The west elevation's first floor has a four-panel wood door with a wood screen door; the opening is capped with a four-pane fixed window. South of the door is a four-over-four window and a three-sided bay. The bay contains a centered, four-over-four window with narrow two-over-two windows on the sides. The second floor of the west elevation contains three four-over-four windows.

The interior of this volume consists of the lobbies and station agent's room on the first floor and four rooms on the second floor comprising the station agent's living quarters. The ceilings and walls of first floor rooms are 3¼" beadboard. The ceilings and walls on the second floor are lath and plaster. A stairwell is located at the southeast corner with walls and ceilings of 3¼" beadboard. Two small closets are incorporated into the stairwell, one on each floor. An original chimney is located in the wall between the first-floor lobbies and second-story rooms. Floors are hardwood: 2¼" downstairs and in two upstairs rooms and 3¼" in the other two upstairs rooms. Doors are wood panel. Door and window openings are trimmed with wood.

The Freight Room volume

The east elevation contains a large sliding door; the wood comprising the door is arranged diagonally. The east elevation also contains a four-panel wood door. The south elevation contains a large sliding door; the wood comprising the door is arranged diagonally. Flanking the door are single-pane windows. These windows were originally nine-pane fixed windows; they were replaced sometime post-1970 based on photographs. A small platform constructed of railroad ties lies beneath the freight door on the south elevation. The west elevation contains a four-panel wood door capped with a four-pane fixed transom window. The elevation also contains a large sliding door; the wood comprising the door is arranged diagonally. A shed-roof dormer punctures the roofline of the west elevation. It contains a one-over-one window. This dormer was added between 1913 and 1967 based on photographs.

The freight room's interior is not finished. The studs and wood wall cladding are visible. The floor is hardwood in combinations of 5½", 4½", and 1½" boards.

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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.

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

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Areas of Significance

(Enter categories from instructions.)

Transportation
Exploration/Settlement

Period of Significance

1907-1960

Significant Dates

1907

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Chicago & North Western Railroad (built off standardized plans, architect unknown)

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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 **Midland Depot** is eligible for the National Register under Criteria A and C. Its level of significance is **statewide**. Its period of significance is 1907-1960. The period of significance begins with the depot's construction and runs through its last year of passenger train service.

The depot is eligible under **Criterion A** under **Transportation** and **Exploration/Settlement**. It is a rare, historic rail-related building that represents railroading in the state. Railroads were integral in founding towns and cities across South Dakota. Depots were the public face of this development and convey significance like no other rail-related buildings. As a surviving depot in excellent condition, the Midland Depot is an exceptional example of transportation and settlement heritage.

The depot is also eligible under **Criterion C** for **Architecture**. It is a Chicago and North Western standardized design named the *Standard Combination Station with Living Rooms Overhead*. This design met the challenges of railroad expansion on the western Great Plains where it was necessary to provide accommodations for agents and their families. Many towns lacked lodging, and in some cases the depot was constructed before the town. The *Standard Combination Station with Living Rooms Overhead* plan, and variations adopted by other railways, met these challenges.

The depot meets **Criterion Consideration B** for moved properties. It retains integrity sufficient to convey architectural value. It is also one of the few surviving properties associated with railroads and the settlement of South Dakota. The study *South Dakota's Railroads: An Historic Context* (1998) considered relocated wood-frame depots when developing integrity requirements. Due to the rarity of extant depots, the context determined that, "An exception [to the location and setting integrity requirement] is made for wood-frame depots and section house buildings, almost none of which survive in their original location."² Relocated wood-frame depots with good integrity of materials, design, workmanship, feeling, and association in South Dakota were determined eligible for the National Register.

² Mark Hufstetler and Michael Bedeau, *South Dakota's Railroads: An Historic Context*, (Pierre, SD: South Dakota State Historic Preservation Office, 1998), 51.

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

Midland and the Chicago and North Western Railroad

Homesteaders viewed the area west of the Missouri River in South Dakota (referred to as West River) as one of the last frontiers in the United States.³ Federal policies such as the Homestead Act and Pacific Railway Act, both of 1862, granted free land to individual homesteaders and huge tracts of land to railroad corporations willing to invest in and develop vast stretches of prairie. Railroads had penetrated South Dakota from the east and reached the Missouri River by 1880. However, the majority of what would become South Dakota west of the Missouri River was part of the Great Sioux Reservation and off limits to non-Indians. Consequently, railroad companies spent the next decade lobbying Congress for access to the reservation.

In 1890, the Great Sioux Reservation was substantially reduced and millions of acres of West River lands – land in South Dakota lying between the Missouri River and the Black Hills - were opened for settlement. However, the country was in an economic downturn and there was no capital to expand rail lines. Settlers and speculators came anyway, though not in great numbers. J.C. Russell, a merchant who also owned three miles of land along the Bad River, is credited with founding the hamlet of Midland, so named because it was located near a post office thought to be midway between the Missouri and Cheyenne Rivers.⁴ However, Russell was not alone in the area and a small population of speculators and homesteaders located there beginning in 1890.⁵

By 1906, economic conditions had improved, and rail expansion west resumed. The Chicago and North Western railroad decided to add a line between Pierre, the newly-chosen state capital of South Dakota, and Rapid City in the Black Hills. The Black Hills rail network was already extensive by this time and this new line was built to open up the West River country for settlement and to provide quicker travel across the state. Chicago and North Western president Marvin Hughitt was determined to reach the Black Hills before his rival, the Milwaukee Road, accomplished the same goal from Chamberlain, South Dakota. The Chicago and North Western began construction in June of 1906.⁶ Building started on two fronts as one crew built west from Pierre and another crew built from east from Rapid City.⁷ The two crews linked in the summer of 1907, beating the Milwaukee Road by about one month.⁸

³ H. Roger Grant, *The NorthWestern: A History of the Chicago and North Western Railway System*, (Dekalb, IL: Northern Illinois University Press, 1996) 85.

⁴ Elsie Hey Baye, *Haakon Horizons*, (Pierre, SD: State Publishing Co., 1982), 148.

⁵ *Black Hills Weekly Journal* (Rapid City, SD), 10 August 1906.

⁶ Jerry Penry, "Boom Town! - Philip, South Dakota) *North Western Lines*, n.4, (2017), 37.

⁷ Mills, 5.

⁸ Ibid.

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The anticipation of the railroad transformed the unincorporated village of Midland into a full-blown town during the summer of 1906. In May, the Western Town Lot Company platted a new townsite on land owned by J.C. Russell.⁹ The Western Town Lot Company, along with the Pioneer Townsite Company, was a subsidiary of the Chicago and North Western railroad. The Western Town Lot Company's articles of incorporation stated:

“The principal business of this corporation shall be to buy, improve, plat and lay out town lots, and sell and deal in land and town lots in the states of Iowa and Minnesota and the Territory of Dakota and in other states and territories where it may lawfully transact business, to promote immigration, and the settlement and occupation of lands in such states and territories, and for this purpose shall be vested with full power to make contracts with individuals or corporations for the purchase or sale of real and personal property...”¹⁰

Profit was the main motive for establishing towns, and Midland was no different.

By July of 1906, Midland was booming in anticipation of the railroad's arrival. Lumber was freighted in from Pierre and Murdo (the current terminus of the Milwaukee Road), and buildings were constructed along the edge of the townsite in anticipation of lot sales scheduled to occur later that fall.¹¹ Common to Great Plains town building, wood-frame structures were often built just outside newly platted townsites and then moved into the townsite once lot sales were held. These “towns on wheels,” consisting primarily of single-story, wood-framed gable-front and false-front buildings, created organized business districts once moved into city grids.

After selling his land for the townsite, J.C. Russell became the Western Town Lot Company's agent.¹² From his comments in the *Pierre Weekly Free Press* on 20 December 1906, it appears that some lots were sold outright at a set price while others were to be auctioned in the spring of 1907.¹³ This allowed some people who were residing on the public school section of land to purchase lots and move their building into town sooner.¹⁴ The first passenger train carrying 123 people arrived in Midland on 7 April 1907.¹⁵ Over 200 cars filled with supplies also arrived in Midland during that month.¹⁶ In May, the Western Town Lot Company held auctions, presumably for the more desirable lots in town.¹⁷ Midland was now a full-fledged town, and no place was busier than the Midland Depot.

⁹ *Rapid City Journal*, 2 May 1906.

¹⁰ James F. Hamburg, “Railroads and the Settlement of South Dakota During the Great Dakota Boom, 1878-1887,” *South Dakota History*, v.5, no.2, (1975), 175.

¹¹ *Pierre Weekly Free Press*, 26 July 1906.

¹² *Pierre Weekly Free Press*, 9 May 1907.

¹³ *Pierre Weekly Free Press*, 20 December 1906.

¹⁴ *Ibid.*

¹⁵ *Ibid.*

¹⁶ *Ibid.*

¹⁷ *Pierre Weekly Free Press*, 9 May 1907.

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Depot Life in Rural Communities

Rural depots were the center of activity in communities like Midland. While depots belonged to the railroads, emotionally they belonged to the townspeople.¹⁸ They were crucial to the economic and social life of hundreds of prairie communities.¹⁹ As historian John E. Miller observed in *Railroad Depots on the Dakota Central in Eastern South Dakota*, “just as schools constituted more than merely educational institutions, churches did more than preach religion, and stores witnessed more than business transactions, railroad depots became more than a simple place to wait for trains to arrive and depart.”²⁰ They became places where visitors and residents mingled, merchandise arrived, and news was spread.²¹

Since depots were often the largest building in a new town, they hosted a variety of non-railroad-related activities. Dances, speeches, church services, military sendoffs, peddling, gossip, and general socializing all occurred at the depot.²² Charles Zeller, an early resident of Miller, South Dakota, recalled, “it used to be the thing to do in Miller – go down and meet the 6PM train in the evening. It was just something everybody did.”²³

The depot agent was a pillar of the local community and as well-known as the doctor or preacher in town.²⁴ A child who grew up in a depot in central South Dakota during this era recalled that, “We were really proud that our dad was the agent,” adding, “He was important and so we thought we were too!”²⁵

Origins and Architecture of Depots

Early railroads were not interested in depot design. They were more concerned with constructing lines, purchasing rolling stock, and recruiting skilled employees to protect their investment.²⁶ Chronically short on funds, early railroads used available buildings for depots, such as hotels, whenever possible and modified them to suit their needs.²⁷

¹⁸ John R. Stilgoe, *Metropolitan Corridor: Railroads and the American Scene*, (New Haven, CT: Yale University Press, 1983) 195.

¹⁹ Charles W. Bohi and H. Roger Grant, “Country Railroad Stations of the Milwaukee Road and the Chicago & North Western in South Dakota.” *South Dakota History*, v.9, no.1, (Winter 1978), 2.

²⁰ John E. Miller, “Railroad Depots on the Dakota Central in Eastern South Dakota.” *Locus*, v.7, no.2, (Spring 1995), 160.

²¹ Bohi and Grant, 2.

²² Haug, 34; H.A. Stimson, *Depot Days*, (Boynton Beach, FL: State Publishing, 1972), 1.

²³ Haug, 43.

²⁴ H. Roger Grant, *Living in the Depot: The Two-Story Railroad Station*, (Iowa City, IA: University of Iowa Press, 1993) 46.

²⁵ *Ibid*, 45.

²⁶ *Ibid*, 6

²⁷ H. Roger Grant, *The NorthWestern: A History of the Chicago and North Western Railway System*, (Dekalb, IL: Northern Illinois University Press, 1996, 6-10.

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In the latter half of the nineteenth century, the railroad's philosophy on depot construction began to change. In the years following the Civil War, Americans were unhappy with the railroads' rate structures and corporate arrogance had turned public opinion against the industry.²⁸ Strictly from a business perspective, the railroads realized they needed to take steps to regain their customers' trust. One way they achieved this was through the construction of attractive and functional depots.

Depots designed with living space began sprouting up on several lines. Employees living in a depot was not a new idea. It was popular in Europe and practiced by other transportation industries in America, such as canal corporations, who frequently provided housing for lockkeepers.²⁹ Railroad executives soon realized that providing apartments within the depot benefitted the corporation. The primary advantage was that an agent living in the depot was on call twenty-four hours a day and able to respond to any situation that may arise.³⁰

There were other benefits for railroads to house employees on site. Since depots stored valuable freight, as well as cash for operation, it benefitted the railroads to have an employee living on site to detour or report an attempted burglary.³¹ Additionally, an occupied depot received a discount on fire insurance.³² Furthermore, railroads concluded that married employees were the most reliable and put an emphasis on retaining them. By providing housing, often at no cost to the depot agent and his family, the railroads found an effective way to keep good employees happy and productive.³³ Alternative living situations, which included living in a hotel, passenger coach, or bankcar, were not attractive to agents with families.³⁴ Finally, as historian H. Roger Grant observed in his monograph *Living In The Depot: The Two-Story Railroad Station*, having employees living at the depot also "meshed well with the railroad executives' feelings of corporate paternalism during the nineteenth and early twentieth centuries."³⁵ These were the circumstances behind the rapid proliferation of depots with living quarters across the West. The American Great Plains, the prairie provinces of Canada, and parts of the American far west and southwest were hubs of the live-in depot.³⁶ As railroads stretched into unpopulated areas, depots with living quarters were a necessity. The railroad often preceded the town, obligating the railroad to build a depot with living quarters. This brought up problems for the often cash-strapped western railroads. Their solution was to embrace another phenomenon occurring nationwide during the era – standardization. Standardization, particularly in domestic, commercial, and industrial building, was widespread by the late nineteenth century and railroads, the nation's first big business, embraced it enthusiastically.³⁷

²⁸ Bohi and Grant, 3.

²⁹ H. Roger Grant, *Living in the Depot: The Two-Story Railroad Station*, (Iowa City, IA: University of Iowa Press, 1993), 10.

³⁰ Ibid.

³¹ Ibid.

³² Ibid.

³³ Ibid.

³⁴ Ibid, 37.

³⁵ Ibid, 10.

³⁶ Ibid, 17.

³⁷ Ibid, 17-18.

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Using standardized depot designs saved railroads money. Expanding beyond the 100th meridian, which bisects the Great Plains, was speculative.³⁸ Railroads did not want to invest too much money in depot construction at every settlement as some would inevitably stagnate or fail.³⁹ Yet, town boosters often relentlessly lobbied railroad officials to build architecturally attractive depots.⁴⁰ The railroads addressed this problem by developing standardized plans for handsome, but simple, depots. Standardization lowered costs by reducing architect fees while providing uncomplicated plans understood by the railroad's carpenters.⁴¹

Each railroad adopted depot plans to meet the challenges of the Great Plains. Though developed by different railroads, many depots looked similar no matter which line constructed them. This isn't surprising since the railroads had the same goal of providing uncomplicated structures that served both the passenger and freight needs of widespread farms and ranches.⁴² However, variation in depot design occurred between competitors.

Railroad division officials chose which designs to use. Prefabricated buildings could be ordered and standardized plans included choices of external and internal decoration obtainable from millworks.⁴³ Plans for small, medium, and large depots were available within each division office. The size of the depot was based on the predicted need of the settlement. If a settlement had promise, a larger depot was constructed, while a less-attractive station stop received a smaller structure.

In western South Dakota, the Milwaukee Road and the Chicago and North Western railroad were the major lines expanding in the early 1900s. Both had recently acquired smaller roads and began systemizing their depot architecture for the twentieth century.⁴⁴ The Milwaukee Road, which had transcontinental goals, developed over twenty plans.⁴⁵ The Chicago and North Western, which focused on more populated areas of the northern plains, developed four plans.⁴⁶

Prior to 1900, the Chicago and North Western built few depots containing living quarters because it focused on serving established farming communities in Iowa, Minnesota, and Wisconsin.⁴⁷ However, designing depots with living quarters became important once they started competing with the Milwaukee Road in South Dakota.⁴⁸ Depots with living quarters, and attractive ones at that, were necessary out West. The Chicago and North Western did not want to erect plain depots while the Milwaukee Road was building elaborate ones.⁴⁹ The company

³⁸ Ibid, 21.

³⁹ Ibid.

⁴⁰ Bohi and Grant, 3.

⁴¹ Ibid, 3-4.

⁴² Ibid, 2.

⁴³ H. Roger Grant, *Living in the Depot: The Two-Story Railroad Station*, (Iowa City, IA: University of Iowa Press, 1993) 18.

⁴⁴ Bohi and Grant, 7.

⁴⁵ Ibid, 7-12.

⁴⁶ Ibid.

⁴⁷ Ibid, 23.

⁴⁸ Ibid, 3.

⁴⁹ Ibid.

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determined that appealing depots reflected well on the corporation, justifying their cost.⁵⁰ Accordingly, the Chicago and North Western built attractive depots on their line across western South Dakota. The branch which ran from Pierre to Rapid City, was known as the PRC & NW Railway, which stood for the Pierre, Rapid City, and North West Railway (also called the *Pretty Rough Country and No Water Railway* by employees).⁵¹ Sixteen depots were erected on this line.

The Chicago and North Western used four standardized depot plans. Number 1 was one-story with a double-pitched hipped roof and a gable over the bay. Number 2 was one-story with a double-pitch hipped roof and gable dormer over the bay. Number 2 is very similar to Number 1, but smaller and with a lower roof. Number 3 was the smallest measuring 16' by 40'. It was one-story with a gable roof. Number 4 was the *Standard Combination Station with Living Rooms Overhead*. Numbers 1-3 were not used heavily in South Dakota while the *Standard Combination Station with Living Rooms Overhead* appeared frequently.⁵² On the Pierre, Rapid City, and North West Railway, eleven *Standard Combination Station with Living Rooms Overhead* depots were constructed. The line also contained four Number 3 depots, and a single Number 1 depot.

The Midland Depot

A *Standard Combination Station with Living Rooms Overhead* depot was built in Midland. Before it was constructed, Midland received a "flag" depot in 1906, which was essentially a small rectangular structure designed to be portable from station to station.⁵³ These rudimentary structures were called "flag" depots because passengers had to wave a flag at the train if they wanted it to stop. These temporary structures were used at new rail stops and at remote stops that were not expected to develop. No flag depots remain in South Dakota.⁵⁴

⁵⁰ Ibid.

⁵¹ H. Roger Grant, *Living in the Depot: The Two-Story Railroad Station*, (Iowa City, IA: University of Iowa Press, 1993), 22.

⁵² Bohi ang Grant, 20.

⁵³ Ibid, 22.

⁵⁴ Hufstetler and Bedeau, 41.

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Midland's flag depot on the left. (From: *Living In The Depot: The Two-Story Railroad Station*, p. 23)

In the spring of 1907, railroad company carpenters finished the Midland Depot. *The Eighteenth Annual Report of the Board of Railroad Commissions of the State of South Dakota* described the Midland station as having “2600 feet of passing track, 1, 900 feet of industry track, A Standard combination station with living rooms overhead, one Standard single section living house, a 4-pen stockyard and one freight house, 24 x 64 ft.” According to the report, the Midland station was fairly typical for this branch of the Chicago and North Western.

The Midland Depot is of standard design featuring a two-story volume with a one-story freight room attached. Both volumes have gable roofs. Windows are double-hung, multi-pane with wood sashes. Doors, both regular and freight, are wood and of standard design. Wood clapboard clads the building and beadboard and plaster are found in most interior rooms. The Midland Depot is nearly identical to the other ten *Standard Combination Station with Living Rooms Overhead* depots built on this line in 1906-07.

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Midland Depot—1913. Depot agent M. E. Young, Mrs. Young and baby Gleva.

Early photo of the Midland Depot showing half-timbering in gable.
(From *Historic Midland: 1890-1986*, p. 7)

Originally, the unencumbered gable of the two-story volume had diagonally laid clapboard with stickwork. At some point, this stickwork was replaced with horizontally-laid clapboards. Historic photographs of nine depots with *Standard Combination Station with Living Rooms Overhead* plans on this branch have been located. Depots at Van Metre, Capa, and Philip had stickwork identical to Midland's. Cottonwood's had diagonally-laid board in the gable, but no stickwork. Wasta, Wall, Underwood, and Quinn had no ornamentation in their gables.



The Van Metre, Capa, Cottonwood, and Philip depots, all of which had decorative stick work in the gable.
(Photos Courtesy South Dakota State Historical Society Archives)

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Wasta, Wall, Underwood, and Quinn depots with unadorned gables.
(Photos Courtesy South Dakota State Historical Society Archives)

Minor ornamentation diversity was common on standardized depots. Railroads sought to soften the appearance of these industrial structures and visually blend them with what historian John Stilgoe has titled the “metropolitan corridor,” or the railscapes that accompanied developing railroads across rural North America.⁵⁵ Typically, the decision to add ornamentation was decided at the division level. The factors influencing depot ornamentation on the Pierre, Rapid City, and North West Railway are not known.

The Decline of Depots and the Midland Depot

In 1920, railroads reached their zenith in South Dakota.⁵⁶ America’s transportation system was changing. Cars and buses were altering passenger travel while national trucking systems were revolutionizing freight transportation. In South Dakota, the agricultural depression of the 1920s and the Great Depression of the 1930s made railroads unprofitable for two decades. After World War II, economic prosperity fueled the proliferation of automobiles, highways, and eventually air travel, all of which impacted the railroad’s viability.⁵⁷ Additionally, many of the new transportation industries were supported with federal money and lightly regulated, unlike the heavily-regulated railroads.⁵⁸

⁵⁵ H. Roger Grant, *Living in the Depot: The Two-Story Railroad Station*, (Iowa City, IA: University of Iowa Press, 1993), XII.

⁵⁶ Ibid, 50: Hufstetler and Bedeau, 21.

⁵⁷ Hufstetler and Bedeau, 21-22.

⁵⁸ Haug, 33-35.

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As passenger travel and freight transportation decreased, railroads began closing lines. This decline started in the 1930s and continued through the 1960s.⁵⁹ When the lines closed, the buildings, including depots, were abandoned. Railroads did not want the liability of abandoned depots, so most were demolished or sold and moved off the railroad right-of-way. Consequently, very few depots remain in South Dakota.

The last passenger train to pass through the Midland Depot was on 24 October 1960.⁶⁰ In 1973, the Midland Pioneer Museum Association purchased the building with the condition it be moved.⁶¹ On 28 May 1973, workers for the Rural Electric Association and the Northwestern Bell Telephone Company disconnected high lines to allow the depot's relocation onto Main Street.⁶² The roadside ditch was filled in and trees cut down to clear a path.⁶³ The next day it was lowered onto a concrete pad at its current location.⁶⁴

The Midland Depot in Comparison to Other Depots

South Dakota's Railroads: An Historic Context identifies in Appendix 3: List of South Dakota Railroad Depots, that 103 depots were extant as of 1998.⁶⁵ The appendix qualifies the list by stating "the list is believed to be substantially complete, though it is likely that a small number of additional, yet-unknown buildings may also be extant," and that "listed buildings may have also been razed since they were last visited."⁶⁶ The list is based on 1997 field observations.⁶⁷ The list includes large brick depots and rural wood depots.

Some of these depots have undoubtedly been lost since the mid-1990s. The Java Depot, for example, was razed in circa 2011. Other depots were recorded as being vacant in the surveys, greatly increasing the prospect of their demolition over the last twenty years. Additionally, many of the depots recorded during the survey were in small towns or had been moved, presumably to local farms or ranches – a common practice.⁶⁸ Depots in rural areas are more likely to fall into disrepair and be razed due to the lack of repurposing options. Of the 103 depots recorded in the context, approximately seventy of them are wood-frame depots; eleven remain in their original location. Approximately fifty wood depots were in use as businesses, museums, residences, and storage.

Five wood depots are individually listed in the National Register of Historic Places as of 2019: The Pollock Depot (Soo Line), De Smet Depot (Chicago and North Western), Utica Depot (affiliation not known), Java Depot (Burlington, Northern and Santa Fe), and Kadoka Depot

⁵⁹ Ibid, 59.

⁶⁰ "Midland Railroad To Be A Future Museum" *The Pioneer-Review* (Philip: SD) 22 October 1960.

⁶¹ Ibid.

⁶² Ibid.

⁶³ Ibid.

⁶⁴ Ibid.

⁶⁵ Hufstetler and Bedeau, 92-94.

⁶⁶ Ibid, 92.

⁶⁷ Ibid.

⁶⁸ Ibid, 92-94.

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(Chicago, Milwaukee and St. Paul). As mentioned earlier, recent research has discovered that the Java Depot was razed, dropping the number of individually listed wood depots to four. An additional seventeen brick and/or stone passenger depots are also listed in the National Register bringing the total listed passenger depot count to twenty-one (Appendix A). The brick and/or stone depots are found in larger towns and cities and are predominately contributing structures in historic districts.

Of the four individually-listed wood depots, only the Pollock Depot is a two-story structure with living quarters on the second floor. Although it is a Soo Line depot, it is very similar to the Midland Depot in design.



National Register Information System photo of Pollock Depot:
<https://npgallery.nps.gov/NRHP/GetAsset/fe291569-a996-46f8-a43f-01a90095a4a6>

It is not known how many two-story, wood depots with living quarters overhead were constructed in South Dakota. However, the design was used frequently during the final years of railroad expansion in West River South Dakota occurring post-1900. Two-story, wood depots were built on main and spur lines until about 1910.

The Chicago and North Western line running between Pierre and Rapid City had sixteen depots. Of these, only the Midland Depot and Fort Pierre Depot are confirmed to be extant in a recognizable form. The Fort Pierre Depot was relocated in the 1960s to Shirley Miller's ranch at Mud Butte. In 2013, the depot was returned to Fort Pierre and significantly restored due to

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extensive deterioration. The changes made during the restoration made the depot ineligible for the National Register, however, it serves an excellent interpretive purpose and is an asset to the community. The Van Metre Depot was moved to the Knox Ranch in the 1960s and its current status is unknown.⁶⁹ The Wasta Depot was torn down by Buck and Helen Henderson in 1976 and the wood hauled to Long Pine, Nebraska to build a house and garage.⁷⁰ The Wendte Depot was moved to a ranch southeast of Wendte in the 1960s and its status is unknown.⁷¹ The other depots on the line are not known to be in existence. However, most are presumed to have been relocated in the 1960s and 1970s. After forty to fifty years of service as ranch buildings, another assumption has been made that most are in a deteriorated and/or altered state.

The Midland Depot is the best extant depot on this line and one of the best two-story, wood depots with living quarters overhead in the state. The Pollock Depot (NRIS#96001299) and the Midland Depot appear to be the best-preserved depots of this design. Both retain excellent integrity.

The standardized design of the Midland Depot has not been altered with the exception of an additional dormer added to the freight room. The addition was added sometime between 1913 and 1967, based on photographs. Though its purpose is not known, it is assumed to have had a railroad-related function as it was added while the depot remained in its original location. This minor addition does not impact its integrity of design.

In 1975, the Midland Depot was relocated 600' northwest of its original location. Due to railroad liability policies, the depot, like most depots in South Dakota, had to be relocated or torn down. Since relocation is a common situation statewide, the *South Dakota's Railroads: An Historic Context* took this into consideration when developing integrity requirements stating, "An exception [to the location and setting integrity standards] is made for wood-frame depots and section house buildings, almost none of which survive in their original location."⁷²

The depot has excellent integrity of materials, feeling, and association. Original siding and windows remain as does interior beadboard and plaster. The roof has been covered with metal. However, given the rarity of the resource and the exceptionally high material integrity found elsewhere on the depot, this change is minimal. The depot also retains its uniform Chicago and North Western paint scheme (red with black trim), which is a significant symbol of the depot's corporate identity.⁷³ Finally, the proximity of the depot to the railroad tracks and its integrity of materials and design augments its integrity of feeling and association as a turn-of-the century railroad depot in South Dakota.

⁶⁹ Personal Correspondence, Ken Stewart, 1 June 2019.

⁷⁰ Personal Correspondence, Mary Lewis, 1 June 2019.

⁷¹ <https://sddigitalarchives.contentdm.oclc.org/digital/collection/photos/id/56473/rec/2> Accessed 15 May 2019.

⁷² Hufstetler and Bedueau, 51.

⁷³ Ibid, 34.

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9. Major Bibliographical References

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Stimson, H.A. *Depot Days*. Boynton Beach, FL: State Publishing, 1972.

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South Dakota State Archives, South Dakota Digital Archives,
<https://sddigitalarchives.contentdm.oclc.org/digital/>

Newspapers

“Midland Railroad To Be Future Museum.” *The Pioneer-Review* (Philip: SD), 26 June 1975.

Pierre Weekly Free Press 26 July 1906 – 9 May 1907.

Personal Correspondence

Lewis, Mary. 1 June 2019

Stewart, Ken. 1 June 2019.

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
- Other

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Name of repository: _____

Historic Resources Survey Number (if assigned): n/a

10. Geographical Data

Acreeage of Property less than one acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

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):

NAD 1927 or NAD 1983

- | | | |
|-------------|--------------------|----------------------|
| 1. Zone: 13 | Easting: 807792.16 | Northing: 4886870.05 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |

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4. Zone: Easting : Northing:

Verbal Boundary Description (Describe the boundaries of the property.)
Lot 4, Block 10, Town of Midland.

Boundary Justification (Explain why the boundaries were selected.)
The legal description is the lot containing the depot.

11. Form Prepared By

name/title: C.B. Nelson
organization: South Dakota State Historic Preservation Office
street & number: 900 Governors Drive
city or town: Pierre state: SD zip code: 57501
e-mail chrisb.nelson@state.sd.us
telephone: 605-773-3458
date: 10 May 2019

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.

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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: Midland Depot

City or Vicinity: Midland

County: Haakon

State: SD

Photographer: Kate Nelson

Date Photographed: 19 June 2019

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

1 of 21.

SD_HaakonCounty_MidlandDepot_0001

Looking SW. Photo taken from Main Street.

SD_HaakonCounty_MidlandDepot_0002

Looking SE. Photo taken from Main Street.

SD_HaakonCounty_MidlandDepot_0003

Looking SE. Photo taken from Main Street.

SD_HaakonCounty_MidlandDepot_0004

Looked E. Photo taken on grounds.

SD_HaakonCounty_MidlandDepot_0005

Looking NE. Photo taken on grounds.

SD_HaakonCounty_MidlandDepot_0006

Looking N. Photo taken on grounds.

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SD_HaakonCounty_MidlandDepot_0007

Looking NW. Photo taken on grounds.

SD_HaakonCounty_MidlandDepot_0008

Looking NW. Photo taken on grounds.

SD_HaakonCounty_MidlandDepot_0009

Looking SW. Photo taken on grounds.

SD_HaakonCounty_MidlandDepot_0010

Looking SW. Photo taken second floor.

SD_HaakonCounty_MidlandDepot_0011

Looking SW. Photo taken second floor.

SD_HaakonCounty_MidlandDepot_0012

Looking NW. Photo taken second floor.

SD_HaakonCounty_MidlandDepot_0013

Looking SW. Photo taken second floor.

SD_HaakonCounty_MidlandDepot_0014

Looking W. Photo taken on stairs.

SD_HaakonCounty_MidlandDepot_0015

Looking SW. Photo taken in freight room.

SD_HaakonCounty_MidlandDepot_0016

Looking NW. Photo taken in freight room.

SD_HaakonCounty_MidlandDepot_0017

Looking NE. Photo taken in freight room.

SD_HaakonCounty_MidlandDepot_0018

Looking NE. Photo taken in middle lobby.

SD_HaakonCounty_MidlandDepot_0019

Looking SE. Photo taken in middle lobby.

SD_HaakonCounty_MidlandDepot_0020

Looking SW. Photo taken in front lobby.

SD_HaakonCounty_MidlandDepot_0021

Looking S. Photo taken in front lobby.

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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.

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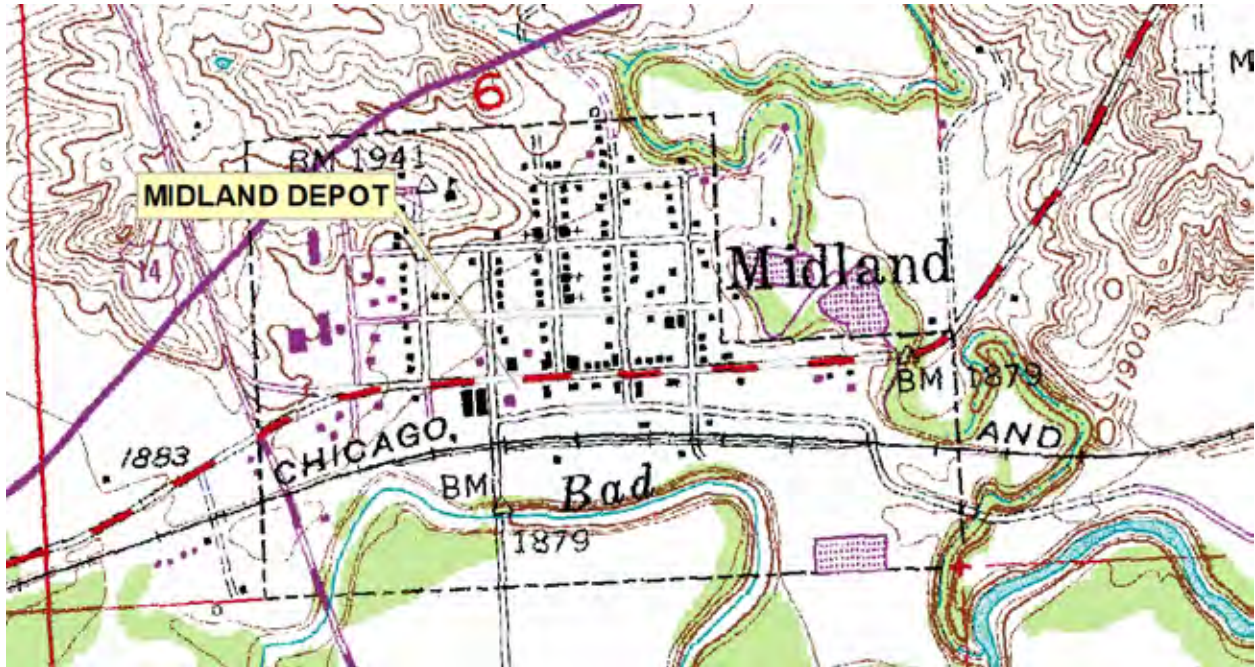


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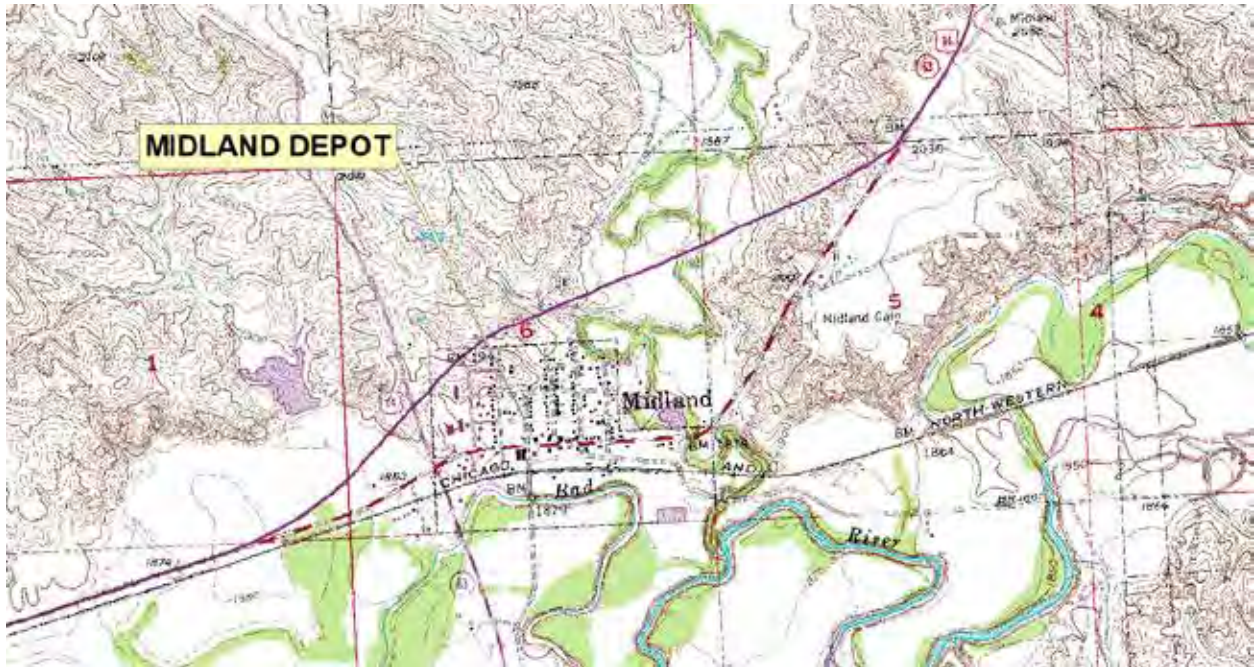


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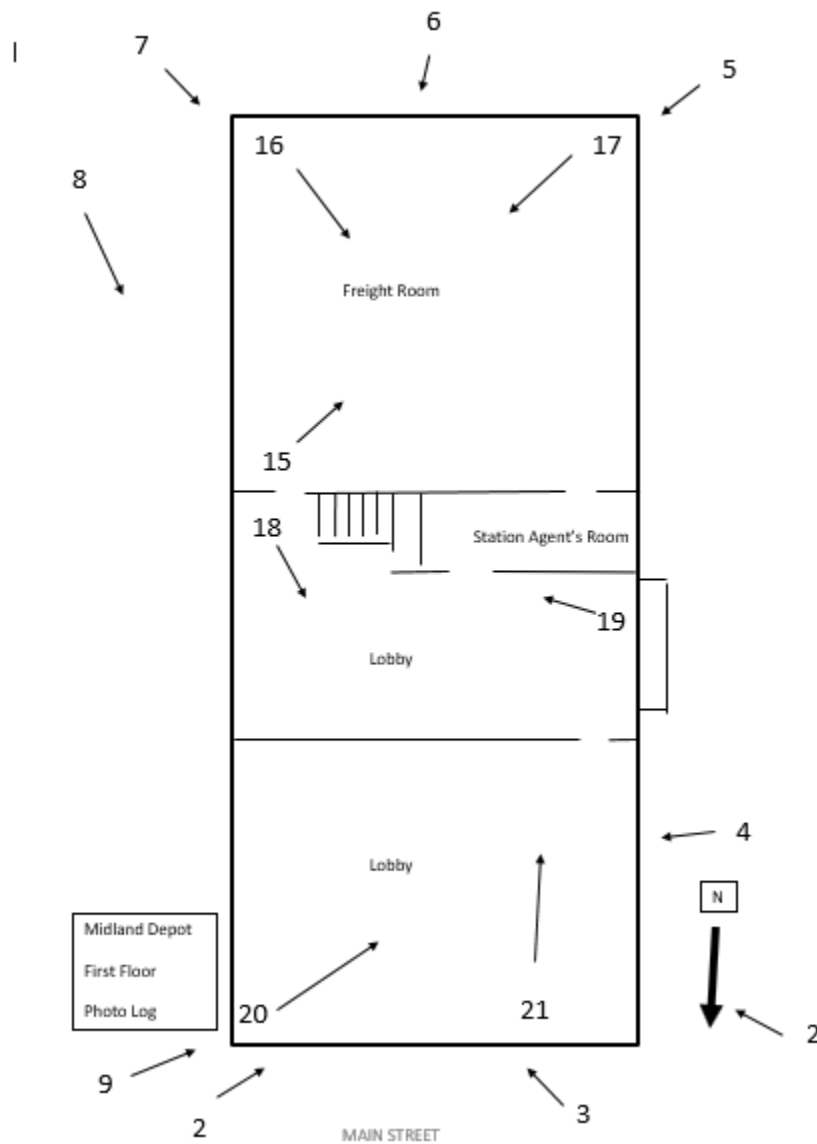
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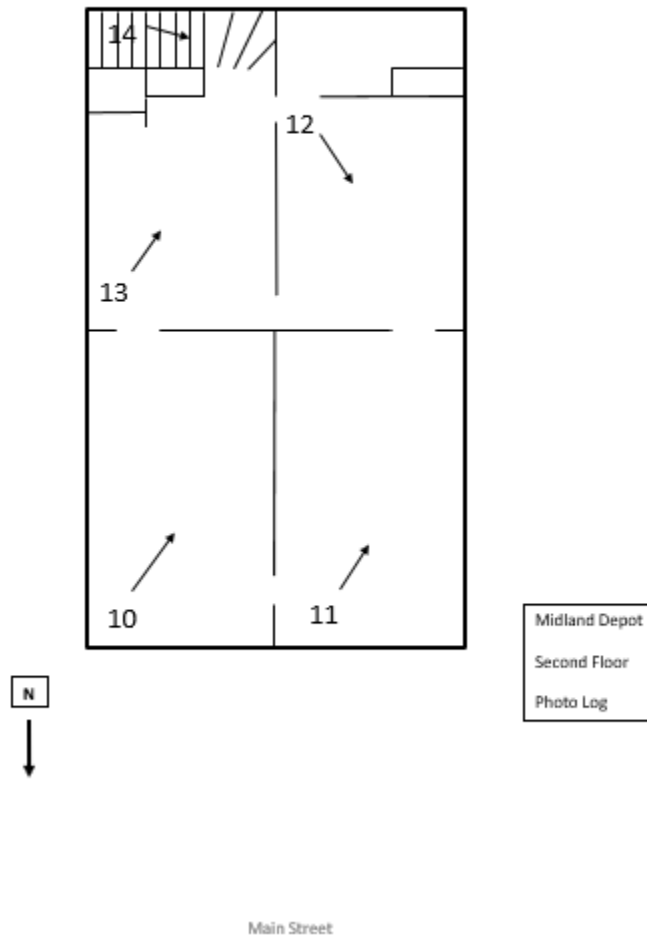


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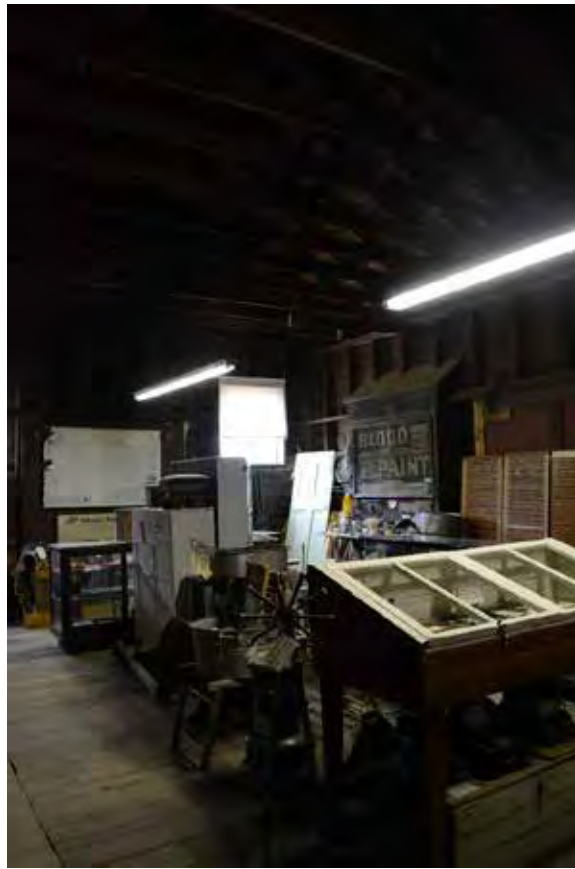


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CHICAGO
NORTH WESTERN
SYSTEM

MIDLAND

RAILWAY EXPRESS AGENCY

MIDLAND PIONEER MUSEUM

ND
USEUM





MIDLAND
MIDLAND PIONEER MUSEUM

MIDLAND
PIONEER MUSEUM



Open by Appointment



CHICAGO
NORTH WESTERN
SYSTEM

MIDLAND

RAILWAY EXPRESS AGENCY

MIDLAND PIONEER MUSEUM

MIDLAND
PIONEER MUSEUM

Goal
50000
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35000
30000
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20000
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10000
5000
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OPEN BY
APPOINTMENT
CALL







MIDLAND

OPEN



MIDLAND

442



MIDLAND







STAIN STRETCH











W. P. ...
Frank ...







GOOD HOUSE PAINT
5. GOOD
PAINT
SOLD BY
Y & DAVIDSON

Science Patents Midland 1875
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Barbed Wire
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Science Patents Midland 1875
[Handwritten notes and diagrams on a board]

VEST

3-75







BANK
OF
MIDLAND

Bank of Midland



SHARPLE
CREAM
SEPARATO



**NO
SMOKING**



YOUR CONTRIBUTIONS HELP
MAINTAIN THE GROUNDS AND
ENLARGE THE EXHIBITS AND
SUPPORT THIS AREA'S HERITAGE
529
CNW
WILE SIGN



HAAKON HORIZONS
HAAKON HORIZONS
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HAAKON HORIZONS



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 10/2/2019 Date of Pending List: 10/25/2019 Date of 16th Day: 11/12/2019 Date of 45th Day: 11/18/2019 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

- | | | |
|---|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 11/18/2019 Date

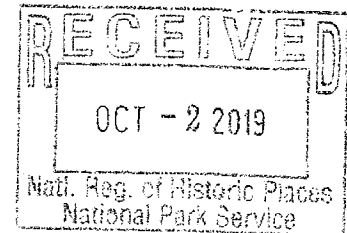
Abstract/Summary Comments:

Recommendation/ Criteria:



1 October, 2019

Keeper of National Register
National Park Service
National Register of Historic Places
1849 C Street, NW, Mail Stop 7228
Washington DC 20240



Dear Keeper:

The enclosed disks contain the true and correct copy of the nominations for the *Midland Depot*, *Jefferson School*, and the *Doland Commercial Historic District*. The Doland Commercial Historic Districts consists of 12 properties and 8 property owners. There are no owner objections.

Please contact Sofia.Mattesini@gmail.com with any questions.

Sincerely,

Sofia Mattesini
Historic Preservation Specialist