

Historic Name: Minneapolis and St. Louis Railroad Depot

County: Redwood <sup>80002129</sup>

Common Name:

Community: Belview

Owner's Name and Address: City of Belview  
Belview, Minnesota 56214

Address/Legal Desc.:  
Off Main Street

Classification:

Acreage:

Building  Structure \_\_\_\_\_ Object \_\_\_\_\_ District \_\_\_\_\_

Condition:

Verbal Boundary Desc.:

Excellent \_\_\_\_\_ Good  Fair \_\_\_\_\_ Deteriorated \_\_\_\_\_

See continuation sheet

Open to the Public:

Visible from the road:

Yes  No \_\_\_\_\_

Yes  No \_\_\_\_\_

Occupied:

Present Use:

Yes  No \_\_\_\_\_

Community Center

History:

UTM Reference:

Date Constructed: 1892

Original Owner: Railroad

15/315120/4941740

Architect/Builder: Railroad

Original Use: Depot

Belview Quad. 7.5

Description:

Level of Significance:

The Minneapolis and St. Louis Depot (later the Chicago and Northwestern) in Belview is a one-story frame structure with the common three-room (waiting room, office, freight room) interior plan. The exterior is clapboard-covered, with bands of vertical siding at the base and in the gables. Decorative sawn supports are used under the broad roof overhang. Narrow eight-paned windows (4/4) are used in the waiting room and office. The interior walls have a vertical wainscot at the base and horizontal wood sheathing; the interior of the freight room is unfinished.

Local  \_\_\_\_\_

State \_\_\_\_\_

Nation \_\_\_\_\_

The depot is located directly north of its original site on the opposite side of the railroad tracks. The building has been turned 180 degrees so that the office bay and freight and passenger entrances remain facing the tracks. The brick platform, installed at the original location at an uncertain date, (see continuation sheet)

Status:

Survey \_\_\_\_\_ Date \_\_\_\_\_

Local \_\_\_\_\_

State \_\_\_\_\_

Nat'l. Reg. \_\_\_\_\_

Nat'l. Land. \_\_\_\_\_

HABS/HAER \_\_\_\_\_

Significance:

Also see Chicago Northwestern Railroad Depot nomination.

Except for Redwood Falls, the beginning of all surviving urban settlement in Redwood County was coincident with the designation of siding sites by the railroad. Railroad officials determined site locations - and, in later communities, the town plats - and railroad crews built not only the tracks but the railroad buildings as well. The combination passenger and freight depot was the only railroad-constructed building in many communities. Others also had a railroad-owned section house for the use of the section foreman and his family and a few other auxiliary buildings.

Theme/s:

Primary Transportation \_\_\_\_\_

Secondary Settlement \_\_\_\_\_

Other \_\_\_\_\_

Today only the Minneapolis and St. Louis Depot at Belview and the Chicago Northwestern Depot at Lucan remain in well-preserved condition at trackside locations. The earlier and more elaborate Belview structure was built several years after the tracks were laid; a box car had been used at the siding until after private landowners had platted the town in 1892. The Lucan building was the smaller of two depot plans used in the six communities created on the Minnesota Western Branch Line in 1902. (see continuation sheet)

Local Contact/Org.:

Belview Preservation Commission

Prepared by and date:

Dennis A. Gimmestad  
September 1978

20573708020402

**Description:**

has been relaid. The building was moved as a condition of its sale to a local group which has preserved it.

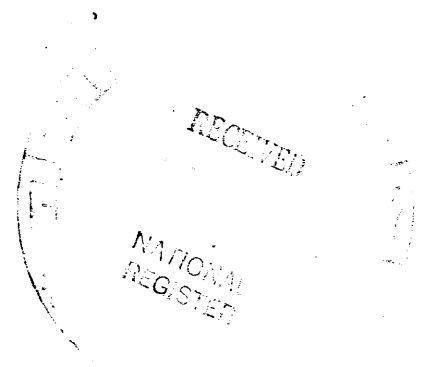
The new location retains the integrity of the railroad site, and, except for a roof of asbestos shingles, the building remains in original condition.

**Legal Description:**

Beginning 680' WLY E LN NW $\frac{1}{4}$  & 100' NLY C/L MT C & NW RY; TH ELY // To RR C/L 640' To W LN Main St., S 75', WLY & // RR C/L 640' NLY 75' To POB.

**Significance:**

The depots are significant as the most readily identifiable symbols of a means of transportation that 1) played a central role in the area's agricultural settlement and development by providing a means of product shipment and 2) determined the urban settlement distribution of the county through the location of the points of shipment.



AUG 11 1966