

MINNESOTA HISTORIC PROPERTIES INVENTORY FORM

80002156
JAN 8 1980

HISTORIC NAME: Omaha Depot COUNTY: Rock

CURRENT NAME: Chicago and Northwestern Depot CITY/TWP.: Luverne

LEGAL DESC.: Bounded on the north by Fletcher Street and on the south by the railroad tracks, and on the east and west by extending lines south from the west boundary of Lot 3 and the east boundary of Lot 4, Block 3, Warren and Kniss Addition. ADDRESS: 106 E. Fletcher Street

CLASSIFICATION:	CONDITION:	SIGNIFICANCE:	THEME/S:
Building <u>X</u>	Excellent _____	Local <u>X</u>	Primary <u>Transportation</u>
Structure _____	Good <u>X</u>	State _____	Secondary _____
Object _____	Fair _____	National _____	Others _____
District _____	Deteriorated _____		

OPEN TO THE PUBLIC:	Yes ___ No ___ Restricted <u>X</u>	PRESENT USE:
VISIBLE FROM THE ROAD:	Yes <u>X</u> No ___	Agent's Office
OCCUPIED:	Yes <u>X</u> No ___	

DATE CONSTRUCTED: 1913 ORIGINAL USE: Freight and passenger depot
ORIGINAL OWNER: Chicago and Northwestern Railway ARCHITECT/BUILDER: C & NW RR

OWNER'S NAME AND ADDRESS:	Chicago and Northwestern Railway Co. 274 E. 4th Street St. Paul, Minnesota 55101	ACREAGE: Less than one acre <u>X</u>
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LOCAL CONTACT/CRG.:		UTM REFERENCE: 14 / 725110 / 4836760 Luverne, Minn.; 1:24,000
FORM PREPARED BY:	Thomas Harvey	
DATE:	November 1978	

DESCRIPTION:

The Luverne combination depot, built on a standard plan, is a rectangular, one-story brick structure with projecting bays on the two long sides. Arrangement of light and dark brick creates the effect of quoining at doors, windows, and building corners. The shingled hip roof is marked by hip knobs, ridge flashing and wide overhanging eaves.

The freight room occupies the east end of the building. The agent's office is located between the freight and passenger rooms. A porte cochere supported by tapered posts extends off a baggage room at the west end of the depot. Wide doors are located on street and track sides of the freight room and in the west wall of the depot under the porte cochere, giving access to the baggage room. The street side passenger entrance is in the wide bay on the north side of the building. There is a track-side door to the passenger room on the south side of the building. Windows are spaced at intervals on the north, east, and south facades.

The depot has a track-side location just northeast of the first depot built in town, the 1876 freight depot.

SIGNIFICANCE:

The two Omaha line depots in Luverne - the original 1876 freight depot and the 1913 combination depot - are significant as focal points in the important rail network of Rock County. They are the only depot buildings in the county that remain in their original track-side locations. The 1913 combination depot is the only functioning depot in the county. Their significance is enhanced by their proximity to one another and the evolution of depot design from freight depots to standard-plan combination depots thereby shown.

The Worthington and Sioux Falls Railway Company, a branch of the Sioux City and St. Paul, extended its line into Rock County in 1876, and was the first railroad in the county. At that time Luverne was the only town in the county. The railroad established an important transportation link for Luverne and platted the nearby village of Beaver Creek foreshadowing the influence of railroads on Rock County settlement. The Sioux City and St. Paul and the Southern Minnesota Railroad Company, through government land grants, controlled most of the odd-numbered sections in the county. Railroad companies, or men associated with railroads, established seven of Rock County's eleven towns. Luverne, which pre-dates the arrival of railroads, is the only town established away from a track connection.