

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Chicago, Milwaukee, St. Paul & Pacific Combination Depot--Hornick
other names/site number Hornick Depot

2. Location

street & number Main Street, South of Railway Street not for publication
city, town Hornick vicinity
state IOWA code 019 county Woodbury code 193 zip code 51026

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> objects
		<u> </u>	<u> </u> Total

Name of related multiple property listing: The Advent & Development of Railroads in Iowa 1855-1940 Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.
Signature of certifying official [Signature] Date 7/15/90
Bureau of Historic Preservation
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. 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 [Signature] Date of Action 9/6/90

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Rail-Related

Current Functions (enter categories from instructions)

Vacant/Not in Use (To be a local museum)

7. Description

Architectural Classification

(enter categories from instructions)

Late Victorian

Materials (enter categories from instructions)

foundation Stone
walls Wood
roof Asphalt
other _____

Describe present and historic physical appearance.

See Continuation Sheet, attached.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture
Transportation
Exploration/Settlement

Period of Significance

1886-1887
1886-1891
1886-1891

Significant Dates

1887
1886
1887

Cultural Affiliation

None.

Significant Person

None.

Architect/Builder

Chicago, Milwaukee, St. Paul & Pacific
Railroad

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See Continuation Sheet, attached.

See continuation sheet

9. Major Bibliographical References

Bryant, Ray L. A Preliminary Guide to Iowa Railroads 1850-1972. Bryant, 1984.
Chicago, Milwaukee, St. Paul & Pacific Building Plan, Depot Type 1901. From the Grafton Depot National Register File, Bureau of Historic Preservation, State Historical Society of Iowa.
Fire Insurance Maps for Hornick, Iowa, 1899, 1931.
Grant, H. Roger; and Charles W. Bohi. The Country Railroad Station in America. Sioux Falls: The Center for Western Studies, Augustana College, 1988.
History of the Counties of Woodbury and Plymouth, Iowa. Chicago: A. Warner & Co., 1890-1891.

See continuation sheet

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 # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Iowa Site Inventory

10. Geographical Data

Acreeage of property Less than one acre.

UTM References

A

1	5	7	3	9	5	3	0	4	6	7	9	0	8	0
Zone				Easting				Northing						

B

Zone				Easting				Northing						

C

Zone				Easting				Northing						

D

Zone				Easting				Northing						

See continuation sheet

Verbal Boundary Description

The precise verbal boundary of the Hornick Depot is a rectangle 90'4" northwest to southeast, and 47'5" northeast to southwest, centered on the depot. This area allows for an extension of ten feet on each side of the depot.

See continuation sheet

Boundary Justification

This nomination includes only the subject depot, a portion of its remaining brick platform, and the mail crane. All other structures are excluded.

See continuation sheet

11. Form Prepared By

name/title Tracy Ann Cunning, with research assistance by Larry & Marion LaBrune, Hornick.
organization PHR Associates date 19 January 1990
street & number 725 Garden Street telephone 805-965-2357
city or town Santa Barbara state California zip code 93101

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The combination depot in Hornick was designed and built by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company c. 1887. It is situated on Main Street, just south of Railway Street, on its original site. Grain elevators rise above it to the east, while more elevators, grain warehouses and other commercial buildings lie to the north and northeast of the depot. An open field borders the old railroad right-of-way on the south, and the depot is highly visible from Highway 141, a major thoroughfare which lies a few hundred feet farther south. The setting for the Hornick depot has changed little in the last one hundred years.

The depot displays a suggestion of the Queen Anne and Italianate styles, but is a vernacular building overall. It is a 2-story, eavefront structure facing southwest with a freight room in the 1-story wing to the east. It is 3 by 2 bays, measuring 70'4" wide by 24'5" deep. The 2-story portion of the depot rests on a foundation of roughcut Sioux Quartzite stones laid in a random ashlar pattern; the freight house is supported by timber piers. Its walls are clapboard with plain corner boards, and the gabled roof is covered with asphalt shingles. A central brick stove chimney intersects the roof ridge. On the southwest, or front elevation, a 3 by 1-bay, shed-roofed bay window projects from the righthand bay, indicating that this was the main track side.

Fenestration throughout the depot is 2- over 2-light double-hung sash. Two pass doors, in the center bay southwest side and in the left bay northeast side, have single-light transoms overhead. Freight door openings on the front and rear sides of the freight room wing mirror each other; a small coal door is set into the wall to the left of the rear freight door. Pass doors are 2- over 2-panel wood doors; freight doors are interior sliding doors of vertical wood boards. Door and window surrounds are simple, but all are capped with Italianate-influenced hoods supported by scrollsawn brackets.

The roof has wide, overhanging eaves, typical of depots. Large, angle brackets distinguished by chamfered edges and a center pendant post support the eaves, and constitute the Queen Anne influence on the depot. The depot's fascia was originally beaded, but rotting portions have been recently replaced with plain boards. Under the eaves is a relatively wide frieze board, common to earlier depots.

Other reminders of the building's original function are found on and around it. Most noticeable are the black on white station signs on the gable ends. Just left of the front freight door remains a small box for way bills; to the left of that is a small, low door for a storage space. Outside the bay window lies the metal base of the train order signal (removed when the Milwaukee abandoned the line), while a mail crane stands at the southwest corner of the depot. Holman pavers, made in Sergeant Bluff, Iowa, still constitute the train platform along building's the south side.

The interior plan of the depot appears standard to two-story Milwaukee combination depots. On the first floor the central ticket office (marked by the bay window) is

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flanked by the waiting room and the freight room. Upstairs, the east portion contains two bedrooms, and the west portion holds a living room, kitchen and pantry. The second floor is reached by a staircase at the north end of the ticket office. Interior woodwork is plain; upstairs walls are plastered. The operator's desk and cabinets in the ticket office are original. Unlike the rest of the depot, the freight room is finished with wide planks all around. Graffiti on an inner wall in the freight room date to 1889 and 1890.

The Hornick depot has undergone several changes since its c. 1887 construction date. The most significant of these was the infill of the east end freight door sometime between 1908 and 1912 (historic postcard and History of Woodbury County, Iowa, 1984, photo, p. 73). That door was then moved to the south side of the freight room, and the old opening filled with clapboards so that the door's outline is barely noticeable. During the same period the wooden platform surrounding the depot was removed, the track level raised and the present brick platform installed (historic postcards).

The corbelled chimney cap and spindled finials were removed from the roof line prior to 1946 (Larry LaBrune, interview). Around 1950 the section crew burned down the privy that stood at the west end of the platform; it had men's and women's sides, 2 holes each (Marion LaBrune, interview). The pantry in the upstairs apartment was converted to a bathroom around the same time, but no fixtures remain. Changes before 1980 were made by the Milwaukee. Originally the depot was painted in the Milwaukee railroad's color scheme, ochre background with brown trim, but it was repainted gray c. 1985. The depot received new asphalt roofing in the summer of 1989.

Despite these alterations the integrity of the Hornick depot is unusually high. Unlike many small town depots it is still on site, it possesses most of its historic (if not original) plan and materials, and it is in sound condition. A corps of Hornick citizens, headed by a couple who lived in the depot for several years during the 1940s, plans to restore the depot, eventually creating a museum of local railroad history inside. Given its historic appearance and its location just north of Highway 141, the depot possesses great potential for adaptive reuse, whether as a museum or a business.

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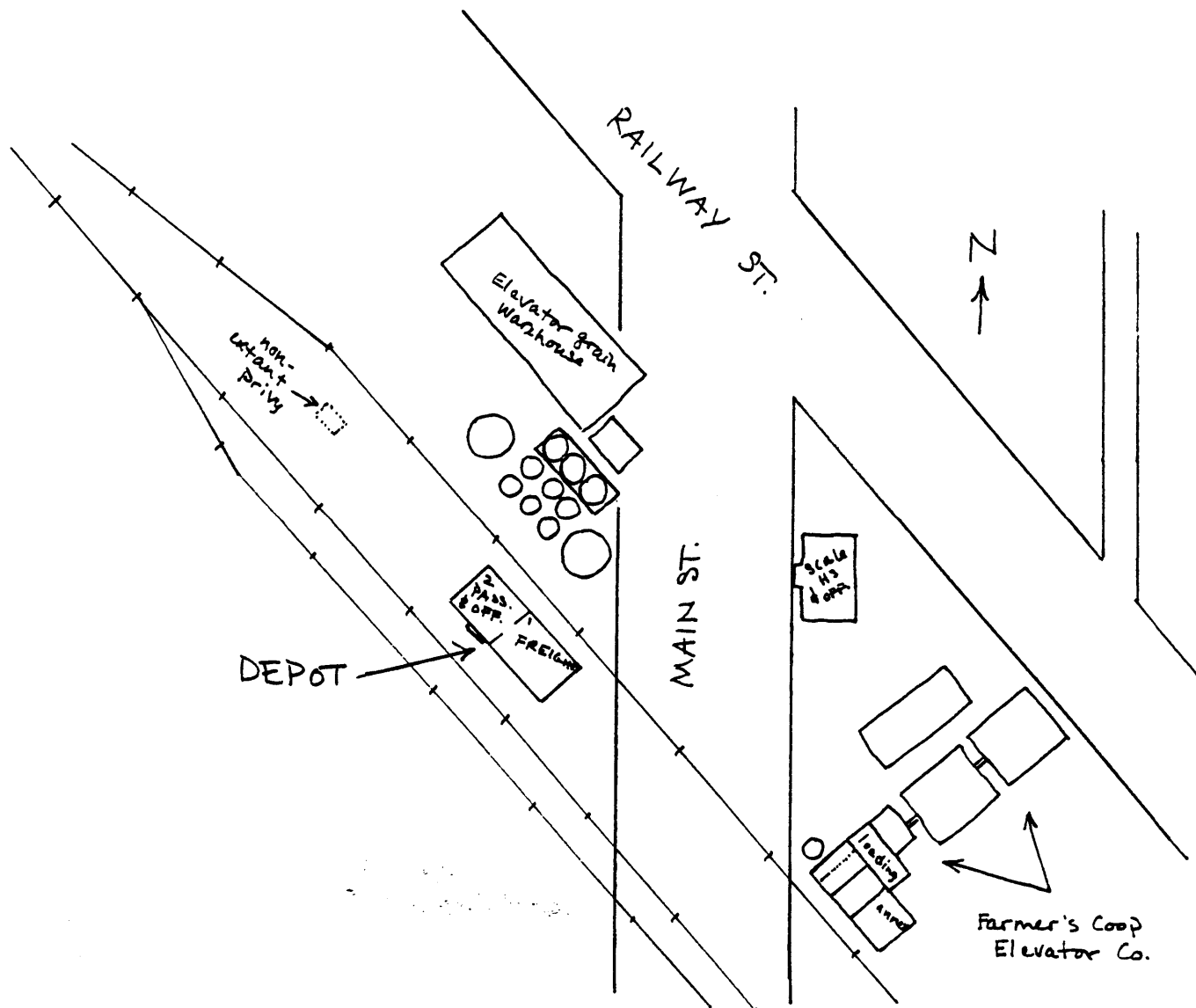
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CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Combination Depot
Main Street, South of Railway Street
Hornick, Iowa

1931 Update Insurance Map



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INTRODUCTION

The combination depot in Hornick is significant under Criterion C on the statewide level as an excellent example of a wooden 2-story depot built by the Chicago, Milwaukee, St. Paul & Pacific during the most expansive years of railroading in Iowa. It is one of six remaining 2-story stations designed by the Milwaukee in the state, and is the best-preserved depot of that type located on what was once the railroad's central Iowa main line. The depot's integrity of location, setting, and design are unusually high for a small town wooden depot, and further research of 2-story depots built by other railroads in Iowa may show it to be significant among all the state's 2-story wooden depots.

The depot is also significant under Criterion A on the local level. Hornick was platted by the Milwaukee Railroad's land company and the depot is a manifestation of the railroad's pivotal role in the development of the town. As one source writes, "Hornick is a station on the [Chicago, Milwaukee, St. Paul & Pacific], and is strictly a railroad town, having been a result of the completion of the road named" (History of Woodbury and Plymouth Counties, Iowa, p. 391).

BACKGROUND AND SIGNIFICANCE

Between 1878 and 1888 railroads in Iowa increased their trackage by more than 4,100 miles (Bryant) in a race to gain access to developing business centers as well as to reinforce their positions in newly opened agricultural areas. Striking out across largely unsettled prairies presented a problem for railroads in that their station agents had no place to live until the towns became sufficiently populated. At least four rail companies in Iowa, including the Milwaukee, designed 2-story combination depots to solve the housing problem. These were: the Burlington, Cedar Rapids & Northern; the Chicago, Milwaukee, St. Paul & Pacific; the Illinois Central; and the Toledo & Northwestern. (See the sections "Early Railroad History: 1855-c. 1889;" "Consolidation in the Railroad Industry: 1870-1900;" and "Railroads and Architectural Standardization: Three Generations, 1855-1940" in the Multiple Property Document.)

The companies built their first depots from a single standardized design to help keep construction costs down. These buildings were combination depots, housing both passenger and freight facilities, and they were wooden, sometimes of single wall construction. To relieve the austerity of the design, some companies decorated the depots with mass-produced, applied wood decoration, if they decorated at all. The Milwaukee relied heavily upon standard plan depots, 2-story combination depots particularly, throughout its construction years. Between the early 1870s and the early 1900s the company repeated 2-story station designs throughout its system; the similarity between the Milwaukee Type 1901 depot and the Hornick depot, built fourteen years earlier (1887) is striking.

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In 1886 the Chicago, Milwaukee, St. Paul & Pacific Railway planned a route between Manilla, a small town on its main line to Council Bluffs, and Sioux City. With this branch line the Milwaukee linked its central Iowa main line with the roads it had just purchased in the Dakotas, thus strengthening its hold in the upper Midwest region. The Milwaukee's new line tapped the growing commercial and industrial business of Sioux City, which soon became a railroad hub in the area; the Milwaukee eventually made Sioux City one of its division headquarters (N. L. Pitsch, interview). Since the territory through which it travelled was composed of loess hills and fertile river valleys, the railway was also assured of agricultural traffic.

The segment of the line between Rodney and Sioux City was built first, in 1886, and the line opened for service between Manilla and Sioux City in early 1887. When the Milwaukee surveyed through the southern part of Woodbury County, it bisected a group of residences on banks of the Westfork River in Willow Township. After the railroad platted a town there and named it Hornick (in honor of a local land owner) the people south of the right of way moved their buildings to the new town site (History of Woodbury County, Iowa, 1984, p. 69, 72). The business boom that inevitably followed the railroad's arrival in northwest Iowa was such a powerful attraction that pioneers sometimes moved their entire settlements to railroad town sites. (See the section "Railroads and Settlement Patterns: c. 1860-c. 1890.")

The depot may have been the first new structure built in Hornick. Since Hornick was on the earlier segment of the line, the depot may have been begun in 1886, but it was most likely completed in early 1887. It was an island depot, with tracks spanning the front and rear sides of the building. Passengers boarded the train on the southern track, while freight and grain were loaded from the northern track. A privy sat at the end of the long timber platform that extended westward from the depot. Within a decade of Hornick's birth grain elevators and a platoon of corn cribs stood along the north rail siding, and businesses lined Main Street north of the depot (1899 Sanborn Fire Insurance Map).

The Hornick depot is a typical Milwaukee 2-story depot in several ways. Its form is standard for the railroad's earlier stations, having a gabled roof, a 3 by 2-bay passenger section, a 1-story freight room wing, and a 1-story shed-roofed bay window. Occasionally the railroad built depots with a full 2-story freight wing, but the Hornick type was more common (N. L. Pitsch, interview). A 2-story angled bay window with cross-gabled roof was introduced in the Milwaukee's 1900 standard plan depot (Grant & Bohi, p. 78-79). Adorning the Hornick depot were typical Milwaukee decorative features: lathe-turned wooden finials, angled wooden brackets with central pendant posts and chamfered edges (extant), and bracketed door and window hoods (extant).

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This depot is one of six remaining standard Milwaukee 2-story stations in Iowa. For a railroad that in 1900 was the state's largest railroad (Bryant), and one that favored 2-story depots especially in northwestern Iowa, there are remarkably few of them left. The Milwaukee embarked on an efficiency program after World War II when airplane and automobile competition forced railroads nationwide to curtail their operations. In Iowa the Milwaukee and the Illinois Central both included alteration of existing buildings as part of that policy, although the IC was more thorough than the Milwaukee. (See sections "Efficiency, Improvement and Retrenchment: c. 1921-1940" and Railroads and Architectural Standardization, Three Generations: 1855-1940.") The Milwaukee cut down many of its 2-story stations to just 1-story in the 1950s and '60s; many of those that escaped the knife have since been razed (N. L. Pitsch, interview).

The other five Iowa 2-story depots built by the CMSP&P are in Albert City (1900), Fostoria (1882), Grafton (c. 1870), Spirit Lake (1883), and Ute (1887). Although all have similar plans, each is different due primarily to varying construction dates and the individual needs of each community. Hornick would have been most similar to Ute since they were similar towns on the same line and built at the same time, but the latter has been moved off site and heavily modified. No other 2-story depots from this branch line remain except Manilla, now only 1-story (N. L. Pitsch, interview).

Grafton is an older and smaller depot, and Fostoria and Spirit Lake were more similar to it than to Hornick. Each is on site, but Fostoria and Spirit Lake have been altered. Albert City is a more highly decorated building, a 1900 type depot, and it bears the least resemblance to Hornick. The Hornick depot's integrity of design and materials is as high as the best-preserved of the depots, Albert City and Grafton, which are both listed on the National Register of Historic Places (N. L. Pitsch, interview).

Hornick is a typical northwestern Iowa railroad town. The Milwaukee railroad platted the town and erected a standard plan wooden depot prominently at one end of Main Street. It is one of the earliest structures built in Hornick, and is intimately associated with the development of the town. For the next sixty-odd years the 2-story station was the gateway through which most people, news and goods entered or departed Hornick. The Milwaukee continued to transport passengers through Hornick probably until the 1950s; it collected grain in the town until 1980, when it finally abandoned the line to Sioux City, and removed the rails (*History of Woodbury County, Iowa*, 1984, p. 73). Here the town's similarity to other Iowa railroad communities diverges, for the Hornick depot today is not only still on site, but it also looks much as it did in 1912. The Hornick combination depot is significant as one of the last remaining 2-story Milwaukee type depots in the state. It is an excellent specimen of the depots that once peppered the Milwaukee's central Iowa main line, and the only intact station along the Sioux City branch of the main line.

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LaBrune, Larry, Retired CMSP&P Employee, Hornick, Iowa. Personal Interview, 25 July 1989.

LaBrune, Marion, Former Depot Resident, Hornick, Iowa. Personal Interview, 25 July 1989.

Pitsch, Nicholas L., Railroad Historian, Bellevue, Nebraska. Telephone Interview,
18 January 1990.

Woodbury County Genealogical Society, ed. History of Woodbury County, Iowa. Dallas:
Sharegraphics, 1984.

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Chicago, Milwaukee, St. Paul & Pacific Combination Depot--Hornick, Woodbury County

Photographer: Tracy A. Cuning

Date: (#1) August 7, 1989 (#2-7) September 21, 1989

View:

1. To NE
2. To NNW, South facade
3. To NW, bay window
4. to WSW, window treatment
5. To SW, brackets
6. To SW
7. To NW