

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received **JUL 21 1983**

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Illinois Central Passenger Depot

and/or common Same

2. Location

street & number Big Sioux River at 8th Street NA not for publication

city, town Sioux Falls NA vicinity of

state South Dakota code 046 county Minnehaha code 099

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other: none at present

4. Owner of Property

name Rawley M. Yates, Donald A. Dunham, Jr. and Charles Dorothy

street & number 625 S. Minnesota Ave. Suite #101

city, town Sioux Falls NA vicinity of state SD 57104

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Minnehaha County Courthouse

city, town Sioux Falls state SD

6. Representation in Existing Surveys

title Sioux Falls Historic Sites Survey has this property been determined eligible? yes no

date 1980 federal state county local

depository for survey records Historical Preservation Center

city, town Vermillion state SD

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good S IL ruins	<input type="checkbox"/> unexposed	<input checked="" type="checkbox"/> altered slightly	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair			

Describe the present and original (if known) physical appearance

The Illinois Central Railroad Depot, Sioux Falls, Minnehaha County South Dakota, stands approximately two hundred feet north of Eighth Street just east of the Big Sioux River, and currently has no public street serving it directly. The dimensions of the depot are unchanged from when it was constructed in 1887-88. It stands 142 feet long and at its widest, central point is 45 feet wide. The main roof line is 28 feet above the foundation with the central tower extending 2-3 feet higher. It is constructed of solid stone masonry walls to the top of the second story windows where wood construction continues to the gable peak. The tower is stone masonry throughout and topped by a flat tin roof. Interior walls are also of solid masonry construction.

The depot retains its original shape and appearance except for a few modifications that will be removed during the restoration process. The depot has an elongated floor plan, and it is a story and a half in height except for the central tower which is a full two stories. At some point in the past (probably in the 1950s) several of the window and door openings were closed with stone masonry matching the depot's facade. Restoration plans call for the removal of the masonry filler material and a reconstruction of original window and door openings. At an even earlier point in time a freight dock and overhead canopy were added to the northeast quarter of the exterior facade. Current plans also anticipate the removal of these additions and a restoration of the original exterior appearance. The passenger platform is paved with bricks laid in sand, and while the paving is broken and missing at points, the restoration will also return the platform to its original appearance and dimensions.

Architecturally the depot is best described as Queen Anne. It is symmetrical in shape, but the complex roof line, tower, and low arches over windows and door openings provide a total effect that is suggestive of Queen Anne. Local Sioux quartzite with a light purple color is the principal building material while the upper gable ends are wood, covered with slate shingles. The canopy that covers the passenger platform along the west side of the building is supported by cast iron posts with decorated cast iron bracing at the top. A swirling decoration is cast into the upper portion of the iron supporting posts.

The roof is exceedingly complex with two gable roofs running from east to west on either side of the central tower. Between these two main gable roofs there is a north-south connecting roof that passes just behind the tower. Jutting out (to the east, the rear) from this connecting roof is a third gable having a sharper angle than those on either side. The single story portions of the building located at the extreme northern and southern ends of the building have simple, low gable roofs running north and south from the main structure. Finally, there is the low, sloping platform canopy projecting from the depot's west facade.

The interior floor plan emphasizes the cruciform design of the building as a whole. The tower structure protrudes ten feet from the main line of the west facade while an equal projection covered by the middle gable roof is on the east. The tower room contained the ticket office while the rear projection, contained the wash rooms. North and south from this central portion of the building were the passenger waiting rooms and beyond them, separated by solid masonry walls were the baggage rooms. Only the

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tower has a second story room.

Little remains of original interior decoration and finishing. Numerous interior modifications and the effects of a long neglected leaking roof are to blame. After the demise of passenger service by the Illinois Central Railroad the depot was converted completely to freight use, and later it was abandoned altogether. The current owners plan to develop attractive and modern office facilities in the depot while retaining and restoring the exterior of the building.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1887–1888 **Builder/Architect** L.A. Hill, Supervising Engineer

Statement of Significance (in one paragraph)

Significant in the areas of architecture and railroad history, the Illinois Central Passenger Depot is an early surviving depot in Sioux Falls. In addition, it is an unusual example of the Queen Anne style in railroad architecture.

Between six and seven o'clock on December 19, 1887, Sioux Falls turned out to celebrate the arrival of its fourth railroad. Officers of the railroad, the mayor and city council, backed by a host of citizens and the Damon Division Band were on hand that evening as the last spike was driven. At that final moment every whistle in town was turned loose in celebration. The passenger depot was not yet completed, but the local newspaper predicted that when completed it would "be the most slightly and costly on the line west of Chicago." It surely was both expensive and attractive; the local newspaper reported construction costs as totaling \$48,000.

The Illinois Central Railroad was not the first to connect Sioux Falls to the outside world; it was the fourth, but neither was it the last. Two more lines reached Sioux Falls before the Depression of 1893, which temporarily ended rail building. A seventh was constructed in the new century. Of all the passenger depots constructed in Sioux Falls during the 19th century only two were built of local quartzite; The Illinois Central and the Burlington, built in 1884 and listed on the National Register.

Indeed, it is its quartzite stone construction that adds to the depot's architectural importance. In the 1880's, as it grew from a frontier town to a booming city, Sioux Falls utilized the unlimited, locally available Sioux quartzite stone as a major construction material, which varied in color from purple to pink depending upon the quarry of origin.

While the quartzite lends a richness of texture and color to the depot's appearance, it is its architectural design that sets it apart as a truly distinctive structure. The architect who created the design is unknown, and because the newspapers of the time say little about the design it seems unlikely it was done by a local person. The construction drawing indicates only that the design was approved by L.A. Hill, engineer.

The architectural design is elaborate and complex for a modest-sized passenger depot in a small western city. Careful attention is given to details such as the cast iron supports and bracing of the platform canopy, the smooth cut sloping sills and low segmental arches of the window openings, the slate shingling of the gable tops, the two string courses toward the top of the tower and finally the parapet that crowns the tower.

The depot has stood empty and in disrepair for several years, and the prospect of its restoration has wide support in the community. It served the city well when railroads were a main form of inter-city transportation.

9. Major Bibliographical References

Dana R. Bailey, History of Minnehaha County, South Dakota, Sioux Falls, 1899.
Charles A. Smith, A Comprehensive History of Minnehaha County, South Dakota, 1949.
The Sioux Falls Argus Leader, 1887-88.
The Sioux Falls Daily Press, 1887.

10. Geographical Data

Acreage of nominated property 1.15 acres

Quadrangle name Sioux Falls East

Quadrangle scale 1:24 000

UTM References

A

1	4	6	8	3	9	1	1	0	4	8	2	4	1	3	0
Zone		Easting						Northing							

B

Zone		Easting						Northing							

C

Zone		Easting						Northing							

D

Zone		Easting						Northing							

E

Zone		Easting						Northing							

F

Zone		Easting						Northing							

G

Zone		Easting						Northing							

H

Zone		Easting						Northing							

Verbal boundary description and justification

See continuation sheet

List all states and counties for properties overlapping state or county boundaries

state NA code county code

state code county code

11. Form Prepared By

name/title Dr. Gary Olson technical editing: Carolyn Torma

organization Augustana College date 24 May 83

street & number 29th & S. Summit telephone HPC: 605-677-5314

city or town Sioux Falls state SD

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



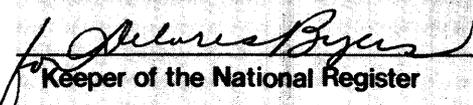
title Director, Office of Cultural Preservation

date 7/12/83

For NPS use only

I hereby certify that this property is included in the National Register

Entered in
National Register


Keeper of the National Register

date 8/18/83

Attest:

date

Chief of Registration

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Beginning at the southwest corner of Lot 1 of Illinois Central Railroad Company addition to the City of Sioux Falls, South Dakota; Thence N0059-58W and along the west line of said Lot 1, 110.11 feet; thence N43-58-32E and along the northwesterly line of said Lot 1, 49.55 feet; thence N00-20-48E, 187.67 feet to the southwest corner of county auditor's tract No. 32; thence N00-49-38W and along the west line of said tract No. 32, 78.61 feet; thence S89-12-32W and along the south line of said tract No. 32, 8.55 feet; thence N00-47-28W, and along the west line of said tract No. 32, 414.64 feet to the intersection of the west line of said tract No. 32 and a line measured 25.0 feet perpendicular to the I.C.G. RR Co. Railroad Track; thence S19-13-35W and being 25.0 feet southeasterly of said railroad track (measured perpendicular) 19.23 feet; thence southwesterly on a 852.80 foot radius curve to the left an arc length of 258.96 feet, said line being 25.0 feet southeasterly (measured radially) to said railroad track; thence southwesterly on a 1788.18 foot radius curve to the right an arc length of 97.29, said line being 25.0 feet southeasterly (measured radially) to said railroad track; thence southwesterly on a 1407.69 foot radius curve to the left an arc length of 120.25 feet, said line being 25.0 feet southeasterly (measured radially) to said railroad track; thence southwesterly on a 741.78 foot radius curve to the right an arc length of 90.25 feet, said line being 25.0 feet southeasterly (measured radially) to said railroad track; thence southwesterly on a 1121.28 foot radius curve to the left an arc length of 157.14 feet, said line being 25.0 feet southeasterly (measured radially) to said railroad track; thence S01-00-21E, 15.44 feet, said line being 25.0 feet easterly (measured perpendicularly) to said railroad track; thence southeasterly on a 434.58 foot radius curve to the left an arc length of 76.70 feet to the intersection of a line being 25.0 feet easterly (measured radially) to said railroad track and the north line of 8th street; thence N89-00-03E and along the north line of 8th street, 51.71 feet to the point of beginning and contains 1.15 acres more or less as so described.