

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 Illinois Central Passenger Depot--Storm Lake
other names/site number Storm Lake Depot

2. Location

street & number S. of W. Railroad St., between Lake & Michigan Aves. not for publication
city, town Storm Lake vicinity
state IOWA code 19 county Buena Vista code 021 zip code 50588

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</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] 7/18/90
Signature of certifying official Date
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.
 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] 9/6/90
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)Transportation/Rail-Related

Current Functions (enter categories from instructions)Vacant/Not in Use

7. Description

Architectural Classification**(enter categories from instructions)**Late 19th and Early 20th Century MovementsPrairie School StyleTudor Revival Influences

Materials (enter categories from instructions)foundation Concretewalls BrickStuccoroof Asphaltother Wood

Describe present and historic physical appearance.

(See Continuation Sheet, attached.)

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Section number 7 Page 1

CFN-259-1116

Illinois Central Railroad architect E. E. Bihl designed the Storm Lake Passenger Depot in 1914 with utility, modernity and comfort for both the railroad and its patrons in mind. When it was completed in 1915, it easily expressed all three in its plan, materials and ornamentation.

The depot is situated between Lake and Michigan Avenues, just south of West Railroad Street in the south-central part of downtown Storm Lake. The city's commercial district lies to the north, while a residential neighborhood lies to the south of the depot. There is no real railroad "yard" associated with this depot; the freighthouse across Lake Avenue and to the southeast was demolished before 1948 (Sanborn Fire Insurance Map). The station actually faces south-southwest, but for the sake of simplicity, this nomination will refer to the south, north, etc., sides of the structure.

The predominant architectural style of the Storm Lake depot is Prairie Style enhanced by hints of Tudor Revival in the dormer and canopy ends. The building measures 90' wide by 24' deep, and rests on a concrete foundation, with a partially excavated basement for the furnace under the central portion of the building. It is of frame construction with stucco and brick veneer on the exterior walls. The hipped roof and northside gabled bay are covered with asphalt shingles. The plan of the building is rectangular with off-center bay windows mirroring each other on the north and south elevations.

A 90' wide by 18' deep canopy spans the front, or trackside, elevation of the depot. Two brick pilasters support the ends of the canopy, while five cast iron columns support the roof in between. The supports neatly divide the facade into six bays. The trackside bay window is angled, and its roof is incorporated into the canopy roof. The brick train platform still spans this elevation.

The north, or driveway, elevation is divided into bays identical to those on the trackside, but is otherwise a little different than that side. First, the bay window on the driveway side is rectangular, and has a gabled roof containing smaller windows than the trackside bay. Second there is no baggage door on this side; small windows fill that bay instead. A central brick chimney stands near the roof ridge. A high concrete platform spans this elevation.

Fenestration throughout the depot is three- over one-light double-hung sash, almost all of which are paired. Three-light transoms are set over the pass doors, and two separated, three-light transoms lie above the baggage room door. Two- over two-light storm windows appear to have been placed over some of the trackside windows, while some on the driveway side have been covered with plywood. The smaller windows on the north side have wide wooden panels beneath them, making the opening correspond to those of the full-sized windows.

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Pass door openings contain one-light over one-panel wood doors with metal kick plates at the bottom. The baggage room opening has sliding double doors of vertical wood panels with exterior bracing; iron jamb guards flank it. All doors are original, and all door and window surrounds are wooden and very simple.

Below the window sills the depot walls are covered with brick, and a continuous header course wraps around the building, forming sills for the windows. The brick portion of the wall is battered, as are the bases of the two brick canopy supports. Brick wall pilasters with concrete caps at the building's corners imitate the brick canopy supports. Above sill level, the walls are stucco. A cast concrete watertable wraps around the base of the walls.

Several elements of the Prairie Style are evident in the Storm Lake depot. The broad, hipped roof, softened by slightly flared eaves, and the brick skirt around the bottom of the depot both emphasize its horizontal massing. Small, square pieces of wood applied to the fascia boards imitate the ends of roof beams, and are common to both Prairie and Craftsman/Bungalow buildings. The depot's stuccoed walls, battered brick skirt, three-over one-light windows, and thick canopy supports are also found in the Prairie Style. The Tudor Revival influence is present in the half-timbered and stuccoed gable peaks of the canopy and driveway bay window.

The floor plan of the depot was originally the traditional passenger depot floor plan. The men's and women's waiting rooms flanked the ticket office, and a baggage room was tacked on to the western one, the men's in this case. The ticket office was housed in the angled trackside bay window, and toilet rooms occupied the driveway bay window.

Stairs to the basement and a janitors closet were located just off the corridor separating the office from the toilet rooms. This corridor also linked the two waiting rooms. Unlike some earlier depots, the two waiting rooms were the same size, 30' wide. A trainmen's room in the southeast corner of the men's waiting room allowed the train crews to converse with the agent without entering the public area.

The original plans called for tile floors, plastered walls and ceilings in the public spaces, and maple floors in the baggage room and ticket office. Woodwork was oak. A drinking fountain was placed in each waiting room, and the coal scuttle was located in the baggage room. Heating was by steam, with radiators lining the walls of the depot.

The Storm Lake Passenger Depot was apparently never altered by the Illinois Central Railroad, since no drawings for modifications were found in its successor company's records. It was used by the railroad until only a few years ago. Most recently the depot was a day care center, but it is now vacant. It is expected that the day care owners made

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some modifications to the interior, but the nature of the alterations is unknown at this time. Most important, however, is that the station's exterior has undergone no material alterations. The only visible change is the replacement of the brick platform on the driveway side with a higher concrete platform; how recently this replacement occurred is unknown. The Storm Lake depot's integrity of both design and materials is outstanding, and is very unusual given railroad companies' penchant for altering their buildings (The Advent and Development of Railroads in Iowa, "Associated Property Types...Depots, Integrity Considerations").

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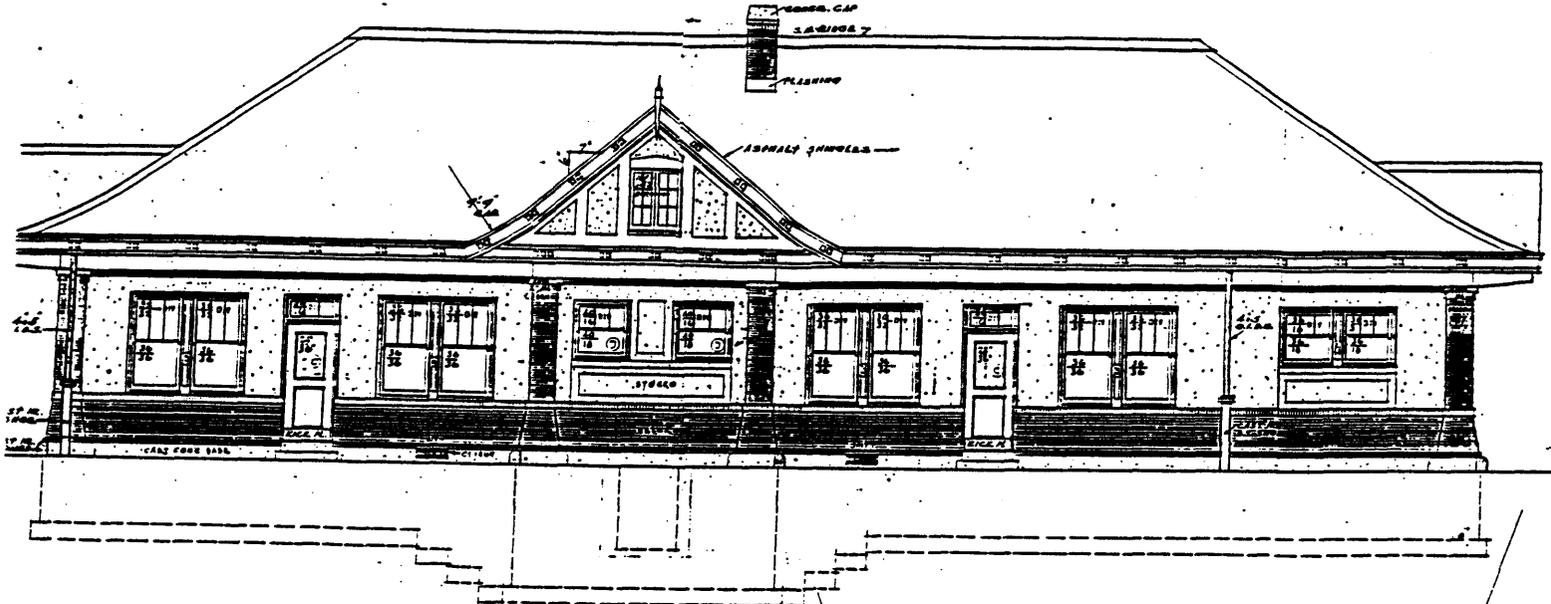
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CFN-259-1116

Illinois Central Passenger Depot--Storm Lake
S. of W. Railroad Street, between Lake and Michigan Avenues

ICRR Drawing No. A-4959, File No. 1335-C, Sheet 4 of 8
August 1914
Drawn by E. E. Bihl



DRIVEWAY ELEVATION. (NORTH).

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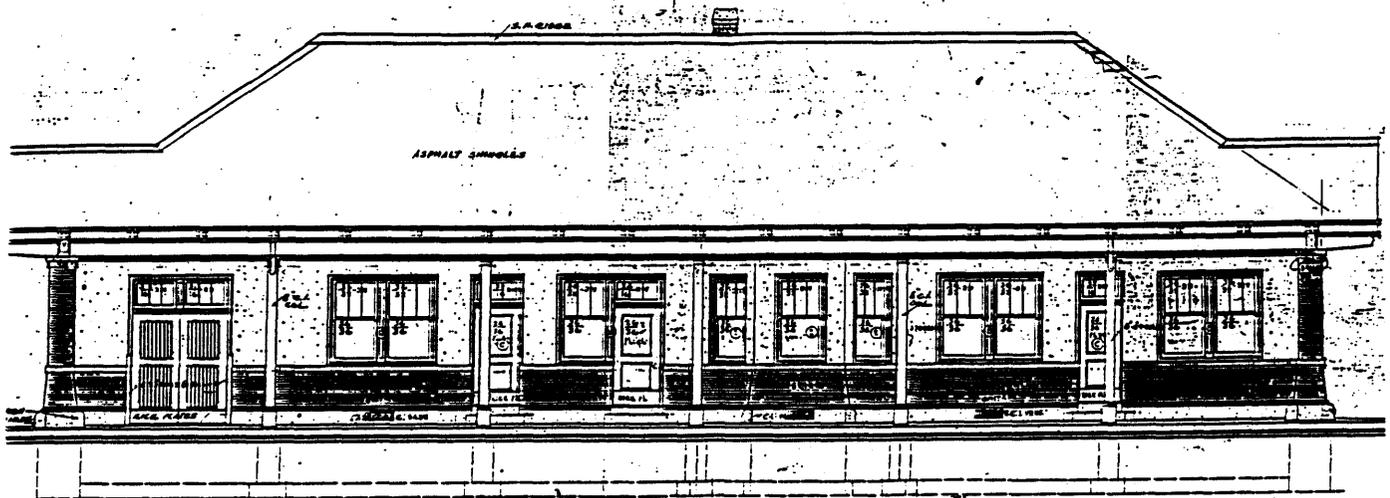
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Illinois Central Passenger Depot--Storm Lake
S. of W. Railroad Street, between Lake and Michigan Avenues

ICRR Drawing No. A-4958, File No. 1335-B, Sheet 3 of 8
August 1914
Drawn by E. E. Bihl



Trackside Elevation

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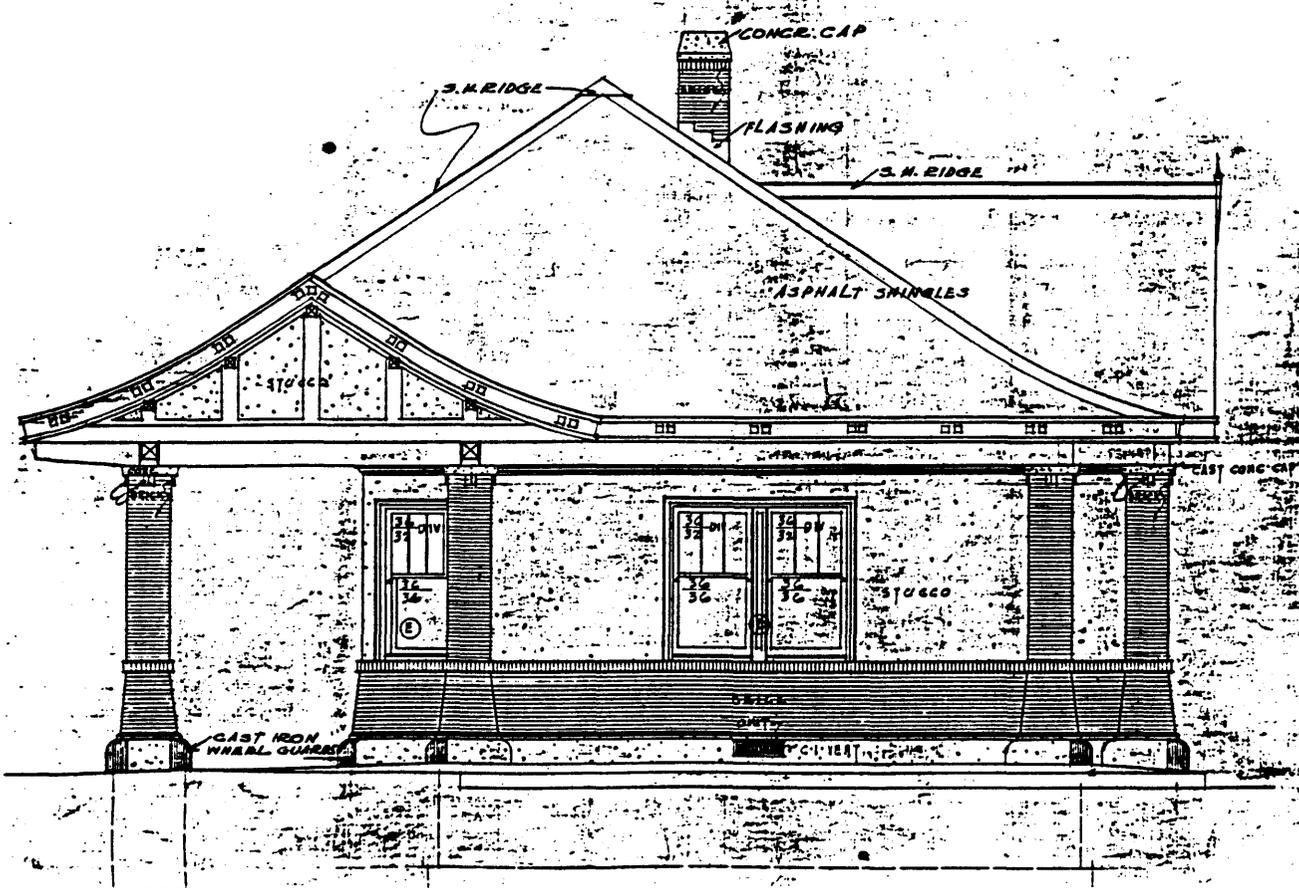
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Illinois Central Passenger Depot--Storm Lake
S. of W. Railroad Street, between Lake and Michigan Avenues

ICRR Drawing No. A-4958, File No. 1335-B, Sheet 3 of 8
August 1914



East End Elevation

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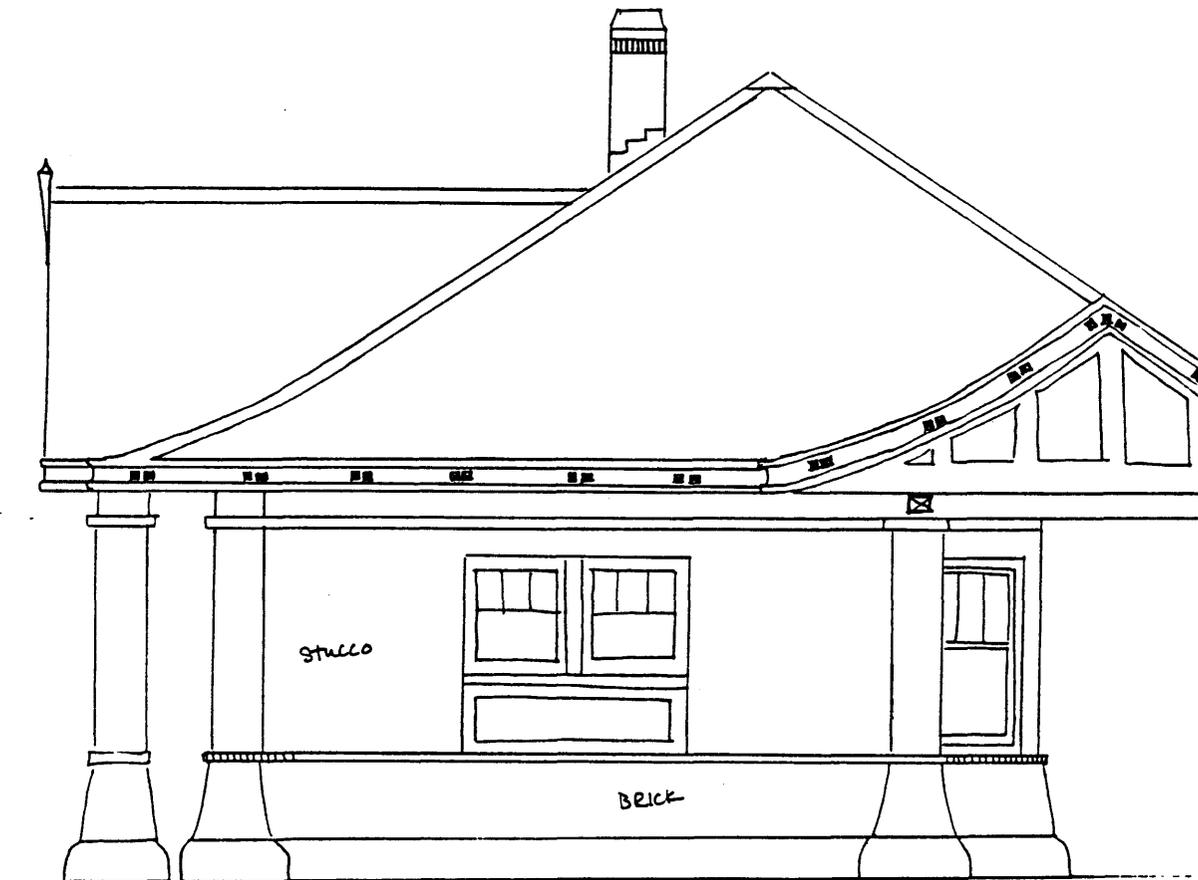
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Illinois Central Passenger Depot--Storm Lake
S. of W. Railroad Street, between Lake and Michigan Avenues

ICRR Drawing No. A-4959, File No. 1335-C, Sheet 4 of 8
August 1914
Drawn by A. L. W.



WEST END ELEVATION

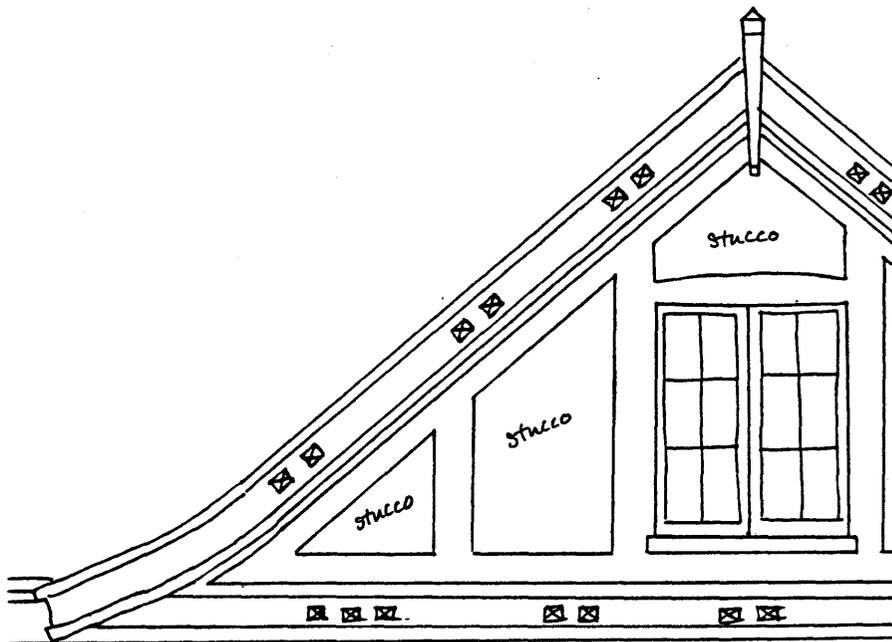
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Detail of Gable Treatment
Illinois Central Passenger Depot—Storm Lake
August 1914



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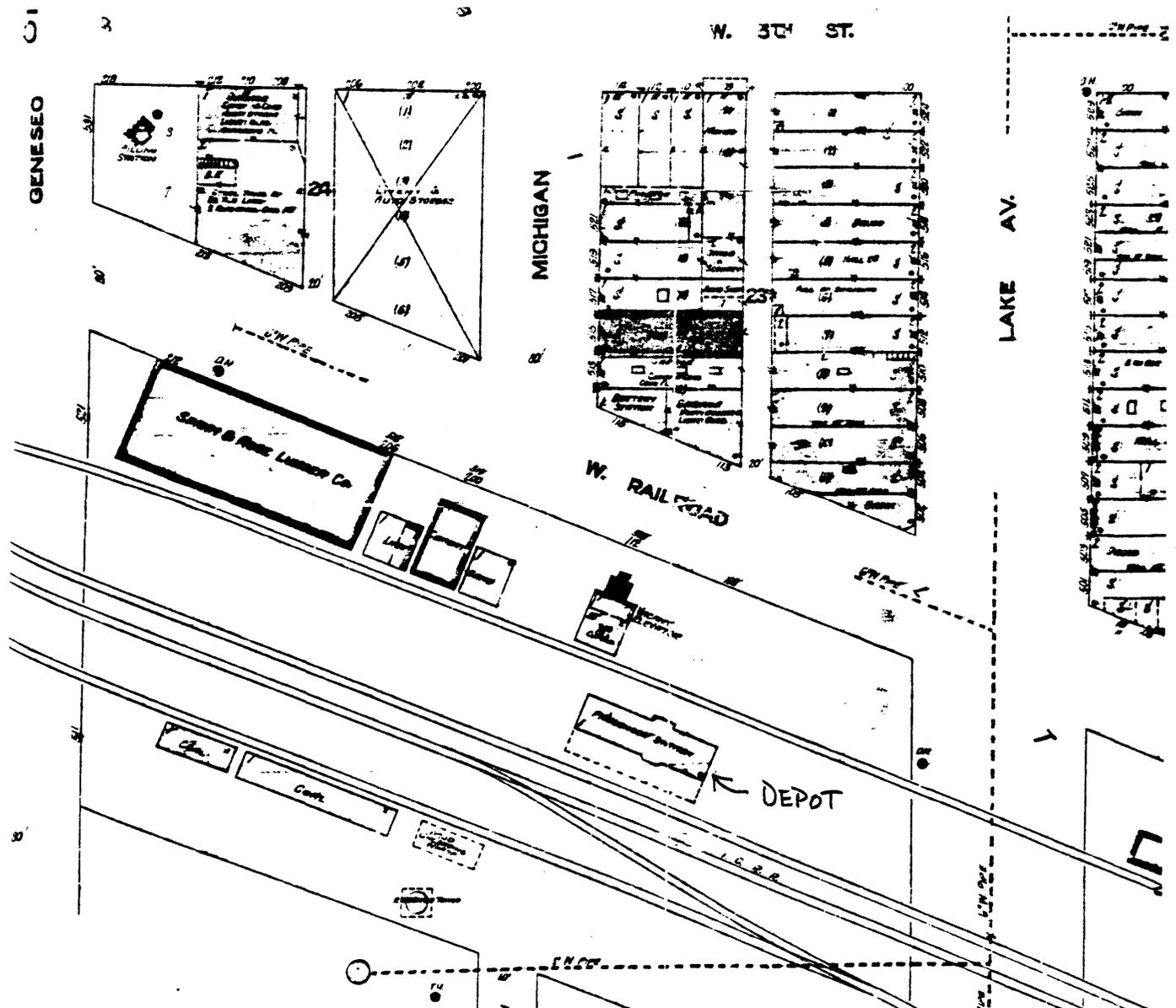
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Illinois Central Passenger Depot--Storm Lake
S. of W. Railroad Street, between Lake and Michigan Avenues

From the 1924 Sanborn Fire Insurance Map of Storm Lake



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

Period of Significance

1914-1915

Significant Dates

1915

Cultural Affiliation

None.

Significant Person

N/A

Architect/Builder

E. E. Bihl, Illinois Central Railroad
Unknown

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

See Continuation Sheet, attached.

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 # _____

See continuation sheet

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	1	5
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3	1	9	5	0	0
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4	7	2	3	3	2	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

The precise verbal boundary consists of a rectangle measuring 110' running east-west, and 40' running north-south, centered on the subject building. This area allows for a ten foot extension on the east and west sides of the structure, and an 8'3" extension on the north and south sides.

See continuation sheet

Boundary Justification

This nomination includes only the above-mentioned passenger depot and its canopy. Adjacent trackage and all other structures are excluded.

See continuation sheet

11. Form Prepared By

name/title Tracy Ann Cunning
 organization PHR Associates date 1 December 1989
 street & number 725 Garden Street telephone 805-965-2357
 city or town Santa Barbara state California zip code 93101

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INTRODUCTION:

The passenger depot in Storm Lake is one of the best examples of a second generation Illinois Central depot in Iowa, and as such, is significant under Criterion C. The depot's brick and stucco finish and its decoration identify it as one of the brick replacement depots the IC erected in larger towns along its Iowa line (The Advent & Development of Railroads in Iowa, "The Illinois Central, A Line Study"). These stylistic details also link it to Chicago, where the IC built at least one station similar to Storm Lake (Flossmoor, c. 1906). The Fort Dodge, Iowa, depot is also quite similar to Flossmoor and Storm Lake. The Storm Lake Passenger Depot is one of the most well-preserved second generation IC depots, as well as an excellent example of the Illinois Central's "corporate" architecture (MPD, "Railroads and Architectural Standardization, Three Generations: 1855-1940").

BACKGROUND:

The Illinois Central's subsidiary, the Iowa Falls & Sioux City Railroad, surveyed its line through Storm Lake in the spring of 1867. Grading began two years later, and in July 1870 the first train finally steamed into the recently established town of Storm Lake (Past and Present of Buena Vista County, Iowa, p. 63, 64, 133). The last segment of railroad between Iowa Falls and Sioux City was hammered into place on July 8, at "the Sag", a low-lying area just west of Storm Lake.

When the IFSC's land company arrived at Storm Lake in 1869, there were approximately twenty families already living on the shores of the lake, and the hamlet even boasted one store and one hotel. When the land company platted the new Storm Lake on the west side of the water, however, the residents of old Storm Lake promptly moved their buildings to the IFSC's town to take advantage of the business boom that was sure to follow in the railroad's wake (Past and Present of Buena Vista County, Iowa, p. 133).

The new town was platted according to the formula previously used by John I. Blair, who directed the IFSC's construction. Lake Street, the main thoroughfare, was 125' wide and extended straight north from the depot site. Other streets were 100' wide. Business lots were 25' by 100'; residential lots were large, and buyers of these lots were required to plant shade trees along the streetsides of their property (Past and Present of Buena Vista County, Iowa, p. 133).

The IFSC erected a wooden depot by Autumn 1870, and Storm Lake residents bought the first tickets on October 17 (Storm Lake Pilot, October 26, 1870). The depot was identical to those built in towns all along the Illinois Central line in Iowa: it was a two-story wooden building with a one-story freight room and no bay window.

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With rail service now established, Storm Lake grew at a phenomenal rate. In 1869 the population was 242; by 1870 that number jumped to 1,160 (Past and Present of Buena Vista County, Iowa, p. 65). The first issue of the Storm Lake Pilot stated proudly that there were already fifteen buildings on Lake Street, and no less than eighty-three houses in town (Pilot, October 26, 1870). Two parks along the lakeshore were platted in 1871, and in 1873 the town was incorporated.

Within six years of its birth Storm Lake possessed three banks, three general stores, two drugstores, an attorney, a real estate office, a furniture store, and several lumber yards, hardware or implement stores. In 1878, after a struggle of several years, Buena Vista county citizens voted to move the county seat from Sioux Rapids to Storm Lake, which not only had a railroad but was also more centrally located (Past and Present of Buena Vista County, Iowa, p. 133-134).

The town continued to grow more gradually after its first spurt. By 1881 the downtown commercial district was well-developed, and local entrepreneurs built two grain elevators, two lumber yards, and a flour mill in the area around the IC depot. The railroad land office lay immediately north of the depot (1881 Street Map, Buena Vista County History 1858-1983, p. 207). During the mid-1880s the Illinois Central ran six freight trains and four passenger trains daily through Storm Lake (Pilot, January 15, 1885). By the early 1890s another grain elevator, stock pens, numerous coal sheds, and an ice house had been added to the neighborhood around the depot (Sanborn Fire Insurance Map). Buena Vista College was established in Storm Lake in 1891, thus ensuring the Illinois Central of steady student traffic to and from the institution.

The IC monopoly on railroad business in Storm Lake ended in 1889 with the arrival of the Chicago, Milwaukee, St. Paul & Pacific Railroad. The Minneapolis & St. Louis Railroad arrived in 1900. As late-comers the two roads were forced to establish their yards on the north and east edges of town, respectively. The IC was somewhat threatened by the competitors, but since it was conveniently located close to the downtown and they were not, the IC was still assured of commercial and industrial traffic.

For years recreation in the area centered on the lake, but in the early 1900s tourism became increasingly important to the Storm Lake economy. Summer Chautauquas, a casino, an opera house, and boating on the lake attracted vacationers to Storm Lake; more families began building summer cottages along the lakeshore. In addition to recreation, the County Normal Institute, a workshop for county teachers, also drew people to the town (Past and Present of Buena Vista County, Iowa, p. 135-136). The majority of the tourists probably travelled to Storm Lake on the railroad.

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By 1914 the population of Storm Lake peaked at 4,500. New industries in town included a canning factory, a tub and tank factory, and commercial ice houses on the lake (Sanborn Fire Insurance Map, 1914). New business and the rise in the city's permanent and seasonal population probably led the Illinois Central to draw plans for a new passenger depot.

The Pilot-Tribune reported the new depot's imminence in March 1914, but it was not until a year later that contracts were let. Park Brothers, a local construction company, bid on the job but the newspaper fails to say whether that company actually won the contract. After further delays, the passenger depot was finally completed in early August, 1915. The old wooden combination depot was moved across Lake Avenue and converted to a freight house. The new depot sat just west of the old depot site, which became a driveway and small park; a brick platform surrounded the building and extended westward for another block. The newspaper observed that "while the new depot is not as elaborate as the people of the city had been led to expect, it will entirely fill its needs and purposes and Storm Lake is mighty appreciative" (Pilot-Tribune, May 14, 1915).

Illinois Central traffic through Storm Lake remained high during the 1910s and 1920s, but like railroads throughout the state, the IC increasingly felt the pinch of automobile traffic. In an attempt to abate the rush to automobiles the IC placed ads in the Storm Lake newspaper encouraging people to take their "summer vacation trips via [the] Illinois Central" (Pilot-Tribune, July 23, 1915). During wet weather, before there were many paved roads, the railroad reported heavy traffic as people avoided muddy roads (Pilot-Tribune, October 1, 1915). All the same, competition from automobiles, and later airplanes, eventually led to the decline of rail traffic along the IC's Iowa lines during the 1930's. Following World War II, the decline accelerated until passenger service ceased in the late 1960s (E. T. Parker, interview). Today, the Illinois Central's successor, the Chicago Central & Pacific still sends freight trains through Storm Lake although it no longer occupies the depot.

CONCLUSION:

The detailing of the Storm Lake Passenger Depot identifies it as a second generation Illinois Central depot. Storm Lake became one of the larger Illinois Central-created towns in northwest Iowa because it was home to county government, Buena Vista College, and a long tradition of lake-based recreation. In 1914 the Illinois Central probably felt that Storm Lake's bustling commercial and tourist business warranted a replacement depot more substantial than another wooden depot. The rail company, however, required that the new depot be functional as well as decorative, and the Prairie Style station design previously tested in Flossmoor, Illinois and Fort Dodge, Iowa

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proved to be a good solution. That design was flexible; the depot could be easily shortened and constructed more inexpensively than the two previous stations, yet it still retained enough decoration to be fashionable.

The Storm Lake depot is also a key depot exemplifying the IC's company- rather than individual-designed architecture. In contrast to the CNW, which has depots that can be traced to individual architects, the IC has more of a "corporate" architecture. Its depots are usually identifiably IC, but cannot be visually traced to any one architect. The IC's engineering department designed the company's buildings, and individuals rarely signed the drawings, especially in the early years. Around 1900 more IC drawings were signed by individuals, but frequently those people were the chief architects or chief engineers rather than the people who actually drew up the plans. By the 1920s and '30s, more architects signed or initialled their drawings, but sometimes that means little since the company often recycled plans drawn as much as ten years earlier.

Both the Storm Lake and Fort Dodge (1911) depots bear a strong resemblance to the Illinois Central station in Flossmoor, Illinois (c. 1906). The Storm Lake depot is less like Flossmoor because of its smaller size, stucco walls, different windows, and absence of eyelid dormers. The general form, the battered brick skirt, and the Tudor Revival-influenced canopy, however, are virtually identical to Flossmoor. It is clear that E. E. Bihl, whose name appears on the Storm Lake station plans, revived a depot form and style used nearly ten years before in the Chicago area. The similarity between the two depots forms a strong architectural connection between Chicago and Storm Lake.

The Storm Lake Passenger Depot ranks among the most well-preserved Illinois Central replacement depots in Iowa and is, therefore, significant under Criterion C. With its Prairie Style and Tudor Revival influences the station continues to embody utility and modernity with modest style, which were exactly suited to the needs of both the railroad and its Storm Lake patrons. These elements combined with its architectural ties to Chicago make the Storm Lake depot an important illustration in the Illinois Central story in Iowa.

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Bach, Ira J.; and Susan Wolfson. A Guide to Chicago's Train Stations. Present and Past. Athens: Ohio University Press, 1986.

Buena Vista County Historical Society. Buena Vista County History 1858-1983. Storm Lake: Buena Vista County Historical Society, 1983.

"Depot A Beauty." Storm Lake Pilot-Tribune, Vol. XLV, No. 27, July 2, 1915, p. 1.

"Heavy Traffic." Storm Lake Pilot-Tribune, Vol. XLV, No. 40, October 1, 1915, p. 1.

Illinois Central Railroad Building Plans, Storm Lake, Iowa. Drawings A-4856 to A-4862, File Nos. 1335 to 1335-F, August 1914, by E. E. Bihl. Courtesy of Chicago Central & Pacific Railroad, Waterloo, Iowa.

"New Depot Plans." Storm Lake Pilot-Tribune, Vol. XLV, No. 13, March 26, 1915, p. 1.

Parker, E. T. "Biz," Retired Illinois Central Railroad Employee, Cherokee, Iowa. Interview by Rebecca Conard, 6 October 1989.

"Plans of New Depot." Storm Lake Pilot-Tribune, Vol. XLV, No. 20, May 14, 1915, p. 1.

Sanborn Fire Insurance Maps for Storm Lake, Iowa, 1893-1948.

Storm Lake Pilot, Vol. 1, No. 1, October 26, 1870.

Storm Lake Pilot, Vol. 15, No. 15, January 15, 1885.

Storm Lake Pilot-Tribune, Vol. XLIV, No. ?, March 27, 1914, p. 1.

"Summer Vacation Trips Via Illinois Central." Storm Lake Pilot-Tribune, Vol. XLV, No. 28, July 16, 1915.

"To Erect Steel Tank." Storm Lake Pilot-Tribune, Vol. XLV, No. 33, August 13, 1915, p. 1.

"To Move This Week." Storm Lake Pilot-Tribune, Vol. XLV, No. 32, August 6, 1915, p. 1.

Wegerslev, C. H.; and Thomas Walpole. Past and Present of Buena Vista County, Iowa. Chicago: S. J. Clarke Publishing Co., 1909.

"Will Move Old Depot." Storm Lake Pilot-Tribune, Vol. XLV, No. 17, April 23, 1915, p. 1.