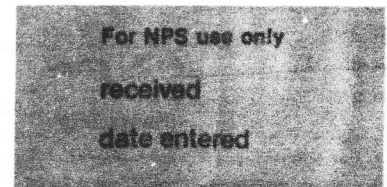


13
FINAL
EXPI. 12/31/84

United States Department of the Interior
National Park Service



National Register of Historic Places Inventory—Nomination Form

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

1. Name

historic Illinois Central Railroad Freight Depot

and/or common The Depot

2. Location

street & number 301 N. Morton Street N/A not for publication

city, town Bloomington N/A vicinity of ~~congressional district~~

state Indiana code 018 county Monroe code 105

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: Vacant

4. Owner of Property

name C F C Corporation

street & number Graham Plaza, Suite 310
205 N. College Avenue

city, town Bloomington N/A vicinity of state Indiana 47401

5. Location of Legal Description

courthouse, registry of deeds, etc. Monroe County Courthouse

street & number Courthouse Square

city, town Bloomington state Indiana

6. Representation in Existing Surveys

title Indiana Historic Sites and Structures Inventory has this property been determined eligible? yes no

date 1979 federal state county local

depository for survey records Indiana Department of Natural Resources

city, town Indianapolis state Indiana

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	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date <u>N/A</u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Illinois Central Railroad Freight Depot, constructed in 1906, is located on Morton Street between 7th and 8th Streets in Bloomington, Indiana. The building has no particular architectural style but rather is an example of the purely functional industrial architecture of the early 20th century. Completely devoid of any ornamental details, the structure was built in accordance with plans devised by the Railroad's architectural staff, which was concerned simply with creating a workable railroad freight depot. The size and shape of the building, its elevation above street level, its roof structure and door placement all result from the simple stratagem of allowing the building's function to dictate its form.

The Depot was originally rectangular in shape, measuring 35' x 163'. Of frame construction, it was built on timbers supported by concrete footings such that the ground floor level was three feet above grade level; this feature facilitated loading and unloading wagons on Morton Street and freight cars on the adjoining siding. The exterior of the building was covered with wide clapboarding. The low-pitched gable roof was covered with asphalt composition roofing, and on both the east and west sides it extended out 7½' from the exterior wall, to provide shelter over the loading areas. The rafter ends and braces of the roof structure were left exposed, as were the purlins on each gable end.

Fenestration of the building related directly to the function of the interior space. The northern part of the building contained the large freight room; accordingly, the east wall of this area contained four large (7'11" x 8') sliding doors to facilitate moving material from the Morton Street loading dock. Windows over these doors help provide illumination to the area. Similar doors were placed on the opposite (west) wall and in the extreme west corner of the north wall to provide access to the freight cars on the adjoining railroad tracks. Additional natural light was provided by four large skylights, two on each slope of the roof. These skylights each measured 4' x 8' and contained six panes of wire-reinforced glass. Three ventilators were also located on the ridge of the roof over this area.

The southern portion of the building contained a small vestibule, a "businessmen's room", and the freight office. Three large (72" x 44") double-hung windows were located on each outside wall (east, south, and west) at this end of the building. A standard entry door in the south facade afforded access from the outside through the vestibule to the businessmen's room, and on through to the office.

In 1922 major alterations were made to the Freight Depot. A second story was added to the office area, and the office functions were then moved to this new second floor. Despite the necessity of raising the roof in this area, the original roof overhangs which protected the loading dock areas were left in place. The new roof of the actual second story addition had a simple gable at the north end but followed the configuration of a hip roof at the south end. Plank flooring was laid over the old office floor to level it up with the floor of the freight room. A new fire wall was built on the north side of the two-story portion, and the foundation was repaired and strengthened. Some windows and doors were removed, and their openings filled in with new clapboard similar to the original.

In 1959, a 54' long section was removed from the northern end of the freight room. Although this decreased the area of the freight room by half, the resulting space was adequate in view of the declining volume of railroad shipments. The building ceased to function as a depot in 1963. It was used as a bar and grill for several years after that but it is currently empty. The building was recently purchased by a local firm which plans to restore the exterior to its 1922 condition, using blueprints from that remodeling. The building will then be returned to commercial use.

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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1906; altered 1922 **Builder/Architect** Illinois Central Railroad staff architect

Statement of Significance (in one paragraph)

The Illinois Central Railroad Freight Depot is significant for its role in the development of the city of Bloomington. The building is an example of the functional style of industrial architecture of the late 19th century. It was built with the aid of a local government subsidy, and proved instrumental in the growth of the area's industry and commerce.

The building was erected in 1906, and was designed purely to serve its function, with no decorative embellishment. Designed by staff architects of the Illinois Central Railroad, it was enlarged in 1922 to adapt to the expanded needs of the area. Likewise, it was reduced in size in 1959 when business declined.

The structure's origins actually date back to 1902, when the townships of Perry and Bloomington voted an \$85,000 subsidy to lure a second rail line to the area. The Illinois Central Railroad, thus attracted, built a new railroad through Bloomington and erected this depot four years later. Located in an industrial area near the center of the city, the depot served the lumber, furniture, and limestone businesses of the area, playing a vital role in the development of Bloomington's industrial base. Business peaked in the 1920s, and declined later in the century as other forms of transportation supplanted the railroad. The railroad closed this depot in 1963, but it remains a structure of considerable local historic significance.

9. Major Bibliographical References

The Farm, Ellettsville, Ind., Newspaper, April 27, 1906, front page.
 Stover, John E., History of the Illinois Central Railroad, 1975, New York, Macmillan Pub. Co., Inc., page 265
 The History of Lawrence and Monroe Counties, in Indiana, 1914, Indianapolis, B. F. Bowen & Co., pages 449-453, author unknown

10. Geographical Data

Acreeage of nominated property Less than one

Quadrangle name Bloomington, Indiana

Quadrangle scale 1:24000

UMT References

A

1	1	6	5	4	0	0	6	0	4	3	3	5	3	8	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

The east 58 feet of Inlots 301, 302, 303 and 304 in the City of Bloomington, Monroe County, Indiana

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

state N/A code county code

state code county code

11. Form Prepared By

name/title Katherine Boruff, Historic Preservation Officer;
Candy Bonus, President of

organization Bloomington Restorations, Inc.

P.O. Box 1522

date April, 1980

Contact: Rosemary P. Miller,
 street & number 304 Blue Ridge Drive

telephone 812/332-4044 (Miller)

city or town Bloomington

state Indiana 47401

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

J. M. Redden

title Indiana State Historic Preservation Officer

date 4-29-83

For NPS use only

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

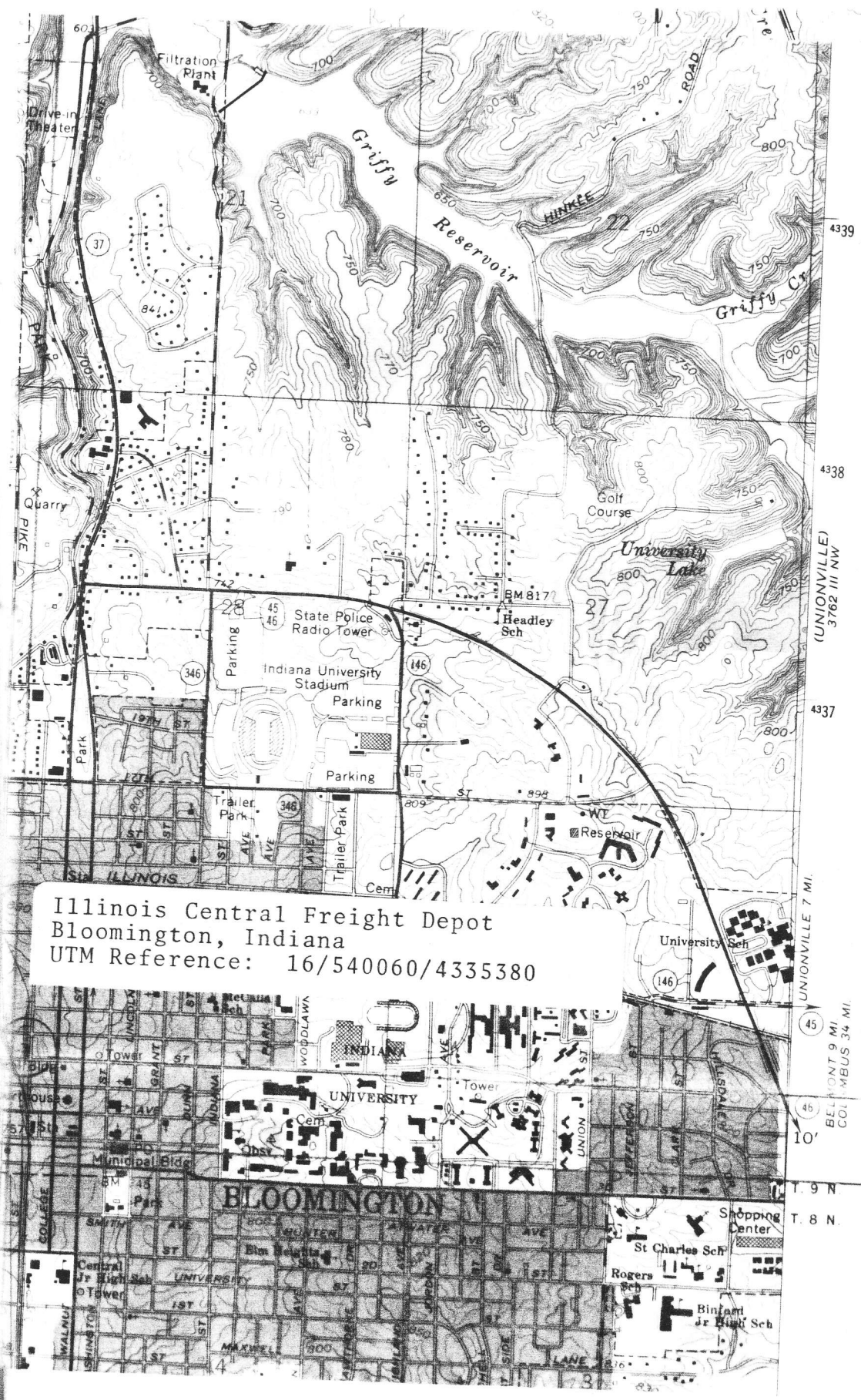
date

Keeper of the National Register

Attest:

date

Chief of Registration



Illinois Central Freight Depot
 Bloomington, Indiana
 UTM Reference: 16/540060/4335380

UNIONVILLE 7 MI.
 BELMONT 9 MI
 COLMBUS 34 MI.

T. 9 N.
 T. 8 N.

BLOOMINGTON