

STALEY PUMPING STATION AND CLUB HOUSE  
Lake Decatur, North of U. S. Highway 36  
Decatur  
Macon County  
Illinois

HABS No. IL-1258

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

REDUCED COPIES OF MEASURED DRAWINGS

HISTORIC AMERICAN BUILDINGS SURVEY

National Park Service  
U.S. Department of the Interior  
1849 C St. NW  
Washington, DC 20240

HISTORIC AMERICAN BUILDINGS SURVEY  
STALEY PUMPING STATION AND CLUB HOUSE

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- Location: The Staley Pumping Station and Club House is located within the waters of Lake Decatur, just north of U. S. Highway 36, in Decatur, Macon County, Illinois (Figure 1). The building lies a short distance northwest of the bridge over which U. S. Highway 36 crosses Lake Decatur. A second bridge, for the CSX Railroad, is present at this same point. The railroad runs in between the Staley Pumping Station and Club House and the highway.
- The center of the building is located at latitude: 39.835507, longitude: -88.911619. This point was obtained on September 3, 2020 using Google Earth (WGS84). There is no restriction on its release to the public.
- Present Owner/Occupant: The present owner of the building is Tate & Lyle Ingredients America, LLC.
- Present Use: The building is vacant and has not seen active use since 1986. The building is slated for demolition in 2020.
- Significance: The Staley Pumping Station and Club House was constructed in 1919-1920 by the A. E. Staley Manufacturing Company in conjuncture with the expansion of the company's plant and in anticipation of the creation of Lake Decatur. The building's design—combining the functions of a club house and pumping station—was shaped by these two related developments. The pumping station was a vital component to the diversification of Staley's manufacturing processes. The post-1919 growth and success of the A. E. Staley Manufacturing Company had a tremendous impact on the City of Decatur, leading to the pavement of neighborhood roads, expansion of a street car line, improved walks, worker's housing, and improvements in water supply and sewerage systems. The pumping station served a very practical purpose, "But ever mindful of his employees' well-being, [A. E.] Staley crowned the pump building with decorated upper floors, complete with fireplaces and furnishings, that became elegant rooms for social occasions."<sup>1</sup> For decades, the upper floor of the

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<sup>1</sup> Tony Reid, "Staley Pump House Primed with Memories of a Different Era," *Herald & Review*, 17 September 2014, p. B6.

building was the home of the Staley Fellowship Club. With its ornate design and superb setting, the Staley Pumping Station and Club House served as a popular venue for social gatherings into the latter half of the twentieth century. It also was a marquee landmark on Lake Decatur, which developed into an all-season playground for citizens of Decatur. The creation of the lake led to the parallel development of local parks—particularly Nelson Park adjacent to the Club House.

The Staley Pumping Station and Club House is considered eligible to the National Register of Historic Places under Criterion A in respect to its local significance to social history (as the meeting place of the Staley Fellowship Club), industry (as a key support structure for the Staley plant), and recreation and culture (as related to Lake Decatur). In addition, it also is considered locally significant and eligible to the National Register under Criterion C (architecture), as a unique building type combining pump house and club house functions. The period of significance for the Staley Pumping Station and Club House extends from 1919-1920 (its date of construction) to 1970 (the fifty-year cut off for the National Register).<sup>2</sup>

Historian(s):

The HABS documentation of the Staley Pumping Station and Club House primarily was prepared by Floyd Mansberger and Christopher Stratton of Fever River Research, Inc. (Springfield, Illinois). Katie Brethorst, also with Fever River Research, conducted supplemental research and assistance on the project. Benjamin Halpern of Halpern Photography (Champaign, Illinois) was responsible for the large-format photography component of the project.

Several individuals contributed to the success of this project. We would like to recognize Jeremy Buening (Chastain & Associates, LLC, Decatur), Gerald Schlueter and Jacob Elder (Tate & Lyle, LLC, Decatur), Alesha Cerny (Historian/Cultural Resources, Heritage Documentation Program, National Parke Service, Omaha, Nebraska), Mark Schara (HABS/HAER Architect, Heritage Documentation Program, National Park Service, Washington, D.C.), Laura Jahr (Staley Museum, Decatur), Carrol Wallace (Illinois State Historic Preservation Office, Illinois Department of Natural Resources, Springfield), and Brant Vollman (US Army

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<sup>2</sup> Although the period of significance of the building under National Register guidelines goes only to 1970, the pump house remained in operation until 1996.

Corps of Engineers, Rock Island District, Rock Island) for their assistance.

Project Information:

This HABS documentation was undertaken to fulfill the requirements of Memorandum of Agreement (MOA) signed between the Tate & Lyle Ingredients, LLC and the Illinois State Historic Preservation Office (SHPO) concerning the proposed demolition of the Staley Pumping Station and Club House. In early 2019, Tate & Lyle began formulating plans for the demolition of the building, which had sat abandoned, in a deteriorating state, since 1996. As the Staley Pumping Station and Club House is located within Lake Decatur, the U. S. Army Corps of Engineers (USACOE) requires a permit for the demolition of the building (as per Section 404 of the Clean Water Act), which in turn requires an assessment of the potential historical and architectural significance of the building (as per Section 106 of the National Historic Preservation Act of 1966).<sup>3</sup> In March 2019, Chastain & Associates (Decatur, Illinois), a consulting engineering firm working on behalf of Tate & Lyle, hired Fever River Research, Inc. (Springfield, Illinois) to prepare a historical and architectural assessment of the building. This assessment, submitted in early May 2019, found that the Staley Pumping Station and Club House was eligible to the National Register of Historic Places under Criteria A and C.

As the proposed demolition of this structure represented an adverse effect to the historic property (as determined by the USACOE on 25 June 2019), a plan was developed in consultation with the SHPO (and other interested parties) to mitigate the impact of the demolition project on this historic site. This mitigation plan was outlined in a Memorandum of Agreement (MOA) signed by all parties in early December 2010.<sup>4</sup> The MOA directed Tate & Lyle to prepare a documentation package of the building “to meet the Secretary of the Interior’s Standards and Guidelines for Architectural and Engineering Documentation (hereafter, HABS).” Although the documentation requirements outlined in the MOA did not indicate the level of documentation required of the Historic American Buildings Survey (HABS) documentation package, the MOA was suggestive of a Level II documentation package (which is presented here). In late 2019, Tate & Lyle contracted with Fever River Research, Inc. to prepare the MOA’s documentation package, with field work being initiated in November 2019.

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<sup>3</sup> In May 2019, Tate & Lyle applied for Permit No. CEMVR-OD-P-2019-0304.

<sup>4</sup> The MOA is officially dated 4 December 2019 (see also SHPO Log # 018060319).



## Part I. HISTORICAL INFORMATION

### A. Physical History:

1. Date of Erection: Construction on the building began in late summer 1919.<sup>5</sup> By September 1919, work had been initiated on the clearing of timber, the laying of the pipeline from the plant to the pumping station, and the construction of both the intake pipe and temporary dam. By the beginning of 1920, excavation had been initiated for the pumping station, and by April of that year work was proceeding with the initial concrete work for the structure. It was not until late summer or early fall 1920 that the concrete superstructure had been completed and enclosed with windows and doors.<sup>6</sup> By July 1920, the pumping station was in operation, with pumps installed on the lower pump floor (605' elevation).<sup>7</sup> Throughout late 1920 and early 1921, work continued on the completion of the Club House interior, with the opening of the Club House in late summer 1921.
2. Architect: Marshall and Fox Architects, of Chicago, were responsible for the original design of the building, or at least its exterior appearance. However, the conception of integrating a club house into a pumping station is attributed to Staley employee Harry N. Stadler (see discussion below). Construction drawings were prepared by the engineering department of the A. E. Staley Manufacturing Company. Multiple individuals were responsible for producing the drawings, but unfortunately the plans typically just have the designers' initials on them, as opposed to full names; hence specific identities remain unknown. E. C. Larsen was in charge of the company's drafting department when the original design plans for the Pumping Station and Club House were prepared.<sup>8</sup> Subsequent modifications also were designed by the company's engineers.
3. Original and Subsequent Owner, Occupants, Uses: The building was owned in succession by the A. E. Staley Manufacturing Company (1919-1985), Staley

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<sup>5</sup> "Clear Site For Pumping Plant," *Decatur Herald*, 27 August 1919, p. 3; "Staley Pumping Plant on C. I. & W.: Eighteen Inch Pipe Being Distributed for Main," *DDR*, 28 August 1919, p. 3.

<sup>6</sup> "Water Pours Through Dam," *DH*, 21 August 1920, p. 3. This article states that workmen were cleaning up the construction debris, as the area around the structure was soon to be flooded due to the temporary impoundment dam.

<sup>7</sup> "Club House is Near Complete," *DR* 15 July 1920, p. 3.

<sup>8</sup> M. L. O'Brien, in discussing Staley's massive 1919 building program, noted that "an article of this kind cannot be finished without mention of the very efficient work of the drafting room—the origin of all new work. This department, headed by E. C. Larsen, has had charge of the design of all new buildings and many of the new machines, and since early last winter has worked early and late trying to keep ahead of the constant demand for plans of new work and succeeded very well" (M. L. O'Brien, "A Greater Staleys," *Staley Fellowship Journal* (October 1919):1-6.

Continental, Inc. (1985-1988), and Tate & Lyle, PLC (1988 to present).<sup>9</sup> For most of its history, the building had two functions: 1) a pump house for supplying water to the Staley plant in Decatur; and 2) an entertainment space for the Staley Fellowship Club. The use of the building for entertainment purposes terminated ca. 1960. The pump-house component stopped operation in 1996.

4. Builder, Contractor, Supplier: The building was constructed by the A. E. Staley Manufacturing Company, and most of the work reportedly was done “in house” by Staley employees. Initial construction at the pumping station was done under the supervision of Frank Higgins and B. M. Hess.<sup>10</sup> The identities of any outside contractors and suppliers involved in the initial construction of the building are not known, nor are the names of those involved in later modifications to the structure. Multiple construction-era photographs illustrating workmen are attached to the report as supplemental materials.
5. Original Plans and Construction Drawings: Original architectural and engineering drawings for the building, as well as those for subsequent modifications, exist and are on file at the Tate & Lyle offices in Decatur, Illinois. Copies of these plans have been integrated into the HABS documentation package. Table 1 is a list of drawings documenting the building, and its construction. All architectural and engineering drawings from this project were scanned and submitted on a compact disk.
6. Alterations and Additions: The building largely retains its original exterior appearance with the exceptions of the roof-top balustrade having been removed and the window openings on the lower level of the south elevation being infilled. The dates of these alterations are not known exactly, although it has been determined that they occurred post 1954. A floating boat dock that was part of the building’s original design also is no longer present, though this feature was abandoned as early as the 1940s. A stairway allowing public access to the roof also was removed by the 1940s (and potentially as early as ca. 1930). The interior of the club house, on the upper level, underwent a significant remodeling in 1944-1945, and was followed by the addition of a second men’s bathroom in 1951. The details of these changes will be discussed further below. Improvements to the

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<sup>9</sup> In 1985, in an effort to diversify, A. E. Staley purchased CFS Continental (a wholesale grocery firm) and changed its name to Staley Continental, Inc. In 1988, controlling shares of Staley Continental, Inc. were purchased by Tate & Lyle PLC, a British sugar refiner, and soon thereafter CFS Continental was sold off. In 2000, Tate & Lyle acquired the remaining shares of the company, which was renamed Tate & Lyle Ingredients American LLC—the American subsidiary of Tate and Lyle PLC (Julia Flynn Siler, “Staley Accepts Offer by Tate & Lyle,” *New York Times*, 14 May 1988 [<https://www.nytimes.com/1988/05/14/business/staley-accepts-offer-by-tate-lyle.html>]).

<sup>10</sup> Higgins and Hess were hired on by the Staley company to supervise the construction of the pumping plant and the water intake from the Sangamon River. Frank Higgins was a licensed architect from Chicago who had previously worked for several other starch companies. B. M. Hess was a construction contractor/engineer from Pennsylvania. Both men apparently had worked together prior to the Staley project (“Globe Trotter,” *Staley Fellowship Journal*, [October 1919], p. 8; “B. M. Hess,” *Staley Fellowship Journal* [November 1919], p. 16).

building's mechanical system also were made over the years, including the addition of a new sewage pump (1939), a new submersible pump (1979), and 2300-volt electrical lines running under the bed of the lake (1980). A travelling water screen also was proposed for the pump house in 1958.<sup>11</sup>

B. Historical Context:

1. Early Development of Decatur: Decatur was founded in 1829 to serve as the seat of the newly created Macon County, Illinois. It was named in honor of a U. S. Navy hero Commodore Stephen Decatur. The town site had no inhabitants at the time it was selected to serve as county seat, but it did have the advantage of being centrally located within the county. Moreover, it was located along the Sangamon River, which served as an important (if seasonably unreliable) transportation artery during the early frontier period. The growth of the community during its first two decades was slow. In 1834, Decatur was described as consisting of “three stores, several mechanics and about thirty families.” The population in the entire county was only 1,500 at this date.<sup>12</sup> By 1850, the town had experienced modest growth, having reached a population 600. Its business activity was local in character, servicing the town itself and the rural hinterland around it.<sup>13</sup>

The arrival of two railroads in 1854 marked the beginning of new era in Decatur. One of these rail lines was the Illinois Central, which traversed the length of the state and was the longest railroad in the world at the time of its completion. The other line was the Great Western (later renamed the Toledo, Wabash, and Western Railroad, and known more simply as the “Wabash”) which ran east-west through central Illinois and provided links to points farther east. The Great Western selected Decatur to be the site of one of its major repair shops, which naturally attracted new settlers and, by extension, new business. In discussing the Great Western Railroad, an 1876 county history comments: “From the time its cars ran into Decatur in April 1854, commences the rapid improvement and almost unexampled prosperity of our county. At that date commences the real history of our agricultural and commercial advancement.”<sup>14</sup> Besides providing an outlet for exporting agricultural products, rail service fostered the development of local industry. By 1860, the population of Decatur had grown to 3,839, and it would enlarge in the following decades. Economic growth was aided by the boom years

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<sup>11</sup> The dates indicated for these modifications are based on the construction plans. However, it is possible that the work in question may have been undertaken at a slightly later time (or even just proposed and not completed, in some instances).

<sup>12</sup> John Mason Peck, *A Gazetteer of Illinois* (Jacksonville, IL: R. Goudy), pp. 141, 222.

<sup>13</sup> Works Progress Administration (WPA), *The WPA Guide to Illinois* (Chicago: A. C. McClurg & Company), p. 304.

<sup>14</sup> John Smith, *History of Macon County, Illinois, from its Organization to 1876* (Springfield, Illinois: Rokker's Printing House, 1876), p. 206).

of the Civil War and the development of local coal mines after 1874.<sup>15</sup> The city's rail connections also expanded in the immediate post-war era. New lines completed to the city during this period included: the Pekin, Lincoln, and Decatur Railroad (1871); the Decatur, Sullivan, and Mattoon Railroad (1872); the Illinois Midland Railroad (1872); and the Decatur Branch of the Indianapolis, Bloomington, and Western Railroad (1873).<sup>16</sup> In 1900, Decatur's population stood at 20,754.<sup>17</sup>

Industrial statistics from 1914 show that Decatur was one of fifteen cities in Illinois whose manufactures exceeded \$10 million. It was especially known for railroad car repairing, plumbers' supplies, and starch production, but was also home to a wide variety of other industrial enterprises.<sup>18</sup> In 1916, Decatur was the fifth largest city in Illinois, with a population around 40,000.<sup>19</sup> The A. E. Staley Manufacturing Company was the key player in the local starch industry at this time. Staley would dramatically expand the scale and diversity of its products in the years that followed, helping Decatur to become one of the largest agricultural commodity processing centers in the Midwest. By the late 1930s, the city's population had grown to over 57,000.<sup>20</sup> Post-1940, Archer Daniels Midland Company (ADM) and Caterpillar, Inc. would become two other major industrial employers in Decatur.

2. A. E. Staley Manufacturing Company: Augustus Eugene "Gene" Staley was born into a North Carolina farm family in early 1867. As a young man, Staley worked as a traveling salesman for baking powder and flavor extracts. In 1897-98, working from Baltimore, Maryland, Staley established a business devoted to repacking and selling cornstarch under his Cream Brand name. Although successful, his success with repackaging and selling other manufacturers products was dependent on others for product supply, and he soon turned his attention to the manufacture of starch. In late 1906, Staley established the A. E. Staley Manufacturing Company with the intention of producing his own corn starch. In 1909, Staley purchased the pre-existing and inoperative starch plant of the

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<sup>15</sup> WPA, pp. 304-205.

<sup>16</sup> Smith, pp. 209-210.

<sup>17</sup> U. S. Bureau of the Census, *Census Bulletin No. 21: Population of Illinois by Counties and Minor Civil Divisions* (Washington D. C.: U. S. Bureau of the Census, 1900), p. 15.

<sup>18</sup> One such example was the Mississippi Valley Structural Steel Company, which had been founded as the Decatur Bridge Company in 1902.

<sup>19</sup> Earnest Ludlow Bogart and John Mabry Mathews, *The Modern Commonwealth 1893-1919*, Volume Five of *The Centennial History of Illinois* (Springfield, IL: Illinois Centennial Commission), pp. 7, 104. Bogart and Mathews provided an estimated population of 39,631 for Decatur in 1916, while the 1915 Sanborn maps for the city note its population as 42,000.

<sup>20</sup> WPA, pp. 303, 308.

Wellington Starch Company in Decatur, Illinois and relocated his business to that city.<sup>21</sup> Over the next three years (1909 to early 1912), Staley rebuilt and greatly upgraded the older plant, and began production of corn starch from his Decatur plant in March 1912. The plant was located on the east side of Decatur, directly south of the Wabash Railroad's shops and extensive rail yards.

The initial years were tough going for Staley, and in 1914 the firm experienced financial problems resulting in a temporary shutdown of his Decatur manufacturing plant. But after reorganization, Staley reopened in 1915 with a renewed vigor and success. With his reorganization, Staley diversified with the introduction of new products; of particular significance was his interest in the production of corn sweeteners and/or syrups (glucose). However, Staley's existing physical plant was inadequate to meet the company's new demands. New wet-milling techniques for corn also required greatly increased water requirements for the plant. Beginning in 1919, and continuing through the early 1920s, the Staley Manufacturing Company began a great expansion program that included the construction of multiple new buildings, power plants, and infrastructure.<sup>22</sup>

It was during the 1919-1920 expansion that the Staley Pumping Station and Club House was constructed, and plans were implemented for the development of Lake Decatur. Shortly thereafter, in 1922, Staley began processing soybeans. This was one of the major forces that resulted in the transformation of the Midwestern agricultural landscape, altering it to one no longer dominated by corn, and putting soybean production on an equal footing with corn production. The Staley Manufacturing Company began producing soy flour by 1927, soy oil by 1930, and soy meal animal feed in the early 1930s.<sup>23</sup> In 1930, the Staley Manufacturing Company constructed a new administration building in Decatur—a distinctive Art Deco building that was one of the finer commercial buildings in Illinois outside the city of Chicago. Even with the onslaught of the Great Depression, the A.E.

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<sup>21</sup> Biographies of A. E. Staley consistently report the shuttered plant in question as the Wellington Starch Company. The 1908 Sanborn maps of Decatur, however, note the plant as the former United States Starch and Glucose Company. The plant was not in operation at the time the maps were produced (Sanborn Map Company, *Decatur, Illinois* [New York: Sanborn Map Company, 1908], Sheet 39).

<sup>22</sup> A major plan for expansion was announced in February 1919. The focal point of this new construction phase was a new 12-story Syrup House (and related buildings) devoted to the processing of corn. This construction program was to cost \$2½ to \$3 million over an approximate 18 month time frame ("Staley Plant Construction Sets New Record in Decatur," *DHR*, 25 May 1919, p. 10). Extremely critical to the success of this building program was the availability of water. The company threatened to move the proposed new plant, which would employ between 2,000 and 3,000 individuals, to Peoria if they could not get the necessary concessions relating to the construction of an "water impounding dam" from the City of Decatur ("Staley May Build a New Plant in Peoria," *DH*, 25 February 1919, p. 3).

<sup>23</sup> Staley had been introduced to soybeans, by missionaries, as a young child in North Carolina. By the 1920s, Staley had begun to be concerned by deteriorating productivity of Illinois' corn crop, and began promoting soybean production to ensure him a supply of product to process.

Staley Manufacturing Company continued to expand during the 1930s and 1940s. A. E. Staley died in late December 1940, with his son and namesake carrying on as company president thereafter.<sup>24</sup>

3. Water Supply and the Development of Lake Decatur: Prior to its 1919-1920 expansion, the Staley Manufacturing Company had relied upon the City of Decatur for its water supply. Decatur had constructed its first waterworks in 1871-1872. The water plant was situated on the southwestern edge of the city and pumped water directly from the Sangamon River.<sup>25</sup> In 1876, the plant had a capacity of 800,000 gallons of water per day, which was more than adequate for the city's needs at the time.<sup>26</sup> A low-water dam was built across the Sangamon below the waterworks, which provided a pool of water for the intake pipes to draw from. By 1908, Decatur's waterworks was equipped with five pumps that had the potential for pumping of 11.25 million gallons of water per day. Water was first drawn into a 3-million-gallon reservoir before being distributed out into the city's water mains.<sup>27</sup> In 1909-1910, the waterworks was rebuilt at the same location. The new plant did not expand pumping capacity, but it did integrate a filtration system (previously lacking) that still allowed 9 million gallons of "clear" water to the city's residents on a daily basis.<sup>28</sup> While this capacity met the immediate needs of the city, it was insufficient to support future population growth, let alone address the massive volume of water the Staley Manufacturing Company would need for its envisioned expansion.<sup>29</sup>

A related water problem facing Decatur during this period was the fact that the Sangamon River, in addition to being the city's major water source, also effectively served as its principal sewer. Untreated, raw sewage was discharged directly into the river. This practice caused health concerns and other problems

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<sup>24</sup> "Staley Helped Illinois Become the 'Soybean Capital of the World,'" *Agrinews*, 7 June 2018 ([http://www.agrinews-pubs.com/news/staley-helped-illinois-become-soybean-capital-of-the-world/article\\_78bd225a-ea40-56df-ac85-bda1c6de73ec.html](http://www.agrinews-pubs.com/news/staley-helped-illinois-become-soybean-capital-of-the-world/article_78bd225a-ea40-56df-ac85-bda1c6de73ec.html)).

<sup>25</sup> Smith, pp. 225-226. In his description of Decatur's waterworks, Smith observed that, "There has probably been no acquisition to the city, since the construction of the railroads, that has added more to its advancement and permanent improvements than the water-works." Decatur's original waterworks followed a direct-pressure system designed by Birdsill Holly, a mechanical engineer and inventor of water-supply devices, who founded the Holly Manufacturing Company. Holly's company provided the design and equipment for over 100 waterworks between 1863 and 1890, with Decatur being the company's fortieth contract and one of several it had in Illinois (<http://www.waterworkshistory.us/tech/Holly/HollySystems.htm>).

<sup>26</sup> Ibid.

<sup>27</sup> Sanborn Map Company, *Decatur, Illinois* (New York: Sanborn Map Company, 1908).

<sup>28</sup> Sanborn Map Company, *Decatur, Illinois* (New York: Sanborn Map Company, 1915).

<sup>29</sup> Ibid, Sheet 48. Prior to the expansion, the Staley plant drew water from a 50,000-gallon water tower located on site (which served as its immediate supply) and also was serviced by a 12" water main connected to city's system.

locally,<sup>30</sup> besides being a nuisance to communities farther downstream. In June 1914, the Illinois Rivers and Lakes Commission, responding to a petition by local residents, ordered that the City of Decatur cease discharge of untreated wastewater into the Sangamon River and its tributaries by January 1, 1917. Besides the City, this order also specifically applied to two local businesses: the Decatur Railway and Light Company and the A. E. Staley Manufacturing Company.<sup>31</sup> The City of Decatur lacked the financial means to construct a sewer plant, and it failed to meet the January 1, 1917 deadline. By this point in time, it was one of fifteen cities in Illinois subject to orders by the Rivers and Lakes Commission in regard to disposing of untreated sewage into waterways.<sup>32</sup> Decatur finally addressed the issue in August 1917 when voters approved the creation of the local sanitary and drainage district.<sup>33</sup> The government body created had planning and taxing authority, and this allowed the construction of a water-treatment plant, which finally was completed in 1924. Construction of the treatment plant was put on hold until after the water-supply issue was addressed, as the sanitary commissioners recognized that this was the immediate priority for the city and was crucial to whatever sewer system ultimately would be installed.<sup>34</sup>

Water-supply plans in Decatur eventually coalesced around the idea of creating a large impoundment lake by damming up the Sangamon River.<sup>35</sup> However, there was debate around the appropriate location for the new dam, its height, and the method of paying for the project. Some were in favor of building the new dam near the site of the existing dam and waterworks, while others proposed a site farther downstream at the St. Louis Bridge (where present-day State Route 48 crosses the river). The latter location would create a larger reservoir of water but would require extra cost and planning. There also was a question as to the height of the dam—specifically as to whether it was to be raised to elevation 610' or 615' (above sea level). While the 5' difference in heights might seem inconsequential on face value, it made a substantial difference in respect to the volume of water that could be impounded behind the dam.

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<sup>30</sup> One newspaper article refers to the southwest part of the city, close to the river, as the “stink district” (“Decatur Approves Sewage District,” *Decatur Daily Review*, 26 August 1917, p. 8).

<sup>31</sup> Illinois Rivers and Lakes Commission, *Annual Report* (Springfield, Illinois: Illinois Rivers and Lakes Commission, 1918), p. 16.

<sup>32</sup> “Vote Yes,” *Decatur Daily Review*, 26 August 1917, p. 6.

<sup>33</sup> “Decatur Approves Sewage District,” *Decatur Daily Review*, 28 August 1917, p. 10.

<sup>34</sup> “Delay Sewage System, Build Dam at Once,” *Decatur Daily Review*, 26 May 1918, p. 18.

<sup>35</sup> A proposal for such an impoundment reportedly had been made as early as the 1890s by Harry Ruthrauff, then serving as Decatur’s Water Inspector, but no action was taken (“A. E. Staley, Sr., Dies in Florida,” *DH*, 27 December 1940, p.3.).

A. E. Staley played a crucial role in securing the City's commitment to develop Lake Decatur. Staley had wanted to expand his plant for several years, but war-time shortages of construction materials had forced him to postpone his plans. Even so, this had not stopped him from purchasing an additional 20-acres of ground adjacent to his existing plant in May 1918 in expectation of future expansion.<sup>36</sup> Before committing to expand his plant, A. E. Staley had discussions with the City officials regarding their water supply system and had advocated for the damming of the Sangamon to create a large impoundment. If the City of Decatur was not willing to create the lake, Staley threatened to relocate his manufacturing plant to Peoria and went so far as to purchase land there along the Illinois River for such an eventuality.<sup>37</sup> Shurtleff and Aoyagi (2018) write that, "Soybean processor and corn refiner A. E. Staley led the campaign to persuade Decatur to borrow the \$2.0 million necessary for the project. Staley was not being altruistic; corn wet-milling is a water-intensive industrial process."<sup>38</sup> As a major employer, and Decatur's largest taxpayer, Staley had an inordinate amount of clout with the city government. In late December 1918, the city council adopted a resolution that stated its determination to embark on a "water impoundment scheme," the construction of a dam, and the acquisition of an estimated 1,600 acres of land located within the boundaries of the projected lake. The land in question was to be condemned, and the owners offered fair market value.<sup>39</sup>

With the city's commitment on the impoundment lake secured, A. E. Staley wasted no time starting his long-planned plant expansion. The expansion program began with the construction of a machine shop, started in February 1919, followed by a liquid starch building. This work was started before the city had actually finalized its plans for a dam, but Staley was following his own schedule at this point. Other buildings included in the plant expansion were a bone filter house, a syrup house, refinery building, and a boiler house. The total cost of the project was estimated at upwards of \$3 million.<sup>40</sup> With his building program well underway, Staley grew concerned as the city commissioners continued to analyze the competing dam proposals without reaching a decision. Finally, in May 1919, he urged that commission take immediate action and choose a plan.<sup>41</sup> His appeal

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<sup>36</sup> "Big Purchase by Staley Co.," *Decatur Daily Review*, 26 May 1918, p. 15.

<sup>37</sup> "A. E. Staley, Sr., Dies in Florida," *DH*, 27 December 1940, p.3; "Staley May Build a New Plant in Peoria," *DH*, 25 February 1919, p. 3.

<sup>38</sup> William Shurtleff and Akiko Aoyagi, *History of A. E. Staley Manufacturing Co. Work with Soy (1867-2018): Extensively Annotated Bibliography and Sourcebook* (Lafayette, California: SoyInfo Center, 2018), pp. 40-41.

<sup>39</sup> "Accept Prices or Go to Court," *DDR*, 30 December 1918, p. 10.

<sup>40</sup> *Staley Fellowship Journal* (February 1919), p. 2; "Liquid Starch Building Started," *DDR*, 17 March 1919, p. 5; "Building Permits Pass \$700,00 Mark," *DDR*, 25 May 1919, p. 22.

<sup>41</sup> "Urge Action on Impounding Dam," *DDR*, 7 May 1919, p. 9.



helped break the impasse, and within two weeks the commission settled on building the new dam at the waterworks location and opting for the higher elevation (615'). The City also adopted a financing plan whereby a special assessment would be made over the entire city, with the cost variable by lot (depending on its access to a water main and the relative benefit those parcels derived from the improved water system). A. E. Staley, for his part was pleased by the decision and was quoted as saying: "You may be sure that the Staley Company will be one of the first in with a check to cover whatever assessment is laid against the numerous lots which it owns for purpose. We will be ready as soon as we know the amount to pay the bill."<sup>42</sup> Confident in Decatur and his company's futures, Staley predicted that the city had the potential to grow to 100,000 within five or six years. While Staley's prediction proved to be wildly over-optimistic, it is indicative of the general attitude of Decatur's business community after the lake question had been resolved.<sup>43</sup>

Development of Lake Decatur took over three years. Overall direction of the project was under the control of the city's Water Supply Company. The State of Illinois granted a permit to construct the Lake Decatur impounding dam in October 1919. Actual construction work on the dam, which was an earthen embankment with a concrete spillway, did not begin until July 1920.<sup>44</sup> Before the lake could be filled, lands that were to be inundated first needed to be purchased and then cleared of timber. The clearing of timber from the lake basin was considered essential in order to ensure water quality and for esthetic reasons, but progress was hampered by delays in land purchases and by seasonal flooding. Timber cutting began in 1918 and continued through late 1921.<sup>45</sup>

Since the A. E. Staley Manufacturing Company's plant expansion was on a much faster-paced schedule than the city's development of the lake, the company was allowed to start construction of a pumping plant within the lake basin in the fall of 1919. The new pumping plant was located adjacent to the northern (or upstream) side of the bridge and causeway by which the Cincinnati, Indianapolis, and Western (C. I. & W.) Railroad crossed the Sangamon River valley. The plant would draw water from a pool created by a temporary dam until such time that the permanent impounding dam was completed. The temporary dam—referred to as

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<sup>42</sup> "Special Assessment to Build New Dam," *DDR*, 16 May 1919, p. 11.

<sup>43</sup> "Decatur City of 100,000 Soon," *DDR*, 11 May 1919, p. 3. Decatur would not reach its peak population, 94,000, until 1980.

<sup>44</sup> J. Albert Holmes, "Decatur's Impounding Dam," *Staley Fellowship Journal* (March 1921):1-7; see also Harry F. Watson, "Our System of Water Supply," *The Staley Journal* (July 1923): 5-11. The January 1946 (p. 31) issue of *The Staley Journal* suggests that a second article on the dam was published in the January 1921 issue of *The Staley Fellowship Journal*. Unfortunately, the January 1921 issue is not available online.

<sup>45</sup> "Clear Timber for New Lake," *DDR*, 2 December 1918, p. 10; "Water Supply Co. Wrestles with Big Job Here," *DH*, 6 November 1921, p. 3.

the “Staley Dam”—was situated downstream from the railroad crossing and was completed in August 1920 at the cost of \$40,000. It primarily was built with sheet piling and rock infill.<sup>46</sup> The concept behind the Staley Dam was that it would provide a steady supply of water to the company’s plant and also serve as a reservoir of sorts for the city (serving as a secondary pool to the one already formed by the city’s old low-water dam). A contract between the city and company stated that the floodgates on the Staley Dam were to be opened whenever the city requested it to maintain its own supply of water.<sup>47</sup> For the most part, this agreement appears to have been followed amicably. However, there was at least one instance where the company and city’s needs were in conflict. This occurred in September 1920, only one month after the completion of the Staley Dam, when a drought had significantly reduced the volume of water in the Sangamon River. Decatur’s mayor at the time, Charles M. Borchers, had requested that more water be allowed to flow through the Staley Dam, and when the volume allowed through seemed insufficient, Borchers arranged for some of the boards in the dam’s gateway be lifted. This action led A. E. Staley to assert that the mayor, or anyone else, would be arrested should another attempt be made without the company’s permission. It was an awkward situation. Staley had paid for the construction of the temporary dam, but the structure was located on public land, and moreover, his company was subject to a contract prioritizing the city’s water supply.<sup>48</sup> By October, the water shortage had become so acute that the Staley plant was facing a shutdown just as new orders for starch and glucose were coming in.<sup>49</sup> Rains in the winter of 1920-1921 replenished the local water supply, but complaints were now heard about the number of trees that yet remained uncut in the lake basin above Staley Dam.<sup>50</sup> By October 1921 work had progressed sufficiently on the city’s impounding dam that the Staley Dam was no longer needed to act as a safety valve, and a ten-foot section of the latter dam was removed. This action also lowered the water level in the pool above the Staley Dam enough that the remaining timber in this portion of the lake basin could be cut. The remainder of the Staley Dam was removed in February 1922.<sup>51</sup>

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<sup>46</sup> “Finish Staley Dam in 35 Days,” *HR*, 25 July 1920, p. 3; “View of the Staley Temporary Dam,” *DH*, 16 August 1920, p. 10.

<sup>47</sup> “Much Water is Impounded,” *HR*, 17 August 1920, p. 3.

<sup>48</sup> “Mayor Issues Statement on Opening of Staley Dam,” *HR*, 23 September 1920, p. 3; Cheryl D. Peck, *Staley Dam Created Lake Before Lake Decatur*, *HR*, 15 February 1999, p. 24.

<sup>49</sup> “Staley Co. Faces Another Shutdown,” *HR*, 20 October 1920, p. 3.

<sup>50</sup> “Take the Next Job in Time,” *DH*, 12 February 1921, p. 6.

<sup>51</sup> “Start Removal of Staley Dam,” *DH*, 2 October 1921, p. 24; “Water Supply Co. Wrestles with Big Job Here,” *DH*, 6 November 1921, p. 3; “Staley Dam was Short Lived,” *DH*, 4 July 1923, p. 34; “Staley Co. Pushes for larger Dam, Builds One,” *DH*, 15 June 1966, p. 26.

The lake basin began to fill significantly in the Spring of 1922. Local newspapers solicited readers' opinions on the most appropriate name for the lake. Among those proposed were "Sangamon" and "Staley,"<sup>52</sup> but in the end the lake was named after its home city. Lake Decatur had its formal dedication ceremonies in early July 1923. When completed, Lake Decatur was the largest artificial body of water in Illinois, covering approximately 2,800 acres, with 30 miles of shoreline and a watershed of 925 square miles. It provided the model for several other large, municipal reservoirs that were developed in Central Illinois over the next decade, including Lake Bloomington (1929) and Lake Springfield (1931-1935).<sup>53</sup>

Although primarily developed for water-supply purposes, Lake Decatur drew a large interest from a variety of local and regional groups in respect to outdoor recreational activities. The lake also served as the centerpiece around which the future development of Decatur was envisioned. This is showcased in the 1920 publication, *"The City Practical": The Decatur Plan*, which was prepared for the City Planning Commission of Decatur and submitted when the lake project was still in its early stages. The plan called for a green belt along both shores of the lake to be maintained and reserved for public use. A scenic roadway, traversing the length of the green belt, also was proposed; and to maintain unobstructed views, the plan was recommended that no buildings, other than park structures, be built in between the roadway and the lakeshore. Further, it was suggested that new residential developments bordering the lake should depart from the existing rigid street grid and instead have curvilinear roadways; these would be in harmony with the broken terrain and be more picturesque in character. A conceptual bird's-eye view of this future Decatur, with the lake at its center, was presented on the frontispiece of *The Decatur Plan*. In regards to the lake, the plan's author commented: "While careful regulation will doubtless be found necessary in the use of the lake for boating and fishing, this body of water and flanking shores may fittingly become Decatur's great place for recreation which in time will extend through a large section of the built up city and will be used daily by thousands."<sup>54</sup>

Nelson Park, which was located on the north shore of Lake Decatur directly west of the Staley Pump House and Club House, served as the keystone in the proposed green belt around the lake. This park was established in 1912. The city's acquisition of the 83-acres originally comprising the park was somewhat controversial at the time, as the property was slightly removed from town and was

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<sup>52</sup> "Names Suggested for New Lake," *DDR*, 24 July 1920, p. 8; "What's Your Choice as a Name for the Lake Decatur Created?," *DH*, 21 July 1922, p. 3.

<sup>53</sup> By comparison, Lake Springfield is nearly twice the size of Lake Decatur, covering 4,500 acres and having 57-miles of shoreline. Lake Bloomington is smaller, covering 635 acres with 18.5 miles of shoreline.

<sup>54</sup> Myron Howard West, *"The City Practical": The Decatur Plan* (Decatur, Illinois: Association of Commerce, 1920), pp. 51, 128-129.

not serviced by public transportation. This perception changed with the development of Lake Decatur.<sup>55</sup> A half-mile long beach was developed in Nelson Park, which proved especially popular with the public. An estimated 5,000 people visited the beach in a two-day period July 4-5, 1926, and more than 45,000 used the beach's bath house that year.<sup>56</sup> A marina also was established at Nelson Park. Beginning in 1928, the park became the site of an annual water carnival.<sup>57</sup> Access to the area was improved with the construction of Nelson Park Road and a new bridge across Lake Decatur (completed in 1922); these ran parallel to the C. I. & W. Railroad.

Several additional parks were established along the west side of Lake Decatur in the 1920s under the direction of the Decatur Park Board. The Park Board was established in 1924 after the daughters of Robert Faries donated 153 acres of land located on the upper end of the lake to the city. The gift was conditioned upon the city creating a Park Board. The donated land was named Faries Park.<sup>58</sup> After its formation, the Park Board set to work acquiring new lands for public recreation use, developing a scenic drive along the lake, preserving natural areas, and eliminating dumping grounds and other "eye-sores." One of its first land acquisitions (in March 1925) was a 42-acre tract located immediately upstream from the impoundment dam, which represents present-day Mueller Park.<sup>59</sup> The development of Lakeshore Drive was a top priority for the Park Board, but it had to be conducted in stages, as right-of-way needed to be purchased in areas lying in between the parks. Grading work for Lakeshore Drive began in 1925, and in 1928 a section between Lost Bridge Road and Nelson Park was opened to traffic. By 1932 the drive extended the full distance between the impoundment dam to Spangler/Williams Street Bridge, which covered the entire west side of the lake within the city limits. The route was widened and paved with concrete in the late 1930s.<sup>60</sup>

The creation of Lake Decatur enhanced the value of any pre-existing private property bordering the lake and encouraged new real estate development in its

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<sup>55</sup> Allison Petty, "Decatur Park District was Born from Faries Family Gift," *Herald & Review*, 3 July 2011. Nelson Park is pre-dated by Fairview Park, a property first leased by the city in 1890. Prior to the city's acquisition, Fairview Park had served as a Civil-War-era military campground and later as the site of the Illinois State Fair in 1863, 1864, 1866, and 1867.

<sup>56</sup> "Attendance Records Shattered at Municipal Bathing Beach," *DH*, 6 July 1926, p.3; "Park Board Cooperation Gave Community Lake Shore Drive; Land Purchased for Neighborhood Play Areas," *DHR*, 7 June 1939, p.4.

<sup>57</sup> "Sunday's Crowd in parks Equals that of July 4<sup>th</sup>," *DH*, 27 August 1928.

<sup>58</sup> Petty.

<sup>59</sup> "Park Board Acquires New City Playground.....," *DH*, 1 March 1925, p. 11.

<sup>60</sup> "Park Board Cooperation Gave Community Lake Shore Drive; Land Purchased for Neighborhood Play Areas," *DHR*, 4 June 1939, p. 4.

environs. Real estate advertisements promoting proximity to the lake popped up as early as 1919, several years before the lake was actually filled.<sup>61</sup> Decatur's Elks Lodge established a country club in 1924 on a tract of land located a short distance north of Nelson Park. The club house, which faced the lake, was completed by mid-1925.<sup>62</sup> The Elks Country Club was adjoined by two real estate developments named "Lake Beach" and "Ridge Ideal," which were advertised as being suitable for either summer cottages or permanent homes. Lake Beach had two beaches with a combined frontage of 1,538', while Ridge Ideal offered spacious lots (50'x200' or larger) all with lake frontage.<sup>63</sup> "Lake Crest" was another real estate development of this era. Situated just north of Nelson Park, Lake Crest was advertised "as one of the most beautiful sites along the lake. Overlooks Staley Clubhouse and Elk's Country Club. A wonderful view of the lake proper."<sup>64</sup> Multiple other real estate developments were platted on the shores of Lake Decatur in the decades that followed. Many of these developments broadly followed the guidelines recommended by the 1920 city plan, having larger lots, setbacks for homes, curvilinear streets, and no alleys.

One lakeshore property that pre-existed the creation of Lake Decatur was the Decatur Country Club. Founded in 1899, the Country Club originally was located on a tract of land on the west side of the lake, just west of Lost Bridge Road. The original impetus for forming the organization was golf, a Scottish sport that was first introduced to the United States in the 1890s and quickly became popular with the upper classes.<sup>65</sup> Once it secured its physical grounds in 1900, the Decatur Country Club offered a range of recreational outlets for its members. Aside from golf, members had access to croquet grounds, tennis courts, trap shooting, and rowing on the Sangamon River.<sup>66</sup> The Country Club had the only golf links in the Decatur area until a public course was installed in Nelson Park in 1915.<sup>67</sup> The Country Club lost some acreage when Lake Decatur was formed, but it continued to operate from its original location for a number of years afterward. Early in 1928, the club announced that it had purchased 159.5 acres of land on the east

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<sup>61</sup> "Build Now," *DDR*, 15 June 1919, p. 30; "Sangamon Lake," 29 June 1919, p. 29.

<sup>62</sup> "Elks' Club Sees Greatest Year in its History," *DH*, 19 March 1924, p. 13.

<sup>63</sup> "There Will be No Hot Days or Sultry Nights in Ridge Ideal and Lake Beach," *DH*, 15 June 1924, p. 4; "Lake Beach," *DH*, 10 May 1925, p. 32.

<sup>64</sup> "Lake Crest," *DH*, 11 May 1924, 11 May 1924, p. 31.

<sup>65</sup> "Will Get into the Game," *DH*, 10 August 1899, p. 8; "The Country Club," *DH*, 11 August 1899, p. 8.

<sup>66</sup> "Lease Closed for the Power Grounds," *DH*, 7 March 1900, p. 3. In March 1900, the Decatur County Club leased 120 acres of land from Orlando Powers and an additional ten acres off the east side Riverside Park (a privately owned park) to create their "home" grounds.

<sup>67</sup> "Golfer's Haven Can be Made of Nelson Park at Cost of \$1,500," *DH*, 13 June 1915, p. 13; "Need Another Golf Course," *DDR*, 25 May 1919, p. 22.

side of the lake, south of Spangler/Williams Street Bridge. This tract was more than double the size of the club's old grounds, and, importantly, provided one-quarter mile of lakeshore frontage. The Decatur Country Club vacated its former location at the end of 1928 and opened its new club house on July 4, 1929. The club's old grounds were subsequently redeveloped as an upscale residential addition with a fine view of Lake Decatur.<sup>68</sup> Two other organizations that laid out new golf courses around Decatur in the early 1920s were the Sunnyside Golf Club and the South Shore Country Club.<sup>69</sup> While it's unclear to what extent the creation of Lake Decatur may have played in the local popularization of golf, the lake certainly opened up a host of opportunities for private clubs seeking to provide their members with recreational outlets.

Once completed, Lake Decatur had a profound impact on the lives of its city's residents. Some sense of this can be seen in the reporting of the *Decatur Herald* on the activities in Nelson Park on July 4, 1930:

Fourth of July in Decatur will find thousands of families enjoying themselves in Nelson park. There was a time when a park was thought of as a prettified bit of landscape, to be looked at. The modern conception is, that parks are the lungs of the city; the vitally important opportunity for open air, pleasant surroundings, recreation, and practice use, for human beings who live on small and restricted plots of ground.

The throngs in Decatur's most popular park on a holiday are demonstrations of the success of the new idea. The people come because they find the possibilities for recreation they need. Thousands will enjoy swimming and boating, and thousands of others will find a quiet pleasure in the lively spectacle in and on the water.

Hundreds will find a keen pleasure on the golf course, enjoying at minimal cost a privilege once available only to members of

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<sup>68</sup> "Country Club Buys Site South of Spangler Bridge," *DH*, 15 February 1928, p. 3; "Country Club Making Plans for Openings of New Building July 4 and for Summer Social Season," *DH*, 2 June 1929, p. 15; "Country Club Plat Submitted," *DH*, 5 May 1929, p. 21.

<sup>69</sup> The Sunnyside Golf Club was organized in August 1921 and built a golf course on 135 acres of land located three miles west of the city in 1922. The South Side Country established a nine-hole golf course in 1924 on its property south of the lake. Prior to this date, the organization had been named the Decatur Fishing Club, which was founded in 1904. In 1926, South Side expanded its golf course to eighteen holes. It's of note that A. E. Staley was a member of both these clubs, in addition to being a member of the Decatur County Club ("Architects Plan for Sunnyside Course," *DH*, 1 January 1922; "Sunnyside Golf Course Officially Launched," *DH*, 16 August 1921, p. 5; "Start Sunnyside Golf Course Soon," *DDR*, 25 March 1922, p. 5; Southside Country Club, "The Club" ([https://www.southsidecountryclub.com/The\\_Club](https://www.southsidecountryclub.com/The_Club)); "S.S.C.C. to Open 18 Hole Course," *DDR*, 7 June 1926, p. 9; "A. E. Staley Dies in Florida," *DH*, 27 December 1940, p. 3).

expensive clubs. A constant procession of visitors will thread paths through the rock garden, rewarded by a creation of beauty and by suggestions for improvement of home plantings. Scattered through the groves and over lordly hilltops, with their magnificent outlook, will be innumerable picnic parties, children, and elders together, for whose convenience admirable facilities are provided. Finally, every motoring family in this territory at one time or another will roll over the lake-shore boulevard, a possession of the people of Decatur hardly matched elsewhere in the state.<sup>70</sup>

Although the Staley Pumping Station and Club House is not mentioned in this article, the structure was within view of Nelson Park and was one of the most prominent landmarks on Lake Decatur at this time. Moreover, it was emblematic of the varied goals envisioned by the lake's backers.

3. History of the Staley Pumping Station and Club House:

In October 1919, the *Staley Fellowship Journal* carried a lead article by M. L. O'Brien entitled "A Greater Staley's." This article outlined the great expansion undertaken by Staley shortly after the end of World War I. The article began by stating that "the largest building program ever entered into by a manufacturing concern in Central Illinois may be considered fully under way in this plant now. Work was started the early part of the summer and forces were increased as they were needed and now the Construction Department has about 900 men in all branches of work busily engaged." The vast majority of the construction work, as well as all of the design work, was undertaken by the Staley Company's own personnel.<sup>71</sup>

An important part of this greatly expanded industrial complex was a new water supply system, completely separate from the city's, discussed by O'Brien in the following:

A large piece of construction and one of the most important ones is being built outside the plant proper. In the process of glucose manufacture, a large amount of water is required for cooling purposes and as the city of Decatur is unable to furnish the required amount without going to great expense, it devolved upon the Staley Company to obtain a supply in a different way. Therefor a pumping plant with a capacity of 12 million gallons each 24 hours is being built on the Sangamon river about a mile and a half from the plant, and water will be pumped from there

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<sup>70</sup> *DH*, 4 July 1930, p. 6.

<sup>71</sup> O'Brien, p. 1.

through a 24-inch cast iron main laid in the right-of-way of the C. I. & W. railroad.<sup>72</sup>

The pumping station will be equipped with electrically driven centrifugal pumps supplied by a power line from the plant engine room. The pump building will be of reinforced concrete 30x84 feet<sup>73</sup> and three stories in height. The building is designed as a model of architectural beauty and, situated as it is on the new Sangamon Lake, the Staley Fellowship Club will occupy the third story as a Club House. The building will have a large overhanging balcony which will be screened in the summer and enclosed in glass in winter. The roof of red tile surmounted by parapet and towers is expected to become a famous landmark on this new lake.<sup>74</sup>

The incorporation of a club house into a pumping station was rather unique, though it was certainly not out of character for the A. E. Staley Manufacturing Company, especially given the building's setting. The Staley company had a paternalistic mindset in respect to its employees, and it took an active role in providing various social and recreational activities for them—outlets that provided a relief from labor but also strengthened the workers' loyalty to, and identity with, the company. Staley sponsored employee-member baseball, football, basketball, and track teams that competed against other squads from Decatur and around the state.<sup>75</sup> Of particular note was A. E. Staley's sponsorship of the football team that became the Chicago Bears during its inaugural season (1920). Initially known as the "Decatur Staleys," the team was captained by George Halas, who was briefly employed as a Staley sales representative and also played on the company's baseball team.<sup>76</sup> The company also regularly staged holiday celebrations, picnics, and dances for its employees. Staley constructed an employee club house on its plant grounds in 1919 as part of its major expansion.

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<sup>72</sup> Early plans potentially called for the construction of an 18" water line, but water demands were such that a larger 24" line was installed (Staley Pumping Plant on C. I. & W.: Eighteen Inch Pipe Being Distributed for Main," *DDR*, 28 August 1919, p. 3).

<sup>73</sup> As built, the building actually measured approximately 28'x95' in size.

<sup>74</sup> O'Brien, pp. 5-6.

<sup>75</sup> On May 29, 1919, the Staley baseball team even played the Chicago White Sox in an exhibition game ("The White Sox Game," *Staley Fellowship Journal* (June 1919), p. 12.

<sup>76</sup> The team's single season in Decatur was a winning one (10-1-1) but a failure financially, and A. E. Staley ultimately turned over his rights to Halas, who moved the team to Chicago. Staley gave Halas \$5,000 for the relocation on the condition that he continue to use the company name for one more season. The team adopted name "Bears," in part, due to their playing games in Wrigley Field, home of the Cubs ([https://en.wikipedia.org/wiki/George\\_Halas](https://en.wikipedia.org/wiki/George_Halas)). While still employed by Staley, Halas also was named the company's Athletic Director early in 1921 (*Staley Fellowship Journal* [March 1921], p. 12).



The club house was large enough to accommodate 2,000 people and was said to “have every comfort and convenience which the rich man’s club has in the city, and even some which he does not have.” It included a “spacious assembly room for dances or movie shows, library and reading rooms, kitchen and dining room for social functions, and in the basement a full sized swimming pool, shower baths, lockers and all the equipment of a modern gymnasium.”<sup>77</sup> Social news relevant to the company were covered extensively in the *Staley Fellowship Journal* (later shorted to the *Staley Journal*), a monthly magazine first published in June 1917.

Unlike the club house at the Staley plant, which was open to all employees, the upper floor of the new pumping station was specifically intended for the Staley Fellowship Club. Established in April 1917, the Staley Fellowship Club was a mutual benefit society, membership in which was optional for employees. From its beginning, the club functioned not only as a venue for social activities (dances, concerts, sporting activities, holiday celebrations, self-improvement and/or educational opportunities), but also for the relief of economic hardships. At the club’s first meeting, initiation fees were set at fifty cents, with monthly dues similarly priced. A. E. Staley agreed to pay a dollar-for-dollar match to the monies contributed by the company employees. Membership included both paid sick and death benefits, which were set at \$5 per week and \$100, respectively, initially. When the Staley Fellowship Club was first organized it had 150 members.<sup>78</sup> The company actively encouraged its employees to join the club, and membership would greatly expand in the years that followed. By January 1920, the number of members had risen above 800, and the club agreed to increase its sick benefit to \$12.50 per week and death benefit to \$150. Monthly dues were raised to \$1 per month at this time.<sup>79</sup>

The original concept of integrating a club house into the company’s pumping station in Lake Decatur is attributed to Harry N. Stadler, who was employed as the purchasing agent at the Staley Company. Although Stadler is not known to have had any architectural or engineering training, he was a talented artist who produced the covers for multiple issues of the *Staley Fellowship Journal*.<sup>80</sup> The earliest newspaper article found that mentions the prospect of an upper-story club

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<sup>77</sup> “Big Club House for Employees,” *DDR*, 18 March 1919, p. 3.

<sup>78</sup> Ron Frazier, “Staley Pump Station Combined Functions,” *Herald & Review*, 9 July 2000, p. 5.

<sup>79</sup> “Staley Fellowship Club,” *Staley Fellowship Journal* (January 1919), p. 19. The membership fee and benefits for female employees was half that of males, presumably because the women were paid less. In 1923, for example the monthly dues for men was \$1 and that for women \$.50. If ill, men were able to collect \$15.00 per week and women only \$7.50 (Edna Coyle, “The Benefits of the Staley Fellowship Club,” *Staley Journal* [June 1923], p. 5; see also “Fellowship Club is 30 Years Old,” *Staley Journal* [April 1947], pp. 5-9).

<sup>80</sup> Harry N. Stadler produced all the cover art for the *Staley Fellowship Journal* from July 1919 through August 1921.

house is found in the September 21, 1919 edition of the *Decatur Daily Review*, which reported that “instead of simply putting in a one story pump house the firm [Staley] is planning to make the building two stories high and turn the second story into a club house for the Fellowship club.” The article indicates that the upper level would be surrounded by a balcony, and that there would be a bridge connecting the building to the shore. These basic elements were integrated into the final design of the building. However, the proposed dimensions (as stated by the newspaper)—30’x30’—is less than a third of the as-built structure.<sup>81</sup> A subsequent newspaper article on the pumping station, published a week later, specifically states that “Harry Stadler designed the building.” The article indicated that the upper floor of the pumping station was envisioned to serve as “club rooms” for Staley employees with boats once Lake Decatur was filled.<sup>82</sup>

A. E. Staley had originally planned for the pumping station to be a strictly functional structure, but he was swayed by Stadler’s concept and ordered that the construction plans for the station be revised to accommodate the recreational component. A perspective sketch of the proposed pumping station/club house was published in the *Decatur Herald* on November 2, 1919. This drawing largely reflects what ultimately was built, both in respect to size, architectural style, and essential features. At the base of the drawing are the word “Marshall and Fox, Architects,” which attributes this particular image to this prominent architectural firm in Chicago (see Supplemental Figure 7).<sup>83</sup> The firm of Marshall and Fox

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<sup>81</sup> In late July, Staley had announced construction was to begin on a new pumping station, but no mention was made as to the dual purpose of this building (“Staleys To Build Pumping Station,” *DDR*, 28 July 1919, p. 10). By mid-September, plans had been modified and had incorporated a “boat house” into its design (“Staley Club to Have Boat House,” *DDR*, 21 September 1919, p. 6). The article noted that “information had leaked out” regarding the new design of a club house in conjunction with the pumping station. Soon after, the construction of the Staley Fellowship Club’s club house, with its lake view and recreational potential, was touted as a destination point for tourism. “The building of the handsome Staley Fellowship club house out in the lake just at that point, with its boat dock and its equipment for recreation, has awakened the local officials of the [rail]road to the possibilities of making Decatur one of the really important stops on the road for summer business. From being a town from which the road takes passengers to spend Sunday at Turkey Run or Indianapolis, it is now seen that the creation of the impounding lake and the starting of the Staley pumping station with its very unusual and attractive club features and boating facilities may give an impetus to something which will turn the Sunday travel this way. The C. I. & W. have their eyes on the possibilities of Decatur as an excursion terminal when the new lake is finished. With Nelson park adjoining, with its golf course and park facilities, with the new lake for boating and fishing, an attraction for all Central Illinois will be easily created” (“Make Decatur an Excursion Point,” *DDR*, 2 November 1919, p. 13).

<sup>82</sup> “Working on New Pumping Station,” *DH*, 28 September 1919, p. 24. The article’s full description of the building is as follows: “The building will be of neat design and will be three stories high. The floor of the third floor will be up to level of the railroad tract, so an idea of the height of the structure can be had from that. It will be 30 by 30 feet and will be of concrete with a red tile roof. The third floor will be used as club rooms for the Staley employees who will use boats when the lake is created by the new dam. Harry Stadler designed the building.”

<sup>83</sup> “Pumping Station and Club House,” *DH*, 2 November 1919, p. 9. The cover for the May 1920 edition of the *Staley Fellowship Journal* features a close copy of this perspective view, drawn by Harry N. Stadler. Interestingly, the perspective drawing attributed to Marshall and Fox is labeled, “POWER HOUSE—BRIDGE—CLUB—STALEY MFG. CO.” The mention of a “power house” on the title suggests a certain disconnect between the architects and the actual project.

primarily was known for its luxury hotels and apartment buildings. The choice of the Italian-Renaissance style for the building's exterior was in character with the firm's body of work, Chicago's Drake Hotel being the most prominent example.<sup>84</sup> It is unclear, however, to what extent Marshall and Fox was involved in the final design plans for the building outside of providing the exterior design scheme and a conceptual plan for the upper-story club house.<sup>85</sup> The drawing published in the newspaper includes an inset, in the upper right-hand corner, illustrating a proposed floor plan of the upper story level. While this plan broadly presents the spatial layout envisioned for the upper floor (i.e. two large "public" rooms on each end of the building, separated by "service" space in between), it is not the as-built floor plan. All of the known construction plans for the Staley Pumping Station and Club House were produced in-house by the engineering department of the A. E. Staley Manufacturing Company. The earliest of these plans date to late September and early October 1919 and concern the foundations and pump-floor levels. The last drawings for the original construction sequence (such as the stair details leading from the Club House to the Pump Level) were prepared in June 1920.<sup>86</sup> The as-built structure departed from the drawings in some instances. The front entrance to the club house, for example, was originally planned to be framed by two pilasters, but the pilasters were eliminated from the final design. Similarly, two exterior stairways running between the roof, club-house balcony, and floating dock were initially envisioned for the south elevation of the building (see Figure 3). In the end, however, a single exterior stairway between the roof and balcony was built on the north elevation. Another alteration involved the conversion of the planned windows on the club-house level to door openings. Similarly, the configuration of the interior stairway from the Club House to Pump Level was modified from its original plans.

A great deal of site-preparation work needed to be done before the foundations of the pumping station were even poured. The site needed to be cleared of timber and a coffer dam, made of steel sheet piling, built out into the Sangamon River to allow the installation of a 36" intake pipe. The coffer dam work had to precede the installation of the Staley Dam, as the latter would back up water into the

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<sup>84</sup> The principals of this firm were Benjamin Marshall (1874-1944) and Charles Eli Fox (1870-1926), who were partners from 1905 to 1926. Benjamin Marshall also is known, more infamously, in his connection to the Iroquois Theater, which he designed very early in his career. The theater suffered a disastrous fire within a month of its opening in 1903, leading to the deaths of over 600 people ([https://en.wikipedia.org/wiki/Marshall\\_and\\_Fox](https://en.wikipedia.org/wiki/Marshall_and_Fox)).

<sup>85</sup> An October 29, 1919 newspaper article mentioned Marshall and Fox as having provided "perspective drawings" the week before. No mention is made of any floor plans. The article notes the large primary club room (26'x40' in size), a grill room, lockers for both men and women, a roof garden, and a floating wharf all around the building. A key feature of these early plans, as noted in this article, was the buildings "plan of illumination [which] will make the club house as conspicuous and as beautiful an object at night as in the day time" ("Permit Issued to Staley for Store Building," *DH*, 29 October 1919, p. 3).

<sup>86</sup> The drawing numbers for the plans of the Pumping Station and Club House always begin with "53"—in reference to the building number assigned to the structure by the company.

intake pipe excavations. The sheet piling for the coffer dam started to be put down in October 1919, and by November sections of the intake were being installed. The intake pipe extended out into the river and was set deep enough to allow sufficient draw in times of low water (a potential problem until Lake Decatur was filled). During this same time period, the company started laying a 24" supply line and electrical transmission line between the pumping station site and the Staley plant. For much of its length, these two lines ran along the C. I. & W. Railroad's right-of-way (see Supplemental Figure 12).<sup>87</sup>

Work at the pumping station site continued through the winter, but progress was impeded by flooding in March 1920, when the Sangamon River rose 8'.<sup>88</sup> Construction resumed once the waters receded, and by early summer the walls of the pump house had risen well above the floodplain.<sup>89</sup> By late July, workmen were all but finished with the building, and were working on forming and pouring the balustrades for the roof garden and balcony.<sup>90</sup> In August, in anticipation of the rising lake waters, workmen began clearing away the construction debris from around the pumping station. The balustrade around the balcony and bridge still needed to be installed, but otherwise, the exterior of the building largely was complete at this time. A steam shovel was at work grading around the pumping station to create a channel between it and the river that would be sufficiently deep to accommodate large-sized launches. A 600' boardwalk that was to run between the pumping station and the west shore of the lake (following the railway causeway) also was under construction at this time (see Supplemental Figures 8 through 21 which illustrate the construction of the building).<sup>91</sup>

The August 1920 clean-up around the pumping station was probably timed to the completion of the Staley Dam that same month. Once in place, the dam would start backing up water around the pumping station, though the pooling was delayed for some time due to the summer drought that year (as discussed above). Even so, although the building was not yet completed, several pumps reportedly

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<sup>87</sup> *Staley Fellowship Journal* (November 1919), pp. 15, 17; "Permit Issued for Filter Plant," *DDR*, 2 November 1919, p. 7; "Staley Work Goes on in Spite of Weather," *DH*, 21 December 1919, p. 31.

<sup>88</sup> *Staley Fellowship Journal* (April 1920), pp. 2, 8, 11, and 16. This issue includes several photographs illustrating on-going work at the pumping station site, as well as the March flood.

<sup>89</sup> *Staley Fellowship Journal* (July 1920), p. 8. This issue has a nice photograph illustrating the maze of form work needed to pour the lower walls of the pumping station.

<sup>90</sup> At that time [late July 1920], there were "between forty and fifty carpenters, concrete men, plumbers, pipe fitters and electricians employed there. The construction has been and is still under the supervision of James M. Burge" ("Staley Pumping Plant A Wonder To Visitors; Unique in Construction, Handsome in Appearance, Novel Pleasure Features, a Marvel for Compactness," *Decatur Daily Review*, 25 July 1920, p. 4).

<sup>91</sup> "Clean Ground at Staley Station," *DDR*, 27 August 1920, p. 13.

had been in operation at the pumping station since mid-July.<sup>92</sup> The building was designed to accommodate the variable water levels expected between the time of its completion and the filling of Lake Decatur. Hence, there was a lower temporary pump floor (at Elevation 605') constructed below the upper permanent pump floor (at Elevation 620'). The original four pumps temporarily were installed at this lower level, and later moved up to the upper pump floor once the water level rose (see Figure 9). This staging allowed the Staley Company to begin pumping water to its plant well before the lake was filled. On 25 July 1920, the *Decatur Daily Review* reported that "the pumping plant is practically finished and is actually in operation. It is easily capable of supplying all the water used by the city of Decatur for normal purposes. There are six centrifugal pumps, four eight inch driven by a hundred horse power electric motor each, and two ten inch of 150 H.P. each. Two of the eight inch pumps are supplying the Staley factory with water, by large odds the largest consumer in the city."<sup>93</sup> By August 1920, most of the work on the exterior of the building (less the balustrade around the balcony) had been completed.<sup>94</sup>

The Staley Pumping Station and Club House cost around \$400,000 to construct. In late July 1920, with the pumping station in operation, the *Decatur Daily Review* wrote that the plant was "A Wonder To Visitors, Unique in Construction, Handsome in Appearance, Novel Pleasure Features, a Marvel for Compactness." In describing the building, the newspaper reported on its "Handsome Design":

The building itself is of monolithic concrete of a class that has never been erected in Decatur before. Its distinguishing feature is the beauty which has been imparted to construct one of this kind. The exterior walls of the two stories that will remain permanently above water are finished in cut stone effect and it is hard to believe that they are not cut stone. The additional cost that must have been necessary to secure this effect can only be conjectured but it must have been very great.

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<sup>92</sup> "Club House is near Complete," *DH*, 15 July 1920, p. 3. The *Decatur Herald* stated that "although some of the pumps at the Staley plant near the C. I. & W. bridge are in operation the building housing them is not yet completed."

<sup>93</sup> At the time, the water level was 9' below the 605' elevation of the lower pump floor. The date that the lower pumps were relocated to the upper pump floor is not known. This move was not accomplished until after the completion of the City's dam, and the creation of the final Lake Decatur. When completed, an additional two pumps were added to the facility, bringing the total number of pumps on the upper pump floor to eight. With completion of the City dam, the lower pump floor would be flooded with 7' of water and serve as a "well" for the collection of water ("Staley Pumping Plant A Wonder To Visitors; Unique in Construction, Handsome in Appearance, Novel Pleasure Features, a Marvel for Compactness," *Decatur Daily Review*, 25 July 1920, p. 4).

<sup>94</sup> "Clean Ground At Staley Station; Road to Pumping Plant Now Completed," *DDR*, 27 August 1920, p. 13. This article notes that the board walk from the automobile terminal to the pumping station was under construction, and the balustrade about the balcony of the club room, had not yet been completed.

Surrounding the club room floor on all sides is a concrete balcony which is perhaps twelve feet wide. This is supported on massive ornamental concrete brackets all poured in the position which they occupy as part of the one piece construction scheme. The pumping room story has high arched windows.<sup>95</sup>

Although it was not, as yet completed, this newspaper correspondent also described the “Palatial Club Room”:

The club room occupies the entire top story and consists of a lofty ceilinged club room, dining room, kitchen, toilets and other necessities. This opens upon all sides on the balcony overlooking the lake. A stairway rises to the roof which is surrounded with an ornamental balustrade. The roof is finished as a dance floor. This looks into Nelson Park and upon a wide expanse of lake. The ornamental lights which surround the cornice will be visible from a great distance. An arched concrete bridge springs from the level of the club room floor across to the tracks of the C. I. and W. railroad.<sup>96</sup>

Concluding, the newspaper correspondent discussed what he called the “Striking Feature” of the pumping station:

The striking thing about the Staley pumping plant to the mechanical expert is the compactness of the thing, the small amount of space that is required for powerful pumping machinery when the steam factor is eliminated. The whole pumping equipment might perhaps be made to occupy the floor space of one big pump at the Decatur water works. The reason is simple. The big end of a steam pump is the steam end. The rotary pumps used at the Staley plant are electrically driven and a 100 or 150 horse power electric motor occupies a negligible amount of space compared with a Corliss engine. The steam which generates the electricity may be produced at Riverton or Danville or possibly the Cerro Gordo street plant in Decatur.<sup>97</sup>

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<sup>95</sup> “Staley Pumping Plant A Wonder To Visitors; Unique in Construction, Handsome in Appearance, Novel Pleasure Features, a Marvel for Compactness,” *Decatur Daily Review*, 25 July 1920, p. 4; Ron Frazier, “Staley Pump Station Combined Functions,” *Herald & Review*, 9 July 2000, p. 5.

<sup>96</sup> *Ibid.*

<sup>97</sup> *Ibid.*

Several years after its completion, Harry Watson detailed the workings of the pump house component in an article entitled "Our System of Water Supply." Watson's description in July 1923 suggests that the lower pump floor is still in use, and the temporary pumps have not, as yet, been moved up to the permanent pump floor.<sup>98</sup>

The water for all plant operations is drawn from the lake by a 36-inch main which discharges into the intake pit located below the water level of the lake. The water is drawn through three large strainer gates, made of heavy copper wire. Inasmuch as the intake pit and the lower pump are below the water level in the lake an ingenious regulating valve is placed on the intake main to control the flow and maintain the water in the pits at the proper level.

The pumps, eight in all, are motor-driven centrifugal, and operate in tandem; that is, each pump in the pit has a pump of equal capacity and speed directly above it on the first floor of the pumping plant. About 500 H.P. is used for the normal gallonage. The current for the operation of the motors is supplied by a transmission line from the company's power plant.

Each pumping unit or pair of pumps are connected in series. The lower pump lifts the water from the clean water reservoir by suction against a 15 ft. head and delivers it to the suction of the second in series on the main floor of the pumping house at 60 lbs. pressure at its suction and delivers it to the 24 inch discharge main at 120 lbs. pressure.

The total pumpage for 24 hours is 7,000,000 to 8,000,000 gallons. This is equal to about 50% of water pumped by the city of Decatur in the same time.<sup>99</sup>

Furnishing and decorating the Fellowship Club House was undertaken by the Fellowship Club. Staley General Superintendent G. E. Chamberlain noted that, "In 1921 the club took upon itself the financial burden of completing and furnishing these club rooms." The Mission-style furniture was designed and

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<sup>98</sup> It would appear that the movement of the pumps must have occurred sometime shortly thereafter, and coincided with the completion of the City dam. In the spring 1922, the reservoir filled significantly, and the formal dedication of the lake was in July 1923. As such, it would appear that the pumps should have been relocated to the upper pump floor by this July 1923 date.

<sup>99</sup> Harry Watson, "Our System of Water Supply," *Staley Journal* (July 1923), p. 5. See also "Building of Staley Syrup Plant Marked Big Step Forward For City," *Staley Journal* (September 1938), pp. 3-8. This 1938 article gives a later description of the work at the pumping station. By this date, 12,000,000 to 18,000,000 gallons of water were being pumped per day, depending on the season. Less water was needed during the cooler season, due mainly to the greater efficiency of cold water in the production process at the main plant.

constructed by Staley staff, using discarded oak whiskey casks no longer utilized by distilleries due to the passage of the Volstead Act.<sup>100</sup> An accompanying article in the *Staley Fellowship Journal* for February 1922 details the Club House “Furnishings.” The Club House was decorated using “Jacobean-style” oak trim, marble flooring, and ornate stone fireplaces. The club room had a mahogany electric player piano (see Supplemental Figures 43 through 54 for illustrations of the Club House interior and its furnishings during its initial years of use).<sup>101</sup>

The Club House opened in early September 1921 in conjunction with the annual Staley Picnic, with “about 1,000 employees, members of their families and their friends” attending the picnic at Nelson Park, followed by the Fellowship Club sponsoring a dance at the Club House.<sup>102</sup> The formal “opening” and/or dedication was held on New Year’s Eve of that year, with a dinner and celebration. This gala event was attended by nearly 300 individuals, with guests arriving by way of a special train furnished by the C. I. & W. railroad. The *Staley Journal* carried a well-illustrated article regarding the event and detailed the furnishings within the Club House. The *Staley Journal* noted that “never before has the place looked so elegant, and the club members realized more than ever the unusual privileges they have in such a fine recreational home. The *Decatur Daily Review* noted that the Club House “was in full dress with its new furniture, lounges, chairs, hangings, floor lamps and decorations, and the members of the club and their guests were more than pleased with the recreational home of the big Staley family.”<sup>103</sup>

Although the Staley Club House opened during the summer of 1921, it was not, as yet, surrounded by water at that time. In a February 1922 article, Staley General Superintendent G. E. Chamberlain noted that after the new Decatur Lake filled later that spring,

the club house will be entirely surrounded by water, its only connection with terra firma being by means of the beautiful arch bridge shown on the picture on the cover [see Supplemental Figure 63]. At that time a floating dock will be constructed around the club house, and from present indications a large flotilla of motor boats, sail boats, canoes and other similar craft will be moored along side.

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<sup>100</sup> G. E. Chamberlain, “The Staley Fellowship Club,” *Staley Journal* (February 1922), p. 13.

<sup>101</sup> “The Furnishings,” *Staley Journal*, (February 1922), p. 10.

<sup>102</sup> “1,000 Attend Staley Picnic, Club House at Pumping Station Formally Opened,” *DH*, 2 September 1921, p. 11. The *Staley Journal* reported that, “The main floor of the club house as well as the roof garden have been prepared with the finest equipment in the way of floors for dancing.” Conklin’s six-piece orchestra was hired for the event (“Our Annual Picnic,” *Staley Journal*, [September 1921], p. 4).

<sup>103</sup> “Formal Opening of Staley Club House,” *Staley Journal* (February 1922), pp. 7-9; “300 Persona At Staley Club House,” *DDR*, 1 January 1922, p. 5.



The club house will gradually become a boating, fishing and skating club, although it seems improbable that the winter social activities will ever be discontinued.

Immediately adjacent to the club house is what will be the most beautiful city park in Decatur—Nelson Park. In this park is the only public golf course in the city. Thus, we may look forward to the use of the club house as a real country club for Staley Fellowship Club members, and the thought is freely voiced among them that their recreational privileges and comforts are superior to those enjoyed by any other club of whatever description in Central Illinois.<sup>104</sup>

By the early 1920s, club membership offered not only sick and death benefits, but also free use of the club house to members and guests, radio concerts, motion picture shows, lecture courses, loans for home improvement and purchase, and the annual picnic. The new club house became a popular spot for a variety of family events, including wedding, anniversary, birthday, and confirmation celebrations. G. E. Chamberlain commented that “The club rooms are used by the club for regular bi-monthly dances and may be used upon application by any member of the club for the entertainment of friends. That it fills a long unknown want is evidenced by the fact that it is being used from three to four evenings out of every week.”<sup>105</sup>

Writing in June 1923, Edna Coyle stated:

Perhaps the one thing of which the club members are the proudest, and that privilege of which they take the most advantage, is the beautiful club house on Lake Decatur.

The Club House (with pumping plant underneath) has a setting unequaled by anything in this territory. It is with pride that we take our quests through the winding road in picturesque Nelson park, over the C. I. and W. track and then point to that piece of architecture at the end of the long board walk and say “That is our club house.”

And we are even prouder when we step inside and let them view the spacious rooms, furnished completely and in perfect taste. The

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<sup>104</sup> Chamberlain, p. 17.

<sup>105</sup> Ibid, p. 13.

pictures accompanying this article tell the story better than we could write it.

The club house contains equipment for every sort of entertainment and use of it is made many times during each month. The lovely ball room, the well-appointed dining room, the electrically equipped kitchen and the spacious roof with its smooth floor are sources of delight to those who entertain there.

One may look out the many doors on all sides of the club house upon the beautiful expanse of Lake Decatur, getting one of the best views of the lake afforded anywhere. Nothing in Decatur can rival the beauty and pleasure of a party on the roof on a balmy, moonlight night... The club house is indeed a vital element in our organization. It has grown from insignificance into one of the most important things fostered by the company and the club.<sup>106</sup>

The club house could not accommodate larger Staley Fellowship Club events. In July 1927, for example, upwards of 5,000 Staley employees and their families gathered in Nelson Park for the Fellowship Club's annual picnic. Activities included both a men's and women's golf tournament at the park's golf course, followed by a dance held at the nearby Elks Country Club. A separate dance for Black employees was held at the Staley Club House as part of the annual picnic.<sup>107</sup>

The roof of the club house was a popular venue for social events during the warmer months of the year. The roof, which early on was described as a "roof garden," was accessed via a steel-frame stairway located on the north side of the Staley Club House balcony. Located directly east of the stairway landing at the head of the stairs, cantilevered out over the balcony below, was a small frame structure. This structure appears in several historic photographs but is not illustrated in any of the engineering drawings available; hence, its function is open to question. However, several aspects of its design—i.e. its size and massing, presence of two adjoining doors, and a vent pipe—suggest that the structure housed two toilet stalls (similar to a privy). This small, frame structure had two doors (presumably accessing separate men's and women's toilets) facing south, and was accessed from the adjacent stair landing to the west. At some point, it was modified by the construction of a tall frame screen (with short overhanging roof) which had been constructed on the lake-side of the enlarged landing, partially covering the smaller structure and protecting it from the lake-side winds. This structure probably represents side-by-side toilets (or "privies")

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<sup>106</sup> Coyle, p. 5.

<sup>107</sup> "Staley Employees and Their Families to Number of 5,000 at Tenth Annual Gathering," *DH*, 29 July 1927, p. 3.

with a protective frame canopy. Having such a facility on the roof-top level certainly would have been convenient for guests, particularly men, who otherwise would have had to descend to the pump floor two levels below to use the bathroom.

In August 1923, plans were drawn up for a fabric canopy with a metal frame to be installed over the roof.<sup>108</sup> The canopy provided welcome shade for the gatherings, as well as protection from rain. In ca. 1929, the roof-top level of the Staley Club House was severely damaged by strong storm. The canopy was completely wrecked, and the Club House experienced some damage (broken torch lights, potentially some windows) (see Supplemental Figures 39, 41-42). The use of the roof for public gatherings apparently ceased after this storm.

A number of additional changes were made to the Staley Pumping Station and Club House in the 1920s and 1930s. These included the installation of a boat shelter on the south side of the building in 1923, addition of new 10"-centrifugal pumps in late 1924, new floating docks in 1931, bracing for a valve stem for the sluice gates in 1931, a sewage pump in 1934, a new steel bridge to access the pump level in 1939, and a new deep well pump sometime prior to 1938. At an unknown date, a deep well pump was also installed. The new floating docks installed in 1931 were located just on the south side of the pumping station and did not wrap around the entire base of the building as the original ones did.<sup>109</sup> It is unclear as to how many new 10" centrifugal pumps were installed in 1924. Potentially, these were added when the temporary pump floor level was abandoned, and the pumps moved overhead.<sup>110</sup> As will be discussed below, it would seem that the original pumps (including these new 10" centrifugal pumps) and their motors were replaced, and/or modified, by 1938 as well.

In 1938, the interior of the Staley Club House was refurbished. The refurbishment primarily involved the cleaning of the walls, ceilings, and furniture and the installation of new curtains. In addition, a new player piano was purchased for the club room, while an older player piano previously located in the club room was moved into the dining room. A system also was set up whereby radio broadcasts could be piped into the dining room from the club room. Eldred Jacobs and William Kossieck worked as caretakers at the club house at this time (see Supplemental Figures 65 and 66).<sup>111</sup> In December 1940, plans were prepared for the enclosure of the stair opening in the entrance hall of the club

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<sup>108</sup> AES, Drawing No. 5336.

<sup>109</sup> AES, Drawing Nos. 5337 through 5347.

<sup>110</sup> AES, Drawing No. 5338 (see Supplemental Figure 58).

<sup>111</sup> "Club House Newly Decorated for Winter," *Staley Journal*, October 1938:20-21.

house. This project ultimately was completed, effectively separating the club house and pump house levels.<sup>112</sup>

The Staley Club House was closed after the attack on Pearl Harbor due to a government order requiring that all pumping stations and power plants be closed to the public during World War II. Furniture and other furnishings were placed in storage, and the club house remained closed until April 1945.<sup>113</sup> During the interim, the roof of the building—which was no longer being used for social events—was redesigned to provide a low pitch (1/4" in 12") surface for better drainage. Although plans for this work (which included the removal of the steel exterior stairs, were drawn up in December 1943, the work was apparently not conducted until late 1944.<sup>114</sup> Pictures of the reroofing job were published in the October 1944 issue of the *Staley Journal* (see Supplemental Figure 69). The article to which these photographs were attached states that originally, “the flat roof was an open air dance floor, but for the last 15 years has not been used for such purposes. It is now being rebuilt, and insulated, but not finished for traffic.”<sup>115</sup> This implies that the outdoor use by patrons of the roof-top level was abandoned sometime ca. 1929, likely following the disastrous storm noted earlier which destroyed the roof-top canopy.

The re-reroofing was but one component of a larger remodeling effort undertaken at the club house in late 1944 and early 1945 in anticipation of its eventual reopening at the end of the war. The renovation work on the club house resulted in the club house being completely redecorated, with \$1,300 worth of new furniture purchased for the lounge, the kitchen rebuilt and enlarged, and the Women’s Toilet was modified. As the *Staley Journal* emphasized at the time, the original furnishings were not replaced, but were still in good condition.<sup>116</sup> The kitchen was enlarged by expanding into the space formerly used as a check or cloak room and had floor-to-ceiling cupboards and service counters with sliding panels installed within it. The existing tableware was supplemented as needed to allow serving up to 150 people. A new coat room was created by incorporating a

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<sup>112</sup> AES, Drawing No. 5347.

<sup>113</sup> Frazier; see also “Plant Protection Plan,” *Staley Journal* [December 1942], p. 6, which contains a photograph of the secured Pumping Station with metal enclosure and guard at the bridge entrance. Additionally, a second guard patrolled the roof top level.

<sup>114</sup> AES, Drawing No. 5308. The plans also called for 10”-high concrete piers to added support a “wood walk” above the Haydite surface. The extent of the wood walk is not indicated on the plans. It potentially was intended for maintenance purposes, as opposed to a publicly accessible deck. The plans also suggest that the opening that had been left in the balustrade along the north side of the roof to accommodate the stairway accessing the roof was infilled at this time.

<sup>115</sup> “Work Starts in Renovation of Club House,” *Staley Journal* (October 1944) pp. 25-26; “Staley Club Remodeling,” *DDR*, 13 March 1945, p. 9.

<sup>116</sup> *Ibid.*

portion of the women's bathroom (see Figure 7). Club rules in effect in 1945 stated that only members could reserve the facility, reservations had to be made at least 48 hours in advance, the permit holder was responsible for clean-up following their event, and the premises had to be vacated by midnight.<sup>117</sup> By 1947, membership in the Staley Fellowship Club had risen to 2,675.<sup>118</sup>

The Staley Manufacturing Company's water requirements grew over time, which in turn put increasing pressure on the pumping station to meet demand. One modification made in the winter of 1944-1945 was installation of air discharge and air cushion piping above the point where the supply line to the plant exited the pumping station.<sup>119</sup> By this time, the greater Staley facility was in need of over 20,000,000 gallons of water per day, and this demand had "greatly outgrown" the capacity of the pipeline from the pumping station. A recently completed soybean extraction plant taxed out the existing water supply system. To address the short fall, the company constructed a new water collection and storage facility (in the form of a lake) to be used by the extraction plant.<sup>120</sup>

Late in 1947, Staley's engineering department drew up plans for a proposed addition to be constructed on the balcony on the north side of the Club-House Level. The addition was to be of steel-frame construction and have its exterior walls covered with stucco scored to emulate ashlar masonry, in order to blend in with the walls of the original building. The addition would shelter the central five door openings of the north elevation, leaving only those at the far ends exposed. The addition was to have five windows (aligned to the doorways/bays in the Club House) and an exterior doorway at each end. It would have interior access to the club room/lounge, dining room, and women's restroom. It also was to be equipped with two large ventilating fans. The proposed west balcony addition, however, was never constructed. Had it been, a large section of the balustrade on the west balcony would have been removed.<sup>121</sup> Nonetheless, the fact that the addition was proposed in the first place suggest that the Club House was seeing regular use during this period, and that the size of the events were overly large for the capacity of the existing building.

In 1949, a new harbor was designed and constructed to the west of the Staley Pumping Station and Club House. The harbor development involved building a

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<sup>117</sup> "Club House to Reopen this Month," *The Staley Journal* (April 1945), p. 22; "Club House Newly Decorated for Winter," *Staley Journal*, October 1938:20-21; see also AES, Drawing Nos. 5350 through 5353.

<sup>118</sup> Frazier.

<sup>119</sup> AES, Drawing No. B-5348.

<sup>120</sup> "Extraction Plant Newest Addition Here," *Staley Journal* (June 1945), p. 12. This source has a large story about construction of a new soybean "Extraction Plant". See also "Building of Staley Syrup Plant Marked Big Step Forward For City," *Staley Journal* (September 1938), pp. 3-8.

<sup>121</sup> AES, Drawing Nos. 53-54 through 53-59.

permanent walkway along the shore running north of the club house bridge, installing a floating pier, and setting up fifty-five boat anchorages. A boat dock was no longer present around the base of the pumping station by this date.<sup>122</sup> In late April 1949, sixty members of the Staley Fellowship Boat Club relocated their boats to the harbor.<sup>123</sup>

In 1951, a small men's bathroom was constructed on the club-house level. This was done by coopting a portion of the women's bathroom. A small vestibule accessing the two bathrooms also was built out at this time.<sup>124</sup>

In August 1954, the Staley Fellowship Club announced that the Club House would be closed until further notice due to the planned widening of U.S. Route 36 to four lanes and the construction of the present Nelson Park Bridge. The bridge construction would necessitate a road closure that cut off access to the club's parking lot. The pumping station would still remain in operation, however. This was one of the few times the club house had been closed for an extended period since its construction, aside from the government-mandated closure during World War II.<sup>125</sup> The new bridge was dedicated, and the first two lanes of the widened highway opened, in early October 1955 with Governor William G. Stratton presiding over the ceremonies. The bridge was named in honor of A. E. Staley, and the Staley Fellowship Club paid for a memorial plaque that was affixed to the span.<sup>126</sup>

The Staley Club House appears to have stopped being used for entertainment purposes around 1960. The exact date is not known, but a search of local newspapers finds no mention of social events at this location after January 1960.<sup>127</sup> A ca. 1960 closure date also is corroborated by a 1969 newspaper article that reports the Club House as having been vacant for "eight or ten years." This same article cites Staley Company officials as explaining that safety concerns, regarding access, were the primary reason for the closure.<sup>128</sup> The Club House had

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<sup>122</sup> Ibid, Drawing Nos. 53-62, 53-63-1, and 53-64-1.

<sup>123</sup> "60 Staley Boat Club Members to Move Crafts," *DH*, 30 April 1949, p. 3.

<sup>124</sup> AES, Drawing Nos. 53-65 through 53-68.

<sup>125</sup> "Staley Clubhouse to be Closed for Bridge Work," *DH*, 7 August 1954, p. 2; "Bridge Building Closes Club," *Staley Journal* [September 1954], pp. 16-17. The latter article carried a contemporary aerial photograph of the facility and the surrounding landscape.

<sup>126</sup> Don W. Roberts, "Staley Bridge, New Rt. 36 Highway Dedicated, Officially Opened to Traffic by Gov. Stratton," *DH*, 4 October 1955, p. 3. This article states that the Staley Bridge was first span constructed by the State Highway Department to use a welded design, as opposed to riveted steel.

<sup>127</sup> "Open House Saturday to Honor Joseph Rays," *DH*, 26 January 1960, p. 6. This was a party to celebrate the twenty-fifth wedding anniversary of Joseph K. and Sarah Ray.

<sup>128</sup> Frazier.

always had a restricted location, with most visitors having to park in a lot on the shoreline and then walk the 600' along a boardwalk to reach it. But the expansion of U.S. Route 36 to four lanes, combined with railroad upgrades, further complicated access to the building. It is possible that the railroad grade was raised at this time.

In January 1965, the Staley Fellowship Club was succeeded by the Staley Employees Benefit Association. This change reflected the reality that the social component of the organization had been in decline for some time. The Benefit Association provided hospital, medical, and life insurance benefits for Staley employees and their dependents.<sup>129</sup> The growth of unionism among Staley employees since the 1940s also may have played a role in the Fellowship Club's declining social influence, as the club was viewed by some as being controlled by the corporation, despite the fact many of its members also belonged to a union.<sup>130</sup>

The Staley Pumping Station continued to supply water to the company's Decatur plant for more than three decades after the Club House closed. In the late 1970s, new 2,300-volt electrical lines were run to the pumping station. Unlike the original overhead electrical lines, these were run under the bed of Lake Decatur.<sup>131</sup> At some point post-1960, the point of exit for the water supply line to the Staley plant was rerouted: rather than existing the base of the pumping station (and running under the base of the lake) as originally designed, the supply line was raised to pass through the upper side of the south wall of the pump floor and through exposed piping suspended below the balcony and alongside the north side of the bridge. Once reaching the end of the bridge, the supply line traveled underground, presumably turned and followed the alignment of the railroad line to the Staley plant. The exposed pipeline was suspended from the building's balcony and bridge from I-beams attached to the upper surface of the walkways, further precluding the use of the upper floor for social purposes.

The Pumping Station stopped operations in the summer of 1996, when cooling towers at the Staley plant (by this time owned by Tate & Lyle) were expanded to replace lake water for cooling purposes.<sup>132</sup> The Staley Pumping Station and Club House was demolished in March 2020.

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<sup>129</sup> Ibid.

<sup>130</sup> In 1962, Local 837 of Allied Industrial Workers filed an unfair labor practices suit against the A. E. Staley Manufacturing Company. Among the charges presented, the union accused the company of refusing to negotiate a group insurance plan and insisting that a portion of wages be turned over to the Staley Fellowship Club for additional insurance. Moreover, the union said the Fellowship Club was dominated by the company. In response, the Staley Company noted that the officers of the Fellowship Club were elected by the employees and that five of the nine current officers were union members (Richard H. Icen, "Union at Staley Co. Files Unfair Labor Practices Charges," *DH*, 1 July 1962, p. 3).

<sup>131</sup> AES, Drawing Nos. 53-71-2 and 53-72-2.

<sup>132</sup> Gerald Schlueter to Jeremy Buening, pers. comm., 7 May 2019.

## Part II. ARCHITECTURAL INFORMATION

### A. General Statement:

1. Architectural Character: The Staley Pumping Station and Club House is a moderately-sized, rectangular building that measures approximately 28'x95' in size. Constructed in the Italian-Renaissance style, the building rises a full two stories above the waters of Lake Decatur and is situated approximately 60' from the adjacent shoreline. The building is constructed of reinforced concrete, whose outer face was cast to resemble ashlar masonry. Internally, the building is divided into two distinct sections. The upper floor was specifically designed for, and used historically as, the Staley Fellowship Club's club house and is circuted by a wide balcony. Original construction plans refer to this level as the "Balcony Level"; however, later drawings refer to it as the "Entertainment Floor." For clarity, it will be discussed as the "club-house level" below. An arched concrete bridge extends from this level to the adjoining railroad causeway to the south. The flat roof of the building, which originally was circuted by a balustrade, was used as an observation deck and for outdoor social gatherings (including dances and movies). The lower floor of that portion of the building above the lake surface functioned as a pump room and houses mechanical equipment and piping necessary for removing water from the adjacent Lake Decatur and transporting it by way of a conduit following the railroad right-of-way, to the Staley physical plant.<sup>133</sup> Two pump pits—an upper and a lower—are located below the pump-floor level (beneath the water level of the lake).
2. Condition of Fabric: Overall, the building largely retains its exterior integrity. However, the roof-top balustrade has been entirely removed. The urn-shaped caps formerly on the balustrade surrounding the balcony and bridge also have been removed. In addition, all of the window openings in the south wall of the pump-floor level have been infilled with concrete-block. On the interior, the pump-floor level has very good integrity. The mechanical equipment associated with the pumping station's operation remains in the place. The interior of the club-house level, however, has suffered from decay and vandalism during the approximately sixty years since it ceased active use. At time of the field documentation, the club-house level had been gutted.

### B. Description of Exterior:

1. Overall Dimensions: The section of the building exposed above the waterline measures 28'-0" (north/south) by 94'-10" (east/west). The dimensions are 1'

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<sup>133</sup> Original construction plans refer to the lower floor as "Landing Level" due to the presence of a floating boat dock here early on. However, later engineering plans reference this area as the "Pump Floor"—which more accurately reflects its function. Hence, it will be discussed as the "pump-floor level in the following description.



greater, on all sides, at the base of the structure due to the outside face of the foundations being battered.

2. Foundations: The building has reinforced concrete foundations, which rise from a concrete pad/floor that is continuous across the base of the structure. This base pad is 2'-0" thick for most of its extent but is 6" thicker on the south end of the building, where an intake pit extends 13'-6" deeper into the bed of Lake Decatur. The foundations gradually taper in to a 1' thickness upon reaching the base of the pump floor.
3. Walls: The exterior walls of the building are of reinforced concrete and essentially represent a continuation of the foundations. At the base of the pump level, the walls are 1' thick and have an exterior face cast to emulate ashlar masonry. A watertable serves as a dividing line between the plain-faced lower concrete and cast concrete on the pump-floor and club-house levels. The walls are 8" thick on the club-house level.
4. Structural System, Framing: The foundations, exterior walls, and floors of the building are constructed of reinforced concrete. Concrete pilasters, which are generally set 13' and 13'-6" on center, extend up the north and south walls of the building. The pilasters have battered sides and down-size with each successive level. Concrete beams run between the pilasters on the pump pit levels. On the pump-floor level, six concrete pillars run down the center of the level, carrying the weight of the floor of the club-house level. The roof is reinforced concrete, and has 6"-wide concrete beams. The beams are separated by sixty-one rows of 12"x12" hollow clay tile.<sup>134</sup> The interior side of the exterior walls on the club-house level are furred out with wood studs and are covered with wood lath and plaster. Original interior walls in the club house are built with clay-tile block. Later interior walls (installed in the 1940s) are built with Haydite block.<sup>135</sup>
5. Porches, Stoops, Balconies, Porticoes, Bulkheads: The upper floor is circuted by a balcony that has a concrete balustrade with shaped spindles interspersed by square pedestals. The balcony is 8' wide and supported from below by concrete brackets that have an ogee curve on their underside and have medallions with a cloverleaf impressed on both sides.<sup>136</sup> The balustrade pedestals are aligned to the brackets supporting the balcony. The pedestals originally were capped with urns into which lights were integrated. The balustrade is 3' tall. Matching balustrades extend around the sides of the bridge, and also formerly circuted the roof of the

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<sup>134</sup> The clay tile created a flush surface for plastering the ceilings on the club-house level.

<sup>135</sup> Haydite is a lightweight expanded clay aggregate.

<sup>136</sup> On the north and south elevations (the long axis of the building), the brackets are set 13'-0" and 13'-6" on center. Those on the east and west elevations have 10'-3'-1/2" and 6'-1/2" centers.

building. The pedestals on the roof-top balustrade were tripled up at the corners (see Drawings No. 5311, 5313 and 5322).

The arched concrete bridge accessing the Club-House Level is 11'-4" wide and 68'-6" long. The bridge has a span of 27'-3" and has sidewalls cast to emulate ashlar masonry (like the main building). Full-arched openings are present in the sidewalls. A decorative keystone with a cloverleaf (emulating those on the balcony brackets) is present on both sides of the bridge. A steel-frame bridge runs below the concrete span, allowing access to the Pump-Floor Level.

6. Chimneys: The building has two exterior chimneys, which are centrally located on the east and west elevations. Each vented a fireplace located within the two major rooms on the club house level. The chimneys are poured concrete, cast to emulate ashlar masonry. They have a double flue lined with clay tile. The chimneys extend down below the water line of the lake, but the flues do not extend below the club-house level. There are ash clean outs on the pump-floor level, however. The chimneys rise 10' above the roof and have corbelling at their tops. Historic photographs indicate that a metal flue was attached to the western chimney during the period that the roof canopy was in place (1923-ca. 1929). The flue extended above the peak of the canopy frame. The fact that a similar flue was not installed on the eastern chimney suggests that the western fireplace saw more use than that on the east, and possibly was not in use during these years. Historic photographs also show flagpoles attached to both chimneys; the eastern of these is still present.

7. Openings:

- a. Doorways and Doors: The original design plans for the club house called for a single exterior doorway on this level, which was to be centered on the south elevation, fronting the bridge by which the building was accessed. The remaining openings on this level were to be windows. However, these plans were modified during the course of construction whereby all of the openings on the club-house level would be doorways. The reason for this modification is not known, but it certainly would have allowed freer access between the interior rooms and balcony, and likely improved ventilation during the warmer months as well; safety concerns may also have been involved (creating multiple points of exit, as opposed to the single doorway originally proposed).

The north and south elevations each had seven doorways, while the east and west elevations had two doorways apiece (for a total of eighteen). The rough opening for all of the doorways was 7'-4", and each held a pair of 2'-2"-wide sash doors whose plate glass extended nearly the full height of the doors. Most of the doorways had sidelights and a transom window (both stationary). However, the arrangement for the main entrance was different. It had wider doors (3'-2"), lacked sidelights, and had a hinged

transom (see Supplemental Figure 74).<sup>137</sup> Exterior doors were made of softwood (probably white pine), with through mortise-and-tenon construction. The exterior surface was painted white, whereas the interior surface appears to have been stained dark to match the surrounding oak trim.

The pump-floor level originally had a single exterior doorway. This was centered on the southern elevation, between the arches of the concrete bridge. The rough opening of the doorway was 6'-4" wide, was arched (like the window openings on this level) and held a pair of sash doors, with an arched transom above. At some point in the latter half of the twentieth century, a standard-sized, steel door was added within the former window opening on the east end of the south elevation of the pump-floor level. This doorway has a small steel-frame landing located outside of it.

- b. Windows and Shutters: Typical of Italian-Renaissance architecture, the upper and lower floors of the building have different treatments in respect their openings. The pump-floor level is taller in height and is illuminated by full-arched windows. The club room level, by contrast, has shorter openings with flat lintels. Early plans for the club-house level envisioned seventeen windows here but doors ultimately were installed in these openings. As built, the pump-floor level had seventeen windows, whose rough openings measured 6'-1"x11'-1". Those on the south elevation have been enclosed with concrete block. The pump-floor windows are wood frame. The arched portion of the window openings has a fanlight with four lights. Centered below this are double-hung sashes with one-over-one lights, which are flanked by fixed sidelights (with two lights)<sup>138</sup> (see Supplemental Figure 74).

8. Roof:

- a. Shape, Covering: The building has a flat concrete roof. As discussed in the historic context, the roof was used for outdoor entertainment for the two decades of the building's history and was accessed via an exterior stairway located on the north side of the club house. A canopy was in place from 1923 until its destruction in a storm in ca. 1929, after which public use of the roof apparently ceased. In December 1943, plans were drawn up to remodel the roof surface in order to provide low pitch (1/4" in 12"). Several valleys along the north and south sides of the roof were to

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<sup>137</sup> AES, Drawing No. 5318.

<sup>138</sup> Ibid.

be provided. The plans called for a Haydite mix to be applied on the roof.<sup>139</sup> The stairway to the roof subsequently was removed.

- b. Cornice, Eaves: The eaves on the Club-House Level are 1'-7" deep and are shaped to emulate an ogee curve. Light fixtures are integrated into the eave on a close centering.
- c. Dormers, Cupolas, Towers: None of these features are, or ever were, present on the building.

C. Description of Interior:

1. Floor Plans:

- a. Club-House Level: The club-house level is divided between two large public rooms, which occupy the east and west ends of the floor, and a service space (including bathrooms, check/cloak room, and kitchen) lying in between them. The front entrance to the club house opens into a wide hallway from which all of the rooms on the level can be accessed. The room on the west end of the floor was called the "club room." It served as a lounge and was used for everything from small gatherings to club meetings and dances. The club room measures 25'-8"x39'-6" and has three exterior doorways on both its north and south sides and two additional doorways on the west. A fireplace is centered on the west wall. An interior doorway on the east leads into the hallway

The room on the east end of the club house level served as a dining room. Initially it was called the "grill room," but the function was the same. The dining room measures 25'-8"x25'-0" and has two exterior doorways on each of exterior walls. A fireplace is centered on the east wall (thus mirroring the west wall in the club room).

The club room and dining room witnessed relatively little change during their period of active use. The opposite was true of the service space lying in between them. As built, this area was divided between three rooms: a kitchen, coat check room, and a bathroom—all located to the north of the entrance hall. The stairway to the pump-floor level was located on the north side of the hall; this originally was open and surrounded by a metal balustrade but was enclosed ca. 1941. The check room was a modest-sized room located adjacent to the doorway leading into the dining room. It had two separate doorways off the hallway and could also be entered from the kitchen (lying north of it). The kitchen and dining room were separated by a wall which had a serving counter and doorway in it. The kitchen was equipped with a sink and electric range and had an exterior doorway on its north side, opening onto the balcony. The bathroom lay

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<sup>139</sup> AES, Drawing No. 5308.

between the kitchen and the club room and was intended only for female guests (Men had to use a bathroom on the pump-floor level). It was relatively spacious as built, being equipped with seating in addition to the usual bathroom fixtures. Like the other rooms in the club house, the bathroom had an exterior doorway leading onto the balcony but this does not appear to have been actively used.<sup>140</sup> The interior doorway (with small vestibule-like hallway) accessing the women's bathroom originally was located on the east side of the stairway leading to the pump floor (see Figure 5).

During the 1944-1945 remodeling, the kitchen was enlarged by roughly 50% by eliminating the original check room. A larger serving counter was installed in the kitchen, as were new cabinets and a broiler. The original electric range was retained, but it was relocated within the room and had a vent hood installed above it. Also, during the remodeling, the previously spacious women's bathroom was partitioned up to allow space for a new coat closet. As the coat closet was built out where the original bathroom doorway was located, a new entrance point to the bathroom needed to be constructed. This new entrance was located off the head (or west side) of the pump-floor stairway and had a vestibule associated with it. The women's bathroom was further partitioned in 1951, when a small men's bathroom was built out within it. Both bathrooms were accessed via the vestibule mentioned, although a new doorway had to be added for the women's bath (see Figures 6 through 8, and 13 through 15).

Two small rooms were framed out within the club room after the social use of the building ceased. Both are situated along the south side of the club room. The function of these frame rooms is not known. However, the one in the northwest corner is believed to have been related to the water-supply system, as suggested by its placement around a large 2'-diameter pipe extending up through the floor from the main supply line. This pipe is an extension of the pump discharge and air cushion piping installed in the mid-1940s. At some point post-1960 (after the abandonment of the club house), a hole was cut through the concrete floor so that the piping could be continued up from the pump-floor level.

- b. Pump-Floor Level: The pump floor level can be accessed via an interior stairway leading down from the club house level or from two exterior doorways on the south elevation (previously described above). The pump floor measures 26'-8" (north/south) by 93'-6" (east/west) on the interior and is largely open, unpartitioned space, aside from the presence of a bathroom. Six concrete support columns also run down the center of the

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<sup>140</sup> A 1923 photograph shows a couch placed in front of this doorway. The floor plans for the 1944-1945 also suggest the balcony door was to remain closed, as no door swing is indicated.

level (see Figure 9). As built, the pump floor was illuminated by large arched windows on all four sides. However, the southern window openings have been infilled with concrete block (a modification made post-1954). A total of eight pumps are located on the pump floor; these are arranged in a line, in two groups of four, on the southern side of the floor level. A capstan for an intake control gate lies on the east end of the pump floor. Also located in this area is an overhead hoisting system for lifting and lowering the water gate/screens. The circuit breakers for the electrical service are located in the northwest corner of the pump floor. A number of grated openings are present in the floor along the north side of the level; these serve as access points into the pump pit below (see Figure 9 and Supplemental Figure 62).

A bathroom is centered along the north side of the pump-floor level and has a raised floor. The bathroom has tile walls and measures 8'-11"x20'-11" on the interior. As originally designed, this bathroom had two toilets, and a shower stall along its west end and a double basin sink on the east. Although only penciled into the final plans (see Figure 9), a trough urinal on the south wall may have been an original feature added when the adjacent stairs were modified late in the construction schedule (and resulting in the shifting of the door location into this room). A large coat and hat rack was added to this room in 1944, positioned in the center of the room over the sewage pump. These construction plans from 1944 suggest that the trough urinal was in place, and that two single-basin sinks were located along the east wall. It is presumed that these 1944 drawings represent the as-built configuration of the men's toilet room in 1920. All of these bathroom fixtures had been removed at the time of the field research. A frame cabinet hangs in the southeast corner of the room. There also is a sewage pump in the bathroom. Prior to the addition of a men's bathroom in the club house in 1951, male guests had to use the bathroom on the pump-floor level (see Figure 16).

- c. Pump Pit Levels: The pump-pit levels are filled with water and hence inaccessible. What is known about them is derived from engineering drawings. The pump pits are divided into two halves—discussed here as galleries—which were separated from another by a 12" concrete wall and a set of screens. Each gallery is 12'-6" wide. The north gallery served as a reservoir for raw, or unscreened water. It is 13' deeper on its eastern end, where the 3'-diameter intake pipe enters the building. There are four openings in the wall on the east side of the intake pit which extend up to the pump floor; these are sealed off by gates comprised of alternating solid panels and screens. The screens allowed water to pass through into the south gallery while catching any debris that might foul or damage the pumps (which drew water from south gallery). The north gallery is 43'-6" deep at its lowest point. Like the north gallery, the south gallery has an intake pit on its eastern end, though this pit is shallower (6' deep). Two

intake pipes extend down into the pit, and these connect to a 2'-diameter supply line that runs horizontally down the greater length of the gallery and which has branch lines running up to the pumps. The 2' supply line rests on concrete piers. The south gallery has an intermediate level within it that functioned as a temporary pump floor until Lake Decatur was filled. Engineering drawings indicate that four pumps could be accommodated here. Once the level of the lake had risen sufficiently, these pumps were moved up to the permanent pump floor. The south gallery is 30'-6" deep at its lowest point (see Figure 10).

2. Stairways: There is one interior stairway, which connects the club-house and pump-floor levels. The stairway is 3'-6" wide and consists of a main flight of eighteen steps that descends west-to-east and terminates at a landing aligned to the bathroom doorway (and at the same floor height). A second flight of two steps drops to the main pump floor. The stairway is poured concrete and has steps with a 9" and an 8-<sup>3</sup>/<sub>4</sub>" rise. The stairway is open on the pump-floor level and has steel-frame balustrades with oak handrails. The metal newel posts are fairly ornate; they have paneled sides and are capped by a large brass orb.

Construction drawings indicate that the stairway originally was planned to have two flights of steps: an upper flight that descended east-to-west and came to a landing; and a second flight that dropped west-to-east, terminating at the same raised floor as the current stairway does. A short curved flight connected the raised landing to the pump level floor. However, the stairway design was altered before the building was completed. Another change effected to the stairway involved its opening on the club-house level. As built, the stairway was surrounded by a balustrade on this level. In December 1940, however, plans were drawn up for the balustrade to be removed and replaced by walls built of Haydite block. A doorway also was added between the stair landing and the entrance hall at this time (see Figure 11).<sup>141</sup>

3. Flooring: The rooms in the club-house level have terrazzo floors. The terrazzo is carried up the base of the walls to create a curb (or baseboard). A darker-colored border runs around the perimeter of the floors, as well as through the center of the floor, dividing the large floors into smaller "panels" (see Supplemental Figures 65 and 77). The pump-room level has plain concrete floors.
4. Wall and Ceiling Finishes: The walls and ceilings on the Balcony Level are plastered and painted. The walls and ceilings on the Pump Level are unfinished concrete.
5. Openings:

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<sup>141</sup> AES, Drawing Nos. 5321, 522, and 5347.

- a. Doorways and Doors: No original interior doors on the club house level remained in place at the time of the documentation. Construction plans indicate that the door sizes varied from 2'-4" to 3'-0" in width and 6'-6" to 7'-0" in height (with 7'-0" being more typical), depending on location. The doors were hardwood (most-likely oak) and had five-panels. Both the club room and dining room had a set of double doors from the hallway. New doors installed in club house for the 1944-1945 remodeling were five-paneled, like the originals. A three-paneled sash door, with frosted glass, was added between the club-house hallway and stairway to the pump-floor, following the enclosure of the stairway (see Figure 13). These doors were finished in a clear coat to highlight the oak details.
  - b. Windows: The only interior window openings present in the building were those above the serving counter between the kitchen and dining room. According to the 1944-1945 remodeling plans, these openings measured 3'-0"x6'-0" and could be closed off with two-panel doors that were weighted and slid up into a wall pocket above the counter.<sup>142</sup>
6. Decorative Features and Trim: The window and door openings on both the club-house and pump-floor levels were encased with flat oak trim. The trim on the club-house level was stained and varnished, while that on the pump-floor level was painted. The club room and dining room had crown molding, but this appears to have been absent from the kitchen, bathroom, and cloak room. The 1944-1945 remodeling plans called for the installation of new crown molding, with a cyma recta profile, in the club house.<sup>143</sup>

The most prominent decorative features in the Club House interior were the "Jacobean style" fireplaces in the club and dining rooms. Both fireplaces had heavy wood mantels framed by columns and pyramidal-shaped overmantels of masonry construction. The Staley logo was integrated into the mantel design (see Supplemental Figure 50). Unfortunately, both mantels had been removed from the building prior to the field documentation (one of which is at the Staley Museum).

7. Hardware: Wood framing materials (studs, trim, etc.) were attached with wire drawn nails. Doors were hung with butt hinges with ball-tipped pins. A wide variety of heavier hardware was required for the equipment on the pump-floor level. Examples of some of original hardware used on the pump-floor level are detailed in engineering drawings attached to the report (see Drawing No. 5320; Supplemental Figures 55-57).
8. Mechanical Equipment:

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<sup>142</sup> AES, Drawing No. B-53-53.

<sup>143</sup> Ibid.



- a. Heating, Air Conditioning, Ventilation: The building was supplied with radiant heating system, supplied by steam transferred through underground pipes from the Staley Manufacturing Company's boiler plant in Decatur. All of the principal rooms in the club house had free-standing cast-iron radiators manufactured by the American Radiator Company. On the pump-room level, cast-iron radiators were affixed to the walls. The bathroom on the pump-room level also had a natural-gas heater installed in it at some point, hung from the ceiling.
- b. Lighting: The building was supplied with electricity from the Staley Manufacturing Company's power plant. The supply originally came from overhead lines, which entered the west end of the pump room. As built, the exterior of the building had an extraordinary number of light fixtures. There was a continuous line of light bulbs running below the eaves of the club house and along the underside of the bridge. Additional light fixtures were interspersed at regular intervals along the walls of the club house. Each of the pedestals in the balustrades also had a light integrated within the "urns" capping them. On the interior, the club house had both overhead light fixtures and wall sconces. The sconces emulated candles. The pump-house level originally had industrial-style pendant lights hanging from the ceiling. There were twelve pendant lights in the pump room proper and two others in the bathroom. These eventually were replaced with modern surface-mounted light fixtures.

Ca. 1979, new electrical lines were laid to the pumping station under the bed of Lake Decatur. These provided 2300 volts of current. The service was split up between three Westinghouse Type F-10 oil circuit breakers (2500 volt maximum), which were positioned along the west wall of the pump room.<sup>144</sup>

- c. Plumbing: As built, there was a women's bathroom and a kitchen in the club-house level and a men's bathroom on the pump-room level. An additional men's bathroom was added on the club-house level in 1951. The 1951 fixtures were manufactured by Kohler, Inc.

Waste was directed into four concrete tanks located below the floor of the pump-room bathroom. Two of these tanks were quite large and hopper shaped, with the other two being smaller and rectangular; all were interconnected with overflow pipes, similar to a septic tank arrangement. The two hopper-shaped tanks initially had a 6" soil pipe at their base, through which sewage was discharged directly into the lake. In 1931, however, the lake discharge pipes were eliminated, and a sewage pump

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<sup>144</sup> Oil circuit breakers use oil as an insulating medium for arc extinction.

(with associated piping) was installed. This pump directed the sewage out from the building, presumably into the city's sewer system.<sup>145</sup>

Although not “plumbing” per se, the building also was equipped with the outdoor toilets on the roof-top level early in its history (as previously discussed in the historic context). These are believed to have been removed after the roof suffered significant storm damage in ca. 1929.

- d. Pumping System: Raw water was brought into the pumping station through a 3'-diameter intake pipe. The control valve for the intake pipe was adjusted by means of a capstan located on the east end of the pump room. The water was filtered through four gates made of up alternating sections of solid panels and screens (two each, measuring approximately 4'x8'). The screens were composed of heavy copper rods woven together. The screen/gates could be lifted for maintenance by means of an overhead hoist system with four drums powered by an electric motor (see Supplemental Figure 75).<sup>146</sup> New top screens were added in 1985.<sup>147</sup>

Six Cameron motor-driven pumps, manufactured by the Ingersoll-Rand Company, are present on the pump-floor level (see Supplemental Figure 57). Some of the pumps have a capacity of 2,400 gallons per minute (GPM), while others are rated at 4,300 GPM. All operate at 1,750 RPM. They are powered by 200 HP induction motors manufactured by General Electric.<sup>148</sup> As originally designed and constructed, the facility utilized a series of “suction pumps” that raised water from the lower well to the upper level, and “discharge pumps” which pushed the water through the pipeline to the plant. Although it is unclear, it appears that the pumps and

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<sup>145</sup> AES, Drawing Nos. 5305 and 5345.

<sup>146</sup> AES, Drawing Nos. 5327 through 5331.

<sup>147</sup> AES, Drawing No. M53-07-01.

<sup>148</sup> These large, 200 HP motors were the work horse of the pumping station. Keeping them running was critical to the operation of the entire Staley plant. In August 1949, the *Staley Journal* ([August 1949], p. 37) reported on a lightning strike at the plant that resulted in three of the six [?] pump motors being burned out. Two of the motors were removed to private independent workshops to be re-wound, and the third was taken to the Staley electric shop where it was re-wound by Staley workmen. Apparently, this was the largest motor the Staley workman had ever re-wound. The article also suggests that the 3 damaged motors were each 250 HP in size, and not the 200 referenced earlier (“Rewind Big Motor in Electric Shop,” [August 1949], p. 37).

Getting these large, heavy motors in and out of the pump level of the building was a Herculean task, in and of itself. To facilitate this task, a multi-rail iron inclined track was constructed along the east side of the concrete steps located at the southern end of the causeway bridge. Firmly set into the ground at the top of this inclined track was a large “tie-down” to secure a pulley to raise and lower the heavy equipment down the bank of the railroad grade. It is unknown whether this incline track was original to the building, or more-likely constructed after-the-fact during one of the repair and/or remodeling episodes suggested here.

motors currently in the plant are not original to the building. One source from 1938 states that “the original pumps installed at the station developed about half the pressure of the present ones... [and] the present installations are of an improved type having greater capacities, developing higher individual pressures with much greater efficiency.” It is unclear as to whether this statement is in reference to the original arrangement of pumps on the lower pump level, and the improved efficiency being achieved after the placement of the pumps in the permanent upper-level position, or whether the pumps (and motors) were at one time replaced sometime prior to 1938.<sup>149</sup> At an unknown date, prior to 1938, a deep well pump was added. This pump, located at the far eastern end of the pump level floor, removed water from the deep well during maintenance and repair activities. This pump ejected the water out the side of the building, through a pipe positioned in the base of one of the adjacent window openings (see Supplemental Figure 61, Left image).

The pumps directed the water up into a 2'-diameter supply line running along the ceiling. Originally, this supply line continued over to the west wall of the pump floor and then dropped down through this level and on through the base of pump pit. It then ran below the lake bed to the mainland and continued on to the Staley Company's plant. At some point, the supply line was re-routed out through the south wall of the pump-floor level and run below the balcony and along the bridge over to the railroad causeway. I-beams were installed on upper surface of the balcony and bridge, impeding pedestrian use, to help carry the weight of the supply pipe. This alteration presumably post-dated the vacating of the Club House ca. 1960.

9. Original Furnishings: No historic furnishings were present in the building at the time of the field investigation, these having been removed long ago. Interior photographs taken early in the building's history show that the rooms in the Club House were furnished with Mission-style wood furniture. Some of this furniture was replaced or complimented by overstuffed upholstered furniture typical of the 1940s (presumably added with the ca. 1945 remodeling). The club room was ringed by deep couches, set in between the door openings and along the interior wall. Two narrow, rectangular tables were placed in the center of the room; each

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<sup>149</sup> *Staley Journal* [September 1938], pp. 4, 7. This article also notes that “While the pumping station was thoroughly modern and highly efficient when it was built eighteen years ago, many changes have been made necessary during the years because of changing methods and expansions at the plant. Constant efforts to increase efficiency and decrease costs have kept the pumping station a model plant.”

In comparing pictures of the pumps and their motors from ca. 1923 (see Supplemental Figures 55 and 56) to those in place in ca. 1938 (see Supplemental Figures 59-61), it appears that the motors are indeed slightly different. In the earlier pictures, the motor bodies are perforated with exposed wire on the interior. The later pictures indicate the motors are completely enclosed. These may still be the same motors, albeit with covers retrofitted to the motor bodies to enclose the interior copper coils.

of these had a cloverleaf cut into their end boards, emulating those found on the brackets of the balcony and on the keystones in the bridge arch. The dining room had eight round dining tables and narrow rectangular side (serving?) tables. The women's restroom originally had a Mission-style couch in it as well.<sup>150</sup> This original furniture in the Staley Club House reportedly was built by Albert Hoffman, who was employed by the Staley Company as a pattern maker.<sup>151</sup>

The club room was equipped with a phonograph early on,<sup>152</sup> and in time a radio was installed here as well. Radio broadcasts were carried into the dining room as well, via "extension loud speaker;" this system was in place by 1938. Both rooms also had a player piano by 1938.<sup>153</sup>

The kitchen originally was equipped with an all-electric stove. This stove remained in use after the 1944-1945 remodeling but was relocated to the southeast corner of the expanded kitchen and had a vent hood installed over it. A broiler also was installed in the kitchen, adjacent to the stove, as part of the remodeling.<sup>154</sup>

#### D. Site:

1. Historic Landscape Design: Being located within the waters of the lake, the building did not have a traditional historic landscape design. The most prominent feature was the arched concrete bridge that connected the club house to the railroad causeway. This span has already been discussed in some detail above. Another feature of the original landscape design was a frame boardwalk that extended for about 600' along the north side of the railroad causeway between the pumping station and the west bank of the lake. The western end of the boardwalk terminated at a parking area along Lakeshore Drive. It's unclear at what date the boardwalk was removed, but the fact that it is not illustrated on a 1949 site plan suggests that it had been removed by that time.

In 1935, plans were prepared for a safety sign to be installed at the south end of the bridge. Metal poles were to be attached to the pedestals at the end of the bridge balustrade to which an overhead sign, "LOOKOUT FOR CARS", was to be affixed. Ornamental iron gates below the sign, at the end of the bridge, also

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<sup>150</sup> Coyle.

<sup>151</sup> "Staley Craftsman Dies," *DH*, 7 September 1968, p. 7. Hoffman also built ninety walnut tables for the Staley company's headquarters in Decatur and did most of the repairs on the finer office furniture. He retired from the company in 1957.

<sup>152</sup> The phonograph appears in a 1923 photograph, shown adjacent to the fireplace in the Club Room.

<sup>153</sup> "Club House Newly Decorated for Winter," *Staley Journal*, October 1938:20-21.

<sup>154</sup> AES, Drawing No. B-53-52.

were planned. It is unknown whether the sign and gates were installed (see Supplemental Figure 40).<sup>155</sup>

Yet another early landscape feature was a frame stairway that descended down the bank of the railroad causeway to the lake and was located immediately east of the concrete bridge to the club house. The stairway, which appears in several historic photographs, provided access to a frame bridge situated beneath the concrete span and which crossed over to the floating boat dock ringing the base of the pumping station. Even after the removal of the floating dock, a stairway was still needed to access the detached boat dock and “permanent walk” installed along the base of the causeway as part of the Staley Fellowship Boat Club improvements of 1949. In ca. 1939, the frame stairway was replaced with a steel-frame one, which remains in place. This earlier frame bridge beneath the concrete span, and associated steps down the bank of the railroad embankment, were replaced with a steel-frame one with grated decking. This bridge provided an exterior point of access to the pump-room level.<sup>156</sup>

A set of flanged T-rails (seven in number) runs down the bank of the causeway, just east of the steel stairway. The rails are parallel, evenly spaced, and have their ends set in concrete. None of the engineering drawings available depict this feature, so its purpose is open to speculation. However, it seems likely that the set of rails was used to move heavy equipment (such as motors and pumps) and/or materials intended for the pumping station down the bank. The presence of a heavy steel loop (an apparent tie-down point) at the top of the rails suggests this use as well (see Supplemental Figure 76, right image).

Another landscape feature associated with the property is an unpaved parking lot situated between U.S. Route 36/IL Route 121 and the railroad tracks. Historic photographs suggest that this area was used for vehicle parking, to some extent, from an early date. A 1949 site map notes the area as a “parking lot.” The parking lot was encroached upon when U.S. Route 36/IL Route 121 was widened to four lanes in the mid-1950s.

2. Outbuildings: No outbuildings were ever associated with the Staley Pumping Station and Club House.

### Part III. SOURCES OF INFORMATION

- A. Architectural Drawings: Original architectural drawings for the building, as well as those for subsequent modifications, exist and are on file at the Tate & Lyle offices (and/or at the Staley Museum) in Decatur, Illinois. Select copies of these

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<sup>155</sup> AES, Drawing No. 5360.

<sup>156</sup> AES, Drawing No. 5346.

drawings have been reproduced on vellum as part of the HABS documentation package. The submittal also includes a complete digital set of the drawings on compact disk. Table 1 is a list of extant drawings relating to the construction of this building.

- B. Early Views: Issues of the *Staley Fellowship Journal* and *Staley Journal* contain a good number of photographs of the Staley Pumping Station and Club House taken between 1919 and 1923. These photographs document the course of construction of the building and its appearance (both exterior and interior) upon completion.<sup>157</sup> Additional photographs, documenting a later renovation of the Club House, were published in the October 1938 edition of the *Staley Journal*. Copies of these journals are on file at the Staley Museum in Decatur; digital copies can be viewed at <https://staleymuseum.com/staley-journals/>. The Decatur *Herald & Review* also has compiled a digital collection of photographs taken of the building through the years.<sup>158</sup>
- C. Interviews: No formal interviews were conducted for the project. However, Gary Schlueter, an engineer/manager with Tate & Lyle, was contacted regarding the date the pumping station ceased operation and the reason(s) for its abandonment.
- D. Selected Sources:
1. Primary and Unpublished Sources:
 

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Sanborn Map Company. *Decatur, Illinois*. New York: Sanborn Map Company, 1908.

\_\_\_\_\_. *Decatur, Illinois*. New York: Sanborn Map Company, 1908.

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<sup>157</sup> At the time of this research, several issues from 1920 (September) and 1921 (January, February, July, August, and November) were not available online. These missing issues cover a critical period during which the building was being completed, and may contain some more interesting photographs of this building during construction and shortly afterwards.

<sup>158</sup> *Decatur Herald & Review*, "GALLERY: The Staley Pump House Through the Years" (2016). ([https://herald-review.com/gallery/gallery-the-staley-pump-house-through-the-years/collection\\_ccb8bbb2-3647-5c25-b932-7b251b98472.html](https://herald-review.com/gallery/gallery-the-staley-pump-house-through-the-years/collection_ccb8bbb2-3647-5c25-b932-7b251b98472.html)).

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2. Secondary and Published Sources:

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Chamberlain, G. E. "History of Staley Fellowship Club." *Staley Journal* (February 1922):11-13, 17. [http://staleymuseum.com/library/sj/Staley\\_Journal\\_Feb\\_1922b.pdf](http://staleymuseum.com/library/sj/Staley_Journal_Feb_1922b.pdf)

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*Decatur Daily Review (DDR)*. Decatur, Illinois.

*Herald & Review (HR)*. Decatur, Illinois. "GALLERY: The Staley Pump House Through the Years." 2016. ([https://herald-review.com/gallery/gallery-the-staley-pump-house-through-the-years/collection\\_ccb8bbb2-3647-5c25-b932-7b251b98472.html](https://herald-review.com/gallery/gallery-the-staley-pump-house-through-the-years/collection_ccb8bbb2-3647-5c25-b932-7b251b98472.html)).

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Peck, Cheryl D. "Staley Dam Created Before Lake Decatur," *Herald & Review*, 15 February 1999, p. 24.

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Reid, Tony. “Staley Pump House Primed with Memories of a Different Era.” *Herald & Review*, 17 September 2014, p. B6.

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[https://www.southsidecountryclub.com/The\\_Club](https://www.southsidecountryclub.com/The_Club)

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\_\_\_\_\_. “Marshall and Fox.” [https://en.wikipedia.org/wiki/Marshall\\_and\\_Fox](https://en.wikipedia.org/wiki/Marshall_and_Fox).

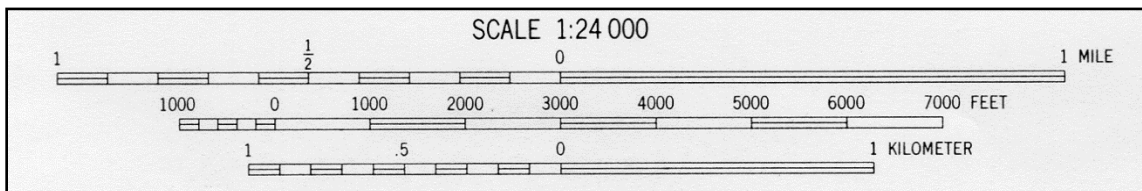
Works Progress Administration. *The WPA Guide to Illinois*. Chicago: A. C. McClurg and Company, 1939.

- E. Likely Sources Not Yet Investigated: Aside from the engineering drawings used in the preparation of the HABS documentation, there may be additional archival records (correspondence, inventories, receipts, etc.) relating to the Staley



Pumping Station and Club House that are on file with Tate & Lyle in Decatur. Local newspapers were extensively researched for the HABS documentation (in respect to the site-specific history and relevant contexts) but additional information no doubt can be gleaned from these resources. Several issues of the Staley Fellowship Journal, dating from the era of construction, were not available online. If copies are found, they have the potential to contain additional construction-era photographs of the building.

- F. Supplemental Materials: Copies of engineering drawings and historic photographs of the Staley Pump House and Club House have been included as supplemental materials with the HABS documentation package. Additional historic images, relevant to the historic context, also have been included as supplemental material.



**Figure 1. United States Geological Survey topographic map showing the location of the Staley Pumping Station and Club House. The Staley (now Tate & Lyle) plant is shown approximately 1.25 miles northwest of the Pumping Station and Club House (USGS Decatur, IL Quadrangle, 1998).**

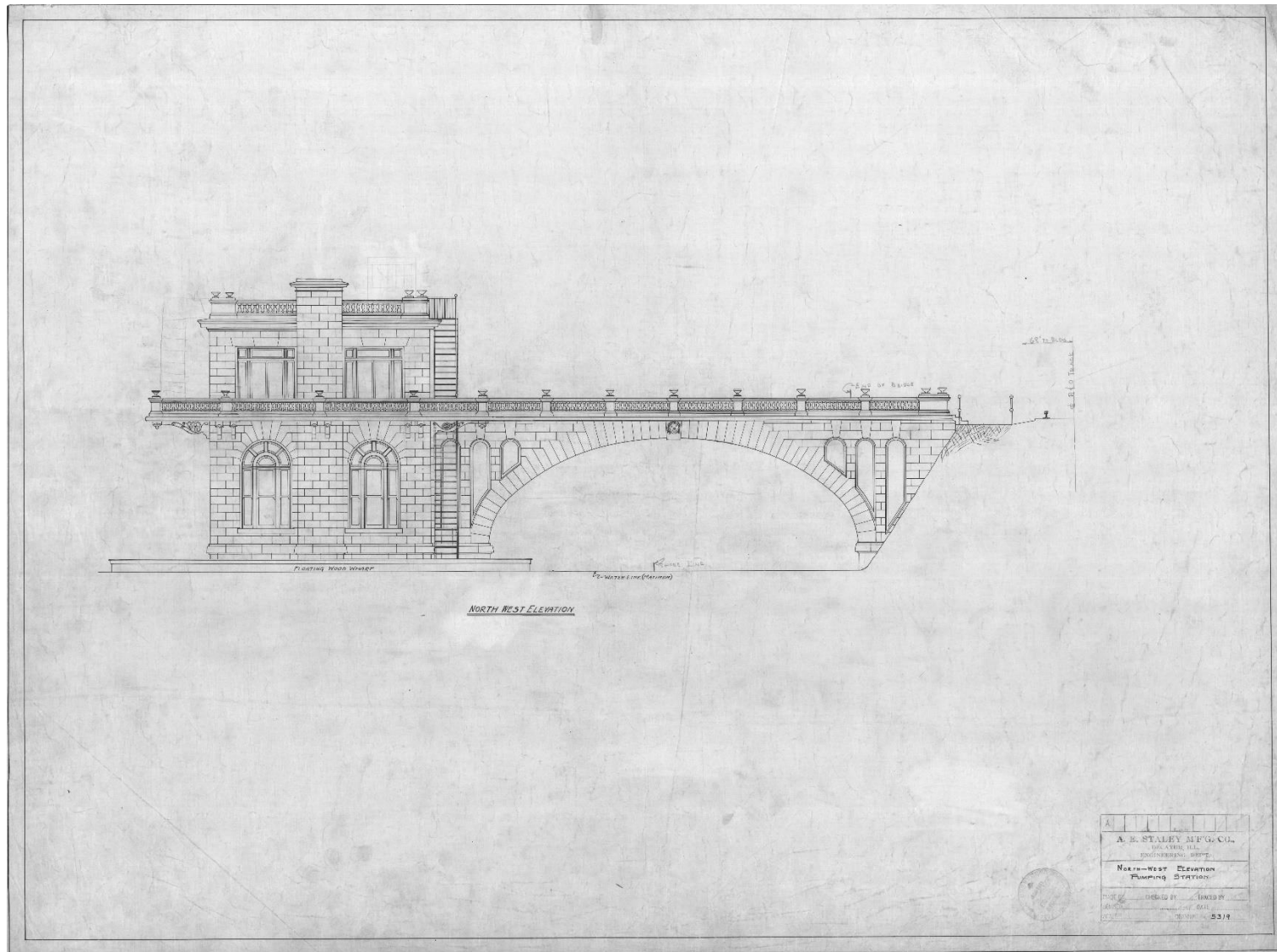
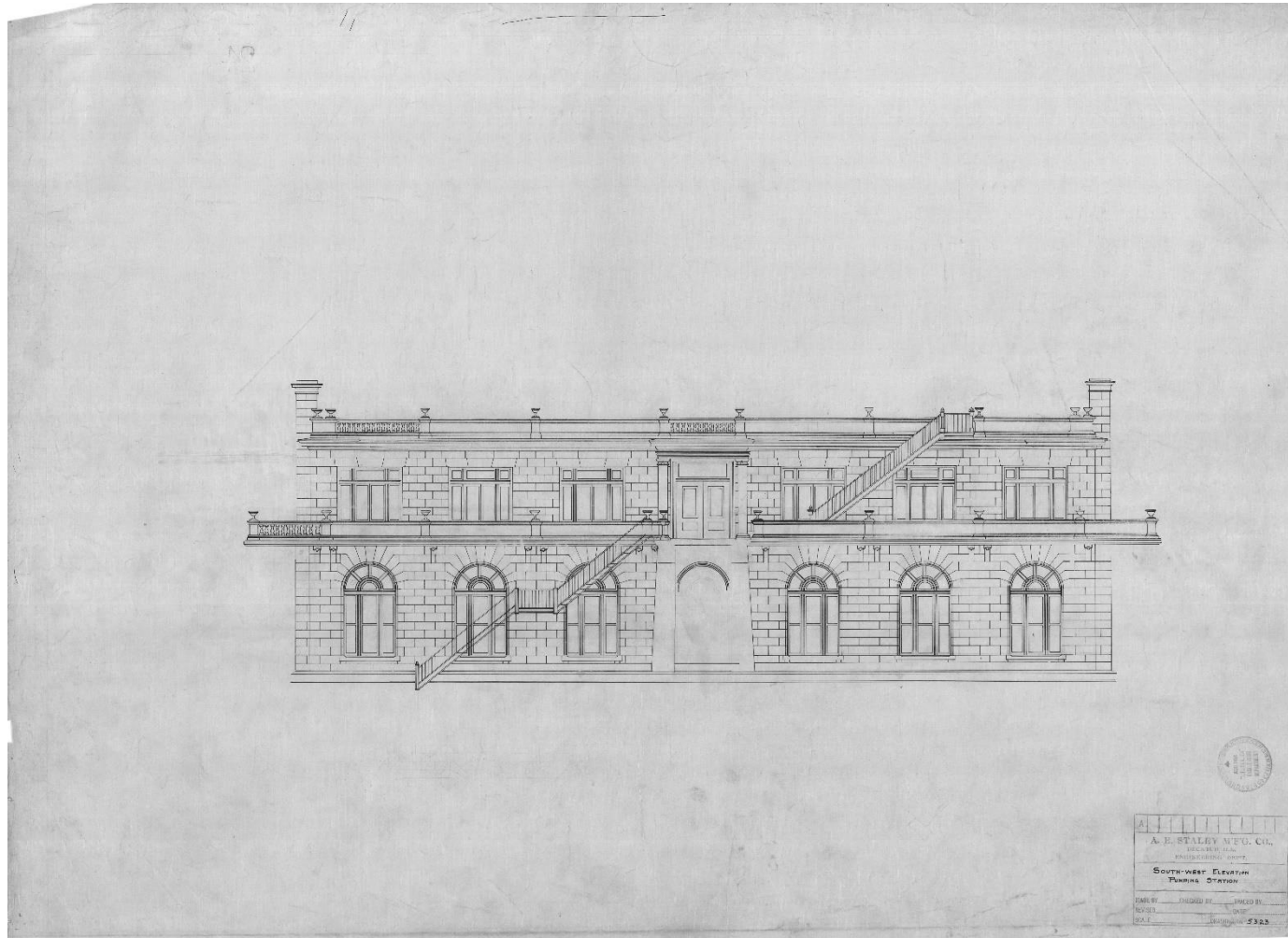


Figure 2. North-West [West] Elevation; Pumping Station (AES, Drawing No. 5319, [1919]).





**Figure 3. *South-West [South] Elevation; Pumping Station (AES, Drawing No. 5323, [1919])*** This is the view that would have been seen from the landward approach of the building, via the railway causeway. There is some discrepancy between these drawings and the as-built conditions illustrated in the early 1920s photographs of the building. Neither of the exterior stairways shown on this elevation was built (though one was built on the opposite elevation in order to access the roof). Similarly, the large classical columns flanking the Balcony Level doors also were removed from the final design.

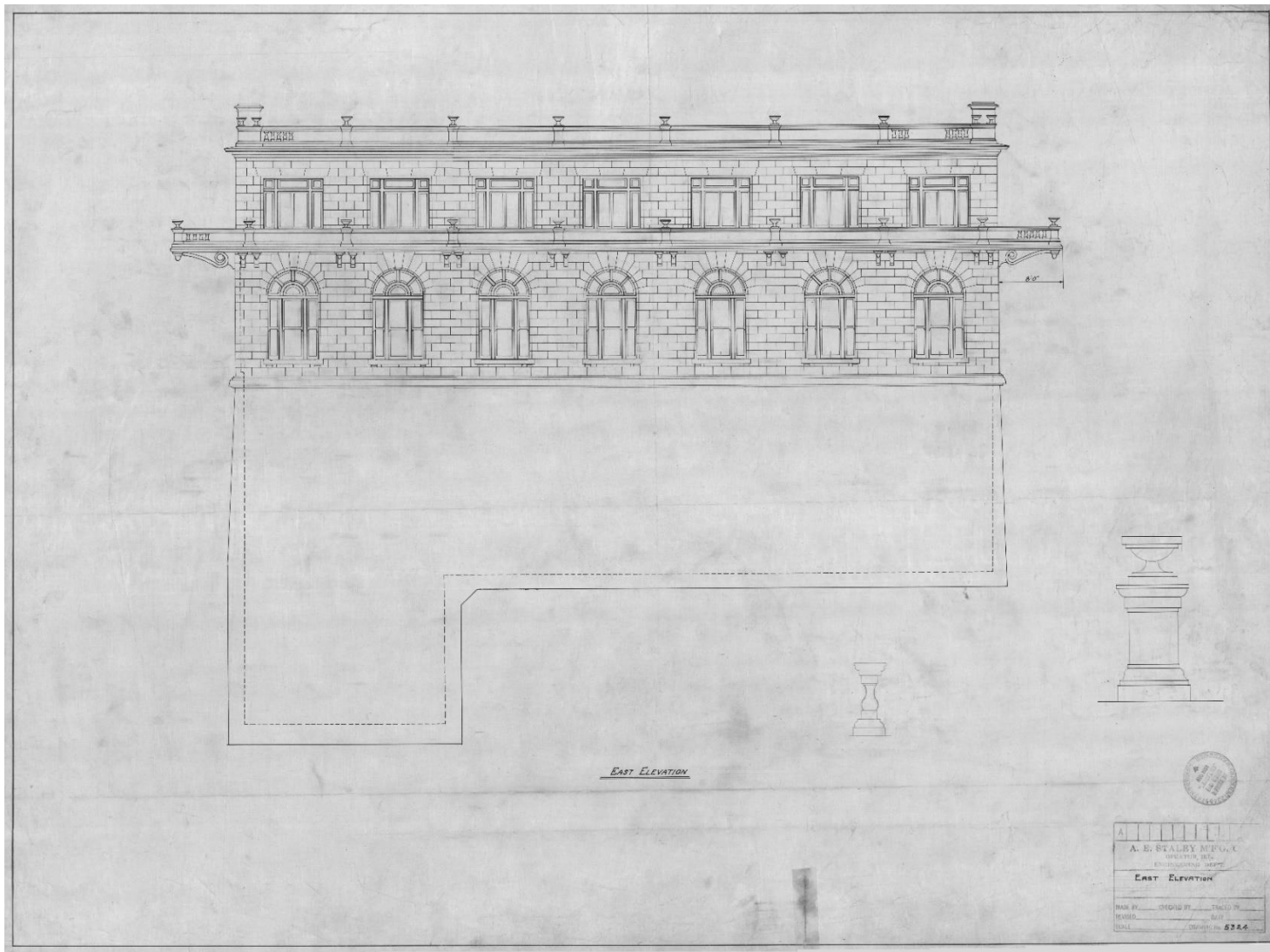


Figure 4. *East [North] Elevation* (AES, Drawing No. 5324, [1919]). This is the view of the Pumping Station that would have been seen from the lake side of the building.

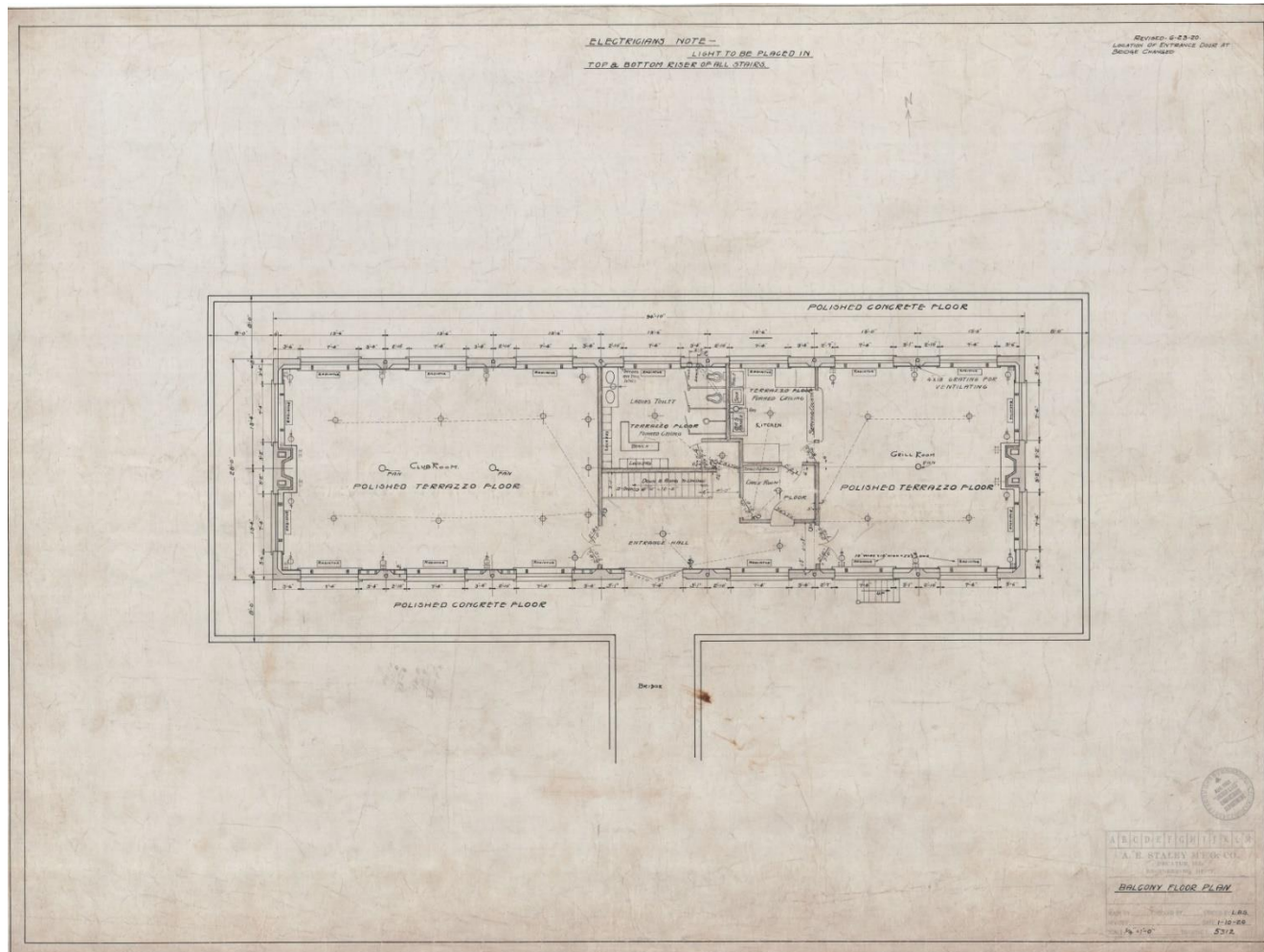


Figure 5. *Balcony Floor Plan* (AES, Drawing No. 5312, 10 January 1920). As originally designed, this level had the Club Room, Grill Room, Entrance Hall, Check Room, Kitchen, and Ladies Toilet. The men's toilet was located on the Pump-Floor Level below. This is a revised floor plan, with changes having been made to the main entrance doorway in early January. Both the interior and exterior stairs were subsequently modified, and not constructed as illustrated here. Similarly, it is suspected that the interior stairs to the Pump Level were not constructed as shown here either.

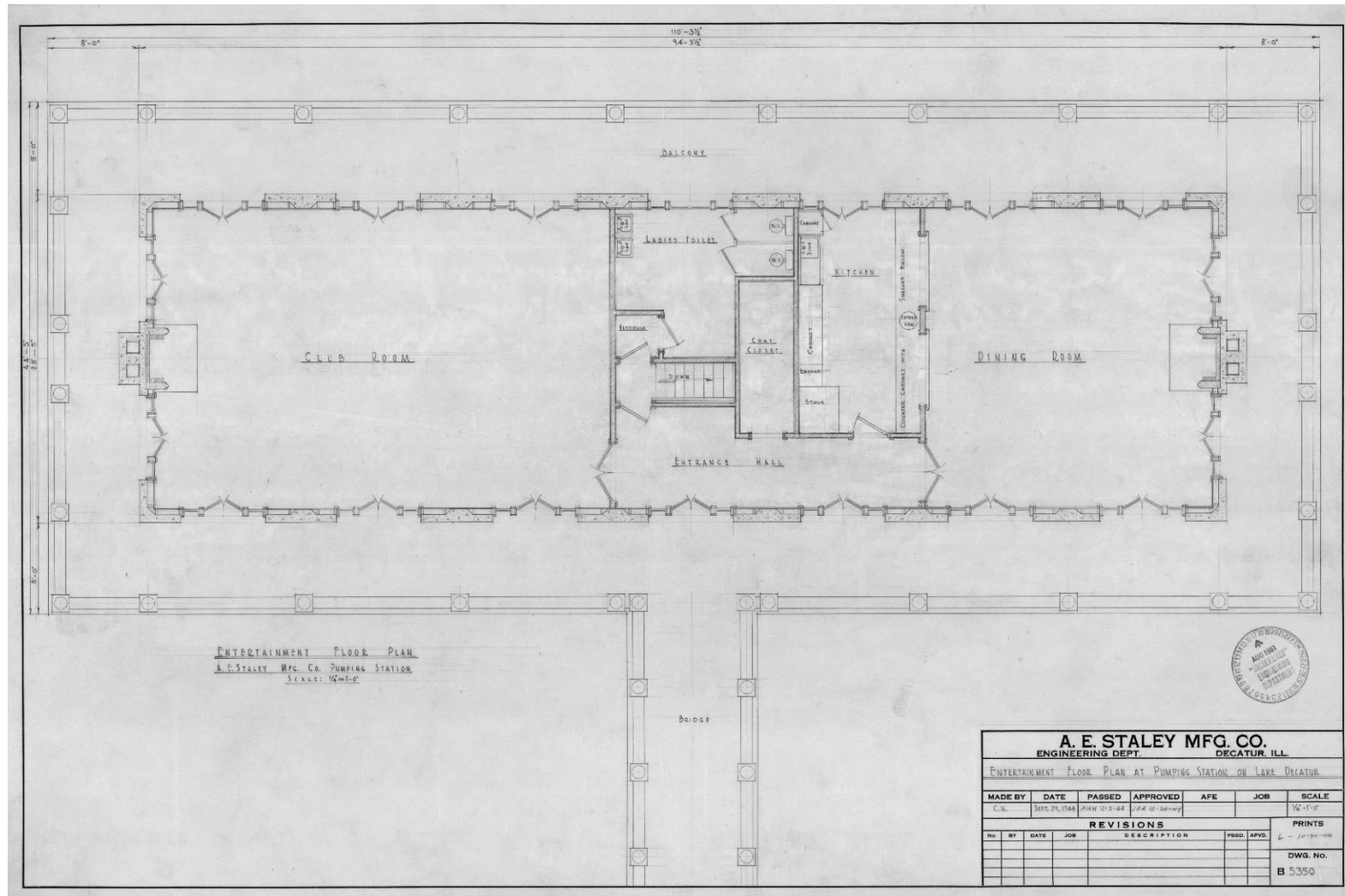


Figure 6. Entertainment Floor Plan at Pumping Station on Lake Decatur (AES, Drawing No. 5350, 29 September 1944). Note the configuration of the service area which was modified from its original configuration at this time. These modifications included the enlarging of the kitchen, and re-configuration of the Cloak or Check room.

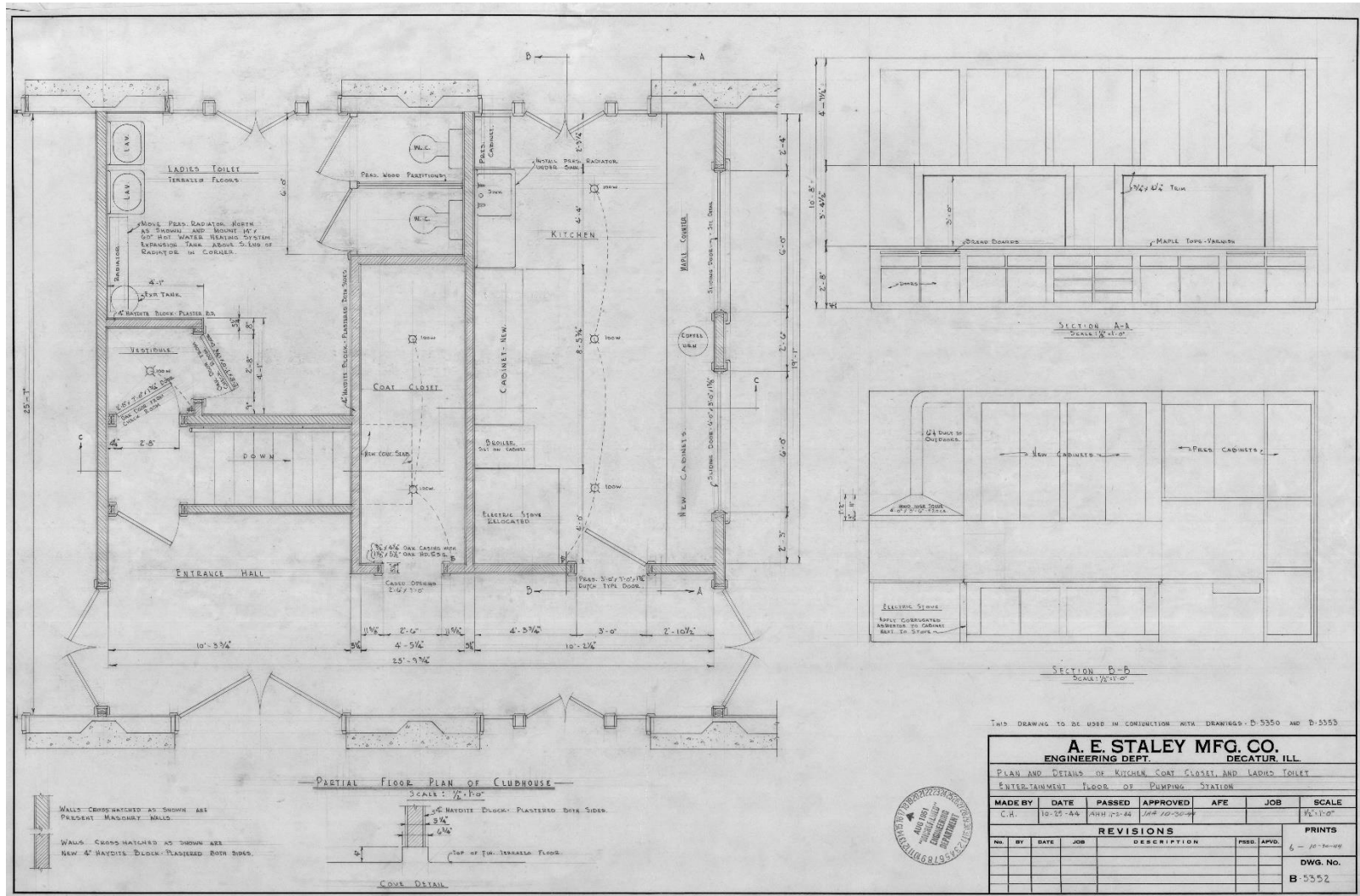


Figure 7. Plan And Details of Kitchen, Coat Closet, And Ladies Toilet; Entertainment Floor of Pumping Station (AES, Drawing No. 5352; 25 October 1944). These plans detail the specific wall changes made within the service core of the Entertainment Level during the 1944-45 remodeling.



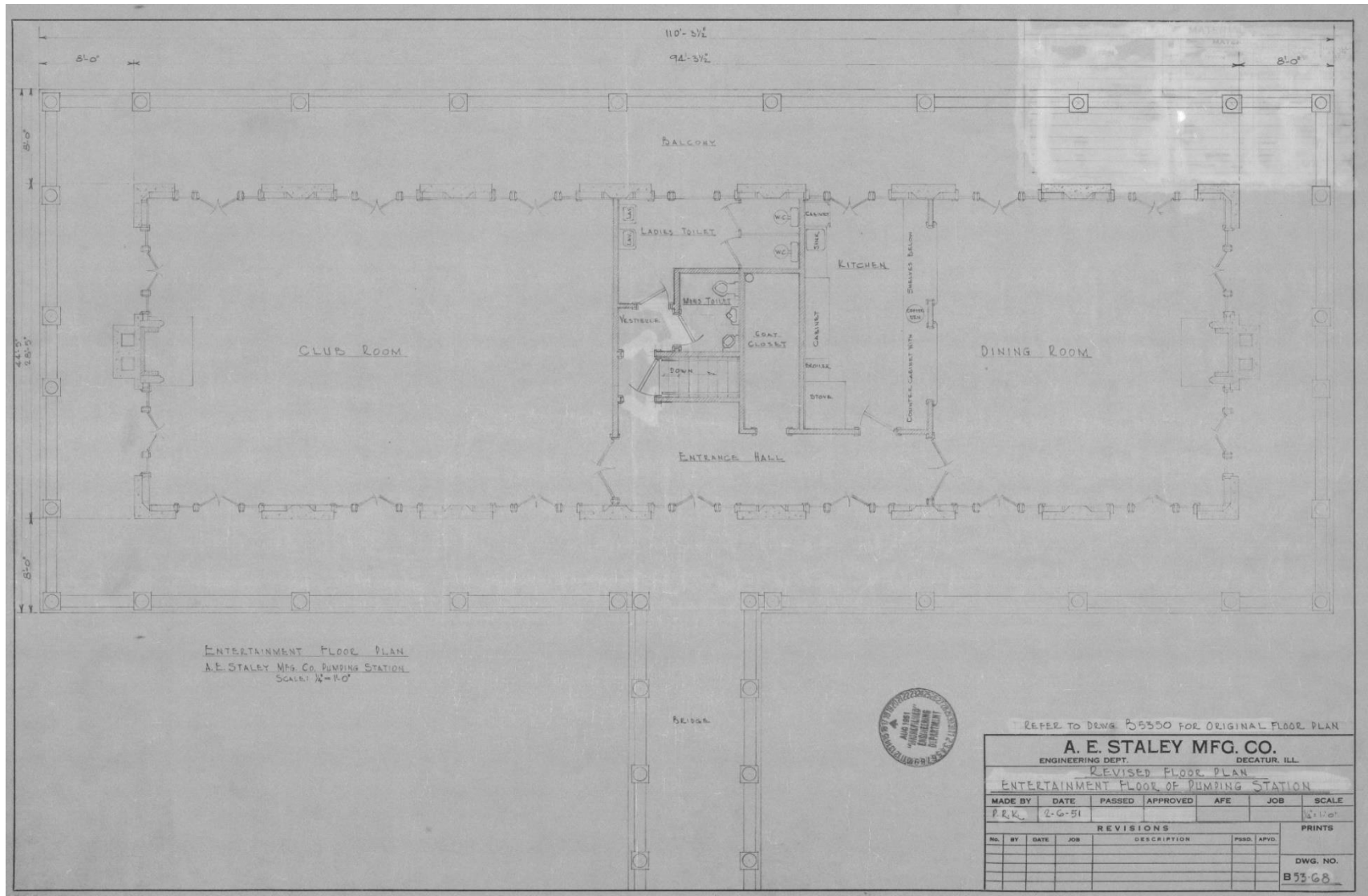
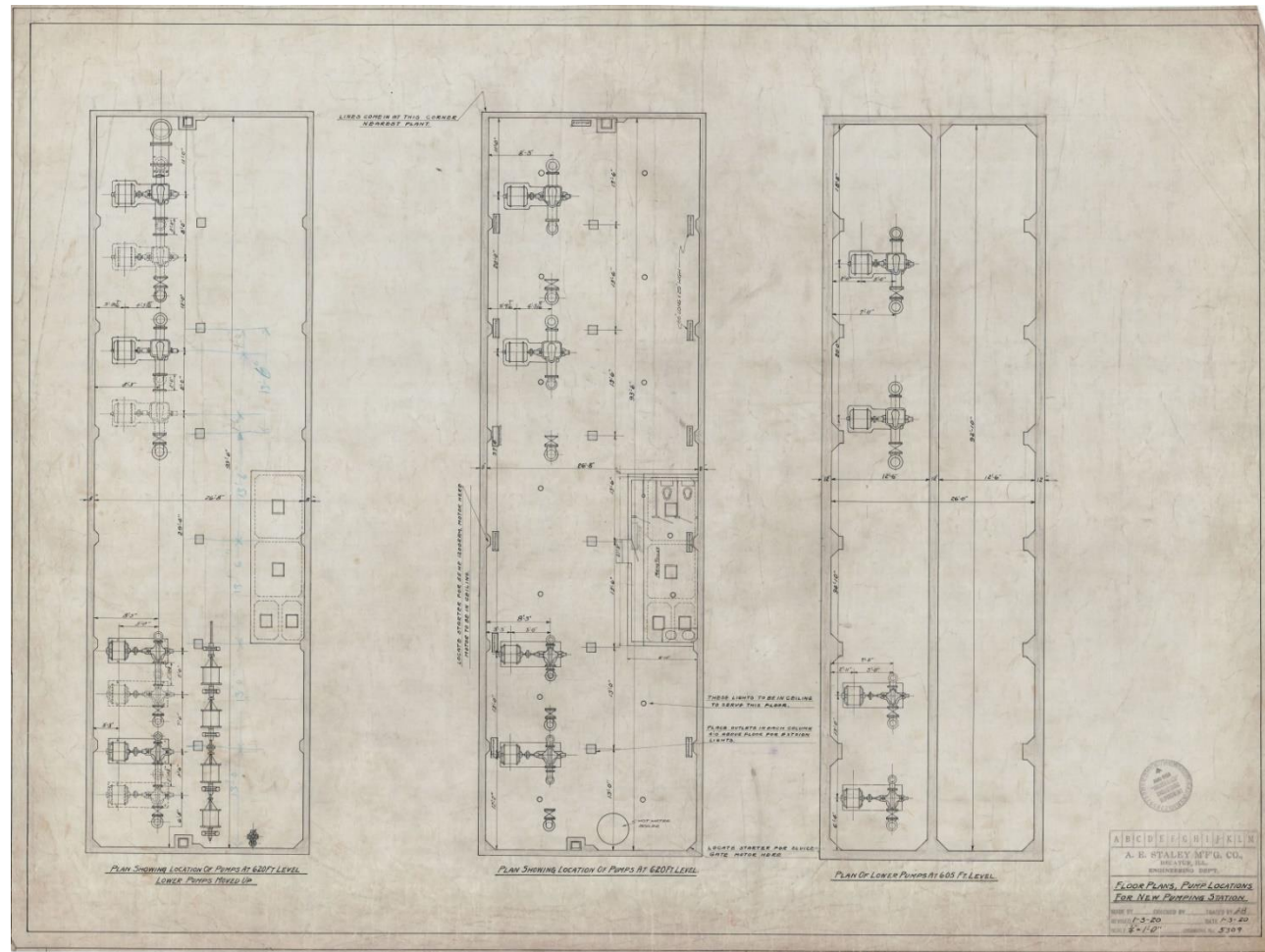


Figure 8. Revised Floor Plan; Entertainment Floor of Pumping Station (AES, Drawing No. 5368; 6 February 1951). These plans document the relocation of the men’s toilet room from the Pump Level to the Club House or Entertainment Level.



**Figure 9. Floor Plans, Pump Locations For New Pumping Station (AES, Drawing No. 5309; 3 January 1920).** Note that this set of plans does not illustrate the stairs from overhead, nor the location of the large windows flanking the 620' level (left and middle plans). The plans indicate a short flight of steps up into the men's toilet room. The stairs from above were modified from the original as designed plans, integrating a single flight from overhead onto a slightly raised landing at the level of the men's toilet room.

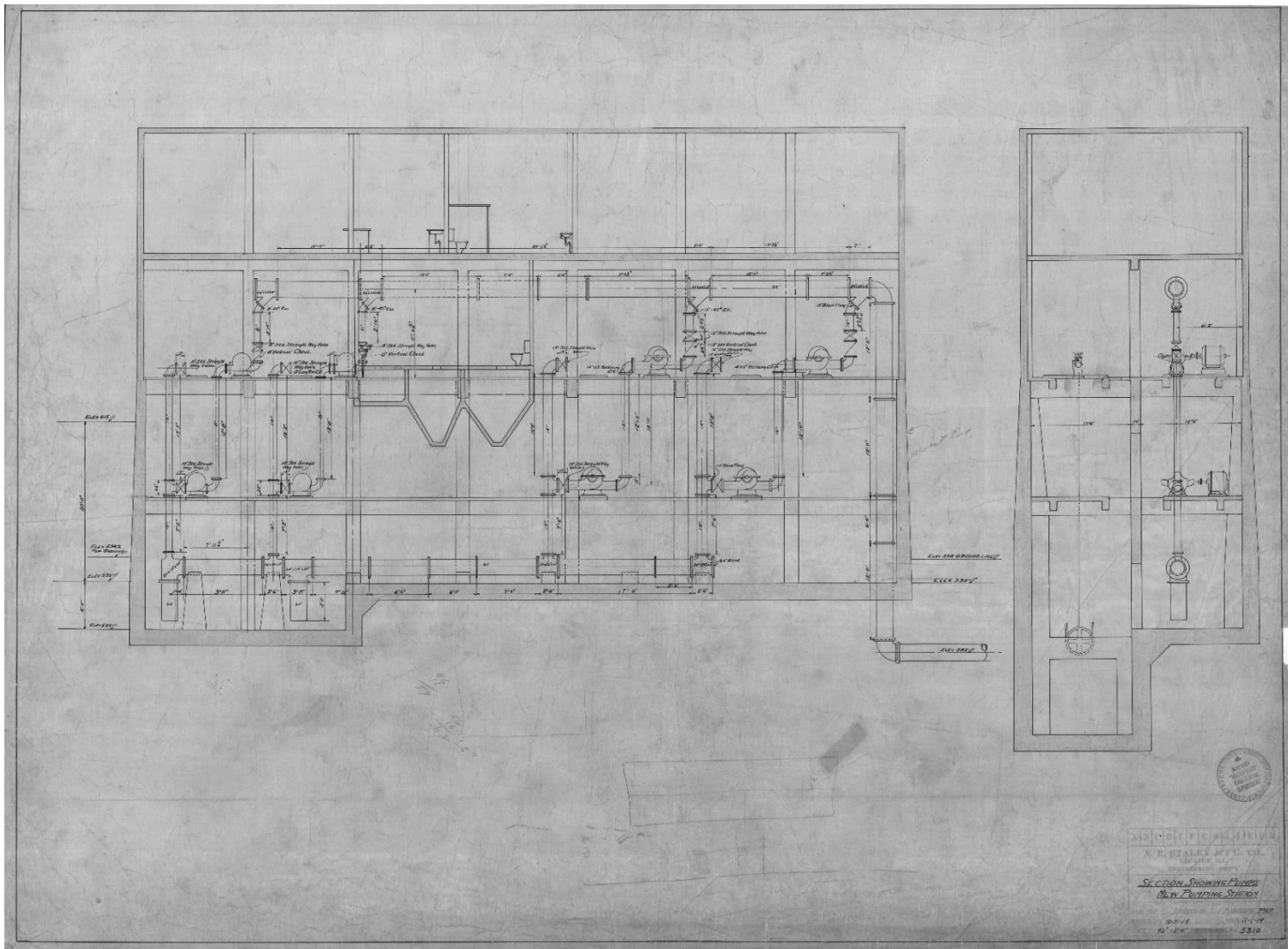
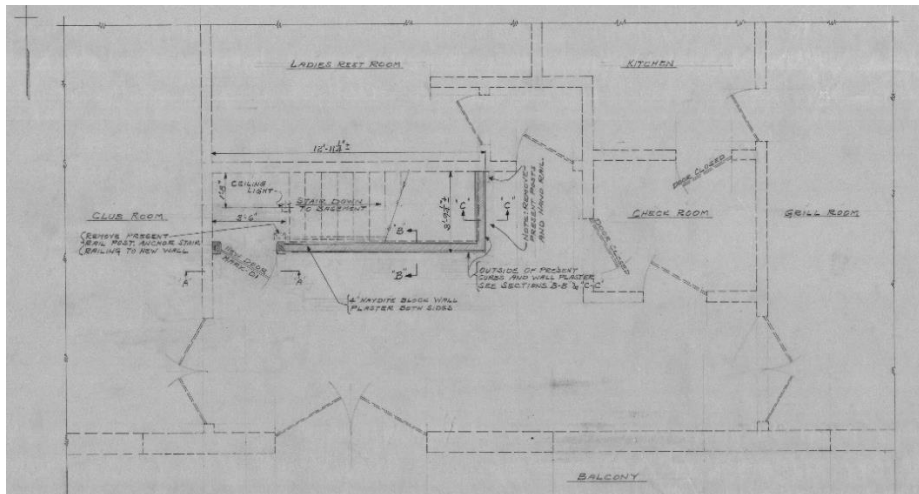
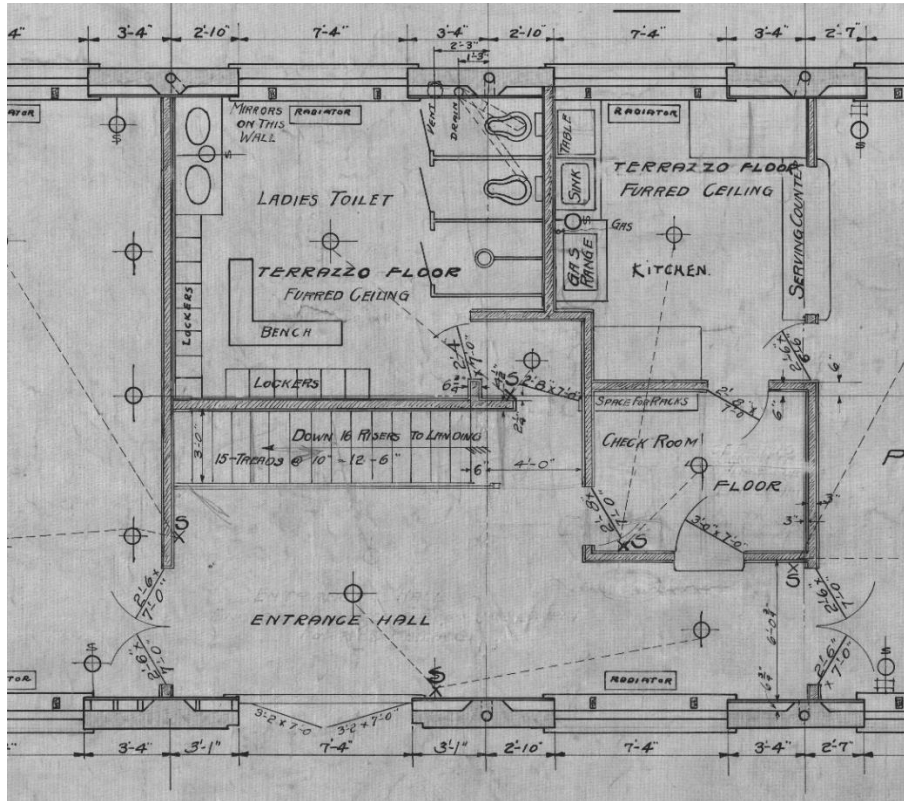


Figure 10. Section Showing Pumps New Pumping Station (AES, Drawing No. 5310; 31 December 1919).



**Figure 11. (Top) Detail of *Balcony Floor Plan* (AES, Drawing No. 5312, 10 January 1920). The stairs were not constructed in this manner, but were modified to have a small landing at the Entertainment Level along the west side of the steps leading downstairs, and as reflected in the lower image. Drawing No. 5345 (*Sewage Pump Installation; Pumping Station*; 29 September 1934) is one of the only illustrations of the stairs, as originally constructed. (Bottom) Detail of *New Haydite Block Wall Stair Enclosure, Pumping Station* (AES, Drawing No. 5347; 2 December 1940). This drawing depicts the configuration of the stairs and Ladies Toilet entrance, as originally constructed.**



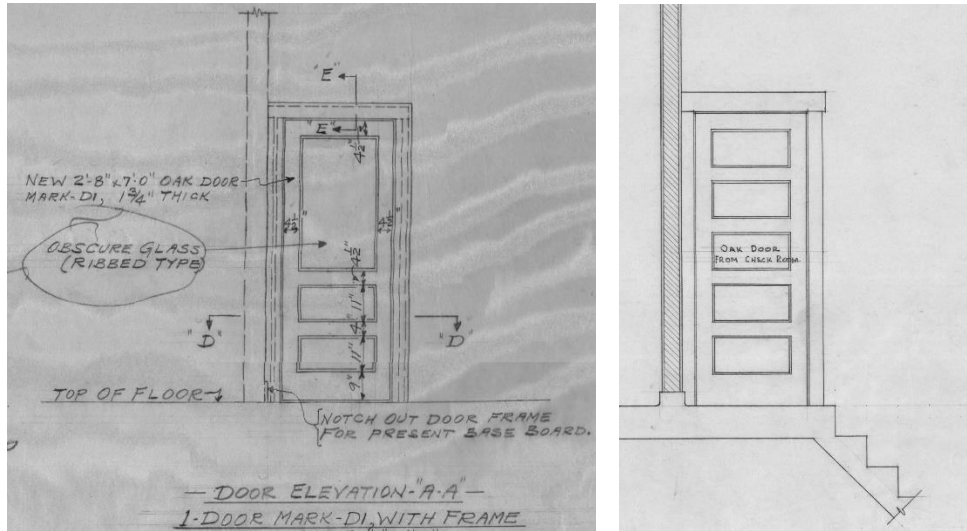


Figure 12. Door details from 1940 (left) and 1944 (right) remodelings.

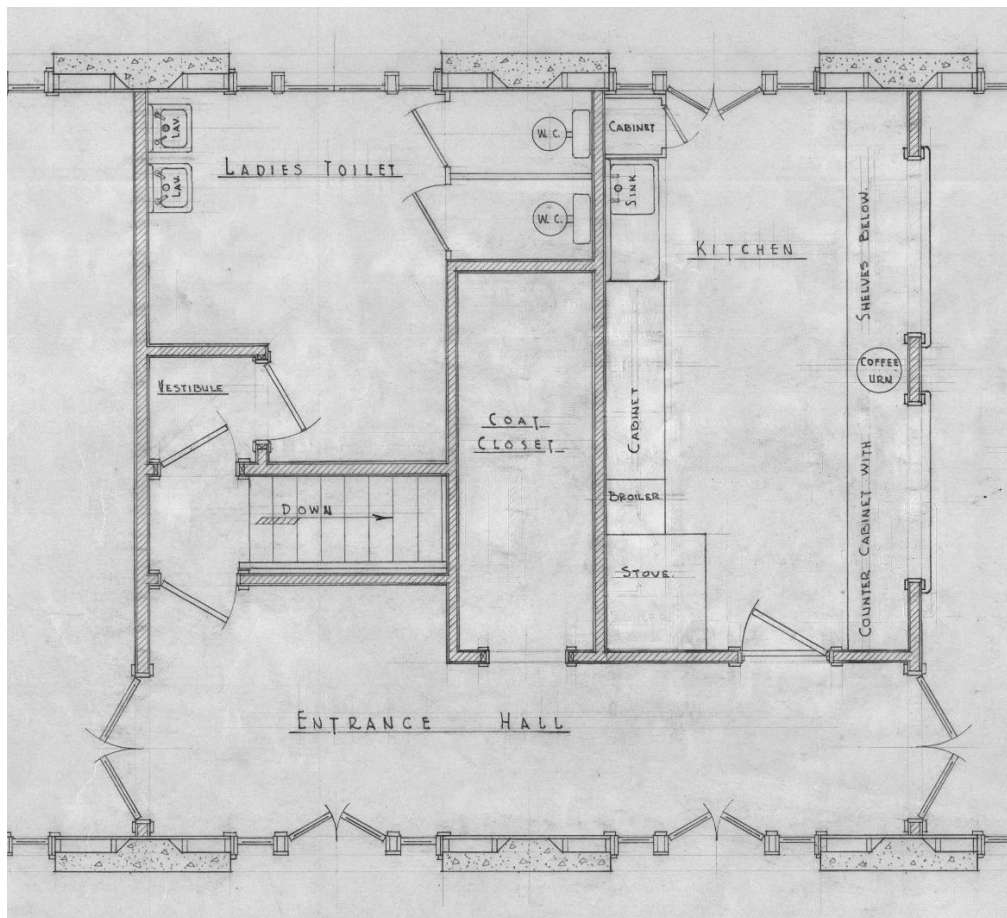
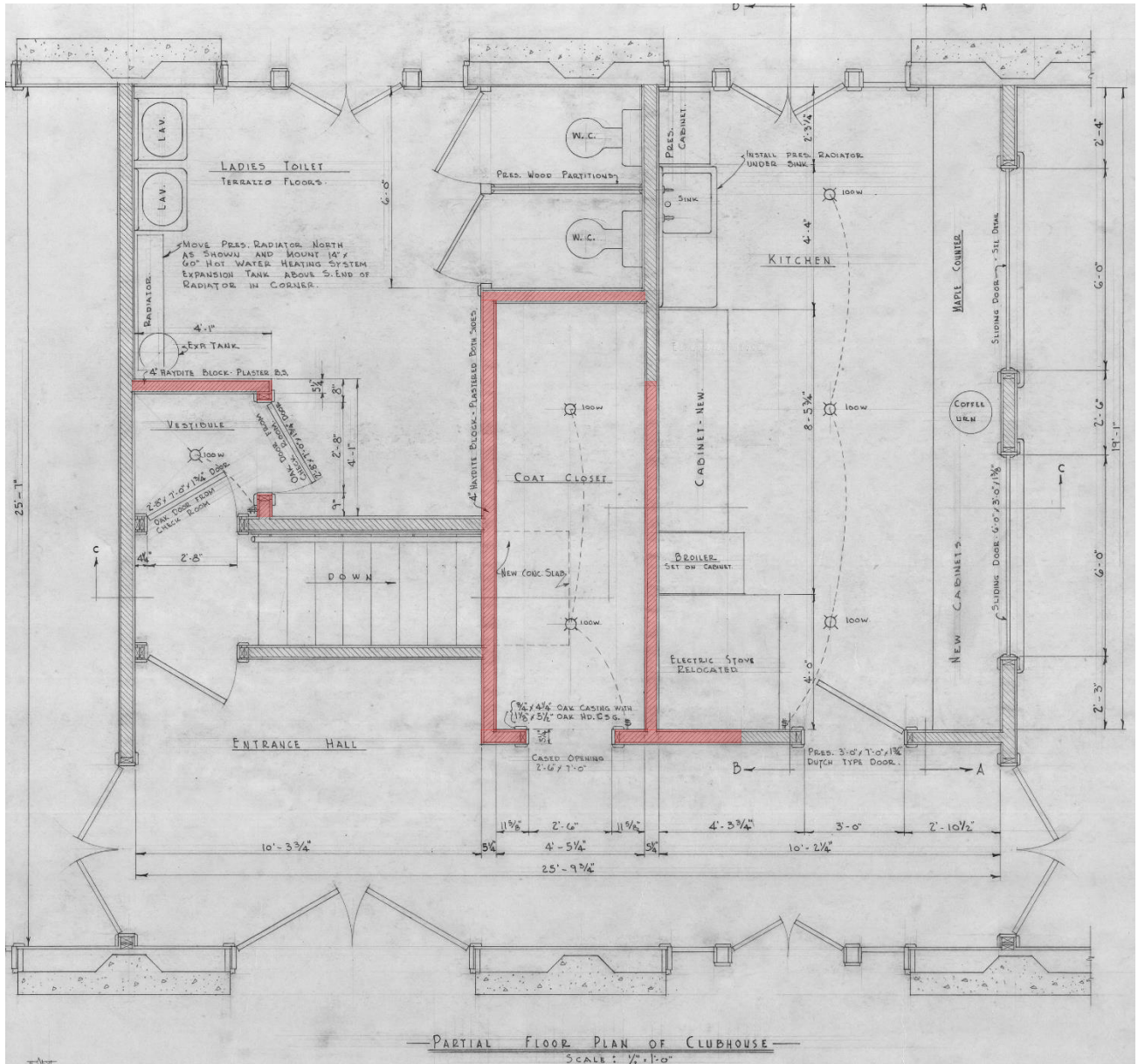
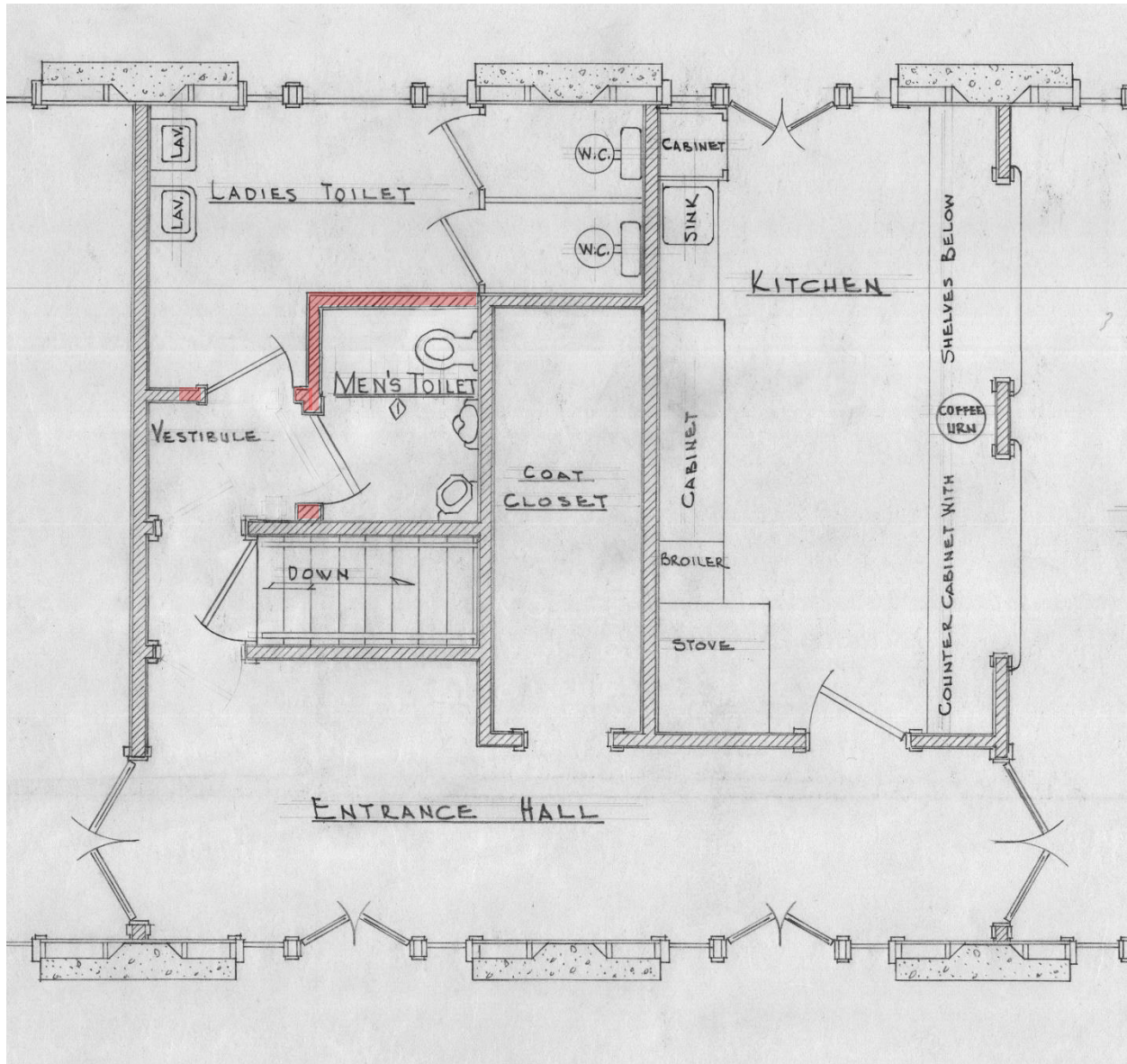


Figure 13. Detail of *Entertainment Floor Plan at Pumping Station on Lake Decatur* (AES, Drawing No. 5350, 29 September 1944). Modifications at this time included the enlarging of the Kitchen, and the reconfiguration of the Coat or Check Room.

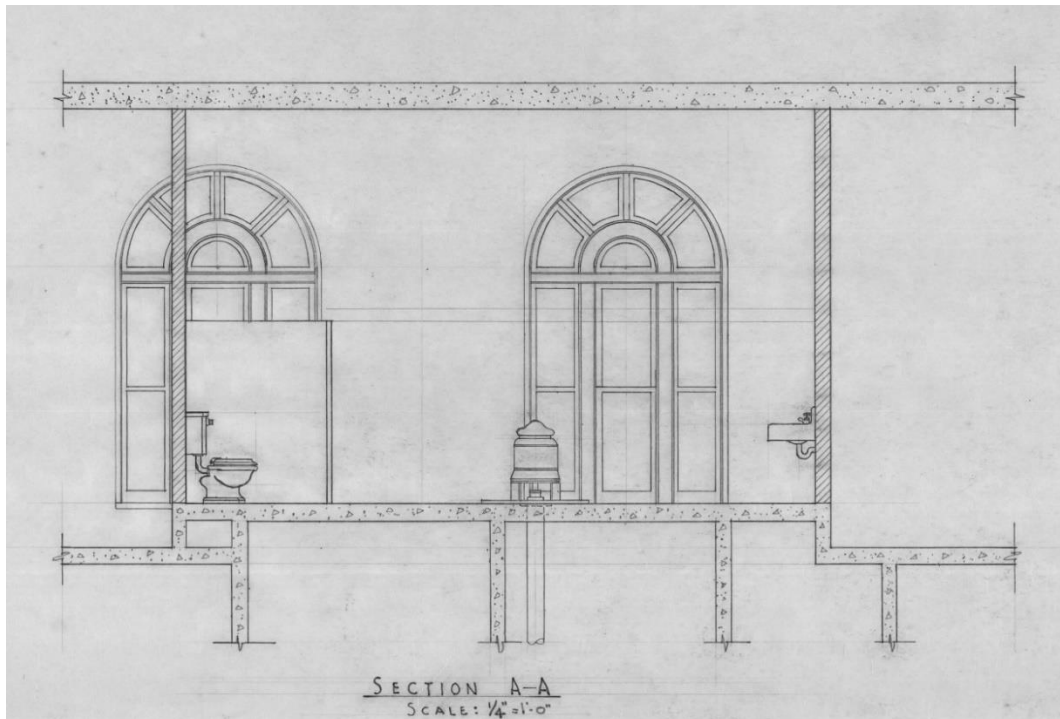
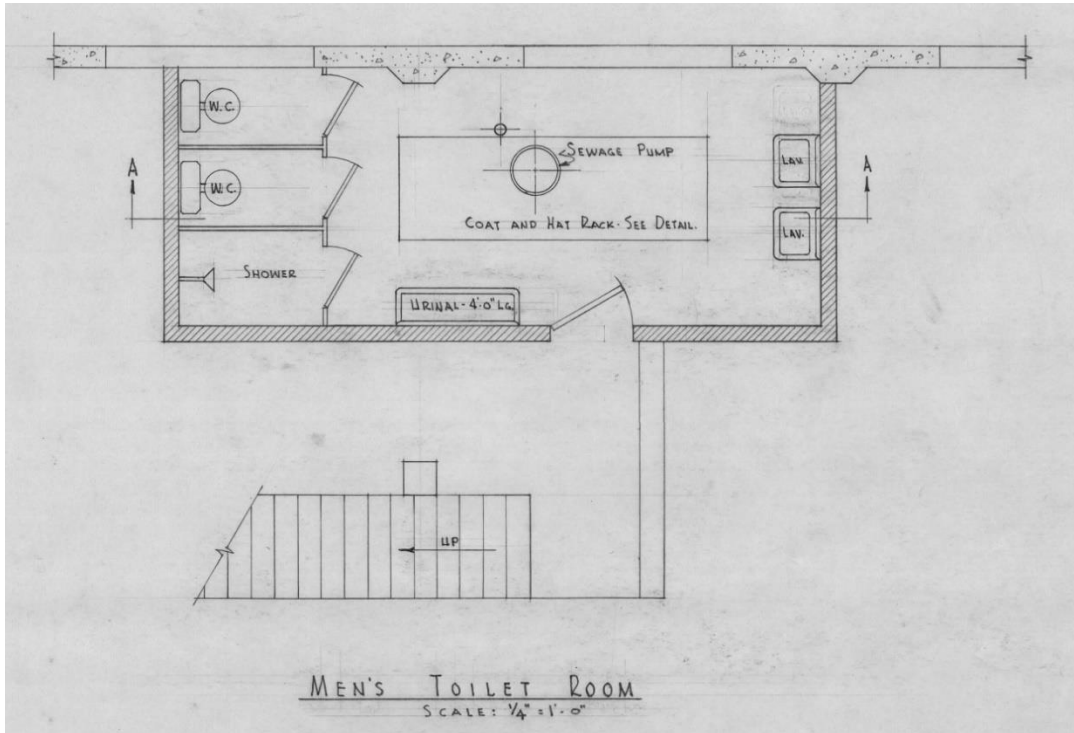


**Figure 14. Detail of Plan And Details of Kitchen, Coat Closet, And Ladies Toilet; Entertainment Floor of Pumping Station which illustrate new walls constructed in late 1944 and/or early 1945 (AES, Drawing No. 5352; 25 October 1944). Note the patch in the concrete floor (represented by the dashed line in the “Coat Closet,” which indicates the closure of a portion of the original stair opening). New walls constructed at this time are marked in red.**



**Figure 15. Detail of Revised Floor Plan; Entertainment Floor of Pumping Station (AES, Drawing No. 5368; 6 February 1951; See also retraces plan AES, Drawing No. 5350, as redrawn 27 June 1952; and Plan and Detail of Men's Toilet, Entertainment Floor of Pumping Station, AES, Drawing No. 53-65, 31 January 1951). This represents the final configuration of the bathroom facilities on the Entertainment Level. Reconfigured doors at head of stairs (removed three existing doors, added three new doors).**





**Figure 16. Details of Miscellaneous Details For Butler's Pantry and Men's Toilet at Pumping Station on Lake Decatur (AES, Drawing No. 5351, 2 October 1944). Note relationship of stair landing to raised floor of men's toilet room. Kitchen Pantry was also reconfigured at this time.**



Table 1

**List of Drawings**  
**Staley Pumping Station and Club House**

<u>Drawing Number</u>	<u>Description</u>	<u>Date</u>	<u>Revised Date</u>
5300	Footing Plans Pumping Station	9/30/1919	12/29/1919
5301	Elevation & Sections Pumping Station	10/4/1919	
5302	Reinforcing Sections Pumping Station	10/7/1919	
5303	Section 'G-G' Showing Reinforcing West Wall Pumping Station	9/27/1919	12/23/1919
5304	Plans of Pump Floors Pumping Station	1/6/1919	
5305	Details of Sewerage System Disposal Plant For Pumping Station	1/5/1919	
5306	Elevation 'F-F' Showing Reinforcing East Wall Pumping Station	10/19/1919	12/23/1919
5307	Plans of Pump Floors Pumping Station	10/14/1919	
5308	Pumping Station—Club House Reinforced Concrete—Hollow Tile Roof Plan Sections—Details and Reinforcement	2/24/1919	
5309	Floor Plans Pump Locations For New Pumping Station	1/3/1919	
5310	Section Showing Pumps New Pumping Station	11/1/1919	12/31/1919
5311	Pumping Station Club Room Plan and Details	5/29/1920	
5312	Balcony Floor Plan	1/10/1920	
5313	Pumping Station Details of Balustrade & Posts on Roof	6/8/1920	
5314	Typical Elev. Of Two Bays Pumping Station	2/13/1920	
5315	Pumping Station Stair from Balcony to Roof	7/21/1920	
5316	Pumping Station Fire-Place Plan and Details	6/28/1920	
5317	New Pump House Details	12/19/1919	
5318	Doors and Windows Pumping Station	5/28/1920	
5319	North-West Elevation Pumping Station	n. d.	
5320	New Pump House Details	10/30/1919	
5321	Pumping Station Inside Stair Plan and Section	6/11/1920	
5322	Pumping Station Pedestal and Inside Stair Details	5/29/1920	
5323	South-West Elevation Pumping Station	n. d.	
5324	East Elevation	n. d.	
5325	Arch Bridge Pumping Station	2/20/1920	
5326	New Pumping Station—Hoisting Gear—For Water Gates and Screens	4/16/1920	
5327	New Pump House Details	10/14/1919	
5328	Hoisting Gear for Water Gates and Screens	10/16/1919	
5329	Sections Showing Division Wall & Screens—Pumping Sta.	10/22/1919	
5330	Details of Gate Guides Etc. New Pumping Station	10/11/1919	
5331	Hoisting Drums—New Pumping Station	4/12/1920	
5332	Fire Place Pumping Station	n. d.	
5333	Pumping Station—Part of Piping Layout	6/21/1920	
5335	Sheet Piling & Whaling DGM Pumping Station	1/29/1920	
5336	Pumping Station Roof Canopy Framing	8/25/1923	
5337	Pumping Station Boat Shelter	8/1/1923	
5338	10" Centrifugal Pumps Pumping Station	12/6/1924	
5342	Pumping Station New Docks	7/31/1931	
5343	Bracing for Valve Stem of Sluice Gate Pumping Station	9/15/1931	
5344	Pressure Tank Lain From Vert. Position to Hori. Position Water Pumping Station	9/27/1932	11/25/1932
5345	Sewage Pump Installation Pumping Station	9/29/1934	
5346	New Steel Bridge Pumping Station	10/20/1939	
5347	New Haydite Block Wall Stair Enclosure Pumping Station	12/2/1940	
5348	Pump Discharge and Air Cushion Piping Pump Station	12/8/1944	
5350	Entertainment Floor Plan At Pumping Station Lake Decatur	9/29/1944	6/27/1952
5351	Miscellaneous Details for Butlers Pantry and Men's Toilet At Pumping Station on Lake Decatur	10/2/1944	
5352	Plan and Details of Kitchen, Coat Closet, and Ladies Toilet Entertainment Floor of Pumping Station	10/25/1944	
5353	Details for Pumping Station Entertainment Floor Remodeling	10/28/1944	
53-54	Layout of Addition to North Balcony of Clubhouse	8/12/1947	
53-55	Addition to North Balcony of Clubhouse—Details of Steel—53 Bldg	11/6/1947	
53-56	Typical Framing Detail—Addition to North Balcony of Clubhouse—53 Bldg	11/6/1947	
53-57	End Framing Detail—Addition to North Balcony of Clubhouse 53 Bldg	11/6/1947	
53-58	Interior Elevations Addition to North Balcony Clubhouse Bldg 53	2/16/1948	
53-59	Ventilating Fans Addition to North Balcony Clubhouses Bldg 53	3/4/1948	
5360	Safety Sign for Pumping Station	12/14/1935	
53-61	Priming Piping For Water Pumps 53 Bldg	3/1/1949	
53-62	Typical Floating Pier Section—Staley Fellowship Boat Club	2/25/1949	
53-63-1	Permanent Walkway for Staley Fellowship Boat Club	4/1/1949	5/2/1949
53-64-1	Staley Fellowship Boat Club—General Arrangement Pumping Station	4/12/1949	4/21/1949
53-65	Plan and Detail of Mens Toilet Entertainment Floor of Pumping Station	1/31/1951	
53-66	Plumbing Layout Mens Toilet Entertainment Floor of Pumping Station	1/31/1951	
53-67	Duct an Fan at Toilets Entertainment Floor of Pumping Station	2/1/1951	
53-68	Revised Floor Plan Entertainment Floor of Pumping Station	2/6/1951	
53-69	Divided Stainless Steel Sink—Pumping Station #53 Building	3/16/1953	
53-70	Proposed Traveling Water Screen for Pumping Station Building No. 53	4/7/1958	
53-71-2	2300 Volt Electrical Lines Under Lake Decatur to Staley Pumping Station 53 Bldg, Plan & Elevations	7/27/1978	12/14/1979
53-72-2	2300 Volt Electrical Lines Under Lake Decatur to Staley Pumping Station 53 Bldg, Plan & Elevations	8/8/1978	12/14/1979
M53-07-1	Protective Panels for Existing Screens Pumping Station	4/7/1978	6/25/1985
M-53-08	New Submersible Pump Raw Water Pumping Station Plan, Elevation and Details	10/9/1979	
M-53-04	Keeper—36" Inlet Valve Pumping Station—53 Bldg	5/24/1955	

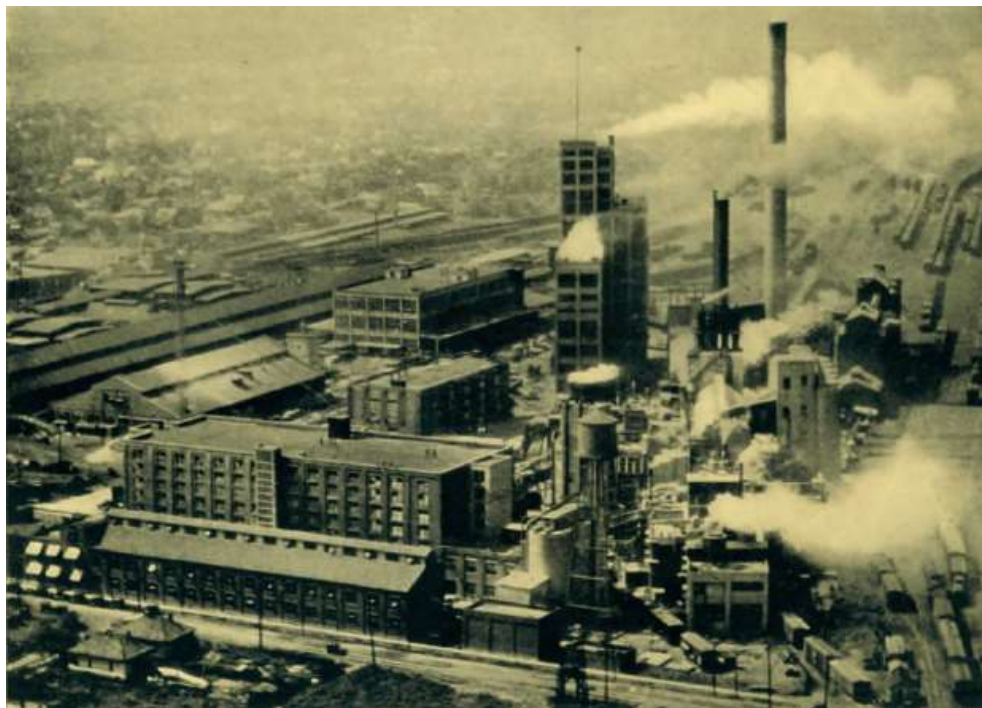
SUPPLEMENTAL MATERIALS

STALEY PUMPING STATION AND CLUB HOUSE  
Lake Decatur, North of U. S. Highway 36  
Decatur  
Macon County  
Illinois

HABS No. IL-1258



**Figure 1. A. E. Staley, founder, president and general manager of the A. E. Manufacturing Company (A. E. Staley Manufacturing Company 1930).**




**Figure 2. Two images of the Staley Manufacturing Company's Decatur plant. (Top) Sanborn map illustrating the plant in 1915, prior to its post-World-War-I expansion (Sanborn Map Company 1915:48). (Bottom) Aerial view of the sprawling facility ca. 1930 (A, E. Staley Manufacturing Company 1930:22).**





**Figure 3. Bird's-eye view of Decatur from the 1920 *City Practical: The Decatur Plan*, showing the city as imagined following the creation of Lake Decatur. The lake was envisioned as having a profound impact on the future development of the community, well beyond just water supply. The impoundment dam for the lake appears at left (West 1920).**

# SANGAMON LAKE



At the foot of Nelson Park, Sangamon Lake will be about three-quarters of a mile wide and fifteen to twenty feet deep. It is only two blocks from East View to Nelson Park and short walk through the park to the lake.



The East End citizens are favored in their close proximity to a charming park and the finest lake in interior Illinois. Boat clubs will be organized and no other part of the City is so happily situated for real sport as the Clokey Additions in East Decatur.

Decatur will be the lake resort for many thousands, and there will no longer be the necessity for summer outings elsewhere.

After a hot day in the factories and places of business, what a relief to boat and have a plunge in the lake!

Old prices prevail on lots in Elson Heights and East View. Want to close out the few remaining lots in short time. Liberty Bonds taken at par. Lots sold on installment plan. Call or phone.

**J. M. CLOKEY**  
414 Wait Building Phone Main 535



There Will be No Hot Days or Sultry Nights in

# Ridge Ideal

—and—

# Lake Beach

Two Beautiful Additions for Summer or Permanent Home Sites on Beautiful Lake Decatur



Note the Fine Beach—the Rolling Knolls and Hills—the Large Natural Forest Trees—Plenty of Shade

Figure 4. The development of Lake Decatur stimulated real estate projects in proximity to it, some of which pre-dated the basin being filled and officially named. Promotional literature, like that two shown here, emphasized the recreational opportunities presented (*Decatur Daily Review*, 29 June 1919, p. 29; *Decatur Herald*, 15 June 1924).



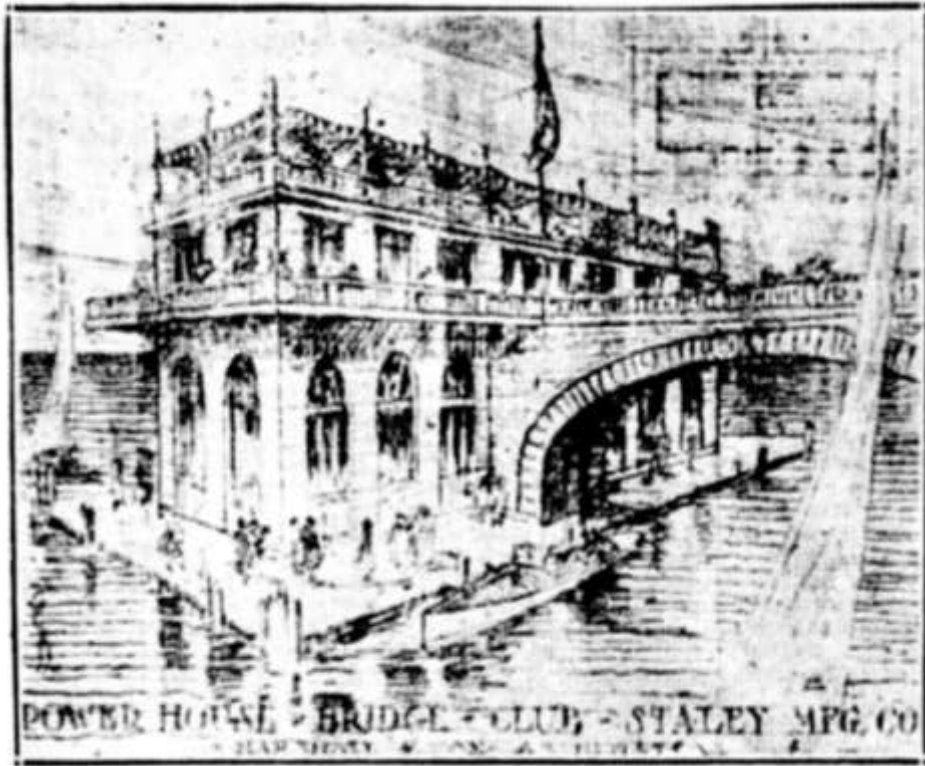
**Figure 5. The two dams constructed in the early 1920s. (Left) May 1921 cover of the *Staley Journal* illustrating Staley’s dam, constructed in 1921 as a temporary structure to supply water to the Staley Pump House prior to completion of the City of Decatur’s dam. This dam was located immediately south of the existing railroad trestle. (Left) August 1920 cover of the *Staley Fellowship Journal* illustrating a depiction of the proposed City of Decatur dam. (Right) The main dam, constructed by the City of Decatur, was located further downstream and not completed until 1922.**





Figure 6. Two covers of the *Staley Journal* emphasizing the recreational activity on the newly created Lake Decatur. (Left) Speed and sail boating (May 1923). (Right) Water skiing (August 1924).





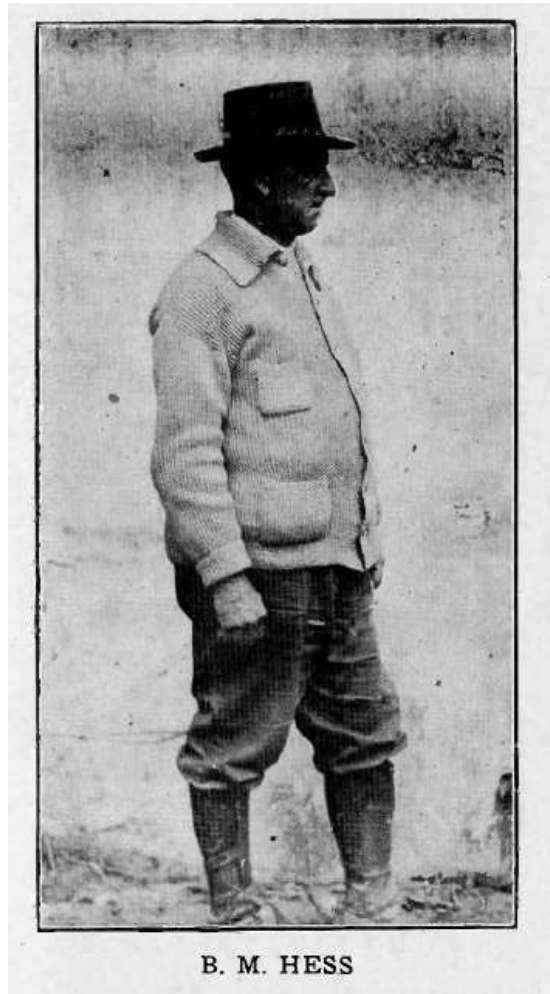
**Figure 7. (Top) A perspective drawing of the Staley Pump House and Club House, published in the *Decatur Herald* on November 1919, which attributes the design of the building to the Chicago architectural firm of Marshall and Fox (*Decatur Herald*, 2 November 1919, p. 9). Another source, however, attributes the concept incorporating an upper-story club into the Pump House design to artist Harry N. Stadler, a Staley Company employee. (Bottom) Stadler produced this close copy of the 1919 perspective drawing for the cover of the May 1920 edition of the *Staley Fellowship Journal*.**



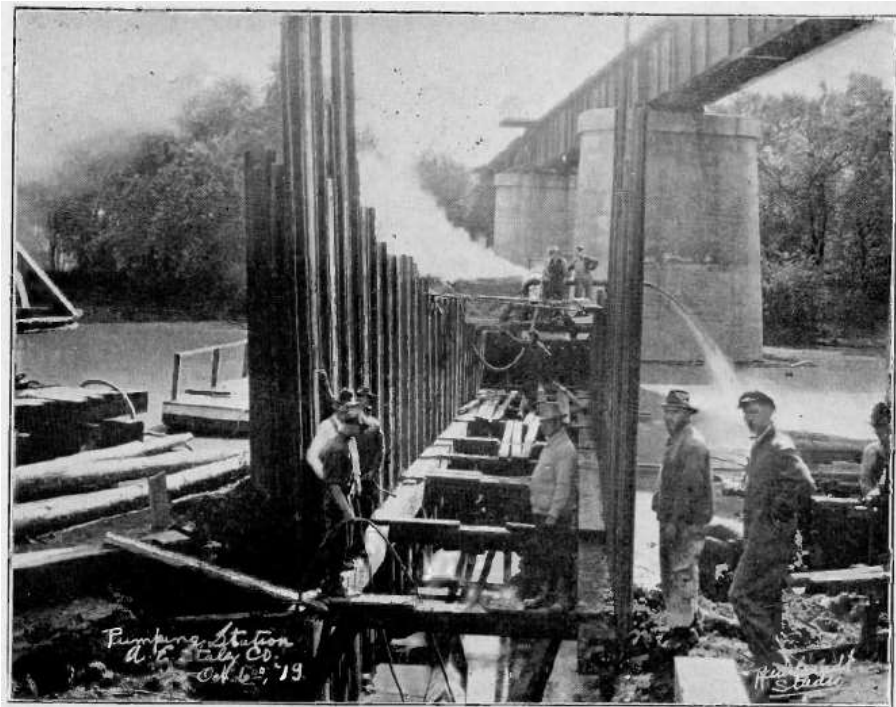
Slim Mullis does not look like an old-timer, but this picture is proof that he is. This was taken back in the old days—1919, in fact—when the pipe line was being laid between the new pumping station at the river, and the plant. Slim, who knows the Staley sewer system better than most men know their alphabet, was in charge of the gang, of which this group in the picture is part. But what makes Slim feel his age is that not a man in the picture, aside from himself, is still at the plant. Slim, by the way, is the man in the center rear with the marvelous cap and big gloves. He always did go in for unusual clothes, for instance, that fur coat he wears now.

**Figure 8. (Top) “Frank Higgins Superintending the construction of the Pumping Station” (Staley Fellowship Journal [October 1919], p. 8). (Bottom) Pipe laying crew photograph from 1919 (Staley Journal [December 1927], p. 36).**

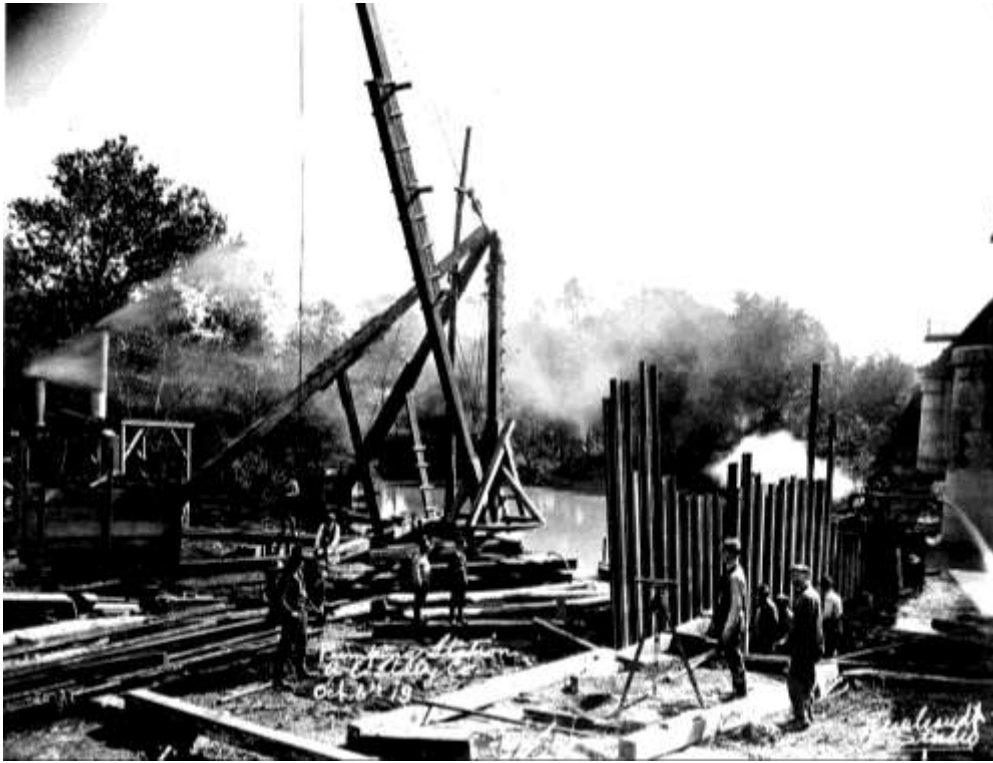




**Figure 9. (Left) B. M. Hess, the man who “has charge of the installation of the Pumping Station and intake at the Sangamon river” (*Staley Fellowship Journal* [November 1919], pp. 16). (Right) “Ben Hess and his crew of ‘Hessians,’ who are building the Pumping Station and Intake” (*Staley Fellowship Journal* [December 1919], p. 5).**



**Figure 10. (Top) Photograph labeled “Pumping Station” and dated March 1920, illustrating work on the intake pipeline and/or water line along Sangamon River (Staley Museum). (Bottom) Photograph Labeled “Pumping Station,” dated October 1919, with caption that read “The coffer dam which permits laying the large intake pipe to the pumping station many feet below the surface of the water” (Staley Fellowship Journal [November 1919], p. 17).**



**Figure 11. Two views of work on the intake pipe to the Pumping Station, both dated 6 October 1919. The bottom image was published as “View of Work on Pumping Station from the I. C. Tracks” (Staley Museum; *Staley Fellowship Journal* [November 1919], p. 14).**



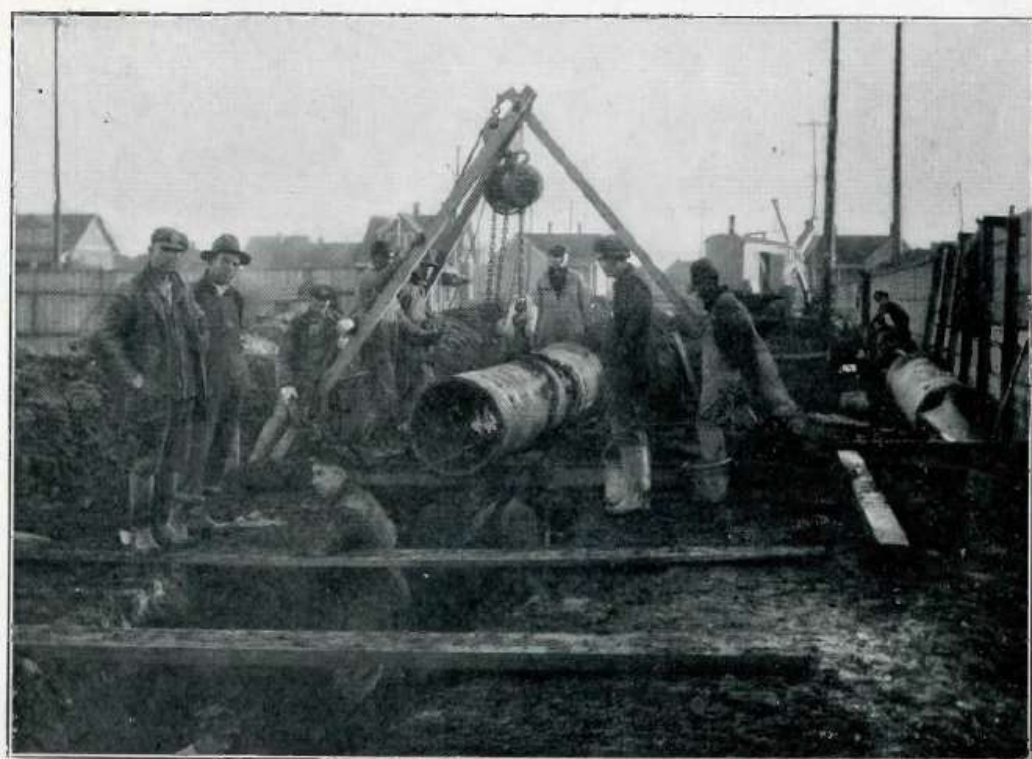


Figure 12. (Top) “Robinett and his affinity, the steam shovel, which digs the ditch for the water main from the river” (*Staley Fellowship Journal* [December 1919], p. 3). (Bottom) “Laying the water main from the new pumping station. The quiet, mild appearing gentleman on the left is Zeke Coover, a caulking (corking) expert” (*Staley Fellowship Journal* [December 1919], p. 3).

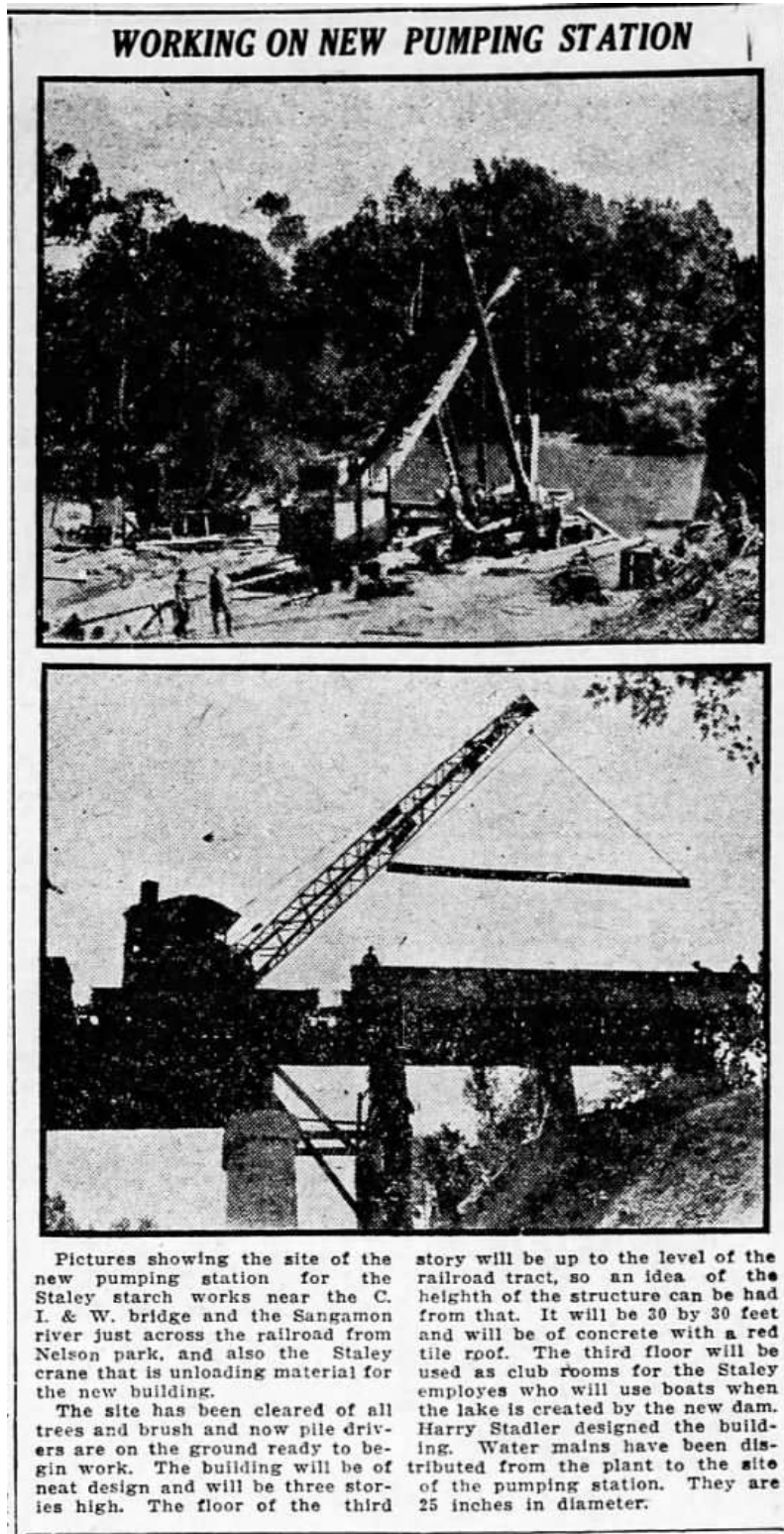


Figure 13. "Working on New Pumping Station" (*Decatur Herald*, 28 September 1919, p. 24).



**Figure 14.** Photograph labeled “Pumping Station” and dated October 1919. It was published with a caption that read: “Water will cover the foreground and surround the Pumping Station which will be situated where the shed now stands” (*Staley Fellowship Journal* [November 1919], p. 15).



## WORK DAY AND NIGHT ON DAM SAYS STALEY

**Winter Weather Does Not  
Stop Construction of  
Big Pumping Station**

**GROUND IS WARMED**

Arrangements are being made to work on the temporary dam below the C. I. & W. bridge day and night in order to rush the structure through to completion. The organization for this work is now being assembled. Material is already on the ground, and it will be only a short time until all the necessary machinery is there ready to hammer the long sheet steel piling into the ground to form the structure of the dam.

**River Work Interesting.**  
The river work of the Staley Mfg. Co. at the C. I. & W. bridge is as interesting as the big construction projects that are going on in the yard of the Staley plant at East Decatur. The underground work at the intake plant is about completed, and there remains now only the construction of the building to house the pumping machinery. The intake is in the river, and now the work is centered on the spot where the pumping station will be located, just west of the river and on the north side of the C. I. & W. railroad tracks. Rows of sheet steel piling are still in the

## ACTIVITY ON SITE OF TEMPORARY DAM



Progress upon the Staley pumping station is shown in the view above. The intake pipe for the pumping station is laid between the two parallel lines of steel piling in the right foreground. The steam shovel shown is engaged in excavating the basement of the structure. The rows of steel piling protecting the intake suggest the appearance of the temporary dam, which will be constructed of two rows of this piling with the space between filled with rocks. Pile drivers, derricks, and shovels used in construction of the pumping plant will be moved to the south side of the railway bridge within a few days and will be used in construction of the dam.

**DYED HER BLOUSE,  
SKIRT AND A COAT**

**"Diamond Dyes" Turned Faded,  
Shabby Apparel Into New.**

Don't worry about perfect results. The "Diamond Dyes" guaranteed to give a new, rich, fadeless color to any fabric, whether it be wool, silk, linen, cotton or mixed goods—dresses, houses, stockings, skirts, children's coats, leathers, draperies, coverings.

The Direction Book with each package tells so plainly how to diamond dye over any color that you can not make a mistake.

To match any material, have druggist show you "Diamond Dye" Color Card.



ground where they served as a coffer-dam while the pipes were being laid. **Dynamite is Used.**

Winter weather does not postpone the work at the river. Where the ground is frozen a few charges of dynamite are shot to assist in excavating the frozen course. After that, if the ground is still hard, a steam pipe is run into the ground to warm it up and make excavating easier. A steam shovel, with an unusually long arm, is used to excavate at the river. Another steam shovel serves as a ditcher for the gang that is laying the 24-inch water mains from the Staley plant to the pumping station. It has about completed its task. When it is considered that the Staley company is putting in a 26 inch intake pipe and laying a 24 inch main from the plant to the river, compared to the same size of main which the city has out of its pumping station, the magnitude of that work is more easily appreciated.

**Same Organization.**

The same organization that is putting in the intake, will work on the temporary dam, supplemented by as many others as possible to expedite the work.

At the left is the site for the temporary dam, which is to be in the form of a V, the point of which will reach approximately to the little island. The ends will extend forward on either side to the embankments of the C. I. & W. railroad bridge, from which the photograph was taken.

Actual work upon the dam began last Wednesday morning when the workers, with the teams shown at the right, began hauling sheet steel piling into position on the banks of the river.

**FIRE DEPARTMENT**

Figure 15. "Work Day and Night on Dam Says Staley" (*Decatur Herald*, 7 March 1920, p. 17).



**Figure 16. (Top) “Pouring Concrete for the Foundation of the Pumping Station.” (Bottom) Photograph dated March 1920, and with published caption that read: “The River’s Rise of 8 Feet Completely Flooded the Site of the Pumping Station” (Staley Fellowship Journal [April 1920], pp. 2, 16).**



**Figure 17. Two photographs of work at the Pumping Station (*Staley Fellowship Journal* [April 1920], pp. 11, 17). (Top) “Showing the Steam Shovel Near the End of the Job of Digging the Ditch from the Plant to the Pumping Station.” (Bottom) “Beginning the Construction of Staleys Temporary Dam.” The temporary dam was located immediately to the south of, on opposite side of, the railroad trestle.**

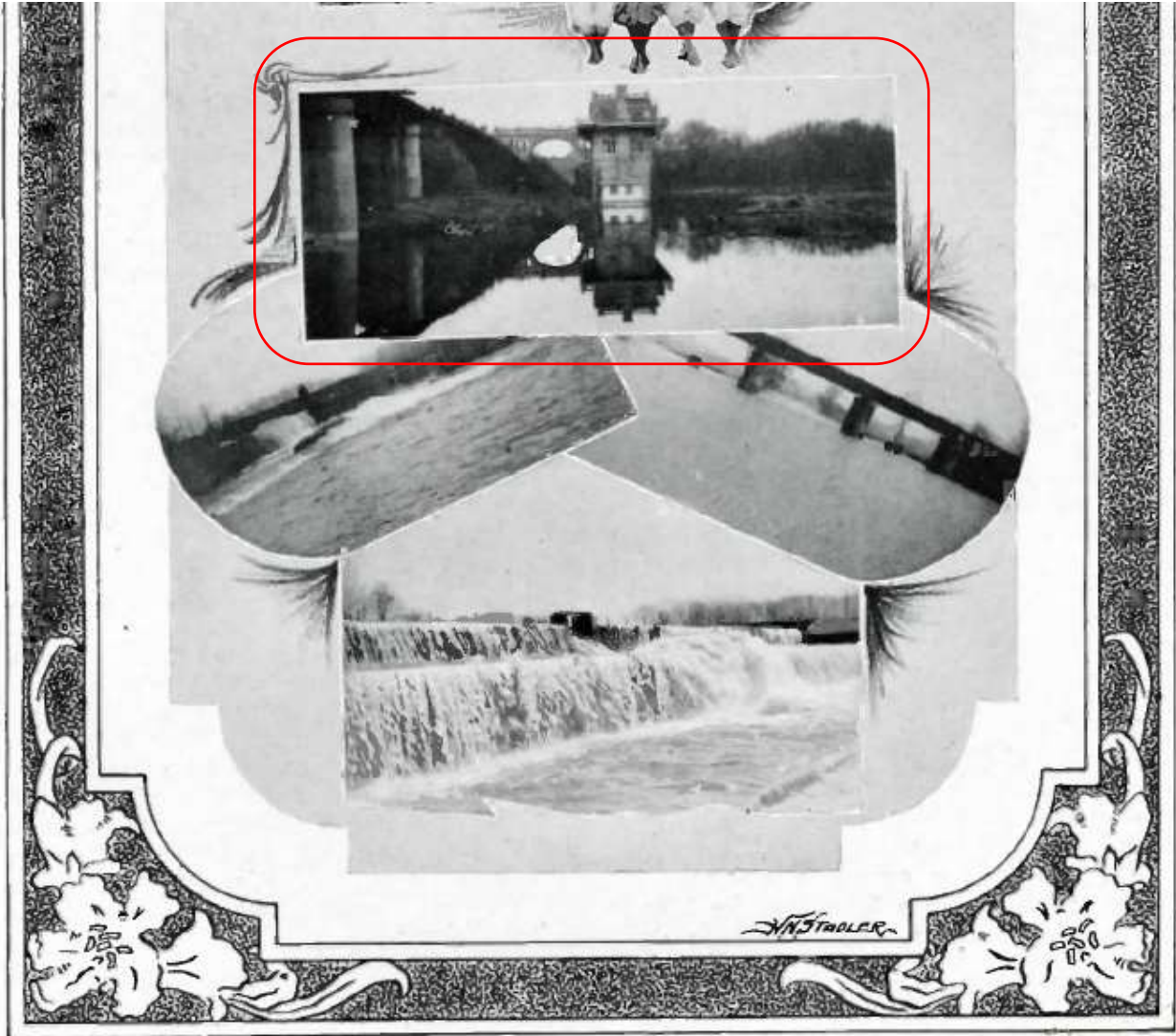




**Figure 18.** (Top) “A winter scene along the banks of the Sangamon” (*Staley Fellowship Journal* [February 1920], p. 5). (Bottom) “Driving the last sheet of steel bulkhead for the 36-inch intake from the river” (*Staley Fellowship Journal* [February 1920], p. 9).

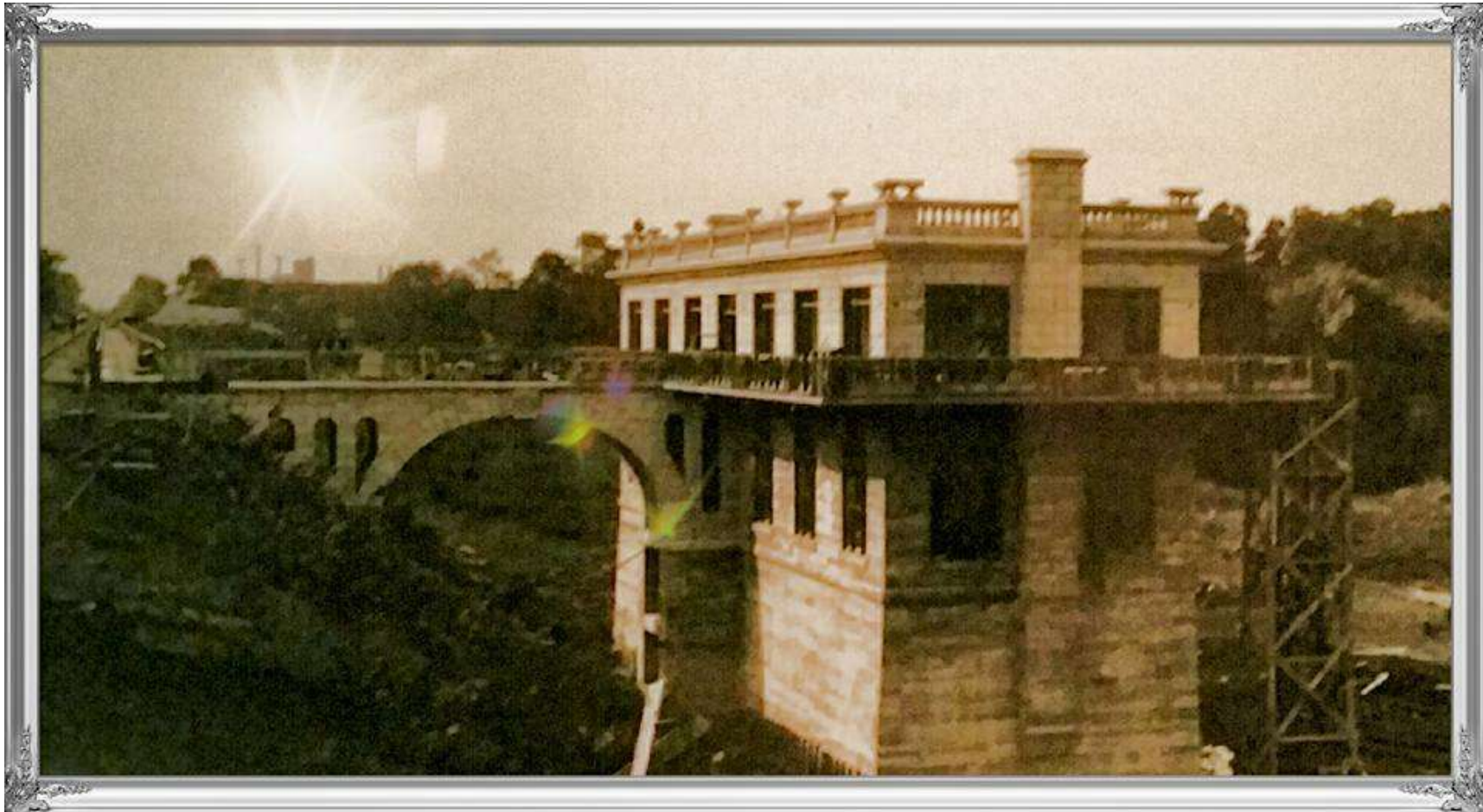


**Figure 19. (Top) “The pumping station has finally crept this far above the surface of the ground” (*Staley Fellowship Journal* [July 1920], p. 8). This photograph illustrates the scaffolding and wooden forms in place for the pouring of the concrete walls. (Bottom) “The Pumping Station which is rapidly nearing completion.” Southwest view of the building as illustrated in the October 1920 edition of the *Staley Fellowship Journal* ([October 1920, p.23; Staley Museum). The balustrade around the balcony had yet to be installed at this point. The opening in the roof-line balustrade marks the point to which the exterior stairway was aligned.**



**Figure 20.** Although reproduced poorly at a small scale, this is a rather unique image of the Staley Pumping Station and Club House prior to the filling of Lake Decatur. Also illustrated are the railroad trestle and temporary impoundment dam (*Staley Fellowship Journal* [March 1921], p. 15).





**Figure 21. View of the Staley Pumping Station and Club House taken towards the end of its construction, ca. Fall 1920 [pre-October 1920] (Staley Museum). The view is looking northwest showing the balcony and bridge balustrades nearly completed. Note the scaffolding and/or lift is still in place along the north side of the structure. [It is unfortunate that the January and February 1921 issues of the *Staley Journal* are not available, as these are critical months in the construction of this structure.]**



# ***STALEY PUMPING PLANT A WONDER TO VISITORS***

***Unique in Construction, Handsome in Appearance,  
Novel Pleasure Features, a Marvel  
for Compactness***

It is doubtful if many people in Decatur realize the magnitude of the Staley dam and pumping station. The building of such a plant would be a formidable undertaking for a municipality such as the City of Decatur; We would have had to have an election, a bond issue and long drawn out legal and technical procedure.

#### **MONEY ABSORBER**

Staley's have gone ahead and built it. There has been no fuss about it. It has been a tremendous money absorbing proposition. The city has not been asked for any thing except for some water impounding privileges which are necessary to the city water impounding project and are incidentally necessary to the Staley project.

#### **PUMPING WATER**

The pumping plant is practically finished and is actually in operation.

cornice will be visible from a great distance.

An arched concrete bridge springs from the level of the club room floor across to the tracks of the C. I and W. railroad. The arches permit vessels to be sailed between the building and the railroad embankment. A walk leads along the railroad embankment several hundred yards to a parking place for automobiles which has been made against the river bluff. This was made by widening the railroad cut and extending the fill. This automobile terminus will be reached by a roadway from the tracks on a level a little farther to the west.

#### **ABOUT FINISHED.**

The building is now practically finished. Workmen are now putting up the forms for the concrete balustrade which will enclose the roof

Figure 22. "Staley Pumping Plant A Wonder To Visitors" (*Decatur Review*, 25 July 1920, p. 4).



**Figure 23. (Top) Photograph of the Staley Pumping Station and Club House, illustrating the filling of the impoundment. Original picture, as published in article discussing the Staley Company's annual picnic, with pictures of Nelson Park and captioned "Down this walk to the Staley Club House for the Dance. Please Shine, Mr. Moon." *Staley Journal* [September 1921], p. 7; Staley Museum). (Bottom) The Pumping Station and Club House, as seen early in February 1921. The pilings seen around the perimeter of the building were intended to hold in place a floating dock that was not, as yet, installed. The level of the lake was quite low when this photograph was taken, in February 1921 (*Staley Journal* [March 1921], p. 8).**



**Figure 24. Group of dignitaries standing on the bridge and balcony at the Club House. Eric Lutz (16 April 2014) notes that “The picture with the group of men in front of the clubhouse must be from the club's initial opening. The man wearing the cap and black suit is (I think) the plant's original General Superintendent, George Chamberlain. To the right, with his hand in his pocket and a straw boater in the other, is a very young A. E. Staley, Jr. (aka Gus)” (<http://picture.decatour.blogspot.com/2013/12/staley-club-house-pumphouse.html>). Note the treatment of the entrance door, and the lack of the Classical details illustrated in the earlier construction drawings.**



RAILWAY OFFICIALS GUESTS OF TRANSPORTATION CLUB AT STALEY CLUB HOUSE

Figure 25. Many dignitaries visited the Staley Pumping Station and Club House early in 1922, shortly after the club house opened. (Top) “Our Visitors. A few members of the Illinois Society of Engineers who visited the pumping station last month.” (*Staley Journal*, [March 1922], p. 25). (Bottom) View of Railway Officials, guests of the Transportation Club of Decatur at the Staley Club House, early March 1922 (*Staley Journal* [April 1922], pp. 21-22). The original photograph is on display, Staley Museum. Note that the west chimney flue appears to have an extended metal flue, whereas the eastern one does not. This was prior to the installation of the canopy.



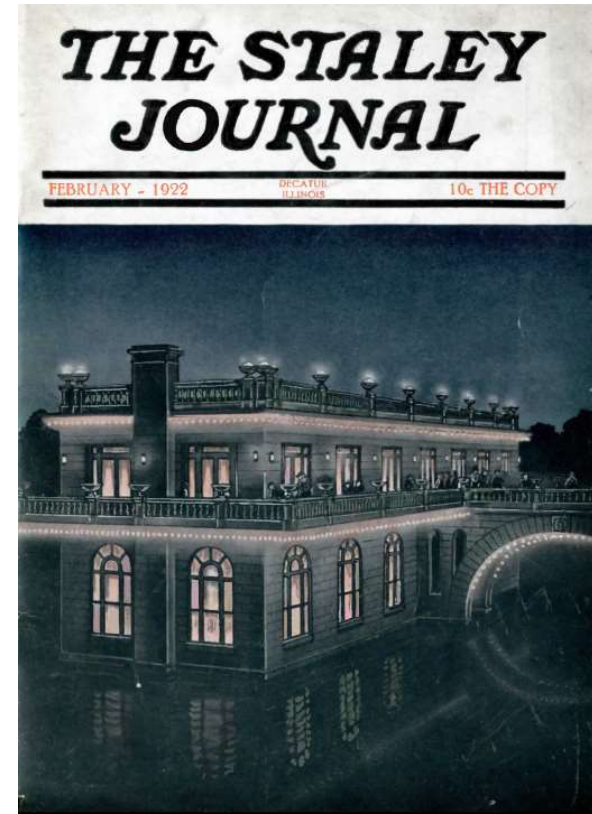


Figure 26. Early 1922 illustration of the Staley Pump House and Club House in all of its glory, shortly after its opening. Note the use of the electrical lights outlining the balcony, cornice, and arch of the entrance bridge, as well as the torch lights on top of the decorative pedestal urns on the roof level balustrade (*Staley Journal*, February 1922, Cover).



**Figure 27. Two historic views of the Staley Pump House and Club House. (Top) Postcard image of the recently completed building, with lake fully inundated (ca. 1921-22). Note that this image does not depict the floating dock around the base of the building (<http://picture.decatour.blogspot.com/2013/12/staley-club-house-pumphouse.html>). This appears to represent an early “photo-shopped” image, with the addition of the water. (Bottom) Undated “framed” photograph of the building looking west from the railroad bridge. This image may date from the early 1920s (Staley Museum).**



**Figure 28. (Top) Boardwalk under construction (Staley Museum). (Middle and Bottom) Photographs taken in 1921 looking down the boardwalk leading to the Staley Club House, which appears in the distance (*Staley Journal* [June 1921], pp. 1, 8). Note the slight difference in construction, with the use of diagonal corner blocks in the top photograph.**

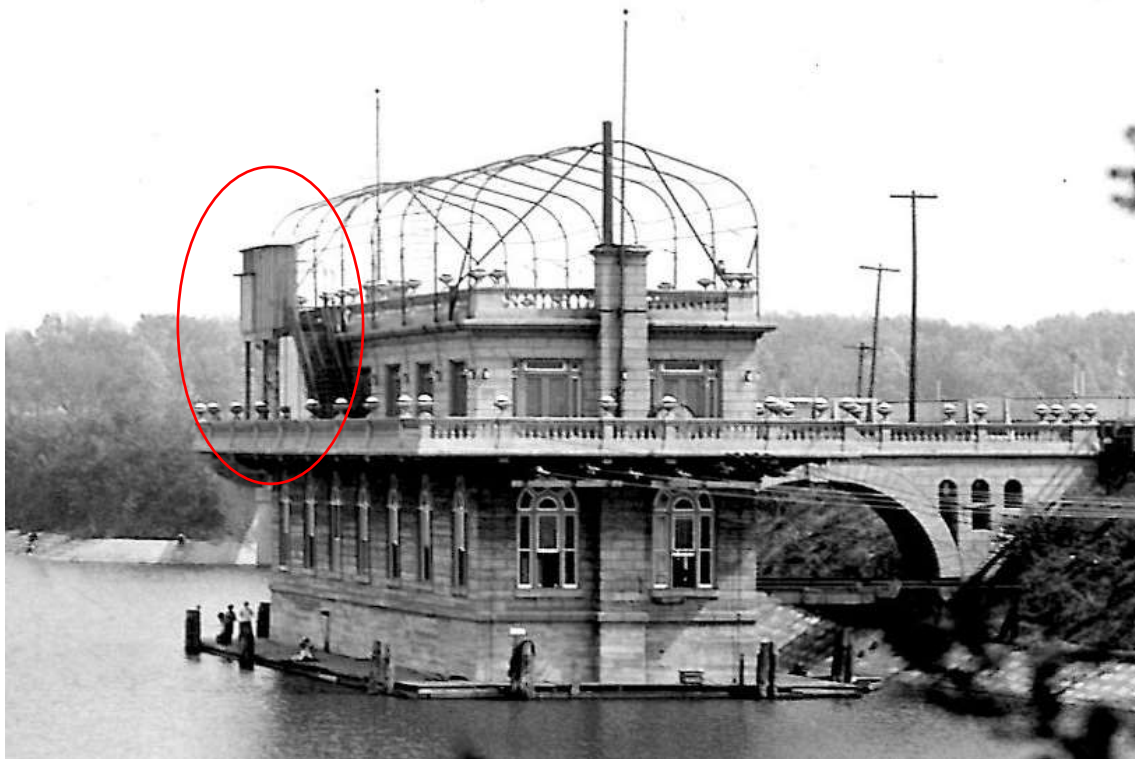
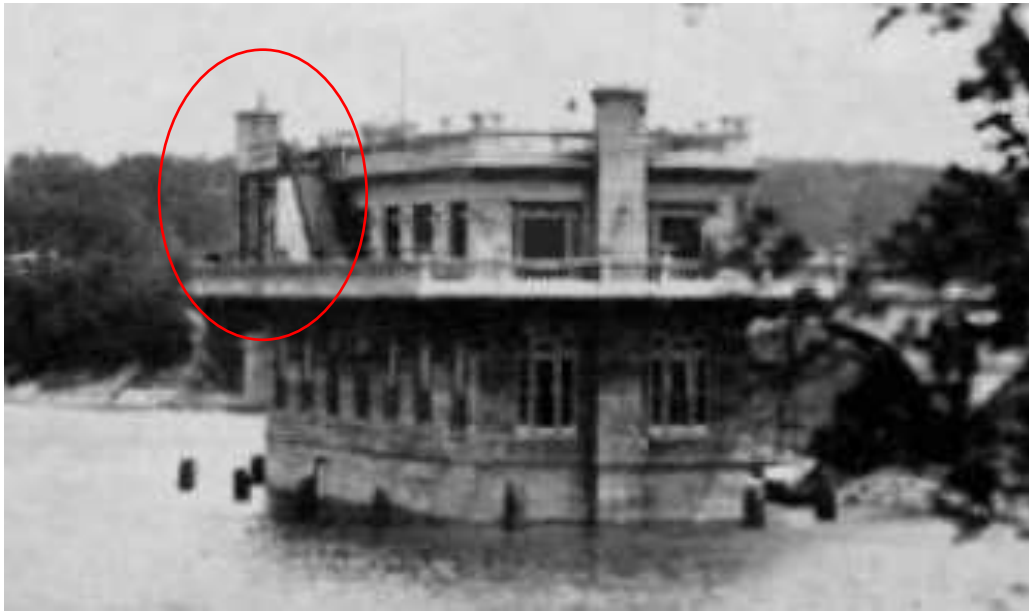




**Figure 29. (Top) View from ca. 1922 illustrating the Pumping Station and recently flooded reservoir of Lake Decatur. This is the image from which the previous postcard was created. (Bottom) Undated, pre-1930 view looking northeast. Note the presence of the floating dock, with dinghies and canoes tied up. By this date, a lower-level frame bridge had been constructed beneath the balcony-level bridge for accessing the floating docks. The frame bridge appears in both of these images. Also note that the boardwalk, bridge deck, and level of tracks are all near the same level or elevation. At some point [post 1960?], the rail grade was raised in height (<http://picturedecatour.blogspot.com/2013/12/staley-club-house-pumphouse.html>).**



**Figure 30. (Top) Picture similar to one published in *Staley Journal* in 1923 (Coyle 1923:4). (Bottom) Ca. 1928 view looking northwest. This image shows the framework for the roof-top canopy, as well as the frame of the boat shelter on the south (or landward) side of the building. The canopy and boat shelter were installed in late 1923, or perhaps the following year.**



**Figure 31. Pre- and Post-Canopy details of a small frame structure located at the northeast corner of the Roof Level. This small structure was accessed from the stair landing located at the Roof Level. (Top) Detail of a 1923 photograph showing the north and west elevations of the Staley Pumping Station and Club House (Coyle 1923:4). (Bottom) Detail of undated photograph (Staley Museum). Although the function of the structure adjacent to the top of the stairway is not known, it probably functioned as a “bathroom” for use by guests on the roof deck.**

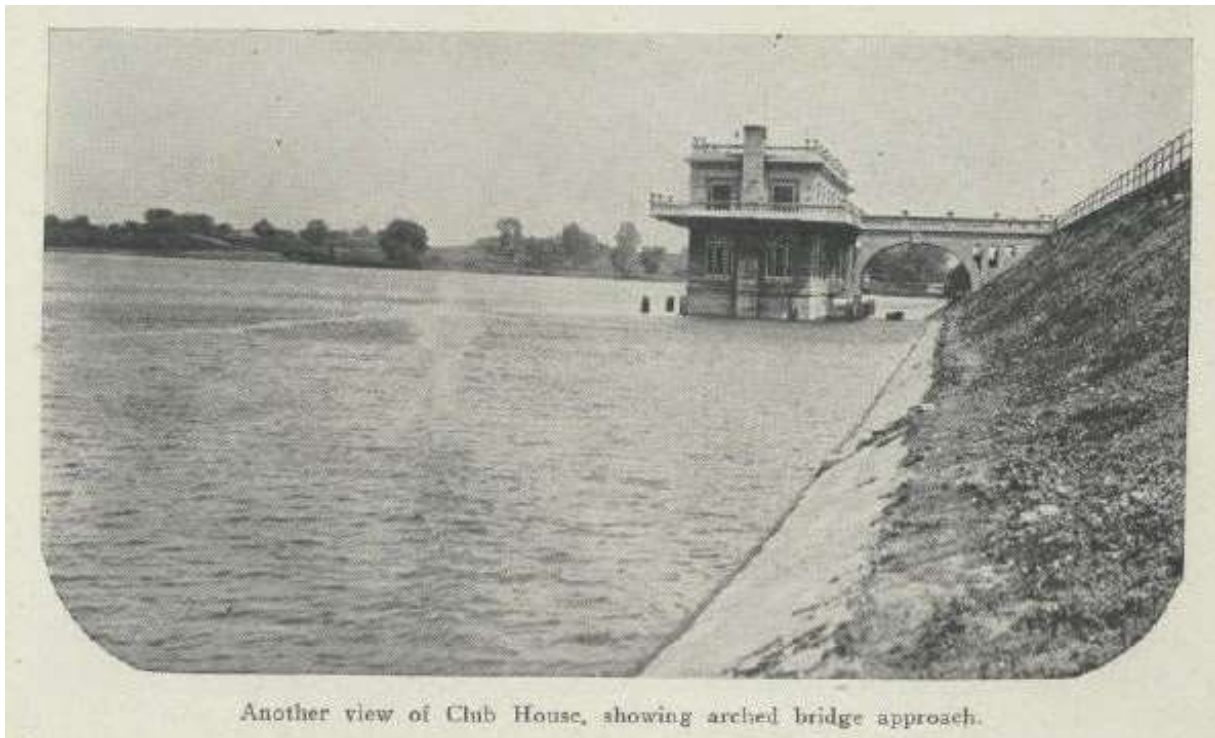


**Figure 32. (Top) View showing the pre-canopy, frame structure located at northeast corner of the Roof Level. Note what appears to be a boxed vent along the west side of this structure (Staley Museum). (Bottom) Post-canopy frame structure located immediately east of the stair landing, after storm damage (Staley Museum). This small, frame structure had two doors (presumably accessing separate men's and women's toilets), and was accessed from the adjacent stair landing. By this time, a frame screen had been constructed on the lake-side of the enlarged landing, partially covering the smaller structure and protecting it from the lake-side winds. This structure probably represents side-by-side toilets (or "privies") with a protective frame canopy.**



**Figure 33. Ca. 1928 image of the Staley Pumping Station and Club House, looking northeast (Staley Museum). Note the presence of the canopy, with chimney flue extension only on the west chimney. This would suggest that the east fireplace was not used as much as the west one. The frame canopy is present over the two side-by-side privies present along the north side of the building, adjacent to the steps at the northeast corner of the structure.**





**Figure 34. Two views of the Staley Pumping Station and Club House in 1923. (Top) As published in Coyle (1923:7). (Bottom) Original photograph used for companion figure in Coyle (1923:6), and labeled “Club House Roof from which is afforded an excellent view of the lake. Moonlight dances and moving picture shows are held here” (Staley Museum). The bottom photograph provides a rare view of the Club House roof. Note small frame structure adjacent to stairs attached to the roof at far end (north side of building).**



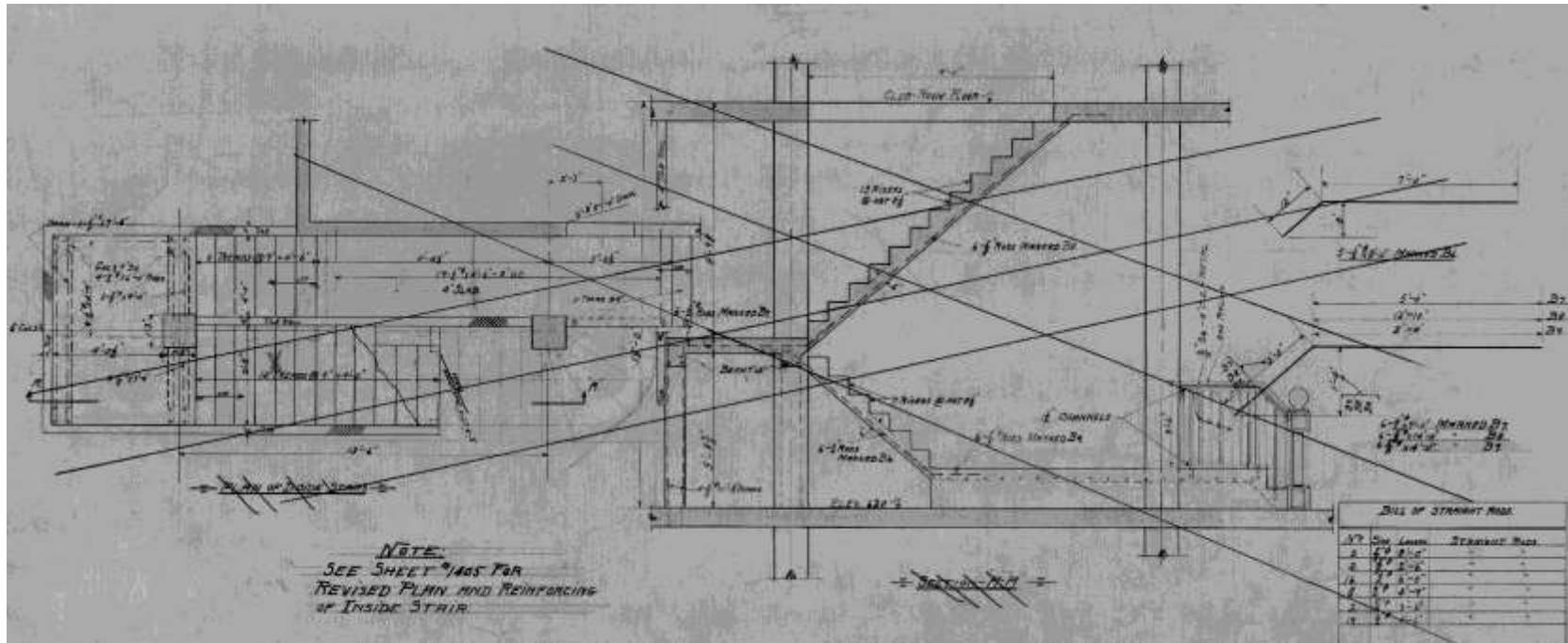


Figure 35. Stair details from *Pumping Station Pedestal and Inside Stair Details* (AES, Drawing No. 5322, 29 June 1920). As originally designed, the stairs began at the Entertainment Level from the east end of the stair opening, integrated a landing into its design, and had a short run of curved steps at the base.

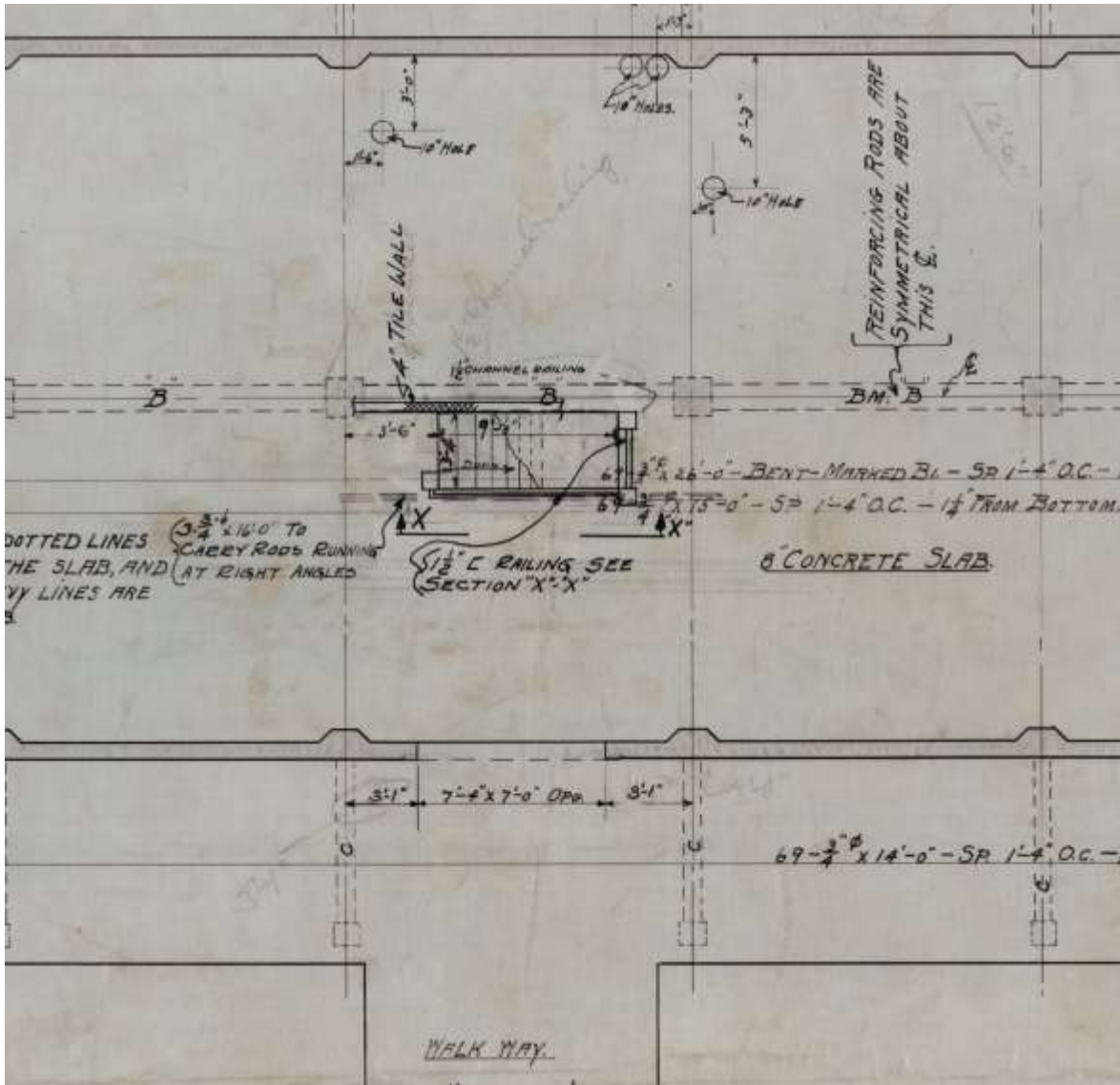


Figure 36. Detail of Pumping Station, Club-Room Plan and Details (AES, Drawing No. 5311, 29 June 1920). This plan illustrates the redesigned stairway to the Pump Floor. These stairs, which were reversed from their original configuration, were a straight run without landing that began on the west side of the stair opening.

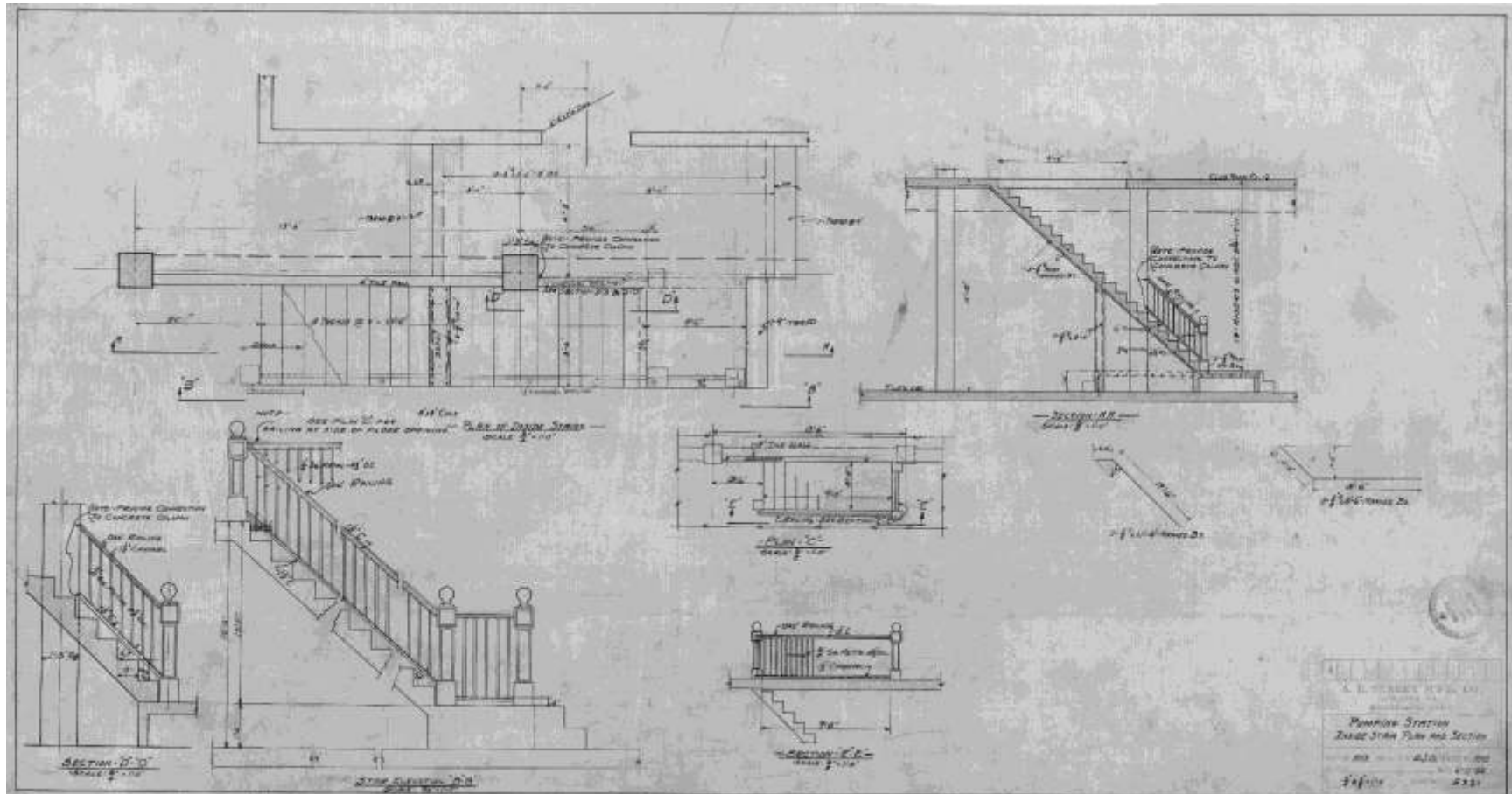


Figure 37. Pumping Station, Inside Stair Plan and Section (AES, Drawing No. 5321, 11 June 1920; see also Drawing No. 4345 for sectional view). This image depicts the redesigned, as-built stairs.

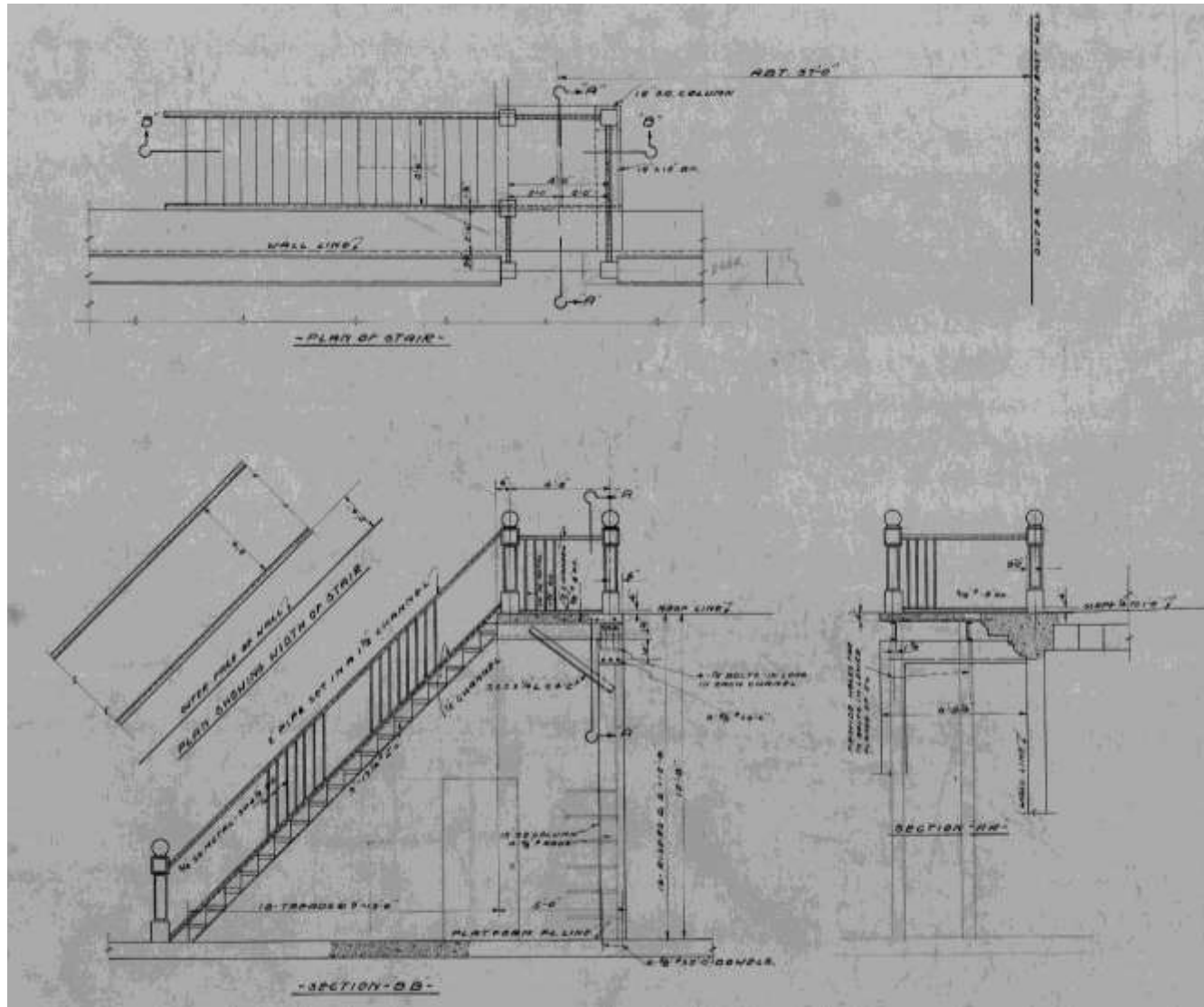


Figure 38. Detail of Pumping Station, Stair From Balcony To Roof (AES, Drawing No. 5315, 21 July 1920).

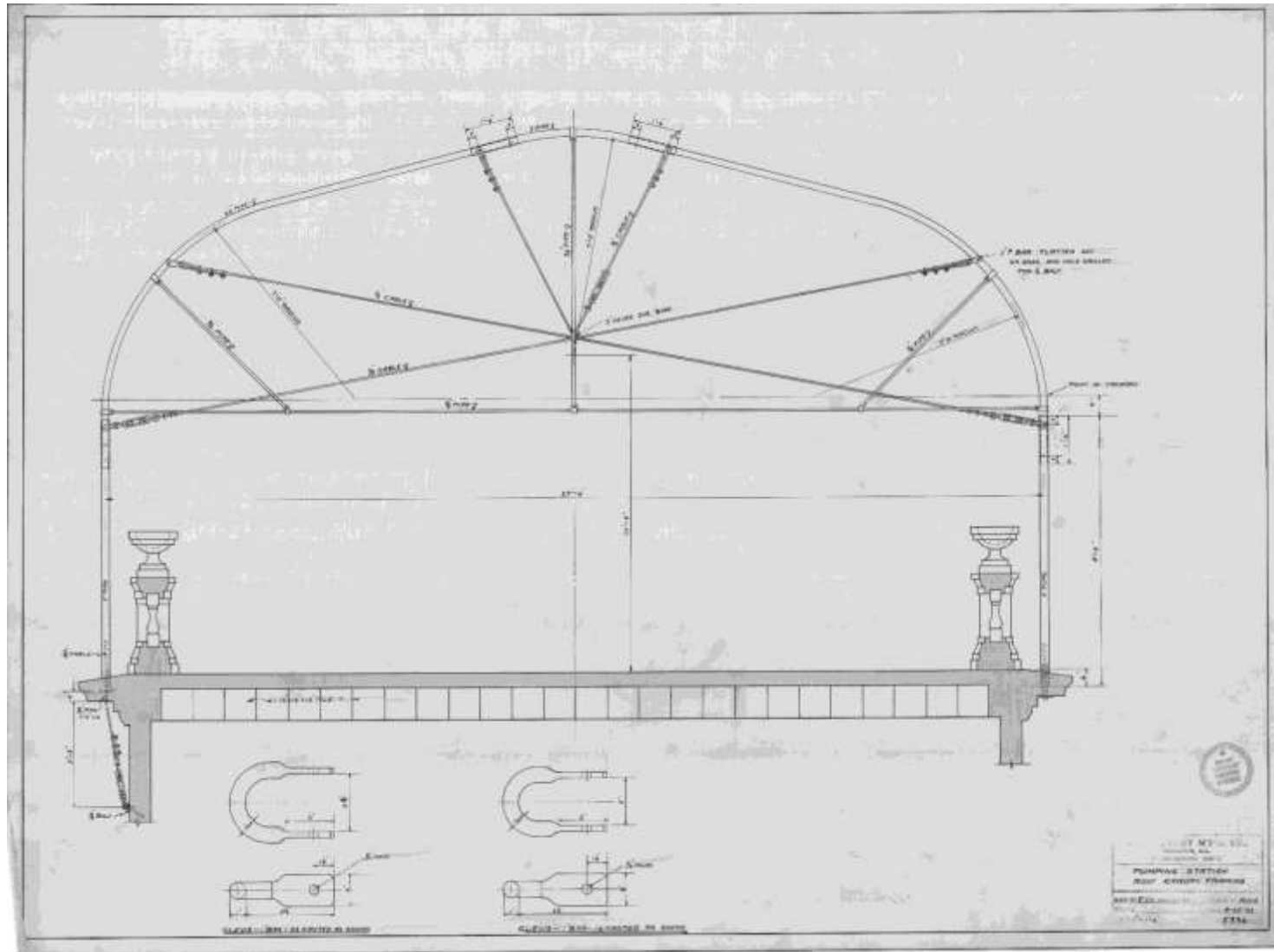


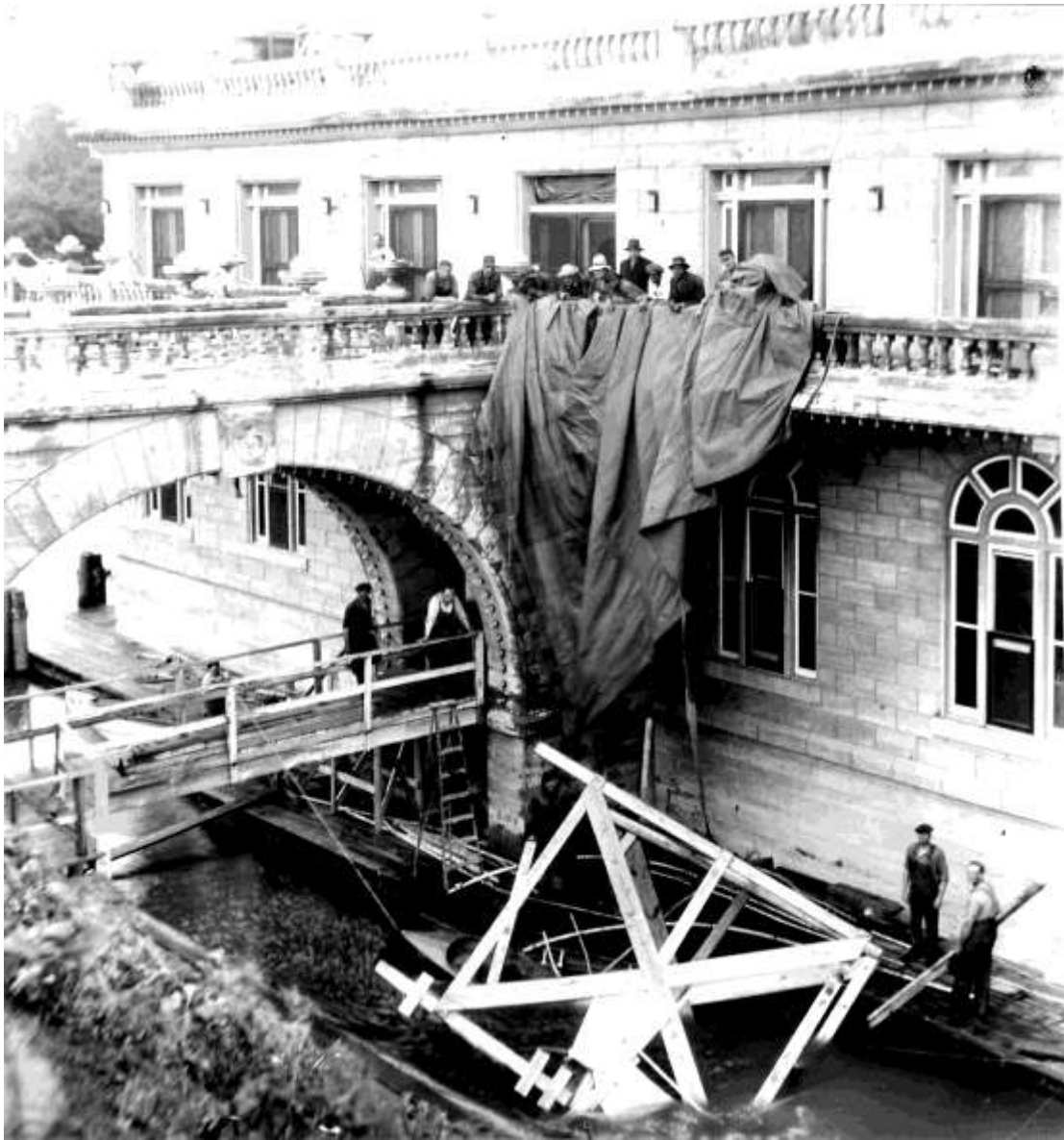
Figure 39. Pumping Station Roof Canopy Framing (AES, Drawing No. 5536, 25 August 1923).







**Figure 41. View of Roof Level illustrating storm damaged canopy and a couple of lamp globes (looking east). Note frame toilet structure at the far end, adjacent to the stair landing (Undated [ca. 1929] photograph; Staley Museum).**



**Figure 42. Undated photograph [ca. 1929], Staley Pumping Station and Club House, illustrating storm damage. A frame structure, canopy frame and canvas covering—all ended up in the lake below, landing partially on small boat in lake below. Several torch light globes and windows were broken (Staley Museum). Archival references suggest that the Roof Level was no longer used in ca. 1929, suggesting that this storm may date to that time period and that the canopy simply was not rebuilt.**



The ball room of the club house with its artistic hangings and furniture. The fireplace may be seen at the back and decorations for the New Year's party are up.



Another picture of the ball room with some of the New Year's dancers on the floor.

**Figure 43. Interior views of the Staley Club House, grand opening celebration (*Staley Journal* [February 1922], pp. 7-8).**



**Figure 44. Dinner celebrations at the Staley Club House. (Top) Undated and unidentified group picture presumably published in the *Staley Journal* (Staley Museum). (Bottom) Commerce Commission dinner (*Staley Journal* [August 1924], p. 6; Staley Museum).**



**Figure 45. Two views of the Staley Club House interior in the 1920s. (Top) Original photograph of New Year's Eve celebration, published in *Staley Journal* ([February 1924], p. 29). (Bottom) Undated photograph (Staley Museum).**





The grill room was very pretty on New Year's eve with its decorations of silver holly and its new furnishings. Bouquets of Ward roses were used on the tables.

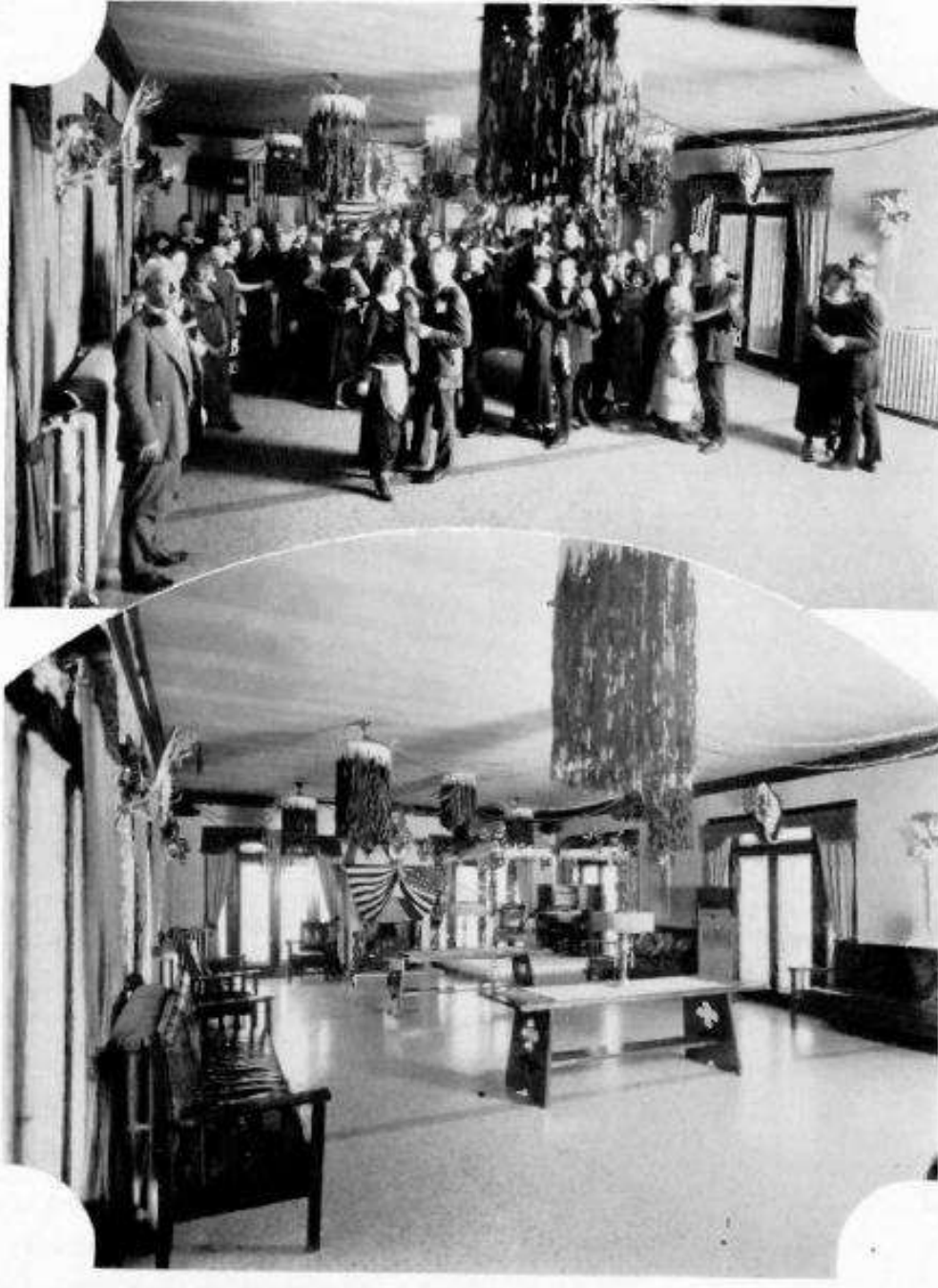


The eight tables in the grill room were filled twice for the fine dinner served preceding the dances.

**Figure 46. Interior views of the Staley Club House, grand opening celebration (*Staley Journal* [February 1922], p.9). Top view was republished in Coyle (1923:11).**



### Club House New Year's Eve



**Figure 47. New Year's Eve celebration, February 1923 (*Staley Journal* [February 1924], p. 24). The Club House was a bit small for the celebration, as furniture had to be moved out of the room for the dance, and the kitchen had two "seatings" for dinner in the banquet room prior to the dance.**

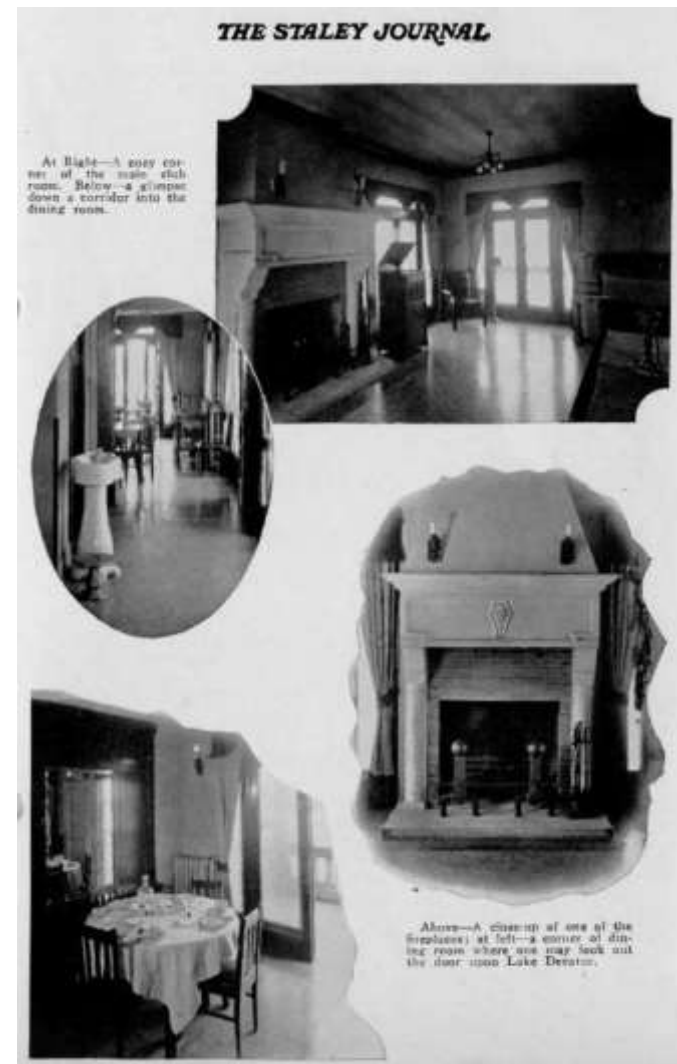
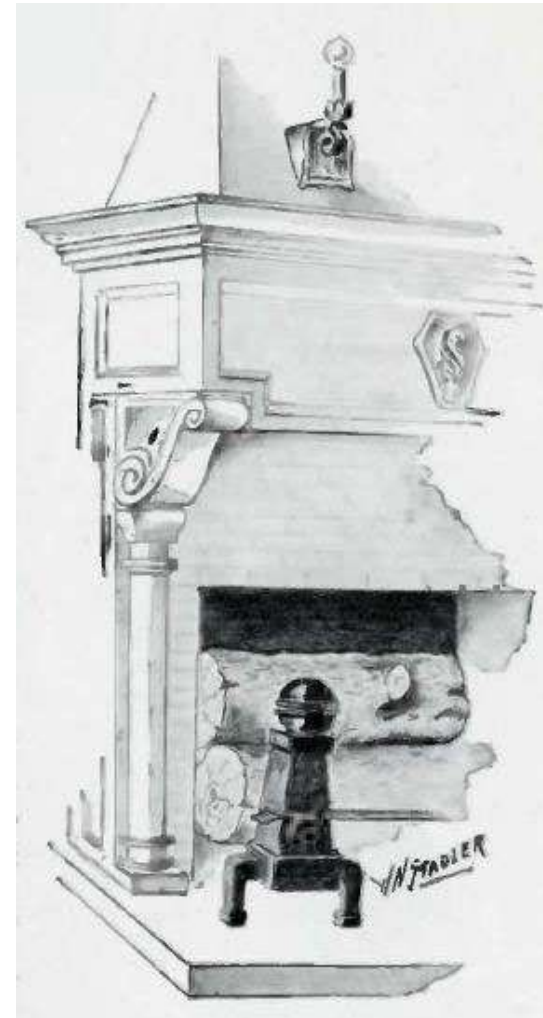


Figure 48. Details of the interior of the Staley Fellowship Club House (Coyle 1923:8-9). Note the cast iron, pedestal-style water fountain in the hallway between the two large rooms.



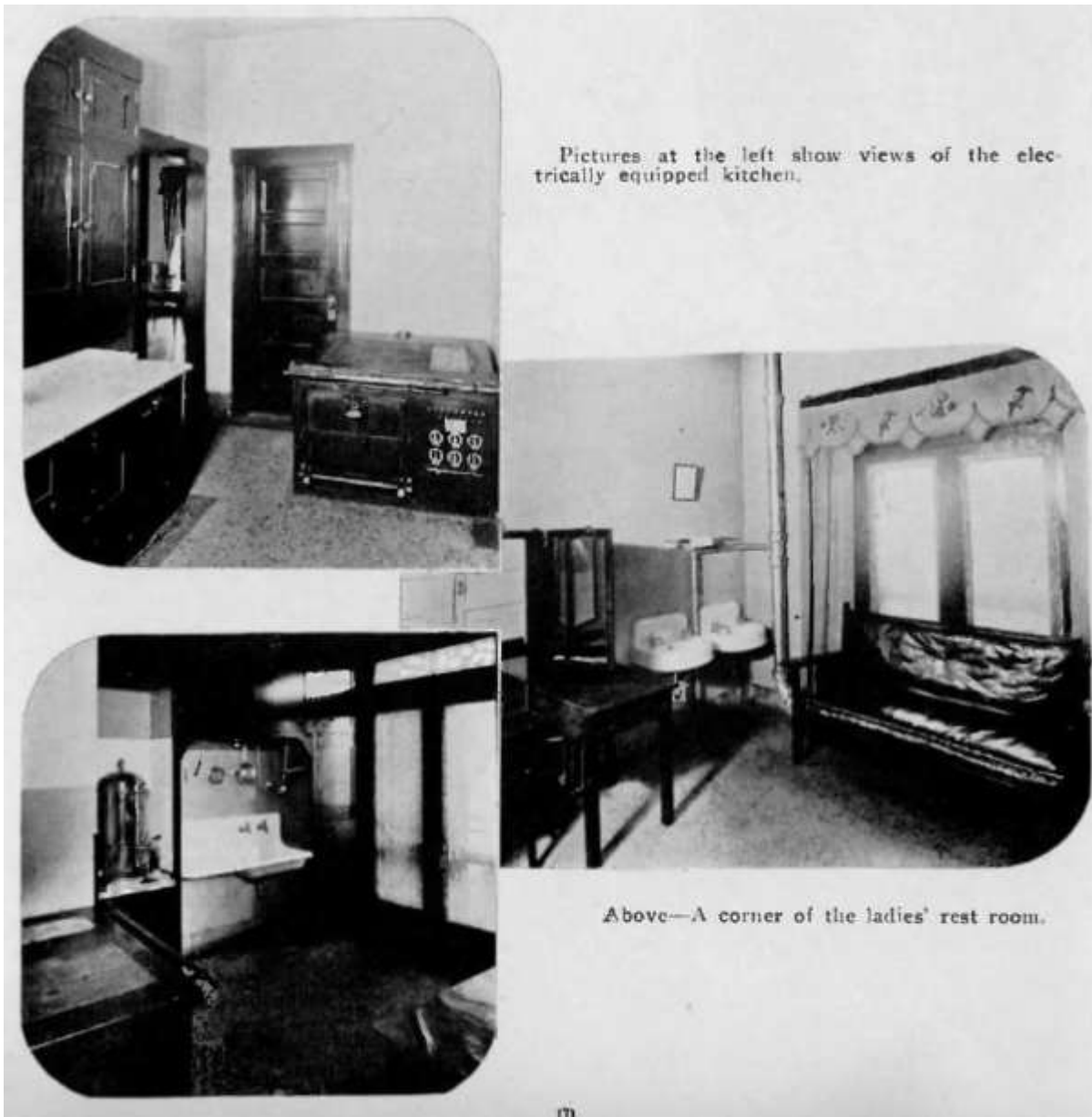
**Figure 49. Two original photographs of the Club Room, originally published in Coyle (1923:8-9) (Staley Museum).**



**Figure 50. (Left) Photograph of one of Club House fireplaces, originally published in Coyle (1923:8-9) (Staley Museum). (Right) Line drawing of fireplace (*Staley Journal* [February 1922], p 11). Note the electric sconces above the mantle.**



Figure 51. (Left) Line drawing of Mission-style arm chair and floor lamp in use at the Staley Club House (*Staley Journal* [February 1922], p 11). (Right) Photograph, originally published in Coyle (1923:8-9) (Staley Museum).



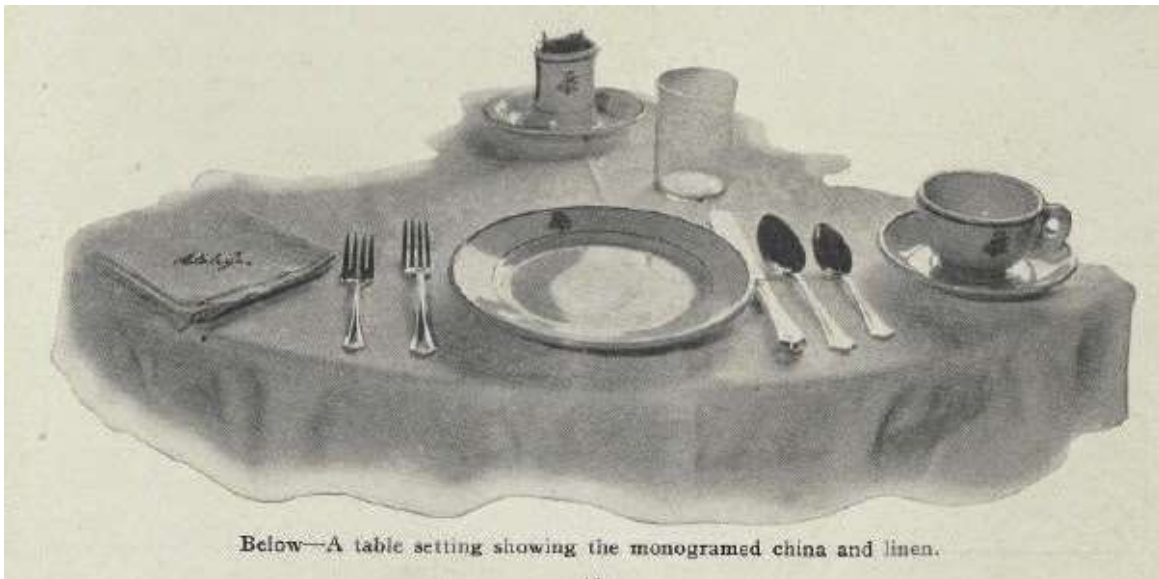
**Figure 52. Details of the interior of the Staley Fellowship Club House (Coyle 1923:10). One of the characteristics of the Club House was the all-electric kitchen, complete with an electric kitchen range. In the middle 1940s, this kitchen was dramatically expanded and remodeled.**



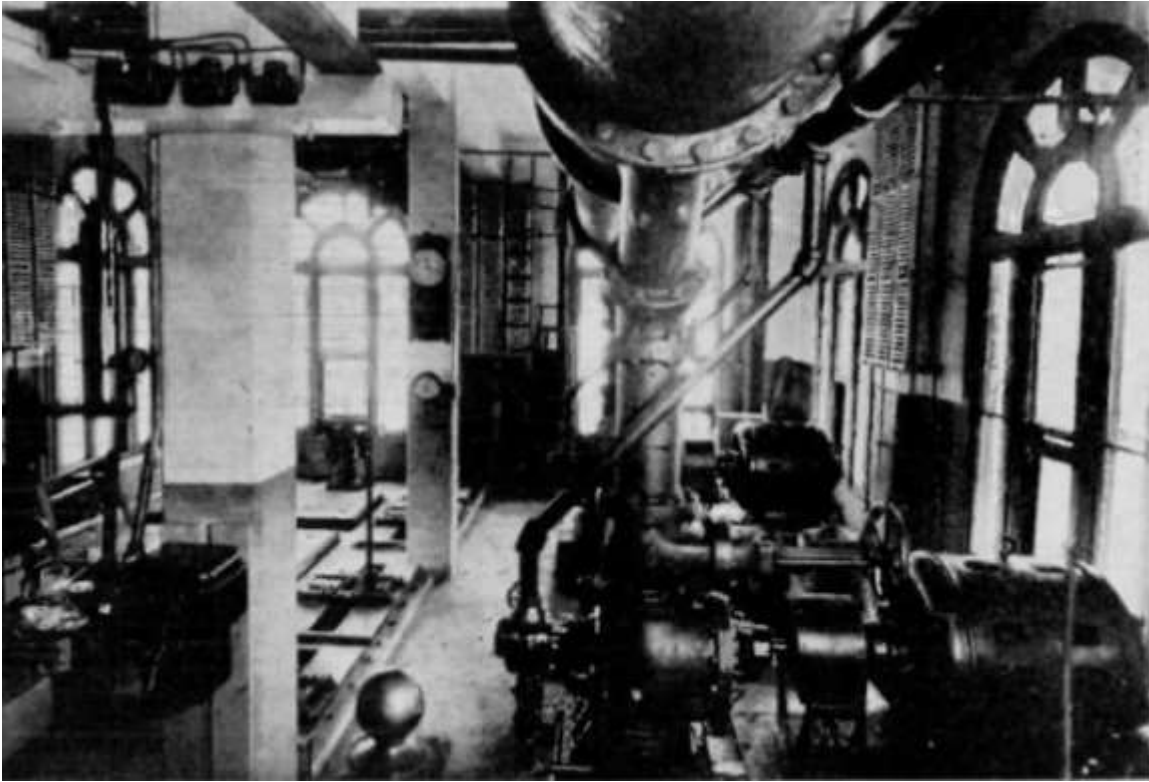


Above--The dining room in festive dress for a big party.

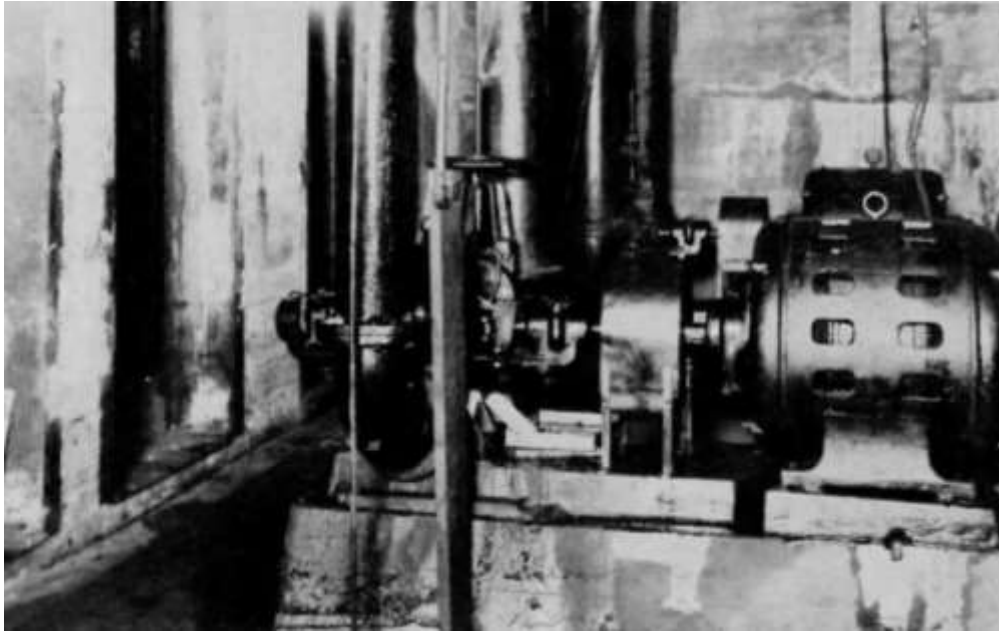
**Figure 53. (Top) Original photograph of the “Ladies’ Rest Room,” as used by Coyle (1923:10) (Staley Museum). Note the wood-paneled toilet stall doors reflected in the mirror (which was removed from the published image). (Bottom) Interior view of the Club House (Coyle 192:11; also published in *Staley Journal* [February 1922], p. 9).**



**Figure 54. (Top) Formal table setting in the Club House, as depicted in the *Staley Journal* in 1923 (Coyle 1923:11). (Bottom) Original photograph from which the above image was made, illustrating the entire table setting (Staley Museum). The Fellowship Club had sufficient table settings to serve 150 individuals.**



**Figure 55. Two early views of the interior of the Staley Pump House, illustrating the interior of the pump room (or “landing”) level of the building (Watson 1923:6). (Top) “First Floor Pumping Station—The two 100 H. P. pumps in the foreground. Intake valves in background.” (Bottom) “First Floor Pumping Station—West End, 150 H. P. pump in foreground.”**



**Figure 56. (Top) “Pumps and Intake Gates Above Intake Pits at Pumping Plant,”** presumably on the pump room (or “landing”) level (Watson 1923:7). **(Bottom) “Part of air compressor and vacuum pumps used to prime centrifugals”** (*Staley Journal* [September 1938], p. 4).

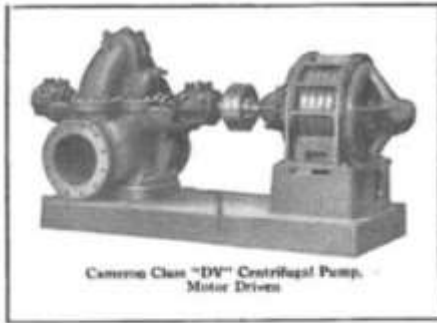


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casing open, showing accessibility



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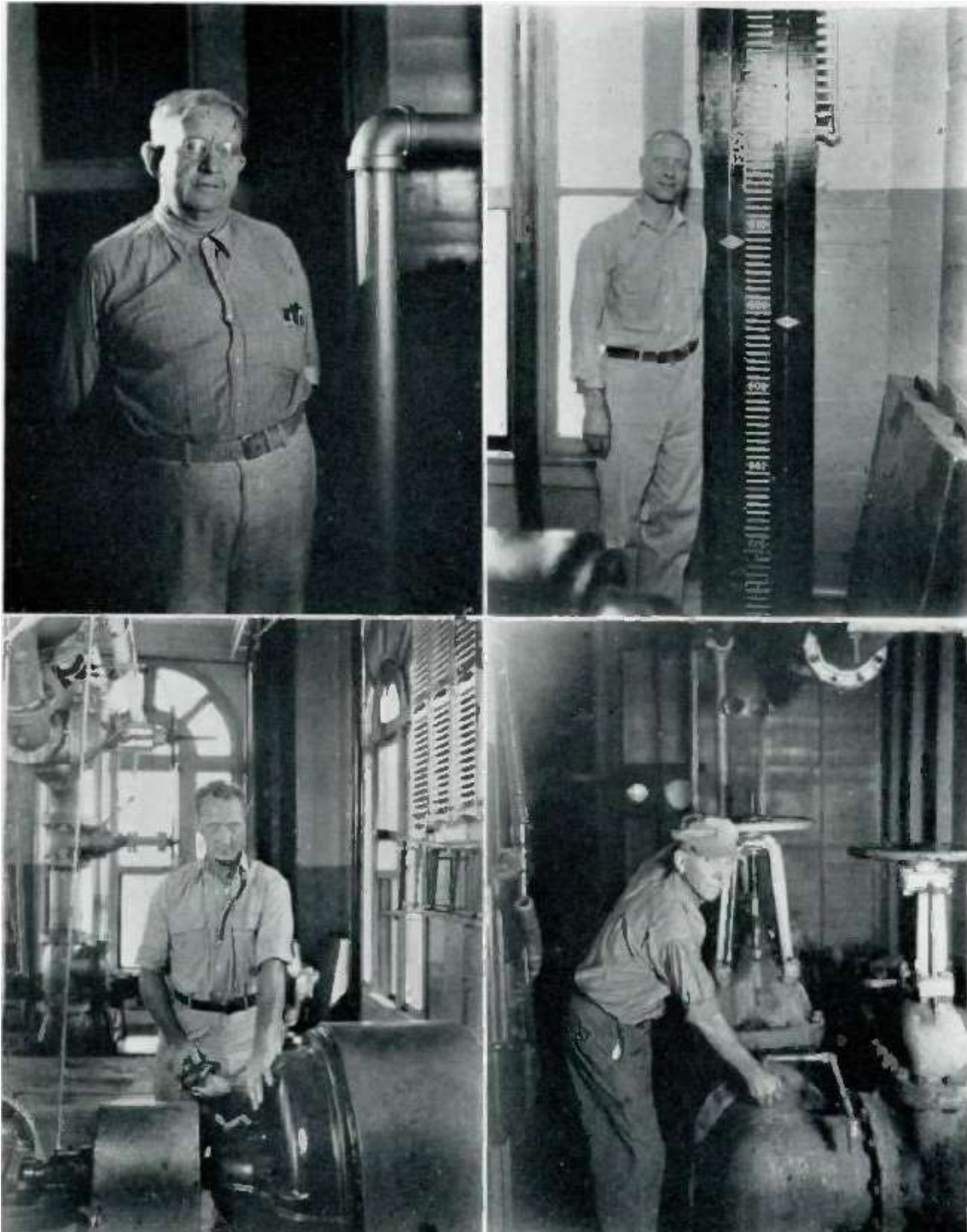
Figure 57. Advertisement from 1917 for Cameron Centrifugal pumps (*Engineering News-Record*, 5 April 1917).



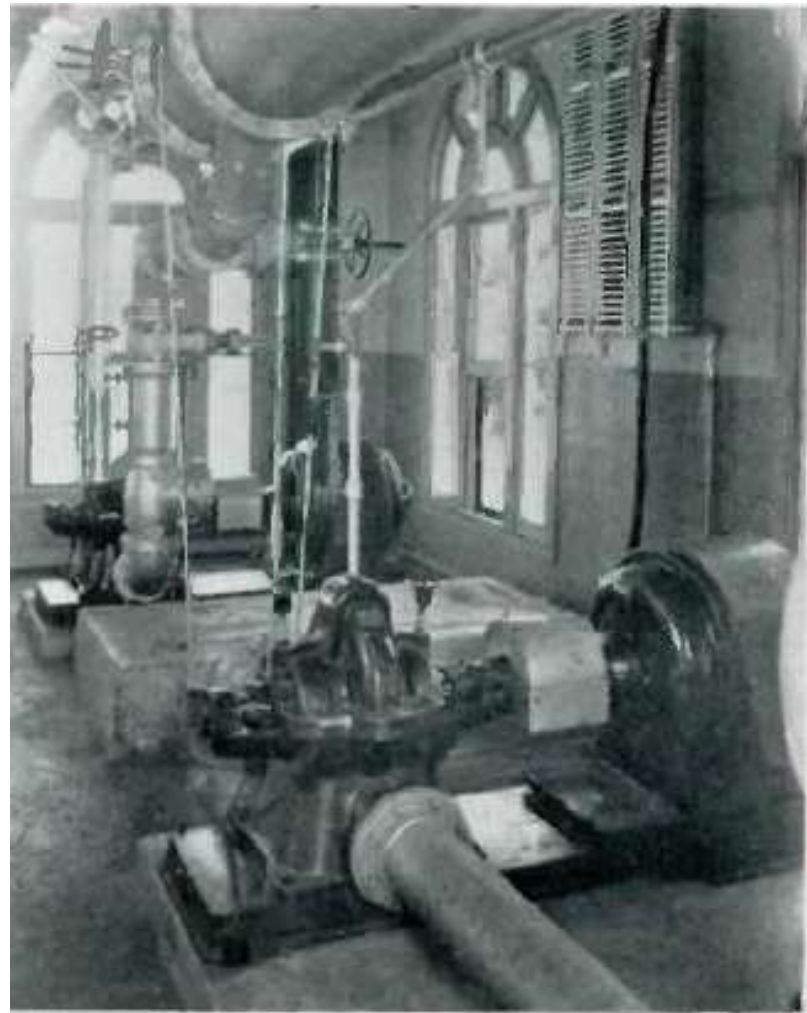




**Figure 59.** “W. C. Pollard, Dean of the Staley water department, alongside one of the pumps at the Staley Pumping Station and Club House, looking out over the lake” (*Staley Journal* [September 1938], p. 2).



**Figure 60.** (Top left) “W. C. Pollard, Dean of the Staley water department.” (Top right) “Ralph Wooters, standing beside the lake level gauge.” (Bottom left) “Kenneth Snelson, oiling the bearing of the motor driving B unit.” (Bottom right) “Frank Withrow, taken in the filter house” (*not at the Staley Pump House*) (*Staley Journal* [September 1938], p. 6).



**Figure 61. (Left) “Henry Meyer polishing the deep well pump.” (Right) “A and B pumps at the south end of the pump room”**  
(*Staley Journal* [September 1938], p 5).





**Figure 62. (Left) “These four pumps, C and D units, are in almost continuous service.” (Right) “The hoisting mechanism shown here raises and lowers the screens between the intake and suction chambers in the level below this shown” (*Staley Journal* [September 1938], p 5).**



Figure 63. Three covers of the *Staley [Fellowship] Journal* illustrating the range of outdoor recreational activities—boating, swimming, ice skating—associated with the Staley Club House and which were promoted by the Staley Fellowship Club. The covers are from the *Staley Fellowship Journal* of May 1920 (left), and the *Staley Journal* of January 1923 (middle), and June 1923 (right). All three illustrate the Staley Pump House and Club House in the background.

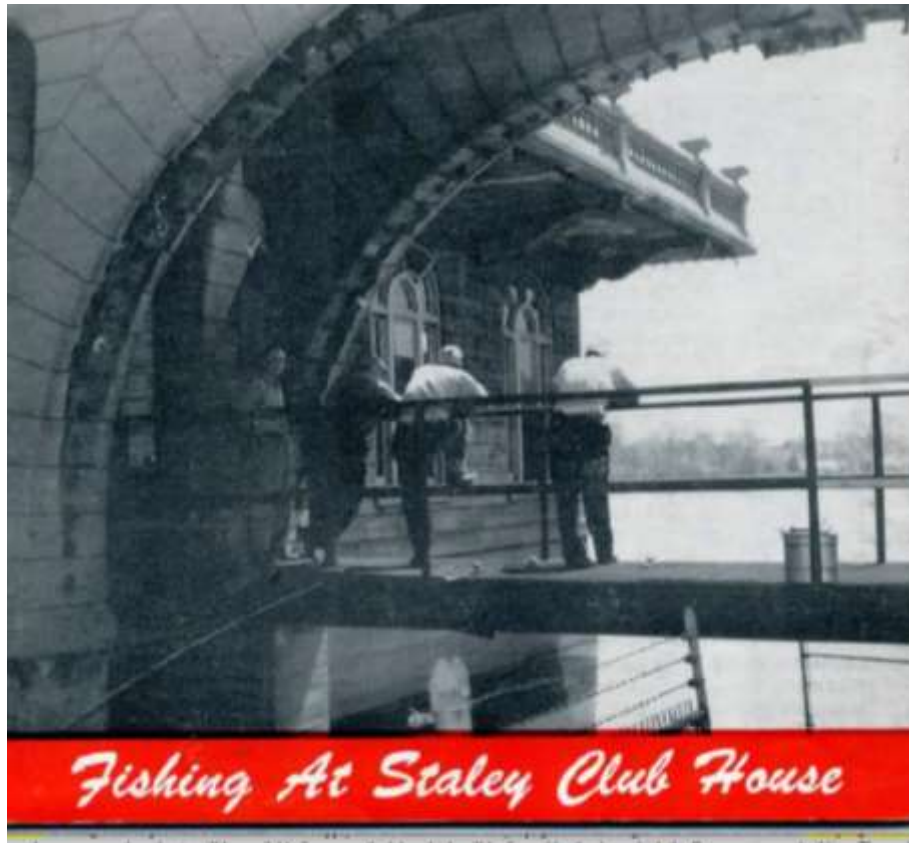


Figure 64. Fishing from the Pump House walkways and bank was a common activity. (Left) Fishing off the lower catwalk at the Staley Pump House and Club House, August 1952 (*Staley Journal* [August 1952], back cover). (Right) “A favorite fishing place for Staley men...” (*Staley Journal* [July 1954], p. 17).





## CLUB HOUSE NEWLY

It was sixteen years ago last January that the Staley club house was formally opened at a big party attended by as many of the club members as could crowd into the rooms. This club house, at that time, was absolutely the last word in such places. It was spacious, it was well built, it was attractively furnished, and the cupboards were filled with dishes, china, glass and silver for entertaining as many people as could be crowded into the rooms. In addition to all that the kitchen was the marvel of its day—it was equipped with an electric range and every size and type of cooking utensil that any cook could ask for.

These rooms—the big main room, the dining room, the kitchen and the dressing rooms—were located on the second floor of the pumping station, an ideal location for when in the club house one always has the feeling of being aboard ship.

The furnishings and hangings, when purchased sixteen years ago, were of excellent quality, but recently they have begun to show their age. The club has been cleaned regularly, and the dishes, china, silver and glass have been cared for per-

PAGE 20

THE STALEY JOURNAL



## DECORATED FOR WINTER

fectly so that it is all in good condition, but the whole thing needed sprucing up.

This fall it has received that treatment. The floors, which have always shown like mirrors, needed nothing, but walls and ceilings were cleaned and furniture gone over and repaired or waxed as needed. In both rooms the old monks cloth hangings were taken down and blocked linen in bold but not gaudy patterns were put up. In the dining room, shown at the right, new table tops were put on. These will resist heat and stain and can be used with or without cloths. The old player piano was traded in on one which is now used in the dining room, and another was purchased for the main club room. The radio, which is in the main room, has an extension loud speaker in the dining room.

In charge of the club are Eldred Jacobs, shown in the main room, and William Kossieck, in the picture at the right. One of these men is always at the club, they see to keeping it in order, and are responsible for the excellent condition in which it is always kept.

OCTOBER, 1938

PAGE 21

Figure 65. Two pages advertising the newly re-decorated and/or refurbished Club House (*Staley Journal* [October 1938], pp.20-21).



**Figure 66.** Original photographs used in the *Staley Journal* ([October 1938], pp. 20-21) to illustrate the 1938 remodeling (Staley Museum). Original furniture was still present at this date.



**Figure 67. Special occasion social gatherings (such as weddings, anniversaries, birthdays) were commonly celebrated at the Club House. Note the wood screen inserts for the large doors into the banquet rooms, which allowed for opening up the building in the hot summer months (Undated photographs, Staley Museum).**



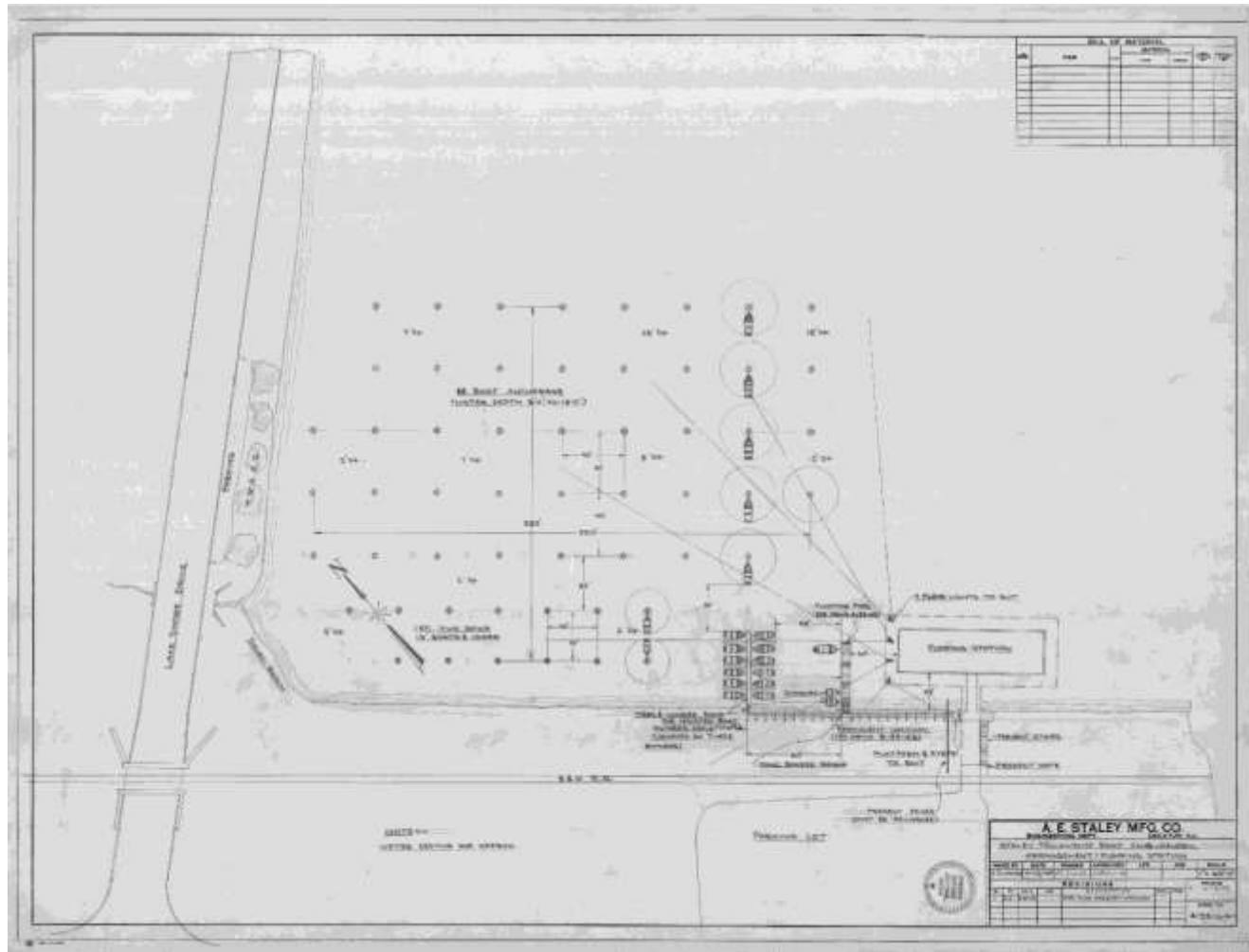
**Figure 68. Undated (post-1945) photograph of the interior of the Club House banquet room with “second-generation” lounge chairs and sofas. Apparently, the original oak Mission-style furniture had been supplemented by more comfortable upholstered sofas and chairs when it re-opened in ca. April 1945 (Staley Museum). In late 1944, prior to reopening after its forced closure during World War II, the Club House underwent a major renovation. During its three-year closure, the furniture from the Club House had been placed in storage. The renovation work on the Club House was undertaken during the fall and winter 1944-45, and resulted in the Club House being completely redecorated, with new furniture purchased for the lounge, and the kitchen rebuilt and enlarged (resulting in removal of the pantry, and changes to the cloak room). As the *Staley Journal* emphasized at the time, the original furnishings were not replaced, but were still in good condition (*Staley Journal* [April 1945], pp. 22-23; see also “Work Starts on Renovation of Club House,” *Staley Journal* [October 1944], pp. 25-26).**





**Figure 69.** New tar roof being applied to the upper deck of the Staley Pumping Station and Club House, during renovation work of late 1944. By this time, the canopy had disappeared, and the use of the upper floor as a social space had been abandoned (Staley Museum). According to the *Staley Journal*, the use of the roof top of the Club House had been abandoned sometime ca. 1929 (“Work Starts on Renovation of Club House,” *Staley Journal* [October 1944], pp 25-26).





**Figure 70. Plan of the harbor arrangements for the Staley Fellowship Boat Club, 1949. In addition to the boat mooring locations, this illustrates the permanent walkway and new dock to be installed at the Staley Club House. Also of note is the parking lot shown on the opposite side of the railroad tracks from the Club House. The boardwalk that formerly extended from Lakeshore Drive is not illustrated, suggesting that it may have been removed by this date (AES, Drawing No. 53-64-1, 12 April 1949).**

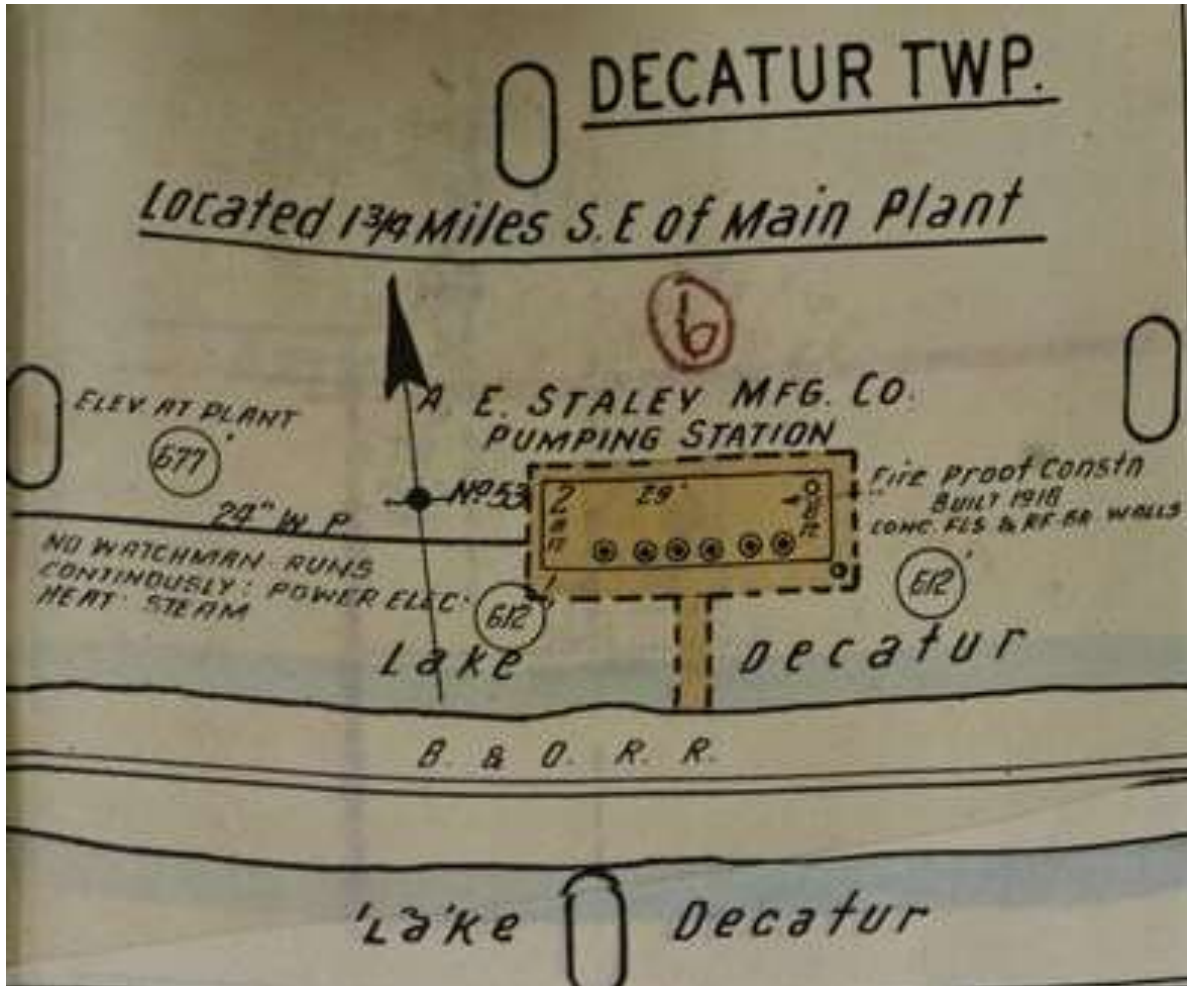
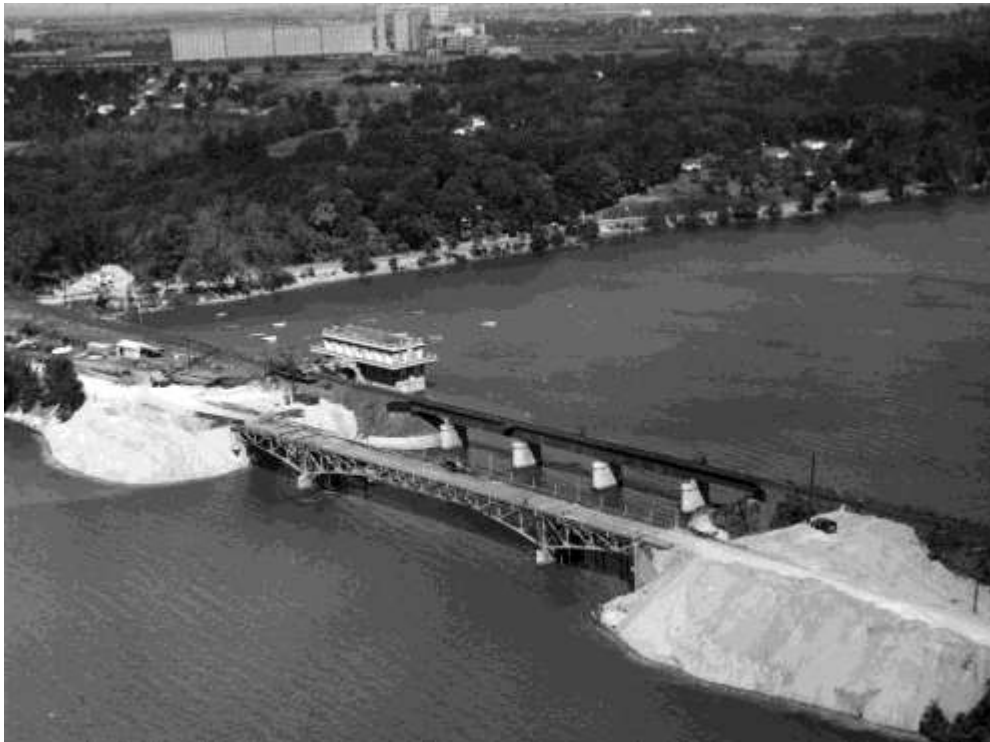


Figure 71. Detail of a 1950 Sanborn map illustrating the Staley Pumping Station and Club House. The map mistakenly notes the building as having been constructed in 1918. By this date the former C. I. & W. Railroad was part of the Baltimore and Ohio (B&O) system (Sanborn Map Company, 1950:84).



**Figure 72. (Top) Staley Pumping Station and Club House in 1953 (*Decatur Review*, 7 January 1953, p. 22). There were on-going discussions at this time as to whether the water from the lake should be free to Staley. (Bottom) Aerial view of the Staley Pumping Station and Club House from 9 September 1954, illustrating the construction of the first span of the current Nelson Park Bridge (present-day U.S. Route 36/Illinois Route 121). The construction of the new double-spanned bridge and widening of the highway significantly reduced access to the Club House, which contributed to its eventual abandonment. The Staley plant looms in the background of this view ([https://herald-review.com/news/local/a-e-staley-pump-house-owner-we-have-no-plans/article\\_49debd84-b081-5058-b838-ae312e7ad95f.html](https://herald-review.com/news/local/a-e-staley-pump-house-owner-we-have-no-plans/article_49debd84-b081-5058-b838-ae312e7ad95f.html)).**



Figure 73. "Lake Ice Holds City Tugboat a Prisoner" (*Decatur Daily Review*, 6 February 1934).

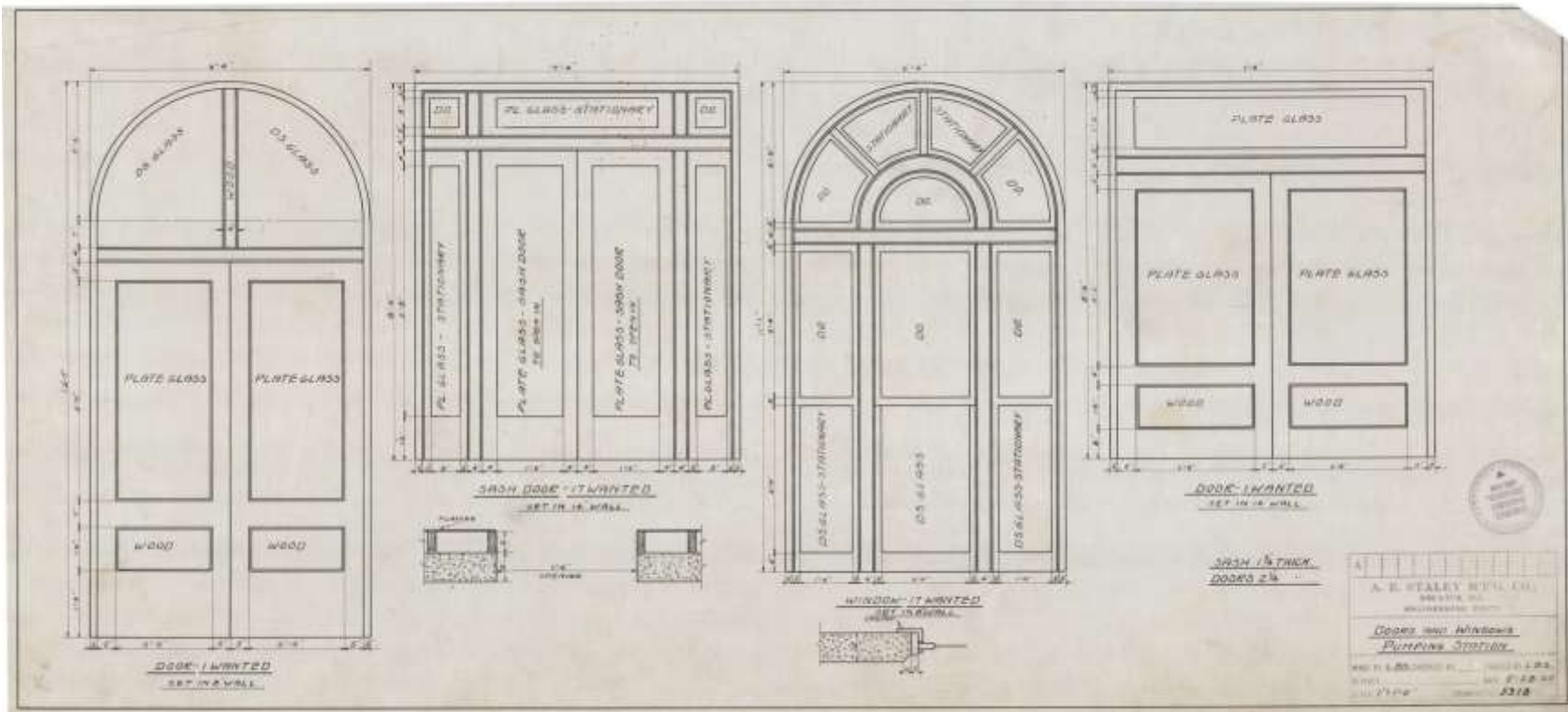


Figure 74. *Doors and Windows, Pumping Station* (AES, Drawing No. 5318, 28 May 1920). The arched door and window openings were for the pump room (or “landing”) level, while those with flat lintels were for the Club House (or “Balcony”) level. The door opening at far right was for the main entrance to the club house.



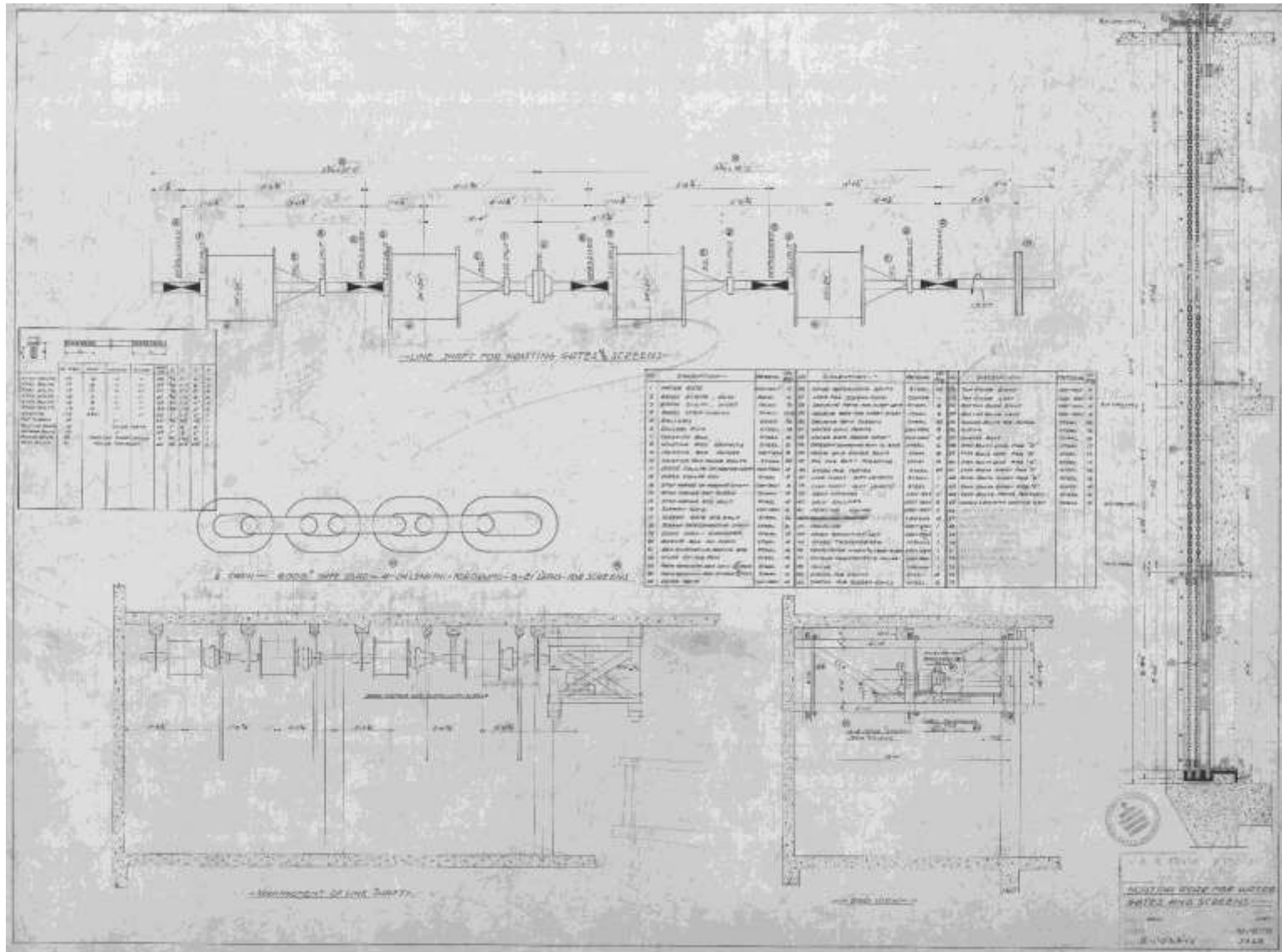


Figure 75. Hoisting Gear for Water Screens and Gates (AES, Drawing No. 5328, 16 October 1919).



**Figure 76. (Left) Close-up detail of the exterior finished concrete surface on the building, emulating ashlar masonry. (Right) Rail incline located along east side of causeway bridge, for raising and lowering heavy machinery into the pump floor level.**



**Figure 77. Two views of the darker border used on the terrazzo floor in the Club Room. (Left) Wide border around the perimeter of the room, and the edge of the fireplaces. (Right) Narrow band across the rooms, dividing the large floor into panels (See also Figures 63, 64, and 66 for historic views of floor).**

## HISTORIC AMERICAN BUILDINGS SURVEY

### INDEX TO PHOTOGRAPHS

STALEY PUMPING STATION AND CLUB HOUSE

HABS No. IL-1258

Lake Decatur, North of U.S. Highway 36

Decatur

Macon County

Illinois

### INDEX TO BLACK AND WHITE PHOTOGRAPHS

Ben Halpern, photographer, November and December 2019

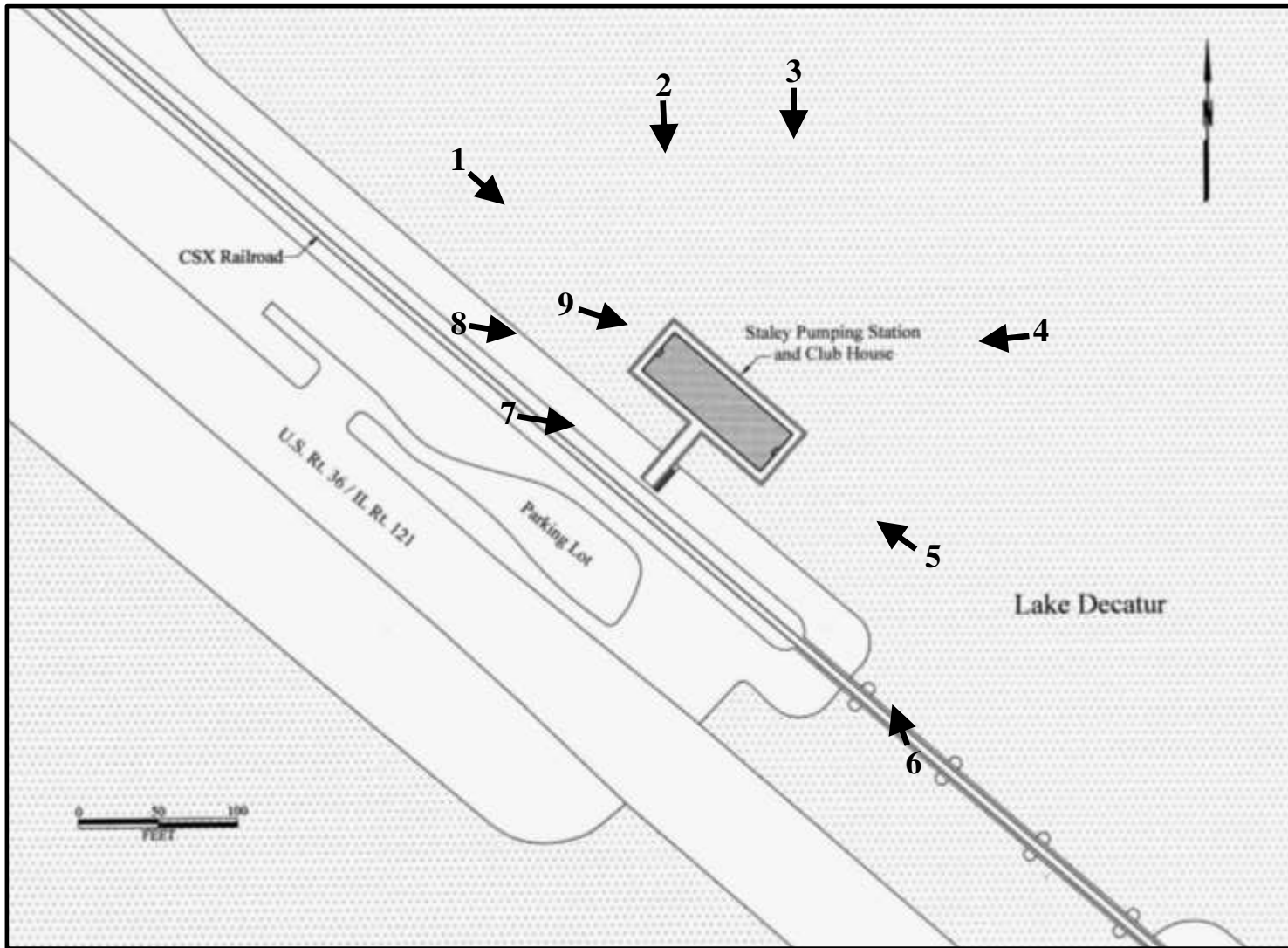
- IL-1258-1 Exterior view from the west shore of lake, of the west facade looking east.
- IL-1258-2 Exterior view from the west shore of lake, of the north and west facades looking southeast.
- IL-1258-3 Exterior view from the west shore of lake, of the north and west facades looking southeast.
- IL-1258-4 Exterior view from boat of the north and east facades, looking southwest.
- IL-1258-5 Exterior view from boat of the east façade and bridge, looking west.
- IL-1258-6 Exterior view from track bed, of the east façade and bridge looking northwest, with former B. & O. Railroad trestle in foreground.
- IL-1258-7 Exterior view from track bed, of the west and south façade and bridge looking northeast.
- IL-1258-8 Exterior view from track bed, of the southwest corner of the building, illustrating west and partial south façade looking northeast.
- IL-1258-9 Exterior view from track bed, of the upper level of west end of building looking northeast. Note insulators for AC power connections below deck.
- IL-1258-10 Exterior view from edge of railroad berm, of upper level of south façade looking north. Note I-beams attached to bridge deck, used to support water delivery pipes.
- IL-1258-11 Exterior view from bridge, of upper level balustrade at southwest corner of building, looking northwest.

STALEY PUMPING STATION AND CLUB HOUSE  
HABS No. IL-1258  
INDEX TO PHOTOGRAPHS  
(PAGE 2)

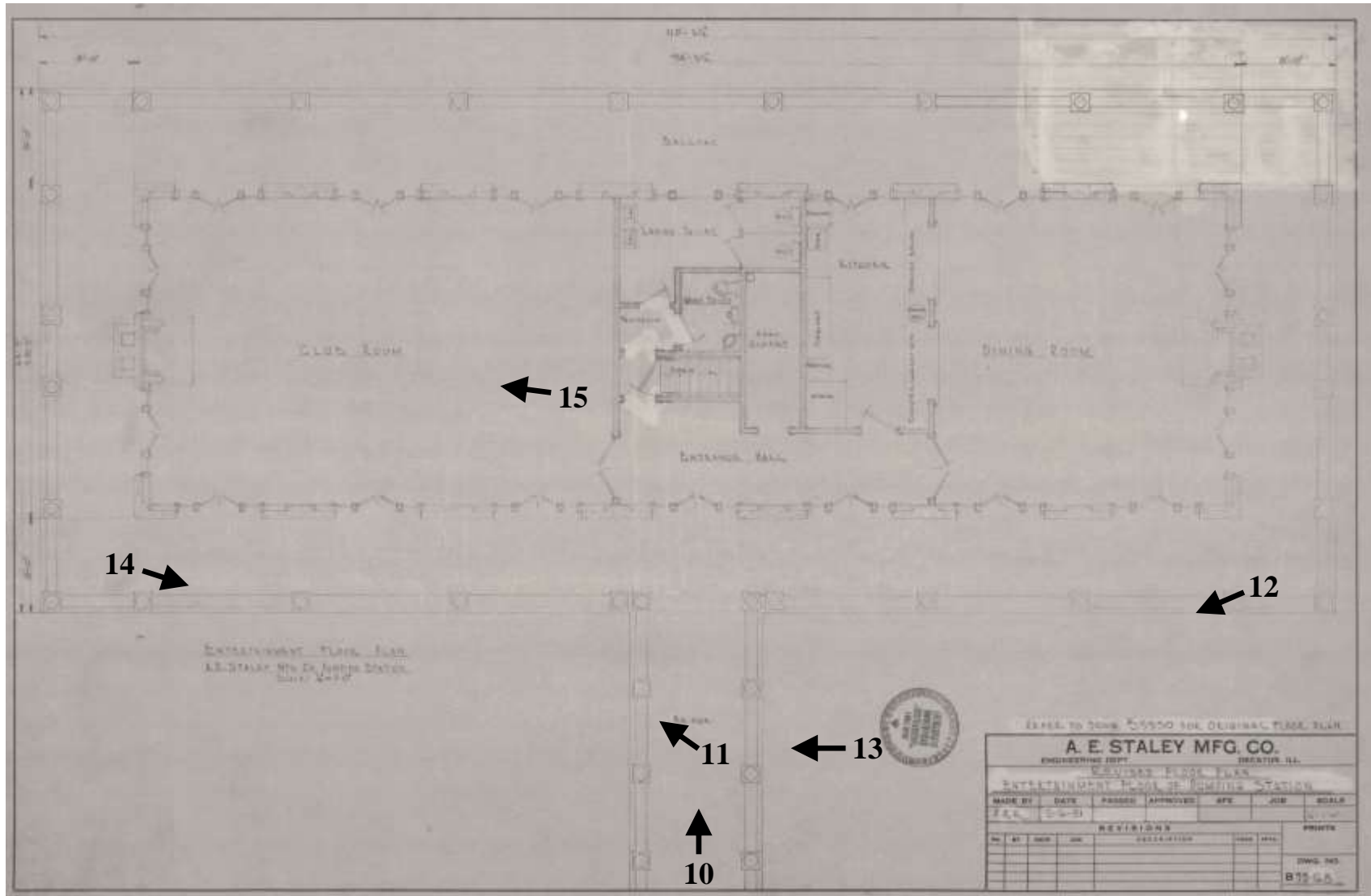
- IL-1258-12 Exterior view from deck, of east face of bridge looking west.
- IL-1258-13 Exterior view from deck, of east face of bridge depicting Staley logo and masonry detail looking southwest.
- IL-1258-14 Exterior view from deck, of west face of bridge with water delivery pipe suspended from I-beams looking southeast.
- IL-1258-15 Interior view of west banquet room, upper or Club House level looking west.
- IL-1258-16 Interior view of stairs, center of lower or Pump Room level looking northwest.
- IL-1258-17 Interior view of employees' wash room, center of north side of lower or Pump Room level looking west
- IL-1258-18 Interior view of east end of lower or Pump Room level looking southwest. Note main intake valve control at bottom left, and multiple filter hoist winches overhead.
- IL-1258-19 Interior view of intake valve control (in foreground), filter winch (overhead), and east pump (background), east end of lower or Pump Room level looking south.
- IL-1258-20 Interior view of rotary pump and motor, at east end of pumping floor lower or Pump Room level looking southwest.
- IL-1258-21 Interior view of in-line valve between pump and overhead main delivery pipe, at east end of lower or Pump Room level looking southwest.
- IL-1258-22 Interior view of main delivery pipe, showing insignia from U.S. Pipe Company, at east end of lower or Pump Room level looking upward and in a southwesterly direction.
- IL-1258-23 Interior view of row of pumps and delivery pipe in western end of lower or Pump Room level looking southwest.
- IL-1258-24 Interior view of pump (lower left), main delivery pipe (overhead), and vertical standpipe (right), at western end of lower or Pump Room level looking south.
- IL-1258-25 Interior view of three-phase power distribution and breakers at western end of lower or Pump Room level looking southwest. Note vertical standpipe at left.



STALEY PUMPING STATION AND CLUB HOUSE  
HABS No. IL-1258  
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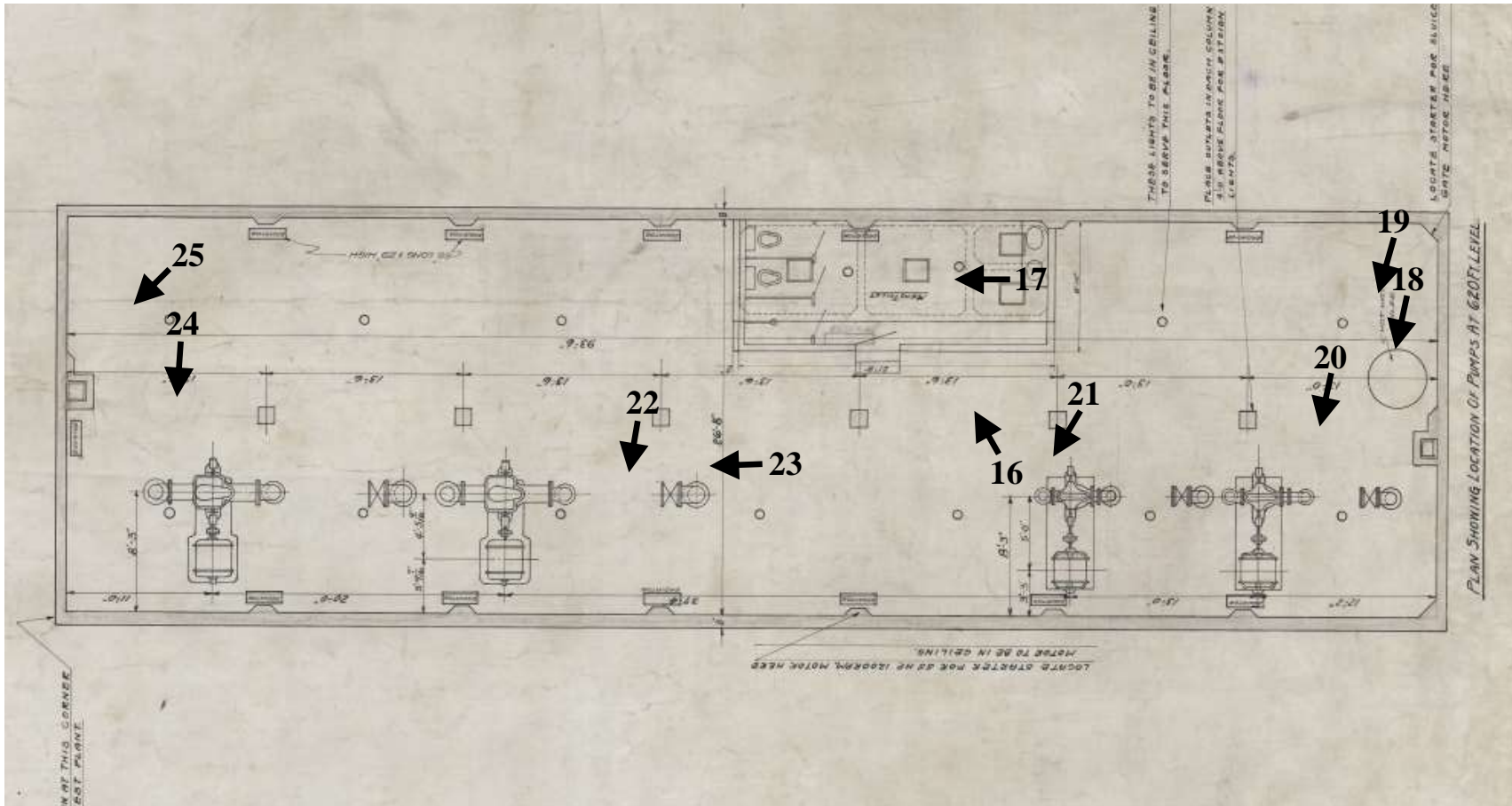


Site Plan



Club-House Level

STALEY PUMPING STATION AND CLUB HOUSE  
HABS No. IL-1258  
KEY TO PHOTOGRAPHS  
(PAGE 3)



Pump-Floor Level

HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-1



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-2





HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-3



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-4



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-5



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-6





HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-7





HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-8



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-9



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-10





HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-11



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-12





HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-13



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-14



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-15





HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-16



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-17

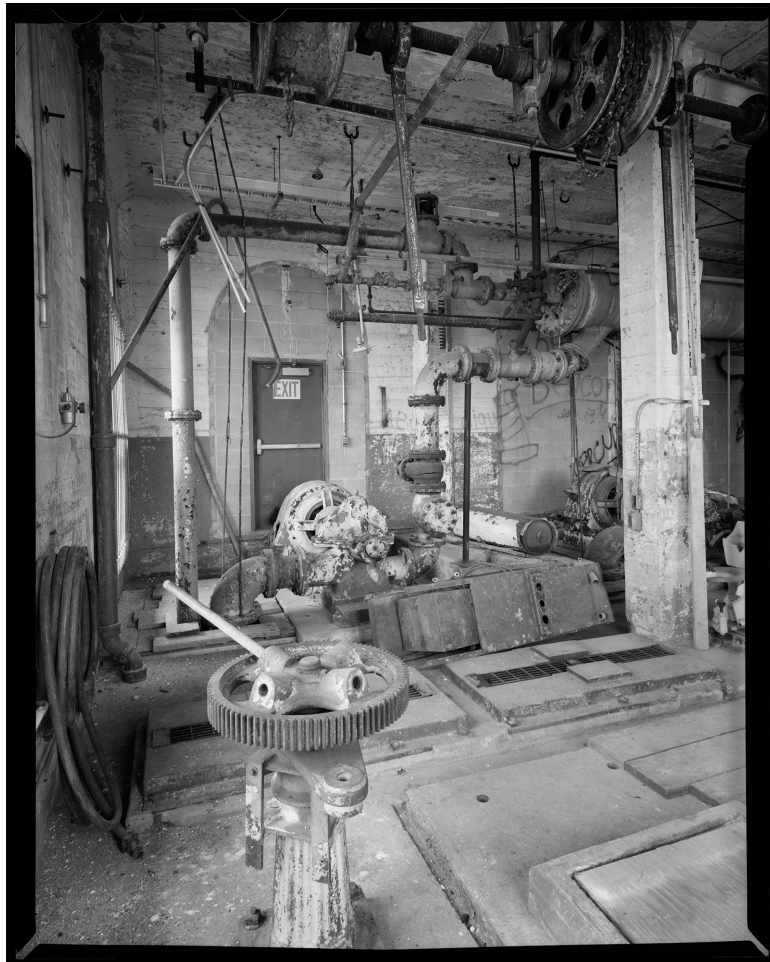




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SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-18



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-19



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-20



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-21



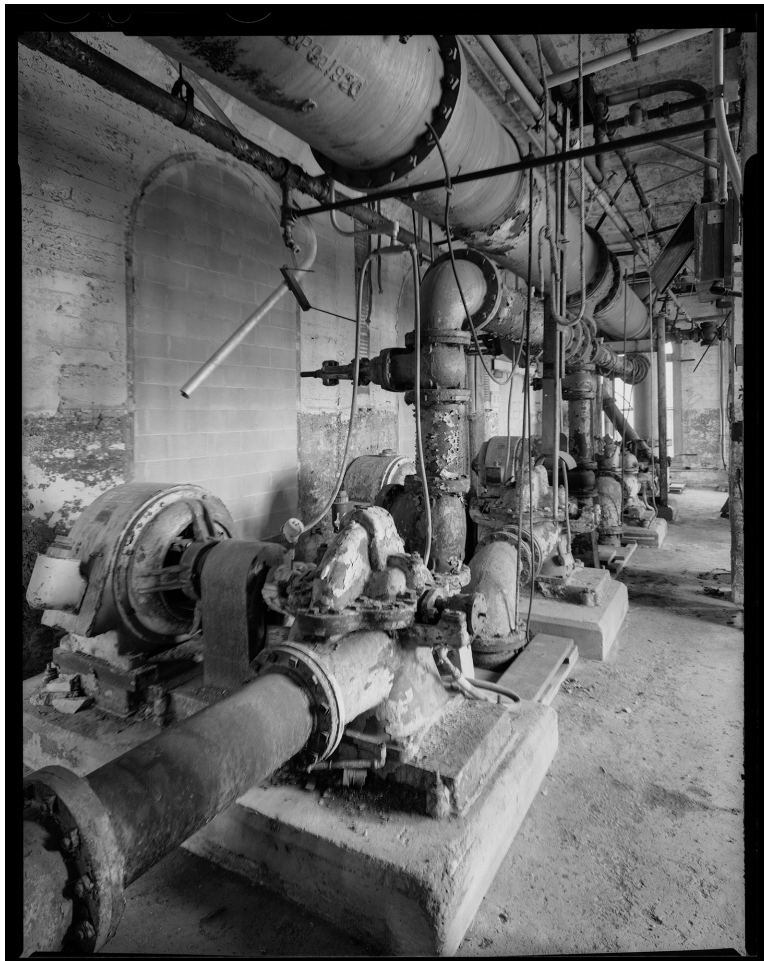


HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-22





HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-23



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-24



HISTORIC AMERICAN BUILDINGS SURVEY  
SEE INDEX TO PHOTOGRAPHS FOR CAPTION  
HABS No. IL-1258-25

