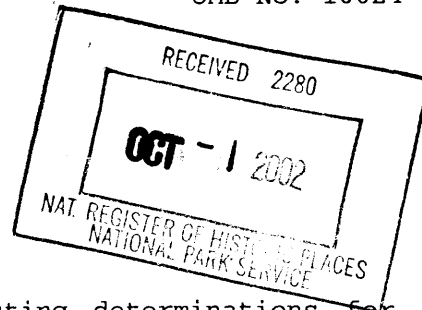


United States Department of Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested.

If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Wisconsin Wagon Company Factory  
other names Madison Gas & Electric Company Annex 3

2. Location

street & number 602 Railroad Street N/A not for publication  
city or town Madison N/A vicinity  
state Wisconsin code WI county Dane code 025 zip code 53703

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets    does not meet the National Register criteria. I recommend that this property be considered significant    nationally    statewide x locally. (   See continuation for additional comments.)

Alicia Z. Gore 9/27/02  
Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property    meets    does not meet the National Register criteria. (   See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

Wisconsin Wagon Company Factory  
Name of Property

Dane County, Wisconsin  
County and State

#### 4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet.

determined eligible for the National Register.

See continuation sheet.

determined not eligible for the National Register.

See continuation sheet.

removed from the National Register.

other, (explain:)

Signature of the Keeper Date of Action

Edson H. Beall 11/15/02

#### 5. Classification

Ownership of Property (check as many boxes as apply)

Category of Property (Check only one box)

Number of Resources within Property (Do not include listed resources within the count)

private  
 public-local  
 public-state  
 public-federal

building(s)  
 district  
 site  
 structure  
 object

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

#### 6. Function or Use

Historic Functions (Enter categories from instructions)

Current Functions (Enter categories from instructions)

INDUSTRY: manufacturing facility

INDUSTRY: industrial storage

#### 7. Description

Architectural Classification (Enter categories from instructions)  
Late Victorian

Materials (Enter categories from instructions)  
foundation CONCRETE

walls Brick

roof ASPHALT

other stone

#### Narrative Description

(Describe the historic and current condition of the property on continuation sheet(s).)

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Wisconsin Wagon Company Factory  
Madison, Dane County, Wisconsin

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## INTRODUCTION

The Wisconsin Wagon Company Factory is a three-story building constructed of load-bearing brick. It was erected in two sections: the south two-thirds was built in 1903 and the north one-third was added in 1911.<sup>1</sup> The Wisconsin Wagon Company Factory sits on a concrete foundation. A parapet hides the flat, built-up roof.

## DESCRIPTION

The Wisconsin Wagon Company Factory (hereafter, factory) is located on the northwest corner of Railroad and South Blair streets. It should be noted that Railroad Street does not truly run east-west, nor does South Blair run north-south. However, for ease of description, the facades of the building will be described as though the streets do run east-west and north-south. The factory is set very close to each street, in an industrial area northeast of the Capitol Square. An open parking lot topped with asphalt is set behind the building.

The factory is rectangular in plan and measures 50 feet (along Railroad Street) by 260 feet. The facades that face Railroad and South Blair Street are finished with cream brick, while the east-facing (rear) façade displays red brick. The north-facing façade is not visible because it abuts the neighboring building.

The factory faces south, overlooking Railroad Street. The front (south-facing) façade is five bays wide, symmetrical about the central entrance. The entrance is composed of a pair of doors made up of narrow, diagonal boards, set in a segmentally arched opening. The doorway is framed with brick pilasters, and stone and brick moldings form a simple entablature. On either side of

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<sup>1</sup> *Map of Madison*, (Pelham, New York: Sanborn Publishing Company, 1902 and 1908); and Madison tax rolls, on file, Madison Department of Planning and Development.

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Wisconsin Wagon Company Factory  
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the doorway are two windows. The second and third stories are nearly identical to the first, except that a single window is set in the center of the façade at each floor. Originally, the factory displayed six-over-six, double-hung sash windows in segmental-arched openings with stone sills and lintels of brick headers. The original windows were vandalized when the building was left vacant in the mid-1970s. In 1985, one-over-one, aluminum windows with dark glass were installed in many of the openings, leaving the openings intact.<sup>2</sup> At the parapet, the massive cornice with its decorative brickwork and bartizan-like projections at the corners give the factory the appearance of a fortress. Stone and brick beltcourses also appear.

The west-facing façade overlooks South Blair Street. The south two-thirds of this façade comprise the original 1903 section, while the north one-third is the 1911 addition. The addition closely matches the original section in materials, the shape and distribution of the openings, and decorative details. Fifteen bays comprise this façade; nine in the 1903 section and six in the 1911 addition. An entrance matching the one on the Railroad Street façade is set toward the middle of the South Blair Street façade. North of this, the addition exhibits two more entrances. One is a simplified version of the other two, while the other holds a metal garage door. The remaining bays, on all three floors, hold one-over-one aluminum windows dating from 1985.

The rear (east-facing) façade displays red brick and irregularly distributed, segmentally-arched window openings. Several of the first-story openings have been bricked in, a change that appears to have taken place more than 50 years ago. Most of the rest of the openings are boarded but a few hold aluminum, one-over-one windows. All the openings retain their original stone sills and brick lintels. The southernmost second-floor opening connects to a skywalk, constructed in 1985. The skywalk rests on tall,

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<sup>2</sup> Building permit, on file, Madison Department of Planning and Development.

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concrete piers and is finished with metal. The placement of the skywalk at the edge of this façade minimizes its impact. At the ground floor in the 1911 addition is a garage door. The opening is original to the addition, but the metal door was installed recently.

The north-facing façade is contiguous with the adjacent building at 601 South Blair Street and displays no openings. Interestingly, the north wall of the building is stone (up to about the middle of the third story) and appears to have been a part of an earlier building. The earlier building predated 1883 and was two stories tall. The Wisconsin Wagon Company bought it in 1883 and used it for the blacksmithing (first floor) and woodworking (second floor) functions of wagon manufacture. Historical research has not revealed why a part of the pre-1883 stone building was incorporated into the 1911 addition, or whether some event in the pre-1883 building, such as a fire, might have precipitated construction of the addition.

On the interior, the plan of the factory is simple and largely intact. A load bearing, brick wall separates the 1903 and 1911 sections. An elevator shaft large enough to accommodate wagons and automobiles is tucked into the northeast corner of the 1903 section (see attached floor plans). In 1985, a small, modern elevator was installed within the original shaft. An enclosed, straight staircase rises along the west wall of the elevator shaft. Originally, each section had an open floor plan. The first and third floor plans remain open and retain much of their original appearance. Exposed timber beams and posts (reinforced with steel in recent years), exposed brick walls with brick pilasters, concrete flooring (first story), and narrow board flooring (third story) are among the original finishes in evidence. In some spots, the ceilings remain exposed, but in most areas, boards have been applied to the ceiling for fire safety. The 1911 section has two steel columns (which appear at least 50 years old but probably replaced original timber posts) and an

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(Rev. 8-86)  
Wisconsin Word Processing Format  
(Approved 3/87)

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original steel beam supporting the ceiling on each floor. The first floor beam is especially massive, is bolted together and is painted with the legend: "HANSEN EST 1874," "WHEELS STRAIGHTENED," and "WHEEL ALIGNMENT."

In 1985, the second floor of the factory was remodeled for the current owner, Madison Gas and Electric Company. A partition was erected along the south and west edges of the second floor, creating a corridor leading from the skywalk (see attached floor plans), through the factory building and into the adjacent building at 601 South Blair Street. The corridor also creates two rooms, one in the 1903 section and one in the 1911 section. Finishes on this floor include painted drywall, vinyl tile flooring, carpeting and dropped acoustical tile ceilings.

**ALTERATIONS**

Exterior alterations to the Wisconsin Wagon Company Factory have been confined to replacement windows and the construction of a skywalk. However, the original openings are intact, reducing the impact of the replacement windows, and the skywalk attaches to the back of the building, minimizing its effect. On the interior, the second floor has been altered with a partition wall and modern finishes, and a modern elevator has been installed within the original elevator shaft. The first and third floors are intact. Taken altogether, the Wisconsin Wagon Company Factory displays very good integrity.

Wisconsin Wagon Company Factory  
Name of Property

Dane County, Wisconsin  
County and State

**8. Statement of Significance**

Applicable National Register Criteria  
(Mark "x" in one or more boxes for the  
criteria qualifying the property for the  
National Register listing.)

Areas of Significance  
(Enter categories from  
instructions)

Architecture

A Property is associated with events  
that have made a significant  
contribution to the broad patterns of  
our history.

B Property is associated with the lives  
of persons significant in our past.

C Property embodies the distinctive  
characteristics of a type, period, or  
method of construction or represents  
the work of a master, or possesses  
high artistic values, or represents a  
significant and distinguishable entity  
whose components lack individual  
distinction.

D Property has yielded, or is likely to  
yield, information important in  
prehistory or history.

Period of Significance

1903-11

Significant Dates

1903; 1911

Significant Person  
(Complete if Criterion B is  
marked above)

N/A

Criteria Considerations  
(Mark "x" in all the boxes that apply.)

A owned by a religious institution or  
used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed resource.

F a commemorative property.

G less than 50 years of age achieved significance within the past 50 years.

Cultural Affiliation

N/A

Architect/Builder

Unknown

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

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STATEMENT OF SIGNIFICANCE: SUMMARY

The Wisconsin Wagon Company Factory is locally significant under Criterion C as a good and intact example of a textile mill industrial loft building. This type of industrial building was erected between about 1885 and 1930. The period of significance for the factory coincides with the dates of construction of the original section and the addition, 1903-1911. The Wisconsin Wagon Company Factory retains very good integrity.

HISTORICAL CONTEXT

The original plat for the Village of Madison was surveyed for James Duane Doty in 1836. Doty named the village in honor of the fourth president of the United States. Madison grew slowly during its first decade. It was incorporated as a village in 1846 with a population of 626. In 1848, Wisconsin became the 30<sup>th</sup> state and Madison was named the capital. The same year, the University of Wisconsin was founded. Tremendous growth followed, not only in government and at the university, but in the population in general. When Madison was chartered as a city in 1856, its population was 6,864. By that time, the city's character as a center for government and as a college town was well established. Growth stalled during the Civil War, but boomed during the 1870s as excellent train service help the city to become a regional commercial center. In the 1880s and 1890s, Madison added another dimension, becoming a manufacturing center. At first, companies such as Fuller and Johnson produced agricultural implements and machine tools. The Wisconsin Wagon Company went into operation during this period. In the early twentieth century, the French Battery Company (later known as Ray-O-Vac) and Oscar Mayer were established. The development of a vigorous manufacturing sector and the quadrupling of the student body at the University of Wisconsin between 1900 and 1925 were major factors spurring



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Madison's growth from the seventh largest city in the state in 1910 to the third largest by 1930.<sup>3</sup>

Today Madison remains a government and university town with thriving commercial and manufacturing enterprises. Detailed information on the history of Madison can be found in David V. Mollenhoff's excellent book, *Madison: A History of the Formative Years*, and in the 1995 report, "Intensive Survey of the Historic Resources of Madison," produced by the City's Department of Planning and Development.

#### HISTORY OF THE WISCONSIN WAGON COMPANY

The Wisconsin Wagon Company incorporated in 1883 and acquired the property that is the subject of this nomination shortly thereafter. The original officers of the company were John A. Johnson (also president of Fuller-Johnson), Simeon Mills, J.A. Mack, and F.F. Proudfit. Christian Hansen was the superintendent. As early as 1871, Hansen was employed as a wagonmaker. In 1874, he went into business with James Ledwith, making carriages at a site on Webster Street between Main and King Streets. By 1877, Hansen had bought out Ledwith and was producing carriages and sleighs, and repairing, painting and trimming old carriages and wagons. In 1880, his shop was located on Main Street near Webster Street. In 1883, he relocated to the existing site.<sup>4</sup>

When the Wisconsin Wagon Company acquired this property in 1883, a two-story, stone building on the north end of lot 18, facing South Blair Street, appears to have been the only structure on

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<sup>3</sup> David V. Mollenhoff, *Madison: A History of the Formative Years*, (Dubuque: Kendall/Hunt Publishing Company, 1982), excerpted from entire book; and Robert C. Nesbit, *Wisconsin: A History*, (Madison: University of Wisconsin Press, 1973), p. 549.

<sup>4</sup> *Pryor's Madison City Directory*, (Madison: Pryor & Company, 1875; and 1877); *Morrissey & Bunn's Madison City Directory: 1880-81*, (Madison: Morrissey & Bunn, 1880); and *Madison City Directory: 1883*, (Madison: W.F. Curtis & Co., 1883).

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the site.<sup>5</sup> The Wisconsin Wagon Company used the stone building for the blacksmithing (first floor) and woodworking (second floor) functions of wagon manufacture. In 1883, the company also erected a large, frame warehouse on the south end of lot 18, with a two-story section overlooking South Blair Street, and a one-story section behind it. A small, frame, coal shed stood just east of the warehouse.<sup>6</sup> Lot 18 remained the same until 1903. Although the Wisconsin Wagon Company had acquired lot 17, the Ball Brothers Foundry and Machine Shop occupied several sheds on that portion of the site. In 1892, the Wisconsin Wagon Company cleared lot 18 and erected a two-story frame warehouse on it.<sup>7</sup> In 1903, the frame warehouse on lot 17 was demolished and the south two-thirds of the current brick building was constructed. Three stories in height, it was used both as a warehouse and for trimming and painting the wagons. A small office was located on the first floor (adjacent to the pair of doors midway down the South Blair Street façade). The new brick building was connected to the stone building by means of a frame walkway at the second story.<sup>8</sup> In 1911, all but the north wall of the stone building was razed and a three-story addition to the 1903 brick building erected.<sup>9</sup> The addition incorporated the stone north wall of the previous building. By 1942, the frame warehouse behind the brick building had been removed.<sup>10</sup>

The Wisconsin Wagon Company made carriages, ice wagons, drays, delivery wagons, and six- and-nine-passenger pleasurettes. By 1899, Christian Hansen was president of the company.<sup>11</sup> In 1916,

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<sup>5</sup> *Map of Madison*, (Pelham, New York: Sanborn Publishing Company, 1885); and Madison tax rolls.

<sup>6</sup> *Ibid.*

<sup>7</sup> *Map of Madison*, (Pelham, New York: Sanborn Publishing Company, 1892).

<sup>8</sup> Tax rolls; and *Map of Madison*, (Pelham, New York: Sanborn Publishing Company, 1908).

<sup>9</sup> Madison tax rolls.

<sup>10</sup> *Map of Madison*, (Pelham, New York: Sanborn Publishing Company, 1942).

<sup>11</sup> Historic Preservation file, Madison Department of Planning and Development.

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Christian's son, Clarence S. Hansen, took charge of the company. In 1917, the Wisconsin Wagon Company quit making wagons and began manufacturing auto bodies and tops, as well as repairing, painting and trimming automobiles. By 1925, the company had been renamed the Hansen Auto Company.<sup>12</sup> Around 1928, the auto body and top manufacturing component of the Hansen Auto Body Company relocated to 1026-1030 East Washington Avenue. Auto body repair and painting continued at 602 Railroad Avenue until 1957, when Hansen Auto Body moved to 644 East Main Street. Edward S. Hansen succeeded his father, Clarence, in the management of the company around 1940, remaining until 1957.<sup>13</sup>

In 1957, Automatic Temperature Supplies, Incorporated acquired the property, using the building as a warehouse for refrigerator, heating, plumbing, and air conditioning supplies. Brothers Raymond, Robert and Richard Sweeney ran the company. The company remained in the building until 1974. The building was left vacant thereafter until at least 1980.<sup>14</sup> In December 1985, Madison Gas and Electric acquired the property. The same year, MG&E refurbished the building for use as storage and an employee training center (second floor), installing the existing windows and erecting a skywalk on the back of the building at the second story.<sup>15</sup>

#### ARCHITECTURAL SIGNIFICANCE

The Wisconsin Wagon Company Factory presents a good and intact local example of a textile mill industrial loft, a building type

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<sup>12</sup> *Madison City Directory*, (Milwaukee: Wright Directory Co., 1917; 1921 and 1925).

<sup>13</sup> *Wright's Madison City Directory*, (Milwaukee: Wright Directory Co., 1927; 1929; 1937; 1939; 1943; 1947; 1951; 1954; 1956; and 1957).

<sup>14</sup> *Wright's Madison City Directory*, (St. Paul, Minnesota: Wright Directory Company, 1973; 1974; and 1980).

<sup>15</sup> Building permit.

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that was constructed in the United States between about 1885 and 1930.

The form of the textile mill industrial loft had its origins in the textile mills of the late eighteenth and early nineteenth centuries. Technical improvements in weaving and spinning developed in England in the 1760s required the use of a mechanical system of pulleys and belts, rotating shafts and gears, linked together and driven by steam or water power. Economic efficiency dictated the layout of the mechanized textile mill, creating a long, narrow, multistory building with open floors and high ceilings to accommodate the machinery and provide sufficient light and ventilation. On each floor, a single, rotating wooden shaft operated the textile machinery. Belts, pulleys and shafts running through the floors connected the horizontal shafts to the source of power. The first mechanized textile mill in the United States was erected in Pawtucket, Rhode Island in 1790. Conditions in New England proved ideal for mechanized textile manufacturing. A network of rivers provided ample waterpower, capital was abundant, labor sufficient, and the damp climate strengthened cotton fiber. The textile industry flourished, especially in Massachusetts, into the late nineteenth century. The building form that had developed for textile mills in Britain was widely used in New England. As other industries in the United States mechanized, many adopted the long, narrow, multistory building form of the textile mill and continued to use it into 1930s.<sup>16</sup>

As defined by architectural historian Betsey Hunter Bradley, the "industrial loft" was a long, narrow, multistory industrial building designed to optimize natural light and ventilation. Prior to 1930, the industrial loft had brick walls with heavy timber framing. The earliest industrial lofts displayed single,

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<sup>16</sup> Ken Breisch, Serge Hambourg, et al., *Mills and Factories of New England* (New York: Harry N. Abrams Inc., 1988), pp. 24-26.

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segmentally-arched windows, punched into the masonry walls. Around the turn of the century, engineers realized that timber framing had high tensile strength (that is, it resisted bending and breaking well), and began to install grouped windows within the timber frame. This was called the "pilaster-and-panel" wall, and it became a standard feature of what became known as "mill construction." In the late 1910s, steel-reinforced concrete construction began to be utilized in industrial loft buildings. Paired with continuous, steel industrial sash windows, this was called "daylight" construction because the amount of wall space devoted to windows doubled. Daylight construction became widely used for other kinds of industrial buildings, especially the sprawling, one-story "production shed," in the first decade of the twentieth century. The multistory industrial loft was more expensive to erect than the one-story production shed and daylight construction was more expensive than brick-and-timber. Therefore, factory owners, always striving for economic efficiency, did not adopt daylight construction for loft buildings until the 1920s, when the cost of steel dropped and long, straight lengths of timber grew scarce due to the harvesting of old-growth forests. Daylight industrial lofts were built until around 1940.<sup>17</sup>

During the 1920s, use of the electric forklift truck became widespread. As a result, the concrete-floored, one-story, production shed type of industrial building was increasingly preferred over the multistory industrial loft after 1930. Improvements in artificial lighting, such as the introduction of fluorescents in 1938, and the increasing efficiency of air-conditioning, led to the development of the "controlled conditions plant." A one-story, steel-reinforced concrete structure, the controlled conditions plant had glass-block or

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<sup>17</sup> Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (Oxford, England: Oxford University Press, 1999), pp. 104-07, 146 and 156.

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other fixed windows, or was windowless. It was the preferred type of industrial plant after 1940, although daylight production sheds continued to be built into the 1950s.<sup>18</sup>

The "textile mill", as defined by Bradley, is a specialized subtype of industrial loft building designed for a specific kind of manufacturer. It was suited to various types of manufacturing industries, and was widely constructed between 1885 and 1930. Plans for textile mill industrial loft buildings appeared in various publications, such as the 1885 edition of Frank Kidder's construction manual, *Architects and Builders Pocketbook*. The pilaster-and-panel brick exterior and the wood framing and flooring known as mill construction was standard for textile mill industrial lofts because it minimized the effects of machinery vibration, resisted the spread of fire and provided a high level of natural lighting and ventilating at a relatively low cost. Textile mill industrial loft buildings that predate about 1910 typically have single windows without wire-glass, while later examples show grouped, wire-glass windows (but not the continuous wall of windows that would appear in "daylight construction"). Fire-resistive elements in the textile mill industrial loft included brick and timber frame construction; elimination of ceiling finishes, attics and combustible interior furnishings such as shelving; isolation of staircases and offices in towers apart from the factory floor; plank doors clad with sheet-metal; steel-framed, wire-glass windows, which were shatter-proof; and sprinklers with a water tank on the roof. The flat roof, a standard feature of mill construction, added to the stability of the structure, increased its fire resistance and provided outdoor space that could be used for noxious processes or for employee recreation. Ceiling height ranged from 12 to 14 feet, increasing with the width of the building.<sup>19</sup>

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<sup>18</sup> Ibid., pp. 161-163.

<sup>19</sup> Ibid., pp. 27, 30-33, 113, 125-135.

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The exterior appearance of the textile mill industrial loft, generally termed "astylistic utilitarian," was the result of the engineer's concept of beauty, which was based on function and utility rather than the formality or picturesqueness that architects of the day found beautiful. Industrial buildings were detailed to imply strength, stability and efficient manufacturing organization. This was achieved through simple, functional designs that showcased the quality of the materials used and expressed the construction on the exterior. On textile mill industrial lofts, the pilaster-and-panel brick walls were articulated both vertically and horizontally, with pilasters, spandrels and belt courses. Pilasters were often truncated at floor or window level on the top story, truthfully showing that, above that point, brick piers no longer supported the structure. Engineers emphasized the structure by placing ornament at load-bearing locations, such as window lintels, and pilaster capitals and bases. In contrast, architects recommended enriching industrial buildings around prominent features, such as entrances and towers. For textile mill industrial loft buildings that predate about 1900, the architect aesthetic generally dominates. During the early twentieth century, many industrial buildings incorporated both the architect's and the engineer's sense of beauty. By the late 1930s, the engineer's aesthetic dominated industrial architecture. The engineer's aesthetic showcased on American industrial buildings inspired European modernist architects of the 1910s and 1920s to "express the construction" on other types of buildings.<sup>20</sup>

The Wisconsin Wagon Company Factory is a good example of an early textile mill industrial loft, incorporating and retaining a number of the features described above. It has load-bearing brick walls and a flat roof. The 1903 section is heavy timber frame

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<sup>20</sup> Ibid., pp. 202-232.

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(reinforced with steel in recent years) while the 1911 section was constructed with timber posts and steel beams. The windows were double-hung sash with clear glass, set in segmental-arched openings that were punched into the brick wall. Fire-resistive interior features include placement of the staircase and elevator shaft together (enclosed and featuring doors clad with sheet metal) and exposed walls, posts and beams, and ceilings. Interestingly, the brick pilasters reinforce the structure from inside the walls, showing that the architect's idea of beauty, rather than the engineer's aesthetic, dominates in this building. The exterior appearance, with the fortress-like details at the parapet and the classical styling around the entrances, also conforms to the architect's rather than the engineer's sense of beauty. The Wisconsin Wagon Company Factory is a good representative of the early form of the textile mill industrial loft building type. Its alterations, confined to replacement windows and a non-contributing skywalk attached to the rear of the building, do not impair the building's ability to convey its historic function.

Despite the fact that industries thrived in Madison during the late nineteenth and early twentieth century, few industrial buildings survive from that era. The intensive survey of Madison identified only twelve textile mill industrial loft buildings. Of these, four are of the early, single-window type and eight are of the later grouped-window type. The U.S. Sugar Company Factory at 3244 Atwood Avenue is the largest and grandest of Madison's early textile mill industrial loft buildings. Erected in 1905, it was designated a Madison Landmark in 1994. The building, which originally was an imposing example of the textile mill loft building, lost its upper floors in 1929 and is listed on the National Register not for architectural significance, but for its later historical significance as a important feed mill. The American Tobacco Company Warehouses at 641-651 West Doty Street are similar to the Wisconsin Wagon Company Factory in size and scale. Built of brick in 1899, they display single, segmental-



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arched window openings. The American Tobacco Company Warehouses display much less ornament than the Wisconsin Wagon Company Factory, but do exhibit stepped parapets on the front-facing facades. The American Tobacco Company Warehouses were designated Madison Landmarks in 1992. The fourth early textile mill industrial loft building surviving in Madison is the J.H. Findorff Mill and Carpentry Shop, erected at 601 West Wilson Street in 1909. Although this building was constructed of brick and had single, segmental-arched openings, the exterior has been stuccoed and the openings altered.

The best examples of the later, grouped-window type of textile mill industrial loft building are the Scanlon-Morris Company building (1915) at 1902 East Johnson Street, the Gisholt Machine Company complex (1899) at 1301 East Washington Avenue and another Gisholt Machine Company building (1911) at 100 South Baldwin Street. All are outstanding and intact examples. The Scanlon-Morris Company building is particularly interesting for its poured concrete construction. The other examples either do not represent the textile mill industrial loft building type as well as the first three, or have been altered. These are the Teckmeyer Candy Company at 1 North Bedford Street (1909, altered); the Madison Gas & Electric Service Building at 671 East Main Street (1900); the Burgess Battery Company Plant Number 5 at 1011-1015 East Main Street (1925, altered); the Farmers' Co-op Packing Company at 910 Mayer Avenue (1916, now Oscar Mayer Company, much altered); and the McCormick Harvesting and Machine Company at 301-303 South Blount Street (1898, altered).

**CONCLUSION**

The Wisconsin Wagon Company Factory is a good and intact example of the early form of the textile mill industrial loft building. It is one of five such buildings surviving in Madison. In comparison with the others, the Wisconsin Wagon Company Factory is not as large or detailed an example as the U.S. Sugar Company

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Wisconsin Wagon Company Factory  
Madison, Dane County, Wisconsin

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Factory. However, the Wisconsin Wagon Company Factory is a better example of its building type than the American Tobacco Company Warehouses and is both a better and more intact example than the Findorff Mill and Carpentry Shop.

Wisconsin Wagon Company Factory  
Name of Property

Dane County, Wisconsin  
County and State

**9. Major Bibliographic References**

(Cite the sources used in preparing this form on continuation sheet(s).)

Previous Documentation on File (NPS):  
 preliminary determination of individual listing (36 CFR 67) has been requested  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_

Primary location of additional data:  
 State Historic Preservation Office  
 Other State Agency  
 Federal Agency  
 Local government  
 University  
 Other  
Name of repository:  
Madison Department of Planning and Development  
# \_\_\_\_\_  
# \_\_\_\_\_

**10. Geographical Data**

Acreeage of Property less than one

UTM References (Place additional UTM references on a continuation sheet.)

1 1/6 3/0/6/5/3/0 4/7/7/1/9/4/0      2 / / / / / / / / /  
Zone Easting Northing                      Zone Easting Northing

**Verbal Boundary Description** (Describe the boundaries of the property on a continuation sheet)

**Boundary Justification** (Explain why the boundaries were selected on a continuation sheet)

**11. Form Prepared By**

name/title Elizabeth L. Miller, Historic Preservation Consultant  
organization for City of Madison (K. Rankin) date 3-29-2001  
street & number 215 Martin Luther King Jr. Boulevard telephone 608-266-6552  
city or town Madison state WI zip code 53710

**Additional Documentation**

Submit the following items with the completed form:  
Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.  
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Wisconsin Wagon Company Factory  
Name of Property

Dane County, Wisconsin  
County and State

**Property Owner**

Complete this item at the request of SHPO or FPO.)

name Madison Gas & Electric Co. (Jim Montgomery, Facilities Mgr)  
street & number P.O. Box 1231 telephone 608-252-7349  
city or town Madison state Wisconsin zip code 53701

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

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Madison, Dane County, Wisconsin

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Madison, Dane County, Wisconsin

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Wisconsin Wagon Company Factory  
Madison, Dane County, Wisconsin

Section 10 Page 1

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VERBAL BOUNDARY DESCRIPTION

The Wisconsin Wagon Company Factory includes Lots 17 and 18, Block 123, Original Plat of Madison, in the City of Madison, Dane County, Wisconsin. This parcels totals less than one acre.

VERBAL BOUNDARY JUSTIFICATION

The boundaries of the Wisconsin Wagon Factory coincide with the legal boundaries of the parcel on which it sits and include all those resources historically associated with the Wisconsin Wagon Factory.

The boundary bisects an elevated walkway that connects this building with other Madison Gas and Electric Company offices. The walkway was constructed in 1985 and the two buildings that it now joins have no historical connection.

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Madison, Dane County, Wisconsin

Section photos Page 1

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Photo 1 of 3

Wisconsin Wagon Company Factory  
Madison, Dane County, WI

Photo by Elizabeth L. Miller, March 2001

Negative on file at the State Historical Society of Wisconsin  
View of the two primary façades, looking north at intersection of  
South Blair and Railroad streets.

Photo 2 of 3

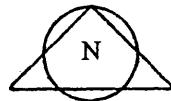
Main façade facing Railroad Street, looking northwest.

Photo 3 of 3

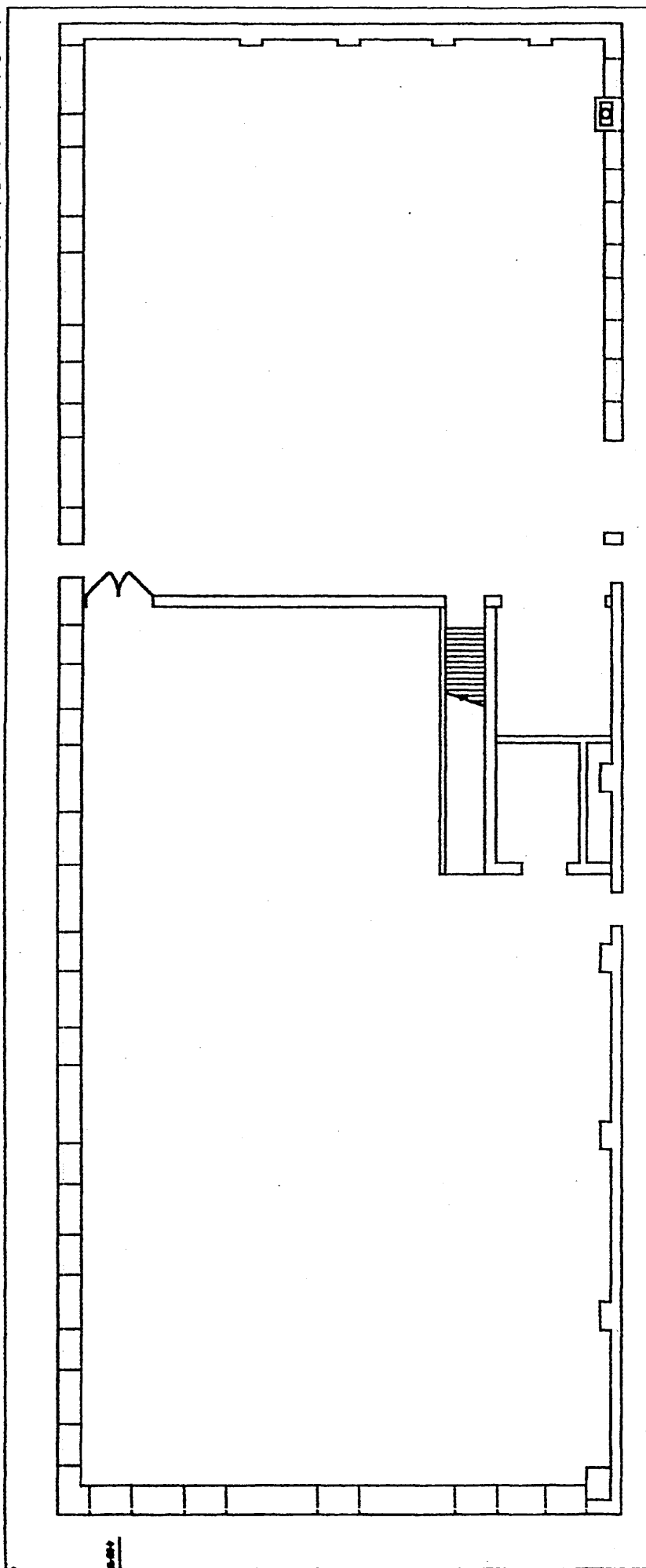
Rear elevation, looking southeast.



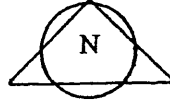
Wisconsin Wagon Company Factory  
602 Railroad Street  
Madison, Dane County, WI  
First Floor Plan



no scale



Wisconsin Wagon Company Factory  
602 Railroad Street  
Madison, Dane County, WI  
Second Floor Plan

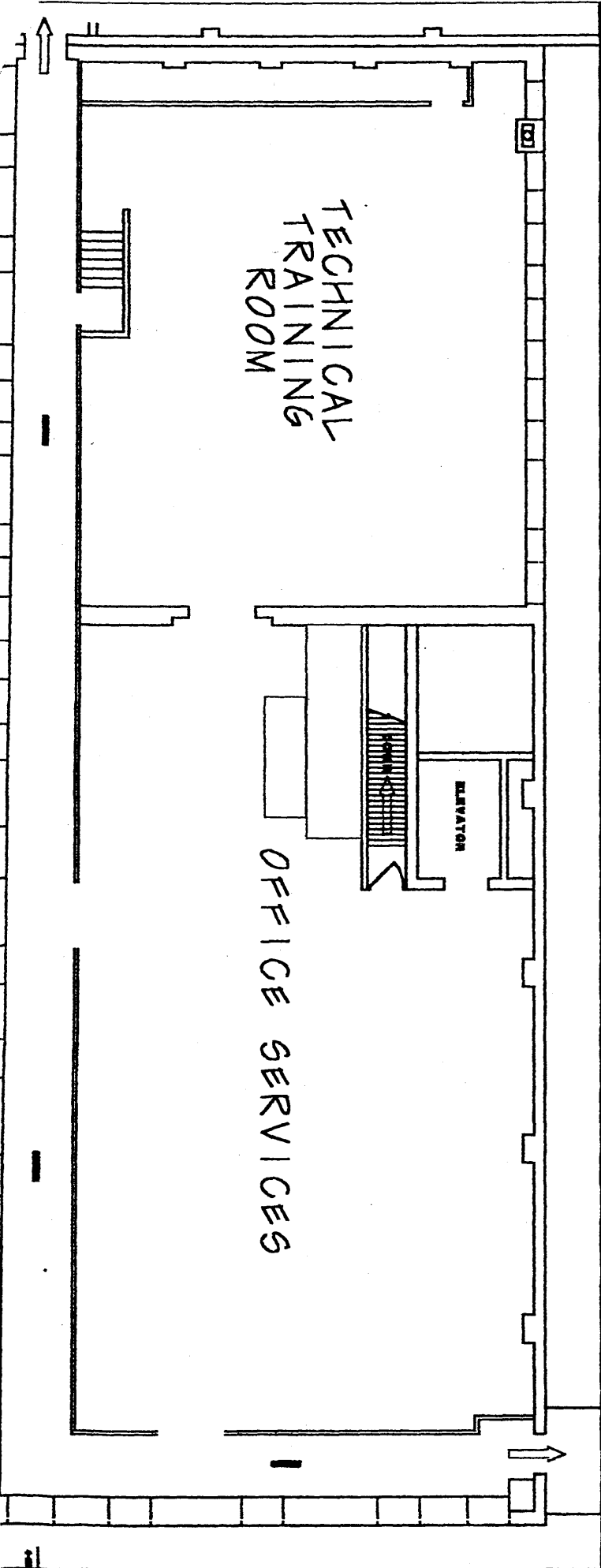


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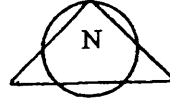
TECHNICAL  
TRAINING  
ROOM

OFFICE SERVICES

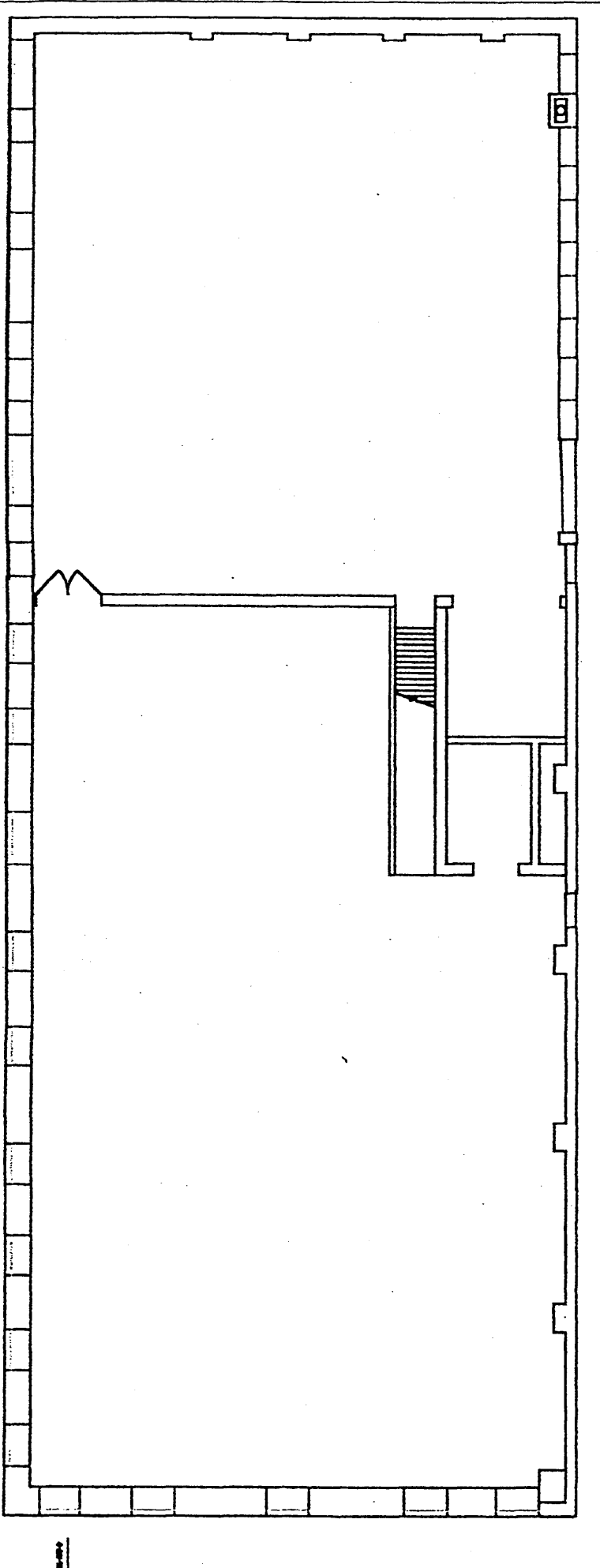
ELEVATOR



Wisconsin Wagon Company Factory  
602 Railroad Street  
Madison, Dane County, WI  
Third Floor Plan



no scale



# 602 RAILROAD ST



Wisconsin Wagon Company Factory  
602 Railroad Street  
Madison, Dane County, WI

