

Omro Village Hall and Engine House
Name of Property

Winnebago Co., WI
County and State

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

[Signature]
Signature of certifying official
State Historic Preservation Officer-WI
State or Federal agency and bureau

2/20/97
Date

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official
State or Federal agency and bureau

Date

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet

 determined eligible for the National Register. See continuation sheet

 determined not eligible for the National Register.

 removed from the National Register.

 other, (explain:)

[Signature] 4-14-97
Signature of the Keeper Date

6. Functions or Use

Historic Functions
(enter categories from instructions)
GOVERNMENT/city hall
GOVERNMENT/fire station

Current Functions
(enter categories from instructions)
RECREATION & CULTURE/museum

Omro Village Hall and Engine House
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I. Description											
Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)										
<u>Late Victorian</u>	<table border="1"> <tr><td>foundation</td><td><u>Stone</u></td></tr> <tr><td>walls</td><td><u>BRICK</u></td></tr> <tr><td>roof</td><td><u>Metal</u></td></tr> <tr><td>other</td><td><u>Stone</u></td></tr> <tr><td></td><td><u>Wood</u></td></tr> </table>	foundation	<u>Stone</u>	walls	<u>BRICK</u>	roof	<u>Metal</u>	other	<u>Stone</u>		<u>Wood</u>
foundation	<u>Stone</u>										
walls	<u>BRICK</u>										
roof	<u>Metal</u>										
other	<u>Stone</u>										
	<u>Wood</u>										

Describe present and historic physical appearance.

The Omro City Hall, as it is now popularly called, was built in 1896 as a multi-purpose municipal building that originally housed the combined village offices, the fire department, and the jail or what was then the village of Omro. This highly intact L-plan two-story Late Victorian style brick building was designed by local architect/builder Fred G. Root (1853-1930), Thomas J. Thompson was the masonry contractor, and Stanton, Lillicrap & Root were the carpentry contractors.

Constructed at a cost of \$5000.00, the Hall measures 48.5-feet-wide x 40-feet-deep, it rests on shallow cut stone foundation walls, and it has exterior walls that are clad in pink-colored brick. A steeply pitched multi-hip and deck roof that is clad in standing seam metal shelters the building. The dominant feature of its design is a three-and-a-half story tall square plan tower on the main south-facing facade that was built to house the still extant fire bell and the still functioning four-faced town clock. The hall continued to serve its original functions until 1966, when what by then had become the City of Omro's offices were removed to the present city hall at 205 S. Webster Avenue. Subsequently, the building served as a meeting hall for various Omro organizations until 1981, when the City leased it to the Omro Area Historical Society to house that organization's museum. The hall still houses this very fine museum today and it is superbly maintained and is in excellent, highly original condition.

The city of Omro is located approximately eight miles due west of the city of Oshkosh, which is the county seat of Winnebago County and one of Wisconsin's larger cities.⁺ The two communities are connected by east-west running STH 21, which becomes Main Street within the corporate limits of Omro, and they are also linked by the Fox River, which flows just north of and parallel to Main Street. The historic commercial core of Omro is centered around the intersection of Main Street and the north-south running South Webster Avenue and this core is now the Omro Downtown Historic District, which was listed in the NRHP in 1995. This district is located on level ground on the south bank of the river and it comprises fourteen historic commercial buildings that line both sides of portions of a three-block-long stretch of Main Street (the 100 blocks of East and West Main Street) and portions of a two-block-long stretch of South Webster Avenue (the 10 and 100 blocks). Both of these two-lane streets are approximately 60-feet-wide at this point, both have concrete curbs and curbside parking, and the buildings in the district are built flush with the cement sidewalks that line both streets. The building that is the subject of this nomination is located just to the east of this district towards the east end of the south side of the 100 block of East Main Street. It is separated from the district by several buildings of modern date, including the present City of Omro Fire Department Station, which is located next door to the west.

⁺ The 1994 population of Omro was 2909. The 1990 population of Oshkosh was 55,006.

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The Hall is positioned at the extreme north end of its flat rectangular lot with its main north-facing facade abutting a concrete sidewalk that runs parallel to East Main Street, the main commercial thoroughfare of Omro. The rear of this lot abuts a paved alley that bisects the block from east to west and the remainder of the surface of the lot (the portion not occupied by the building itself) is paved in asphalt and is used for parking. The Main Street side of this block (which is part of the original plat of the village of Omro) has always been lined with one and two-story commercial buildings, although only a few of the historic ones are still extant today, one of which is the two-story brick Masonic Temple building at 160 E. Main St., built in 1892 and located two doors east of the Hall.

As noted previously, the Hall is a two-story building that measures 48.5-foot-wide x 40-foot-deep and has an L-plan configuration that consists of a two-story 30-foot-wide x 40-foot-deep main block and a two-story 18-foot-wide x 26-foot-deep wing that is attached to the west-facing side elevation of the main block. The building has no basement story; instead, the floor of the first story consists of a poured concrete slab and the twelve-inch-thick pink-colored brick exterior walls of the Hall rest on twelve-inch-thick four-foot-deep cut stone foundation walls. The steeply pitched multi-gip and deck roof of the building is still covered in its original standing seam metal cladding.

North-Facing Main Facade

The forty-eight-and-a-half foot wide north-facing main facade of the Hall consists of the two-story north-facing elevation of the main block and the equally tall, recessed north-facing elevation of the building's west wing. The brick-clad elevation of the main block rests on a rock-faced cut stone plinth foundation and it is enframed with brick pilaster strips whose upper ends terminate at the base of a corbelled brick cornice that encircles the building. This elevation is further enlivened by two equal-width cut stone string courses that span the width of the elevation at the level of the first and second story window and door lintels, and by a third, less wide cut stone stringcourse that spans the elevation at the level of the second story window sills.

The thirty-and-a-half foot wide north-facing elevation of the main block is three-bays-wide and the first story of its nine-and-a-half-foot-wide left-hand (east) bay now consists of a flat-arched garage door opening. A cast iron lintel spans this opening and the door consists of a wooden twenty-panel overhead door, eight of the panels of which are single pane square lights. Historic photos show this door opening is not original to the building but instead replaces a flat-arched window opening that was originally centered in this bay and which was identical to the still extant window opening located in the second story of the bay. It is not known when this alteration took place but it is of long standing and is the only significant change the exterior of the Hall has experienced. The second story of this bay contains a single flat-arched window opening that still retains its original one-over-one-light double hung wood sash.

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The nine-and-a-half-foot-wide right-hand (west) bay of the north elevation of the main block contains a stilted arch opening that admits one into the deeply recessed main entrance vestibule of the Hall. One enters this concrete-floored four-foot-deep x seven-foot-wide vestibule by ascending two stone steps. Located directly opposite the entrance opening in the south wall of the vestibule are a pair of original five-panel wood doors that are surmounted by an eight-light oblong transom. These doors open onto a staircase that ascends to the second story. The left-hand (east) wall of the vestibule contains a single five-panel door that opens into the first story engine house space while the right-hand wall is covered in bead-and-board wainscot (the vestibule ceiling is plastered). This bay's second story contains a single flat-arched window opening that also still retains its original one-over-one-light double hung wood sash.

The main block's eleven-and-a-half-foot wide center bay consists of the three-and-a-half story bell and clock tower, and its brick-clad first two-stories project out one foot from the main wall surface of the elevation. The first story of this bay also contains a flat-arched garage door opening, which in this case is original to the building. A cast iron lintel spans this opening, which contains a wooden thirty-six-panel overhead garage door, twelve of whose panels are single pane square lights.² The second story of the bay contains a triple group of tall, narrow, flat-arched one-over-one-light double hung wood sash windows, which are separated from each other by thin brick mullions. Placed just above this group at a level that corresponds to the cornice of the main elevation is a stone plaque on which are incised the words "City Hall" and the date, "1896." The base of the tower is continued upward for another eight feet above the cornice level of the main block at which point it becomes square in plan (each side is eleven-and-a-half-feet wide). The side elevations of this portion of the tower have no openings, but a five-light fanlight that is entrained in cut stone is positioned on its north-facing elevation just above the name-date plaque and a cut stone beltcourse encircles the tower just above this window. The base of the tower is then terminated by a corbelled brick cornice.

Placed upon the tower's base and extending it upward is an eleven-and-a-half-foot square lantern that is surmounted by an equal-sized open belfry. This lantern is clad in painted metal siding that is stamped to resemble brick and it is crowned by a thin cornice and each of its four elevations features a large circular clock face.³ The four corners of the lantern are each covered by metal-clad corner pilasters that are then continued upward in the form of the four solid wood corner

² Historic photos show that this opening originally contained a pair of six-panel side-hinged wood doors. It is not known when these doors were replaced by the current door.

³ The original hand-wound clock mechanism supplied by the Seth Thomas Co. is still in place and it is still keeping excellent time. A separate metal rod connects the mechanism to the hands of each of the four faces.

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posts that support the roof of the open beltry above. The original nine-hundred pound bronze fire bell and its striking mechanism is still in place in the beltry, although the bell is no longer rung due to a crack that appeared in 1918 when the armistice that marked the end of World War I was being celebrated. Metal railings enclose the lower part of each of the beltry's four openings and it is sheltered by a flat deck roof that has shallow flared sides and broad overhanging eaves that are supported by scroll-sawn sandwich brackets; six pairs per sides.*

The main block is crowned by a metal-clad standing seam hip and deck roof having steep slopes and ridgelines that run north-south.²

The north-facing eighteen-foot-wide elevation of the west wing is also three-bays-wide and it too is enframed by a corner pilaster strip and by a corbelled brick cornice, both of which are identical to those found on the north-facing elevation of the main block, and the same three cut stone stringcourses that embellish the main block are continued across the width of this elevation as well, lending continuity to the overall design. The first story of the elevation's left-hand bay consists of a single flat-arched window opening that contains its original one-over-one-light double hung wood sash, the second story of the bay contains an identical window, and both stories of the right-hand bay also each contain identical windows as well. The first story of the elevation's center bay contains a single flat-arched door opening. This opening has a massive cut stone lintel and it still contains its original five-panel wood door, which is reached by ascending three cut stone steps. The second story of this bay has no openings, but a gable-roofed brick-faced wall dormer is centered on the bay above the cornice level. A pair of square single lights set into a wooden sash and having a three-light semi-circular-arched fanlight placed immediately above them is set into the face of this dormer. This window composition is enframed by a corbelled brick surround that features brick imposts and an arch that is composed of soldier course brick.

Like the main block, the west wing is also crowned by a metal-clad standing seam hip and deck roof whose ridgelines run east-west. A small, thin brick chimney mass is placed towards the east end of this roof near where it joins the roof of the main block. Historic photos show that the top of this chimney was originally crowned by a corbelled brick chimney cap, but this portion of the chimney has since been removed.

* These railings are modern replacements for the original ones. Historic photos show that the original railings were made of wood and that they had a pattern that repeated the arched shape of the tower's fanlight.

² Historic photos show that all the ridges of the Hall's roof were originally decorated with ornamental metal cresting, but this cresting has since been removed.

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West-Facing Side Elevation

The 40-foot-wide west-facing side elevation of the Hall is composed of two elements, the 14-foot-wide west-facing wall of the main block and the 26-foot-wide west-facing elevation of the west wing. The portion of the west elevation that is comprised of the west wall of the main block is enframed by a corner pilaster strip (on its north or left-hand corner only) and by a corbelled brick cornice, both of which are identical to the ones found on the north-facing elevation of the main block, and the same three cut stone stringcourses that embellish the main facade are also continued across the width of this wall as well. Otherwise, this wall exhibits no openings or other design elements of any kind.

The portion of the Hall's west elevation that is comprised of the west elevation of the west wing is similar to the portion just described and it too features a corner pilaster strip (on its north corner or left-hand only) and an enframing corbelled brick cornice. It does not, however, feature continuations of the previously mentioned cut stone stringcourses and it has a single flat-arched window opening located near the right-hand corner of the first story that contains a one-over-one-light double hung window.

South-Facing Rear Elevation

The rear elevation of the Hall is 48½-foot-wide and it is asymmetrical in design, with windows placed where function dictated. This elevation has no pilaster strips defining its corners but it does have the same corbelled brick cornice that encircles the other elevations of the building. The left (west) half of the first story has no openings, but the right half has two flat-arched window openings flanking a centered segmental-arched door opening. All three of these openings serve the engine house space inside the building and the two tall identical window openings both have massive rock-faced cut stone lintels and sills and they each contain a six-over-six-light double hung wood sash. The door opening located between these two windows is placed at ground level and it contains a rectangular six-panel wood door that is original to the building.

The left half of the second story of the rear elevation contains a pair of flat-arched window openings that are separated by a thin brick mullion and each opening contains a two-over-two-light wood sash double hung window. Two separate but otherwise identical window openings are positioned in the right half of this story and they also each contain a two-over-two-light wood sash double hung window as well. All of these openings feature massive rock-faced cut stone lintels and sills that are identical to those of the story below. The elevation has no other features.

East-Facing Side Elevation

The 40-foot-wide east-facing side elevation of the Hall is enframed by a corner

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plaster strip (on its north or right-hand corner only) and by a corbelled brick cornice, both of which are identical to the ones found on the north-facing facade of the building. The first story has no openings of any kind but the second story has two separate, symmetrically spaced, flat-arched window openings. These openings are identical in size and design to the ones on the second story of the rear elevation and they each contain a two-over-two-light double hung wood sash. The elevations's only other feature is a gable-roofed brick-faced wall dormer positioned above the right-hand window which is identical to the one above the west wing on the main facade.

Interior

The first story of the Hall is divided into three rooms, the largest being the original room designed to house the fire-fighting apparatus of the municipal fire department, which occupies the entire first story of the main block, while the first story of the west wing is divided into two smaller rooms. The 28 $\frac{1}{2}$ -foot-wide x 40-foot-deep engine room can be entered through the garage doors, through a door in the east wall of the main entrance vestibule, which occupies the northwest corner of the room, and through the door in the rear elevation. This room has a poured concrete floor that is level with the ground outside, and plaster-covered walls, the bases of which are rimmed by raised concrete curbing. The ceiling of the room is bisected from east to west by a massive wooden joist and the north half of the original plaster ceiling is still visible, but the south half is now covered by a modern suspended ceiling. The two windows in the rear wall are encased with simple flat wooden boards, while the doors in the room have none. A plaster-covered chimney stack runs up the west wall of this room and located to the right of it is a flat-arched doorway that opens into the front room of the west wing's first story and to the left of it is flat-arched doorway leading into a smaller room behind it.

The west wing's front room measures 18-feet-wide x (approx.) 18-feet-deep and it can be accessed both from the engine room and via an exterior doorway located in its north wall. Unlike the two other first story rooms, the floor of this one is raised above ground level and to reach it, either from inside or outside the Hall, one must ascend two steps. Originally, this room served as the municipal jail but for most of its existence it housed the Umro public library. Today, it houses museum exhibits (as does the fire engine room) and it has a carpeted floor, its original plaster walls, and a ceiling that is now covered in corrugated fiberboard.

The west wing's rear room measures 18-feet-wide x (approx.) 8-feet-deep and it can be accessed only through the doorway in the west wall of the engine room. The floor of this room is concrete, the walls are bare brick, the exposed ceiling reveals the exposed floor joists and the flooring of the second story, and the room is lit by a single window located opposite the entrance door.

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The second story of the Hall is also divided into three rooms and it is reached by climbing the stairs that ascend from the main entrance vestibule. The lower portions of the walls of the stairhall are clad in matchboard wainscot, while the remainder is plastered, as is the stairhall ceiling. The six-foot-wide wooden staircase consists of a straight run of wood steps that terminates in an equally wide hardwood floored rectangular landing. Three five-paneled wood doors open off this landing, one to the left (east), one to the right (west), and one directly in front (south), and each of these flat-arched doors has a molded casing and head blocks that are incised with a bulls-eye ornament.

The left-hand door opens into the rectangular plan front room of the main block, which measures approx. 22-foot-wide x 20-foot-deep. This room is lit by five windows, each of which is entrained in molded casework with head blocks decorated with bulls-eye ornament, and it has a hardwood floor and walls whose lower portions are covered in matchboard wainscot with plaster above. A shallow baseboard encircles the base of these walls and a molded picture rail encircles the room higher up. The room has a plastered ceiling, from which hang early but non-original electric globe lights. The main entrance to this room (the one from the stair landing) is located towards the south end of the room's west wall and a second door that is located towards the north end of this wall leads into a small vestibule from which the stair to the bellry ascends.

A pair of five-panel doors centered on the south wall of the front room open into the rear room of the main block, which measures approx. 29½-foot-wide x 20-foot-deep. This room is lit by three windows, each of which is also entrained in molded casework with head blocks decorated with bulls-eye ornament, and it also has a hardwood floor and walls whose lower portions are covered in matchboard wainscot with plaster above. The ceiling, however, is perhaps a foot lower than that of the front room and it is now covered in acoustic tiles. The southwest corner of this room is occupied by a small rectangular bathroom space, which has wainscot-covered walls and appears to be original to the building. While the main entrance to the room is via the doors that lead to the front room, another doorway is located in the room's north wall and opens directly onto the stair landing. A third flat-arched doorway is located towards the south end of the room's west wall near the bathroom and it leads into the room that occupies the second story of the west wing.

This room, which was originally the office of the village clerk, measures approx. 18-foot-wide by 26-foot-deep and it is lit by four windows, each of which is also entrained in molded casework with head blocks decorated with bulls-eye ornament, and it also has a hardwood floor. The lower portions of the walls of this room are clad in wainscot fashioned out of wide tongue and groove boards crowned with a simple cap rail while the upper portion is now covered with a striated wall covering. In this room too, the ceiling is lower than that of the main block's front room and it is also covered in acoustic tiles. The southwest corner of this room is occupied by a walk-in vault that has steel doors. This vault is original to the Hall and it was

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constructed to house the papers and receipts belonging to the village clerk. Today, both this room and the other second story rooms house portions of the collection of the Omro Area Historical Society.

In summary, both the interior and exterior of the Hall exhibit a high degree of integrity. The only changes that have affected the exterior are the addition of a second garage door opening, the replacement of the original garage doors with later ones, the replacement of the bell tower's original railings with later ones, and the removal of the cresting that once ornamented the roof. The only changes to the interior have been the covering over of the original ceilings in several of the rooms with later materials and the covering over of the plaster walls in the second story room above the west wing. Otherwise, the Hall still retains its historic design and feeling.

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3. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: nationally statewide X locally

Applicable National Register Criteria X A B X C D

Criteria Considerations (exceptions) A B C D E F G

Areas of Significance

(enter categories from instructions)

Period of Significance

Significant Dates

Architecture

1896^o

1896

Politics/Government

1896 - 1946⁷

Cultural Affiliation

N/A

Significant Person

Architect/Builder

N/A

KOOL, Fred G./ARCHITECT^o

THOMPSON, Thomas J./BUILDER⁷

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Significance

The Omro Village Hall and Engine House is being nominated to the National Register of Historic Places (NRHP) for its local significance under National Register (NR) criteria A and C. More specifically, the hall is being nominated because of its associations with the NR significance areas of Politics/Government and Architecture, two themes that are also identified in the State of Wisconsin's Cultural Resource Management Plan (CRMP). Research designed to evaluate this significance potential centered on the Local Government subsection of the Government study unit of the CRMP and the Queen Anne style and Commercial Vernacular form subsections of the Architectural Styles study unit of the CRMP.¹⁰ The results of this research is detailed below and confirms that the Omro Village Hall and Engine House is locally significant under NR Criterion A as a fine, highly intact Late Victorian era example of a type of multi-purpose building that is typically associated with the governmental services provided by Wisconsin's smaller municipalities. This building was constructed in 1896 to house the Village of Omro's municipal offices, its fire department, and its jail, and it continued to do so until 1966, when the offices of what was by then the City of Omro were moved to new quarters. During this period the hall was the physical embodiment of local government and it is believed to be eligible for inclusion in the NRHP because of the important role it played in the history of local government in Omro. Omro's City Hall is also locally significant under criterion C as well as a fine and extremely intact example of a Late Victorian

^o Omro Herald. July 4, 1896.

⁷ The period of significance for Politics/Government spans the years from the construction of the building (1896) until the NRHP fifty year cut-off point (1946).

⁶ Omro Weekly Journal. February 13, 1896.

³ Omro Herald. March 20, 1896, p. 1.

¹⁰ Wyatt, Barbara (Ed.). Cultural Resource Management in Wisconsin. Madison: State Historical Society of Wisconsin, Historic Preservation Division, 1986. Vol. 1, 9-1 - 9-14 (Local Government); Vol. 2, 2-15 and 3-10 (Architecture).

 X See continuation sheet

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style multi-use brick municipal building. Such multi-use buildings constitute a well-defined resource type that is closely associated with municipal government activities and the Umro example is an exceptionally intact late nineteenth century example of what is now a highly threatened resource type.

The two-story L-plan Umro Village Hall and Engine House was constructed in 1896 at a cost of \$5000.00 by the Village of Umro to house its municipal offices, its fire department (and fire engine), and its jail. The Late Victorian style design of the building was supplied by Fred G. Root, a local builder and contractor, the masonry contractor was Thomas Thompson of Umro, and the carpenter contractor was the firm of Stanton, Lillcrap, and Root, also of Umro. The building has a concrete pad foundation, brick walls, and a metal roof and both its historic interior and exterior are still almost completely intact today and in excellent condition. In addition, the building, which is now the museum of the Umro Area Historical Society, now houses an excellent collection of historic artifacts, one of which is the original horse-drawn fire engine that the building was built to house.

Historic Context

The city of Umro is located in the civil town of the same name and both are located in Winnebago County. Like so many of Wisconsin's earlier communities, Umro owes its existence to its proximity to an early transportation route and to a source of water power, in this case the Fox River. Prior to and even after Wisconsin attained statehood the Fox and Wisconsin rivers were the subject of great interest as the principal links in a potential water route that was envisioned as connecting the Great Lakes with the Mississippi River. Consequently, the land bordering on these two rivers was also the object of considerable interest and speculation on the part of those who hoped to benefit from a location on the future waterway.

Even before permanent settlement occurred in the vicinity a trading post had been established on the present site of the city of Umro by Charles Corro, Jed Smalley, and Capt. William Powell and was known as Smalley's Landing. Here, trade with the Native American population took place, the proceeds of which were then shipped by boat downriver north to Green Bay. The first permanent settler in the area, however, was Edward West, who purchased some 500 acres southeast of Umro in Section 23 of the future town in 1845, and upon which he erected two log cabins. Because the land in the vicinity was gently undulating, largely open, and fertile, other settlers quickly followed and within a year West had been joined by at least fifteen others, nearly all of whom were farmers intent on cultivating their land. In 1847, at least thirty-three others joined the first pioneers and by 1848, "This town was well settled; for this lovely tract of country was so attractive to immigrants, that, in less than three years after the advent of the first settler, the land was very generally occupied." **

** Harney, Richard J. History of Winnebago County, Wisconsin. Oskosh: Allen & Hicks, 1880, pg. 296. Umro was named after Charles Umro, an early Indian trader in the area

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Among the settlers who came in 1847 were the men who would become the founders of the future city of Omro. The most important of these was David Humes, who came to Omro in the spring of 1847, and selected a site on the south side of the river in Section 16 just to the east of the present city for his residence. Humes built a log cabin on the site and this was the first structure on the site of the future city.

It was Mr. Humes' ambition to build a thriving town. He settled here for that purpose and laid every plan for the accomplishment of that end. He had a plan of his own, and in the following spring he proceeded to carry it out. Taking his axe, he proceeded to the north side of the river, which was then known as "Indian Land," and selecting his trees, he struck the first blow toward the building of the "Grouser," or upright anchor boat, for towing logs against the current. The idea was Humes' own invention. "I am going to build a boat which will tow logs up this river, and there will be saw mills built here and a town will grow up," was his reply to all attempts to discourage him. He went on with the work, and soon had the satisfaction of making it a complete success. The boat was propelled by horse power -- four horses on a sweep, and was known as "Humes' Horse Boat."¹

As Humes had hoped, the success of his invention led others to begin the construction of saw mills along the river bank in the vicinity. The first to do so was Humes' son-in-law, Nelson Beckwith, who, with Elisha Dean, built the first mill on the south bank of the river on the site of what would later be Daggett's Woolen Mill (extant). Other mills were built on both sides of the river, including a second one by Beckwith, who also built the first frame house in the village in 1848. In 1849, Beckwith, Dean, and Joel V. Taylor laid out the original plat of the village of Omro and this plat was followed by another to the west of it in 1850, known as the Western Addition. Also in 1850, the ferry that had previously linked the north and south sides of the river was replaced by a float bridge located at the foot of what was then called Main Street (today's Jefferson Street), an event that materially contributed to the subsequent expansion of the village to the north side of the river.

New settlers continued to arrive in a steady stream and among the newcomers in 1850 was N. Frank, "who came up the river on the steamer "Badger," the first steamer so far as known, that ever came up as far as the bridge."² Frank soon set about building the first mercantile establishment in the village, a small frame building (non-extant) located next to the south end of the bridge. Another "first" also occurred in that year when Omro's first hotel, the Larrabee House (non-extant), was constructed on the site of the present Omro Masonic Temple at 160 E. Main Street.

¹ Wright, Platt M. Omro, Wisconsin: A Brief Sketch of its Past and Present. Pamphlet published by the Omro Journal, 1876, p. 5.

² Ibid, p. 6.

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In the years that followed the first school and the first churches were built in the village. N. Frank built a second and larger store on a corner lot that was later replaced by his third one, the building at 103 E. Main Street that is still extant today, and others also followed suit, creating the original commercial core of the village, which was on the same site as the one that was nominated as the Omro Downtown Historic District. "In the year 1856, the grist mill (non-extant) was built by Mr. McLaren. This was quite an event for the place and was the means of drawing a considerable trade into the village."¹⁴

Thus, by 1857, the village of Omro, which was chartered as a village in that year, had established itself as a commercial hub for the surrounding area. The village of that day contained a flouring mill, two or three saw mills, about eight mercantile establishments on a small scale, a harness shop, two taverns, two churches, a hotel, and a school. The bridge across the Fox had been rebuilt and moved east to the present site of the new footbridge at the end of Webster Avenue, new commercial enterprises were being constructed on both sides of the river, and produce grown on the surrounding farms was processed in the mills of the village and could then be sent on to larger markets via the small steamboats that ran daily between the village and the city of Oshkosh in the warm months. Not surprisingly, area population had also increased dramatically; from eighteen in 1847, to 1605, in 1855.¹⁵

The stage was thus set for the arrival of the first railroad in the vicinity, the Ripon & Wolf River Railroad, which was chartered in 1857. The laying of track for the road began in 1860, and on January 1, 1861, the track was completed to Omro.

This was the most important event in the history of that place, up to that time. Hitherto, there had been no outlet for the lumber manufactured here (Omro), except by water, and all mails and communications with other towns was either by the same means, or by teams. The completion of the railroad was therefore a very important event for Omro, and although regular trains were not put on until June, 1863, it was a benefit to the village which but few have estimated at its true value. Too many have looked only at the cost of the road, forgetting that it doubled the population and business of the place, created a better market for farm produce, and placed many advantages within reach, which without it would have been absolutely unattainable.¹⁶

Partly these advantages were due to Omro's status as the last stop on the line, a situation that gave it an advantage over other communities in the area for a number of years. Like most other communities in Wisconsin, Omro weathered the Civil War years as best it could and it experienced little change during these years. In the

¹⁴ Wright, Platt M. Op. Cit., p. 7.

¹⁵ Reetz, Elaine. Come Back in Time. Princeton, WI, 1982, Vol. 1, p. 15/.

¹⁶ Wright, Platt M. Op. Cit., p. 8.

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Omro Downtown Historic District, Omro, Winnebago County, Wisconsin
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years following, however, business boomed. In 1866, the first brick commercial building in the village was constructed -- the Gibbs building (non-extant) -- and new buildings were soon lining both sides of Water Street (today's Main Street), the principal commercial thoroughfare of the village. In the 1870s, the first of the commercial buildings that comprise the proposed historic district began to appear; the Northwestern Hotel ca. 1870, and the W. W. Race building in 1871. Continuing prosperity gradually filled the lots on Main Street and Webster Avenue and occasional fires resulted in the replacement of frame buildings with more substantial ones built of brick.

By 1880, a history of Winnebago County published in that year described the village as follows:

The place contains something over two thousand inhabitants, and has twenty-odd stores; two steam saw-mills, one a large first-class mill (H. W. Webster's), which manufactures some four or five million feet of lumber per annum; a foundry and machine shop (Geo. Challoner's) 36 by 170 feet, one of the principle articles manufactured being Challoner's famous patent sningle-mill machinery. There is also a large carriage manufactory and several smaller wagon and carriage works; a sash and door factory; a barrel factory, employing a number of hands; grist mill, cheese factory, and a number of mechanic shops of various kinds. A stock company has also built a very fine brick structure for a woolen mill (Daggett's Mill).

The main business street is quite a busy mart of trade, and presents a lively appearance, and is frequently thronged with teams. It is a well built street, and contains several fine brick blocks. There are also two good hotels, the Larrabee House and the Northwestern.⁴⁷

Unbeknownst to the writer of the above, however, Omro was then in its heyday. Ironically, the railroad, which had been the source of growth in earlier years, would now be the cause of the town's gradual economic stagnation. The Ripon and Wolf River Railroad had by this time been subsumed within the much larger Milwaukee and St. Paul Railroad system and as the line that had once ended in Omro was pushed further west to serve other communities, Omro lost its relative advantage as an area shipping point. As a result, Omro's population began a gradual decline, which by 1900 had reached 1500. This trend was unaltered by the arrival of an interurban line connecting Omro with the fast-growing city of Oshkosh to the east in 1902. This new transportation alternative gave Omro area shoppers still better access to the much larger stores in Oshkosh, the area metropolis, but brought little business to Omro merchants in return, a situation that was only exacerbated by the subsequent development of the automobile. Consequently, Omro settled more or less peacefully

⁴⁷ Harney, Richard J. Op. Cit., p. 296d.

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into its natural role as the trading and shipping point for the area immediately surrounding it, but village population continued to decline and by 1929, had reached a low of 1052.

The subsequent history of the village (Omro did not become a city until 1944) is uneventful and is typical of the histories of hundreds of similar communities in Wisconsin. Indeed, population did not begin to grow again until relatively recently, when the proximity of Omro to Oshtosh and other Fox River Valley cities made it attractive to both relocating Fox River Valley area businesses and persons desiring a more pleasant way of life. Today, the city's population is just over 2900 and growing and the city now finds itself in the position of having to plan for the next stage in its history.

Today, almost all traces of Omro's earlier aspirations as a manufacturing center are gone, but much of its historic retail and commercial center still survives because it continues to offer the inhabitants of the city many of the same goods and services that it provided more than a century ago. The best and most intact of the buildings that make up the core of this commercial center have now been included within the boundaries of the Omro Downtown Historic District.

Politics/Government

The Omro Village Hall and Engine House is being nominated to the NRHP on the basis of its local significance to the history of the municipal government in Omro. The building was constructed in 1896 as a combined village hall, fire engine house, and jail and it continued to fulfill these functions until 1966, when they were moved to other, larger buildings. During this period the 1896 building served as the visible seat of local government and it is believed to be eligible for listing for this reason.

Omro was officially chartered as a village by the State of Wisconsin on April 13, 1857, with the powers of government being vested in an elected board of trustees. Prior to this time the village was under the administration of the Town of Omro board, the Town having been first organized in 1839 as a part of the much larger Town of Buttes des Morts, which was then a part of Brown County. When Winnebago County was formed out of Brown County in 1840, much of the Town of Buttes des Morts went with it. On March 15, 1849, the name of the Town was changed by the County Board of Supervisors to Bloomingdale and in 1852 the name was changed again, this time to Omro, which it has since remained.¹⁰

The first election for Omro's new board of trustees was held on April 13, 1857, with 105 votes being counted for the offices of the president of the board, four trustees who were elected at large, and the village's assessor, treasurer, clerk, and

¹⁰ Harney, Richard J. Op. Cit., p. 296.

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marshal. Not surprisingly, village government in Umro and in other villages in the state, was an informal affair at first and was conducted on a small scale. In its first year of existence, for instance, Umro's village expenses were \$234.21 and the trustees' major accomplishment was the approval of the construction of 457 rods of sidewalk, built at a cost of \$1108.75.⁴³ Public meetings were held in whatever spaces were available, such as schools and churches, and later, after the Civil War, in the public halls that occupied the second stories of several Umro commercial buildings such as Bushnell's Hall, which was built almost directly across Main Street from the future Umro Village Hall in 1866 and which was still in use as a public meeting place as late as 1896. In addition, since Umro's elected officials served only part-time, most of the routine business of the village was transacted in the offices or places of business of these men. Consequently, the village had little need for any facilities of its own. As the village grew, however, more services were required of local government and eventually the trustees were compelled to provide facilities for them.

By 1891, Umro had a population of 1600 and with it a need for a new jail and for a place to house a much-needed new fire engine for the village's volunteer fire department. At its December 30, 1891 meeting the village trustees decided to create a village fire department and purchased for it a new horse-drawn steam fire engine built by the Clapp & Jones Mfg. Co. of Hudson, New York along with two hand-pulled hose carts and fire hose.⁴⁴ This \$3200.00 expenditure also necessitated having a heated building to house the new equipment in, so a small frame building located on Main Street (non-extant) was purchased as the village's first engine house.⁴⁵ Other village offices and facilities were scattered throughout the downtown. Besides the new engine house, the village clerk occupied an office in the downtown, rooms were rented in the second story of the building that housed the post-office on Webster Ave. (non-extant) for the use of the volunteer fire brigade, and the village marshal also had a "lockup" as well, whose location is now unknown.⁴⁶

The Village continued to occupy this patchwork quilt of facilities until 1894, when a committee of trustees was charged with finding a replacement for the engine house, which was described in the minutes as "being deemed inadequate for the safekeeping of the property (the fire equipment) it contained."⁴⁷ At the December 4, 1895

⁴³ Wright, Platt M. Op. Cit., pp. 7 - 8.

⁴⁴ Minutes of the Meetings of the Village of Umro Board of Trustees, Vol. 1, 1856-1931, p. 314. Kept at the Umro City Hall, 205 S. Webster Ave., Umro, Wisconsin. These minutes were exhaustively analyzed by Prof. Edward Noyes, Emeritus Professor of History, UW-Oshkosh, who has kindly lent the fruits of his research to the City of Umro for this project.

⁴⁵ Ibid, July 18, 1893, p. 357. At this meeting the board approved a plan drawn by E. A. Earle to add an annex to the engine house. This was done for \$170.00, the contractor being Fred G. Root.

⁴⁶ Ibid, pp. 344, 361. The "lockup" and firehouse may have shared the same building.

⁴⁷ Ibid, p. 387.

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meeting of the board, a motion was passed to the effect that a brick building was to be erected by the village "for the use of the fire department, etc." At the December 31, 1895 meeting a site for the new building was purchased and at the February 5, 1896 meeting a design for the building drawn by local building contractor and architect Fred Root was submitted for inspection. This design, which was to house both the engine house and village jail, was ratified at the February 19 meeting and proposals for its construction were solicited as a result of action taken at the March 4 meeting.** At the board's March 18, 1896 meeting the winning bids were announced, construction was commenced soon thereafter, and by the end of July the various functions of village government had been consolidated in their new home.

The new village hall building continued to serve the needs of Omro's municipal government until 1966, when most of the various city functions that it still contained were removed to the newly remodeled Omro Theatre Building at 205 S. Webster Ave. (extant). During the seventy-year period between its date of construction in 1896 and 1966 the hall was quite literally the center of Omro's municipal government and was one of the city's most important landmarks. Not surprisingly, a number of changes were made in the usage of the building during this period, but these did not result in significant changes to the exterior or the building nor did they greatly impact the interior either. The office of the village clerk (later the city clerk) was moved into the room in the second story of the west wing soon after construction of the building was completed and before long the village board began holding its meetings in the second story space that it shared with the volunteer fire fighters. The first story jail, meanwhile, was eventually moved elsewhere and its space was reused as Omro's first public library, and after the fire engine was moved to a newer building after World War II the former engine house was occupied for a time by other city vehicles.

After the City vacated the Hall in 1966 a proposal was received that would have torn down the building to make way for a parking lot. Fortunately, a public referendum in 1967 directed the City to retain the building instead, so the Hall was refurbished and occupied by a number of civic organizations until 1981, when the City leased it to the Omro Area Historical Society to serve as a local history museum. Thus, the Omro Village Hall still continues to serve the public today, 100 years after it was constructed.

The Omro Village Hall and Engine House is thus believed to be eligible for listing in the NRHP under criterion A because it successfully embodies the historic associations of the important role that municipal government played in the lives of the citizens of Omro during its period of significance. The building housed Omro's fire station from the time of its construction until after World War II and it also

** Minutes of the Meetings of the Village of Omro Board of Trustees, Vol. 1, 1896-1931, Op. Cit., pp. 425, 429, 430, 434.

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housed Omro's jail (afterwards its public library) as well as Village and later City offices until the mid 1960s. In addition, the building is notable for its exceptionally high degree of integrity, a context consideration that is specifically mentioned in the Local Government subsection of the CRMP.

Architecture

The architectural significance of the Omro Village Hall and Engine House lies in its being a fine and highly intact example of a Late Victorian period multi-use municipal building. The two-story brick L-plan Village Hall was built in 1896 at a cost of \$5000.00 to a design furnished by local builder/architect Fred G. Root and its construction permitted the village of Omro to consolidate the previously separate office occupied by the village clerk, the engine house of the village fire department, and the local jail, into one modern up-to-date facility. Almost immediately, the Hall became one of Omro's best known landmarks and it still retains this status today in its new role as the local history museum.

Although not a true example of any one style, the Omro Village Hall is clearly identifiable as a Late Victorian period building. The massing of its design has a distinct vertical emphasis that is characteristic of Late Victorian buildings in general and this emphasis is accentuated by the rather steeply pitched metal-clad multi-hip roof that shelters the building and the three-and-a-half-story square plan Queen Anne style-influenced bell tower that dominates its otherwise two-story-tall main facade. Indeed, the Hall's bell tower is such a dominant feature that it is easy to overlook the fact that the design of the main facade has a great deal in common with the designs of the late nineteenth century Commercial Vernacular form buildings that still line Omro's Main Street in the vicinity of the Hall. Like many of these buildings, the outer edges of the main facade of the Hall consist of brick pilaster strips whose upper ends connect with a corbelled horizontal brick cornice that spans the width of the facade. These design elements effectively enframe the facade and two more pilaster strips divide the facade into bays (these two pilaster strips are also continued upward along the outer edges of the bell tower, a device that enhances the verticality of the tower's design). A counterbalancing horizontal emphasis is provided by the use of four cut stone stringcourses at the lintel and sill levels of the Hall's first and second story window and door openings.

Similar design elements decorate the main facades of several of Omro's late nineteenth century Main Street commercial buildings as well, including the two-story Earl & McGuire building at 100 E. Main St., the two-story I.O.O.F. Building at 111-113 W. Main St., and the two-story Root Bros. Building at 123 W. Main St. None of these elements have a truly functional justification, however. Instead, they are used to ornament and enliven the facades on which they occur. Omro's examples are similar to many other buildings in Wisconsin designed in the Commercial Vernacular form, the Queen Anne style, and other Late Victorian styles, and they share with these buildings designs that prefer visual variety over unity. In addition, the

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Hall's mix of exterior cladding materials (brick, cut stone, sheet metal stamped to resemble brick, and wood) is also typical of the eclectic, inorganic designs that characterize so many other examples of Late Victorian Period design.

The use of design elements and materials similar to those found on the buildings that surround the Hall also helps this free-standing building blend into its main street setting. That the Hall is such a good neighbor may owe a great deal to the man who designed it. Fred G. Root (1853-1930), the designer of the Hall, was born in Glens Falls, New York, on March 2, 1853. After his father's early death he was forced to make his own way and at age of eight he left home and began the first of a series of laboring jobs, including a three-year stint as a choreboy for the superintendent of a lumber company. At age twelve Root apprenticed himself to a cabinetmaker in Canada, which subsequently became his profession.

When he was 21 years old, Mr. Root came to Umro and entered the employ of George Charlesworth in the furniture and undertaking business. Later he opened a shop of his own in a building that stood at the south end of the bridge on the east side of the street (Webster Ave.). During this time he manufactured furniture by hand. Many pieces of his furniture are still being used in the homes of the village.

In 1877, he married Mary Russell, daughter of J. T. Russell, of Umro. About this time, Mr. Root conceived the idea of building a casket factory in Umro. With this in mind, he moved his family to Berlin where he went to work for a dollar a day in the Berlin Casket Factory in order to learn the details of the business. After spending a year in Berlin, he returned to Umro to build the Umro Coffin Factory which later became the Buckstart Company of Oshkosh.

Mr. Root worked several years in the Challoner Machine Shop where he learned drafting. This prepared him for taking over building contracts of importance. At this time he built the Rockford Casket Company, and the Chattanooga Casket Company, in each of which he was superintendent for one year. On his return to Umro, he took up general contracting, which he followed the rest of his life. His first building was the Pingree Schoolhouse on the Winneconne Road; his second, a barn standing on the S. Leighton place. Many fine houses in both Oshkosh and Umro, and several public buildings in the latter are of his construction.²⁰

Although the identities of the other public buildings in Umro that Root designed and/or built have yet to be established, the Umro Village Hall is undoubtedly one of his finest. Root's role in the design of the Hall actually began on July 18, 1893, when he contracted with the Village to act as the carpenter contractor responsible

²⁰ Umro Herald. "Two Well Known Residents Pass Away." April 21, 1930, p. 1. Obituary of Fred G. Root.

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for adding an "annex" onto the original house. Subsequently, on October 2, 1895, C. B. Root (a relative?) was appointed to a committee of three members of the Village Board of Trustees who were directed "to have plans drawn up and specifications prepared for said engine house, to be submitted to the Board of Trustees at some future meeting for approval or disapproval."²⁰ What this committee reported or when is not shown in the minutes of the board but on Dec. 4, 1895 the board decided to erect "a brick building for the use of the fire department, etc." and they began to evaluate proposals for the furnishing of building stone for the building.²¹ At the December 31st meeting, however, the minutes state that "F. G. Root, architect, placed before the board for inspection a draught or plan of an engine house for the Umro fire engine Company, etc., proposed to be erected by the Village on Lot No. 3, Block 3 of the Original Plat of said Village of Umro. On motion being made, Mr. Root's plan was accepted subject to such or any changes that may be deemed expedient to be made in the interest of the Village at some future meeting of the Board."²² Neither the minutes nor the local newspapers make any mention of any other plan and it is not known if any were even solicited. It appears, therefore, that Root's local reputation as a builder and designer/architect was sufficient to satisfy the Board and they reaffirmed their initial action at their February 19, 1896 meeting when they again voted to accept the plan "for the engine house and jail" and "On motion decided that Mr. F. G. Root be requested to make for the Village estimates of the expense of building the proposed structure."²³

The most striking feature of the design that Root furnished for the Village was the three-story bell tower that dominates the Hall. That there was a practical need for some sort of tower to house a fire bell is certain since such a bell would have been the principal means of summoning the volunteer members of the fire company to the station. Clearly, though, this need could have been satisfied with a much smaller tower than the one Root supplied so it seems likely that a desire to create a clearly visible civic monument must also have played a part in Root's thinking. If so, there were at least two other existing buildings in the Village that Root could have drawn upon for inspiration. The nearest was the Umro Woolen Mill building (251 E. Main St., built in 1874-75), which is located a block further to the east and which has a three-and-a-half story tower, while five blocks to the south of the Hall site was the Umro High School, built in 1893 (515 S. Webster Ave., NRHP 1985), which has a three-story tower. Both of these fine brick construction Late Victorian style buildings are still extant today and their status as the two largest buildings in the Village in 1895 may well have suggested to Root and his clients that the new engine house should have a tower of comparable size as well.

²⁰ Minutes of the Meetings of the Village of Umro Board of Trustees, Vol. 1, 1856-1931, Op. Cit., p. 420.

²¹ ID10, p. 425.

²² ID10, p. 430.

²³ ID10, p. 432.

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whatever the source of inspiration, a request for bids for the construction of the hall was published and the winners were announced in the local paper on March 20, 1896. The winning bid for the masonry work was that of Thomas J. Thompson; for the carpentry work, the Omro firm of Stanton, Lillcrap & Root; and S. E. Allen was awarded the contract for the painting. Building stone was furnished by J. B. King of Oshkosh; finished stonework, including a tablet reading "City Hall," was furnished by James Reynolds of Oshkosh; and the pink brick that covers the hall was furnished by C. S. Morris of the nearby city of Berlin, Wisconsin.²⁰ In addition, F. G. Root was hired to superintend the work and a decision was made by the board to purchase a city clock for the tower from the Seth Thomas Clock Co. and a 500 lb. (later increased to 900 lb.) fire bell from the Meneeley Bell Co. of Troy, NY.²¹

Construction on the building foundation began on April 16, 1896. By May 28th, the walls were completed and by June 11th the metal roof was nearly completed as well and the flagstaff that originally crowned the tower roof was put into place. By June 18th the exterior carpentry work was completed, by June 25th the interior plaster work was done, and by July 16 the first story's concrete floor was ready to accept the weight of the fire engine and the decorative metal cresting was installed on the roof ridges and on the roof of the tower. By the end of July both the clock and the fire bell had been installed, the fire company and the village clerk had both moved into their new quarters, and the building was, for all intents and purposes, complete and appeared largely as it does today.²²

Omro's decision to build a multi-use building to house the various functions of local government was an option that was also chosen by a number of other municipalities throughout the state during this period. In part this trend reflects the increased growth that many of the state's smaller communities were experiencing by the end of the nineteenth century. As these cities and villages grew in population and size, a corresponding demand for local government to deliver more and better services grew along with them, with one result being that the often make-shift facilities that had originally housed the various functions of local government were soon rendered inadequate to meet the new demands. Such was the case in Omro, which by 1892 had a population of 1600, but housed its village clerk in a rented room in a local commercial building and its new \$3500.00 fire engine in a small one-story frame building that also appears to have doubled as the local "lockup" when necessary.

In Wisconsin's larger city's such as Madison, separate buildings to house governmental offices, a fire department, and a jail had existed for many years and

²⁰ Omro Herald. March 20, 1896, p. 1. Note: it is possible that F. G. Root was a partner in the firm of Stanton, Lillcrap & Root.

²¹ Minutes of the Meetings of the Village of Omro Board of Trustees, Vol. 1, 1856-1931, Op. Cit., pp. 437, 439.

²² Omro Weekly Journal. April 16, April 23, April 30, May 7, May 21, May 28, June 11, June 18, June 25, July 16, and July 30, 1896.

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they were replaced with larger, but still separate facilities as need warranted. In the state's smaller communities, however, the need for increased space and new facilities was tempered by fiscal restraints that made the choice of building just a single building to house all governmental functions a more feasible option. How many Wisconsin communities chose to build multi-use buildings of this type in the late nineteenth and early twentieth centuries is not known. Two that did, however, were the cities of Columbus, in Columbia County, and Stoughton, in Dane County. Both of the historic city halls in these communities are brick and stone construction Richardsonian Romanesque Revival style multi-use buildings that were built to house the city offices, the fire department, the police department and jail, and, in each case, a sizable auditorium. The Columbus City Hall (105 N. Dickason Blvd. - NRHP 9/4/79) was built in 1892 to a design by T. D. Allen of Minneapolis and it still houses many of its original functions today. The Stoughton City Hall (381 E. Main St. - NRHP 10/21/82) was built in 1901 to a design by F. Kemp of Beloit, Wisconsin, and it replaced an earlier multi-use City Hall building located across the street that had been constructed in 1884.

The Umro Village Hall and Engine House fits somewhere in between the Columbus and Stoughton examples in size and elaborateness, but while smaller in scale than the two listed city halls mentioned above it is as impressive a building in its local context as the two larger buildings are in theirs. The Umro Village Hall and Engine House is thus being nominated to the NRHP for its local architectural significance as an excellent and unusually intact Late Victorian example of the multi-use municipal building resource type. The Hall possesses a high degree of integrity and its design, by local architect/builder Fred G. Root, features many of the design elements that are typically associated with Late Victorian Period buildings. The design has a pronounced vertical emphasis that is still further accentuated by its tower, it features a variety of surface textures and materials, and it has an irregular plan and an asymmetrical facade, all of which are elements that are specifically noted in the Queen Anne style subsection of the CRMP.²²

Owner

City of Umro
205 S. Webster Ave.
P.O. Box 399
Umro, WI 54963

²² Wyatt, Barbara (Ed.). Op. Cit., Vol. 2, 2-15 (Architecture).

Omro Village Hall and Engine House
Name of Property

Winnebago Co., WI
County and State

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Harney, Richard J. HISTORY OF WINNEBAGO COUNTY, WISCONSIN. OSHKOSH: ALLEN & HICKS, 1880.

Minutes of the Meetings of the Village of Omro Board of Trustees, Vol. 1, 1856-1931.

Previous documentation on file (NPS):

See continuation sheet

- 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

Specify repository: _____

10. Geographical Data

Acreage of property Less than One Acre

UTM References

A	<u>17b</u>	<u>378037000</u>	<u>481114810</u>	B	<u>1</u>	<u>11111</u>	<u>11111</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>1</u>	<u>11111</u>	<u>11111</u>	D	<u>1</u>	<u>11111</u>	<u>11111</u>

See continuation sheet

Verbal Boundary Description

Original Plat, Lot 3, Block 3. (SOUTHOOROU)

See continuation sheet

Boundary Justification

The boundaries encompass all the land historically associated with the nominated property.

see continuation sheet

11. Form Prepared By

name/title Timothy F. Heggland/ Consultant for the City of Omro

organization _____ date December 20, 1995

street & number 1311 Morrison St. telephone 608-251-9450

city or town Madison state Wisconsin zip code 53703

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
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United States Department of the Interior
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Omro Village Hall and Engine House, Omro, Winnebago County, Wisconsin
Section number Photos Page 1

Items a-d are the same for each photo

Photo 1

- a) Omro Village Hall & Engine House
- b) Omro, Winnebago County, WI
- c) Timothy F. Heggland, December 4, 1995
- d) State Historical Society of Wisconsin
- e) View looking S
- f) Photo 1 of 8

Photo 2

- e) View looking SE
- f) Photo 2 of 8

Photo 3

- e) View looking ESE
- f) Photo 3 of 8

Photo 4

- e) View looking N
- f) Photo 4 of 8

Photo 5

- e) View looking W
- f) Photo 5 of 8

Photo 6

- e) View of Tower
- f) Photo 6 of 8

Photo 7

- e) View of 1892 fire engine
- f) Photo 7 of 8

Photo 8

- e) View from front room looking SE to rear room
- f) Photo 8 of 8