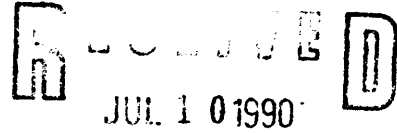


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NPS Form 10-900
(Rev. 8/86)
Wisconsin Word Processor Format (1331D)
(Approved 3/87)

OMB No. 1024-0018



United State Department of the Interior
National Park Service

NATIONAL REGISTER

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register form (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries. Use letter quality printer in 12 pitch, using an 85 space line and a 10 space left margin. Use only archival paper (20 pound, acid free paper with a 2% alkaline reserve).

1. Name of Property

historic name Chicago and Northwestern Railroad Depot

other names/site number N/A

2. Location

street & number 182 Forest Avenue N/A not for publication

city, town Fond du Lac N/A vicinity

state Wisconsin code WI county Fond du Lac code 039 zip code 54935

3. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site		<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure		<u> </u> structures
	<input type="checkbox"/> object		<u> </u> objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A
No. of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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

5/7/90
Date

State Historic Preservation Officer-WI
State or Federal agency and bureau

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

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

Entered in the
National Register

✓ entered in the National Register.
 See continuation sheet

[Signature]

8/10/90

 determined eligible for the National Register. See continuation sheet

 determined not eligible for the National Register.

 removed from the National Register.

 other, (explain):

Signature of the Keeper

Date

6. Functions or Use

Historic Functions

Current Functions

(enter categories from instructions)

(enter categories from instructions)

TRANSPORTATION/rail-related

VACANT/NOT IN USE

7. Description	
Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
Romanesque	foundation <u>Limestone</u> walls <u>Brick</u>
	roof <u>Slate</u> other <u>Wood</u>

Describe present and historic physical appearance.

The old Chicago and Northwestern Railroad Depot is a long, one-story Romanesque style railroad depot taking up almost an entire city block along S. Brooke Street between Forest Avenue and Second Street. In the area of the Depot, Brooke Street is a wide thoroughfare that runs through a mixed area of industrial, commercial and residential buildings approximately four blocks west of downtown Fond du Lac. Actual access to the depot was either off Forest Avenue for the passenger depot and off Second Street for the baggage depot and express office. Built in 1891 and designed by noted Chicago architect Charles Sumner Frost, the building today has the appearance it did after a 1916 reorganization and expansion of the original building.

The depot is a long rectangular structure constructed of pressed red bricks on a rough-finished grey limestone foundation. The building is roughly divided into two parts; the passenger depot on the north end and the larger baggage depot and express office on the south end. A very narrow overhang connects these two parts of the building.

The passenger depot has a very steeply-pitched hipped roof that extends slightly lower over a porte cochere on the east end of the passenger depot. The hipped roof over the baggage and express rooms is also slightly lower than that of the passenger depot and extends over a small porte cochere at the south end of the building. The hipped roof is still covered with its original slate roofing material, although it is in a deteriorated condition. Large knee-brace brackets support this extended hipped roof throughout the building. On the western facade of the building the roof flares out to form an overhang that runs up to a concrete platform. The overhang is supported by numerous wooden posts, each with four gently curved undecorated brackets. The porte cocheres are supported by heavy grey flared limestone pillars, each with four wooden knee brace brackets. Similar pillars support the roof of the overhang between the passenger and baggage-express portions of the building.

The same rough finished grey limestone used in the foundation and the porte cochere pillars is used extensively throughout the building for window and door lintels and sills, quoins, and tabbed surrounds on some of the entrances. This material also makes up the first floor exterior of the massive Romanesque tower on the west facade at the south end of the passenger depot.

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The octagonal tower is the dominant feature of the west facade of the building and is part of the more decorative passenger depot portion of the building (passenger depot). As stated above, it is made of grey limestone on the first story. It then projects above the roofline of the building, where it is constructed of the same red brick as the rest of the building. Toward the top of the tower, on each of the sides, are some very small, very narrow openings with smooth oversized limestone lintels and sills for decoration. A rough-finished limestone belt course runs above these windows and creates sills for another set of larger, rectangular windows, also placed on each of the tower's sides. The glazing is missing but was probably a single pane of glass. Above these windows is another limestone belt course under the eaves of the steeply-pitched tent roof that tops the tower.

Entrances in the passenger depot are encased in Richardsonian style brick arches with rough-finished grey limestone sills for the six-over-six light openings that flank plain paneled wooden doors. Above the doors are arched multi-light transoms. The arch itself is composed of several bands of bricks. This type of entrance is on both the front and rear facades of the passenger depot. Most of the doors are extant, but many of the lights in the windows have been broken or are missing. Leading up to these entrances are limestone steps. Other windows of the passenger depot are single pane double-hung sashes with large rough-finished limestone lintels and sills.

At the north end of the passenger depot is a projecting bay with large single light double-hung sashes. This bay is part of a ladies restroom addition, added in 1916. On the rear facade of the passenger depot is a gable projection built of red brick. It has rough-finished limestone quoins and two small round arch windows with limestone sills.

The much larger baggage room and express office portion of the building (baggage-express depot) is separated from the passenger depot by a narrow overhang. Constructed of the same limestone and brick as the passenger depot, it is less elaborately decorated. The many entrances on both side of the building are plain wood paneled doors. Some are decorated just with limestone lintels and sills, while others have limestone lintels, sills, and tabbed surrounds. Windows are simple single-pane double-hung sashes with limestone lintels and sills. There are also some large wooden sliding service doors on the rear facade.

The original depot that was built in 1891 was a slightly smaller structure that had two sections as it does now, but they were reversed on the lot. When the building

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was enlarged in 1916, these elements were reversed and this plan has been retained until the present time. The additions added 122 feet to the total depot size. A 92 foot addition was added to the south facade of the baggage-express depot after it was moved, and a 30 foot addition was made to the passenger depot for the ladies restroom at the far north end of the depot. Because great care was taken in moving the individual sections of the original depot and building the additions, it is hard to tell that they were done at all. If not for the existence of drawings and an account of this remodeling in the newspaper in 1916, it would be difficult to tell how the old depot was altered. Because of the sensitivity of the alterations, Frost's original design does not appear to be compromised.

The interior space is divided into several sections within the two main portions of the building. (see figure 2) In the passenger depot there are three main areas. At the far north end of this portion of the building is the ladies restroom with plain plaster walls and what are old, but perhaps not original, toilet facilities. The next room is the large general waiting room. This room is decorated with plaster walls and oak wainscoting and woodwork. Some of the wainscoting has been removed either by remodeling or vandalism. The floors are tiled and in poor condition. The large arched entrance openings that light this room are impressive from the interior.

A narrow hallway leads to the gentleman's smoking room. Off the hallway is, on the east side, a bathroom, and on the west side, a ticket office. The smoking room is similarly decorated as the large general waiting room. A bay extends from the smoking room into the passageway that separates the passenger depot from the baggage-express depot.

The baggage-express depot is divided into several sections. First is a large room that is probably a combination of the new 1916 lunch room and the baggage room. The room has brick or concrete covered walls and concrete floors. An office booth made from panels of wainscoting is at one of the corners. Moving further south is a small room with plastered walls and a tile floor. The large express or freight room is next and it is decorated like that of the baggage room described earlier in the paragraph. It has a large frame constructed storage closet at the northwest corner of the room and an office built of wainscoting panels at the south end of the room. At the very end of the baggage-express depot are two little offices with plastered and wainscotted walls and tile floors. These were probably telegraph offices, as indicated in the 1916 article about the alterations of the building.

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The building is in a generally deteriorated condition, although the basic structural components of the depot are intact and appear to be sturdy. The solid brick walls and limestone foundation are still in fine condition. Many of the original doors and window units are intact, although some glazing is missing or has been damaged. The pillars of the platform overhang and the porte cocheres and their brackets are in fine condition as well. The beautiful dark grey slate roof, unfortunately, is in ruins, and probably cannot be salvaged. The interior of the building has seen the usual wear and tear of 90 years of use and because the depot has been relatively unprotected of late, there has been some damage from vandalism. Many windows are broken and some of the fine oak wainscotting appears to have been removed from the interior passenger depot. The tile floors are also in very bad condition. Currently under the ownership of a private development company, there are plans to restore the depot for private, commercial use. Because the developer plans to use the federal tax credits in this project, this rehabilitation and adaptive reuse effort will return the depot to its turn of the century grandeur, just as Frost designed it.

8. 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 x B C D E F G

Areas of Significance

(enter categories from instructions)

Period of Significance

Significant Dates

Architecture

1891-1940 (1)

1891,1916 (2)

Transportation

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Frost, Charles Sumner (3)

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

The old Chicago and Northwestern Railroad Depot in Fond du Lac

is being nominated to the National Register of Historic Places under criteria A and C. It is being nominated under criterion A because it is an important historical resource in the community related to the railroad era that dominated transportation history in Wisconsin during the last half of the nineteenth century and the first half of the twentieth century.

It is being nominated under criterion C because it is a fine example of the Romanesque style of architecture. This style has details that suggest a massiveness and solidity that was ideal for the most common symbol of the railroad in any given community, the depot. The style reflected the importance of the railroad line the depot was built for and the importance of railroad transportation itself. The building is also significant as a fine example of a type of construction--the railroad depot. Designed by noted railroad depot architect, Charles Sumner Frost, the depot expresses the attitudes of its designer toward what the proper form and function of a railroad depot should be. The result is a building that reflects both a popular architectural style of the era and an efficient transportation-related structure. While in a deteriorated condition, almost all of the elements of the c.1916 depot are intact today, giving one a clear picture of an early twentieth century railroad depot of an important railroad line (the Chicago and Northwestern Railroad) in a medium-sized community in Wisconsin.

Further discussion of these criteria is included under the themes of Architecture and Transportation.

 x See continuation sheet

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Architecture

Buildings constructed in the Romanesque style during the late nineteenth century, or Victorian era, generally exhibit two common details; a polychromatic exterior finish and the semi-circular arch. A mixture of different colored or textured stone or brick materials for wall surfaces, window trim, arches, quoins, and belt courses are used to create the polychromatic effect. Many Victorian Romanesque buildings have columns that support highly decorated capitals or other elaborate classically-inspired details. Related to the Romanesque style, and built during the same era, is the Richardsonian Romanesque style. It is a less decorative style, depending on mass, volume, and scale to achieve an architectural effect. (4)

The Chicago and Northwestern Railroad Depot in Fond du Lac is significant for architecture, in part, because it is a good representative of the later or Victorian Romanesque architectural style. It also has details that suggest the related Richardsonian Romanesque style.

The polychromatic exterior finish that is one of the hallmarks of the Romanesque style is seen on the Depot in the use of very smooth pressed red bricks for wall surfaces accented in the foundation, walls, and trim by heavy, rough-finished grey limestone. While not done to extreme, the use of these two very different materials in the Depot is striking. The semi-circular arch of the style is also seen in the building, although only in the passenger depot. These arches are outstanding in the way that they act functionally as part of the passenger depot entrances, as well as giving the passenger depot part of its architectural style.

The arches of the passenger depot do not have the elaborately decorated columns seen on many Romanesque buildings. Instead, they are similar to Richardsonian Romanesque arches. But, on the other hand, they do not have the mass and volume as a typical Richardsonian Romanesque arch. In any event, they consist of fine brickwork, and the way they are filled in the by door and window glazing is gracious and elegant.

Another common detail of Romanesque buildings is a round tower with a conical roof. While this building's tower is octagonal with a tent roof, its medieval character evokes the Romanesque style. The first floor covering of grey limestone serves two architectural style functions. It adds to the polychromatic element of the Romanesque style, but, because it adds to the mass and volume of the building, it suggests the related Richardsonian Romanesque style. This tower, a decorative element not necessary for a functional building like a railroad station, is special because it adds distinctiveness to the design of this individual depot.

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Two other architectural elements add to the overall fine quality of this building. First, it is a well-proportioned building, with details that add style without overpowering the building. The details are not elaborate or overly stylistic, yet the building is not boring. Instead, what detail exists is well executed using fine materials. The second element important to the overall quality of the building is the high quality of the construction materials. Unfortunately, there is some deterioration of the fine slate roof, but the red brick walls and limestone foundation and trim are solid and relatively undamaged. Even the doors and windows that have been worn or vandalized have their basic form and structure intact and could be rehabilitated. The overall quality of construction is a credit to both the architect, who chose the design and materials, and to the builders, both in 1891 and in 1916. The quality of construction also accounts for the relatively high level of integrity of this depot. Even with the deteriorated roof and broken windows, the major elements and details of the building are intact and can be rehabilitated.

Not only is the old Chicago and Northwestern Railroad Depot a good example of architectural style, it is a good example of a building type--the railroad depot. Much of the credit for this probably goes to the building's original designer, Charles Sumner Frost, who designed many Chicago and Northwestern railroad depots, and who conceived and wrote about his theory for the proper design of railroad depots.

Charles Sumner Frost was born in New England in 1856. He studied architecture at the Massachusetts Institute of Technology, then worked for Peabody and Stearns of Boston. He moved to Chicago in 1881 and was a partner with Henry Ives Cobb until 1889. He then worked alone until 1898 when he formed a partnership with Alfred Granger. Frost married Mary Hughitt in 1885. Hughitt was the daughter of railroad magnate Marvin Hughitt and this marriage provided Frost with commissions to design railroad depots for the Chicago and Northwestern Railroad. (5)

Among the most noted of Frost's railroad depot designs (alone and with his partners) are the Chicago and Northwestern Railroad Terminal and La Salle Street Station in Chicago, and the Chicago and Northwestern Depot in Milwaukee. He is known to have designed the smaller depots in Wisconsin at Oconomowoc, Eau Claire, Rhinelander, West Superior, Racine, South Milwaukee, Lake Geneva, and Watertown. He probably designed many others in Wisconsin that may or may not be extant, such as the nearby Chicago and Northwestern Railroad Depot in Ripon. (6)

In an article that Frost wrote for The Architectural Reviewer in 1897, he described his design theory for railroad depots. He indicated that a small station should

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consist of two waiting rooms (presumably one for ladies and one for gentlemen, as in the 1891 plan of the Fond du Lac Depot), a ticket office, and a baggage room. He indicated that the design of the depot must serve not only the railroad company, but the public as well. He felt that the building should express its purpose, give a hint of the character of the community it is in, and provide a sense of shelter for the waiting public. In particular, Frost emphasized that the station walls and piers should be massive, even out of proportion, so that the vibration of trains does not affect the building. (7)

In this depot, Frost's theory of depot construction is displayed. The original 1891 depot included all the elements described above; the two waiting rooms, the ticket office, and a separate space for baggage. The 1916 alterations did not radically change this concept. The ladies waiting room was made into the general waiting room with an addition of a ladies restroom area. The men's waiting room was retained and called the smoking room, presumably for those men who wished to use it, rather than the general waiting room. The baggage-express depot, while greatly expanded, continued the concept that this function of the depot should be separated from the other parts of the station. And, in fact, the 1916 alterations of the station made it more efficient in its operation, allowing for passenger traffic to be routed to one street, while freight traffic was routed to a different street.

In the exterior construction of the depot, Frost's theory is well served. The stylishness of the building expresses the importance and distinction of the railroad company. The solid brick walls sitting on the strong grey limestone foundation gives a sense of volume and mass, and suggests a sturdy shelter for the waiting public. Indeed, almost 100 years of existence and a reversal of the passenger and baggage-express depots on the lot have not greatly effected the integrity of the building.

The oversized piers of the porte cocheres, their size being another detail Frost advocated, are in excellent condition. What is especially outstanding, though, are the wooden posts and brackets of the long overhang near the platform, and the large wooden knee brace brackets under the roof eaves. Being constructed of wood, they would be more susceptible to deterioration than the stone or brick-constructed parts of the depot. The only major deterioration of the building is in the slate roof.

Frost advocated that local depots express something about their communities, and the extensive use of rough-finished grey limestone in the foundation, walls, and trim may have been suggested because it was a common local building material. Eastern Wisconsin, beginning at Door County and moving south, travelling across the far

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southern part of the state, has an abundance of this type of limestone. Fond du Lac County had at least three major Niagra Limestone quarries that operated in the nineteenth and early twentieth century, and grey limestone in Fond du Lac County is abundantly used. (8)

The old Chicago and Northwestern Depot embodies most of what Charles Sumner Frost advocated in railroad depot construction. Its structural integrity is, indeed, a testimony to his theory that the structure of the building must be solid, even if it is out of proportion. But, in this depot, the solid structure is there without a loss of proportion. And, the stylishness of the depot suggests the importance of the railroad in Fond du Lac, especially the Chicago and Northwestern line. And, since the 1916 alterations only extended Frost's design ideas and actually made the depot more efficient, they do not detract at all from the original depot design and from Frost's personal theory of depot construction.

The Chicago and Northwestern Railroad Depot is significant for architecture for several reasons. It is a fine example of the Romanesque style, with a touch of Richardsonian Romanesque elements. It was built with fine construction materials, materials that have, for the most part, held up well over time. The designer, Charles Sumner Frost, is a noted railroad station architect, and in this design, he illustrates his skills well. The depot was an elegant, efficient, and sturdy representative of the Chicago and Northwestern Railroad in Fond du Lac and is an architectural landmark in the community.

Transportation

The old Chicago Northwestern Railroad Depot is significant for history because it is an important historical resource in the community related to the Chicago and Northwestern Railroad, the most important railroad line in Fond du Lac and one of the three most important historic railroad lines in Wisconsin, and perhaps the most important railroad in eastern Wisconsin. The railroad dominated transportation history in Wisconsin during the last half of the nineteenth century and the first half of the twentieth century. This large depot, built around the height of the railroad era in the state, represents the railroad company's commitment to the city of Fond du Lac and its importance as a stop along their line. Because of its size, style, and good level of integrity, the Fond du Lac depot is an excellent historic resource for studying railroad depot types and construction techniques in the late nineteenth and early twentieth centuries not only for what they tell us about architecture, but about the history of railroad depots as well.

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According to Wisconsin's Cultural Resource Management Plan, historic resources related to the history of railroad transportation in Wisconsin are potentially significant, including passenger and freight depots. These resources date from the beginnings of railroad construction in Wisconsin during the 1850s to the peak of railroad transportation at the turn of the century and its decline during the twentieth century.

During the 1850s, railroad promoters, working with small communities eager to be on a railroad line, established numerous railroad companies in Wisconsin. Most were either failures from mismanagement or lack of funding or became a casualty of the financial panic of 1857. But even though the efforts to build railroads in Wisconsin in the 1850s was often too much too soon, by the 1860s, the financially stable lines forged ahead, and by 1865, three railroad lines were preeminent in the state: The Milwaukee and St. Paul Railway Company, the Milwaukee and Prairie du Chien Railway Company, and the Chicago and Northwestern Railway Company. In 1866, the Milwaukee and St. Paul acquired the Milwaukee and Prairie du Chien. In 1868, Wisconsin had 1,030 miles of railroad, but almost all of it was in the southern third of the state. (9)

The trend toward consolidation of smaller railroad companies into large corporate railroads occurred between 1860 and 1900, and by the turn of the century, three railroad companies that would last well into the twentieth century dominated Wisconsin: The Chicago, Milwaukee and St. Paul (Milwaukee Road), the Chicago and Northwestern, and the Minneapolis, St. Paul, and Sault Ste. Marie (Soo Line). The big money behind these larger railroads spurred on construction of lines in the state and by 1873, railroad mileage doubled, then doubled again between 1875 and 1890. By 1900 there were 6,500 railroad miles in Wisconsin. (10)

The Chicago and Northwestern Railroad (C & NW) came through Fond du Lac in their quest to serve the lucrative timber and mining lands of northeastern Wisconsin and the Upper Peninsula of Michigan. The C & NW technically began serving Wisconsin when the Rock River Valley Railroad, a company that was developed out of Janesville, Wisconsin, broke ground for their new line in Fond du Lac in 1851. This line was reorganized in 1855 and absorbed by the C & NW in 1859. This acquisition was the first step the C & NW took to establish a route to Green Bay through Fond du Lac and other cities in eastern Wisconsin. The C & NW was a successful passenger carrier, but the real profits were probably realized from the timber and iron ore of northern Wisconsin and the Upper Peninsula. (11)

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Wisconsin's Cultural Resource Management Plan concludes that this nineteenth century expansion of railroad lines brought prosperity to many communities, along with a near death sentence to those the railroad missed. Of the most important communities the railroad affected, the Plan lists Fond du Lac. By 1916, the year this depot was altered, railroad construction reached a peak in Wisconsin, and although railroads remained an important transportation link until after World War II, they gradually declined after World War I. During the 1950s to the present time, railroads have been surpassed in their importance by the state's highway system and many railroad resources have decayed, been demolished, or been sold by the railroad companies. Ironically, today, some small railroad companies have revived some of the old railroad routes for freight hauling. (12)

As stated earlier, the first link to the Chicago and Northwestern Railroad in Fond du Lac began in 1851 when ground was broken for the Rock River Valley Railroad that was being promoted out of Janesville, Wisconsin. Because this railroad was later swallowed up by the C & NW, this early work in Fond du Lac is considered the first link of the C & NW in Wisconsin. But, like most other early railroads of the 1850s it was slow to take off and by 1853, only 15 miles of road had been built. And, service on this limited mileage was slow and inadequate. In 1855, to bolster more railroad construction, the city of Fond du Lac, like most other communities desiring railroad links, gave \$350,000 in bonds to the railroad after it had been reorganized as the Chicago, St. Paul and Fond du Lac Railroad. This money did help as construction on the line moved further south. (13)

The big boost for Fond du Lac came in 1859 when the Chicago, St. Paul and Fond du Lac Railroad became part of the Chicago and Northwestern Railroad line. This larger and better financed company completed the connections from Fond du Lac to Oshkosh, Appleton, and Green Bay by 1862. The C & NW bought the Sheboygan and Fond du Lac Railroad in 1879, making this link a part of the C & NW system. The C & NW was the most significant railroad to come through Fond du Lac. In fact, Fond du Lac was a terminal point for the C & NW with major central repair shops and a switching station in North Fond du Lac that employed many Fond du Lac residents. Fond du Lac was considered a pivotal point of the C & NW's line through eastern Wisconsin and the fact that this depot was kept open for both passenger and freight traffic well into the 1970s indicates the importance of this stop on the line. (14)

While the C & NW is the most important railroad line to run through Fond du Lac a small branch of the Soo Line runs through the community, but it is a minor connection compared to the large clusters of tracks and facilities the C & NW built in Fond du Lac and North Fond du Lac. The Chicago, Milwaukee, St. Paul and Pacific

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also operated a line through Fond du Lac and their engine house was determined eligible for the National Register in 1978.

In 1890, one year before construction of this depot began, the C & NW ran 46 passenger trains and 54 freight trains through the city per day. A large barn-like structure, originally built in 1851 for the Rock River Valley Union Railroad, had been used as a depot on this site prior to the construction of this depot. The amount of passenger and freight traffic coming through Fond du Lac and Fond du Lac's prominence along the route to Green Bay probably helped convince the railroad to construct a new, more efficient depot in 1891, although public pressure may have also played a role, as the local newspaper account about the new depot indicated the old depot was not a very attractive structure. In any event, in 1891, this depot was built by Grace and Hyde Contractors of Chicago and formally opened in December of that year. (15)

By 1916, when railroad construction peaked in Wisconsin, this depot was enlarged and altered as described in Section 7. The main reason was to provide some additional space for the passenger depot and to greatly enlarge the baggage-express depot. The other reason for the alterations was to make the depot arrangement on the site more efficient. By reversing the passenger and baggage-express depots, passenger and freight traffic could be routed to two different streets. Gaffin and Gehri of Fond du Lac was the general contractor, with Immel Construction Company, also of Fond du Lac, doing the masonry and carpenter work. Apparently local laborers did all the work on the 1916 alterations to the depot. (16)

The old Chicago and Northwestern Railroad Depot in Fond du Lac is significant for history because it is an almost intact example of a turn of the century railroad depot, constructed and remodeled at the height of the importance of rail traffic in the state. It is especially significant that it is a Chicago and Northwestern Railroad Depot since this railroad line was one of the three largest and most important in the state during the nineteenth and early twentieth century. It was an especially important railroad line in eastern Wisconsin. The depot represents the importance of both the Chicago and Northwestern Railroad in Fond du Lac, but also the importance of Fond du Lac as a stop along their lucrative route between Chicago and the lumber and mining regions of northeastern Wisconsin and the Upper Peninsula of Michigan.

The depot is also significant because it is the most elaborate and visible resource in Fond du Lac that relates to the turn of the century era when train traffic was so extensive that almost 100 trains passed through the community daily. These trains

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brought goods and services to the community, and as Wisconsin's Cultural Resource Management Plan indicates, they brought economic success. Other communities also had access to major railroads, but only a few communities were such significant stops as Fond du Lac. This fact is reflected in the size and quality of this depot. The level of integrity of this building is also of note. While deteriorated in some areas, the basic structure of the depot is sturdy and intact. There is little, if any remodeling on the exterior facades, and even the remaining interior features have a turn of the century appearance. Because of this, the depot possesses historically accurate details that can aid in the study of depots as a historic resource, along with its importance as an architectural resource.

Because the Chicago and Northwestern Railroad Depot is a large and relatively intact example of a turn of the century railroad depot on an important stop along an important railroad line in Wisconsin, it is significant for local history. It well represents the importance of the Chicago and Northwestern Railroad in the community and the railroad's commitment to serve its public as well as possible during the height of the importance of railroad transportation in the country.

Notes to Section 8

(1) The period of significance for the building begins with its initial construction date and encompasses the historic era when it served the public as a passenger depot up to the most recent 50 years when resources are not normally eligible for the National Register.

(2) "Formally Opened: The New CNW Passenger Station Opened to the Public," The Commonwealth, 4 December 1891, p. 7; "View and Ground Plan of New C&NW Depot," Daily Commonwealth, 13 May 1916, p. 10.

(3) John N. Vogel, "Historic Preservation Certification Application, Part 1 - Evaluation of Significance," on file at the Historic Preservation Division of the State Historical Society of Wisconsin, Madison, Wisconsin.

(4) John J.-G. Blumenson, Identifying American Architecture A Pictorial Guide to Styles and Terms 1600-1945, New York: W. W. Norton & Company, Inc., pp. 45-57.

(5) Vogel, "Historic Preservation Certification Application."

(6) Ibid.

(7) "Charles S. Frost," The Architectural Reviewer (September 1897), pp. 19-22.

(8) Barbara Wyatt, ed., Cultural Resource Management in Wisconsin, Vol. II, Madison: State Historical Society of Wisconsin, Architecture, pp. 2--7-9, 17.

(9) Ibid., Transportation, pp. 5--1-2.

(10) Ibid., p. 6-1.

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- (11) Ibid.; Maurice McKenna, ed., Fond du Lac County Wisconsin Past and Present, Vol. I, Chicago: S. J. Clarke Publishing Company, 1912, pp. 185-186.
- (12) Wyatt, Transportation, p. 6-2.
- (13) McKenna, p. 187.
- (14) Ibid., pp. 187-188; and information from the 1989 intensive survey of Fond du Lac, on file at the State Historic Preservation Office, Madison, Wisconsin.
- (15) Daily Commonwealth, 22 November 1917; "Formally Opened."
- (16) "View and Ground Plan of New C&NW Depot."

CRITERIA CONSIDERATIONS

Ordinarily, buildings that have been moved are not eligible for the National Register. However, under criteria considerations (exceptions), letter B., "a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event" may qualify for eligibility. In this case, the original 1891 depot on this site was moved. The two parts to the depot, the passenger depot and the baggage-express depot were actually reversed on the lot. This could be accomplished easily because the two parts were only connected by an overhang, just as they are today. This move, aside from being minor, resulted in no architectural changes to the building, and therefore does not effect the significance of the building for architecture or history. In fact, the reason the depot was moved in this manner was to make for more efficient use of the site and to route passenger traffic and freight traffic to two different appropriate streets. This is fully in keeping with Charles Sumner Frost's depot design theory that a railroad depot should be as functional as possible. In any event, the move did not change the architectural or site integrity of the building, and because the depot is the only extant passenger depot of the Chicago and Northwestern Railroad in Fond du Lac, its historic importance far outweighs the minor change the move produced.

The exception to this criteria is also valid because the period of significance for this building extends through the time that this move occurred, making this alteration a historic element of the depot's history.

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CHICAGO AND NORTHWESTERN RAILROAD DEPOT, Fond du Lac, Fond du Lac County, WI.
Photos by C. Cartwright, June, 1989. Negatives at the State Historical Society of
Wisconsin. Photo Views:

- 1 of 9: Site view, from the southwest.
- 2 of 9: Site view, from the southeast.
- 3 of 9: East wall of the passenger waiting area, from the southeast.
- 4 of 9: West wall of the passenger waiting area, view from the west.
- 5 of 9: Detail of window and entrance in passenger waiting area, view from the west.
- 6 of 9: Detail of entrance and windows in freight area, view from the west.
- 7 of 9: Interior, large passenger waiting room, detail of windows and wainscoting.
- 8 of 9: Interior, large passenger waiting room looking south toward hallway that leads to men's smoking room.
- 9 of 9: Interior, express office and freight room.

9. Major Bibliographical References

 x See continuation sheet

Previous documentation on file (NPS):

 x 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:
 x State Historic preservation office
 Other State agency
 Federal agency
 Local government
 University
 Other
Specify repository: _____

10. Geographical Data

Acreeage of property less than one

UTM References

A	<u> 1/6 </u>	<u> 3/8/3/0/2/0 </u>	<u> 4/8/4/7/8/2/0 </u>	B	<u> / </u>	<u> / / / / / </u>	<u> / / / / / </u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u> / </u>	<u> / / / / / </u>	<u> / / / / / </u>	D	<u> / </u>	<u> / / / / / </u>	<u> / / / / / </u>

 See continuation sheet

Verbal Boundary Description

The verbal boundary consists of the property's legal description: Slocum's Addition, Block 2, Lots 3-12.

 See continuation sheet

Boundary Justification

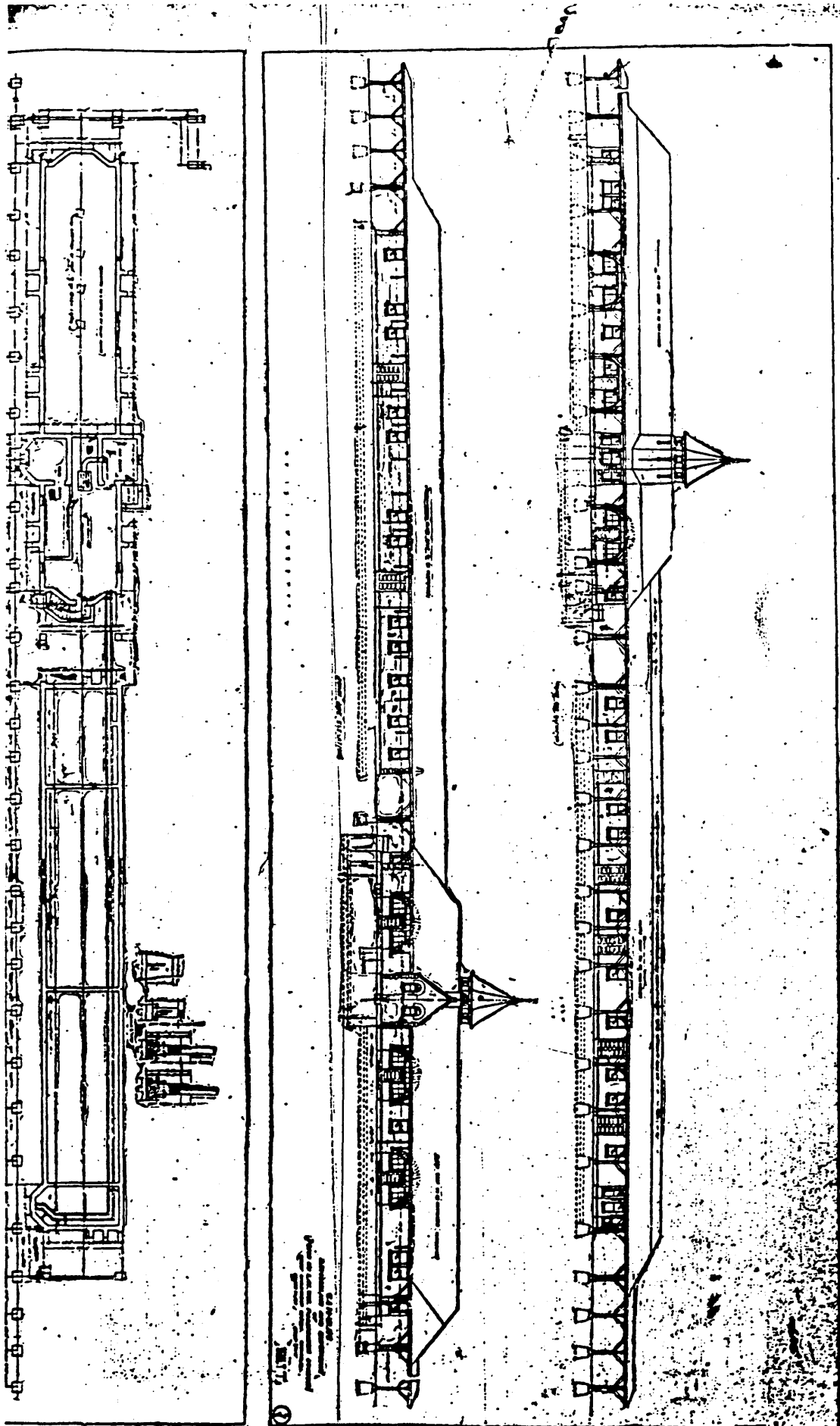
This boundary encompasses the entire historic setting of this property.

 See continuation sheet

11. Form Prepared By

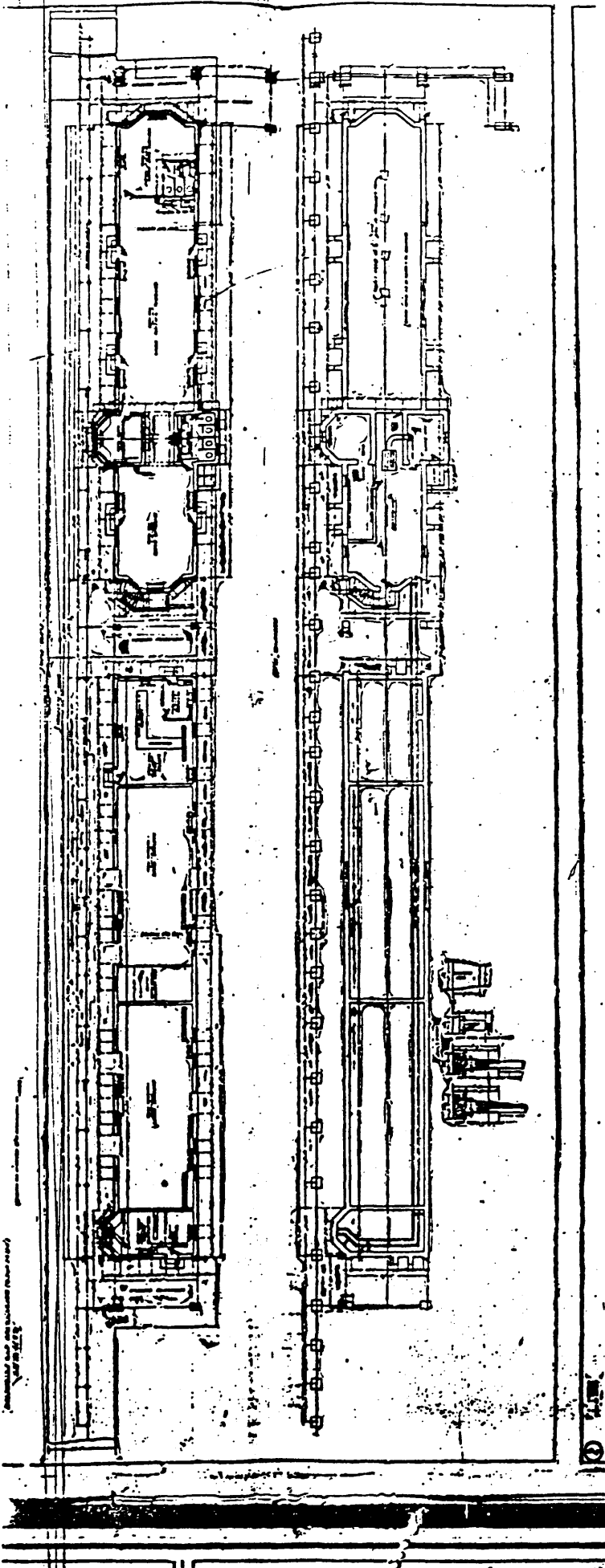
Name/title	<u> Carol Lohry Cartwright, Historian </u>	date	<u> December 27, 1989 </u>
organization	<u> for The Alexander Company </u>	telephone	<u> (414) 473-6820 </u>
street & number	<u> Rt. 2, 5581A Hackett Rd. </u>	state	<u> WI </u>
city or town	<u> Whitewater </u>	zip code	<u> 53190 </u>

View and Ground Plan of New C. & N. W. Depot



SOURCE: "View and Ground Plan of New C & NW Depot." Daily Commonwealth, 13 May 1916

FIGURE 2:



SOURCE: "View and Ground Plan of New C & NW Depot." Daily Commonwealth, 13 May 1916