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United States Department of Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Chicago and North Western Railway Passenger Depot
other names/site number N/A

2. Location

street & number 202 Dousman Street N/A not for publication
city or town Green Bay N/A vicinity
state Wisconsin code WI county Brown code 009 zip code 54303

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally, statewide locally. (See continuation sheet for additional comments.)

Theresa L. Cole 11/18/99
Signature of certifying official/Title Date
Deputy 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 for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

Chicago and North Western Railway Passenger Depot
Name of Property

Brown
County and State

Wisconsin

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register.
___ See continuation sheet.
___ determined eligible for the National Register.
___ See continuation sheet.
___ determined not eligible for the National Register.
___ See continuation sheet.
___ removed from the National Register.
___ other, (explain:)

Edson H. Bull

12/30/99

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

private
___ public-local
___ public-State
___ public-Federal

Category of Property
(Check only one box)

building(s)
___ district
___ structure
___ site
___ object

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

contributing	noncontributing
1	0 buildings
	sites
	structures
	objects
1	0 total

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

N/A

Number of contributing resources is previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)
TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)
COMMERCE/TRADE/restaurant

7. Description

Architectural Classification

(Enter categories from instructions)
Italian Renaissance

Materials

(Enter categories from instructions)
Foundation Limstone

walls Brick

Shingle

roof Asphalt

other Wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Chicago and North Western Railway Passenger Depot
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8. Statement of Significance

Applicable National Register Criteria

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

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1898-1948

1898

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Frost & Granger

Narrative Statement of Significance

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

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9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:
Brown County Library

10. Geographical Data

Acreeage of Property Less Than One Acre

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

1	<u>1/6</u>	<u>4/1/9/0/8/0</u>	<u>4/9/3/0/0/6/0</u>	3	_____
	Zone	Easting	Northing		Zone Easting Northing
2	_____	_____	_____	4	_____
	Zone	Easting	Northing		Zone Easting Northing

See Continuation Sheet

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

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

11. Form Prepared By

name/title	Della G. Rucker	date	1/10/99
organization	Rucker Historical Research	telephone	920/432-7044
street & number	PO Box 204	city or town	Green Bay
state	Wisconsin	zip code	54305

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Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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

Photographs Representative black and white photographs of the property.

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

Property Owner

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

name/title	Tiletown Brewing Company, LLC			date	1/10/99	
organization				telephone	920/437-2337	
street&number	202 Dousman Street		state	Wisconsin	zip code	54303
city or town	Green Bay	state	Wisconsin	zip code	54303	

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

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

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Chicago & North Western Railway Passenger Depot
Brown County, Wisconsin

Introduction:

The Green Bay Chicago & North Western Railway Depot is a passenger and freight depot designed in a variation of the Italian Renaissance Revival style. Constructed of brick, the depot consists of two two-story blocks, both having hipped roofs and connected by a one-story hyphen. The larger, southernmost block, which is dominated by a five-story campanile-style clock tower, historically housed the passenger depot portion of the operation and was constructed in 1898. The baggage depot, the first floor of which was also constructed in 1898, is located to the north of the passenger depot and is almost entirely utilitarian in design. The two blocks are now joined by a one-story hyphen that was built in 1941; both the north portion of the passenger depot block and the entire baggage depot received highly complementary second-story additions in 1941 as well¹. The building is further unified by its attached passenger platform canopy, which extends beyond both ends of the building. The depot retains a high level of integrity, most notably in the highly visible clock tower, porte cochere and passenger canopy areas; the building is eligible for the National Register of Historic Places for both its architectural and historic significance. It should be noted that the 1995 and 1996 alterations cited below were completed in accordance with the *Secretary of the Interior's Standards for Renovation and Rehabilitation*, and that the current owners of the property have received the federal investment tax credit for income-producing certified historic structures.

Physical Context:

The Chicago & North Western Railway Depot is located on Dousman Street on the near west side of Green Bay, Wisconsin, the state's third largest city and the largest in the northern portion of the state. The depot stands less than one hundred yards west of the bank of the Fox River, a major north-south waterway that bisects the city of Green Bay and empties into an arm of Lake Michigan that is also known as Green Bay. An active rail line lies immediately east of the depot. A dock for commercial shipping vessels is located east of the depot and immediately north of the Dousman/Main Street Bridge. Green Bay's primary central business district lies immediately across the river to the east of the depot building. The depot property is adjoined to the west by a century-old canning plant and by the Broadway-Dousman Historic District (NRHP pending), a portion of the historic commercial and industrial area which developed along Broadway Street in part as a result of the proximity of the railway. The depot property is adjoined to the north by extensive switching yards associated with rail operations; a non-historic public museum lies to the south across Dousman Street. Despite alterations to the canning factory and the museum site, the depot's immediate environs retain a high level of visual and functional integrity.

¹ "Station at Green Bay, Wisconsin, for the Chicago & North Western Railway Co. Frost & Granger, Architects, 184 La Salle St., Chicago. Contract Book #15 p. 496." Blueprints in possession of Tiletown Brewing Company, Green Bay, Wisconsin.

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General Features:

The Chicago & North Western Depot extends in an approximately north-south direction², with its length roughly paralleling its adjoining tracks, which in turn approximately parallel the Fox River. The building consists of two two-story blocks connected by a low one-story hyphen; the building is further unified by the passenger platform canopy, which is entirely intact and extends several yards beyond both ends of the building. The southernmost block, which historically functioned as the passenger depot, is the larger and more elaborate of the two, being dominated by the five-story clock tower and the porte cochere attached to the building's west-facing facade. The baggage depot at the rear is of generally utilitarian design, but shares the general proportions and hipped roof found on the passenger depot. As originally constructed, the passenger and baggage portions of the depot consisted of two physically separate buildings, the hyphen having been constructed in 1941.

The depot is constructed entirely of red pressed brick with smooth dressed limestone trim, and rests on a foundation constructed of three to four courses of rusticated limestone blocks capped by a smooth tooled limestone water course. Slight variations in brick color create a visual differentiation between header and stretcher courses, and gives most of the building a muted horizontal banding pattern. The passenger depot portion of the building features a molded stone string course at the second story level, a wide plain stone cornice immediately under the eaves, and singly-spaced molded wooden brackets supporting open eaves. Windows, except where noted below, are one-over-one double-hung wood sash, and are original on all but the most obscured portions of the building, as cited below. All roofs are faced in dark gray asphalt shingles; a copper ridge cap extends the length of the passenger depot; this was installed in 1996 and replicates an original feature noted on the 1898 architectural plans for the building, which was removed at an unknown point following the building's period of significance. The varying facades of the building's different portions are discussed below, grouped by the portion of the building to which they pertain.

² The cardinal directions used are approximate; the building and tracks are actually oriented in a northwesterly - southeasterly direction.

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Clock Tower and *Porte Cochere*:

The clock tower stands 90-feet in height and extends three stories above the building, visually dominating the complex. The four sides of the tower's upper three stories are identical; this defining feature being highly intact and in excellent condition. Commencing at the roofline of the passenger depot, described below, the tower's shaft rises approximately 25 feet, unbroken with the exception of three small windows on the tower's north-facing facade. Two of these windows are at the second-story level; one is original to the building and has smooth-tooled limestone lintel and sill, while the other is of the same dimensions but lacks the limestone detailing and appears to have been added during the 1925 or 1941 alterations. The third window is located near the passenger depot's roofline, and, while of the same height as the other windows, is much narrower and appears intended to light the staircase leading to the top of the tower. It should be noted that all of these windows are located on a side of the tower not readily seen by the public; the tower presents an unbroken brick shaft to all of the more visible directions. This shaft terminates approximately 25-feet above the depot roofline in a narrow limestone cornice consisting of a row of stylized acanthus leaves supporting a frieze under a narrow molded cornice. The portion of the tower housing the clocks rises from this feature and includes the most elaborate ornamentation found on the building. Each of the clock tower's four faces consists of two corner pilasters flanking two open, paired arched openings that are separated by a single colonette. The pilasters are approximately eight feet tall, rest on plain molded capitals and are surmounted by capitals bearing a double row of stylized acanthus leaves. The pairs of openings, which are open to the interior of the tower, are slightly shorter, have smooth impost blocks to either side, and a single colonette between them that supports both arches.

A stone relieving arch inset into the face of each side of the tower above each pair of arched openings, springs from the inner corners of the pilaster capitals and extends over the open arches. The wall surface below each of these arches and above each pair of open arches contains a centered clock face that was installed in 1996 to replace a non-functioning clock. The clock faces are nearly identical to those replaced, which in turn replaced the original clock faces, discovered in pieces in the base of the tower during the 1996 restoration. The brick wall surface surrounding the clock face is laid in a basketweave pattern, and the remainder of the tower outside the stone arch is ornamented with two bands of dog-toothed brick. A simple molded cornice surmounts the dog-toothed brick area, and singly-spaced stone brackets with scalloped edges rise from the molding. Unlike the brackets on the passenger depot portion of the building, described below, the tower's brackets are suspended below the tower's roof and do not touch the boxed eaves above. The tower's roof has a sizable overhang and a low pyramidal form. The depot's clock tower is not only the most visible and character-defining portion of the building, but it is also almost completely unaltered since its construction.

A *porte cochere* that shelters the main public entry to the depot is attached to the first story of the west side of the clock tower and it is also highly ornamented and largely original.

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Although a second story was later added to it, the porte cochere is otherwise almost completely intact and consists of a roughly square-plan open pavilion with two massive brick piers supporting its outer edges. Each pier has a molded stone base and capital and each is flanked by a stone Tuscan Order column placed *in antis*. A stone cornice molding extends around the upper portion of what was originally the porte cochere's roof, and it is further defined at its original upper edge by a molded cornice decorated with dentils. A small room was added directly above the *porte cochere* in 1925.³ This square block is faced with common-bond brick of a slightly more brown hue than that found on the rest of the building. This room has a single double-hung window placed in a plain surround with a concrete lintel located on both its north and south sides, as well as two such windows on its west-facing side. The room is crowned by a simple stone cornice; a low-pitched front-gabled roof shelters the room. This room is the building's most visible alteration; it does not, however, substantially detract from the building's principal character-defining features and represents an alteration dating from within the building's period of historic significance.

The public entry of the depot is deeply inset into the first story of the clock tower. The westerly half of this entry consists of three open arches, each of which is outlined by a molded stone arch with pronounced molded stone springers. The stone cornice cited previously that crowns the original *porte cochere* also extends eastward above the two side arches as well and terminates against the main facade of the depot. The building's front door is set under a plain stone lintel that extends over the doorway, two adjoining plain brick piers, and two sidelights, the latter of which are set in molded wood frames. The sidelights are original to the building, but the doorway represents a sensitive replacement of a non-historic door, the alteration of which is likely to have taken place during the early 1970s.

South-facing facade, Passenger Depot: This facade is the most visible to passerby on the public right-of-way, despite the fact that the building's entry is located on the west-facing facade. The facade is dominated by a shallow two-story bay centered on it, from which in turn extends the firebox and chimney mass belonging to the building's two south end fireplaces. The rectangular single-flue chimney extends approximately 15 feet above the plane of the roof, and is surmounted by an elaborate cap with dentilled cornice. The firebox is partially capped by two sloped stone pieces, and the firebox is flanked by four windows, one on either side at both the first and second stories. The second story windows are simple one-over-one sash in a plain surround, while the first story windows, also one-over-one, have round-headed transom lights, the lower edges of which rest on smooth stone impost blocks. A single second story window is found on the main block of the building to the east of the windows just described; it is identical to the others at

³ "Station at Green Bay, Wisconsin, for the Chicago & North Western Railway Co.," *op cit.*

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the second story. Prior to the 1996 restoration of the exterior, a non-historic heating vent was located over the westernmost first story window at this facade; this vent was replaced with appropriate transom glass. With this one small exception, this facade has undergone no known alterations.

West-facing main facade, Passenger Depot:

Although not readily visible from the public right-of-way due to the building's orientation and the proximity of the adjoining canning factory property, this facade includes the public entry and a large portion of the building's character-defining decorative elements. The facade divides visually into three portions, with two blocks flanking the tower, described above, at the center of the facade. The southern (right-hand) portion of the facade has two stories and five bays, each bay having identical singly-spaced double-hung windows at both levels. The upper story windows, which fit tightly between the cornice and the string course described previously, are completely original. The lower story windows consist of five sash identical to those described at the first floor of the south-facing facade; the northerly three windows have transom lights identical to those described at the south-facing facade, while the two southernmost transoms have wooden louvers in lieu of glass. All of these transom features were installed in 1996, replacing inappropriate plywood alterations. The brick arches over these transoms spring from stone imposts, which are shared between adjoining windows. Another identical window is inset at the second story level on the west-facing side of the protruding portion of the south-facing facade; the space below it is occupied by a six-panel wooden door set under a rectangular transom and a round-headed transom identical to those described previously. The opening appears to have been originally constructed as a doorway; the wood panel door is a historically-appropriate replacement for a non-historic steel security door.

The northern (left-hand) portion of the west-facing facade features more irregular fenestration and a more utilitarian design, reflective of the fact that this facade was less visible to both passerby and users of the building as a result of the adjoining clock tower and *porte cochere*. Although the upper story of this portion of the building has roofline detailing, fenestration and a stone string course identical to that described previously, the facade's brick changes shade slightly several courses below the string course. This portion's roof was raised and the second story added in 1941; this slight variation in color is the only visual indicator of the building's alteration. The second story features six original one-over-one double-hung sash; unlike the windows on the southern portion of the facade, these are set somewhat irregularly, with three grouped near the clock tower, two set slightly beyond the middle of the facade, and one adjoining the northwest corner. The southerly half of the first story of this portion of the facade is demarcated by four grouped windows with rectangular transoms over a plain shared lintel. These windows illuminated the small ladies' waiting room and are original to the building. The balance of the first floor of this facade has only one window and one door; these led into the historic

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lunch counter and kitchen. The single window is placed in the center of this portion of the facade and has a heavy stone lintel and sill, the latter of which rests directly on the upper course of the raised stone foundation. Near the northwest corner of the facade, directly beneath the upper-story window described previously at the same location, is a four-panel pedestrian door, above which is a plain rectangular transom under a heavy stone lintel. This door replaced an inappropriate aluminum door; this appears to be the only non-historic alteration to this portion of the facade.

North-facing facade, Passenger Depot:

This facade is virtually invisible to the public. The upper portion of the facade has two double-hung windows identical to those described previously flanking a plain steel security door with fire escape. The first floor portion of this facade is almost completely obscured by the attached hyphen, described below:

Hyphen:

This low, utilitarian one-story connector between the baggage depot and the passenger depot was constructed in 1941 and is of brick identical to that found on the second story additions. The west-facing facade rests on a poured concrete foundation of approximately the same height as the stone foundations of the older portions of the buildings. Both the west- and east-facing facades are demarcated by three large flat-arched openings that each now contain a non-working garage door (the original loading bay doors were replaced by plywood infill prior to 1994).

West-facing facade, Baggage Depot:

The baggage depot evidences the same slight variation in brick coloring between the first and second floors as previously discussed on the northerly portion of the passenger depot, reflecting a similar alteration conducted at the same time. The west-facing facade has more irregular and utilitarian fenestration than the passenger depot, reflecting this block's entirely utilitarian and non-public use. The first floor fenestration consists of five windows interspersed with two loading doors; the second from southernmost bay was changed from a loading door to a window in 1933 in order to comply with health and safety code requirements. Each window and door opening has a plain stone lintel, and all of the windows are one-over-one double-hung sash resting directly on the foundation. The southernmost window sash fills the entire space between lintel and foundation, and appears to match those found on the rest of the building; the remaining window sashes are smaller and now have wood infill between their upper lights and their lintels.

The date of this alteration is not known, but they may date from the same time as the alteration of the loading door, since all the windows match the sash at that location. The two extant loading doors have double leaves of wood panels; these non-functional features were installed in 1996 to replace non-historic and badly deteriorated doors. The second floor fenestration consists of seven six-over-six double-hung sash set in plain surrounds and spaced somewhat

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irregularly. The reason for the use of multiple lights here is not known, but the sash appear to date from the second-story addition in 1941.

North-facing facade, Baggage Depot:

Like the north-facing facade of the passenger depot, the second story of this facade is almost completely obscured from public scrutiny. The second story of the facade consists of two six-over-six light windows that are identical to those on the west-facing facade and which flank a pedestrian security door. A single pedestrian door at the first floor level is protected by an extension of the overhang of the passenger canopy; the remainder of the facade has no notable features.

East Facing Facade and Passenger Platform Canopy:

The east-facing facade of the entire building is dominated at the first floor level by the passenger platform canopy, a long, open, one-story hip-roofed structure that extends approximately thirty feet beyond the north end and fifty feet beyond the south end of the building. The canopy is supported by a series of square wood posts fitted with cast iron capitals and surmounted by large curved wood brackets which extend to the canopy's eaves; the underside of the canopy roof has exposed rafters and beams interspersed with tongue-and-groove siding. The passenger platform canopy is entirely intact and is integral to the building's historic function and design. As a result of this feature, however, the first floor fenestration of the east-facing facade is almost entirely obscured from observers standing as close as the adjoining railroad tracks.

The passenger depot portion of this facade has six evenly-spaced windows arrayed across the southern portion of its second story, which are adjoined by two more closely-spaced but otherwise identical windows placed near the juncture of the 1898 and 1941 portions, while the second story of the northern portion of this block's facade contains six additional windows. All of these windows have one-over-one double-hung sash identical to those described previously. The first story of the passenger depot has features generally similar to those found on its corresponding west-facing facade, but, as a result of the obscuring characteristic of the passenger platform canopy, these features are less detailed and architecturally less significant. The facade's features, from south to north, include a pair of windows with transoms in simple surrounds; a pair of double doors designed to replicate the originals; an additional window with transom, and a four-window projecting bay. The bay window, which marks the historic location of the station master's office, consists of a pair of narrow windows identical to those described previously flanked by similarly narrow lights. A small window to the north of the bay window illuminated a historic staircase; a pair of windows with transoms to the north of the staircase location flank a wide four-light picture window. This larger window replaced a doorway leading to the women's

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waiting room, and appears to date from between 1941 and 1971. All of the first-floor windows of this facade of the passenger depot have plain stone transoms. The east-facing facade of the hyphen is identical to its west-facing facade, as described above; the remainder of the depot's east-facing facade includes three non-historic windows replacing non-historic alterations to this utilitarian portion of the facade, at least two of which were broken by vandals prior to 1996.

Interior:

The interior of all three portions of the building was entirely gutted in the early 1970s, when rail service to the building was discontinued and the facility converted into offices. Prior to the 1995-1996 renovation, the interior of the building included no notable historic materials and was dominated by composite paneling, dropped ceilings and other non-historic and non-compatible features. The present renovation has uncovered and rebuilt such features as the passenger depot's two fireplaces, which were partially destroyed during the earlier alterations. Although sympathetic to the building's historic and architectural significance, the interior of the depot possesses no notable historic features.

Conclusion:

The Green Bay Chicago & North Western Depot retains a notably high level of integrity, particularly with regard to its most highly visible features: the clock tower, the *porte cochere* and the passenger platform canopy, all of which are virtually intact. Many of the alterations that have been noted, such as the addition of the second story to the *porte cochere* and to the baggage depot, date from within the building's period of significance and represent the building's expanding role in the C&NW system while at the same time complementing and closely matching the original construction. Of the remaining non-historic alterations, all but a few represent renovations completed according to the *Secretary of the Interior's Standards for Renovation and Rehabilitation*, and may be considered sympathetic to the building's historic status. Those non-historic alterations that predate the 1996 renovation are found on utilitarian portions of the structure that are seldom seen by the public. As a result, the Chicago & North Western Depot may be determined to exhibit a high level of integrity sufficient to warrant nomination to the National Register of Historic Places as a result of both its historic and architectural integrity.

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Introduction:

The Green Bay Chicago & North Western Railway Depot is nominated to the National Register of Historic Places for its local significance under National Register Criterion A due to its association with the history and development of Green Bay's transportation resources. In addition, the depot is nominated to the National Register of Historic Places under Criterion C as an excellent example of a major regional railway depot, a building type notable as a structure uniquely suited to its historic role in the rail industry, and as an important extant building designed by Charles Sumner Frost, a notable and prolific architect whose firm, Frost and Granger, was responsible for many of the best-known rail-related buildings in the Midwest. The Chicago & North Western Railway Depot served for over seventy years as the most visible and most publicly identifiable structure in Green Bay associated with the Chicago & North Western Railway, the most active of the city's numerous rail connections. It is also one of the most intact and one of the most elaborate buildings attributed to Frost remaining in Wisconsin.

Historical Background:

Prior to the arrival of the Chicago & North Western Railway in 1862, the Green Bay area was already developing into a regional center for manufacturing and wholesaling, as well as a hub for water and overland transport. Water access via the Fox River and the Bay of Green Bay, an arm of Lake Michigan, had played a central role in the development of the communities of Green Bay and Fort Howard, located respectively on the east and west sides of the Fox River near its entry into the bay (the two cities consolidated in 1895). Green Bay, formed by the merger of two villages in 1838, had, by the 1860s, emerged as the region's leading retail center, while the smaller Fort Howard settlement, platted in 1856, had begun to develop a concentration of sawmills, shipyards and other early industrial operations. The Fort Howard settlement commenced as an informal collection of buildings grouped around the stockade of a military installation by that name, established in 1816 in order to maintain control over the surrounding frontier area. Fort Howard stood immediately east of the Chicago & North Western depot, and the land on which the rail facilities were later built were part of a military reserve associated with the fort's operation.

Although Fort Howard was integral to the initial development of the Green Bay area, by the late 1840s such a facility was clearly unnecessary, and in the early 1850s most of the fort buildings were sold and relocated or dismantled. By 1860, the site of the present rail depot was vacant and surrounded by small industrial, commercial and residential structures. In 1862, the borough of Fort Howard became the northern terminus for the Chicago & North Western Railway. Expansion of the railway in this direction was driven by a realization of the potential market value of the vast timberlands of northern Wisconsin, which had not yet been significantly tapped due to the inaccessibility of the region. The Green Bay area, by virtue of its already-established population base and its ties to water transport, was a natural stopping point on the

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way north to these resources from Chicago and Milwaukee, and in January 1862 the citizens of Brown County approved an appropriation of \$150,000 to support extension of the Chicago & North Western line from Appleton to Fort Howard.⁴ Although much smaller than Green Bay, Fort Howard had two advantages over its sister city in the competition for the rail facility's location. The former military reservation had unmistakable appeal for the railway, providing a large terminal site near the center of northeastern Wisconsin's largest commercial and industrial hub. Additionally, the main line as constructed up to that time had extended up the west bank of the Fox River, and thus the borough's location on the west side of the river allowed the main line to be extended without requiring a bridge. The first train arrived at the site of the present depot on November 10, 1862.⁵ A passenger depot was constructed on the site of the current building at this time; this structure is poorly documented in the historic photographs of the period, but appears to have been a simple two-story frame building with gable roof and wide overhanging eaves.

By 1872, the C&NW rail line had been extended north to Escanaba, Michigan, and this newfound access to urban markets accelerated the growth of the logging industry in northern Wisconsin. Branch lines proliferated across the region, and the volume of freight and passengers through the Green Bay depot increased as well. In 1892, the C&NW absorbed a regional line known as the Milwaukee, Lake Shore & Western, and in the ensuing reorganization the Fort Howard depot became the headquarters for the C&NW's Lake Shore Division in 1893. During this time period the industrial development of the Green Bay area was growing quickly as a result of the rail access; this growth was particularly strong in Fort Howard, where the immediate proximity of the rail lines fostered the development of sawmills and shingle mills, which used timber brought in by rail and shipped the resulting products to larger markets via rail as well. Another significant and rail-dependent business, the Larson Canning Company, was established in 1890 immediately west of the depot location and depended on rail transport to disburse its goods, allowing it to become the second largest manufacturer of canned produce in Wisconsin. Wholesalers also proliferated along the rail line and nearby Pearl Street immediately south of the depot site, handling a wide range of produce, dairy goods and other products. Lumber camps in northern Wisconsin and the Upper Peninsula of Michigan provided much of these businesses' clientele, and they relied on rail transport to bring such requisitions to their camps.

⁴ Martin, Deborah. History of Brown County, Wisconsin: Past and Present, Vol. 1. Chicago: S.J. Clarke Publishing Co., 1913. p. 278.

⁵ *ibid.*

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During the same time period, two smaller rail carriers entered the Green Bay area market. The first Milwaukee & Northern Railway train arrived at the foot of Washington Street, on the east side of the Fox River, in 1873; in 1893 this railway was purchased by the Chicago, Milwaukee & St. Paul, also known as the Milwaukee Road. Although the Milwaukee Road provided passenger service to the more populous east side of Green Bay, Wisconsin accounted for only a small portion of the Milwaukee Road's business, with only a few minor lines leading into the state off of the carriers main line, which extended west from Chicago toward the Pacific Ocean. As a result, the Washington Street depot offered only a few trains and destinations directly available from Green Bay. A second local rail service, the Green Bay & Western, consisted of a single main line that extended west across Wisconsin from Green Bay to Winona, Minnesota. Like the Milwaukee Road's Wisconsin branch, this railway served only a small number of destinations and provided few trains per day. As a result, the Chicago & North Western carried the lion's share of passenger and freight traffic throughout the late nineteenth century; by 1897 the Chicago & North Western had 23 trains arriving or departing per day, while the Milwaukee Road hosted 10 trains and the Green Bay & Western had four.⁶

In 1897, following the consolidation of the cities of Green Bay and Fort Howard under the name of the former, the C&NW made its Green Bay facilities a transfer station "for the handling and consolidation of all freight destined for points north of here." This change in status was, according to the local newspapers, "an important one and will require the building of several tracks and the employment of additional men."⁷ Three additional transfer tracks were built, an expansion that apparently required a reconfiguration of the existing depot site. In March 1897, the railway began filling in a slough adjoining the depot site, creating additional land on which to build additional tracks.⁸ A decision to construct a new passenger depot appears to have been made at the same time, and architectural drawings were prepared by Charles S. Frost, a prolific Midwest architect and the designer of most of the Chicago & North Western's Wisconsin stations, as well as those of the Milwaukee Road and other regional systems.⁹ Frost's significance as a

⁶ Green Bay Weekly Gazette, January 06 1897, p. 1 col 8.

⁷ *op cit.*, May 12, 1897, p.3 col. 4.

⁸ *op cit.*, March 17, 1897, p. 1 col. 5.

⁹ "Station at Green Bay, Wisconsin, for the Chicago & North Western Railway Co.," *op cit.*

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regionally prominent designer of rail depots is discussed in the section regarding architectural significance below. Frost inspected the depot site on July 29, 1898, the plans were finalized shortly afterward.¹⁰ The contract for construction of the depot was awarded to the Charles W. Gindele Co. of Chicago in August 1898; the Gindele Co. was at that time also nearing completion of the Milwaukee Road depot in Green Bay.¹¹ Construction began during the fall of 1898 and the building opened at the end of July, 1899.¹² For most of the following seventy years, the Chicago & North Western depot served as the primary center of rail transport in the city of Green Bay. The passenger depot portion of the building boasted two waiting rooms: a larger one for men and a smaller one for ladies. The "General Waiting Room, as it was termed in the architectural plans, was located in the south end of the building and boasted elaborate woodwork; tall windows with round transom arches; and a massive fireplace, for which Frost prepared detailed drawings. This waiting room was separated from the Ladies Waiting Room, a smaller space with simpler windows and a smaller fireplace, by the ticket booth and stationmaster's office, which were directly aligned with the main entry under the porte cochere. A lunch counter was located in the balance of the passenger depot section north of the ladies' waiting room and overlooked the tracks, while a kitchen was placed behind the lunch counter facing the street.¹³ A staircase immediately north of the station master's office led to the second story division offices, which were enlarged by an expansion of the second floor in 1941. The second floor housed offices for the division superintendent and assistant superintendent, the roadmaster, dispatchers and clerks, and included a clubhouse for rail crew members, who were often required to stay overnight in Green Bay. Regular users of these facilities often claimed that they were the best in the C&NW system.¹⁴

As late as 1948, the C&NW depot averaged 24 arrivals and departures per day, a number that far outstripped that of the city's other depots.¹⁵ By the late 1950s, however, the C&NW had become the only rail line providing passenger service to Green Bay; passenger business was discontinued when Amtrak came into operation on April 30, 1971.¹⁶ Following the discontinuance of the building's

¹⁰ Green Bay Evening Advocate, July 21, 1898, p. 1 col. 5.

¹¹ *op cit.*, August 27, 1898, p. 4 col. 3.

¹² *op cit.*, July 29, 1899, p. 1 col. 5.

¹³ Blueprints in possession of Tiletown Brewing Company, Green Bay, Wisconsin.

¹⁴ Interview with Warren Mott, National Railroad Museum, Green Bay, November 23, 1994.

¹⁵ Interview with Ray Sauvey, Director of National Railroad Museum, Green Bay, November 23, 1994.

¹⁶ Green Bay Press-Gazette, May 1, 1971, p. 1 col. 5.

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passenger depot function, the interior of the building was partially demolished and unsympathetically renovated for use as administrative offices. This status continued until 1994, when the Wisconsin Central, Ltd., a subsequent owner of the C&NW's former facilities, vacated the property. The depot was sold to Tiletown Brewing Company, Inc. in 1995. Renovation of the building was completed in December 1996, and utilized the federal investment tax credit for income-producing properties to partially fund the exterior restoration and interior renovation. The building at present functions as a micro-brewery and restaurant. This nomination is prepared in order to comply with the requirements of the Certified Historic Structures Investment Tax Credit, which was taken in December 1996.

Statement of Significance: Transportation

The Chicago & North Western Railway Depot is nominated to the National Register of Historic Places under Criterion A due to its locally significant associations with rail transportation in Green Bay. The building's transportation significance stems from two aspects of its history; both the depot's actual use and its role as a symbol or representative of the rail system's role in the community may be considered to have historic significance. During the period of historic significance, the C&NW depot was unquestionably the busiest and most important passenger rail facility in the city of Green Bay. Additionally, like many architect-designed depots, this building provided the Chicago & North Western with its most visible and readily identifiable feature in the city, and physically represented the C&NW in the eyes of its passengers, neighbors, and the surrounding region. This building is the most visible indicator of the important role that the C&NW played in the development and prominence of Green Bay as a retail, wholesale and industrial center. The depot is thus the best remaining evidence of the historically significant relationship between the railway and the community, and, as a result, has notable significance in terms of the history of rail transportation in Green Bay.

The Chicago & North Western depot played a seminal role in the development of Green Bay during the period of historic significance as the most prominent and most heavily-patronized transportation facility in the city. Since the volume of trains arriving and departing from this depot far exceeded that of any other city depot during the period of historic significance, and since a greater number of destinations were served directly from the C&NW depot than were served from any other city depot, this building more than any other made it possible for Green Bay residents to travel throughout the Midwest, and as a result through the country. Such mobility was not available to the average city resident before the advent of passenger rail; travel to communities anywhere from a few miles to several hundred miles from home became not only possible, but relatively easy, as a result of commercial passenger rail. The impact of such freedom of travel is well-documented and affected virtually every aspect of life, from educational opportunities to economic advantages and the general widening of personal experience.

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Additionally, the rail depot became the location of a variety of highly significant personal and community events. The rail depot was the location from which loved ones were bid farewell as they departed for work or educational opportunities, or to serve in the two World Wars, and it was the setting for welcoming those who returned home. Similarly, community or national heroes were greeted and sent on their way from the rail depot, and events such as the Green Bay Packer's first national championships were celebrated by overflow crowds at the C&NW depot awaiting the team's arrival home.¹⁷ As previously discussed, tracks leading north from the Green Bay depot extended across the lucrative timber and tourism country of northern Wisconsin and Upper Michigan. This trackage system had, to a great extent, facilitated the creation of the logging and tourism industries of the late nineteenth and early twentieth centuries, as rail access first made logging of vast, formerly inaccessible tracts possible and then provided access for the wilderness-seeking tourists who sustained the region's economy in the wake of logging's decline. Loggers, tourists, and persons who provided goods and services to logging camps and tourist facilities relied on rail transport through the Green Bay depot to reach these destinations. This role was particularly significant for the C&NW, which, although not the only railway in northern Wisconsin and Michigan's Upper Peninsula, had by far the most trackage and the most facilities in the cutover region. All traffic bound for this region passed through the Green Bay depot, and many passengers were required to change trains in Green Bay, thus not only increasing traffic through the depot building, but also bringing new business to the hotels, taverns and other businesses near the depot along Broadway and Pearl Street.

For major Midwest railroads in the late nineteenth and early twentieth centuries, architect-designed depots in the important communities on a route were vital elements of the railroad's public relations and public image. Investing additional money and effort into buildings in certain cities made good sense from a public relations standpoint, in terms of both the community's perception of that railroad and the out-of-town passenger's impression of the community. In cities where several trains stopped daily, or where important rail facilities or businesses were located, as well as in locations where competing lines had impressive facilities, a prominent depot's meaning was seldom overlooked. The building played a dual symbolic role: it represented the railroad to the community, and it introduced the rail passenger to the community at the same time. An impressive depot was pointed to with pride by area citizens as an indicator of the importance of the community to the rail system; the building also made unmistakable inferences about the affluence and importance of the railroad that had chosen to come to this community. For the visitor, such passenger depots functioned as a measure of the railroad's appropriateness and as the front door to a new city; for a newcomer, the depot often provided the

¹⁷ Arch Ward, The Green Bay Packers: the Story of Professional Football. G.P. Putnam's Sons, New York, p. 108.

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first impression of the place the traveler had reached. The Chicago & North Western Depot in Green Bay exemplifies these characteristics. As a physical symbol, the building indicates the important role of the Green Bay facilities as a result of both the number of passengers arriving and departing and as a division headquarters. As is discussed below, the Chicago & North Western Depot is of a distinctive architectural form and degree of ornamentation; it is in many respects a much more detailed and ornamented building than most of the extant C&NW depots in Wisconsin. Distinctive features of the Green Bay depot include the dual waiting rooms; the second floor dedicated to administrative offices; the large space devoted to baggage handling; and the highly visible clock tower, which can be seen from a considerable distance from the building. Depots in smaller communities, or those which the C&NW served in a minor capacity, tend to consist of smaller buildings, with one waiting room and only a small room or addition set aside for baggage handling. Such depots generally have only minimal external architectural ornamentation and lack distinctive, landmark-quality features, such as clock towers. Examples of such simpler depots may be seen in Beaver Dam (NRHP 1981); Oconomowoc (NRHP 1980); and Neenah (NRHP 1994), in addition to several other locations. In Wisconsin, only one C&NW depot, located at Beloit [non-extant] possessed a form similar to that of the Green Bay depot, with a tall clock tower and two-story passenger and baggage buildings. Only the depots in Milwaukee (non-extant) and Madison (extant, but altered) were larger and more elaborate than the Beloit and Green Bay structures, reflective of those city's status as the two largest in the state. As a result, both the building form and the level of ornamentation found on the Green Bay Chicago & North Western Depot indicate that the building's higher passenger and baggage volume, as well as its administrative importance within the C&NW system, were intended to be reflected in the physical building as designed.

The historic significance of many depots, including the Chicago & North Western building, was well summarized by a Wisconsin historian:

[R]ailroads expressed their individuality chiefly through the architecture of their depots. Depots were, and still are, the primary buildings that the public associates with railroads, and it is hard to overstate the evocative power of an extant depot....depots recall the glory days of the railroad industry. In addition, depots were among the most prominent buildings in any town, no matter the size of the town.

Wisconsin depended heavily on railroads to move goods and people from the 1850s through World War II, and many towns in the state owe their very existence to railroads. Consequently, almost every extant depot with a fair amount of integrity is significant at the local level.¹⁸

¹⁸ Joe De Rose, "History of Railroads and Depots in Wisconsin." MSS: Division of Historic Preservation, State Historical Society of Wisconsin, ca. 1991, n.p..

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As a result, it may be seen that the Chicago & North Western Depot is eligible for the National Register of Historic Places under Criterion A due to its extensive and highly significant involvement in the development of Green Bay. Both as a seminal location in terms of local activities and as a representative of an important transportation link, the Chicago & North Western Depot exemplifies and embodies the intricate relationship between the railroad and the city, a relationship that profoundly impacted the development of the city of Green Bay during the period of historic significance.

Statement of Significance: Architecture

The Chicago & North Western Depot is eligible for the National Register of Historic Places under Criterion C as a fine example of a major regional rail depot, and as an important design created by a regionally prominent architect. Designed in an eclectic interpretation of the Italian Renaissance Revival style, the building is most noted for its five-story campanile-style clock tower, which is visible from a distance in several directions and is one of the defining skyline features of Green Bay. As discussed under Section 7, this clock tower retains a high level of integrity; this clock tower is also one of the defining features of the building type, clock towers and other ornamentation being commonly used to distinguish important depots and those housing administrative functions. The depot also evidences several other hallmark features of large rail depots, including physically differentiated passenger and baggage areas, administrative facilities space, and an extensive passenger platform canopy. The Chicago & North Western Depot retains all of these features and is clearly identifiable as a fine example of a large passenger rail depot. Additionally, the significance of Charles S. Frost in Wisconsin rail depot design is well-documented; the Chicago & North Western depot represents one of the largest and most elaborate extant buildings credited to Frost in Wisconsin.

In terms of formal architectural styles, the depot's features range from Romanesque to Renaissance Revival to Italian villa in inspiration. Renaissance Revival elements, including the classically-derived ornamentation, semicircular window transoms, and regularly-spaced fenestration, tend to predominate on the passenger portion of the building, while the overhanging eaves supported by shallow brackets reference the more general Italianate styles. Moreover, the tower's form, which tends to dominated the building's appearance, may be considered a more properly Romanesque feature. Such combinations of related stylistic idioms were common in public buildings of the late nineteenth century, when the creation of a "Picturesque" or visually pleasing composition was valued more highly than the academic reproduction of any given architectural style. As a result, the building does not lend itself to a ready architectural stylistic definition, a fact that reflects the era of the building's design but does not detract from its significance as an excellent example of its building type.

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One of the most important criteria of a large station, regardless of its form or ornamental details, was that the building stand out in the community; such depots often included highly visible features such as clock towers and elaborate architectural ornamentation. As discussed previously, both the significance of the railway and the importance of the city in which the depot was located were intentionally represented in such a building's design. As articulated by one historian:

Large stations were designed with more than utility in mind. Railroads were willing to spend extra money and effort on some stations because they recognized the importance of such buildings as symbols of their civic-mindedness and public service. Consequently, the best architecture was usually lavished on them to attract notice and customers. As the train became the primary mode of intercity travel, the station became the main entrance to the city. An impressive station was desired by communities to serve as a suitable gateway to the city.¹⁹

Both the clock tower and the porte cochere of the Chicago & North Western Depot given ample evidence of this philosophy. The Chicago & North Western Depot's clock tower may be arguably considered one of the best-known visual landmarks in Green Bay. The tower's height and the depot's location adjacent to the Fox River makes the tower highly visible from a variety of locations in central Green Bay; the tower is also one of the few such visual landmarks notable on the west side of the river, which was historically primarily dominated by lower commercial and industrial buildings. The administrative function of the building was also reflected in the tower; as Alfred Hoyt Granger wrote of another depot being designed by the firm at that time: "From the fact of its being an office building as well as a railway station, it was deemed necessary to design a clock tower to give the building the character of a station, a feature which we do not always recommend."²⁰ Both the tower and the entry composition feature relatively extensive ornamental detailing, including turned and carved stonework and ornamental brickwork. Although the porte cochere serves a very basic purpose, and the clock tower does nothing to improve the functioning of the depot, the size and high level of ornamentation of both of these very public and highly visible elements of the depot evidence the need for of such a depot to appear impressive. As a result, design elements that give a large depot such visual landmark status may be seen to

¹⁹ *ibid.*

²⁰ John Gruber, "The Depots of Charles Frost." *Milwaukee Railroader*, Vol. 13, no. 2, 1983, p. 5

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represent one of the most important defining features of the large rail depot building type.

In addition to landmark-quality design, it may be seen that the design of a large rail depot requires a more complex building design in order to accommodate the volume of traffic and the complexity of operations typical of major depots. In order to understand the differentiation in building form between larger and smaller depots, a description of the typical late nineteenth and early twentieth century rail depot is in order. Such trackside depots predominate in Wisconsin and can be found in mid-and small-size communities throughout the state, in addition to the few examples cited previously. Although size differs somewhat depending on location, and the level of architectural refinement varies considerably, most historic passenger depots in Wisconsin have similar basic characteristics. Such trackside depots have been characterized as follows:

Trackside depots were a common type of depot... Functional requirements for handling freight, passengers and baggage were incorporated into the design of stations, providing architectural forms unique to railroad structures. Railroad stations varied considerably in style and size but all [such] stations had a common ground in their functionality. The stations usually included a waiting room or rooms, ticket office, freight room, baggage room, restrooms, platform, and a roof with wide eaves to protect people waiting outside... For small depots, simplicity, low maintenance, and economy became paramount in both design and construction.²¹

An excellent example of this basic building form may also be found in Green Bay, in the Milwaukee Road depot on Washington Street (NRHP 1996). This building provides a particularly pertinent comparison because it was built at virtually the same time as the Chicago & North Western depot, opening to the public in December 1898, and because it was also designed by Charles S. Frost and constructed by the Charles W. Ginderle Company.²² Despite these commonalities, and despite the depots' location in the same city, the Milwaukee Road and Chicago & North Western depots represent different types of depots, with the Milwaukee Road building sharing the basic design characteristics common to most Wisconsin trackside depots. The Milwaukee Road building consists of a single building block, approximately the size of a large house; this unified structure housed all of the functions required of a depot that handled a relatively small volume of passengers. The majority of the interior of the building was occupied by a single large waiting room, which was heated by a stove in the middle of the room. A ticket booth was located in one

²¹ De Rose, *op cit.*

²² "Milwaukee Road Depot." National Register of Historic Places nomination, located at Division of Historic Preservation, State Historical Society of Wisconsin, May 30, 1995, p. 8-3.

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corner. The only administrative facilities housed in the building were those of the stationmaster, who had a small office in the north end of the building. The south end of the building was occupied by a small baggage handling room, accessed from the exterior by a single loading door. Although the depot stands two stories in height, the building had no second story during its period of historic significance, a second floor having been suspended within the historic building following the period of historic significance. Instead, the waiting room area was open to the gable, with the large dormers located on either side of the building casting light directly into the waiting room. It should also be noted that the Milwaukee Road depot differs from many small trackside depots in two respects: it is more elaborately ornamented than many such depots, and it includes a passenger platform canopy, rather than the wide eaves noted in the general description above. Both of these variations probably reflect the building's location in a larger city, but they do not alter the basic pattern of function within the building. Although the particulars of the description above pertain to an individual building, it will be readily noted that most historic rail depots in Wisconsin bear physical evidence of a closely similar design, having similar dimensions, a single large waiting room, and small administrative and baggage handling spaces all contained in a single building block. As a result, it is apparent that most depots in Wisconsin represent the small or trackside depot building form.

Large rail depots had to be more complex in design and building form in order to accommodate the wider variety of activities and the higher volumes of people and materials that flowed through such a depot. Large rail depots generally included two or more waiting rooms, as well as dining facilities, segregated baggage handling facilities, and administrative spaces that accommodated more than the needs of the individual station. All of these characteristics are evident in the Chicago & Milwaukee Depot. As discussed previously, the depot included two gender-segregated waiting rooms, a feature that seems to have been a particular hallmark of Frost-designed depots of a size large enough to accommodate them.²³ Unlike smaller depots, the Chicago & North Western Depot included a lunch counter with cooking facilities, reflective of the fact that out-of-town travelers frequently spent long periods at this depot during the process of transferring trains.

Unlike the small baggage rooms attached to trackside depots, approximately one-third of the total volume of the Chicago & North Western Depot was dedicated to baggage and freight handling, a fact which is clearly represented in the building's design. The baggage depot was originally a separate building located at the rear (north) of the complex; this building was simultaneously expanded and attached to the passenger depot with the construction of the hyphen and the second story in 1941. This physical separation of the baggage portion of the operation reflects two aspects of the depot's functioning: not only was an effort being made to enhance the passengers'

²³ Charles S. Frost, quoted in De Rose, *op cit.*, n.p.

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comfort by screening them from the noise and confusion of baggage and freight handling, but the volume of baggage and freight handled also required a more efficient system of processing such goods than could be pursued in a single room off of the passenger waiting area. The baggage depot block of the building is utilitarian in design, representing its non-public role in the depot's operation; this portion of the building, however, also features several loading doors on both the east and west sides of the building, further evidence of the high volume of freight and baggage traffic passing through the building. Finally, as previously noted, the entire second story of the passenger portion of the depot was dedicated to administrative offices and crew services, such as the clubhouse. This is a feature that is almost entirely absent from smaller trackside depots, and represents the fact that the Chicago & North Western building was the headquarters of a division of the Chicago & North Western that oversaw a huge amount of trackage, equipment and employees. These distinctive aspects of the function of the building are readily apparent in the building's massing and exterior design, and further define the building as an excellent example of a larger rail depot.

One additional element of the Chicago & North Western Depot further contributes to the building's eligibility for the National Register of Historic Places as a fine example of the large railroad depot building type: the passenger platform canopy, which is highly intact, may be recognized as a common feature of large passenger depots. As noted above, small trackside depots often provided shelter for waiting passengers by simply exaggerating the depot's eaves, creating a moderately sheltered space against the trackside wall of the building. Such eaves, of course, provided relatively minimal shelter, since the depth of such eaves could not exceed structural limitations and a slight change in the angle of falling precipitation could render the eaves useless. Passenger platform canopies provided better protection from the elements, being both wider than any possible eaves and having a gable roof of their own. Platform canopies were also frequently extended beyond the ends of the trackside facade, allowing protection for people and goods at a distance from the building. Such canopies, of course, required a greater expense than simply extending the building's eaves, as as a result such canopies were generally built only at those stations where volume of traffic arriving and departing at one time was expected to warrant the cost. It should be noted that such canopies were often built at larger trackside depots as well, particularly when the volume of anticipated traffic or the architectural style chosen did not lend itself to extended eaves. The fact remains, however, that extensive passenger platform canopies are indicative of a high volume of passenger and baggage traffic.

Finally, the Chicago & North Western Depot may be considered eligible for the National Register of Historic Places under Criterion C as a significant work designed by a regionally prominent architect. Charles S. Frost, the depot's architect, was a prolific designer in the Midwest, and is particularly notable for the design of numerous rail depots in Wisconsin. Born in Maine in 1856, Charles Sumner Frost's career in the Midwest began in 1881, following his architectural training at the Massachusetts Institute of Technology and a period of employment with the Boston

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firm of Peabody and Sterns. From 1882 to 1889 Frost practiced in partnership with Henry Ives Cobb; the firm's designs during this period included several Chicago landmarks, most notably the Palmer residence [non-extant] and several buildings for the University of Chicago. Following the dissolution of that partnership in 1889, Frost practiced independently until 1897. During this period Frost began to specialize in the design of railway depots; his work ranged widely in terms of size and complexity. Frost continued to specialize in depots during his partnership with Alfred Hoyt Granger between 1898 and 1910, and while practicing alone in subsequent years. Frost died in 1931.²⁴ Although many of Frost's most notable depots, including the Chicago & North Western Depot in Green Bay, date from his partnership with Granger, it should be noted that Frost is commonly credited with being the primary rail depot designer of the firm.

Frost's earlier work tends to be characterized by generally Picturesque design traits, while works completed after the 1890s tend to incorporate more Academic and Neoclassical elements. Frost's railway buildings are frequently characterized by masonry materials, relatively simple ornamentation, and heavy piers and structural elements. These choices were intentional and based on Frost's personal study of the needs of rail depots. His views were articulated in an 1897 edition of the Architectural Reviewer; it should be noted that this article was published as plans for the Chicago & North Western Depot were being commenced:

[E]ach depot requires two waiting rooms, one ticket office and a baggage room...The approaches must be ample and the exits to the street so arranged that large bodies of people may pass from trains without passing through waiting rooms... Architecturally, the building should express its purpose and when possible, also give some hint to the character of the town or city which it serves. Above all things, as it is intended for a waiting place, the shelter feature must be strongly developed. The walls and piers should be massive, even out of proportion to the load they carry, in order not to be damaged by the vibration and jar caused by passing trains.... The carriage porch is practical only at points of small travel; at others, the platforms, with long shelters projecting a few feet over the road may serve a better purpose. ²⁵

In terms of sheer numbers, most of Frost's Wisconsin depots may be classified as versions of the local trackside depot, as described previously. In addition to the Milwaukee Road Depot at Green Bay, Frost is also credited with the design of numerous generally similar structures. Extant Frost-designed depots of this form include Milwaukee Road depots in Beaver Dam (NRHP 1981) and

²⁴ "Frost, Charles Sumner." Architect information files in possession of Division of Historic Preservation, State Historical Society of Wisconsin.

²⁵ Gruber, *op cit.*, pp. 4-8.

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Oconomowoc, Wisconsin (NRHP 1980); a Chicago & North Western depot in Neenah (NRHP 1994); as well as depots in Ashland, Lake Geneva, South Milwaukee, Racine, Eau Claire and Reedsburg.²⁶ Frost and his firms were also responsible for depots in Pewaukee, Janesville, Merrill and Beloit for the Milwaukee Road.²⁷ In addition to these smaller depots, Frost also designed four large depots in Wisconsin: one each in Milwaukee for the Milwaukee Road and the Chicago & North Western, and one each in Beloit and in Madison for the Chicago and North Western. These four depots, all but Madison one now being non-extant, were of the large depot building type articulated above. The two Milwaukee depots both stood three stories in height, had tall clock towers and featured highly elaborate ornamentation;²⁸ the Beloit depot was virtually identical to the Green Bay depot in all respects except for the particulars of ornamentation.²⁹ All three of these depots were demolished in the late 1960s.³⁰ The Neoclassical style Madison depot, on the other hand, was built in 1910-1911 (East Wilson Street Historic District, NRHP 4-3-86) and it still survives and was one of the finest in Wisconsin during its day, but it was greatly altered when it was converted into the headquarters of the Madison Gas and Electric Company and now lacks the integrity of the Green Bay depot.

As a result, the Chicago & North Western Depot at Green Bay is eligible for the National Register of Historic Places under Criterion C both as an important work by a prominent regional architect and as a fine example of the large rail depot building type. In its massing, organization, and ornamental features, the building is well suited to both the logistical requirements and the social implications of a large rail depot, which may be considered generally similar to but notably distinctive from those of the typical smaller trackside depots found throughout Wisconsin. Additionally, the depot is one of the largest and most elaborate remaining in the state designed by Charles Frost, the region's most prolific and most well-known rail depot architect. As will be discussed below, few Wisconsin buildings may now be directly compared to the Chicago & North Western depot: the building's architectural significance is further reinforced by this rarity.

²⁶ "Frost, Charles Sumner." Architect information files in possession of Division of Historic Preservation, State Historical Society of Wisconsin.

²⁷ Gruber, *op cit.* p. 5

²⁸ Malcolm Rosholt, Trains of Wisconsin. Self-published, 1986, [n.p.].

²⁹ Postcard in collection of National Railroad Museum, Green Bay, Wisconsin.

³⁰ Tim Scribbins, The 400 Story. [Glendale, CA: PJT Books/Interurban Press], 1982, [n.p.]

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Context:

Due to the number of arguments outlined above under which the Chicago & North Western Depot may be considered eligible for the National Register of Historic Places, the building must necessarily be examined in terms of multiple contexts. First, with regard to its historic significance, the building must be compared to other depot buildings within the city of Green Bay. As discussed previously, three depots served the city during the period of historic significance: the Chicago & North Western depot, the Milwaukee Road depot on Washington Street, and the Green Bay & Western depot near West Mason Street and the Fox River. The Green Bay & Western depot is no longer extant, having been destroyed by fire in 1977.³¹ As a result, the Milwaukee Road depot is the only extant passenger rail depot building in Green Bay with which the Chicago & North Western depot may be compared; as has been previously discussed, the Milwaukee Road provided far fewer trains, served fewer in-town customers, and brought fewer out-of-town travelers to Green Bay than did the Chicago & Milwaukee Depot. Although the Milwaukee Road depot is also historically significant as a result of its role in the transportation history of the community, most notably as the only passenger rail connection located near the Green Bay central business district, this building played a substantially different role in the transportation history of the community than did the Chicago & North Western depot during the buildings' periods of historic significance.

With regard to the Chicago & North Western depot's architectural context, an examination of depots throughout Wisconsin may be in order. As has been discussed, most of the extant railroad depots in Wisconsin are examples of relatively small trackside depots, designed and used primarily as waiting rooms for travelers arriving at and departing from the location in question. These buildings tend to exhibit different massing and design characteristics than larger depots, which were designed to not only house greater numbers of travelers, but to include administrative and more extensive baggage and freight handling spaces. Green Bay's Chicago & North Western depot is one of only two known extant examples of such depots remaining in Wisconsin; the only known extant comparable depot in the state being the now altered one in Madison designed for the C&NW by Frost & Granger in 1910-11. It should be noted that large surviving depots by Frost and Granger do exist outside of Wisconsin; one of the most notable of these being the Milwaukee Road depot in Minneapolis, Minnesota (NRHP 1979).³² However, only one other example of Frost's larger depot design work is known to be extant in Wisconsin; this being the one in Madison. As a result, it may be noted that the Chicago & North Western Depot in Green Bay represents both an

³¹ Gruber, *op cit.*, p. 5.

³² *ibid.*

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important aspect of Green Bay's transportation history and also an extremely rare surviving example of a large rail depot designed by Charles S. Frost.

Conclusion:

The Chicago & North Western Depot is eligible for the National Register of Historic Places under Criterion A due to its significant association with the history of transportation in the city of Green Bay; it is also eligible under Criterion C as a fine example of a larger rail depot and as a fine example of the work of Charles S. Frost. The depot played a highly prominent role in the history of the community during the period of historic significance, being the most visible as well as the most public resource connected with the most extensive and most heavily-patronized means of travel in and out of Green Bay during the first half of the twentieth century.

Additionally, the building is a fine example of a large rail depot, and represents a significant extant work designed by Charles S. Frost of the firm of Frost & Granger, who was one of the most well-known and prolific architects of public buildings, and particularly of rail depots, in the Midwest. For these reasons the Chicago & North Western Depot is eligible for the National Register of Historic Places.

Archeological Potential:

The depot is constructed on land occupied in the early nineteenth century by the military reservation associated with Fort Howard. An archeological survey funded by the State Historical Society of Wisconsin in 1996-1997 located the outline of the fort's historic stockade several hundred feet east of the depot property; although it is likely that buildings and activities associated with the fort took place on the depot property, no evidence of such occupation is known to have been found. It should be noted that construction of the adjoining rail tracks and the depot itself may have disrupted below-ground resources.

Preservation Activity:

The building received an exterior restoration and interior renovation in 1995 and 1996; the building at present functions as a microbrewery and restaurant. The project received a Certified Historic Structures Investment Tax Credit for the restoration and renovation; this nomination is completed in order to comply with all requirements of the tax credit received.

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Boundary Description:

The nominated property is defined as follows:

That part of Dousman's Addition, Dousman Claim, and Railroad Grant, City of Green Bay, Brown County, Wisconsin, described as follows:

Commencing at the southeast corner of Lot 1, Volume 31 Certified Survey Maps, page 144, thence North 43 degrees 38 minutes East along the east line of said Lot, 40 feet to the point of beginning; thence continuing N 43 degrees 38 minutes East along said east line, 363.26 feet, thence S 46 degrees 22 minutes East 5 feet; thence S 43 degrees 38 minutes West 363.26 feet; thence N 46 degrees 22 minutes west 5 feet to the Point of Beginning. Containing 1,816 square feet.

Boundary Justification:

The above boundaries incorporate the entire parcel legally associated with the nominated property and incorporate the lands historically associated with the building's functions. The boundaries exclude properties on all sides that have no historic or current association with the nominated property.

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Photo #1 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
View looking northwest.

Photo #2 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
South-facing facade.

Photo #3 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
Detail, South-facing facade.

Photo #4 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
North-facing facade..

Photo #5 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
Detail, north-facing facade.

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CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
Passenger canopy, looking north.

Photo #7 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
Porte cochere and entry, looking south.

Photo #8 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
Detail, porte cochere and entry, looking southeast.

Photo #9 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
West-facing facade, looking southeast.

Photo #10 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT
Green Bay, Brown County
Photo by D.G. Rucker, November 16, 1998
Negative at State Historical Society of Wisconsin
Hyphen, looking east.

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CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT

Green Bay, Brown County

Photo by D.G. Rucker, November 16, 1998

Negative at State Historical Society of Wisconsin

Baggage depot, west-facing facade, looking northeast.

Photo #12 of 12

CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT

Green Bay, Brown County

Photo by D.G. Rucker, November 16, 1998

Negative at State Historical Society of Wisconsin

Interior, looking south.