

DATA SHEET

PH0695289

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED **JAN 22 1979**
DATE ENTERED **MAR 23 1979**

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

NAME

HISTORIC Union Depot

AND/OR COMMON Ashland Depot, Chicago & Northwest Railroad Co.

LOCATION

STREET & NUMBER
417 Chapple Avenue

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN Ashland VICINITY OF

STATE Wisconsin CODE 55 COUNTY Ashland CODE 003

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER: Vacant

OWNER OF PROPERTY

NAME Chicago & Northwestern Transportation Company, Inc. ✓

STREET & NUMBER
400 West Madison

CITY, TOWN Chicago VICINITY OF STATE Illinois 60606

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Register of Deeds, Ashland County Courthouse

STREET & NUMBER
201 West Second Street

CITY, TOWN Ashland STATE Wisconsin 54806

REPRESENTATION IN EXISTING SURVEYS

TITLE
Wisconsin Inventory of Historic Places

DATE 1975 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS State Historical Society of Wisconsin

CITY, TOWN Madison STATE Wisconsin 53706

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Ashland depot is built of red brick with stone belt courses highlighting the sills, gables, foundation and frieze. The main section is sheltered by a slate hipped roof with decorative metal flashing on the ridge and parapet gabled dormers facing north-west and southeast. Stone quoins accent the fenestration (and doors) of the building. A group of three segmentally arched windows punctuate the main section's facade. A shed roof extends from the gabled dormer on the main facade and marks the entrance and ticket office. Beneath the parapet gabled dormer on the southeast facade is a one story bay that overlooks oncoming trains. A projecting gabled wing with two symmetrically-placed segmentally arched windows, served as the general waiting room. A low hipped roof that connects to the main section on the southeast corner, extends the horizontally, continuous roof line over the passenger concourse. The roof expanse, supported by large bracketed beams unites the main passenger service area with adjacent freight facilities.

The interior originally contained a general waiting room, ticket office, telegraph office, baggage room, lunchroom, trainmen's lockerroom and an American Express Company office. The general waiting room was dominated by a central fireplace, with a nine foot wide aperture and flanked by two window seats. Although the interior is in a disheveled state it still evokes the elegance and grace of a past era.

At the present the building's condition can be described as fair. Portions of the roof are in need of repair as are sections of the facade, otherwise the building's exterior is identical to its appearance when it was constructed in 1900.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES May, 1900¹

BUILDER/ARCHITECT Charles Sumner Frost²

STATEMENT OF SIGNIFICANCE

The Ashland depot is significant as a major landmark in the city of Ashland symbolizing the city's turn-of-the-century dream of future greatness. Built in an era when residents felt Ashland would one day compete with major cities like Chicago, the depot became a key terminal for freight and passengers from northern Wisconsin and Michigan. The depot is also significant as the work of a regionally prominent architect, Charles Sumner Frost, who specialized in the design of railroad stations.³

ARCHITECTURE

Charles Sumner Frost was born in Main in 1856; he studied at M.I.T. and then worked for a number of Boston firms, notably Peabody and Stearns. Frost moved to Chicago and entered into a partnership with Henry Ives Cobb from 1882 to 1889, mainly designing residences and private clubs in the midwest. The partnership was dissolved and Frost practiced alone until 1898. In that year he formed a firm with Alfred A. Granger, and became the senior partner.

Frost married Mary Hughitt, the daughter of Marvin Hughitt, president of two midwestern railroads. Frost's father-in-law was responsible for consolidating small railroads that had begun to flounder at the turn of the century. Hughitt's acquisition of small lines in the midwest propelled the Chicago and Northwest Railway Company into the forefront of the region's transportation network. Rail transportation was at its zenith and to maintain a substantial share of this market, Chicago and Northwest proceeded to construct stations on its new lines. Frost's marriage no doubt contributed to his receipt of many commissions for railroad depots and offices, and to his special studies of railroad design. Among the many railroad designs executed by Frost and his partners were the Chicago and Northwest Company offices, the La Salle St. Station and the Northwestern Terminal in Chicago, Union Stations in Omaha and St. Paul, and the Northwestern Depot of Milwaukee.

Frost's expertise was demonstrated in his handling of the design of more modest stations. Smaller stations in Wisconsin designed by Frost that are still in existence include depots at Lake Geneva, Superior, Eau Claire, and South Milwaukee. In regard to small

¹Ashland Daily Press, May 1903.

²Original blueprints in the collection of the Chicago and Northwestern Transportation Company.

³Henry and Elsie Withey, Biographical Dictionary of American Architects (Deceased), Los Angeles: Hennessey and Ingalls, p. 224.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 1 / phone conversation c Dave Donath 7-12-79 KTP

QUADRANGLE NAME Ashland West, Wis.

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 15 061740 5161070

B

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

Lots 3, 4, 5, and 6, 19, 20, 21, and 22 of block 7, Austrian's addition, and the vacant alley adjoining these lots.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Andrea J. Lazarski, Historic Preservation Division

ORGANIZATION

DATE

State Historical Society of Wisconsin

September 27, 1978

STREET & NUMBER

TELEPHONE

816 State Stree

262-8904

CITY OR TOWN

STATE

Madison

Wisconsin 53706

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Richard M. Munn

TITLE Director, State Historical Society of Wisconsin

DATE 1/11/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Charles Astumery
KEEPER OF THE NATIONAL REGISTER

DATE 3-23-79

ATTEST: *Larry B. Franklin*
CHIEF OF REGISTRATION

DATE 3-21-79

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SIGNIFICANCE (continued)

depot design Frost wrote:

The design for small stations is very similar; each requires two waiting rooms, one ticket office, and a baggage room, but so simple a problem, if considered rightly, has many points important both to the company and the travelling public...The waiting room should always command a view of the trains...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 roof, is after all, the chief feature, and on its handling and material depend much of the failure or success of the design. The carriage porch is practical only at points of small travel; at others, the platforms, with long shelter projecting a few feet over the road may serve a better purpose.⁴

All of Frost's depots exhibit his theory of design and the philosophy of the Late Victorian picturesque design: as is usual in depot design the ticket office is centrally located and marked on the exterior by a tower or bay; the waiting room and baggage area are separated by a structural division; all feature long dominating roofs over the main section and platforms sheltered by long roofs that extend the horizontal line of the building. In the case of Ashland, the red brick trimmed with stone, appropriately states the vision residents had of Ashland one day becoming a leading city in the United States. The permanence implied in the depot's construction symbolized the desire of the city to enunciate it's new found prosperity.

HISTORY

The Ashland depot is significant as a symbol of the rebirth of the city in 1900. Ashland's initial development issued from the lumbering industry and brownstone quarries. It harbored a transient population and until its incorporation in 1887, had a reputation as a wild and lawless town. With the advent of the "White Pine" era, sawmills dotted the shoreline and the railroads extended their lines to gain

⁴Architectural Reviewer, Spetember, 1897, pp 19-22.

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SIGNIFICANCE (continued)

access to the lucrative freight trade. The Chicago and Northwest Railway completed a line to Ashland in 1885. The railroad lines not only provided markets and passenger service for the community, but became the index by which success was measured.

It was once said, as a mark of the great commercial supremacy of Chicago, that for every day of the year, a train arrived or departed from that city - during a day of 24 hours. To say that Ashland now occupies the advanced position Chicago vacated a few years ago will prove a startling assertion for many - but it is a fact just the same.⁵ Yet by 1890 the marketable timber supply largely had been depleted and with the closing of the brownstone quarries, the city entered a stagnant period.

The railroad network that had been established during the lumbering boom was expanded after new iron ore deposits were discovered on the Gogebic Range in the late 1890's. "The certainty of having these increased railway facilities, together with new and important discoveries of iron ore in the Gogebic mining region, gave capitalists confidence in the little city."⁶

Erected in May 1900, during this period of resurgence, the Ashland depot was important to passenger and freight service. The city of Ashland became the major outlet for products of northern Wisconsin and Michigan. After construction of the depot, Chicago and Northwest completed its freight service network with the building of three magnificent ore docks to utilize water routes to the east. The Chicago and Northwest travel brochures, published nationwide, advertised Ashland as a prime resort area just "a few hours" away by rail.

The sportsman will find there a large field for operation...The lover of natural scenery will find here romantic views beyond the power of description...A visit to the region is almost a certain cure for hayfever and kindred disorders. Many hundreds of people afflicted in this way, try this locality and almost always find immediate relief.⁷

The completion of the depot was greeted with tremendous enthusiasm, and said to be "quite an acquisition to Ashland."⁸ Ashland residents envisioned the city as someday gaining equal prominence with Chicago and Milwaukee. Proposed plans for subways running through the city evidenced the dream of future greatness. Although boosterism ran high, Ashland reached its peak in 1910 and subsequently population declined.

⁵Ashland Daily Press, Progress Edition, 1893

⁶Ashland City Directory, R. L. Polk & Co., St. Paul, Minn., 1901, p. 15.

⁷A Summer Holiday, Chicago & Northwestern Railroad, Rand McNally & Co., n.d., p.3.

⁸"More tracks across the Avenue," Ashland Daily Press, May 19, 1900.

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SIGNIFICANCE (continued)

The depot was in use until 1968, providing passenger and freight service. In the 1950's the area surrounding the depot was zoned for industrial use. Since that time, industry has been moving out and abandoning the central city. The encroachment of multiple family dwellings into the area has revitalized the deteriorating neighborhood. Through support of the Ashland Community Development Commission, Senior Citizen housing projects have been built directly north and northwest of the depot. This influx of residential units initiated plans to adapt the depot for use as a senior citizen community center, with space for small shops, a pharmacy and doctors offices. Such use of the depot would once again make it a vital part of the community.

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MAJOR BIBLIOGRAPHICAL REFERENCES

- Architectural Reviewer (September, 1897) pp. 19-49.
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A Souvenir of Ashland County, Wisconsin. Iron Mt. Mich. C. O. Stiles, 1904.
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Withey, Henry and Elsie. Biographical Dictionary of American Architects (Deceased).
Los Angeles, Hennessey and Ingalls. 1970.