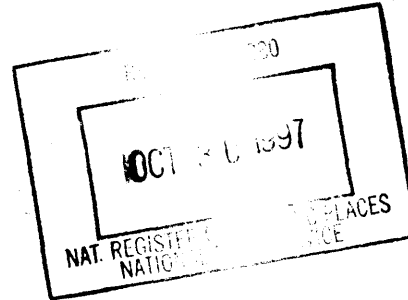


15A

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

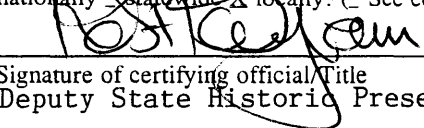
historic name Chicago, Milwaukee and Saint Paul Railway Passenger Depot
other names/site number Milwaukee Road Passenger Depot; Amtrak Depot

2. Location

street & number	601 Saint Andrew Street	N/A	not for publication
city or town	LaCrosse	N/A	vicinity
state	Wisconsin	code	WI
county	LaCrosse	code	063
zip code	54603		

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.)


Signature of certifying official/Title Deputy State Historic Preservation Officer-WI
Date 10/16/97

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, Milwaukee & St. Paul Railway Passenger Depot
Name of Property

LaCrosse
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. Beall

12/1/97

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as
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	___ 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.)

None

**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)
TRANSPORTATION/rail related

7. Description

Architectural Classification

(Enter categories from instructions)
MIXED

Materials

(Enter categories from instructions)
Foundation CONCRETE
walls BRICK
 ASPHALT
roof STONE
other GLASS

Narrative Description

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

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 1

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Description

The Chicago, Milwaukee & St. Paul (CM&StP) Railway Passenger Depot in LaCrosse is located at 601 St. Andrew Street, in LaCrosse, Wisconsin and is locally significant for the National Register of Historic Places under Criterion A for its historical importance as a rail-related transportation facility. The CM&StP Railway Passenger Depot was designed by architect A.O. Lagerstrom and built in 1927. This mixed style brick building mainly features mixed elements of Mediterranean, Georgian Revival, Prairie School and Chicago Commercial architectural styles. The Depot is located immediately east of the Rose Street Viaduct on the city's north side. The depot is located on the south side of what are currently the Soo Line railroad tracks, and the building is situated parallel to the tracks, at a southwest/northeast axis. A large parking lot (approximately 1 ½ acres) is located west and south of the building. The depot sits at the corner of the intersection of Caledonia Street (a north/south street) and St. Andrew Street (an east/west street). The parking lot is asphalt, and extends up to all of the edges of the building. The asphalt extends between the building and the tracks, where there was once a canopy, five car-spans wide, however, there is no longer any remnant of the canopy. The only landscaping which exists around the building is a grassy knoll south of the depot which features a few young evergreen trees.

The depot was constructed as a single building with three distinct sections (see Sketch). The eastern section, which is two stories tall, is the main part of the building, housing the passenger ticket office, station master office, passenger waiting area, restrooms, and other offices. The middle section was constructed as a breezeway which connects the passenger depot, and the third section is a one story freight and baggage depot. The building is constructed of brown colored brick which is veneered over a reinforced steel frame with a cut Bedford stone foundation, water table, and sills. The brown brick veneer is accented with dark brown brick quoins on each corner, and rectangular shaped brick ornamentation, also dark brown, located between each first and second story set of windows. The passenger section and the freight/baggage section each feature hipped roofs, while the breezeway section has a flat roof. Both buildings are also constructed of brown brick veneer over a steel frame. The details of each section are most easily described separately. Though all three sections are linked, and thus counted as one building, they each appear distinct enough from the other, and each served, historically and currently, moderately different functions.

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**National Register of Historic Places
Continuation Sheet**

Section 7 Page 2

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

A. Passenger Depot Section

This section of the depot historically had, and still has, the function of passenger ticket sales and waiting room area. The two-story section is brick veneered over a steel frame. The hipped roof, which was once clad with red English flat clap tile shingles, is now covered with red asphalt shingles. The overhang of the roof extends approximately four feet beyond the walls of the building.

This two story section of the building is basically rectangular in plan, with the three center bays on the south and north facades extending out approximately three feet, encompassing the central entrances and two bays of windows, one on each side. All corners on the building feature dark brown brick quoins, giving the building a Georgian Revival style influence.

The south facade of the building, which faces the parking lot, is symmetrical, seven bays wide, with a central double door. When originally constructed, the entrance, which is accessed by concrete stairs four risers high, was covered with a flat, suspended awning, which is no longer existing. The windows are large tripartite designs, with double-hung sashes on each side of a central fixed frame window. The first floor windows also feature a tripartite transom over each window. The window frames are wood. Brick ornamentation in a darker brick is in a rectangular form, spaced between the first and second story windows, creating a visual separation between the two sections.

The west facade is three bays wide, featuring single, one-over-one sash windows with transoms on the first floor, and tripartite, three-over-one sash windows on the second floor. A sign displaying the name "LaCrosse" is hung between the first and second floors.

The north facade, which faces the tracks, is seven bays wide. The central bay of the first floor features a small room, housing the ticket office on the interior, which extends out from the building toward the tracks by approximately six feet. It has single windows on the east and west

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**National Register of Historic Places
Continuation Sheet**

Section 7 Page 3

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

sides, and a tripartite window on the north side. The small extension has a flat roof. Two sets of double doors flank each side of the extended room, allowing access to and from the tracks from the depot.

The east facade is connected to the one-story breezeway, which will be described in the next section. Second story, tripartite windows are visible on the east facade, however, no first floor features are visible, as the breezeway extends the entire width of the facade.

The interior of the passenger section is divided into three parts. The largest, middle part is the waiting room/ticket sales booth. As the visitor walks in the front on the south side of the building, they enter double doors, which are wood with windows in the upper section. The doors enter into a large, open waiting room, which features a wide, semi-circular ticket office on the opposite side of the room. The ticket office, exhibiting two brass ticket sales windows, has an ornate carved oak upper, and terrazzo marble tile lower section. The terrazzo is in three colors, including shades of yellow, cream, and black.

The windows that face south are decorated with wood detail between the lower sections and the upper transom. The terrazzo tile extends up the walls to approximately five feet high, then the upper walls are plaster. The ceiling is coffered, with large, deeply inset panels. The inset panels are approximately 18 inches deep, and are approximately eight feet square. Terrazzo paneled pilasters extend up the walls on the east, south and west sides of the room, meeting the coffers at the ceiling.

The north side of the room features doors which flank the semi-circular ticket booth on each side. Transom windows extend above the doors for the length of the room. The double doors exit into a vestibule area, which in turn exits out onto the exterior concrete stairs that lead to the passenger platform.

The waiting room is outfitted with a number of large, pew-like wooden benches, constructed of dark-stained oak. The benches are single construction back-to-back, and are original to the

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Continuation Sheet**

Section 7 Page 4

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

building. A total of six benches can be found in the waiting room, four in the middle, and two more along the south wall.

The east end of the depot building features two rooms. The southeast corner room is a small office, which is accessed by a wood door. The northeast corner exhibits a box-like entry, which opens into a room which was originally designed as a dining and kitchen area. The kitchen closed in the 1960s, and all of the fixtures and furniture were removed at that time. The kitchen opens into the breezeway section, described below.

The west side of the depot section extends into the rest rooms. The southwest corner contains the ladies' restroom, which features an outer waiting area and an inner toilet area. The outer chamber was originally furnished with a "handsome davenport, leather wicker chairs and all the comforts of home," according to a newspaper article about the building's dedication (*LaCrosse Tribune and Leader-Press*, 31 January 1927). An inner chamber exhibits two toilet stalls and a sink. The mens' restroom is located in the northwest corner, with a similar outer waiting room, and inner room with toilet fixtures.

The stairs which lead to the second story are also located at the northwest corner of the building. A few steps, with brass rail, lead to a platform and door. Through the door, the stairs continue to wind upstairs to a hallway. At the west end of the hallway is a large room with windows on three sides. This room was originally designed as the CM&St.P Women's Club. It was furnished with "wicker and leather chairs, handsome curtains and other home-like furnishings." (*LaCrosse Tribune and Leader-Press*, 31 January 1927). The room was later converted into an office, and a partition was built into the southeast corner of the room.

The hallway extends down the center of the length of the building. Offices and restrooms flank either side of the hallway, totaling eleven rooms on the second floor. The original walls and ceilings of the second floor are plaster, however, in recent years many of the ceilings were modified with dropped, acoustical ceiling tiles. One room on the south side was paneled with

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Continuation Sheet**

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Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

wood paneling, probably in the past twenty years. The doors throughout the second floor are primarily wood, many with glass panels in the upper section.

At the east end of the hallway, an open wooden stairway leads to the attic. The attic is open, unfinished space which exhibits the steel truss rafters which support the roof.

In addition to an attic, the passenger depot section also features a basement. The basement is accessed from the breezeway section on the east side of the building. Therefore, prior to the time when the breezeway was enclosed in the early 1970s, the basement entrance was covered, but open to the elements. A flight of concrete stairs descend at the northeast corner of the building. The basement has three rooms and concrete floors. Complete access to the basement was difficult due to standing water, however, it appears that the basement housed the water pipes and heating unit for the building.

Overall, the passenger depot section of the building is architecturally intact, though in poor repair. The main floor has been minimally altered, and retains most of its original character. The second floor has been more extensively modified, with modern ceiling and wall elements, mostly done in the last twenty years, when the second floor was used as the Milwaukee Road dispatch office. The space is now vacant. Most of the original floor, wall and ceiling material remains intact under the modern modifications.

B. Breezeway Section

The breezeway section is one story tall, with a flat roof. It is joined on the west side by the two story passenger section, and connected on the east side to the one story baggage/freight section. It is constructed of steel supports, with a narrow span of brick veneer near the roof on the north and south facades. The walls on the south and north facades are mostly built of wood clapboard siding, which was added in the early 1970s to fill in what were originally open walls (Ed

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**National Register of Historic Places
Continuation Sheet**

Section 7 Page 6

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Kamrawski: 9 January 1997). The purpose of the breezeway section was to provide temporary overhead shelter for baggage and freight waiting for loading or unloading on the trains.

The south wall of the breezeway section features two doors, one on each the east and west sides, and a small window. The north wall exhibits two small doors and one garage door. All windows and doors are contemporary with the wood siding material.

The interior of the breezeway is an open room, with a concrete floor, and steel I-beam supports in the ceiling. The ceiling is clad with wood wainscoting, indicating that the ceiling is probably original to this section of the building. The interior is split into two rooms with plywood walls.

Other than the construction of walls on the north and south facades to enclose the breezeway, this section of the building is historically intact.

C. Baggage/Freight Section

The baggage/freight section is a one story brick veneered steel frame section with a hipped roof. Like the passenger section, the hipped roof has a wide overhang, and the pitch of the roof is similar to the passenger section roof. The baggage section is divided into two parts by a brick wall which is original to the building. Both sections exhibit concrete floors and brick walls, which have been painted in the western section, and left unpainted in the eastern section. The west end of the one-story section had been finished off with a dropped ceiling, with lockers, shower stalls and toilet fixtures on the south side of the room. Two openings on each the north and south sides of this half of the section were enclosed with clapboard siding and windows. They probably once were filled with larger doors, but as the use of the space changed, the openings were converted to windows. These improvements were probably done some years after original construction, modifying the room for use as a waiting/clean-up room for yard workers. The date of the interior modifications was not determined, however, it is likely that the room was originally open, raw space, much like the eastern end of the baggage/freight depot section.

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(Rev. 8-86)

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**National Register of Historic Places
Continuation Sheet**

Section 7 Page 7

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

The east part of the baggage section is accessed through garage-type doors on the north and south facades. The doors appear to be original to the building. The room has concrete floors, brick walls, and exposed, steel truss ceiling supports. The south end exhibits a three-foot high wood freight platform.

Overall, the baggage/freight section retains its historic integrity. Most of its windows, doors, and interior spaces appear to be original to the construction period of the building. The modifications which have taken place most likely took place sometime after the historic period, possibly in the 1950s or 1960s.

Chicago, Milwaukee & St. Paul Railway Passenger Depot
Name of Property

LaCrosse
County and State

Wisconsin

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

Period of Significance

1927-1947

Significant Dates

1927

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Lagerstrom, A.O.

Narrative Statement of Significance

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

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**National Register of Historic Places
Continuation Sheet**

Section 8 Page 1

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Section 8

Statement of Significance

The Chicago, Milwaukee & St. Paul (CM&StP) Railway Passenger Depot, located at 601 St. Andrew Street in LaCrosse, Wisconsin, is locally significant for the National Register of Historic Places under Criterion A for its historical importance as a rail-related transportation facility. More specifically, the depot is being nominated because of its association with the National Register significance area of Transportation a theme that is identified in the State of Wisconsin's *Cultural Resource Management Plan*. The CM&StP Railway Passenger Depot was the final passenger depot to be constructed in LaCrosse by this railroad company, better known as the Milwaukee Road. It is one of two passenger depots which are extant in the city, and is the only extant depot in LaCrosse to be used continually as a passenger depot up to the present. Designed by architect A. O. Lagerstrom, and built in 1927, this mixed style brick building mainly features mixed elements of Mediterranean, Georgian Revival, Prairie School and Chicago Commercial architectural styles. The depot's period of significance spans from 1927, when the building was dedicated and opened to the public, through 1947, the end of the historic period. For the entire period of significance, 1927 to 1947, the CM&StP Railway Passenger Depot was used by the Milwaukee Road for passenger traffic between Chicago and Seattle, as it still is used up to the present.

Historical Background of Railroad Expansion in LaCrosse

The city of LaCrosse, Wisconsin was founded on the east bank of the Mississippi River in 1842. Early traffic in and out of the city was made by foot, steam ship, oxen team, and canoe. Steam boat traffic along the Mississippi River helped establish the fledgling village as an important location for settlement and manufacturing, as well as wholesale and retail commerce. By the 1850s the young city was well established (*History of LaCrosse County, Wisconsin*: 329-330, 342).

The earliest railroad promoters in LaCrosse formed a corporation, the Milwaukee and LaCrosse, in 1852. The railroad began construction shortly after from Milwaukee, however did not reach

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**National Register of Historic Places
Continuation Sheet**

Section 8 Page 2

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

LaCrosse until 1858. Though the connection to Milwaukee was vital for receiving much needed goods, a passage across the Mississippi to points west was also greatly needed. The Root River Valley and Southern Minnesota Railroad Company incorporated in 1855, however reorganized in 1864 as the Southern Minnesota Railroad. By 1870 a winter bridge had been connected from LaCrosse to Barron's Island (now Pettibone), then across to Minnesota. Between 1870 and 1879 during navigable seasons freight was ferried across the river to the connecting railroads, while passengers crossed by transfer boat. A railroad bridge was constructed across the Mississippi in 1876 (Sanford: 144-149).

The Milwaukee & LaCrosse Railroad reached LaCrosse by 1858. The Milwaukee & St. Paul Railroad connected with the city by 1867. Through mergers between the St. Paul & Chicago and the Milwaukee and St. Paul, by 1874 the latter became known as the Chicago, Milwaukee & St. Paul, or the CM&StP Railroad. This is the company which came to be known as the Milwaukee Road.

The Green Bay and Minnesota Railroad began in Green Bay in 1871 and by 1876 had reached LaCrosse, cutting through the marsh and across the south side of town past the LaCrosse Teacher's College (now UW-LaCrosse), along 18th Street to Green Bay Street (Follmar: 24). Also in the 1870s, the Chicago & North Western Railroad was interested in extending into LaCrosse. However, in order to come into town from the north, they needed to achieve access across the LaCrosse and Milwaukee Railroad's existing tracks. To accomplish this, they nurtured the development of a smaller railroad company, the LaCrosse, Trempealeau & Prescott, which extended from LaCrosse to Winona. They built a railroad bridge across the Mississippi River at Winona, and the LaCrosse, Trempealeau & Prescott was shortly thereafter sold to the North Western, giving the North Western access across the Mississippi and into LaCrosse. Then, the North Western made an agreement with the Green Bay and Minnesota to share tracks, after the Green Bay & Minnesota had arranged to cross the CM&StP's tracks into LaCrosse, allowing the larger, more powerful North Western access across the tracks as well (Follmar: 25-26).

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**National Register of Historic Places
Continuation Sheet**

Section 8 Page 3

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Maneuverings for rail power in the LaCrosse area continued into the 1880s, with the introduction of the Chicago, Burlington & Quincy Railroad. They already extended from Chicago, across Iowa, and on to Omaha and Denver. They decided expansion up to St. Paul would be profitable. Building a track along the east bank of the Mississippi, by 1886 LaCrosse was selected as the division headquarters for the Burlington. The Burlington gained permission to build a track into downtown LaCrosse along Second Street, and in fact built a second track into the downtown on a Sunday, when no one could stop them. The two tracks stayed in use for the next ninety years (Follmar: 26).

By 1886 the basic rail patterns in LaCrosse were established and remained much the same until the 1960s, when passenger traffic shifted, and much local freight traffic switched to trucks.

In 1929, during the heyday of the passenger railroad, over 20,000 passenger trains were operating, transporting 77 percent of all passengers in the country. Buses carried about 15 percent of all intercity passengers, and airlines had barely begun commercial flights. Only thirty years later, railroads lost their much of their dominance as the preferred way to travel. Partly because of the increasing popularity of air and automobile modes for intercity travel, and partly because of the ailing rail system in general, by 1970, only 7.2 percent of commercial intercity travel was being made by train (Amtrak: 4).

In order to implement a national passenger rail system, the Rail Passenger Service Act was enacted in October 1970, creating Amtrak. A Board of Incorporators formed of Presidential appointees began immediately to organize the nation wide program. Utilizing existing tracks, engines, passenger cars, and personnel, leased from the private railroad companies who owned the tracks, Amtrak was able to begin operation on May 1, 1971 with virtually no interruption to passenger service. Over the next few years Amtrak bought existing equipment from the railroad companies, purchased new equipment as the need required, and they continued to lease the tracks. With the implementation of Amtrak, the CM&StP Depot in LaCrosse became the Amtrak depot, supporting a new intercity line from Chicago to Seattle by June 1971 (Amtrak: 5, 6, 14).

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**National Register of Historic Places
Continuation Sheet**

Section 8 Page 4

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Milwaukee Road

The Milwaukee Road began, as most railroads in the country, from another rail company. The Milwaukee & Waukesha Railroad was chartered in 1847 in Milwaukee, one year prior to Wisconsin's statehood. Within a year its charter changed, allowing it to be built across the state. By 1857 the Milwaukee & Mississippi, as it was then called, reached Prairie du Chien. During this same period, another railroad, known as the Milwaukee & LaCrosse, laid tracks across the state through Horicon and Portage, and on to LaCrosse by 1858. Through a number of financial mergers and reorganization, the Milwaukee & LaCrosse became the Milwaukee & St. Paul, which absorbed the Milwaukee & Mississippi by 1867 (Scribbins: 11).

The Milwaukee & St. Paul next needed access to Chicago and Minneapolis. By 1872 they acquired the St. Paul & Chicago, and opened their own bridge at LaCrosse in 1876. In February 1873 the Milwaukee & St. Paul opened a line from Milwaukee to Chicago, and within a year added the name "Chicago" to their name. In the next few decades the Chicago, Milwaukee & St. Paul continued to acquire railroads in Wisconsin, Iowa and Minnesota. By 1879 the CM&St.P had reached the Missouri River on the Nebraska/Dakota Territory border, and in 1885 connected with Fargo, North Dakota. Management of the company shifted, and in 1890 the CM& St.P offices moved from Milwaukee to Chicago (Scribbins: 12-13).

The CM&StP's management felt that to stay competitive with other railroads (Great Northern, Northern Pacific, and Chicago, Burlington & Quincy), they needed to reach the west coast. By 1905 the company announced their intentions of extending to the Puget Sound. In May 1909 the extension was complete. The Puget Sound extension was expensive, however, and the electrification of the railway led the company into further economic despair, leading to bankruptcy by 1925. The company reorganized as the Chicago, Milwaukee, St. Paul & Pacific Railroad in 1928. In 1934 the road began their streamlined passenger service with the *Hiawatha* line. The passenger line was extremely popular, and the engines were re-equipped after World War II and converted to run on more efficient diesel fuel (Scribbins: 13, 15).

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**National Register of Historic Places
Continuation Sheet**

Section 8 Page 5

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Despite upgrades of equipment and popularity of rail transportation, the Milwaukee Road continued to down scale its passenger service in the 1950s and 1960s. The new Milwaukee, Wisconsin depot which was constructed in the early 1960s was the last passenger depot in the country to be constructed by the Milwaukee Road. With this improvement, and a commitment to quality, passenger service remained high on the Milwaukee Road until Amtrak took over all passenger traffic in 1971 (Scribbins: 17).

Chicago, Milwaukee & St. Paul Railway Depot (CM&StP)

LaCrosse's location played an important part in the expansion of the CM&StP Railroad's development. As a connecting city to lines leading to St. Paul, the Dakotas, through Iowa to Omaha, and of course to Milwaukee and Chicago, LaCrosse became an important destination location as well as a stopping point for longer trips. Throughout its history in LaCrosse, starting in 1858, the Milwaukee Road and its preceding companies had several depots in the city. The first depot was built in 1858 on the east bank of the Black River near two grain elevators. In 1878 the Cameron House and its accompanying passenger depot was constructed at Second and Vine streets. The three story hotel and depot, one of downtown LaCrosse's most prominent buildings, was wood frame with brick veneer. It provided service as passenger depot until it burned to the ground on Christmas Eve, 1916. The railroad constructed a temporary depot south of the ruins of the Cameron House, while maintaining a depot on the north side of LaCrosse near Mill Street (*LaCrosse Tribune and Leader-Press*, 30 January 1927: Vollmar: 36).

The city of LaCrosse went without a replacement for the Cameron House for ten years until the new Chicago, Milwaukee & St. Paul Railway Depot was constructed in 1926 on St. Andrew Street. However, the decision to construct a depot away from the downtown was surrounded by debate and controversy. In 1917 the LaCrosse Chamber of Commerce filed a petition for the construction of a downtown union station with the Railroad Commission of Wisconsin. World War I interfered with further action on the decision, and despite the wishes of many downtown property owners, by early 1926 the Milwaukee Road was given permission to construct a new

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 8 Page 6

Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

depot east of the Rose Street viaduct. The Common Council of LaCrosse approved the site and plans for the depot and a permit for construction was granted. (Vollmar: 37; *LaCrosse Tribune and Leader Press*, 30 January 1927).

The location immediately east of the Rose Street Viaduct was chosen as the best possible site to expedite train service in and out of LaCrosse, thus saving time for all rail traffic. Sixteen lots were purchased for a total of \$60,000 at the location, and ten houses were removed. The Caledonia Street crossing was closed by the city to make way for the construction of the new depot. The building was constructed in approximately six months, and the grounds, track improvements, platforms, and building cost a total of \$300,000 when completed (*LaCrosse Tribune and Leader Press*, 30 January 1927, 31 January 1927).

The new CM&StP passenger depot at 601 St. Andrew Street was dedicated on January 31, 1927, amidst a great amount of celebration. Speakers included the Mayor of LaCrosse, Chief Operating Officer of the CM&StP Railway, the President of the Chamber of Commerce, as well as representatives from the Kiwanis Club, LaCrosse Progressive League, LaCrosse Business Mens Club, Rotary Club, Lions Club, LaCrosse Rubber Mills, and the North Side Business Mens Association. Program entertainment was provided by the CM&StP Band and Quartet, dancing music by Novelty Four Orchestra, and hosted by the CM&StP Womens Club. The evening dance was held in the waiting room of the main depot building, and the program was broadcast on WKBH radio (*LaCrosse Tribune and Leader Press*, 31 January 1927).

The new passenger depot was severely needed in LaCrosse. Since the Cameron House, where the former Milwaukee Road passenger station was located, burned down ten years earlier in downtown LaCrosse, passenger traffic left from other, temporary locations in the downtown area. The trains had to move through increasing automobile and pedestrian traffic in the busy downtown area. Several of the trains had to back out of the downtown passenger station area, and passengers walked long distances, as far as three blocks, from the station to their rail cars. The new depot location allowed trains to come to the depot, unload and load freight and passengers, then move on, without the encumbrance of moving in the congested downtown area.

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Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

This streamlined location saved several minutes. The first passenger train to stop at the new depot was reported to have saved twenty-four minutes over the old schedule which used to take it downtown (*LaCrosse Tribune and Leader Press*, 30 January 1927, 31 January 1927).

Despite the faster service, some residents complained that the new depot was being built outside of the downtown area, away from shopping and hotels. To alleviate some of the complaints, the Milwaukee Road company authorized the Yellow Cab Company of LaCrosse to transport passengers to and from the downtown for a fixed fee. The cabs left downtown hotels on a regular schedule to transport passengers to the north side depot in ample time to catch their trains, then brought debarking passengers downtown, all for the flat rate of 25¢ per passenger per ride (*LaCrosse Tribune & Leader Press*, 1 February 1927).

The CM&StP Depot was a success. Passenger traffic in LaCrosse continued to thrive in the 1930s and 40s, as the CM&StP continued their West Coast lines. In 1931 LaCrosse was served by six trains each way through the Milwaukee Road. By 1935, the Milwaukee Road introduced their streamlined *Hiawatha* trains, capable of speed exceeding one hundred miles-per-hour. The fast trains were very popular, and by 1939, *Hiawatha* service doubled. World War II travelers often required extra cars, and troop movements, particularly to and from Camp McCoy, thirty miles away near Sparta, added more special trains on the Milwaukee Road tracks (Follmar: 64).

Despite continued improvements to passenger service and cars, after World War II, passenger train traffic dwindled across the country. The Milwaukee Road continued their *Hiawatha* lines, and added the *Olympian Hiawatha*, a streamlined diesel 11-car daytime train, in the late 1940s. However, throughout consolidation of Milwaukee Road passenger lines in the 1950s, the *Hiawatha* traffic continued to drop, and by 1961, the *Olympian Hiawatha* ceased operation. Nevertheless, two other Milwaukee Road lines, the *Afternoon Hiawatha* and the *Pioneer Limited* continued to run through LaCrosse until 1971, when Amtrak took over all passenger train traffic throughout most of the country (Follmar: 64).

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Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

When Amtrak took over all intercity passenger rail traffic in the spring of 1971, the CM&StP Railway Depot became LaCrosse's Amtrak depot. The same depot yard, freight and passenger office staff that worked for the Milwaukee Road at the depot continued to work for Amtrak. One of Amtrak's first intercity experimental routes, the *North Coast Hiawatha*, which spanned from Chicago to Seattle via Billings, Montana, came through LaCrosse starting in June 1971. The depot changed very little during this transition, according to Ed Kamrawski, station agent. Ed had worked for the Milwaukee Road at the depot starting in 1961, worked through the passenger service transition, and continues as the station agent for Amtrak at the depot today. He remembered that the only major change, other than general maintenance, was that sometime in the early 1970s, consistent with the time Amtrak took over passenger service, the open breezeway connector section between the passenger depot and the freight/baggage section was closed with garage type doors on the north and south sides (Amtrak: 7, Kamrawski).

The CM&StP Railway Passenger Depot in LaCrosse has served the community, as well as passengers in-transit, for seventy years. The building has experienced few changes over the years to its interior and exterior, nor has its basic function changed in all of those years. Constructed in 1927, the CM& St.P Railway Passenger Depot is one of the last remaining examples of railroad-related architecture in the city, representative of the significance of the railroad industry in LaCrosse. The Depot embodies the importance of the railroad to the commercial development of LaCrosse, which gained economic power as an important Wisconsin rail center. It represents the early twentieth century evolution of rail transportation as stations moved out of the urban center of many cities and were positioned in response to needs for greater efficiency in movement through rapidly growing urban centers. This reorientation was made both necessary and possible by the introduction of automotive and truck transportation, which provided a link to the center core of the city.

Chicago, Milwaukee & St. Paul Railway Passenger Depot
Name of Property

LaCrosse
County and State

Wisconsin

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:

10. Geographical Data

Acres of Property 2 Acres

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

1	<u>1/5</u>	<u>6/4/0/9/4/0</u>	<u>4/8/5/4/5/2/0</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	Barbara M. Kooiman, M.A.	date	24 February 1997
organization	Mississippi Valley Archaeology Center	telephone	608/785-6783
street & number	1725 State Street, UW-LaCrosse	city or town	LaCrosse
city or town	LaCrosse	state	Wisconsin
		zip code	54601

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LaCrosse, LaCrosse County, WI

Section 9

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Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Section 10

Verbal Boundary Description

Legal property description , according to the City of LaCrosse Tax Assessor's Office, is as follows:

NORTH LA CROSSE ADDN PRT OF LOTS 7, 10, 11 & 14 BLOCK 32 & SOUTHEASTERN
ADDN PRT OF LOTS 2, 3, 4, 5, 9, 10, 11, 12, & 13 BLOCK 4 & PRT OF NW-SW 29-16-7
COM NE COR BLOCK 4 SOD17M 6SE 2550.64FT S89D58M2SW 160.18FT SODD16M18SE
50.12 FT S89D58M17SW 140.19FT NOD15M 30SW 76.34FT N47D51M55SE ALG LN
WHICH IS 50FT SELY & P/W C/L OF SELY R/R TRACK 699.2 FT SOD17M49SE 184.29FT
S89D57M16SW 150.54FT SOD17M 6SE 60FT S89D55M21SW 70FT TO POB.

Boundary Justification

The property is encompassed in an area historically and currently surrounding the CM&StP Railway Passenger Depot, including the parking lot on the south side of the railroad tracks. The property is bounded by the tracks on the north side, the Rose Street Viaduct on the west side, Caledonia Street on the south side, and St. Andrew Street on the east side. Though the historic property once incorporated the adjacent tracks, the tracks have been omitted from the property description.

Chicago, Milwaukee & St. Paul Railway Passenger Depot
Name of Property

LaCrosse County
County and State

Wisconsin

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	City of LaCrosse	date	27 February 1997
organization	c/o Larry Kirch, City Planning Office	telephone	608/789-7512
street&number	400 LaCrosse St.	zip code	54601
city or town	LaCrosse	state	Wisconsin

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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Section Photos Page 1 Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Photographs

Chicago, Milwaukee & St. Paul Railway Passenger Depot
LaCrosse, LaCrosse County, Wisconsin
Photographs by Barbara Kooiman, Mississippi Valley Archaeology Center (MVAC)
January 1997
Negatives at the State Historical Society of Wisconsin, Madison, Wisconsin

The above information applies to all of the following photographs:

Photo #1 of 25:
Depot, Passenger Section (Section A), south facade, facing north

Photo #2 of 25:
Depot, Passenger Section (Section A), detail on south facade, wall sconce west of door, facing north

Photo #3 of 25:
Depot, Passenger Section (Section A), south and west facades, facing northeast

Photo #4 of 25:
Depot, Passenger Section (Section A), west and north facades, facing southeast

Photo #5 of 25:
Depot, all sections (Section A, B & C), north facade, facing southeast

Photo #6 of 25:
Depot, Passenger Section (Section A), interior, ticket booth in waiting area

Photo #7 of 25:
Depot, Passenger Section (Section A), interior, detail of ticket booth in waiting area

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Section Photos Page 2 Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Photo #8 of 25:
Depot, Passenger Section (Section A), interior, windows and walls of south and east sides of waiting room, facing southeast

Photo #9 of 25:
Depot, Passenger Section (Section A), interior, ceiling detail, showing coffered ceiling, facing east

Photo #10 of 25:
Depot, Passenger Section (Section A), interior, showing east wall, waiting room furniture, facing east

Photo #11 of 25:
Depot, Passenger Section (Section A), interior, showing doors on northeast side of waiting room, facing north

Photo #12 of 25:
Depot, Passenger Section (Section A), interior, showing ladies restroom lounge, facing west

Photo #13 of 25:
Depot, Passenger Section (Section A), interior, showing kitchen, facing northwest

Photo #14 of 25:
Depot, Passenger Section (Section A), interior, second floor, showing hallway, facing east

Photo #15 of 25:
Depot, Passenger Section (Section A), interior, second floor, showing office room at west end of building, facing south

Photo #16 of 25:
Depot, Passenger Section (Section A), interior, second floor, showing office room at northeast end of building, facing northeast

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Section Photos Page 3 Chicago, Milwaukee & St. Paul Railway Passenger Depot,
LaCrosse, LaCrosse County, WI

Photo #17 of 25:
Depot, Passenger Section (Section A), interior, attic, showing roof support steel trusses, facing northwest

Photo #18 of 25:
Depot, Breezeway Section (Section B), north facade, facing southeast

Photo #19 of 25:
Depot, Showing all three sections, with Section B in middle, south facade, facing northwest

Photo #20 of 25:
Depot, Breezeway Section (Section B), interior, facing northeast

Photo #21 of 25:
Depot, Baggage/Freight Section (Section C), north facade, facing southeast

Photo #22 of 25:
Depot, Showing all three sections, with Section C closest to photographer, showing south and east facades, facing northwest

Photo #23 of 25:
Depot, Baggage/Freight Section (Section C), interior, west end of section, facing southwest

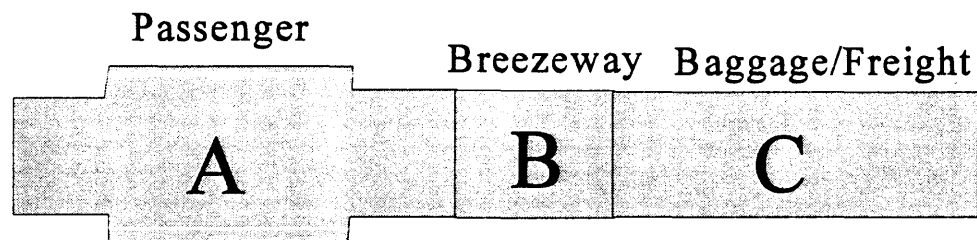
Photo #24 of 25:
Depot, Baggage/Freight Section (Section C), interior, east end of section, facing southeast

Photo #25 of 25:
Depot, Baggage/Freight Section (Section C), interior, east end, showing steel truss of roof, facing up

CM&St.P Passenger Depot
601 St. Andrew St.
LaCrosse, LaCrosse County, WI



Railroad Tracks



Sketch by B. Kooiman
Mississippi Valley Archaeology Center
January 1997

Caledonia St.

St. Andrew St.

Key - All contributing
Section A = Passenger Section
Section B = Breezeway Section
Section C = Baggage/Freight Section

not to scale