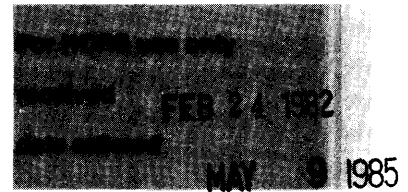


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections



1. Name

historic West Madison Depot, Chicago, Milwaukee, and St. Paul Railway

and/or common Milwaukee Road Depot

2. Location

street & number 640 West Washington Avenue _____ not for publication

city, town Madison _____ vicinity of _____ congressional district Second

state Wisconsin code 55 county Dane code 025

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Mr. B. A. Bobbett, Vice-President, Real Estate, Economic and Resource Development
Chicago, Milwaukee, St. Paul and Pacific Railway Co.

street & number 288 Union Station

city, town Chicago _____ vicinity of _____ state IL 60606

5. Location of Legal Description

courthouse, registry of deeds, etc. Dane County Register of Deeds

street & number 210 Monona Avenue

city, town Madison _____ state Wisconsin 53709

6. Representation in Existing Surveys

title City of Madison Landmark has this property been determined eligible? yes no

date September 8, 1975 _____ federal _____ state _____ county local

depository for survey records Madison Landmarks Commission

city, town Madison _____ state Wisconsin 53710

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 checked="" 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

On November 15, 1903, the Madison Democrat reported that work on the new West Madison Passenger Depot for the Chicago, Milwaukee, and St. Paul Railway was nearing completion and that the old depot built in 1853 was about to be razed. In describing the new structure the Democrat claimed that "it embodies all of the newest and latest features of depot construction with a view particularly to the convenience of the travelling public." About a month later, at the height of the Christmas travel season, the depot was officially opened, and the Democrat commented that the building was especially attractive in the evening when the electric lights were turned on. The newspaper further described the interior waiting room as having brown kalamine sidewalls, a decorative ceiling of white plaster of Paris, and benches and fancy rockers to accommodate 200-300 people.

Today the Milwaukee Road Depot site includes two buildings of an orange pressed brick laid up in a regular bond of eight stringer courses alternating with a single header course. The buildings are the passenger depot and the old baggage depot, now used as a trainmen's locker room. The two main buildings on the site are connected by a long covered canopy constructed of wood frame running the length of the passenger depot and extending in both directions to West Washington Avenue on the south and beyond the baggage depot on the north. The northern 155' section of the canopy is narrower and was added in 1940. The south half of the canopy terminates in a gate-like structure comprised of square brick and stone corner piers, a brick crosspiece, and two stone Doric columns in antis. Stone globes cap the corner pillars. Formerly this gate bore the legend "Madison" in square metal letters and in later years the sign of the railroad, "The Milwaukee Road." The platform floor is distinguished by a brick pavement laid in a herringbone design.

The passenger depot building, which rests on a high Bedford stone foundation, comprises two attached building masses: a main waiting room area, now partitioned into office spaces, and a wing which formerly served as a restaurant and as the superintendent's office. The design of the passenger depot is neo-classical in inspiration. The main mass is sheltered by a shallowly hipped roof of asphalt shingles (originally slate) that formerly had a row of semicircular dormers on each side. These dormers have been lost. Acanthus leaf brackets support the roofline. The front of the building facing West Washington Avenue is a plain brick wall relieved by brick quoins at each corner, and bands of inset brick and two double-hung windows on the first story walls. Each long side of the building is symmetrical with three large two-story arches serving as fenestration. Between each arch is a shallow pilaster and at each end of the composition is a slightly projecting brick pavilion. Further decoration varies on each side. On the track (west) side the arches are plain with fancy brick keystones. The corner pavilions have brick quoins, and shallow blind reveals above the canopy of the passenger platform. On the east side, however, narrow inset bands of brick trace outlines suggesting quoins on the pilasters and vouissoirs around each arch in a composition suggesting the English Renaissance designs of Gibbs. Corner pavilions are plain except for corner quoins and a segmentally arched double-hung window in the first floor. Originally a small copper hood sheltered the main door in the left-hand bay on this side. In 1940, the main door was closed and the hood was replaced by a 68' marquee. At the same time a new ticket office was installed in the east end of the building to accommodate increased ridership.

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/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1903¹ Builder/Architect Frost and Granger²

Statement of Significance (in one paragraph)

The West Madison Depot of the Milwaukee Road is significant primarily as a major landmark in the City of Madison, a building which symbolized the importance of the railroad to Madison's 19th and early 20th century commerce. The depot is also significant as the work of Frost and Granger, a regionally important Chicago architectural firm that specialized in railroad station design.

Architecture

Charles Sumner Frost (1856–1931) was born in Maine and studied architecture at MIT. He then worked for a number of Boston firms, most notably Peabody and Stearns. After moving to Chicago, Frost worked in partnership with Henry Ives Cobb between 1882 and 1889. He then practiced alone until 1898 when he formed a partnership with Alfred H. Granger (1867–1939), who also studied at MIT. Frost's partnership with Granger lasted until 1910. In 1885 Frost married Mary Hughitt, the daughter of an important midwestern railroad magnate. This connection placed Frost in an excellent position to receive depot commissions and led him to undertake special studies for the design of railroad buildings.

Among the most important railroad designs executed by Frost and his partners were the Chicago and Northwestern Company offices, the LaSalle Street Station and the Northwestern Terminal in Chicago, Union Stations in Omaha and St. Paul and the Chicago and Northwestern Depot in Milwaukee. Smaller stations in Wisconsin designed by Frost and already listed on the National Register include depots at South Milwaukee, Oconomowoc, Ashland, Lake Geneva, Racine and Watertown.

In regard to depot design Frost wrote:

Architecturally, the building should express its purpose and when possible, also give some hint as to the character of the town or city it serves. Above all things, as it is intended for a waiting place, the shelter feature must be strongly developed. The wall 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.

Frost's early small station designs are usually picturesque with wide roofs enveloping both depot and canopy. But his small depot designs after the turn-of-the-century are mostly neo-classical in inspiration with two-story round-arched bays as a pervasive design element. The West Madison depot is typical of this period, and is very similar to Frost and Granger depots in Racine (NRHP), and Zion City, Illinois. Because of his intensive study of railroad design, Frost's depots, including the West Madison Depot, are some of the finest in Wisconsin.

Transportation

The West Madison Depot of the Chicago, Milwaukee, and St. Paul Railway is the best remaining example of a building connected with Madison's railroad history. It was built on the site of the first railroad depot constructed in Madison. That depot, a sandstone

9. Major Bibliographical References

UTM NOT VERIFIED
ACREAGE NOT VERIFIED

See continuation sheet

10. Geographical Data

Acreage of nominated property approx. 1.7 acre

Quadrangle name Madison West, Wis.

Quadrangle scale 1:24000

UMT References

A	1 6	3 0 5 0 3 0	4 7 7 0 9 5 0	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

See continuation sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Lance Neckar and Katherine H. Rankin, Secretary

organization Madison Landmarks Commission date February, 1981

street & number 215 Monona Avenue telephone 608-266-6552

city or town Madison state WI 53710

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

Richard K. K...

title Director, State Historical Society of Wisconsin

date 2/10/82

For HCRS use only
I hereby certify that this property is *determined eligible for* the National Register

DOE/OWNER OBJECTION

[Signature]
Keeper of the National Register

date 3/25/82

Attest: *[Signature]*
Chief of Registration

Entered in the National Register date 5/9/85
New owner + SHPO requested listing

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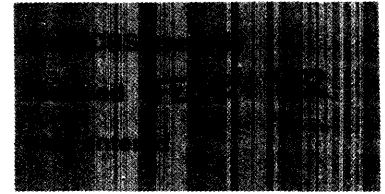
Item #7, Description

The wing is plainer in design with flat-topped double-hung windows arranged asymmetrically. The south end bears the initial letters of the company's name: C. M. St. P. & P. The interior of the station has been significantly altered. The original maple floors in the main waiting room and part of the lunchroom were replaced by terrazzo in 1927. This flooring still remains. In 1972 the waiting room was partitioned into offices and a much smaller area for the waiting room. In 1977 all of the offices were moved to the west wing of the main building, leaving the rest of the building empty. Only the windows in the west wing remain unboarded.

The baggage depot is a simple, two-story gable-roofed structure of the same brick as the passenger depot. Windows are double-hung with flat arches.

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Item #8, Significance (continued)

structure, was built in 1854 at the same time as the first railroad tracks were being laid through Madison from Milwaukee to Prairie du Chien. The sandstone depot soon became too small and, from 1861 until the new depot was built, the railroad used as their passenger depot part of a frame railroad hotel which was located across West Washington Avenue (moved ca. 1903 and demolished in 1967).

Other buildings that were constructed through the years to serve the railroads in Madison included: for the Milwaukee Road, the East Madison Depot (constructed in 1869, replaced in the 1880s and demolished in 1952), three roundhouses (two of which are still extant, but severely altered), and several small utilitarian structures, such as freight houses and yard offices, still extant; for the Illinois Central, a passenger depot (demolished ca. 1944 and a freight depot (still extant) both constructed in 1888 just to the east of the West Madison Milwaukee Road Depot; and for the Chicago and Northwestern, a small baggage depot (extant) and a large neo-classical depot designed by Frost and Granger in 1910 to compete with the grandeur of the 1903 Milwaukee Road depot. The Bedford stone building replaced an 1870s structure. It has been significantly altered both inside and out to serve as offices for Madison Gas and Electric Co. and the passenger platforms have been removed.

One of the three major railroads that have historically served Madison, the Milwaukee Road made a vital contribution to the commercial life of Madison by bringing tourists, legislators, University students and soldiers, particularly during WW II, to the City. As the major freight transports until recently, the three railroads also enabled Madison to become a wholesale and distribution center large enough to serve farmer's and agricultural industries throughout the midwest. For example, "during an average month in 1938, the C.M.St.P. & P. handled approximately 17,000 cars in and through Madison (compared with about 6,500 on the C & NW), of which 3,000 were local freight and 14,000 were through freight. Interchange with other roads amount to 425 cars during the maximum week."⁴

The Milwaukee Road was the last rail company to discontinue passenger service in Madison. Passenger service ended in Madison on April 30, 1971. Although freight traffic is still important to the Milwaukee Road, the company is in bankruptcy. The once-lively and majestic passenger depot is largely unused and falling into severe disrepair.

¹Madison Democrat, November 15, 1903.

²Blueprints in the possession of the Chicago, Milwaukee, St. Paul and Pacific Railway, Chicago, Illinois.

³Architectural Review, September, 1897, pp. 19-49.

⁴Ladislav Segoe, A Comprehensive Plan for Madison and Environs, quoted by John Gruber, "A Railroad Changes in the Twentieth Century," Journal of Historic Madison, Inc. of Wisconsin, 1978, p. 33.

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Item #9, Major Bibliographic References:

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1905, pp. 144-145.

Gruber, John, "A Railroad Changes in the Twentieth Century," Journal of Historic Madison,
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1980, p.4.

Madison Democrat, May 8, 1902; March 17, 1903; April 15, 1903; April 19, 1903; June
9, 1903; November 15, 1903; and December 22, 1903.

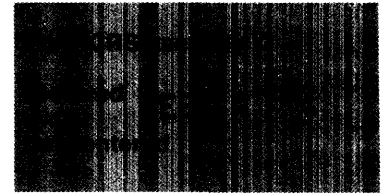
The National Cyclopedia of American Biography, New York: J. T. White and Co., vol.
26, p. 144.

"The Story of Marvin Hughitt," Illinois Central Magazine, September, 1927.

Who Was Who in America, 1897-1942, Chicago: Marquis, 1968, p. 429.

Withey, Henry F., and Elsie T., Biographical Dictionary of American Architects (Deceased),
Los Angeles, Hennessey and Ingalls, 1970, p. 224.

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Item #10, Geographical Data,(verbal boundary description and justification)(continued)

University Addition, Part of Outlot 7, starting at a point where the Northernmost railroad tracks cross the West line of Outlot 7, then North along West line to a point 379.5 feet North of Southwest corner of Outlot 7, then Southeasterly a distance of 148.8 feet to Northwesterly line of Mifflin Street, then continue Southeasterly to a point on East line of said outlot, 310 feet North of Southeast corner of said outlot, then South along said East line approximately 225 feet to a point where Northernmost railroad tracks cross East line of said outlot, then Northwesterly along Northernmost railroad tracks to point of beginning, excluding part used as Mifflin Street and excluding part leased to Louis Cassini and Son, lease #70955. This corresponds to the boundaries of the parcel on which the railroad station is located, excluding empty land south of the northernmost railroad tracks, which parallel the platform of the station a few feet to the south of the platform.