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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, Milwaukee and Saint Paul Railroad Depot
other names/site number Sugar River State Trail Office

2. Location

street & number 418 Railroad Street N/A not for publication
city or town New Glarus N/A vicinity
state Wisconsin code WI county Green code 45 zip code 53574

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Alicia L. ... 2/15/00
Signature of certifying official/Title Date
State Historic Preservation Officer-WI

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

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(Rev. 8-86)
Wisconsin Word Processing Format
(Approved 1/92)

United States Department of the Interior
National Park Service
Chicago, Milwaukee and St. Paul Depot
New Glarus, Green County, Wisconsin

**National Register of Historic Places
Continuation Sheet**

Section 1 Page 1

1. Other names/site number: Chicago, Milwaukee, St. Paul and Pacific Depot¹

¹ The Chicago, Milwaukee and St. Paul became the Chicago, Milwaukee, St. Paul and Pacific (CMSt. P & P) in 1928 (Lanz 1985: 72). Hence, the depot at New Glarus was constructed under the former name. This railroad company is commonly referred to as the Milwaukee Road.

Chicago, Milwaukee & St. Paul Railroad Depot

Green

Wisconsin

Name of Property

County and State

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

4/6/00

[Signature]

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 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)

GOVERNMENT/government office

RECREATION AND CULTURE/outdoor recreation

7. Description

Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN

Materials

(Enter categories from instructions)

Foundation WOOD

walls WEATHERBOARD

roof ASPHALT

other WOOD

Narrative Description

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

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Chicago, Milwaukee & St. Paul
Railroad Depot
New Glarus, Green Co., WI

Section 7 Page 1

7. Description:

The Chicago, Milwaukee and St. Paul Railroad (Milwaukee Road) Depot of the New Glarus Station¹ is located just northeast of the juncture of Fifth Avenue and Railroad Street and west of STH 69 in the Village of New Glarus, Green County, Wisconsin. It stands along the east edge of the business district. The New Glarus station marked the end of this Chicago, Milwaukee, and St. Paul branch line from the main tracks at Brodhead. The Wisconsin Department of Natural Resources (WDNR) purchased the railroad right-of-way between New Glarus and Brodhead in 1972. The agency replaced the track with the Sugar River State Trail bicycle path which passes the depot along its east side. The property lies south of a long macadam parking lot, west of STH 69 which is separated from the depot property by a row of trees, west of Railroad Street which extends into a parking lot along the southwest side of the property, and north of Fourth Avenue. The larger area includes several commercial buildings along STH 69 to the east, commercial properties to the south, several residential buildings and the main business district to the west, and a single commercial building adjacent to the north parking lot. Containing less than an acre, the property boundary follows the south edge of the north parking lot, the east property boundary, the north edge of Sixth Avenue, and the east edge of Railroad Street. Except for the north side, the depot is surrounded by an open lawn. The single contributing building, the depot faces east toward the former location of the double tracks, currently the bicycle path.

The design of the Milwaukee Road depot at New Glarus resembles those produced through the use of standard plans produced by the Milwaukee Road and other large railroad companies beginning in the late nineteenth century. Standard plans were developed for many depot types, except for the larger, more elaborate buildings serving large urban areas. The railroad produced types according to such criteria as required services, size of the population being served, and volume of potential commerce. These companies modified the standard plan for a particular station depending on the precise needs of that location.

The Milwaukee Road erected the depot at New Glarus in 1887 (WDNR 1966-74 [property transfers to Chicago, Milwaukee and St. Paul, 1887]; Schiesser 1994: n.p.; Lanz 1985: 30-34; Tschudy 1995: 26-27; Theiler 1946: 39; Monroe Sentinel 1887 [9/21: 3/4; 8/17: 3/5; 8/24: 3/6]). The depot generally follows those plans designed for combination depots serving both as a passenger and freight depot and including second floor living quarters for the station agent. These depots were found in communities serving a limited area or areas with relatively small populations and potential commerce. The plans maintained in the files of the Bridge and Building Department of the former Chicago, Milwaukee, St. Paul and Pacific Railroad Company for the depot in New Glarus illustrates a "Type 1901"/"24'-0" X 60'-0" Passenger [Depot]" designed by J.U. Nettenstrom, Architect (Nettenstrom 1011; Halberstadt and Halberstadt 1997: 50-51; Grant and Bohi 1978: 22-23, 71, 74, 78-80, 84; Conrad 1990: F-2-4; Berg 1893: 246-48; Droege 1916: 253-272) (see enclosed figure). Although similar in

¹ While depot refers to the building, station designates the location of the depot with all its auxiliary buildings and structures.

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overall concept, the 1901 plan varies in its details from the existing building whose freight house is 30' longer than the one illustrated on the plan.

Measuring 24'0" east-west and 90'0" north-south, the rectangular depot in New Glarus reaches two stories in height above the waiting room and the south half of the office located at the south end of the depot. The second floor residence measures 24'0" east-west and 30'0" north-south. The one story freight section reaching 51'6" in length occurs along the north end of the depot which faced the turntable formerly located northeast of the depot.

The approximately 10" high timber sills support the balloon framing. Visible framing members in the freight room measure 2" X 6". The wood sill currently rests on wood pilings as it was constructed. The building has no foundation. Fink trusses support the roof of the freight room (Fallon 1991: 147). The roofing members above the living quarters were not accessible to inspection. Except for the lower 28" of the north wall, which is finished with flush shiplap, its balloon frame is enclosed with beveled wood siding. A platform was originally placed in front of the bottom 28" of the wall. Asphalt shingles cover its gable roof. The brick chimney pierces the roof ridge north of the north-south center of the building.

Window openings occur only along the two-story section of the building. Nine-over-nine light, double hung sashes are located along the first floor, except the six-over-six, double hung windows in the north and south sides of the box bay and the one-over-one, double hung window at the south end of the west elevation. Added at a later date, the later window is considerably shorter than the adjacent windows. Except for the two-over-two light, double hung window along the west side of the south elevation, wood shutters cover the windows of the second floor. Although insulation is placed over all but two of the two-over-two light, double hung second floor window openings, they remain intact.

Except for the rear elevation, the building exhibits regular opening placement. Along the front, east elevation, the central door is flanked by a window to the south and the five-window box bay to the north. Second floor windows are placed directly above the first floor windows and the center of the bay. Along the south elevation, the two first floor windows are equally spaced from their end walls and occur directly under the second floor windows. The five openings along the west elevation are irregularly disposed. Three windows along this elevation open the second floor, and two provide light into the restrooms of the first floor. Only a single, two-over-two light, double hung window exists along north elevation. It is placed at the west corner of the second floor to illuminate the stairs.

Two exterior entrance doors open the two story portion of the building. The main entrance door occurs in the center of the east elevation. It is a four panel, wood door with a three light, rectangular transom. The rear door is located at the north side of the west elevation. The four panel, wood door is currently closed with shutters along the exterior and has a three light, rectangular transom. The single exterior entrance door to the one story section of the building at the north side of the east elevation leads into the north end of the office. It is also a four panel, wood door with a three light, rectangular transom.

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The freight door openings along the freight room are asymmetrically positioned, one near the south side along the east elevation and the other along the north side of the west elevation. Both these doors are horizontally sliding, batten doors lit by five and six light, rectangular transoms respectively. An opening at the north end of the depot provides access to an entrance area into the restrooms. Two metal doors open from the east and west sides of the entrance into each restroom. Except for the entrance door and freight door along the west elevation, concrete pads occur along the exterior of all other door openings.

Although a vernacular design, the depot displays the Late Victorian trim commonly found on such combination depots (Conrad 1990: F-3). Corner boards, frieze boards with molding, and a wood watertable finish the edges of the building. Along the exterior, angle bracing, with a cross-piece positioned so that it resembles an A placed at a 45 degree angle, occurs under the broad overhang of both the one and two story sections of the building. This bracing was commonly found on Milwaukee Road depots (see Conrad 1990: F-3). Wood consoles detail the eaves of the bay. A hood supported by a console very similar to those along the bay occurs over some of the windows and doors. They are located along the second floor windows of the south elevation, over the door of the west elevation, and over the window and main entrance door of the first floor of the east elevation. A drip cap exists along the other openings.

The major divisions of the first floor of the depot's interior include the waiting room, now denoted as the office, at the south end; the former office, now identified as bicycle storage, north of the office; and the freight room, now storage, at the north end of the building.

Located at the south end of the building, the waiting room also contains two toilet rooms in its southwest corner. The chimney sits in the center of the north wall, and the ticket window is located along its east side. Plain surrounds with corner blocks outline the ticket window and window and door frames except those along the openings to the toilet rooms. Baseblocks occur at the base of the door surround of the main entrance and of the doorway between the waiting room and office. Relatively recent linoleum covers the 1" maple flooring (Interstate Commerce Commission 1919); baseboards are plain and recently replaced; 60" high, tongue and groove, 3" wainscoting and recent paneling above finish the walls; and a drop ceiling is installed. Now serving as the office area, an enclosed workspace finished with wood paneling to waist height along its sides occupies the southeast corner of the room. Particle board panels along the three interior walls, 60" high wainscoting along the exterior wall, ceiling tile above, and concrete floors characterize the finishes of the two toilet rooms. Commercially available after 1906 when the first pulp board was marketed, particleboard did not become common until the early part of the second decade of the twentieth century (Jester 1995: 120). Droege noted its use in his 1916 guide to depot designs (1916: 265). Both toilet room windows have a plain surround. However, the nine-over-nine window in the north toilet room includes corner blocks. Wood doors finished with two panels close the two rooms. Although the bowls are relatively recent, the wall-hung tanks of the waterclosets probably represent an original portion of the fixtures. Although they were extant by the 1880s, the tanks did not become

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relatively common until the 1890s and were installed into the first two decades of the twentieth century. Since municipal water was not available in New Glarus until the first years of the twentieth century, these rooms were probably added between 1906 and 1920 (Jennings and Gottfried 1993: 174, 178; Giedion 1948: 688-89, 699; Amory 1969 [1902]: 652; Isreal 1968 [1897]; Mirken 1970: 1004-05; Elliott 1992: 225; Tschudy 1995: 30).

The railroad office or agent's room currently contains bicycle storage. The box bay with its five windows provides a clear view of the railroad corridor. These windows and the ticket window have plain surrounds with corner blocks. The ticket window opening with its segmental arch top is closed with a single glass sash. It was lifted out of its opening. There is no provision in the framing for sliding the window. While the counter is removed in the waiting room, the office portion of the ticket window retains its wood counter, which is supported from below by heavy wood consoles. The 2" wainscoting broken by a 60" high rail covers the walls, and wood paneling also finishes the ceiling. The floor is 3-1/2" maple, and quarter round covers the juncture of the floor and wall. There are four interior and one exterior doorways. The four interior doors include one to the waiting room, one to stairway to the second floor, and two to the freight room. The exterior door opens along the east elevation. Of these five doorways, the west doorway to the freight room and the doors to the waiting room and stairway display corner blocks. Only the later two retain their baseblocks. The east exterior door lacks corner blocks, and the east doorway along the north wall has corner blocks without the circular design. While the door to the waiting room is removed, the other four are four-panel, wood doors. Interior doors have black porcelain knobs.

The freight room is currently used for bicycle and equipment storage and repair. Except for the lower section in the southeast corner, the freight room stands about 2'0" higher than the waiting room and office. Three steps separate the office from the freight house at the west doorway from the office. The 11'0" X 11'0" open area in the southeast corner is at the same height as the south end of the building. A freight door opens from this area to near ground level. Three steps along the area's west, low wall reach the height of the freight house floor. The coal room opens from the southwest corner of the freight room. Its walls and ceiling are finished with shiplap, and it is closed with a batten door. The incoming coal pitted the wall's surface opposite the coal chute. The hole for the chute at about 7' from the floor is now closed along the exterior with a batten shutter. The room was cleaned, the lower portion of the walls was painted, and it now serves as storage. Two restrooms are installed in the north 13' of the freight room. The concrete block enclosure stands independently from the depot on its own footing. Access is gained through the north exterior wall. The threshold of the former freight door is lowered 2'4" to the ground surface and converted to an open entrance 6'0" in width. As noted, doors open to each restroom along the east and west sides of this vestibule.

Except for the separate wall treatments noted in the restrooms and the coal room, shiplap to a height of 7' covers the lower portion of much of the wall area. The floor is a 2" board and the roof framing is exposed. A few of the lower and all of the upper wall areas remain unfinished. The absence of finishing materials reveals a true 2" X 6" balloon framing with larger members

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providing support in areas of significant loading. The fink truss is a W-shaped framing with four chords forming a W between the rafters and the 2" X 10" bottom chord. The truss provides strength in tension and supports the roof without the use of a ridge pole. The freight room lacks windows. Its freight doors occur along the south end of the east elevation and north end of the west elevation. Former railroad employees have inscribed their names on the interior of the west freight door and on a section of sheathing about 11' south of the freight door. For example, Jack Collins, the second agent at the depot, has signed his name. It may have been a relatively common practice (Halberstadt and Halberstadt 1997: 44). The outline of the scale remains visible in the center of the freight room floor.

The entrance hall to the stairs to the second floor residential area connects to the rear of depot office. The walls of the small area at the foot of the stairs and of the stairs are finished with wainscoting to about 42" above each step. The remainder of the walls and ceiling are plaster, and the floor is finished with wood. An exterior door with plain surround provides access to this hall. Quarter-turn stairs which are open along the east side of the first leg and closed along the second lead to the short, second floor hall. The closed rail is finished with wainscoting. A four light window with a plain surround and corner blocks illuminates the stairs along the north wall.

The second floor is currently vacant. The second floor hall leads into the sitting room to the east, the kitchen to the south, and a low storage area finished with shiplap to the north. The bathroom, probably originally a pantry, is accessed from the west side of the north wall of the kitchen. The bathroom contains relatively recent fixtures. The two rear bedrooms are entered respectively from the west and east sides of the south walls of the kitchen and living room. The southeast bedroom includes a closet. The walls of the second floor hall and kitchen are finished with a 36" high, 3" wainscoting and plaster and wall paper. The other three rooms have plastered and papered walls. The ceilings are plaster, and the 1" tongue and groove floors are covered with linoleum except in the sitting room and hall which remain uncovered. Plain surrounds with corner blocks and baseblocks finish the windows and doorways. The corner blocks in the hall lack a design. Except the doorways between the kitchen and sitting room and bedroom and kitchen, entrances are closed with four panel, wood doors. Remaining door hardware includes the spheroid porcelain knobs and lockset with floral design. The high baseboard is plain. The chimney with corner beads in the sitting room is placed in the center of the wall shared by the sitting room and kitchen.

The depot underwent some changes as deteriorating elements were replaced or facilities were gradually updated. Along the exterior of the building, in addition to the current locations, window hoods once existed above the first floor windows of the south elevation and the first floor nine-over-nine light windows along the west elevation. Finials originally detailed the ends of the ridge. The corbeled chimney opening is now finished vertically flush with cement mortar (New Glarus Depot Preservation Society n.d. [photographs]).

Along the interior of the building, corner blocks without the circular motifs have replaced original corner blocks at the east doorway along the north wall in the office and along doorways in the second floor hall. Doorways without

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corner blocks include the toilet room doors, the west exterior door, and the northeast exterior door. The ticket counter along the office side was removed at an unknown date. The two toilet rooms with their particle board walls were probably added after municipal water became available in the early 1900s. The bowls but not the tanks of the waterclosets represent a replacement. The wainscoting was placed along the second floor kitchen and hall between 1945 and 1950 (Kim Tschudy, personal communication, 9/2/98). Since the installation of the waterclosets date after the construction of the building, the second floor bathroom off the kitchen probably represents the conversion of an earlier pantry.

Shortly after the WDNR purchased the building and railroad right-of-way between New Glarus and Brodhead, the agency adapted the depot to a new use. Undergoing initial rehabilitated between 1972 and 1973, the building now provides office space, a visitor's center, and bicycle repair and storage for the Sugar River State Trail. The railroad tracks originally split around the depot between Sixth and Third avenues. Two tracks were placed along the east side of the depot adjacent to the 16' wide platform and a single track occurred along the west side along an 8' wide platform (New Glarus, Village of c. 1921; Kim Tschudy, personal communication, 8/12/98). A 12' X 16' loading platform was also placed along the north side, and one existed along south side of the building (New Glarus Depot Preservation Society n.d. [photograph]; WDNR 1966-74 [CMSt. P & P, appraisal, 4/24/72]). The tracks and wood platforms were removed by the Milwaukee Road prior to the transfer of the property. A bicycle path finished with macadam generally follows the east side of the tracks. A water tank and windmill were once located in the current parking lot north of the boundaries of the proposed nomination (Lanz 1985: 108 [photograph]; Sanborn and Perris Map Co. 1919). Shutters were temporarily placed along the openings to protect deteriorating windows along the second floor and the west entrance. The nine-over-nine, first floor windows temporarily replace the severely deteriorated original windows. Paint was removed from the beveled wood siding by sandblasting, and the siding was stained brown.

Since the waiting room was adapted to office space and the visitor's center, it underwent modifications. They include the drop ceiling, the construction of a long counter and desk area in the southeast corner of the room, the addition of linoleum to the wood floor, and probably the placement of wood paneling above the wainscoting. In the depot office, paint was sandblasted from office paneling. In the freight room, the scale mechanisms were removed. Restrooms were placed within the north end of the depot by constructing the concrete block walls on their own footings. The freight door at the north end was altered to serve as the entrance to the new restrooms. The second floor has undergone no recent alteration.

Elements of the building have been gradually altered through the years as a part of building maintenance and as requirements changed. When the Wisconsin Department of Natural Resources received the building, the depot had undergone considerable deterioration as the use of the rail line declined. Adaptation to a new use resulted in the preservation of the building.

Preservation of the building (Kee Architects 1998) in the near future through funding from the Intermodal Surface Transportation Enhancement Act will replace

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the current nine-over-nine windows with two-over-two, wood frame, double hung windows which match the originals. Deteriorating siding will be replaced with new siding, which will match the original in material, size, design, texture, color, and other visual qualities. Finally, the placement of a low concrete foundation under the building will raise the deteriorating timber sills a short distance off the ground. Gradual leveling of the building during this process will relieve stress placed on the wood frame caused by the uneven subsidence of the building as the wood piers deteriorated.

Chicago, Milwaukee and St. Paul Railroad Depot
Name of Property

Green
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
ARCHITECTURE

Period of Significance

1887-1949 (1)

Significant Dates

1887 (2)

Significant Person
(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Nettenstrom, J.U.

Narrative Statement of Significance

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

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8. Significance:

Statement of Significance

The Chicago, Milwaukee and St. Paul Depot in New Glarus gains local significance under criterion A in the area of transportation and under criterion C in the area of architecture. The depot exemplifies the type of transportation service brought to small communities on branch lines as major railroad companies such as the Chicago, Milwaukee and St. Paul began to extend their lines from the lines which crossed Wisconsin in the late nineteenth century. Providing the village access to long distance transportation, the railroad maintained the community's economy. It was an economy based on providing commercial as well as retail and craft services to the adjacent rural areas growing cash agricultural products and the processing and shipping some of those agricultural products (Fay 1986: 5-1). New Glarus was already well established by the arrival of the Milwaukee Railroad. While its economy grew during the late 1880s, it never appears to have entered a period of economic boom as many communities had perhaps in part because of the depression of the early 1890s. Under criterion C, the depot also represents a building type known as the combination depot. This type combined multiple services provided by the railroad under a single roof in modest sized communities. Additionally, the depot contains residential quarters for the agent on the second floor. While the depot type is common in Wisconsin, few examples of the residential subtype remain in the state. The subtype is more common in Iowa and other areas west of the Mississippi with low population concentrations. Because the building provides the community rapid access to a much broader trade network, the depot gains significance at the local level. It achieves significance between 1887, its construction date, and 1949, the beginning of the modern era. The depot facilitated transportation services through 1948 until it closed in 1972. The significant date of 1887 represents its construction date (Lanz 1985: 30, 137; Monroe Sentinel 1886 [12/22: 2/2; 1887 [9/21: 3/4; 8/17: 3/5; 8/24: 3/6]; Tschudy 1995: 26-27; Theiler 1946: 39; Schiesser 1994: n.p.; Lanz 1985: 30; WDNR 1966-74 [property transfers to CMSt.P, 1887]).

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Historical Background: Growth of the Community of New Glarus into the 1880s

An emigration society formed by the local Swiss government sponsored a planned emigration of about 193 colonists from the Canton of Glarus, Switzerland to the Upper Midwest. The 108 settlers who eventually became part of the settlement chose 1280 acres in and adjacent to the current community of New Glarus in 1845. The colony owned the land jointly and worked on a communal basis during the first eleven years of settlement. Dwellings were located in the community center, and the surrounding lands were farmed from this location. The settlers did not establish commercial enterprises until about 1851 when members erected a store and sawmill on the Little Sugar River. A small number of additional retail businesses and craft shops opened in the 1850s. The Town of New Glarus became organized in Green County in 1850. The community received a post office in 1850, and the Village of New Glarus was platted in 1851. In 1856, the lands were distributed among its members.

Main Street originally extended east-west along Fifth Avenue from Railroad Street and the site of the depot west to Fourth Avenue. Economic growth of the rural economy did not occur until 1854 when the Crimean War raised the demand and price of wheat then cultivated as a cash crop by participating community members. The number of retail businesses increased and small industries became established in the 1860s following the depression of the late 1850s. A local grist mill was erected to process the cash crop in 1862, and a brewery was constructed in circa 1867. However, as the local wheat crop started to diminish by the 1860s, the surrounding rural communities gradually began to enter dairying and engage in the manufacture of cheese as early as 1868. Significant business growth began in the 1870s and expanded in the 1880s. The village gained its first cheese factory in 1873. It maintained its gristmill, sawmill, and brewery during the 1870s and supported several local craft shops including a blacksmith and retail businesses such as a general store, hotel/saloon, grocery and saloon, and hardware with tin shop. They served area farmers, as well as the village. By 1884, eighteen cheese factories were located in the Town of New Glarus. The village's population had grown to about 200 by that year (Tschudy 1995: 8-9, 14-16, 18-19, 24-26; Theiler 1946: 1, 6, 17, 37-38, 42; Schiesser and Schiesser 1994: n.p.; Butterfield 1880: 1034-35; Warner and Harrison 1873: 47).

During this post settlement period, the absence of adequate transportation hindered the area's economic growth. The Milwaukee and Mississippi connected Milwaukee to Madison in 1854. Founded to extend the Milwaukee and Mississippi from Milton through Janesville and west, the Southern Wisconsin Railway Company reached Janesville in 1853. The company transferred ownership of the line to the Milwaukee and Mississippi in 1854. The first line in Green County, it reached Brodhead in 1856 and Monroe in 1857. This line was intended to reach through Green, Lafayette, and Grant counties to the Mississippi River. Even when the Milwaukee Road extended a branch line seven miles from Brodhead to Albany in 1880, New Glarus remained sixteen miles from the nearest railhead. By wagon road, this distance remained sufficiently far to limit the economic growth of the area. Farmers could not afford to ship bulky surpluses to markets located more than a maximum of ten miles from their farm. Transportation problems over these roads became especially acute during wet seasons when they became virtually impassable. To overcome the problems presented by poor and

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slow wagon transportation, rail lines needed to be closely spaced (Lanz 1985: 6; WDNR 1966-94 [Request from CMSt.P & P to Interstate Commerce Commission, 12/13/71]; Grant and Bohi 1978: 17, 169; Conrad 1990: E-2; Wood and Wood 1972: 11; Butterfield 1884: 386-87).

Area of Significance: Transportation

The Chicago, Milwaukee and St. Paul Railroad Depot gains significance in the area and historical context of Transportation because it represents the expansion period of this railroad company to smaller communities after it had provided major east-west connections between many of Wisconsin's larger cities. The advent of the railroad also sustained the growth of New Glarus's economy. A small community serving its agricultural hinterlands, New Glarus was well established. Expanding slowly until the early 1870s, its economic growth was accelerating in the 1870s and 1880s as the agricultural community began to prosper and railroad connections became established closer to New Glarus. After the railroad reached New Glarus in 1887, it experienced increased growth. However, since the railroad reached the community after the area was settled and just prior to a nation-wide depression, it did not undergo the common economic boom period experienced by many Wisconsin communities receiving railroad connections.

The Expansion of the Chicago, Milwaukee and St. Paul Railroad

The poor condition of roads in territorial Wisconsin in the late 1820s, 1830s, and 1840s frustrated the development of trade in agricultural products, such as wheat and flour, and in unfinished or partly processed natural products, such as lead and timber. The condition of local roads was not substantially improved until the advent of the automobile and the good roads movement of the second decade of the twentieth century. Early industrialists and their representing politicians sought solutions to both short and long distance transportation needs. While canal systems were schemed and some developed and used for a short period, the railroad became the solution to the transportation of goods and passengers. Railroads were initially viewed as a means of connecting waterways, which would then move goods and passengers long distances. The movement to construct railroad lines began as early as 1827. The expense of their construction initially appeared to limit the length of the lines to, for example, the distance between a major trading center and smaller communities serving rural areas or between two major trading centers. The State of Wisconsin's 1848 constitution also forbade state support of internal improvements, further limiting access to capital.

By the mid-1850s, as increasing amounts of primarily eastern capital became available in the state to finance construction, railroad companies were able to span the territory between Lake Michigan and the Mississippi River. For the eastern capitalist, the railroad would not only provide a market for interior areas of Midwestern states, but it would open broad markets for eastern industrial products in areas which often lacked significant industrial development. The blockade along the Mississippi during the Civil War shifted the transportation of freight from the southern water route to the eastern

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route on the existing rail line. The Civil War clearly demonstrated to financiers the commercial importance of this mode of transportation, especially in the broad expanses of the country's midsection (Cary 1981 [1893]: 7-8; Wood and Wood 1972: 11, 162; Grant and Bohi 1978: 17; Conrad 1990: E-2, E-11; Fay 1986: 5-1; Lanz 1985: 1, 3-4, 6).

During the depression of the late 1850s, many small railroads suffered bankruptcy. The Milwaukee and St. Paul Railroad emerged from the consolidation of existing roads in the 1860s. Its development in the 1860s into the 1890s represents the period of railroad consolidation that characterized this period of railroad development in Wisconsin. Three major lines emerged: the Milwaukee and St. Paul or the Milwaukee Road; the Chicago and NorthWestern; and the Minneapolis, St. Paul, and Sault Ste. Marie. The railroad mileage expanded rapidly between 1875 and 1890 to carry agricultural products and mineral wealth. While several companies had crossed the state prior to the Civil War, after the war they extended trackage to northern Wisconsin, and many branch lines were built to smaller agricultural communities such as New Glarus. The Milwaukee Road built first in Wisconsin and then in states to the west (Grant and Bohi 1972: 71; Fay 1986: 5-1, 6-1).

Although the Wisconsin territorial legislature had chartered numerous railroad companies in the 1830s and 1840s, a line was not constructed until the early 1850s. It chartered the Milwaukee & Waukesha Railroad Company to build this line between Milwaukee and Waukesha in 1847. In 1848, the legislature amended the charter to extend the line first to Madison and later to the Mississippi. It became the Milwaukee and Mississippi Railroad Company in 1850. This line was completed between 1849 and 1851. It was continued to Eagle in the same year and reached Milton in 1852, Madison in 1854, and Prairie du Chien in 1856-1857. The legislature authorized the Southern Wisconsin Railroad Company to build a road between Milton and Janesville in 1852-53. After gaining the proper authority, the Milwaukee and Mississippi Railroad purchased this segment in 1855 with the intention of extending it to the Mississippi through Shullsburg and Benton. It finished the Janesville to Monroe section between 1856 and 1857. In 1861, the Milwaukee and Prairie du Chien purchased the Milwaukee and Mississippi Railroad Company after it defaulted its mortgages in 1859 (Cary 1981 [1893]: 7-9, 81-82, 85; Dorin 1978: 11; Wood and Wood 1972: 11, 13, 15; Lanz 1985: 6).

Chartered in 1852, the LaCrosse and Milwaukee Railroad completed a line between the two cities in 1858. This company defaulted its payments of indebtedness in 1858. Litigation finally led to settlement in the United States Supreme Court in 1868. Prior to this decision in 1863, an association of bond holders had purchased the road. In the same year, the newly chartered Milwaukee and St. Paul Railroad purchased the portion of the road between Portage and LaCrosse. The Milwaukee and St. Paul acquired the remainder between Portage and Milwaukee from the Milwaukee and Minnesota Railroad Company in 1867 (Cary 1981 [1893]: 9, 13, 68-69, 75-76; Wood and Wood 1972: 18).

Beginning after the Civil War, rail lines in Wisconsin were consolidated into several large, heavily competing companies. In 1866, the directors of the Milwaukee and St. Paul also gained control of the Milwaukee and Prairie du Chien Railroad, and the road was placed in the Milwaukee and St. Paul system in 1867. By the end of 1867, the Milwaukee and St. Paul operated 835 miles of

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track and had become one of the largest railroads in the Midwest. In that year, the railroad also reached Minneapolis and St. Paul through Calmar, Iowa, and it gained sufficient trackage to reach Chicago in 1872. In 1881, the Milwaukee Road continued its line from Monroe to Mineral Point principally by consolidation of the Mineral Point Railroad and construction of a line between Monroe and Gratiot. Many small railroad companies failed during the depression of 1873 and became absorbed by the Milwaukee Road. Recognizing the importance of its terminus at St. Paul to its prosperity, the Milwaukee Road became the Chicago, Milwaukee and St. Paul in 1874. By 1887, the line owned 5,670 miles of track that extended over five states and the Dakota Territory, connecting with Kansas City, Fargo, and Omaha.

Between 1906 and 1909, the Milwaukee Road extended its track 2300 miles across the Dakotas, Montana, Idaho, and Washington to the Pacific at Seattle. By the end of this construction period, the company operated over 10,000 miles of track in fourteen states. The expense of this venture, coupled with the opening of the Panama Canal in 1914 which diminished its transcontinental business, competition from other roads, the economic decline in the Northwest, and the growth of truck, bus, and automobile transportation as roads received subsidy from the Federal Aid Road Act of 1917 placed the Milwaukee Road in poor financial condition by the early 1920s.

The construction of rail lines reached its peak in Wisconsin in 1916. The railroad's dominance over transportation ended by 1920. Heavy taxes, increased costs of operation, and the federal operation of the railroads during World War I increased the Milwaukee Road's indebtedness. The Chicago, Milwaukee and St. Paul Railroad failed in 1925 and was reorganized as the Chicago, Milwaukee, St. Paul and Pacific in 1927-1928. After the Interstate Commerce Commission effectively lowered short haul railroad rates making truck transportation more economical than the railroad and with the onset of the Depression, the Milwaukee Road again failed in 1935. The railroad operated under a trusteeship until 1945. The production and transportation required for World War II was carried by private companies and brought a brief period of prosperity to many railroad companies including the Milwaukee Road (Cary 1981 [1893]: 81, 97-98; Dorin 1978: 12-13; Wood and Wood 1972: 10, 15, 20, 28-29, 162-65; Grant and Bohi 1972: 169; Fay 1986: 6-2; WDNR 1966-74 [Finance Docket No. 26515, 3/31/71]; Lanz 1985: 34, 137).

The Construction of the Brodhead to New Glarus Branch

Railroads traversing the northern part of Green County were initially planned by the mid-1850s. Chartered in 1855, the Sugar River Valley Railroad was to connect the Illinois/Wisconsin state line at Avon, Brodhead, Decatur, Albany, Attica, Dayton, and Belleville to Madison. A survey of the route and grading of the railroad bed were completed along the route from the state line to Brodhead and Albany between 1856 and 1859. The rights to the charter to the complete line between the state line and Madison were finally purchased by the Milwaukee Road. In 1880, the company extended a seven mile line from its tracks at Brodhead to Albany, but did not continue it along the full corridor to Madison (WDNR 1966-94 [Request from CMSt.P & P to Interstate Commerce Commission, 12/13/71]; Lanz 1985: 27-28, 30). Offering \$20,000, New Glarus had requested

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the Milwaukee Road to construct a line to its community. However, the company required \$40,000, and the line was not constructed at that time (Lanz 1985: 34).

In 1886, the Chicago, Madison and Northern, which became the Illinois Central in 1903, planned and built the Freeport to Madison line which included a Brodhead to Madison segment. This line ran within four miles of New Glarus. This line reached completion in 1888. Plans were formed to connect this line to New Glarus in 1886. However, attempting to capture business from this line, the Milwaukee Road offered to extend its Brodhead to Albany branch line to New Glarus in 1886. It would then become the terminus or head station of the line (Droege 1916: 104). Surveying of the Albany to New Glarus right-of-way began in February 1887 (Monroe Sentinel 1886 [12/22: 2/2]; 1887 [1/12: 3/5; 1/26: 1/4; 2/16: 3/5; 2/25: 3/5-6]; Lanz 1985: 34, 64, 137). The company acquired the depot property from Samuel Luchsinger on May 2, 1887 (WDNR 1966-1974 [warranty deed 18652; Warner and Harrison 1873]).

Begun in the spring of 1887, the 15.78 mile line was quickly completed in five months by the end of August (Monroe Sentinel 1887 [9/21: 3/4]). The line then became the 22.88 mile New Glarus branch connecting this village to Brodhead. The grading was completed, and the tracks were laid to New Glarus by August 10, 1887. As many as eighty men worked on the line. Although considerable freight traffic was shipped on the line prior to August 10, officials of the railroad rode a special train in mid-August to inspect the route. At that time, two daily trains ran in each direction. Depots established along the line included Albany and Monticello, as well as New Glarus.

New Glarus subscribed \$8,000 to receive the railroad (Monroe Sentinel 1887 [12/87: 3/5; 2/16: 3/5; 8/10: 2/2; 8/17: 3/4]; Schiesser and Schiesser 1994: n.p.; Lanz 1985: 34). Although the subscription was to pay for the completion of its depot, this amount may have included the construction of stockyards northwest of the depot. The Milwaukee Road had begun the construction of the depot by August 1887 when the interior finish work including the plastering was underway. The company was also constructing a turn-table, engine house, and other buildings and structures needed to serve the head station (Monroe Sentinel 1887 [8/17: 3/5; 8/24: 3/6]; WDNR 1966-94 [Request from CMSt.P & P to Interstate Commerce Commission, 12/13/71]; Lanz 1985: 30-34; Theiler 1946: 39; Tschudy 1995: 26-27; Ogle, Geo. A. & Co. 1891: 30).

The Growth of New Glarus's Economy at the Advent of the Railroad

The Milwaukee Road completed the line between Albany and New Glarus to compete with the Illinois Central for the shipment of agricultural goods, principally dairy products, from the New Glarus, Monticello, and Albany area. This line and the Illinois Central, with its predecessor the Chicago, Madison and Northern, dominated the transportation industry of southwest Wisconsin. The railroad played a vital role in the economic development of southwest Wisconsin. Its hilly landscape supported few cash agricultural products, primarily livestock and milk products. The railroad was the only economical means of shipping these products outside the local market to Chicago and elsewhere. Because perishable dairy products required rapid transportation to their markets, the railroad played a particularly important role in opening new markets for this industry.

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Large scale cheese production was an important part of Green County's economy. By the 1910, the milk condensery in New Glarus, first the Helvetia Milk Company and later the Pet Milk Company, provided a large business for the Milwaukee Road. Its closing in 1962 significantly decreased the level of commerce from New Glarus. In addition to cheese, condensed milk, and livestock, including hogs and cattle, the two lines also shipped livestock, grain and cord wood from the area. Area farmers and community members also purchased products brought by returning trains. In addition to the large range of the then available manufactured products, bulk items included coal, ice, surplus feed corn, gasoline, agricultural implements, farm supplies, fertilizer, lumber, and bricks (Lanz 1985: 34, 64, 137; Monroe Sentinel 1887 [8/24: 3/6; 9/7: 3/6]; 1888 [2/8: 3/6; 3/14: 3/4]; Theiler 1946: 42, 54, 90; WDNR 1966-74 [F.D. No. 26515]).

The railroad did bring some additional prosperity to New Glarus. During and immediately after the arrival of the railroad, several enterprises were established and buildings were erected along and near the tracks to take advantage of increased business in shipping. In August 1887, a storeroom at the depot was constructed to store baled hay. Brown and Newman erected a grain warehouse on the depot grounds in the same month. This same firm also shipped stock from the depot grounds. Humiston and Warren established a grain, livestock, and feed business. Lovejoy and Richards founded a lumberyard near the depot in 1887. Hoesly Brothers built a farm implement warehouse west of the depot in 1888. New Glarus shipped four refrigerator cars of cheese in February 1888. By August 1888, the New Glarus writer for the Monroe Sentinel boasted that more buildings were being built in the community. Their number included a new hotel. The line also passed adjacent to the flouring mill at the base of the mill pond which stood through 1891 (Monroe Sentinel 1886 [12/15: 2/1]; 1887 [8/10: 2/2; 8/17: 3/4; 8/24: 3/6; 8/31: 2/2]; 1888 [2/15: 3/6; 6/27: 2/2; 8/8: 2/3]; Tschudy 1995: 26; Ogle, Geo. A. & Co. 1891: 30; New Glarus Depot Preservation Society n.d. [photograph]).

A notably greater number and variety of enterprises reflecting economic growth in New Glarus did not appear until the turn-of-the-century. Most of the crafts that usually decline with the advent of the railroad remained. Local industries continued and their type and number did not appear to alter noticeably. And, commercial enterprises grew modestly in number.

Advertising in the state gazetteer provides a very rough gauge to the level of expansion. A profile of typical retail businesses, crafts, and small industries advertising in the gazetteers prior to the arrival of the railroad in 1879 through 1886 included a harnessmaker, three blacksmiths, shoemakers, furniture maker, barber, three general stores, saloons, meats, hardware, two hotels, flour mill, cheese manufacturing company, and a brewery (Polk, R.L. & Co. 1884-85: 585; 1886: 681; Hoag 1879: 374). Between 1884-85 and 1888-89, the number of businesses advertising rose from twenty-one to twenty-six. In this short period after the arrival of the railroad, the number of craftsmen declined slightly from eight to five and two new commercial enterprise appeared, a livestock and grain and lumber dealers. The hardware sold agricultural implements. With one exception, the new retail businesses grew in number and not type. The industrial base remained unchanged. The population increased from 200 in 1884-85 to 275 in 1888-89 (Polk, R.L. & Co. 1888-89: 855).

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The depression years of the 1890s followed the construction of the depot. These years witnessed a relatively static economy. Between 1888 and 1891, the population of the community did expand from 275 to about 360. The number of retail and commercial businesses, crafts, and small industries remained virtually the same. The Bank of New Glarus did open in 1893. After the 1890s, the community's economy did exhibit some significant growth. The population rose to about 550 in 1901. New Glarus and surrounding rural communities supported forty enterprises. This growth occurred in the retail businesses that had access to a much broader range of goods. The industry, the cheese factory, brewery, and flour mill remained. The number of craftsmen did not diminish. The commercial dealers who often appear with the arrival of rail service had not expanded. A livestock dealer and cheese dealer composed the New Glarus's commercial enterprises in 1901. Some of these services may have been provided by the railroad itself and/or by retail businesses, which may have expanded to include the purchasing and resale of locally produced goods to outside markets. By 1901 the village was incorporated and began to supply municipal services.

This gradual growth in the economy and population continued into the first decade of the twentieth century. Although the production of cheese in a small factory setting in New Glarus, the Helvetia milk condensery placed at the end of the railroad line in 1910 absorbed local milk production and provided significant business for the railroad. By 1913-19, several small warehouses, an agricultural implement warehouse, a coal house, stockyards, a grain elevator, and the Pet Milk Company lined the tracks near the depot at New Glarus (Sanborn-Peris Map Co. 1919; Ogle, Geo. A. & Co. 1913: 13; Schiesser and Schiesser 1994; Tschudy 1995: 27, 31; Polk, R.L. & Co. 1891-92: 776; 1893-94: 724; 1901-02: 816-17; 1905-06: 927; 1909-10: 970). Thus, expansion after the arrival of the railroad was not exponential and did not create a business boom. The railroad had already reached Albany and was completing its closely spaced network. Its arrival did permit the area adjacent to New Glarus to participate more effectively in a broad market in an economy based heavily on the sale of perishable agricultural products.

Passenger service became an important part of railroad business at New Glarus and increased the population's mobility considerably (Lanz 1985: 64). The Milwaukee Road quickly created many round trip excursion tickets to special events, such as the Grand Army of the Republic (G.A.R.) encampment in St. Louis on September 24, 1887. Excursion tickets were sold to go to the state fair in Milwaukee in September. In the same month, the Milwaukee Road created excursion fares along the New Glarus and Mineral Point branches to the Green County Fair. For July 4-5, 1888, the Milwaukee Road offered excursion tickets to all stations on its line. Excursion tickets to other special events were noted in August. By 1888, the railroad was also selling excursion tickets to view the lands for sale along its line. The railroad depot also served as a focal point for some celebrations, particularly those that involved the transportation of a dignitary or group. For example, on November 11, 1918, the community gathered to celebrate the end of World War I (New Glarus Depot Preservation Society n.d. [photographs]; (Monroe Sentinel 1887 [8/17: 3/4; 8/24: 3/6; 9/7: 3/4]; 1888 [1/18: 3/6; 6/27; 2/2; 3/14: 3/4; 4/2: 2/2; 8/8: 2/3]; Schiesser and Schiesser 1994: n.p.).

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The introduction of railroad transportation as represented by the depot building did effect the economy of New Glarus. The Milwaukee Road sustained the growth of a well-established community platted in the mid-1840s.

The Abandonment of the Brodhead to New Glarus Line

Shortly after World War II profits of the newly reorganized Chicago, Milwaukee, St. Paul and Pacific Railroad again began to fall. In response to its financial troubles during the 1935 to 1945 period and particularly in the 1950s, the Milwaukee Road introduced several innovations including the improvement of freight service as the automobile absorbed passenger transportation. It attempted to gain further economy by eliminating those branches that operated at a deficit. In some instances, the railroad provided freight service by truck between its abandoned station locations and the nearest operating station. The automobile transported about 58% of the intercity passenger traffic in the nation in 1944, and this amount rose to 90% in 1962. And, between 1944 and 1962, freight traffic carried by rail dropped from 70% of the total traffic in the nation to 41%. Between these two dates, the net income gained by the railroad dropped 58% (Dorin 1978: 13-14; Lanz 1985: 137; Wood and Wood 1972: 167, 172).

After the Pet Milk Company closed in 1962, the business along the line steadily declined. Telegraph service at the depot was discontinued in 1966. Because the cost of operations exceeded the proceeds, the Milwaukee Road sought to abandon the line on February 2, 1971. Abandonment occurred on March 2, 1972, and the Milwaukee Road removed the tracks in the fall of 1972. The company conveyed the line to the Wisconsin Department of Natural Resources by quitclaim deed dated December 8, 1972. The right-of-way became a linear state park trail, a bicycle trail known as the Sugar River State Trail which opened in May 1974 (WDNR 1966-94 [Request from CMSt.P & P to Interstate Commerce Commission, 12/13/71; document 26515, 12/21/71; letter from CMStP & P 12/28/72; letter from the WDNR, 3/29/72; quitclaim deed 12/8/72]; Wood and Wood 1972: 165; Tschudy 1995: 38; Schiesser and Schiesser 1994: n.p.; Lanz 1985: 137-38).

Area of Significance: Architecture

The depot gains significance in the area of architecture because it represents the distinctive characteristics of a depot type. Beginning in the 1870s, railroad companies began to produce standard plans for their depots. Variation in the type of depot depicted in the plan depended on the level of commerce at the station point and the resulting functions that the depot would serve. Standard plans were produced primarily for depots serving small to medium size commercial centers. They were rarely developed for large commercial points, which received depots constructed following individualized designs. The design of the New Glarus depot represents a combination depot, a type commonly found in the Upper Midwest. This type may be subdivided according to whether a residence for the station agent is present. The New Glarus depot contains such a space. The Milwaukee Road did not clarify its standard depot designs by type until the 1900-1901 period. However, the designs produced at this time reflected and may have been taken from the designs of extant depots.

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Architectural Type/Subtype: Two-Story Combination Depot with Second Floor Residence

Early in the construction of railroad lines, until about the 1850s in the Upper Midwest, railroad companies tended to use portable depots consisting of former rolling stock. Because of the central functions of the depot and their representation of the company to the public, railroads began to build larger depots with more elaborate designs after the community became established. By the late nineteenth century, community boosters began to request such accommodations as the kinds of services and practices provided by the companies came under scrutiny from state legislatures and regulatory commissions. Depots tended to serve as an entrance into the community and to represent its progress and virtues. In an effort to regain public confidence after an era of rather unscrupulous business practices, the railroads attempted to design relatively low cost depots providing sufficient spaces to accommodate business needs and presenting a pleasing appearance to appease boosters concerned with attracting population and business. The use of standard plans for most depots, except those serving large commercial centers, eventually provided a partial solution to the design problem (Grant and Bohi 1978: 17-22; Halberstadt and Halberstadt 1997: 31).

In his 1893 Buildings and Structures of American Railroads, Walter Gilman Berg, who served as the chief engineer of the Lehigh Valley Railroad, published a series of designs grouped primarily by the amount of commerce conducted by the railroad at the station. Berg devoted one section to a survey and description of the functions fulfilled by and spaces and detailing needed by the combination depot (Berg 1893: 246-63). His other depot types included the terminal or union, passenger, flag, and portable or temporary depot (see Conrad 1990: F-1; Berg 1893: xii-xvi). He placed combination depots at stations possessing a relatively small volume of both freight and passengers. They were locations that did not need the spaces provided through separate freight and passenger facilities and towers which housed operators for train control. Under the heading of combination depot, Berg presented a number of similar designs, primarily for frame buildings, to accommodate different combinations and volumes of functions. Such accommodations might include some combination of freight service including storage and loading, passenger business including ticket sales and waiting areas, express, office space for record keeping, space for the telegraph and the reporting of train locations or train control functions, and residential needs. This work through its presentation format provides a rough basis for the typing of standard depot designs (Grant and Bohi 1978: 20-22; Halberstadt and Halberstadt 1997: 30; Droege 1916: 267-68; Conrad 1990: F-1).

In 1916, John A. Droege of the New York and New Haven Railroad published a roughly similar work to Berg's (Droege 1916). It became the authoritative statement on the planning of depots. While emphasis was placed on large depots, one chapter dealt with small depots, primarily combination depots (Droege 1916: 253-272). By this period, Droege recognized that the combination depot had become quite common (1916: 255). He advocated documenting the commercial needs and volumes of each station prior to choosing a particular plan. For example, the presence of particular industries might create heavier traffic than normally anticipated (1916: 260). He drew attention to the role of the depot as

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a statement of civic pride (1916: 259-60). Droege also continued to recommend standard plans as a cost-saving measure in these small communities. As Berg had done, he advocated the viability of the common three-part design with waiting room, office, and freight room (1916: 267-69). Droege indicated that the flexibility of the recommended standard designs permitted the incorporation of variations into the designs to meet the needs of a specific depot and to meet future needs. He also suggested varying the exterior detail along plans of similar design to provide variety along the line and to give a specific identity to each community (1916: 262). Droege's work reflects the continued popularity of the combination depot in the early twentieth century (Grant and Bohi 1978: 21-22; Halberstadt and Halberstadt 1997: 51).

From the late nineteenth into the first decades of the twentieth century, railroads designed and constructed a large number of frame combination depots. Between the 1870s and 1900, large railroad companies began to build them utilizing standard plans. By the twentieth century, the use of standard plans became sufficiently common that some of the larger companies used plan numbers or names to indicate individual designs. This move toward standardization followed similar trends appearing in other late nineteenth century industries from home building, architectural components, and standard railroad gauges to automobiles and sewing machines. Standardized production reduced the cost of many material goods in both design and construction (Grant and Bohi 1978: 23-24, 70; Conrad 1990: E-83; Halberstadt and Halberstadt 1997: 50; Giedion 1969 [1948] 47-50).

Combination depots were most commonly designed to house the passenger, freight, and train control functions in a single building. The typical floor plan incorporated the waiting room for passengers at one end; office functions including record keeping, train control with telegraph service, and other public service functions in the center; and freight handling at the opposite end. Placement of the office in the center provided the agent immediate access to both major functions of the depot. A ticket window often occurred on the wall between the office and waiting room. A bay window extended the office section out beyond the main elevation facing the track to provide an unobstructed view of the tracks in both directions. This feature became common by the 1880s. A wood platform usually stood adjacent to at least the freight section of the depot to facilitate the movement of goods from wagons or later trucks to the building and from the building to the train. Often at a lower height, platforms also frequently extended along the passenger portion of the depot to facilitate boarding from the waiting room if the trains passed immediately adjacent to the building. If a company utilized the same basic plan along a line, the look of the building was altered by employing, for example, variations in bracketing; width of roof overhang; siding type, for example clapboard or board and batten; the height and shape of the bay; and the detailing of the window and door lintels. This standardized approach saved revenue. Other savings were gained by reducing amenities, typically indoor plumbing, central heat, and electricity. Such services were often added only after local traffic warranted remodeling of the depot (Grant and Bohi 1978: 22-23; Conrad 1990: F-2-3; Berg 1893: 246-48).

Depots constructed in the northeast or southern states generally occurred well after settlement, appeared earlier before the advent of extensive

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standardization, were built by comparatively small companies, and therefore tended to be individually designed. They also tended to be more ornate. These depots usually did not include residential areas. Often constructed by large railroad company operating many lines, standardized depots generally emerged west of the Mississippi. These depots tended to occur in sparsely populated areas settled after 1870 (Halberstadt and Halberstadt 1997: 51). Not infrequently, the railroad became one of the first buildings in the community. Since the size and commercial needs of these areas could barely be projected, they tended at least initially to receive relatively small, low-cost, standardized depots with limited decorative detailing. If an area grew, the depot was often upgraded. Without significant populations, housing was often unavailable and provided on the second floor of the depot. Central offices of the railroad prepared a variety of these standard designs for combination stations for the small to mid-size communities. Erected both prior to and during the period of standardization by both small and large companies, those in the Upper Midwest including Wisconsin exhibit both the standard and individualized designs for the small to mid-sized community. Hence, standardized stations and second floor residences were less common. Many exceptions to these generalizations exist (Grant and Bohi 1978: 41, 69-70).

Many railroad companies running tracks west of the Mississippi and a smaller number of examples in the Upper Midwest constructed combination depots which included a second floor residence, the subtype illustrated by the New Glarus depot. In Wisconsin, the Chicago, Milwaukee and St. Paul; the Chicago and Northwestern; the Duluth, South Shore and Atlantic; Minneapolis, St. Paul and Sault Ste. Marie or Soo Line; and Wisconsin Central, which was affiliated with the Soo Line, built them in the more sparsely populated northern Wisconsin and the adjacent Upper Peninsula. They also appeared in Iowa, Minnesota, and Missouri, as well as the Far West. Construction of such depots began by the 1870s and continued through World War I. The upper floor residence essentially provided an agent on duty twenty-four hours per day. The agent's presence reduced the occurrence of fires and fire insurance and was intended to thwart thefts. The agent could quickly respond to emergency messages and service requests. The upper floor location kept the family separate from the business of the depot on the first floor. The example at New Glarus provided a separate entrance for the family at the rear of the building to the first floor entrance hall to the residence. Such housing was intended to maintain the agent in the position and reflected the pervading attitude of corporate paternalism common to the period. Other industries and public agencies took care of their employees by providing housing (Grant and Bohi 1978: 70; Grant 1993: 10-12, 16-17; Berg 1893: 246).

Since construction of the Milwaukee Road began by the 1850s in Wisconsin, this road erected a wide variety of depot types. Its early depots tended to follow the more individualized designs found further east. According to the Grant and Bohi study, the first system of standard designs for combination depots including those with residences on the second floor were completed by the Milwaukee Road's Bridge and Building Department in Chicago in 1900 and minor revisions were made in at least 1901. They were varied according to the level of commerce in the community and the kinds of functions that activity required. Its standard combination depot, particularly those with second floor residences, were primarily built further west, for example in Iowa and South

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**Chicago, Milwaukee and
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Dakota. Here, the six standard plans for combination depots and the variations developed from them provided designs for well over one hundred examples.

A 1901, 24' X 60', "type 1901" two story combination, frame depot design (Nettenstrom 1901) was maintained on file by the Milwaukee Road for the depot at New Glarus. This type displays the basic waiting room, office, and freight room combination in approximately the same measurements as the New Glarus example except that the freight room is 30' longer and contains a coal shed. While the second floor has similar dimensions and contains the same room functions, two bedrooms, a sitting room, kitchen, pantry, and hall, the arrangement in the type design varies from the New Glarus example. The bedrooms are shifted from the rear in the type plan to one side of the building and the hall occupies the center of the type plan rather than one corner at the freight room end. Their detailing including simple, add-on features rather than elaboration based on structural designs. The company erected over a dozen of this type (Grant and Bohi 1978: 71, 74, 78-80, 84).

From her survey of depots in Iowa, Conrad characterizes details specific to the Milwaukee Road combination depots. They include the A-shaped bracing, the four light window above freight doors, and rectangular or box bays with two-over-two light sashes. Some displayed the two-story floor plan, which was introduced along this line in Iowa by the late 1870s. These depots are represented at Hornick, Grafton, and Albert City, Iowa. The Hornick and Spirit Lake depots were constructed in 1898 and 1883 respectively. They incorporate features from the 1900-01 plans including the 24' X 60' size with first floor divided into the waiting area, office, and freight room and agent's residence on the second floor (Conrad 1990: F-3-4).

The New Glarus example, then, is similar in overall design to the 1901 type plan. The community served a rural area with the limited commercial trade often served by combination depots. However, the village was well established prior to the railroad's arrival, locations not typically receiving living quarters. Further, the depot pre-dates the design of this type plan by fourteen years. This depot was erected during the first stages of depot standardization by railroad companies. Exactly how this design emerged and the role that this design played in later standardization evident in Iowa remains unclear. While the Monroe newspapers, for example the Monroe Sentinel, chronicle the building of the line relatively closely, minimal reference is made of the construction of the depot.

Property Comparison

In Wisconsin, the frame combination depot with second floor living space is not represented in the Wisconsin State Inventory. The inventory does record a single brownstone, Richardson Romanesque depot with living quarters on the second floor. The Soo Line, Ashland depot (AS32/31) erected in 1890 was entered onto the National Register in 1988. A union type depot once serving multiple railroad companies (McCue 1988), it does not represent the small, less ornate combination depot exemplified by the one at New Glarus. Two additional two story depots, an 1871 Chicago, Milwaukee, and St. Paul Janesville depot (RO67/34) and the ca. 1917, Prairie School Soo Line Stevens Point depot

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(T13/17-19), probably represent a division office or freight house respectively (Kim Tschudy, New Glarus, personal communication, 8/12/98). The Janesville depot was placed on the National Register in 1987. The function of the second story in the 1925 depot at Eau Claire (EC23/24) is unknown but does not appear to be a residence and was determined not eligible for the National Register in 1997. The 1856 stone masonry Mineral Point depot (IA15/13) was a terminus or head station. It contained dispatchers' offices on the second floor (Kim Tschudy, New Glarus, personal communication, 8/12/98). The building was placed on the National Register. Thus, these depots do not exemplify the frame, two-story combination depot represented at New Glarus.

A frame, combination depot with second floor residence does survive in South Wayne, Wisconsin (Kim Tschudy, New Glarus, personal communication, 8/12/98). Unlike the example at New Glarus, its second floor covers the entire first floor. This building is not listed in the Wisconsin State Inventory. Examples similar to the one in South Wayne once existed along the Milwaukee Road in Browntown, and others once stood at Dill and Tomahawk, Wisconsin (Grant 1993: 68; Kim Tschudy, New Glarus, personal communication, 8/12/98).

Frame combination depots, some of which were two stories, were being built in Iowa by the late 1880s along lines associated with the Illinois Central. The living quarters in the second story often occurred where the railroad arrived prior to significant settlement. A depot designed for the Cedar Rapids and Chicago branch line, which extended the Illinois Central between Manchester and Cedar Rapids, resembles the New Glarus example in overall concept. It is a standard, Class A design illustrating a two-story frame depot with an 18' X 60' first story and an 18' X 31'6" second floor. Notes indicate that it was built at the small communities of Robins and Ryan. Neither of these late 1880s examples survive. Conrad refers to additional two-story, combination depots along other lines, but they are also no longer extant (Conrad 1990: E-62-64, 68, 84). Also of similar design, the Winona & Southwestern depot at Little Cedar, Iowa, and the Milwaukee Road depot at Jamaica, Iowa, followed this general design (Grant 1993: 75, 84). Depots with such designs were also recorded further west and north in North Dakota, Missouri, and Montana (Grant 1993: 76, 84, 88). Frame combination depots with second floor residence over the waiting room and office sections continue to stand at Spirit Lake, Grafton, and Hornick, Iowa in 1998 (Kim Tschudy, personal communication, 8/12/98).

Thus, examples representing the two-story, frame combination depots containing second floor living quarters were not identified in the Wisconsin inventory. In the single representation of this subtype standing at South Wayne, a variant of the subtype at New Glarus, the second floor living quarters occupies the entire length of the building. While this subtype may not have been common in Wisconsin, it did serve at least four identified communities as noted. A larger number of examples similar to the New Glarus form were recorded in Iowa communities, and three identified examples remain standing. The construction dates of most of these examples is unknown. However, it appears that the standard drawings produced at the turn-of-the-century were intended to depict and perpetuate successful, extant types, which then continued to be built in the first several decades of the twentieth century. This approach to the production of standard drawings would then explain the early 1887 building date for the New Glarus depot. The type then continued to be used as the railroad

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lines crossed the Far West and brought service to smaller Iowa communities.

Conclusion

The Chicago, Milwaukee and St. Paul Depot erected at New Glarus in 1887 gains local significance in the areas of transportation under criterion A and architecture under criterion C. It represents a branch depot of the Milwaukee Road constructed to serve a small central place with an economy based on providing services to the surrounding agricultural communities. Built when New Glarus had become a well-established community, the railroad functioned to sustain its growth into the next century. Its presence facilitated the shipment of perishable dairy commodities, the most significant agricultural product of the area. The depot also represents a building subtype, the two-story, combination depot with living quarters on the second floor. It was erected before the Milwaukee Road produced identified standardized plans for its depots, but during a period when railroads were constructing similar depots further west. It appears that the standardization process tended to identify and perpetuate forms that had already been built for several decades. The depot at New Glarus also represents the only inventoried depot of its subtype.

Potential for the Inclusion of Archaeological Sites

The property is located along the valley of the Little Sugar River. Because of its position adjacent to a river, this area would generally be considered as a potential location for prehistoric archaeological sites. Despite the level of disturbance created by the construction and maintenance of the line, archaeological sites may continue to exist along the edges of the right-of-way up to the area graded for the track.

(1) Period of Significance: WDNR 1966-74 [property transfers to Chicago, Milwaukee and St. Paul, 1887; Request from CMSt.P & P to Interstate Commerce Commission, 12/13/71]; Lanz 1985: 30-34; Tschudy 1995: 26-27, 38; Theiler 1946: 39; Schiesser 1994: n.p.; Monroe Sentinel 1887 [9/21: 3/4; 8/17: 3/5; 8/24: 3/6]).

(2) Significant Date: Lanz 1985: 30, 137; Monroe Sentinel 1886 [12/22: 2/2; 1887 [9/21: 3/4; 8/17: 3/5; 8/24: 3/6]; Tschudy 1995: 26-27; Theiler 1946: 39; Schiesser 1994: n.p.; Lanz 1985: 30).

Chicago, Milwaukee and St. Paul Railroad Depot
Name of Property

Green
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 less than one acre _____

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

1	<u>1/6</u>	<u>2/8/4/7/7/0</u>	<u>4/7/4/3/6/0/0</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	Joyce McKay	date	9/27/99
organization	Private consultant	telephone	608-424-6315
street & number	PO Box 258, 21 Fourth St.	zip code	53508
city or town	Belleville	state	Wisconsin

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Continuation Sheet

Chicago, Milwaukee and
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New Glarus, Green Co., WI

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Section 9 Page 2

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¹ Microfilm copies: (P) 1884-85, 76-11: 585; 1886, 93-393: 681; 1888-89, 93-
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National Register of Historic Places Chicago, Milwaukee and St. Paul
Continuation Sheet Railroad Depot
New Glarus, Green Co., WI

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10. Geographical Data

Verbal Boundary Description:

The boundaries of the property incorporate the tract of land immediately associated with the depot when purchased in 1972 from the Chicago, Milwaukee, St. Paul and Pacific by the Wisconsin Department of Natural Resources along its east, west, and south sides. This tract is bounded by STH 39 or Sixth Avenue to the south, by Railroad Street to the west, and by property owned by the Village of New Glarus to the east. Placed 11'-6" north of the depot, the north boundary is perpendicular the building and joins the east and west boundaries.

Boundary Justification:

These boundaries exclude a major alteration in the setting to the north of the depot, the building of a macadam parking lot in 1972-73. They include the remainder of the property, which is currently legally and visually associated with the depot and was originally part of the railroad right-of-way. While the railroad tracks are removed, the general location of the bicycle path follows the double set of tracks that originally passed in front of the depot.

Chicago, Milwaukee and St. Paul Railroad Depot
Name of Property

Green
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	Steve Colden		
organization	Wisconsin Department of Natural Resources	date	9/27/98
street&number	W5446 CTH NN, Box 805	telephone	608 527-2335
city or town	New Glarus	state	WI
		zip code	53574

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 photo Page 1

Photographic Documentation:

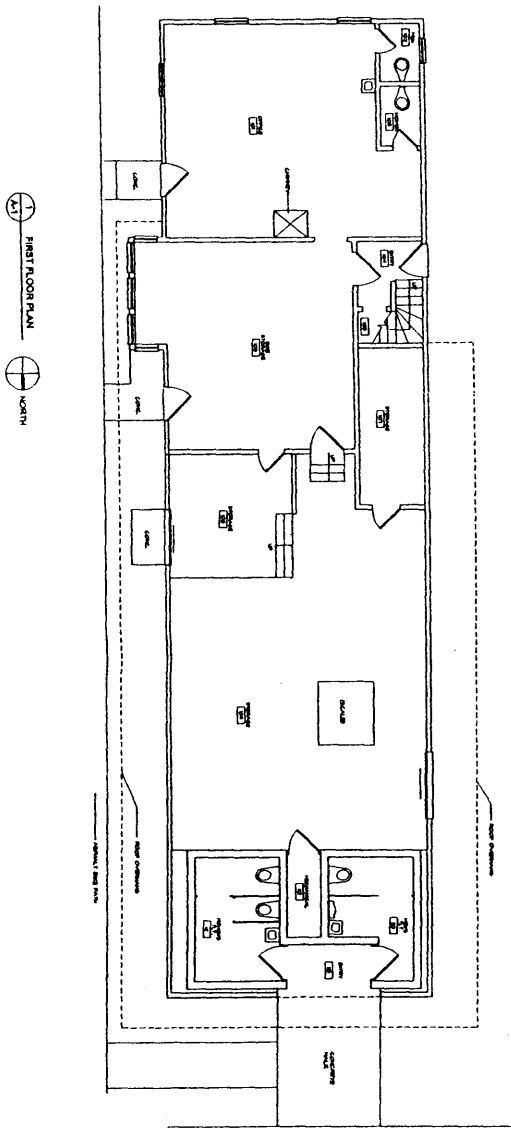
Name of Property: Chicago, Milwaukee and St. Paul Depot
Location of Property: New Glarus, Green County, Wisconsin
Date of Photographs: August 1998
Location of Negatives: State Historical Society of Wisconsin
Photographer: Joyce McKay

Identification of black and white photographic views:

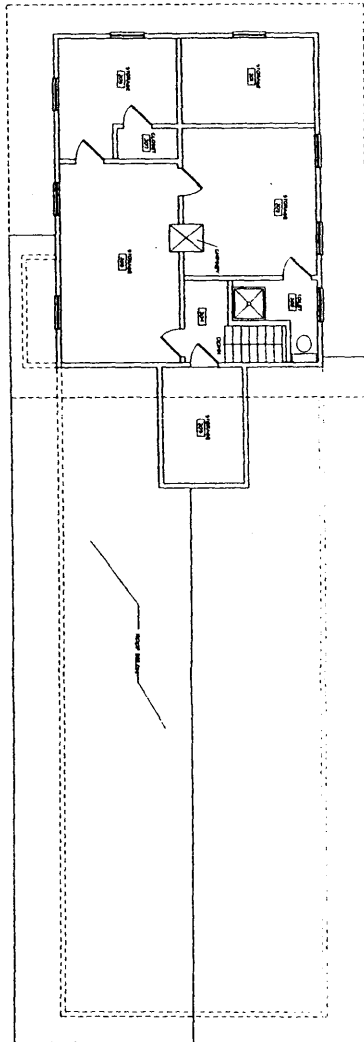
1. Overview of the property looking north toward the depot.
2. Overview of the property looking south toward the depot.
3. The east or front elevation of the depot looking southwest.
4. The south and west elevations of the depot looking northeast.
5. The north and west elevations of the depot looking southeast.
6. The former waiting room and now the Sugar River State Trail office looking southeast.
7. One of two similar toilet rooms adjacent to the waiting room looking south.
8. The former office with box bay looking southeast.
9. The former freight room looking southeast toward the office.
10. The former freight room looking north toward the recently added restrooms.

The scale is visible in the lower middle ground, and the freight door preserving employees' signatures is located to the left, middle ground. The panel preserving signatures occurs just to the left of the edge of the photograph.

11. The freight door in the freight room preserving signatures of former employees, looking west.
12. Panel in the freight room preserving the signatures of former employees, looking west.
13. Sitting room on the second floor showing window and door surrounds, baseboard, and chimney location, looking southwest.
14. Kitchen on the second floor viewing the hall and chimney to the right and bathroom entrance to the left. View shows wainscoting, window and door surrounds, and baseboards. It is facing northeast.



SECOND FLOOR PLAN



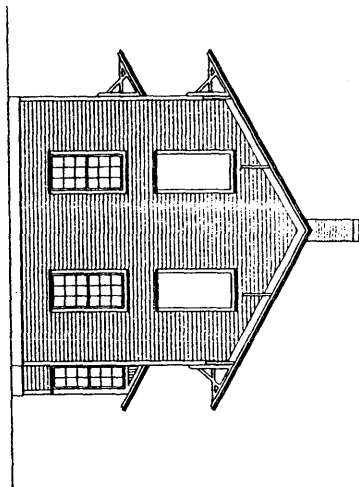
Chicago, Milwaukee and St. Paul Railroad Depot
New Glarus, Green County, Wisconsin

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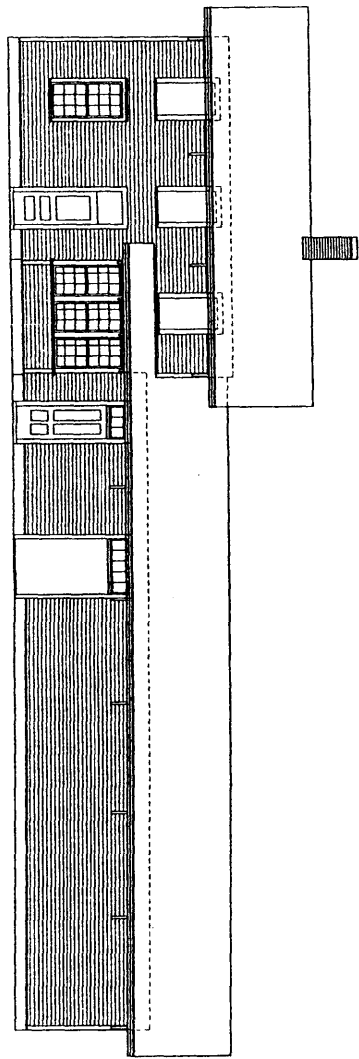
**PRELIMINARY
USE ONLY**

REBE
Architecture

A-1
Chicago, Milwaukee and St. Paul Railroad Depot



7 SOUTH ELEVATION



8 EAST ELEVATION

Chicago, Milwaukee and St. Paul Railroad Depot
New Glarus, Green County, Wisconsin

SCALE: 1/8" = 1'

REE
Architects

A-2 DRAWING

PRELIMINARY
USE ONLY

DATE: 1/15/1910

BY: [Signature]

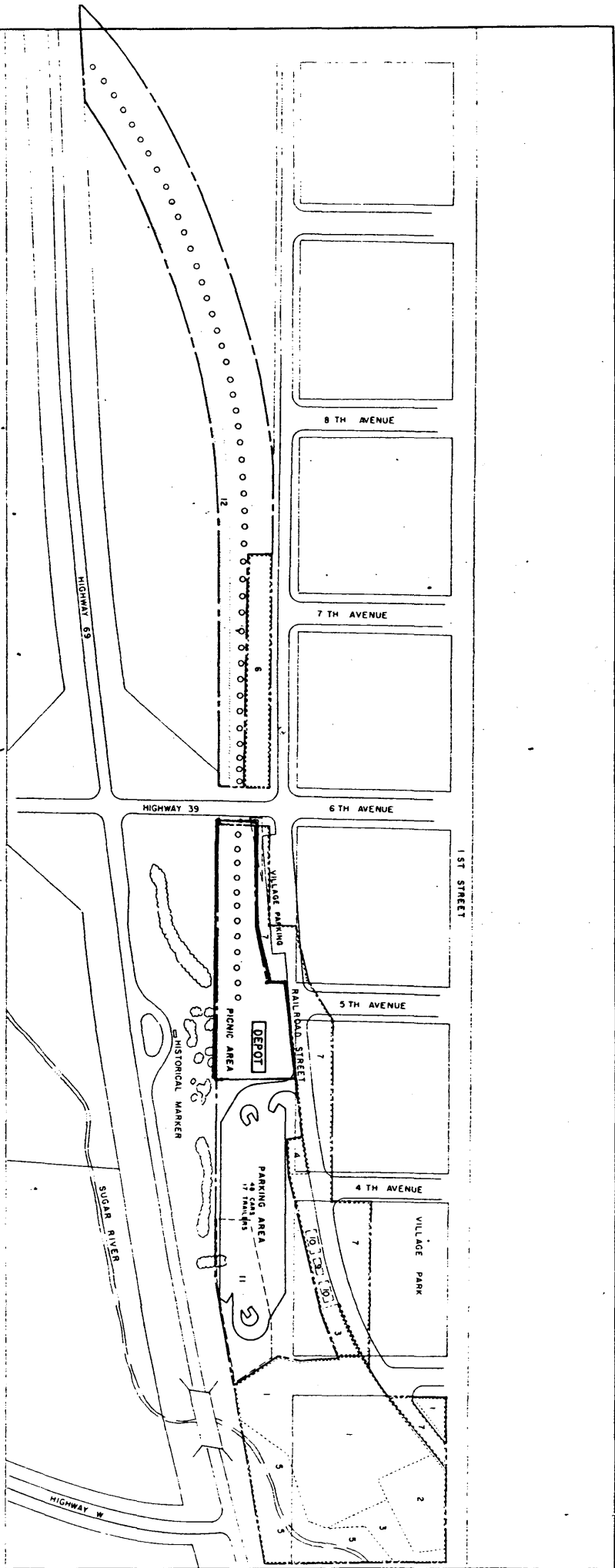
CHECKED: [Signature]

APPROVED: [Signature]

PROJECT: CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD DEPOT

LOCATION: NEW GLARUS, GREEN COUNTY, WISCONSIN

SCALE: 1/8" = 1'



- LEGEND**
- PROPOSED STATE OWNERSHIP
 - - - EXISTING STATE OWNERSHIP
 - o o o o SUGAR RIVER STATE PARK TRAIL
 - SURPLUS LAND DISPOSITION BOUNDARIES
 - CANCELLED LEASE BOUNDARIES
 - CONTINUING EASEMENT

Property Boundaries

Chicago, Milwaukee and St. Paul Depot
 New Glarus, Green County, Wisconsin

PROPOSED DISPOSITION OF SURPLUS LANDS

- 1 ERB IMPLEMENT COMPANY
- 2 FARMERS COOP STOCK COMPANY
- 3 NEW GLARUS FEED AND FUEL COMPANY
- 4 FRED G. BLUM, JR.
- 5 SURPLUS (VACANT)
- 6 KLASZY MILLING COMPANY
- 7 VILLAGE OF NEW GLARUS

RAILROAD LEASE ASSIGNMENTS TO BE CANCELLED

- 8 TOBIAS KNOBEL
- 9 NEW GLARUS FEED AND FUEL COMPANY
- 10 KLASZY MILLING COMPANY
- 11 VILLAGE OF NEW GLARUS

PROPOSED CONTINUING EASEMENT

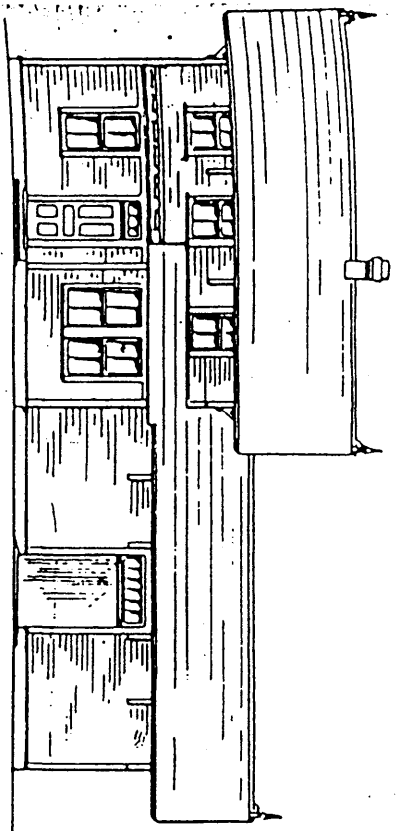
- 12 VILLAGE OF NEW GLARUS



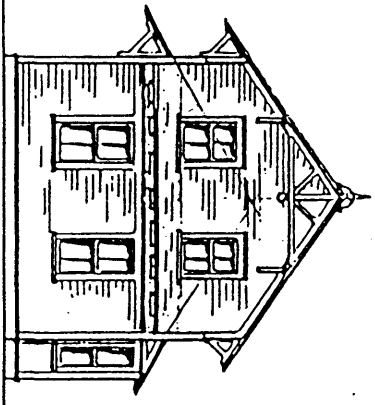
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
BUREAU OF PARKS AND RECREATION
PARK PLANNING AND DEVELOPMENT

PROPOSED
NEW GLARUS USE AREA MASTERPLAN
SUGAR RIVER STATE PARK TRAIL

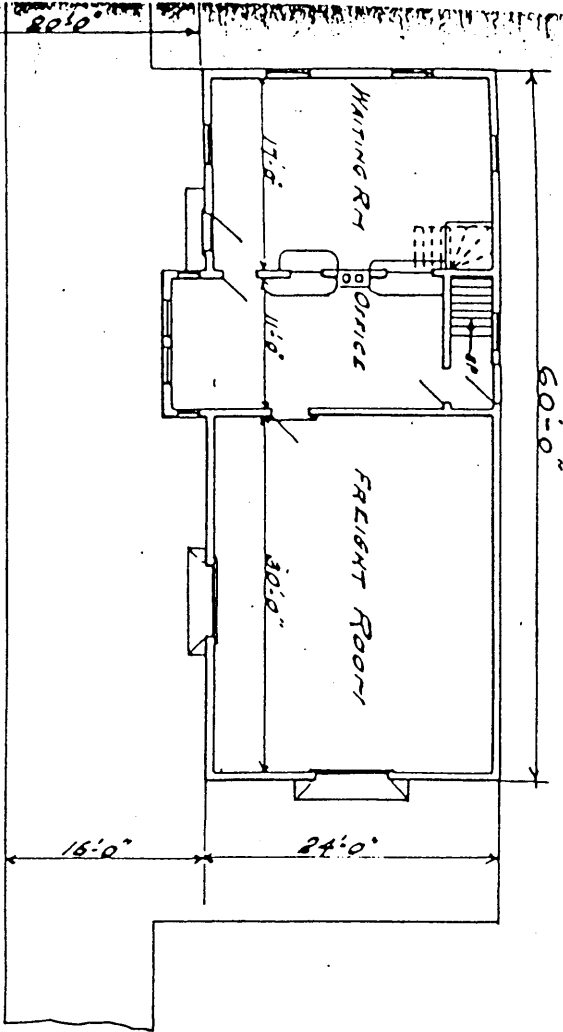
Designed by: ASLANSON
 Drawn by: STAFF
 Date:



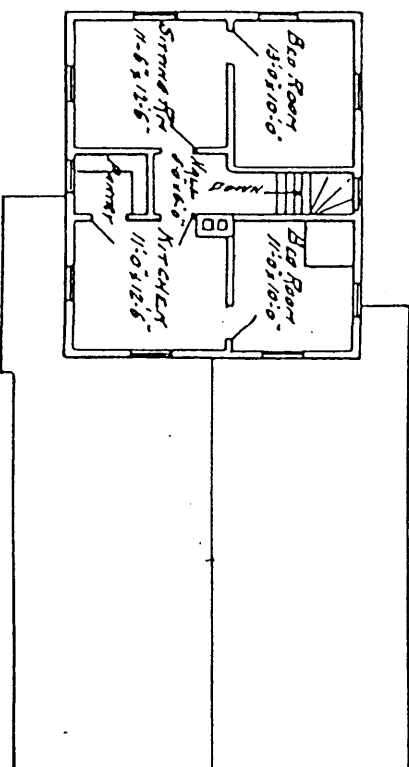
FRONT ELEVATION



END ELEVATION



FIRST FLOOR PLAN



SECOND FLOOR PLAN

"Type 1901'/'24'-0" X 60'-0" Passenger Depot"
 J.U. Mettenstrom, Architect
 Standard Plan Produced by the
 Bridge and Building Department of the
 Chicago, Milwaukee and St. Paul Railroad
 Chicago, Milwaukee and St. Paul Railroad
 New Glarus, Green County, Wisconsin

Milwaukee