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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 West Bend Chicago & North Western Depot
other names/site number

2. Location

street & number	Veterans Avenue at Willow Lane (extended)			N/A	not for publication
city or town	West Bend			N/A	vicinity
state	Wisconsin	code	WI	county	Washington
		code	131	zip code	53090

3. State/Federal Agency Certification

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

James Dwyer
Signature of certifying official/Title

7/9/08
Date

Deputy State Historic Preservation Officer - Wisconsin

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

West Bend Chicago & North Western Depot

Washington

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

8.19.08

ber

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

private
 public-local
 public-State
 public-Federal

Category of Property
(Check only one box)

building(s)
 district
 structure
 site
 object

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

contributing	noncontributing
1	0 buildings
0	0 sites
0	0 structures
0	0 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)

VACANT

7. Description

Architectural Classification

(Enter categories from instructions)

Bungalow / Craftsman

Materials

(Enter categories from instructions)

Foundation Stone

walls Weatherboard

roof Asphalt

other Wood

Narrative Description

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

West Bend Chicago & North Western Depot
Name of Property

Washington
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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

Architecture

Transportation

Period of Significance

1900-1958

Significant Dates

1900

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Frost & Granger

Narrative Statement of Significance

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

West Bend Chicago & North Western Depot

Washington

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Name of Property

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9. Major Bibliographic References

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

Previous Documentation on File (National Park Service):

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

Primary location of additional data:

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

Name of repository:

10. Geographical Data

Acreege of Property less than one acre

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

1	<u>16</u>	<u>404420</u>	<u>4808470</u>
	Zone	Easting	Northing

3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing

2	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing

4	<u> </u>	<u> </u>	<u> </u>
	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	Elizabeth L. Miller, sub-contracting to	date	1 September 2007
organization	Isthmus Architecture, Inc.	telephone	608-233-5942
street & number	4033 Tokay Blvd	zip code	53711
city or town	Madison	state	WI

West Bend Chicago & NorthWestern Depot

Washington

Wisconsin

Name of Property

County and State

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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

Photographs Representative black and white photographs of the property.

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

Property Owner

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

name/title	City of West Bend (Contact Person: Lynda Schmidt, Landscape Architect)		
organization	City of West Bend	date	1 September 2007
street&number	1115 South Main Street	telephone	262-335-5090
city or town	West Bend	state	WI
		zip code	53095

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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West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin

INTRODUCTION

The West Bend Chicago & North Western Depot is located in the city of West Bend, Washington County, Wisconsin. It is a long, one-story, frame, Craftsman-influenced building set on a stone foundation (see photo 1). It is finished with drop siding and trimmed with corner boards. The broad-eaved, double-pitched, hip roof is covered with asphalt shingles. The West Bend Depot is a variation of the Chicago & North Western "Number One" combination depot, a standard plan thought to have been designed by the Chicago architectural firm noted for its many railroad depot designs, (Charles Sumner) Frost and (Alfred Hoyt) Granger, and erected in 1900.¹

DESCRIPTION

The West Bend Chicago & North Western Depot (hereafter, West Bend Depot) is situated east of West Bend's central business district, on the east bank of the Milwaukee River. The depot sits on a rise overlooking Veterans Avenue and the river. The tracks of the Chicago & North Western Railway ran west of the depot, but have been removed. Currently, a gravel bicycle trail runs along the former railroad bed. North and south of the depot, commercial and vacant industrial buildings are scattered along the former rail line. A residential neighborhood with homes dating from the early to mid-twentieth century appears east of the depot.

The West Bend Depot is rectangular in plan, with the ridge of its roof running parallel to the former rail bed. The footprint measures 90 feet (north-south) by 20 feet (east-west). The double-pitched, hip roof reflects the two sections of the depot: the north end, with its lower roof, marks the baggage room; the taller roof over the south end identifies the passenger waiting rooms and ticket office. The depot retains its original, wooden, 4/2, double-hung sash windows, although they are currently boarded over.

The Depot faces west, toward the former railroad bed. A gabled bay is centered on the passenger (south) section. The bay houses the ticket office, and possesses a pair of windows on its west face, and a narrow window on each of its north and south faces. Compound scrolled brackets and applied stickwork enrich the gable end (see photo 2). North of the bay, a door of paneled wood and glass, surmounted by a two-pane transom, opens into the men's waiting room. A window can be seen at the north end of the passenger/ticket office section (see photo 1). To the north, the baggage section displays a window and a large, wooden, sliding door. South of the bay, another paneled-wood-and-glass door leads into the women's waiting room. A window appears on either side of the door.

¹ "New Depot for West Bend," *West Bend Democrat*, 9 May 1900, p. 3; and "The New Depot," *West Bend Democrat*, 13 June 1900, p. 3.

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West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin

The narrow, north-facing end has no openings (see photo 3). In contrast, two windows are evenly-spaced on the south-facing façade (see photo 4).

The east-facing (rear) façade is composed of the passenger/ticket office section (south) and the baggage section (north). The passenger section possesses a hip-roofed bay with two, regularly-spaced windows. A triangular dormer with applied stickwork perches on the roof of the bay. Two windows light the women's waiting room south of the bay. North of the bay, a paneled-wood-and-glass door exits the men's waiting room (see photo 5). The door is flanked by windows. A brick chimney rises through the roof of the baggage section. A window and a large, wooden sliding door can be seen toward the center of the baggage section.

On the interior, the plan is composed of the baggage section (north) and the passenger/ticket office section (south; see attached plan). The baggage section is an open room with board flooring and exposed walls and ceilings. A small storage room finished with horizontal and beaded vertical boards is tucked into the southeast corner of the baggage section. In the passenger/ticket office section, the men's waiting room is situated at the north end, adjacent to the baggage section. The ticket office (west, see photo 6) and two small restrooms (east) are found south of the men's waiting room. The sinks and toilets in the restrooms were replaced in 1949.² The women's waiting room is located at the south end of the plan. After passenger service ended in 1971, the women's waiting room was partitioned into three spaces: a vestibule, a locker room (see photo 7), and a storage area, for the use of freight crews. A door was also installed between the ticket office and the restrooms, closing off the men's waiting room. The passenger/ticket office section is finished with board flooring, and vertical beaded board paneling on the walls. A dropped acoustical tile ceiling was installed in this section c. 1971. Built-in cupboards, shelving, and drawers are present in the waiting rooms and ticket office.

ALTERATIONS

Alterations to the West Bend Depot are minimal. On the exterior, the roof was originally surfaced with slate. At an unknown date, the slate was replaced with asphalt shingles. On the interior, a door closing off the men's waiting room was installed, the women's waiting room was partitioned, and a dropped acoustical tile ceiling was applied to the ceilings in the passenger/ticket office section, c. 1971. These changes do not impair the depot's ability to convey its historic association with the railroad. Further, the building is easily identified as a railroad station, and as a variation of the C&NW "Number One" combination station.

² "Local Depot Painted to Begin Series of Improvements," *West Bend News*, 10 November 1949, p. 18.

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West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin

SUMMARY

The West Bend Chicago & North Western Depot is locally significant under *Criterion A*, in Transportation, representing the history of rail transportation in West Bend. The presence of the Chicago & North Western Railway facilitated West Bend's development as a regional center for shipping agricultural and industrial products, and connected the city to national markets. The depot is the only surviving building associated with the railroad in West Bend. The depot also possesses local significance under *Criterion C*, Architecture, as an intact example of the frame combination passenger/freight depot built by the Chicago & North Western Railway around the turn of the century for the many smaller communities it served in Wisconsin, Illinois, Iowa, Minnesota, and the Dakotas. The period of significance coincides with the date of construction, 1900, in Architecture, and extends from 1900 until 1958, the 50-year cut-off date, in Transportation. Although passenger service was discontinued in 1971, the West Bend Depot retains a high degree of integrity.

HISTORICAL CONTEXT: BRIEF HISTORY OF WEST BEND

In 1845, the federal government authorized the construction of a road from Milwaukee to Fond du Lac. Byron Kilbourn, James Kneeland and Dr. Erastus B. Walcott supervised the building of the road, which would reduce the travel time between Milwaukee and Fond du Lac to two days. Realizing that travelers would need a place to stop over, the three men purchased land adjacent to the road about half-way between Milwaukee and Fond du Lac. A portion of this land was platted as "West Bend" in January 1846, named for the nearby horse-shoe bend in the Milwaukee River. Dr. Walcott then had a dam built on the Milwaukee River at West Bend, and a sawmill erected on the west bank. A small settlement grew up around the sawmill. George Irish built the first frame house in West Bend, using lumber cut at Walcott's sawmill. Irish operated the community's first hotel and tavern in his home. William Wightman opened the second hotel and tavern in West Bend in 1847. Other European-American pioneers in West Bend included E. N. Higgins, M.A.T. Farmer, Amos and Isaac Verbeck and their families. While most of the early settlers were Yankees from New England, New York and Pennsylvania, they were soon followed by German immigrants, most of who came from the southwestern German states of Nassau, Hesse, the Rhineland, Pfaly, Baden, Wurtenburg and Bavaria. By 1847, homesteaders were clearing land and planting wheat in nearly every section of the township surrounding West Bend (named West Bend Township), inspiring Dr. Walcott to construct a gristmill near his sawmill in 1848.³

³ *History of Washington and Ozaukee Counties, Wisconsin*, (Chicago: Western Historical Company, 1881), pp. 389-91; and Peter A. Rathbun, David W. Vannoy and Mary Yeater Rathbun, "Final Report of an Intensive Architectural/Historical Survey of West Bend, Wisconsin," prepared for the City of West Bend and the State Historical Society of Wisconsin, March 1988, p. 115.

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West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin

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The settlement of West Bend developed as an agricultural support community, with small businesses such as a blacksmith shop, a butcher, a shoe-maker and general stores supplementing Walcott's lumber and flour mills. By 1850, West Bend Township, which included the unincorporated settlements of West Bend and nearby Barton, had a population of about 600.⁴

In 1853, Washington County was split in two. The eastern part became Ozaukee County, and West Bend was named the county seat of the new Washington County. The added role of governmental center stimulated the community's growth, and West Bend incorporated as a village in 1868. Knowing that securing rail service would bring prosperity to the village, community leaders formed a committee to entice the Chicago & North Western Railway (hereafter, C&NW) to extend a branch to West Bend in 1870. In 1859, the C&NW had considered bringing their line through West Bend, but had chosen instead to route it through Richfield, 12 miles south of West Bend. In 1872, the C&NW agreed to build a branch from Milwaukee to Fond du Lac, via West Bend. It was completed sometime in 1873.⁵

The arrival of the railroad solidified West Bend's role as a regional trading center, and fueled the expansion of business and industry in the village. The decision of the C&NW to build the railroad on the east side of the Milwaukee River, where land was cheaper, fostered development on the east bank. At that time, the village was predominantly situated on the west side. The first C&NW station (demolished) was a small, frame, one-room structure. As soon as it was built, the first bridges over the Milwaukee River were constructed, at Washington and Water streets. Businesses and manufacturing concerns began locating on the east side of the Milwaukee River. Soon a grain elevator, stores, a stave factory, and a few residences had been erected near the depot.⁶

By 1880, West Bend's industrial sector was thriving, and included a brewery, and an agricultural implements factory (later known as the Gehl Brothers Manufacturing Company), along with the stave factory. Six passenger trains and several freight trains stopped in the village daily. In 1885, West Bend incorporated as a city. The city counted 1,296 residents in 1890.⁷

The 1890s saw the organization of several important commercial and industrial firms in West Bend. Among these were the West Bend Bottling Company (established in 1892), the Krieger Collar and Harness Factory (founded in 1895), and the Enger Kress Company (begun in 1894). The latter was a

⁴ Rathbun, Vannoy, and Rathbun, pp. 26-27.

⁵ *History of Washington and Ozaukee Counties, Wisconsin*, p. 444; Rathbun, Vannoy and Rathbun, p. 206; and Dorothy Williams, *The Spirit of West Bend*, (Madison, Wisconsin: Strauss Printing, 1980), p. 120.

⁶ Rathbun, Vannoy, and Rathbun, pp. 28-29, and 206.

⁷ *History of Washington and Ozaukee Counties, Wisconsin*, p. 444; Rathbun, Vannoy and Rathbun, pp. 29 and 115; and Williams, p. 120.

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West Bend Chicago & North Western Depot
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leather factory that, by the 1920s, would become one of the largest producers of leather pocket books and wallets in the United States. Increased commercial and passenger traffic induced the C&NW to improve its facilities in West Bend in 1900. The old depot was moved about 100 feet north of its original location for freight use, and the existing station was erected to serve passengers. A water tower, stock pen, and switch track were also constructed (all demolished).⁸

The city's thriving commercial and industrial sectors drove West Bend's growth through the 1920s. In 1911, Bernhard C. Ziegler, S. F. Mayer and Andrew Pick founded what would become the West Bend Aluminum Company, an innovative manufacturer of frying pans and other products that would eventually be sold world-wide (and which continues to make housewares today, as the West Bend Company). In 1915, Robert H. Rolfs founded the Amity Leather Products Company, which would grow to become the largest maker of leather billfolds in the United States by the 1930s.⁹

West Bend's industrial sector remained vibrant during the Depression and included the White House Milk Company (producers of evaporated milk), the Enger Kress Company, Pick Manufacturing Company (makers of automotive products), Gehl Brothers Manufacturing, the West Bend Aluminum Company and the Amity Leather Products Company. Several of these firms re-tooled to produce items for military use during World War II, but successfully transitioned back to products for the public following the war. West Bend kept growing, numbering 9,969 inhabitants in 1960. In 1961, the city annexed the neighboring village of Barton. The commercial and industrial base of West Bend remained strong into the 1980s. Although the industrial sector has diminished since then, the commercial sector has prospered and the population of West Bend has continued to rise.¹⁰ Today, more than 28,000 people live in West Bend.

HISTORICAL SIGNIFICANCE: TRANSPORTATION

Between 1836 and 1859, the Wisconsin legislature chartered 125 railroad companies. Almost all of these ventures went bankrupt before even laying any rails. The first to build a track was the Milwaukee and Mississippi, which began operation between Milwaukee and Waukesha in 1851. The Milwaukee and Mississippi line gradually expanded westward, reaching Prairie du Chien in 1857. The only other railroad constructed across Wisconsin before the Civil War was the La Crosse and Milwaukee, which followed a slightly more northerly route and was completed in 1858.¹¹

⁸ Rathbun, Vannoy and Rathbun, pp. 30-31; "New Depot for West Bend;" and *Map of West Bend*, (Pelham, New York: Sanborn Publishing Company, May 1900 and November 1910).

⁹ Rathbun, Vannoy and Rathbun, pp. 30-31.

¹⁰ "West Bend Golden Anniversary Homecoming, Celebrating 50 Years of Progress," Souvenir booklet, July 4-7, 1935, p. 13; and Rathbun, Vannoy and Rathbun, p. 32.

¹¹ Barbara L. Wyatt, editor, *Cultural Resource Management in Wisconsin*, (Madison, Wisconsin: State Historical Society of Wisconsin, 1986), III: 5-1.

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West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin

Following the financial panic of 1857, all of Wisconsin's early railroads failed. Railroad capitalists seeking to extend and strengthen their control of passenger and freight traffic competed to acquire the bankrupt Wisconsin rail lines. By 1866, two companies controlled most of the state's 900 miles of track. These were the Chicago, Milwaukee and St. Paul Railroad (CM&STP, based in Milwaukee and later known as the Milwaukee Road), and the Chicago & North Western Railway (C&NW, originated in 1848 as the Galena & Chicago Union, and based in Chicago). Although other railroads would be built in Wisconsin (notably the Soo Line), most would operate in conjunction with these two carriers.¹²

Prior to 1865, Wisconsin's rail network was generally confined to the southern third of the state. Once the CM&STP and the C&NW had gained control of the existing rail lines, they launched aggressive campaigns to expand their networks. The CM&STP ran westerly through the state's richest farmlands and into the wheat fields of the Plains, transporting agricultural products to eastern markets. The C&NW ran northerly, to the lumber mills and iron mines of northern Wisconsin and the Upper Peninsula of Michigan. The C&NW would grow to be one of the giants in the railroad industry. Much of its success was due to Marvin Hughitt, who served as vice president and general manager from 1873 until 1887, as president from 1887 until 1910, and remained on the board of directors until his death in 1927. Under Hughitt's able guidance the C&NW grew into a 9,000 mile system spread over nine states: Wyoming, Nebraska, North Dakota, South Dakota, Minnesota, Michigan, Iowa, Illinois, and Wisconsin.¹³

New rail lines were built at a steady pace in Wisconsin during the late nineteenth century. By 1873, the number of miles of railroad track in the state had more than doubled. This figure doubled again between 1875 and 1890, rising close to 5,600. The mileage of railroad track in Wisconsin reached some 6,500 miles by 1900.¹⁴

Railroad construction peaked in Wisconsin in 1916, and the number of miles of track decreased thereafter. A considerable amount of freight is still carried by rail, but passenger traffic had all but ceased by the 1970s. The construction of the national highway system in the 1950s, which made automobile trips convenient, was the major factor contributing to the demise of passenger rail travel. Highways also facilitated the rise of the trucking industry, which reduced rail freight transport.¹⁵

¹² Ibid.; Robert C. Nesbit, *Wisconsin, A History*, (Madison, Wisconsin: The University of Wisconsin Press, 1973), p. 315; and H. Roger Grant, *The North Western: A History of the Chicago & North Western Railway System*, (DeKalb, Illinois: Northern Illinois University Press, 1996), p. 9.

¹³ Wyatt, III:6-1; and Grant, p. 43.

¹⁴ Wyatt, III: 6-1.

¹⁵ Wyatt, III: 6-2.

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West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin

The construction of the railroad system in Wisconsin transformed and stimulated the economies of every township and community with which it connected. With the arrival of the C&NW in 1873, West Bend became a shipping point for the agricultural produce of the surrounding area, and developed into a thriving manufacturing center. Rail connections allowed firms such as the Enger Kress Company, the West Bend Aluminum Company, and the Amity Leather Products Company to secure and retain a national market, and yet stay in West Bend. However, as happened in other communities, rail traffic declined beginning in the mid-1950s, and passenger rail service was discontinued on 30 April 1971. Freight service continued on a limited basis through 1999. In 2000, the rail line was abandoned through West Bend, the tracks were removed, and the land was transferred to the Wisconsin Department of Natural Resources for development as a bicycle path under the federal "Rails to Trails" program. The city of West Bend purchased the West Bend Depot in 2007. The depot will be rehabilitated to serve as the offices of the Ozaukee Washington Land Trust, Inc., a non-profit organization assisting with land conservation.¹⁶

The building most closely associated with the railroad in West Bend is the West Bend Depot. The first depot has been demolished, as have the water tower and stock pen that were built as auxiliary structures. In addition, the railroad tracks have been removed. However, the West Bend Depot retains a high degree of integrity, and easily conveys its association with the railroad in its form, layout, and orientation to the rail bed. Despite the fact that the tracks have been removed, the location and direction of the rail line is still evident, implied by the bicycle path, which has been laid out along the railroad bed.

ARCHITECTURAL SIGNIFICANCE: RR DEPOT BUILDING TYPE

From about 1855 to around 1950, the railroad was the dominant means of intercity travel in the United States. This made the railroad station an important civic building, a community's gateway to the world. By 1916, more than 85,000 stations had been built in the United States. Depot construction declined rapidly afterward. Although the depots ranged in size, most were "combination" stations, diminutive frame buildings that sheltered passengers, freight, and train control under a single roof. The combination station was erected in small to medium-sized communities all over the United States from the 1890s through the 1930s.¹⁷

¹⁶ Nesbit, p. 320; and Rathbun, Vannoy, and Rathbun, pp. 206-07; "End of An Era: Last Train Ride Taken," *West Bend News*, 1 May 1971, no page numbers; "West Bend may give depot to builders," *West Bend Daily News*, 12 December 2000, no page numbers; and Washington County Deeds, Document Number 1157681, 6 March 2007.

¹⁷ H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America*, (Boulder, Colorado: Pruett Publishing Company, 1978), pp. 3 and 12.

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West Bend Chicago & North Western Depot
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The combination station building type developed in the late nineteenth century, when increasing freight and passenger traffic combined with pressure from local boosters prompted railroad officials to design depots that were more functional and more attractive. In the early years, the railroad often did not build a station when it reached a new community. Tickets were sold at a business or a home near the railroad stop. Generally, when the railroad determined that a depot was needed, it would secure a site near the commercial center, and erect a tiny, one-room structure without consideration for function or aesthetics. Sometimes, a prefabricated portable station, or a railcar with its wheels removed served as a depot. These early railroad stations did not meet the railroad's business needs, and did nothing for local civic pride.¹⁸

Most railroads adopted standardized plans for their combination depots, out of a desire to minimize costs in design and materials, and to take advantage of the flexibility and convenience that standardization offered. For efficient function, the floor plan consisted of a central ticket office with a bay window overlooking the tracks (allowing the agent to see the trains coming and going), a waiting room on one side of ticket office, and a freight room on the other side. This created a long, one-story building, its roof ridge parallel to the tracks. Frame construction was employed, because it could be modified easily to meet changing traffic demands, and embellished with inexpensive architectural features, such as brackets or vertical siding, to make identical plans appear different to the casual observer.¹⁹

The C&NW commissioned three station designs suitable for communities of different sizes, real or anticipated, c. 1899. It is thought that the Chicago architectural firm of (Charles Sumner) Frost and (Alfred Hoyt) Granger designed these stations. The "Number One" combination depot is the largest of the three, measuring 20 feet by 90 feet. A frame structure, it features a double-pitched hip roof covered with slate, and a gabled bay with applied stickwork. The plan includes separate waiting rooms for men and for women (see attached plan and elevation). About 20 "Number One" stations were erected for the C&NW in Iowa, Wisconsin, Minnesota, and South Dakota between 1900 and 1902. The West Bend Depot is one of these, and it is the only one that has been identified in Wisconsin at this time.²⁰

The "Number Two" combination depot is very similar to the "Number One" in appearance, but has only one waiting room. As a result, it is only 72 feet in length. "Number Two" stations are known to have been erected in the following communities in Wisconsin: Sussex, Grand Marsh, South Beaver Dam, Ridgeway, Helenville, Wyeville, Bellevue, and Mercer. The depot in Mercer was still standing in 1996; it is uncertain how many of the others remain. The "Number Three" is the smallest. Measuring 16 feet by 40 feet, it is both shorter and narrower than the "Number One" or "Number Two"

¹⁸ Ibid., pp. 12, and 17.

¹⁹ Ibid., pp. 22-23.

²⁰ Ibid., pp. 70, 94, 95, and 99.

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plans. The "Number Three" is a side-gabled frame structure with no decorative details, and a cedar shingle roof. Between 1904 and 1920, more than 40 "Number Three" stations were built along the C&NW line.²¹

The West Bend Depot is an intact variation of the C&NW "Number One" station. The passenger/ticket office section and the baggage section (labeled "freight room" on the "Number One" plan) of the West Bend Depot are flipped, and the West Bend Depot lacks a "Register Room." In contrast to the "Number One" plan, the West Bend Depot has restrooms, which are original (except that the fixtures were replaced in 1949). In addition, the baggage section has a small storage room in it, which appears to be original.

Although it possesses a combination plan, the West Bend Depot was dedicated to passengers and ticket office use. The earlier station (not extant) became the freight house when the existing depot was completed. Construction on the West Bend Depot began in May or early June, 1900. The appearance of the new station apparently did not please everyone in West Bend, because the *West Bend Democrat* published a letter from W.A. Gardner, the general manager of the C&NW line, in answer to complaints that the station agent had received that the new depot was not substantial enough for the community. In a defensive tone that cannot have endeared him to anyone, Gardner pointed out that West Bend could not expect a station like the one in Oshkosh or Janesville, and that the city was getting the best the line could offer, citing as an example that, despite the fact that West Bend did not yet have sewer lines, "We expect to put in sanitary arrangements here..."²²

The West Bend Depot has experienced few changes. After passenger service ended in 1971, the former women's waiting room was partitioned into three spaces, creating a vestibule, a locker room and a storage area for freight crews. A partition was erected between the ticket office and the restrooms, closing off the former men's waiting room, around the same time. The slate roof was also replaced with asphalt shingles. Apart from the roof, these alterations are easily reversed. The West Bend Depot has not been altered on the exterior, and the ticket office, men's waiting room, restrooms, and baggage room retain a high degree of integrity.

The C&NW "Number One" combination station was probably designed by (Charles Sumner) Frost and (Alfred Hoyt) Granger. According to *Cultural Resource Management in Wisconsin*, Frost and Granger meet National Register *Criterion C* as master architects. Charles Sumner Frost (1856-1931) studied architecture at the Massachusetts Institute of Technology (MIT). He then worked for a series

²¹ Ibid.

²² Williams, pp. 120-121; "New Depot for West Bend;" and *Map of West Bend*, May 1900 and November 1910; and "The New Depot."

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West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin

of Boston firms, most notably Peabody and Stearns. Frost relocated to Chicago in 1882, forming a partnership with Henry Ives Cobb, which lasted until 1889. Frost worked independently until 1898, when he joined forces with Alfred Hoyt Granger. Granger (1867-1939), also a graduate of MIT, furthered his studies at the Ecole des Beaux Arts in Paris. He returned to Boston, working first for the firm of Shepley, Rutan and Coolidge, and later with Frank B. Meade. As a firm, Frost and Granger were best known for the more than 200 original stations they designed for the C&NW and other Midwestern railroads. While clearly a talented duo, Frost and Granger likely owe their selection as the company architects of the C&NW (as well as the formation of their partnership) to the fact that each of them married a daughter of Marvin Hughitt, the long-time president of the C&NW. Most frequently, Frost and Granger designed in the Queen Anne and Romanesque Revival styles, although they did execute several commissions in the Neo-Classical Revival and Tudor Revival modes. Their partnership dissolved in 1910, the same year in which Marvin Hughitt retired from the presidency of the C&NW.²³

While passenger service at the depot was discontinued in 1971, the depot retains sufficient integrity to represent significance in the areas of Transportation and Architecture. The depot is related to the history of rail transportation in the city of West Bend and is the building most closely associated with the railroad in the city. The depot also is an example of Chicago & North Western's "Number One" combination station. This plan included separate waiting rooms for men and women. The combination station was probably designed by the firm of Frost and Granger, who specialized in station design.

²³ Henry F. Withey and Elsie R. Withey, *Biographical Dictionary of American Architects (Deceased)*, (Los Angeles: Hennessey and Ingalls, Inc., 1970), pp. 244 and 267.

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West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin

VERBAL BOUNDARY DESCRIPTION

The West Bend Chicago & North Western Depot is located in the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 13, Township 11 North, Range 19 East, in the city of West Bend, Washington County, Wisconsin. The parcel is more particularly described in Washington County Real Estate Document 1157681, quit claim deed from the Wisconsin Department of Natural Resources to the city of West Bend, 6 March 2007, which created a parcel that encompasses only the depot and no extraneous acreage, as follows: a rectangular lot with the long axis parallel to the ridge of the depot's roof, extending approximately 10 feet from the depot on all sides, and measuring 111.00 feet along the east- and west-facing facades of the depot, and 43.00 feet along the north- and south-facing facades of the depot. The parcel encompasses less than one acre.

VERBAL BOUNDARY JUSTIFICATION

The boundaries of the West Bend Chicago & North Western Depot coincide with the legal boundaries of the parcel on which it sits, and enclose all the resources historically associated with the property.

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West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin

Photo 1 of 7

**West Bend Chicago & North Western Depot
West Bend, Washington County, Wisconsin**

Photos by Mark Ethun, Isthmus Architecture, May 2007; and Elizabeth L. Miller, July 2007.

Negative on file at the Wisconsin Historical Society

View of the west- (front) and south-facing facades, looking northeast.

The information for the following photos is the same as above, except as noted:

Photo 2 of 7

Close up of the ticket office bay, west-facing façade, looking east.

Photo 3 of 7

View of the north- and west-facing facades, looking southeast.

Photo 4 of 7

View of the east- (rear) and north-facing facades, looking southwest.

Photo 5 of 7

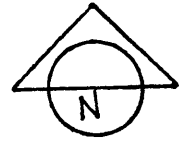
View of the south- and east-facing facades, looking northwest.

Photo 6 of 7

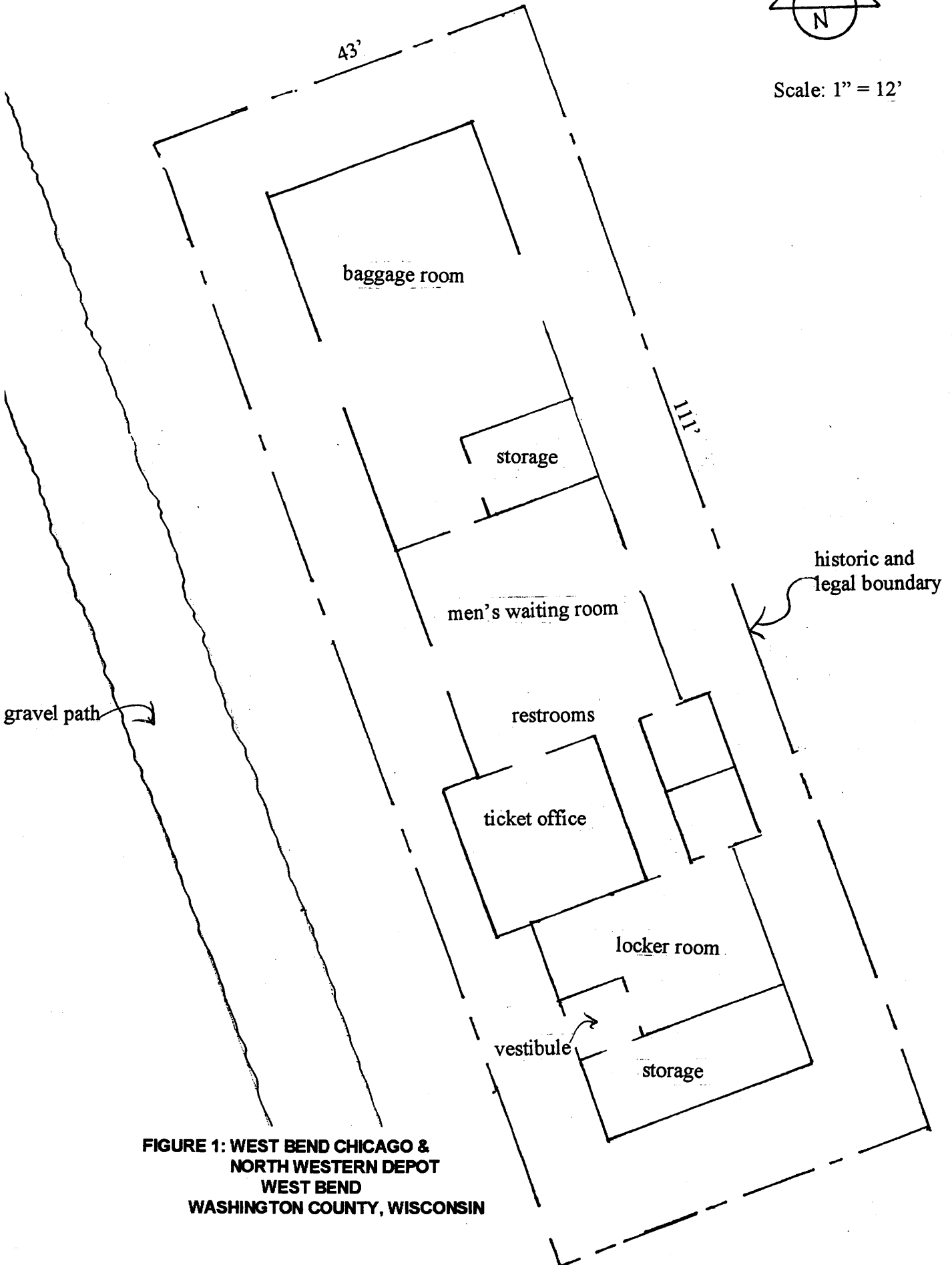
View of the ticket office, looking east, showing a bank of ticket offices and a built-in counter.

Photo 7 of 7

View of part of the former women's waiting room (which served as a locker room c. 1971 – c. 2000).

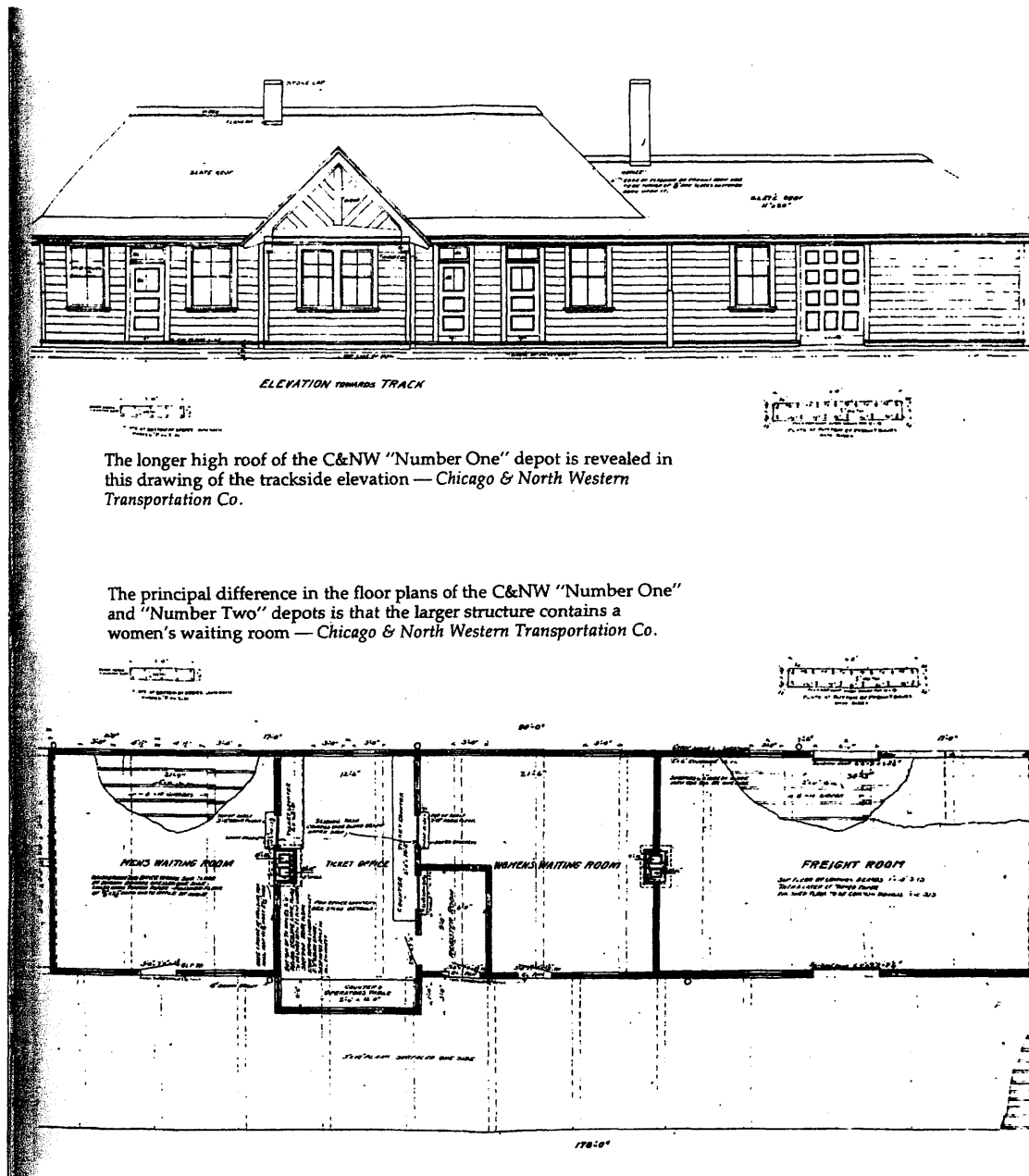


Scale: 1" = 12'



**FIGURE 1: WEST BEND CHICAGO & NORTH WESTERN DEPOT
WEST BEND
WASHINGTON COUNTY, WISCONSIN**

Chicago & North Western Railway Combination Depot "Number One"



Source: Published in H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America*, (Boulder, Colorado: Pruett Publishing Company, 1978), p. 97.

**FIGURE 2: WEST BEND CHICAGO & NORTH WESTERN DEPOT
WEST BEND
WASHINGTON COUNTY, WISCONSIN**