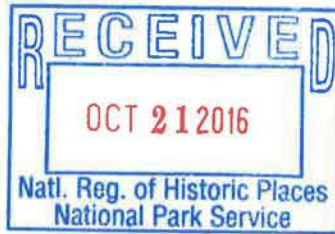


831



**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 Belleville Illinois Central Railroad Depot
other names/site number _____

2. Location

street & number	109 South Park Street	N/A	not for publication
city or town	Belleville	N/A	vicinity
state	Wisconsin	code	025
code	WI	county	Dane
code	025	zip code	53508

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.)

Jim A. [Signature]
Signature of certifying official/Title

10/19/10
Date

State Historic Preservation Office - 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

Belleville Illinois Central Railroad Depot

Dane County

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:)

Elson H. Beall

12.6.16

for

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 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)
Late Victorian / Italianate

Materials

(Enter categories from instructions)
foundation Limestone

walls BRICK

roof ASPHALT

other

Narrative Description

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

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 (A)
 Architecture (C)

Period of Significance

1888-1943 (Transportation)
 1888 (Architecture)

Significant Dates

1888

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

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

Belleville Illinois Central Railroad Depot
Name of Property

Dane
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:

- X State Historic Preservation Office
 - Other State Agency
 - Federal Agency
 - Local government
 - University
 - Other
- Name of repository:

10. Geographical Data

Acreage of Property less than one acre

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

1 16 293060 4748300
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
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 February 2016
organization	Destree Design Architects, Inc.	telephone	608-233-5942
street & number	222 West Washington Avenue #310	zip code	53711
city or town	Madison	state	WI

Belleville Illinois Central Depot

Dane County

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	Michael Elder, CEO	date	1 February 2016
organization	Landmark Services Cooperative	telephone	800-236-3276
street & number	1404 Landmark Drive	zip code	53527
city or town	Cottage Grove	state	WI

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.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 1

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

INTRODUCTION

The Belleville Illinois Central Railroad Depot is situated in the village of Belleville, Dane County, Wisconsin. It is a long, one story, Italianate-influenced building of brick construction (photo 1). The depot is finished with cream brick in running stretcher bond, and rests on a limestone rubble foundation. The broad-eaved, gabled roof is clad with asphalt shingles. Monumental wooden brackets, scrolled slightly at the base, and crossed knee braces embellish the eaves on three sides of the building. The Belleville Depot is a combination depot, which served both passengers and freight, and was likely built from a standard plan designed by an architect for the Illinois Central Railroad. It was erected in 1887-88.¹

DESCRIPTION

The Belleville Illinois Central Railroad Depot (hereafter, Belleville Depot) is located southeast of Belleville's central business area (Main Street). Two sets of railroad tracks ran northeast-southwest, parallel to the roofline of the depot, along the westerly façade of the building. The rails have been removed, and the former rail corridor is now a part of the Badger State Bike Trail. North of the depot is Library Park and the original Village Hall (NRHP). One- and two-story, single-family residences dating from the late-nineteenth to the mid-twentieth century are found to the south, east, and west.

The Belleville Depot is rectangular in plan. The footprint measures approximately 80 feet (northeast-southwest) by 28 feet (northwest-southeast). Door and window openings are set in segmental-arched surrounds, with brick lintels composed of alternating brick headers and soldiers, and stone lug sills. Some original windows remain, including 4/4 double-hung sash on the easterly and westerly façades, and 4-pane fixed or awning windows on the northerly façade; these are boarded, and missing some glass panes. A few, 1/1, aluminum-clad replacements appear on the easterly and westerly façades, installed ca. 1990. They are set in openings reduced in height with boards, but leaving the masonry surround, lintel, and sill in place. All the original exterior doors are intact.

The Belleville Depot faces northerly, toward Pearl Street. An entrance is located at either end on this façade (photo 1). Each is composed of a paneled door of diagonally-placed boards, surmounted by a two-pane transom (shuttered) (photo 2). The west entrance was for men and the east entrance for women. A tiny, shed-roofed addition of red brick in American bond is centered on this façade and dates to the ca. 1920s (photo 3).² It is set on a poured concrete foundation and houses two toilets. This

¹ *Sugar River Recorder*, 24 December 1887, 4; and Alan R. Lind, *From the Lakes to the Gulf: The Illinois Central Story, An Illustrated History of the 'Main Line of Mid-America,'* (Park Forest, Illinois: Alan R. Lind, 1993), 90.

² The addition does not appear in a ca. 1919 postcard of the Belleville Depot, Belleville Area Historical Society, Belleville,

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Section 7 Page 2

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

addition covered two, tall windows, which were removed to accommodate doorways into the toilet rooms. Two small, boarded, segmental-arched openings, each with a brick lintel and a stone sill, are tucked beneath the eave on the northerly face of the addition. Above, BELLEVILLE is painted in bold, black letters. Two, small, segmental-arched, 4-pane windows can be seen in the gable end. The monumental brackets beneath the eave support plain, narrow bargeboards with slender collar beam and posts.

The easterly façade illustrates the interior layout (photo 4). The former passenger waiting room, at the north end, displays two original windows, presently boarded. Immediately south, two replacement windows light what was the ticket office. A wide, segmental-arched opening with a pair of vertical board doors marks the former baggage room at the south end. Concrete steps rise to a concrete loading dock in front of the doors. The loading dock could date as early as ca. 1943, when the Borst & Willoughby Feed Company moved into the building, storing feed in the baggage room.³ A brick chimney that pierced the easterly slope of the roof, near the north end of the building, has been removed.

The westerly façade overlooks the former railroad bed (photo 5). A polygonal bay toward the north end marks the former ticket office. A replacement window is located in each façade of the bay. Two boarded openings can be seen north of the bay. These show the location of the former waiting room, and retain original windows. South of the bay, a broad, segmental-arched opening holds a vertical board door. This door lifts by means of an interior pulley system, providing access to what was the baggage room. The stone rubble foundation is raised slightly in this section, and two small window openings light the shallow basement beneath the baggage room.

The narrow, southerly façade has no openings, except for a boarded opening into the basement (photo 5, right). Much of the brick veneer dates from a repair following damage from a tornado on June 17, 1992.⁴ Horizontal boards in the gable end also date from this repair.

On the interior, the plan is composed of the passenger waiting room (north), the ticket office (north-central), and the baggage room (south; figure 3). The waiting room possesses original narrow board flooring, as well as narrow vertical board wainscoting, with plaster above and on the ceiling (photos 6 and 7). Door and window casings are enriched with a cornice cap and pedimented head blocks (photo

Wisconsin; and Lind, 90, states that passenger service ended March 23, 1931, so toilets for the passenger waiting room must predate 1931.

³ Rosemary Ziehli, *A Time Gone*, (Belleville, Wisconsin: Rosemary Ziehli, 1983), 28; and "Thrills of a Century: 1851-1951," Belleville Centennial Program, September 1-3, 1951, 10.

⁴ *A History of the Village of Belleville, Townships of Exeter and Montrose, in the counties of Green and Dane in the State of Wisconsin: A Sesquicentennial Celebration, 1851-2001*, (Belleville, Wisconsin: Belleville Area Historical Society, 2001), 19.

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Section 7 Page 3

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

8). The west exterior door is painted, MEN, while the east exterior door reads, WOMEN. The flue for a stove rises near the center of the south wall. At the west end of the south wall in the waiting room, a short flight of wooden steps lead up to a ca. 1990 door into the ticket office. The floor in the ticket office and baggage room is 20 inches higher than that of the waiting room. The ticket office was remodeled ca. 1990,⁵ and exhibits drywall, a plywood floor, and a dropped acoustical tile ceiling (photo 9). The original window surrounds are intact, including above the ceiling. A particle board partition separates the office from the baggage room (photo 10). The baggage section is an open room, with broad board flooring, exposed brick walls, and exposed wooden roof trusses (photo 11). The doors have plain wooden surrounds; no windows light the baggage room. The basement is accessed from outside and is unfinished.

As late as 2015, Landmark Services Cooperative used the depot as an office. The village of Belleville and the Belleville Community Development Authority (CDA) plan to acquire and rehabilitate the depot as a trail head for Badger State Bike Trail users and the community. With the rehabilitation and exterior restoration, the depot will be a crucial contributor to economic and community development. The CDA is currently working with economic consultants to evaluate the building and site for potential re-use as a restaurant, coffee roaster or micro-brewery. This project will provide a needed service to the community, promote tourism, increase employment, and restore a local architectural gem to its original exterior appearance (figure 4, historic photo postcard).

ALTERATIONS

The exterior of the Belleville Depot has been altered with a toilet room addition to the front, the installation of five replacement windows in reduced openings, the loss of the brick chimney, and the replacement of some of the brick veneer on the southerly façade. The openings that hold replacement windows were reduced in height with boards, preserving the original masonry openings. The village of Belleville and the Belleville Community Development Authority propose to restore the exterior of the depot to its original appearance, including reconstructing the chimney stack. Finally, the replacement brick veneer is on a secondary façade, minimizing its impact. On the interior, the ticket office has been remodeled, but the finishes installed as part of the remodeling will be removed. These changes do not impair the ability of the depot to convey its historic association with the railroad, and it is still easily identifiable as a depot.

⁵ Robin Patterson, Historian, Landmark Services Co-op, Personal Communication, 22 December 2015.

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Section 8 Page 1

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

STATEMENT OF SIGNIFICANCE

The Belleville Illinois Central Railroad Depot is locally significant under *Criterion A*, in the area of Transportation, representing the history of rail transportation in Belleville. The presence of the Illinois Central Railroad sparked Belleville's development as a regional center for shipping agricultural products, and linked the village to national markets. The depot also possesses local significance under *Criterion C*, as an excellent and intact example of a late nineteenth-century "combination" railroad depot, serving both passengers and freight. It is representative of the combination depots built by the railroads in numerous small and medium-sized communities in the United States between the 1880s and the 1930s. The period of significance in architecture coincides with the date of construction, 1888, and extends from 1888 until 1943, in transportation. The Belleville Depot retains a high degree of integrity, despite the fact that passenger service was discontinued in 1931, and its use for freight ended in 1943.

HISTORICAL CONTEXT: BRIEF HISTORY OF BELLEVILLE

Belleville was founded by John Frederick, from Belleville, Ontario, Canada, who acquired 240 acres on the Sugar River, in Montrose Township, south-central Dane County, in 1845. Frederick erected a dam and a sawmill just north of the north end of present day Vine Street in 1845-47, adding a gristmill in 1849. A tiny hamlet grew up adjacent to the mills, with a school, a blacksmith shop, a general store, a harness maker, and a hotel by 1851. The plat for the village of Belleville was recorded in Dane County in 1851, and the post office was established in 1852.⁶

Belleville developed as an agricultural support community, serving farmers in northern Green and southern Dane counties. Early Euro-American settlers in the area raised wheat; however, by 1870, production in southern Wisconsin had plummeted: the sustained, intensive wheat farming had depleted the nutrients in the soil, and for several years in a row, the cinch bug had decimated the wheat crop. Farmers in the region transitioned to dairying.⁷ By 1877, a cheese factory had opened in Belleville. That year, Belleville businesses also included two general stores, a harness maker, a wagon shop, a blacksmith, a shoemaker, a milliner, a dressmaker, and a cabinet maker. The following year, one of the state's first public libraries opened in Belleville.⁸

⁶ *Belleville: Beautiful Village, 1851-1976*. (Belleville, Wisconsin: Belleville Area Historical Society, 1976), 101.

⁷ Barbara L. Wyatt, ed., *Cultural Resource Management in Wisconsin*, (Madison: State Historical Society of Wisconsin, 1986), I:3-6 and 3-7.

⁸ *Belleville: Beautiful Village, 1851-1976*, 100; and *A History of the Village of Belleville, Townships of Exeter and Montrose, in the counties of Green and Dane in the State of Wisconsin: A Sesquicentennial Celebration, 1851-2001*, 15.

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Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

In 1887, the Chicago, Madison, and Northern Railroad (CMN) extended a line from Freeport, Illinois through Belleville to the Wisconsin state capital, Madison. The CMN was a subsidiary of the Illinois Central Railroad, built to gain access to dairy products from farms, cheese factories, condenseries, and creameries in south-central Wisconsin. In 1885, Green County was second in the state in factory cheese production, making more than 3.2 million pounds of cheese annually. Green County would remain among the top ten counties in cheese production through at least the mid-twentieth century. Dane County trailed Green County, but would rise into the top ten Wisconsin counties in the early-twentieth century.⁹

The Belleville Illinois Central Railroad Depot was completed in 1888. With the arrival of the CMN, Belleville became a shipping point for the surrounding area, sparking growth in the community.¹⁰ Houses along Main Street were moved to make room for businesses. The Sugar River Creamery opened, and 1890 saw the construction of Belleville's first high school. The community incorporated as a village in 1892. A volunteer fire brigade was organized in the 1890s. The Village Hall (extant, NRHP), housing the fire station, jail, library, and meeting room was constructed in 1894-95. Belleville counted 385 residents in 1900.¹¹

In 1901, Belleville obtained telephone service, and John Frederick's dam and feed mill were transformed into a hydroelectric facility, bringing electricity to the village. Two banks had opened by 1907, and village businesses that year included a weekly newspaper, a cheese factory, a creamery, two hotels, a lumberyard, a furniture store, a meat market, two general stores, two shoemakers, a blacksmith shop, a restaurant, and several carpenters, masons, livestock breeders, barbers, physicians, and lawyers. In 1910, Belleville's population numbered 422.¹²

A condensery was erected in Belleville in 1917, reflecting a shift in dairy production in the region from fresh milk to evaporated and condensed milk. In 1919, the Belleville Creamery closed. The Pet Milk Company would take over Belleville's condensery by 1925, becoming the leading employer in the village. In 1930, Dane County condenseries produced over 30 million pounds of condensed and evaporated milk, while Green County facilities generated over 25 million pounds, placing them among

⁹ Wyatt, I:3-7; and *A Century of Wisconsin Agriculture: 1848-1948*, (Madison: Wisconsin Department of Agriculture, Bulletin No. 290, 1948), 111 and 113

¹⁰ Jim Boyd, *Illinois Central Monday Mornin' Rails*, (Andover, NJ: Andover Junction Publications, 1994), 109-110; and Lind, 90

¹¹ "Thrills of a Century: 1851-1951," 8; *A History of the Village of Belleville, Townships of Exeter and Montrose, in the counties of Green and Dane in the State of Wisconsin: A Sesquicentennial Celebration, 1851-2001*, 16; and *Wisconsin State Gazetteer and Business Directory*, (Milwaukee: R.L. Polk & Son, 1907), 219-20.

¹² *A History of the Village of Belleville, Townships of Exeter and Montrose, in the counties of Green and Dane in the State of Wisconsin: A Sesquicentennial Celebration, 1851-2001*, 15, 17-18.

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Section 8 Page 3

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

the top ten counties in the state, a position both maintained through at least 1947. By 1950, Belleville's population had risen to 735.¹³

Belleville continued to serve as an agricultural support community through the second half of the twentieth century. The Pet Milk Company remained the leading employer in Belleville until closing in 1962, when the market for condensed and evaporated milk had decreased significantly due to the wide availability of refrigeration. Since the 1990s, Belleville has increasingly attracted families whose income earners work in Madison. In 2001, the largest employers in the village were Federal Industries (producers of food display cases for bakeries, delis, and groceries, established in Belleville by 1960), and Gempler's, Inc. (providing safety products for industries, opened in 1998).¹⁴ The population of Belleville in 2010 stood at 2,385.

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 1858.¹⁵

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 & NorthWestern Railway (C&NW, originated in 1848 as the Galena & Chicago Union, and based in Chicago). Although other railroads would be built in Wisconsin (including the Illinois Central), most would operate in conjunction with these two carriers.¹⁶

¹³ *A History of the Village of Belleville, Townships of Exeter and Montrose, in the counties of Green and Dane in the State of Wisconsin: A Sesquicentennial Celebration, 1851-2001*, 18-19; Wyatt, I:3-7; and *A Century of Wisconsin Agriculture: 1848-1948*, 111 and 113.

¹⁴ *A History of the Village of Belleville, Townships of Exeter and Montrose, in the counties of Green and Dane in the State of Wisconsin: A Sesquicentennial Celebration, 1851-2001*, 17.

¹⁵ Wyatt, III: 5-1.

¹⁶ Wyatt, III: 5-1; Robert C. Nesbit, *Wisconsin, A History*, (Madison, Wisconsin: The University of Wisconsin Press, 1973), 315; and H. Roger Grant, *The North Western: A History of the Chicago & North Western Railway System*, (DeKalb, Illinois: Northern Illinois University Press, 1996), 9.

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Continuation Sheet

Section 8 Page 4

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

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 1900.¹⁷

Railroad construction peaked in Wisconsin in 1916, and the number of miles of track decreased thereafter. A considerable amount of freight was still carried by rail into the 1980s, but passenger traffic had all but ceased by 1970. 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.¹⁸

The construction of the railroad system in Wisconsin transformed and stimulated the economies of every township and community with which it connected, including Belleville. The Chicago, Madison, and Northern Railroad (CMN, a part of the Illinois Central Railroad) extended a 59-mile line from Freeport, Illinois through Belleville to Madison in 1887, and Belleville became a shipping point for the agricultural produce in the surrounding area. At the same time, the Illinois Central built a route from Freeport to Dodgeville, Wisconsin (the company's only other foray into Wisconsin). It cost the Illinois Central more than \$1.3 million to build the Freeport – Madison branch. The Illinois Central was the first land-grant railroad in the United States, receiving thousands of acres of public land, which it sold to fund the construction of the railroad. The Illinois Central was chartered in 1851, building a line from Cairo, Illinois to Galena, and from Centralia, Illinois, to Chicago by 1856. After the Civil War, the Illinois Central extended south to New Orleans, and west to Omaha, Nebraska and Sioux Falls, South Dakota, through construction, acquisition, and consolidation with other lines. In the late-nineteenth and early-twentieth centuries, the Illinois Central added numerous smaller branches to its rail network to promote farming and bring agricultural products to market, including the Freeport – Madison and Freeport – Dodgeville routes. By 1900, the Illinois Central was one of the ten largest railroads in the United States, peaking in the 1920s, when it employed 70,000 people and maintained over 5,000 miles of track (figure 5). The Depression, followed by post-war highway construction and trucking, forced the Illinois Central to reduce its workforce and restructure. Beginning in the 1970s, the Illinois Central sold off various assets, such as passenger service, Chicago commuter lines, and a number of branch routes. The Canadian National Railway Company acquired the Illinois Central in 1998.¹⁹

¹⁷ Wyatt, III: 6-1.

¹⁸ Wyatt, III: 6-2.

¹⁹ John F. Stover, *History of the Illinois Central Railroad*, (New York: Macmillan Publishing Co., Inc., 1975), 201-202; Carlton J. Corliss, *Main Line of Mid-America: The Story of the Illinois Central*, (New York: Creative Age Press, 1950),

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Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

The Freeport – Madison route was a branch that had been built primarily to ship dairy products, and passenger traffic was light, prompting the Illinois Central to end passenger service on March 23, 1931.²⁰ The Illinois Central continued to ship freight from the Belleville Depot until January 1943, when a smaller depot (not extant) was erected on the west (opposite) side of the railroad tracks.²¹ Feed was stored in the Belleville Depot thereafter, first by Borst & Willoughby (1943 to at least 1951), then by Roosli's Seed & Feed (until ca. 1975), and then by Union Co-op (beginning ca. 1975). Union Co-op merged with the Dane County Farmers' Co-op in 2003, becoming Landmark Services Co-op. The Co-op maintained an office in the Belleville Depot until 2015; it is presently vacant. Freight was shipped on the Freeport – Madison line until 1985. The rail line was abandoned in 2000, the tracks were removed, and the rail corridor transferred to the Wisconsin Department of Natural Resources for development as the Badger State Bike Trail under the federal "Rails to Trails" program.²² The bike trail opened in 2007, and runs from Fitchburg to the Illinois state line. The village of Belleville purchased the Belleville Depot in 2016. The village and the Belleville Community Development Authority will rehabilitate the building as a trail-head for the Badger State Bike Trail.

The only building associated with railroad transportation in Belleville is the Belleville Depot. There was a long, open storage shed (not extant, figure 6, to the right of the train) on the west side of the tracks from at least 1908 until 1943, built as an auxiliary structure, as well as a small, brick freight depot (not extant) erected on the site of the shed in 1943. Further, the railroad tracks have been removed. However, the Belleville Depot retains a high degree of integrity, and clearly conveys its association with railroad transportation in its form, layout, and orientation to the rail bed. Despite the fact that the tracks are gone, the location of the rail line is evident, as the bicycle trail follows the railroad bed.

ARCHITECTURAL SIGNIFICANCE: RAILROAD 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 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 1880s

219, 292-312; and Mark R. Wilson, "Illinois Central Railroad – Corporate History," *Dictionary of Leading Chicago Businesses*, <http://www.encyclopedia.chicagohistory.org/pages/2716.html>, (retrieved 10 December 2015).

²⁰ Lind, 90.

²¹ Ziehli, 28.

²² "Thrills of a Century: 1851-1951," 10; and Patterson.

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Section 8 Page 6

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

through the 1930s.²³

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.²⁴

Most railroads, including the Illinois Central, adopted standardized plans for their combination depots, especially in small towns and rural areas, 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 the 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 often employed, because it could be modified easily to meet changing traffic demands, and embellished with inexpensive architectural features, such as brackets and vertical siding, to make identical plans appear different to the casual observer.²⁵ Brackets also served to support the broad-eaved roof, a standard feature that sheltered passengers and freight from the rain.

According to railroad depot historian H. Roger Grant, the Illinois Central erected a standard combination depot plan with very little variation on its westerly lines (of which the Freeport – Madison branch was a part). The architect has not been identified. The Newell (Iowa) Depot is an example (figure 7).²⁶ It is a frame, gabled building, with the long axis parallel to the rail bed, two bays wide on the sides. Brackets with knee braces, and a lattice-patterned bargeboard in the gable end enrich the exterior. A polygonal bay overlooking the tracks marks the ticket office. The Belleville Depot is similar, but not identical, and may represent either a variation of the standard plan, or a different plan. The Belleville Depot displays the same gabled form with the long axis parallel to the rail bed, and polygonal ticket office bay facing the tracks, and similar brackets with knee braces and gable-end embellishment. On the interior, the Belleville Depot possesses the layout characteristic of combination

²³ H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America*, (Boulder, Colorado: Pruett Publishing Company, 1978), 3 and 12.

²⁴ Grant and Bohi, 12 and 17.

²⁵ Grant and Bohi, 22-23.

²⁶ Grant, 118.

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Section 8 Page 7

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

depots, with a ticket office flanked by a waiting room (north) and a freight room (south). In contrast to the typical small-town Illinois Central depot, the Belleville Depot is constructed of brick, and it is larger, with side façades that are four bays wide. It also possesses gender-segregated entrances, which the smaller depots could not accommodate. Interestingly, all the surviving depots on the Freeport – Madison branch are of brick (Madison, Belleville, Monroe), while those on the Freeport – Dodgeville line (Martintown, Dodgeville) are frame.

The Illinois Central stopped in Monroe, Monticello, Belleville, Paoli, Fitchburg, and Madison on the Freeport – Madison line. On the Freeport – Dodgeville route, the Illinois Central stopped in Martintown (southwest Green County on the Illinois state line), Blanchardville, Hollandale, and Dodgeville. Currently, Illinois Central depots remain in Madison, Belleville, Monroe, Dodgeville, and Martintown. Those in Madison and Monroe were identical, brick freight depots. The Madison depot (AHI #79534) has not been evaluated for eligibility, but retains its original rectilinear form, hip roof, pent roof with monumental brackets on knee brackets, and many of its openings appear to be intact (figure 8). The Monroe depot (AHI #90342) was determined eligible in 1977, but has since been altered with a large addition. Dodgeville had separate passenger (AHI #49870, 1888, extant, altered) and freight depots (demolished), both of them frame. In 1984, the Dodgeville passenger depot was remodeled for office use. Martintown's frame depot likely accommodated both passengers and freight. It was severely altered in a conversion to residential use. The Belleville Illinois Central Railroad Depot has experienced few changes (figure 9). A tiny addition with two toilet rooms was constructed in the 1920s, some of the windows have been replaced in reduced openings (ca. 1990), and, on the interior, the ticket office was remodeled with drywall and a dropped acoustical tile ceiling (ca. 1990). During the proposed restoration, the full window heights will be restored and the drywall and dropped ceiling will be removed from the ticket office. Decorative window surrounds in the office and the waiting room are intact (except for those leading into the toilets), and will be restored. The Belleville Depot retains a high degree of integrity. It is the most intact of the Illinois Central Railroad depots in Wisconsin, and the only example of a brick combination depot of that line in the state.

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Section 9 Page 1

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

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Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

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Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

VERBAL BOUNDARY DESCRIPTION

The Belleville Depot is located in the village of Belleville, Dane County, Wisconsin, on a parcel composed of lines of convenience within the legal boundary on which the depot sits (north and south), and extending into the right-of-way (east and west) in lots 1, 2, 5, and 6, Block 13 of the Original Plat of Belleville. The parcel is more particularly described: beginning at the intersection of the south back of sidewalk on Pearl Street and the west back line of curb of Park Street, then S 155 feet along said back line of curb, then turning W at a 90 degree angle and running W 169 feet to the fence that runs along the easterly edge of the Badger State Bike Trail (the former Illinois Central Railroad track), then N-NE 172 feet along said fence to the back line of the south sidewalk on Pearl Street, then E 88 feet along the back line of said sidewalk to the point of beginning. The boundary encloses a polygonal parcel of less than one acre.

BOUNDARY JUSTIFICATION

The boundary of the Belleville Depot encloses all those resources historically associated with the property's use in transportation and that retain integrity. It follows visual landmarks along Pearl and Park streets, as well as the fence along the Badger State Bike Trail, and is drawn to exclude the 1978 fertilizer storage building just south of the depot.

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Section photos Page 1

Name of Property: Belleville Illinois Central Railroad Depot
Village: Belleville
County: Dane County
State: Wisconsin
Name of Photographer: Elizabeth L. Miller
Date of Photos: May and December 2015
Location of Original Data Files: Wisconsin Historical Society

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0001
Northerly (front) and west façades, camera facing south

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0002
West entrance, camera facing southwest

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0003
Northerly façade, camera facing southwest

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0004
Easterly and northerly façades, camera facing southwest

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0005
Westerly and southerly (rear) façades, camera facing east

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0006
Waiting room, camera facing north-northwest

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0007
Waiting room, camera facing north

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0008
Close-up of window head, camera facing west

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0009
Ticket office, camera facing west-northwest

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0010
Baggage room, looking toward ticket office, camera facing northeast

WI_DaneCounty_BellevilleIllinoisCentralRailroadDepot_0011
Baggage room, camera facing west-southwest

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Section figures Page 1

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

Figure 1. Belleville Illinois Central Railroad Depot, Belleville, Wisconsin, USGS Map with UTM Reference

Figure 2. Belleville Illinois Central Railroad Depot, Site Plan with Photo Key

Figure 3. Belleville Illinois Central Railroad Depot, Floor Plan with Photo Key

Figure 4. Belleville Illinois Central Railroad Depot, 1909 Photo Postcard

Figure 5. Belleville Illinois Central Railroad Depot, 1912, By Sherwin Gillett

Figure 6. Map of Illinois Central Railroad Routes

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Continuation Sheet**

Section figures Page 2

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

Figure 1: USGS Map



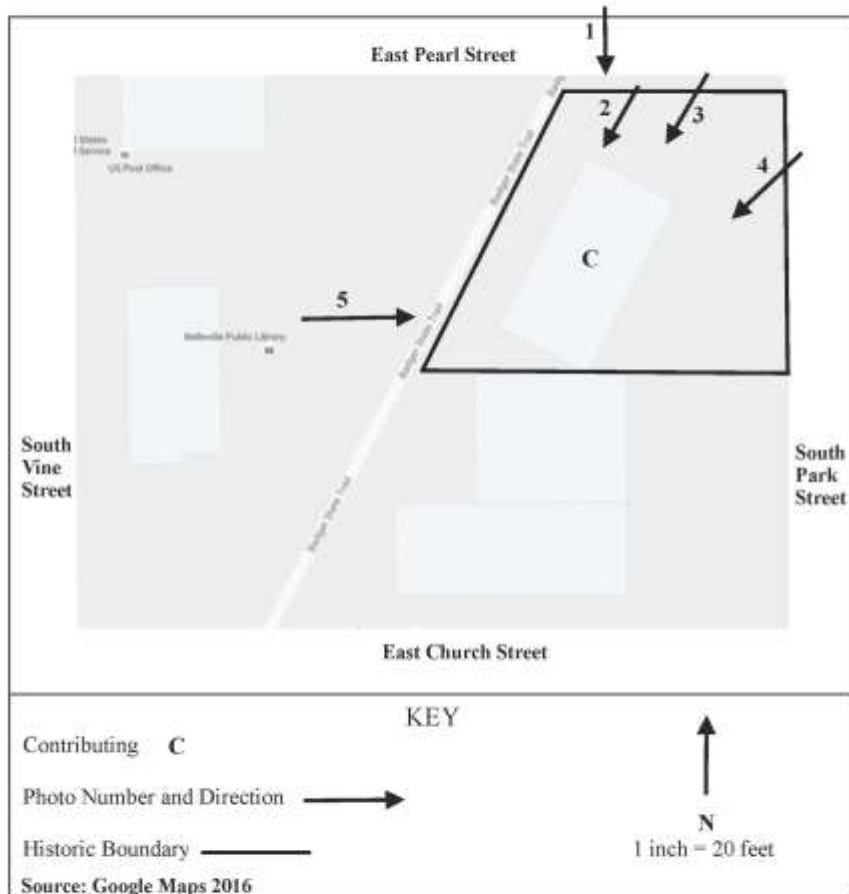
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Continuation Sheet

Section figures Page 3

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

Figure 2. Belleville Illinois Central Railroad
Belleville, Dane County, Wisconsin
Site Plan with Photo Key

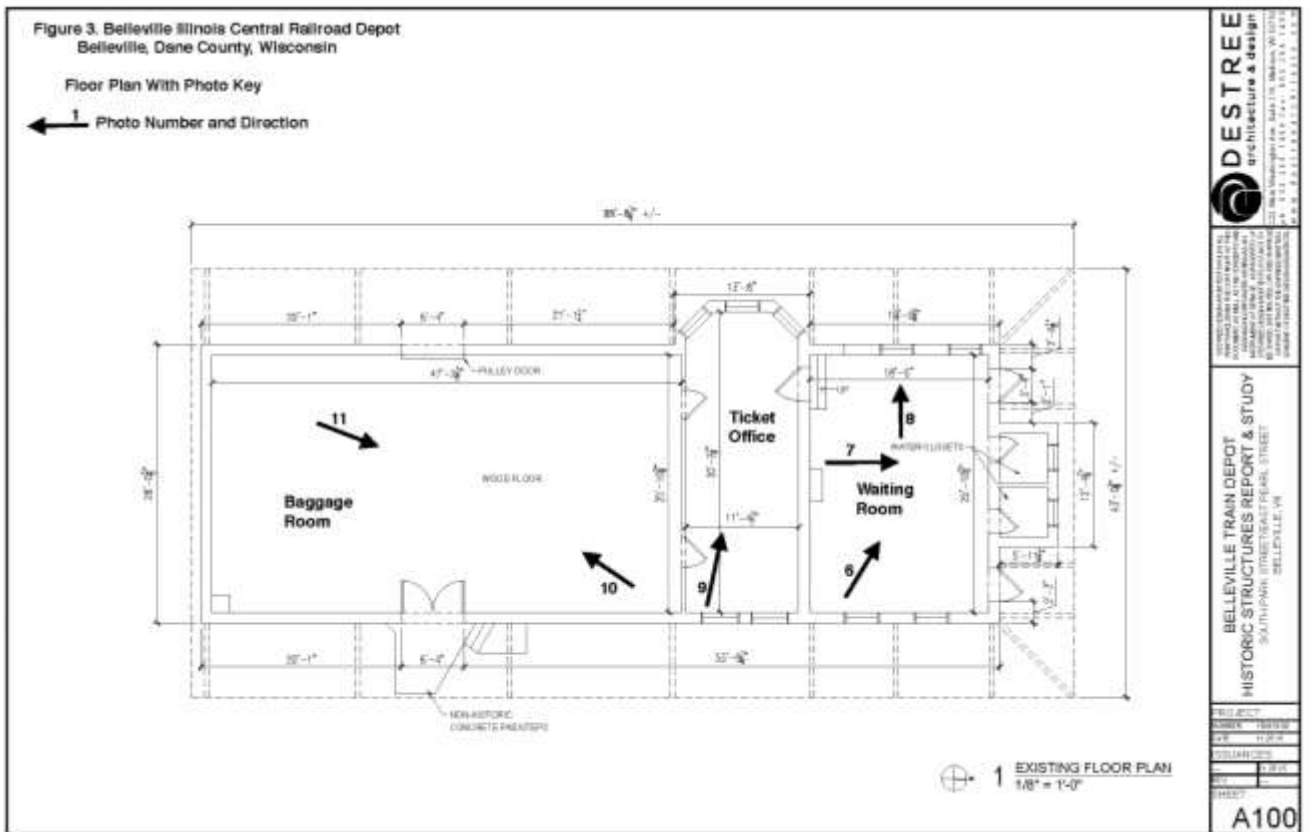


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National Park Service**

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Section figures Page 4

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin



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Section figures Page 5

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

Figure 4. Belleville Illinois Central Railroad Depot, 1909 Photo Postcard
Belleville Area Historical Society Collection, Belleville, Wisconsin



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Section figures Page 6

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

Figure 5. Belleville Illinois Central Railroad Photo, 1912, By Sherwin Gillette
Wisconsin Historical Society, Madison, Wisconsin Image ID. 82843



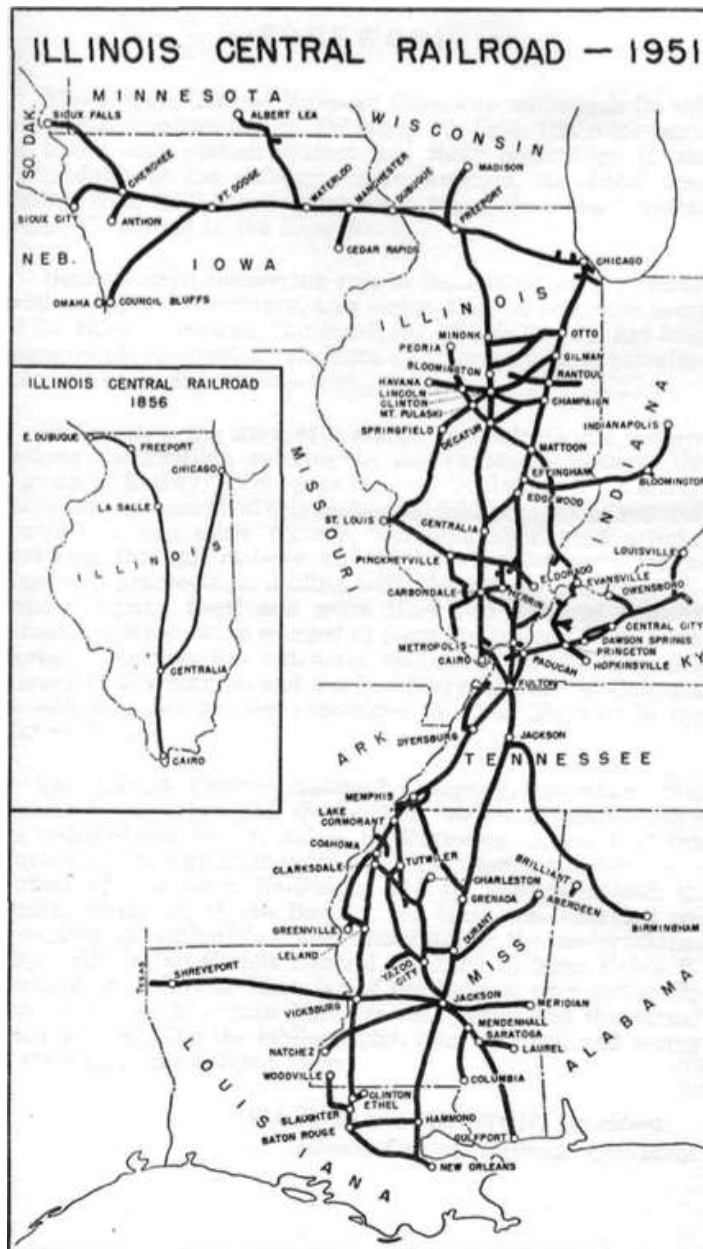
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Continuation Sheet**

Section figures Page 7

Belleville Illinois Central Railroad Depot
Belleville, Dane County, Wisconsin

Figure 6. Illinois Central Railroad – 1951. Helen R. Richardson, compiler, *Illinois Central Railroad Company: A Centennial Biography, 1851 – 1951* (Washington, D.C.: Association of American Railroads, 1950), iii.



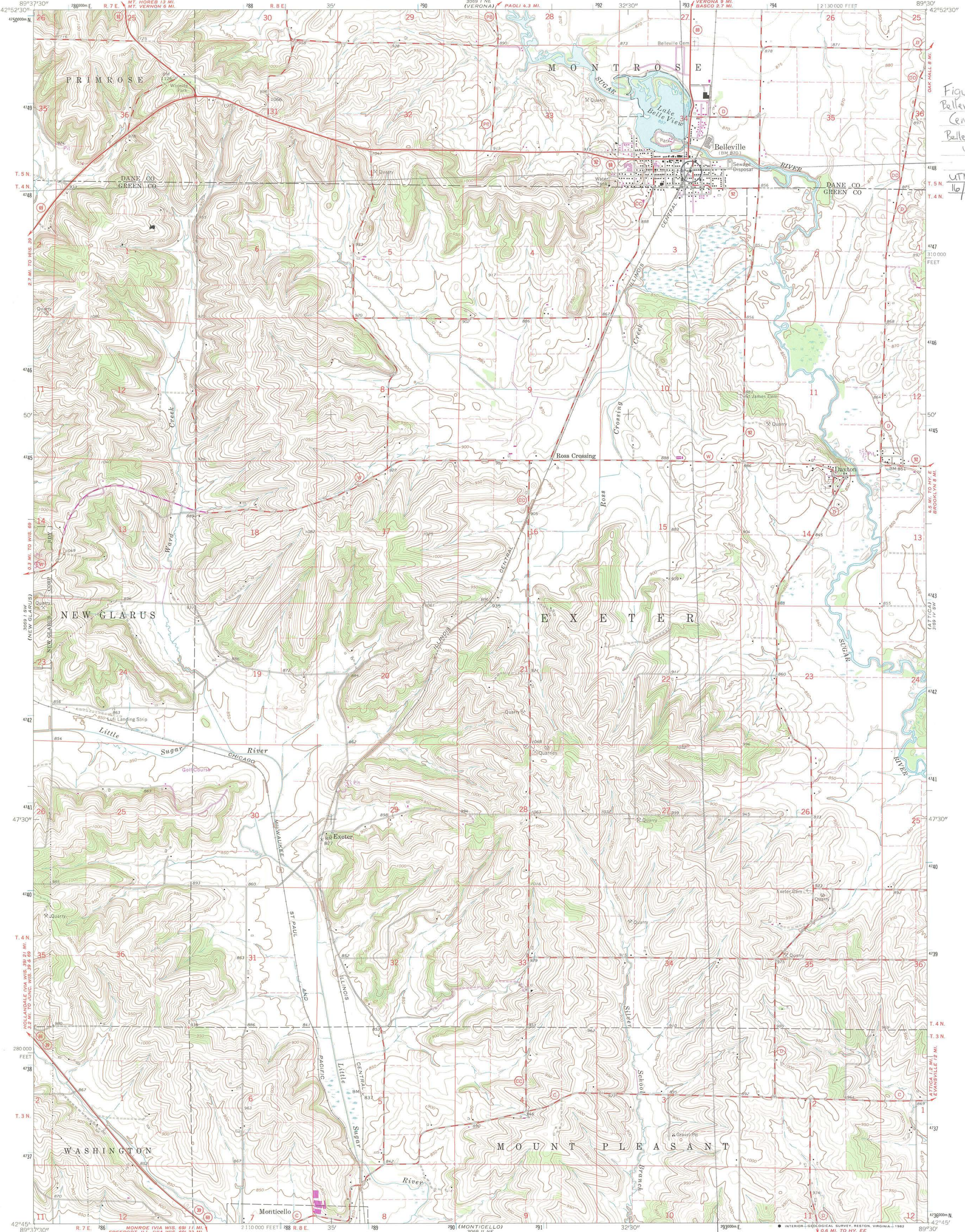


Figure 1
Belleville Illinois
Central Railroad Depot
Belleville, Dane Co,
WI

UTM Reference:
16293060/4748300

Mapped, edited, and published by the Geological Survey
in cooperation with State of Wisconsin agencies

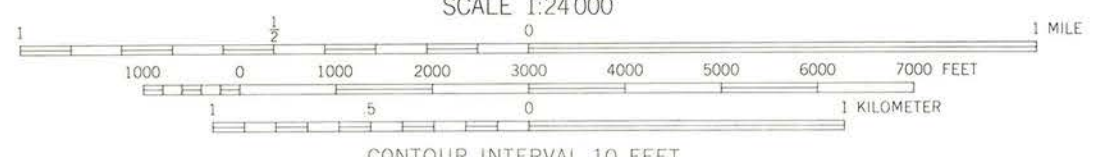
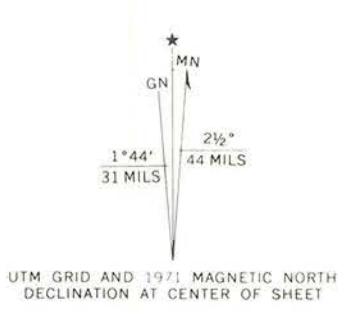
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1961. Field checked 1962

Polygonic projection. 1927 North American datum
10,000-foot grid based on Wisconsin coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 16, shown in blue

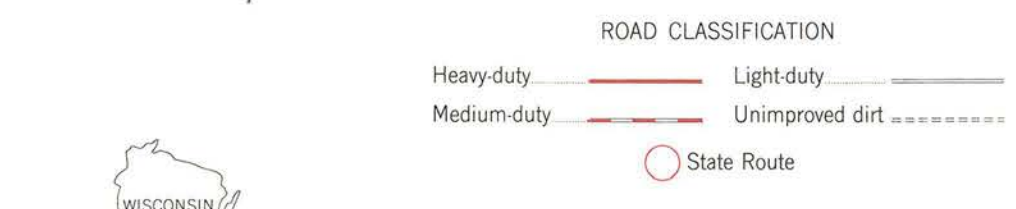
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked

Revisions shown in purple compiled from aerial photographs
taken 1971. This information not field checked

Map photoinspected 1981
No major culture or drainage changes observed



CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929



TO PLACE ON THE PREDICTED NORTH AMERICAN DATUM 1983
move the projection lines 4 meters north and
10 meters east as shown by dashed corner ticks

QUADRANGLE LOCATION
WISCONSIN

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

BELLEVILLE, WIS.
SE/4 NEW GLARUS 15' QUADRANGLE
N4245-W8930/7.5
1962
PHOTOREVISED 1971
AMS 3069 1 SE-SERIES V861
PHOTOINSPECTED 1981



BELLEVILLE





BELLEVILLE



BELLEVILLE











UNION
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LC 88729
QUALITY SERVICE





NO Smoking

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: Date of Pending List: Date of 16th Day: 12/6/2016 Date of 45th Day: 12/6/2016 Date of Weekly List: 12/15/2016

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 12/6/2016 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



JON ERPENBACH

STATE SENATOR

JUL 25 2016

July 21, 2016

Wisconsin Historic Preservation Review Board
c/o Peggy Veregin
Wisconsin Historical Society
816 State Street
Madison, WI 53706

Dear Ms. Veregin:

I am pleased to have the opportunity to support the nomination of the Belleville Illinois Central Railroad Depot to the Wisconsin State Register of Historic Places and the National Register of Historic Places. The history surrounding the Belleville Illinois Central Railroad Depot make it a worthy candidate.

Preserving historical sites such as this is essential to ensuring our heritage will endure for our children and grandchildren to appreciate and learn from. When communities preserve historic and cultural places they cultivate a unique identity. Adopting the Belleville Illinois Central Railroad Depot will further develop the unique identity of this community and promote historical tourism in Wisconsin.

In addition to the clear cultural heritage benefits, the Historical Society and their adopted historic places help many Wisconsin residents. The society assists Wisconsin homeowners and businesses to qualify for both state and federal tax benefits, and has ensured millions of dollars in economic reinvestment in historic properties in the past years.

I support the nomination and adoption of the Belleville Illinois Central Railroad Depot into both the Wisconsin and National State Register of Historic. Being a part of these registers will help protect the history that currently exists, and help others realize its value as a place that represents some of the best of Wisconsin history.

Thank you for your consideration in this important matter.

Sincerely,

JON ERPENBACH
State Senator
27th District
JE.alt



WISCONSIN
HISTORICAL
SOCIETY



TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Nineteenth day of October 2016, for the nomination of the Belleville Illinois Central Railroad Depot to the National Register of Historic Places:

- 1 Original National Register of Historic Places Nomination Form
- 1 CD with NRHP Nomination form PDF
- Multiple Property Nomination form
- 11 Photograph(s)
- 1 CD with image files
- 1 Map(s)
- 6 Sketch map(s)/figures(s)/exhibit(s)
- 1 Piece(s) of correspondence
- Other:

COMMENTS:

- Please ensure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do or do not constitute a majority of property owners
- Other: