

NPS Form 10-900
(Rev. 8/86)
Wisconsin Word Processor Format (1331D)
(Approved 3/87)

OMB No. 1024-0018

United State Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register form (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries. Use letter quality printer in 12 pitch, using an 85 space line and a 10 space left margin. Use only archival paper (20 pound, acid free paper with a 2% alkaline reserve).

1. Name of Property

historic name Antigo Depot

other names/site number Chicago and Northwestern Railroad Depot

2. Location

street & number 522 Morse Street N/A not for publication

city, town Antigo N/A vicinity

state Wisconsin code WI county Langlade code 067 zip code 54409

3. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	contributing	noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>0</u>	<u>0</u> objects
		<u>1</u>	<u>0</u> Total
Name of related multiple property listing:		No. of contributing resources previously listed in the National Register	
<u>N/A</u>		<u>0</u>	

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register criteria. ___ See continuation sheet.

[Signature] _____ Date 1/20/91
Signature of certifying official
State Historic Preservation Officer-WI
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. ___ See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

Entered in the
National Register

entered in the National Register. [Signature] 2/10/92
___ See continuation sheet

___ determined eligible for the National Register. ___ See continuation sheet

___ determined not eligible for the National Register.

___ removed from the National Register.

___ other, (explain): _____

Signature of the Keeper Date

6. Functions or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
TRANSPORTATION/rail-related	VACANT/NOT IN USE
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification

(enter categories from instructions)

Materials

(enter categories from instructions)

Classical Revival

foundation concrete

walls brick

roof asphalt

other limestone

wood

Describe present and historic physical appearance.

The Antigo Depot is a large brick building in the 500 block of Morse Street in Antigo, a small community in northern Wisconsin. The depot sits at the western edge of Antigo's downtown commercial district. It is surrounded on three sides by a large gravel driveway and parking lot. On the trackside of the depot there is a large lawn that was occupied until recently with railroad tracks of the Chicago Northwestern Railroad line. When the railroad vacated the tracks, this space became vacant and was converted to a lawn. There are no trees near the depot, and there are only a few small bushes around the building. A concrete platform spans the entire length of the depot on the trackside and it extends beyond the ends of the building on each side.

Built in 1907 for the Chicago and Northwestern Railroad, the two-story depot is constructed of locally-produced red bricks and is trimmed with stone, metal, and wood. Its simple and unusual Classical Revival design was the work of architect Charles Sumner Frost, when he was a partner with Alfred Granger (Frost and Granger). The depot originally consisted of two separate buildings, a passenger station and a baggage room/express office, connected by a second floor covered walkway. In 1945 the two buildings were permanently attached by the construction of a one-story locker room annex.

The passenger station has a gable roof with slightly projecting parapets at the gable ends. A parapet with a curvilinear gable rises above a projecting central entry pavilion. These parapets are topped with stone coping. A small narrow opening sits in the center of the entry pavilion parapet. A pressed metal gutter that is also the building's cornice spans both sides of the passenger station. It is supported by large wooden brackets.

Like the rest of the depot, the openings of the passenger station are boarded up and the glazing is not extant. Original drawings of the depot indicate that these windows were single-light double-hung sashes, placed primarily in pairs along the walls. On the trackside elevation, a group of these windows created a bay window that served as the outside ticket window.

On the second floor of both elevations, and on the first floor of the townside elevation, the windows are undecorated. But, on the trackside elevation, the windows are decorated by brick cornice lintels. All of the windows have stone sills. Separating the windows are pilaster strips.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: nationally statewide x locally

Applicable National Register Criteria x A B x C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance

(enter categories from instructions)

Period of Significance

Significant Dates

Architecture

1907 (1)

Transportation

1907-1941

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Frost, Charles Sumner and Granger,
Alfred H. (2)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Antigo Depot is being nominated to the National Register of Historic Places under criteria A and C. It is being nominated under criterion A, because it is the most significant resource in the community that is related to the railroad era that dominated transportation history in Wisconsin during the last half of the nineteenth century and the first half of the twentieth century. Railroads were important components in the transportation of lumber out of northern Wisconsin. The fact that this depot was also division headquarters for one of the most significant of all Wisconsin's railroad links, speaks to its importance in this area of the state.

The depot is also being nominated under criterion C, because it is a fine and unusual example of the Classical Revival style of architecture. This large and unusual building is not just a good example of a type of construction, the railroad depot of the early twentieth century. It is also significant because it was also designed to house railroad offices, making it distinctive among other railroad depots in the state.

The depot is also significant under criterion C, because it was the work of a noted railroad depot architect, Charles Sumner Frost, in this case, when he was practicing with Alfred Granger, under the name, Frost and Granger. In this design Frost illustrates his skill in providing a community and the railroad a highly functional building, while at the same time, making this building unique and attractive on the outside, and distinguished and comfortable on the inside.

 x See continuation sheet

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 1 Antigo Depot,
Antigo, Langlade County, WI

On the trackside elevation, a shed-roofed overhang between the first and second stories spans the entire wall. This overhang is supported by large wooden knee-brace brackets. A similar overhang covers the main entrance on the townside elevation. The main entrance consists of two glazed wood paneled doors. The glazing has been boarded up. Two sets of similar doors flank the enclosed bay on the trackside elevation. Their glazing has also been boarded up as had their decorative sidelights and transoms.

A one and one-half story staircase ell is attached to the south wall of the passenger station. It features a similarly-decorated roofline as the main station, and its small windows are boarded up. The annex that attaches the passenger station to the baggage room/express office is a one-story gable-roofed structure constructed of the same brick as the original buildings. The openings have been boarded up and are trimmed with brick cornice lintels and, in the case of window openings, with stone sills.

The baggage room/express office is also a two-story red brick building with a gable parapet at each end wall that is topped with stone coping. A pressed metal gutter/cornice spans both townside and trackside walls. Openings are boarded up, but original plans for the building indicate that they were glazed with single-light double-hung sashes. On the second floor these windows are undecorated. On the first floor they are decorated with brick cornice lintels. All of the windows have stone sills. At the south end of the building three of the windows have the iron bars originally designed for them by the architect. These iron bars protected the windows of the express office, which probably held large payrolls, since this was a division office for the Chicago and Northwestern Railroad.

There are three entrances on the townside of the baggage room/express office, four entrances on the trackside, and one entrance on the rear wall of the depot. At the south end of this part of the depot, the entrances consist of two wood paneled doors with small single lights. Other entrances consist of single wood paneled doors decorated with transoms. As in other areas of the depot, all glazing has been boarded up. But, most of the original doors and their hardware are extant.

Like the exterior, the interior of the Antigo Depot is divided into two parts, connected by the annex. The main entry on the townside of the passenger station leads into a vestibule. Beyond the vestibule, through a set of wood and glass doors with large sidelights and transoms, there is a hallway that runs in front of the ticket office. On either side of this hallway are the two large passenger waiting rooms, one originally designed for men and one for women. The women's waiting room

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 2 Antigo Depot,
Antigo, Langlade County, WI

is the largest space, approximately 27' by 30'. The men's waiting room is approximately 17' by 30'. To the west of the men's waiting room is an extension of the ticket office. Off of each waiting rooms are small bathrooms.

The original floorplan for this floor of the passenger station is almost all extant. In the women's waiting room some make-shift partitions were erected to divide this space into small offices. While they have divided up this large space, the partitions have not altered the original interior finishes in this room. Other original spaces and details have been retained in this part of the depot, even the original decorative brass grill in front of the main ticket window.

The interior finishes on this floor of the passenger station are similar throughout. The floors are all terrazzo, except for the ticket office, which has a maple floor. The terrazzo floors are decorated with classical motifs. The walls and ceilings are plastered, and throughout this floor, there is wainscotting made up of wide horizontal oak boards with a dark stain. Dark oak trim accents the interior window and door openings. Interior wooden doors are all made from the same design. They all have two tall and narrow panels sitting over a large square panel. Much of the original hardware is extant. At this time, the plaster in this part of the depot is deteriorated and falling off the walls and ceilings. A heavy layer of dirt covers up much of the details of the terrazzo floors. But, although worn through many years of use, doors, wainscotting, and decorative wood trim are almost all extant and serviceable.

An oak staircase with plain oak posts and a simple balustrade leads to the second floor of the passenger station. This area of the depot is divided into the offices that served the Chicago and Northwestern Railroad's division headquarters. A long hallway divides up much of the second floor space. Off of this hallway are five offices and a bathroom. At the end of the hallway is a large office (27' by 30') used for the train dispatchers. Two smaller offices (22' by 15' and 22' by 11') were originally intended for the Superintendent and the Assistant Superintendent of train operations for the division headquarters. Two smaller offices were unidentified on the original plans, possibly meant for clerks or secretaries. Another small office was marked as the timekeeper's office.

The interior finishes on this floor are simple and include wood floors, plaster walls and ceilings, and simple oak trim around doors and windows. Interior doors are identical to those of the first floor, except doors leading to the hallway are glazed. In 1949, acoustical tiles were added to the ceiling and walls in the large train dispatchers office. Like the first floor, the second floor interior has

NPS Form 10-900a
(Rev. 8-86)
Wisconsin Word Processor Format
Approved 2/87

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 3 Antigo Depot,
Antigo, Langlade County, WI

deteriorated, with falling plaster and wear and tear on the wood finishes. However, most of the original details of this area are extant.

Originally the two individual buildings that made up this depot were connected only by a second floor overhang, but in 1945, an annex was constructed linking the two buildings and making them one unit. This annex was built to house three locker rooms and a shower room for train employees. The walls and ceiling of this room are plastered and the floor is concrete.

The first floor of the baggage room/express office of the depot is divided into several irregular spaces. At the end of the building that is closest to the passenger station is the old dining room. Behind it is the old kitchen and the staircase to the second floor. Behind these spaces are two large (21' by 27' and 19' by 27') rooms, originally used for baggage and freight. At the south end of the baggage room/express office there are two small offices; one is the express office, and the other is the trainman's room.

In this area of the depot, the finishes are simpler, except for the old dining room, which has a terrazzo floor, plastered walls and ceilings, oak trim, and the same type of wainscotting as is seen in the waiting rooms in the passenger station. Some of the wood flooring in the baggage and express rooms has been replaced with concrete. The staircase leading to the second floor has simple wood posts and a simple balustrade.

The second floor of the baggage room/express office is divided into irregular spaces off of a small hallway. At the north end of this floor is a bathroom, a small storage room, and a small office. At the center of this floor is the two-room Division Engineer's office. Taking up all of the south side of this floor is the large drafting room with a vault.

Interior finishes in this part of the depot include plastered ceilings and walls, wood floors, and simple oak trim around doors and windows. Interior doors are wood paneled like those of the second floor in the passenger station, except those opening to the hallway are glazed. Like the rest of the depot, this area has seen some deterioration and wear and tear, but most of the original details of these offices are extant.

NPS Form 10-900a
(Rev. 8-86)
Wisconsin Word Processor Format
Approved 2/87

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 4 Antigo Depot,
Antigo, Langlade County, WI

At the present time, the City of Antigo and the Alexander Companies of Madison, Wisconsin are negotiating an agreement for the renovation of this historic depot. This renovation would be a certified tax credit project using the Secretary of Interior Standards for the rehabilitation of historic buildings as a guide. Such a renovation, it is hoped, would return this historic and architecturally significant building to the type of useful service it gave to the Antigo area throughout much of the twentieth century.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 1 Antigo Depot,
Antigo, Langlade County, WI

Architecture

The Antigo Depot is significant for architecture because it is a fine and unusual interpretation of the Classical Revival style of architecture. It is also unusual because it is a two-story depot, combining both passenger and express service with a small office building. The result is a distinctive building that reflects the importance of this facility in the community. The depot is also significant because it was designed by noted railroad depot architect, Charles Sumner Frost, when he was in practice with Alfred Granger in the firm known as Frost and Granger. Because of Frost's connection to the corporate leadership of the Chicago and Northwestern Railroad, he was responsible for the design of many depots in the midwest. His depot designs are at the same time functional and beautiful, illustrating his skill as a designer of this type of building.

The Classical Revival style of architecture was popular in Wisconsin between 1895 and 1935. The style was spurred on by the World's Columbian Exposition held in Chicago in 1893. At this exhibition some of the most prominent architects in America designed buildings with an abundance of formal and classical details. Almost all of these buildings were painted white, and the exhibition was soon dubbed the "White City." Because the details of the style are so formal and large, the style is primarily seen on institutional and public buildings. (3)

In this depot design, Frost and Granger created an unusual interpretation of this style. Instead of an abundance of heavy, classical details, the architects used more subtle details to express the style, such the regular fenestration, the simple, classical cornice lintels, the raised gable end parapets, the shallow pilaster strips, the central entry pavilion that is decorated with the curvilinear gable parapet, and the overall formality and symmetry of the building. The style is more noticeable in the interior spaces, where the classically-detailed terrazzo floors and the heavy oak wainscotting and moldings all suggest the formality and classicism of the style.

The Antigo depot is also significant as a fine example of a building type--the railroad depot. Much of the credit for this goes to the architects, Frost and Granger. In particular, Charles Sumner Frost, who designed many Chicago and Northwestern railroad depots, conceived and wrote about his theory for the proper design of railroad depots.

Charles Sumner Frost was born in New England in 1856. He studied architecture at the Massachusetts Institute of Technology, then worked for Peabody and Stearns of

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 2 Antigo Depot,
Antigo, Langlade County, WI

Boston. He moved to Chicago in 1881 and joined the firm of Henry Ives Cobb, where he worked until 1889. He worked alone until he formed a partnership with Alfred Granger in 1898. He remained in this partnership until 1910, when he then practiced alone. (4)

In 1885, Frost married Mary Hughitt, who was the daughter of railroad magnate Marvin Hughitt. This marriage provided Frost with many commissions to design railroad depots for the Chicago and Northwestern Railroad line. He designed depots in Wisconsin, Illinois, and Iowa. Among the most noted of his railroad depot designs (alone and with his partners) are the Chicago and Northwestern Railroad Terminal and LaSalle Street Station in Chicago, and the Chicago and Northwestern Depot in Milwaukee. He is known to have designed the smaller depots in Wisconsin at Oconomowoc, Eau Claire, Rhinelander, West Superior, Racine, South Milwaukee, Lake Geneva, Watertown, and Fond du Lac. He probably designed many other depots in Wisconsin that have not yet been attributed to him, or may not be extant, such as the Chicago and Northwestern Railroad Depot in Ripon, Wisconsin (not extant). (5)

In an article that Frost wrote for The Architectural Reviewer in 1897, he described his design theory for railroad depots. He indicated that a small station should consist of two waiting rooms (presumably one for ladies and one for gentlemen, as in the plan for this depot), a ticket office, and a baggage room separated from the passengers. He indicated that the depot design must serve not only the railroad company, but the public as well. He felt that the building should express its purpose, give a hint of the character of the community it is in, and provide a sense of shelter for the waiting public. In particular, Frost emphasized that the station had to be strong and well-built, so that the vibrations of trains does not effect the comfort of passengers waiting in the building. (6)

In this depot design, Frost's theories are displayed. The original design of this depot separated the passenger station from the baggage area by placing them in two buildings. The other non-passenger related activities of the depot, such as the express store room and office, were also efficiently separated from the passenger activities. The two waiting rooms, with their own bathrooms, were designed to make waiting more comfortable for women and children, who could be close to, but not right next to men who might be smoking or engaged in other less refined activities. The centrally located ticket office, with its large bay window serving outside customers, is also an efficient and attractive feature of the depot design. Division headquarters offices were located on the second floor of the depot, accessed via staircases that did not intrude into passenger or express and baggage areas of the building.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 4 Antigo Depot,
Antigo, Langlade County, WI

important historic railroad lines in Wisconsin. The C&NW was, perhaps, the most important railroad in eastern and northeastern Wisconsin.

The railroad dominated transportation history in Wisconsin during the last half of the nineteenth century and the first half of the twentieth century. This large depot, built at the height of the railroad era in the state, represents the railroad company's commitment to the Antigo area and the community's importance as a stop along their line. Because of its size, style, and high level of integrity, the Antigo Depot is an excellent historic resource that can be used to study railroad depot types and construction techniques at the turn of the century, not only for what it could tell us about architecture, but what it could tell us about the history of railroad depots as well. The Antigo Depot is also an important resource that could be used to gain information about the types of offices the railroad line established at their division headquarters in the twentieth century.

According to Wisconsin's Cultural Resource Management Plan, historic resources related to the history of railroad transportation in Wisconsin are potentially significant, including passenger and freight depots. These resources date from the beginnings of railroad construction in Wisconsin during the 1850s to the peak of railroad transportation at the turn of the century and its decline during the late twentieth century.

During the 1850s, railroad promoters, working with small communities eager to be on a railroad line, established numerous railroad companies in Wisconsin. Most were either failures from mismanagement or lack of funding, or became a casualty of the financial panic of 1857. But, even though the efforts to build railroads in Wisconsin in the 1850s were often too much too soon, by the 1860s, the financially stable lines forged ahead, and by 1865, three railroad lines were preeminent in the state: The Milwaukee and St. Paul Railway Company, the Milwaukee and Prairie du Chien Railway Company, and the Chicago and Northwestern Railway Company. In 1866, the Milwaukee and St. Paul acquired the Milwaukee and Prairie du Chien. In 1868, Wisconsin had 1,030 miles of railroad, but almost all of it was in the southern third of the state. (7)

Between 1860 and 1900, smaller railroad companies were swallowed up by larger and more fiscally sound operators. By the turn of the century, three railroad companies that would last well into the twentieth century dominated Wisconsin: The Chicago, Milwaukee and St. Paul Railway (the Milwaukee Road), the Chicago and Northwestern, and the Minneapolis, St. Paul, and Sault Ste. Marie (Soo Line). The big money behind these larger railroads spurred on more construction of lines in the state,

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 5 Antigo Depot,
Antigo, Langlade County, WI

and by 1873, railroad mileage doubled, then doubled again between 1875 and 1890. By 1900, there were 6,500 railroad miles in Wisconsin. (8)

The Chicago and Northwestern Railroad (C & NW) came through Antigo in their quest to serve the lucrative timber and mining lands of northeastern Wisconsin and the Upper Peninsula of Michigan. The C & NW technically began serving Wisconsin when the Rock River Valley Railroad, a company that was developing out of Janesville, Wisconsin, broke ground for their new line in Fond du Lac, Wisconsin in 1851. This line was reorganized in 1855 and absorbed by the C & NW in 1859. This acquisition was the first step the C & NW took to establish a route to Green Bay through Fond du Lac and other cities in eastern Wisconsin. The C & NW was a successful passenger carrier, but the real profits for the company were probably realized from the timber and iron ore of northern Wisconsin and the Upper Peninsula. (9)

Wisconsin's Cultural Resource Management Plan concludes that this nineteenth century expansion of railroad lines brought prosperity to many communities, along with a near death sentence to those that the railroad by-passed. By 1916, railroad construction reached a peak in Wisconsin, and although railroads remained an important transportation link until after World War II, they gradually declined after World War I. From the 1950s to the present time, railroads have been surpassed in their importance by the state's highway system and many railroad resources have decayed, been demolished, or been sold by the railroad companies. Ironically, today, some small railroad companies have revived some of the old railroad routes for freight hauling and minimal passenger traffic. (10)

The coming of railroad service to the Antigo area began in 1856, when thousands of acres of public lands were given to the state to aid in the construction of railroad lines. The first railroad line to make use of this aid was the Chicago and Northwestern Railroad which completed a line from Fond du Lac, north to the state line with Michigan's Upper Peninsula. In making this connection, the C & NW obtained 86,215 acres of valuable timber and agricultural lands in Wisconsin, including land in the Antigo area. (11)

While the Chicago and Northwestern line was the dominant line in this area, two other railroad lines also came through Antigo. In 1881, the first railroad line to come into Antigo was the Milwaukee, Lake Shore & Western Railroad. The line was originally surveyed to by-pass Antigo, but prominent citizens negotiated with the company to bring the line directly into the community. They were successful, and because this line was later acquired by the C & NW in 1893, the city became connected to the most important railroad line in eastern Wisconsin. In 1907, the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 6 Antigo Depot,
Antigo, Langlade County, WI

Wisconsin and Northern Railroad came through eastern Langlade County to serve the lumber companies in the area. It was eventually acquired by the Soo Line. (12)

In 1883, the Milwaukee, Lake Shore & Western Railroad constructed an engine house in Antigo. In 1893, the C & NW took over the facility, moved it to a new location and built a much larger roundhouse for their train operations. This roundhouse was expanded in 1905 due to the increased importance of Antigo along the line. Also included at the roundhouse were a yard office, weighmaster's office, machine shops, a depot, freight depot, and other adjunct facilities. (13)

In the fall of 1906, the C & NW announced that a new depot would be built in Antigo and that the division headquarters for this area of the railroad would be moved from Kaukauna to Antigo. The depot plans were drawn in 1906 and the depot was opened in the fall of 1907. With this new building, not only did the community receive a modern depot, the city became a center for C & NW activities in northeastern Wisconsin. In fact, at the peak of railroad activity in the area, the C & NW employed around 500 workers. The completion of the new depot and railroad office building was a cause of celebration in the community, as the new building was a showplace that represented the booming economy of the area in the early twentieth century. (14)

Antigo remained a center of C & NW railroad activities in northeastern Wisconsin for almost 50 years. But, in 1954, the company reorganized their divisions and announced that the division headquarters at Antigo would be closed. The railroad did, though, continue to supervise train crews out of the Antigo Depot offices, and the roundhouse and shops remained open and operating. (15)

According to city directories, the C & NW continued to maintain a trainmaster's office, a roadmaster's office, and an auditor at the Antigo Depot until the early 1980s. But, the decline of railroad transportation after World War II took its toll on Antigo and eventually passenger service ended in the 1970s. All operations at the depot ended around 1984, and the depot was vacated around that time. Also, the railroad tracks and right of way were abandoned during this decade and railroad tracks removed. In Antigo, much of the old railroad right-of-way has been built on with new housing. The large open space on the trackside of the depot is all that remains of a once significant industry in the community. (16)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 7 Antigo Depot,
Antigo, Langlade County, WI

The Antigo Depot is significant for history because it is an intact example of a turn of the century railroad depot, constructed at the height of the importance of rail traffic in the state. It is especially significant that it is a depot for the Chicago and Northwestern Railroad, since this railroad line was one of the three largest and most important rail lines in the state during the late nineteenth and early twentieth centuries. The fact that this depot housed divisional activities of the C & NW during its history makes the building even more significant.

The depot is the most elaborate and visible resource in Antigo that relates to the importance of railroad activities in this part of Wisconsin. Not only did the railroad carry passengers to and from the community, it played a significant role in the transportation of lumber from the area to mills near and far. This activity spurred on the lumber boom in the state, one of the most important industries in the state's history and an important component in the economy of northern Wisconsin.

The high level of integrity of this depot is also significant. While the window glazing is not extant, most of the depot's original details are intact and only in need of renovation. Because the depot has seen little remodeling, it can aid in the architectural and historical study of such depots and railroad facilities in the midwest. The Antigo Depot is an important historic resource related to railroad transportation in northeastern Wisconsin, and as such, it is an important historical landmark in Antigo.

Notes to Section 8:

- (1) "All Trains Stop at New Depot Now," Antigo Daily Journal, 30 October 1907, p. 5.
- (2) Architectural plans for the Antigo Depot, on file at the city engineers office, City of Antigo, Antigo, Wisconsin.
- (3) Barbara Wyatt, ed., Cultural Resource Management in Wisconsin, Vol II, Madison: State Historical Society of Wisconsin, 1986, Architecture, p. 2-18.
- (4) Macmillan Encyclopedia of Architects, New York: The Free Press, 1982, pp. 119-120.
- (5) Ibid., architect's files at the State Historic Preservation Office of the State Historical Society of Wisconsin, Madison, Wisconsin.
- (6) "Charles S. Frost," The Architectural Reviewer (September 1897), pp. 19-22.
- (7) Wyatt, Transportation, pp. 5-1--5-2.
- (8) Ibid., p. 6-1.

NPS Form 10-900a
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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 8 Antigo Depot,
Antigo, Langlade County, WI

Notes to Section 8 (continued):

(9) Ibid.; Maurice McKenna, ed., Fond du Lac County Wisconsin Past and Present, Vol. I, Chicago: S. J. Clarke Publishing Company, 1912, pp. 185-186.

(10) Wyatt, Transportation, p. 6-2.

(11) Robert M. Dessureau, History of Langlade County Wisconsin, Antigo: Berner Brothers Publishing Company, 1922, pp. 25-26.

(12) Ibid., p. 26.

(13) Ibid., pp. 26-27.

(14) Ibid., p. 27; "All Trains;" "Today is 'Moving Day' for Antigo Rail Offices," Antigo Daily Journal, 31 August 1954, p. 1.

(15) "Today is 'Moving Day,'" "Ashland Division, Office Here, to be Discontinued," Antigo Daily Journal, 18 August 1954, p. 1.

(16) City Directories for the City of Antigo, on file at the Antigo Public Library, Antigo, Wisconsin.

NPS Form 10-900a
(Rev. 8-86)
Wisconsin Word Processor Format
Approved 2/87

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 9 Page 1 Antigo Depot,
Antigo, Langlade County, WI

MAJOR BIBLIOGRAPHICAL REFERENCES

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number photos Page 1 Antigo Depot,
Antigo, Langlade County, WI

ANTIGO DEPOT, 522 Morse St., Antigo, Langlade County, Wisconsin. Photos by C. Cartwright, September, 1991. Negatives on file at the State Historic Preservation Office, State Historical Society of Wisconsin, Madison, Wisconsin. Views:

- 1 of 9: Site view from the north.
- 2 of 9: Site view from the northwest.
- 3 of 9: Townside view from the northeast.
- 4 of 9: Passenger station, view from the southeast.
- 5 of 9: Baggage room/express office, view from the southeast.
- 6 of 9: Site view from the southwest.
- 7 of 9: Passenger station, view from the southwest.
- 8 of 9: Interior view, foyer.
- 9 of 9: Interior view, ticket window.