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United States Department of Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station

other names/site number Omaha Station, Rice Lake Depot

2. Location

street & number	426 Tainter Avenue	N/A	not for publication
city or town	Rice Lake	N/A	vicinity
state Wisconsin	code WI	county Barron	code 005
			zip code 54868

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.)


Signature of certifying official/Title

5/7/07
Date

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

Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station | Barron 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:)

Patricia Andrews
 Signature of the Keeper

6/21/2007
 Date of Action

5. Classification

Ownership of Property (check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input type="checkbox"/> district	1	0 buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> structure	0	0 sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> site	0	0 structures
	<input type="checkbox"/> object	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
 N/A

6. Function or Use

Historic Functions
 (Enter categories from instructions)
 TRANSPORTATION: rail-related

Current Functions
 (Enter categories from instructions)
 COMMERCE/TRADE: warehouse
 COMMERCE/TRADE: business

7. Description

Architectural Classification
 (Enter categories from instructions)
 LATE 19th & EARLY 20th CENTURY AMERICAN
 MOVEMENTS/Prairie School

Materials
 (Enter categories from instructions)
 Foundation STONE
 walls BRICK
 STONE
 roof ASPHALT
 other WOOD

Narrative Description

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

Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station
Name of Property

Barron County
County and State

Wisconsin

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1909-1961

Significant Dates

1909

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Padley, Horace P.

Narrative Statement of Significance

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

Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station Barron County Wisconsin
 Name of Property County and State

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

Acreeage of Property Less than one acre

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

1 15 598533 5039694
 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	Marlys A. Svendsen	date	August 14, 2006
organization	Svendsen Tyler, Inc.	telephone	715/469-3300
street & number	N3834 Deep Lake Road	zip code	54870
city or town	Sarona	state	WI

Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station Barron 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	Tim Miller	date	August 14, 2006
organization		telephone	715/327-4293
street&number	2288 20½ Street	zip code	54868
city or town	Rice Lake	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.

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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station
Rice Lake, Barron County, Wisconsin

7. Narrative Description

Site: The Chicago, St. Paul, Minneapolis and Omaha Railroad (C, St. P, M & O RR) Passenger Station in Rice Lake, Wisconsin is located on the west side of Tainter Avenue immediately east of the former main line track of the C, St. P, M & O RR, commonly referred to as the "Omaha Line." The main line track and adjacent sidings have been removed and replaced by the route of the Wild Rivers State Trail. This 96-mile recreational trail follows the abandoned railroad right-of-way first established by the Omaha and Soo Line railroad companies in the 1880s. The trail begins in Rice Lake in Barron County and extends north through Spooner and Solon Springs in Washburn County and terminates in Superior in Douglas County, with much of its route paralleling U.S. Highway 53.

The roughly triangular-shaped parcel containing the C, St. P, M & O RR Passenger Station measures approximately 65 feet along the north, 264 feet along the east, 15 feet along the south, and 270 feet along the southwest diagonal leg. The site extends along the former northwest-southeast main line route between W. Evans Street on the north and W. Humbird Street on the south. The parcel is level along both the town (east) and track (west) sides. Sections of original brick pavers extend along the east side of the property with concrete sidewalks in place in front of the passenger entrances and baggage room doors on the west side and beneath the platform shed on south side. West of the Wild Rivers Trail the vacant siding area is rock covered. Neither W. Evans Street nor W. Humbird Street are open across the former railroad right-of-way adjacent to the C, St. P, M & O RR Passenger Station property.

State Road 48, or Knapp Street, is located three blocks north of the C, St. P, M & O RR Passenger Station and Main Street, the primary north-south route through Rice Lake, is located two blocks to the east. Tainter Avenue itself is 80 feet wide and extends for only four blocks south of Knapp Street to the C, St. P, M & O RR Passenger Station where it terminates. The railroad right-of-way runs at a slight northwest-southeast angle through Rice Lake.

The C, St. P, M & O RR Station's "town" side faces Tainter Avenue, a two-lane asphalt paved city street with curb and gutter and parallel parking lanes on both side. A cluster of commercial buildings is located on the east side of Tainter opposite the C, St. P, M & O RR Station. The one-story frame building at 411 Tainter Avenue, which continues to be occupied by the "Big O" (for "Omaha"), is a neighborhood tavern once patronized by railroaders as a result of its proximity to the C, St. P, M & O RR Station. Rice Lake's central business district is located several blocks east of the station. It extends along both sides of Main Street between W. Humbird and Messenger streets. Between the station and Main Street, the blocks contain a mixture of early 20th century single-family dwellings, late 20th century apartment buildings, a few commercial blocks, a school, several churches, and several paved parking lots.

West of the C, St. P, M & O RR Station, the blocks contain a mix of one and two-story single-family dwellings dating primarily from the 1910s through the 1950s. Most residences are of frame

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construction with a few featuring stucco or stone finishes. Several blocks to the south, a complex of agricultural storage buildings and elevators are located along the former railroad right-of-way. The blocks to the north along Tainter Avenue contain several metal pole buildings that serve warehouse and storage functions.

Contributing & Non-Contributing Resources: The Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station site contains one contributing resource. The station is the central historic resource on the site and retains strong architectural integrity thus qualifying as a contributing building.

Building Description: The Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station was described on its original plans as a "passenger station" though its layout is more typical of combination depots built for the C, St. P, M & O RR and its parent company, the Chicago and NorthWestern Railroad. The term "combination" was historically used by railroads to refer to small and medium sized stations where freight and passenger service were "combined" in the same building. The use of the term passenger station for the Rice Lake facility likely resulted from the fact that it had a larger than normal express room for receiving freight shipments.

The C, St. P, M & O RR Passenger Station has a long and narrow cross-shaped foot print with overall dimensions of 24 to 30 feet (east-west) by 129 feet (north-south). A complete set of floor plans and elevation drawings for the original 1909 station survive. The design for the station and the execution of these drawings was completed by Horace P. Padley, an architect employed by the Chicago, St. Paul, Minneapolis & Omaha Railroad's St. Paul office at the time. The builder for the station is unknown, although notes on the drawings suggest that a "Rice Lake contractor" would be responsible for certain elements. Other notes indicate that stock moldings and fixtures handled by the Omaha Railroad were to be used in the construction.

The C, St. P, M & O RR Passenger Station is built with a 20-inch thick concrete foundation that extends approximately 12 inches above grade where it is limestone faced and 4 feet 6 inches below grade. Concrete foundations beneath the interior bearing walls have a similar 20-inch thickness. Foundation walls have a depth of 6 feet 3 inches and interior bearing walls have a depth of 3 feet 6 inches separating the express and baggage rooms and the general waiting room, lobby and women's waiting room. Bay windows have 1 by 2-foot footings. Concrete and terrazzo floors throughout the building are built on fill except for the lobby area, which has a full-height basement beneath it with an 8 foot 3 inch clearance and concrete floor. The basement houses the boiler with a separate coal bin room extending towards the track. This area is now closed off and under separate ownership. This extension is outside the boundary of the nominated parcel and it is possible that this area was filled in at an earlier time.

The main building and express-baggage wing have 12-inch masonry walls composed of mottled tannish-brown brick and cream-colored mortar and ashlar faced limestone trim for the water table, window and door lintels, and window sills and belt course, which are set 2 feet 7 inches high. The

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thickness for the belt course and sills is 8 inches and for the lintels is 12 inches. Some discoloration from soot deposits is present on the stone and brick, mostly on the track side.

The building has a moderate-pitched hipped roof (35 degrees) over the main building with similar pitched roofs over the lower express-baggage wing on the north and platform shed on the south. The galvanized iron ridge caps identified as "No. 24" in the original drawings remain in place. The roof surface specified on the original drawings was *A* – most likely an abbreviation for a composition shingles such as asphalt shingles. Replacement composition shingles remain in use in 2006. The building has deep eaves extending 6 feet from the walls on the main building and 4 feet from the walls on the express-baggage wing and from the piers of the platform shed. The eaves are lined by widely spaced boxed modillions (4 to 10 feet apart) on the main building and platform shed.

Railroad stations such as the C, St. P, M & O RR Passenger Station were frequently designed with narrow, linear footprints in order to fit between multiple tracks, sidings, or streets. The principal façade of the one-story station referred to as the "track side" on the original plans faces west towards the main line track. The one-story express-baggage wing at the north contains a separate express room (23 by 24 feet) and baggage room (39 by 24 feet). The main building (67 by 30 feet) in the center contains a general waiting room (31 by 30 feet), a women's waiting room (22 by 30 feet), an 8-foot wide lobby connecting them, restrooms, and an agents office (13 by 19 feet).

A hipped roof open platform shed is located at the south approach to the building. The shed's four piers are set 19 feet on center beneath the roof and with the wide eaves measures 31 by 27 feet. The floor and piers are constructed of poured concrete. The piers have a 4 foot 6 inch footing with an 11-foot steel reinforcing rod connecting the footing to the above ground section. The 6 foot 6 inch square piers measure 18 inches at the base and taper to 12 inches at the cap. Short square half-columns connecting the piers to the beams have decorative pointed-arched spans between the columns and tall wall-mounted brackets on the main building. The spans have narrowly spaced, flat vertical dividers for infill. Both the half-columns and wall brackets have vertical gutter designs that reflect similar rectangular patternwork on the modillions. Portions of the original paint color scheme survive on the interior sections of trim ceiling

The C, St. P, M & O RR Passenger Station has an asymmetrical arrangement of window and door openings on the east and west façades. On the town side, a projecting rectangular bay housing the men's and women's restrooms is located midway along the main building with a slightly wider wall north of the bay. Separate entrances, each flanked by windows of varying widths are located to either side of the projecting bay. The north entrance leads to the general waiting room and the south entrance to the women's waiting room. On the track side of the main building, a similar asymmetrical wall arrangement has a rectangular bay window located midway along the wall. The windows in this observation bay open into the agent's office and are designed to provide a better view of approaching trains and yard activities than typical flush mounted windows. Like the town side, entrances to the general waiting room and women's waiting room are located to either side of the observation bay. On

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both façades, the projecting bays do not extend beyond the eaves because of their substantial depth.

Windows in the building contain a mix of sash style and sizes including fixed sash, double-hung, and pivoted windows. Transoms above both the track side and town side entrance doors are single-light rectangular fixed sash. Transoms above the by-pass doors in the baggage and express rooms on both sides are made up of six single-light fixed sash, each measuring 12 by 18 inches. The observation bay on the track side has four double-hung windows – two measuring 46 by 21 inches over 46 by 46 inches facing the track and single sash measuring 21 by 22 inches over 21 by 46 inches on short walls facing north and south. Elsewhere in the building, large pivot and double-hung windows appear in singles and pairs with the upper sash shorter than the lower sash in the main building. In the express-baggage wing, the window openings have 1/1 double-hung windows with steel bars attached on the exterior. The overall effect of the fenestration and deep eaves is the provision of abundant, indirect natural light.

Entrance openings in the main building are set beneath transoms and in between single or paired windows. The same design for the four wood doors features a metal kick plate affixed to the wide bottom rail, two horizontal panels with cove moldings in the lower half, and a single square light in the upper half. The doors have a painted exterior and varnished interior finish. Freight doors in the express-baggage wing are by-pass style built of tongue-and-groove vertical boards with “X” cross supports on the upper and lower halves. Steel plates measuring 1/16 inch are riveted through on each side of the doors. Despite this extra weight the 2½ inch thick doors operate smoothly on their original adjustable hanger tracks.

The C, St. P, M & O RR Passenger Station has a floor plan typical of one-story passenger and combination stations built before and after the turn of the 20th century by railroads operating in the East, Midwest and West in medium-sized towns. These communities had sufficient population to merit separate areas for both baggage and express freight as well as both a general waiting room and a separate room for the privacy of women passengers and their children. The express-baggage wing has concrete floors, plaster ceilings, and unpainted brick finish for exterior walls as well as the 12-inch thick partition wall separating the two rooms. Ceiling height is approximately 14 feet. The floors of both rooms are set slightly above the exterior grade-level concrete walks and platforms.

The main building's floor level is set approximately 21 inches above the exterior grade-level. Floors are built on fill with a 3-inch concrete base topped by large squares of terrazzo 3½-inches thick. The public rooms in the main building have 14-foot ceilings, brick relieving arches over the openings, and plaster covered cove-shaped surfaces at the wall-ceiling joints. The upper halves of the walls are finished in painted plaster and the lower portions have a 5-foot high wainscoting made up of white glazed brick tile. A picture rail molding is set approximately 24 inches below the ceiling and, along with all other interior 5-panel doors, window trim, and casings, has a dark varnished finish. A unique example of cabinetry in the main building is the ticket window located along the west wall of the lobby connecting the women's waiting room and the general waiting room. It consists of two window openings, each measuring 34 by 34 inches set adjacent to one another at the corner of a pair of slightly

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angled walls. The tile wainscoting surrounds the lower portion of the window. A 10-inch deep, bracketed wood shelf is located at the bottom of each opening on the customer side with a metal grill insert in each of the window. The grill design features closely spaced vertical rods with pointed-arch closures at the tops of alternating rods. The original finish for the grill was described in drawings as "Bower Barff finish"¹ and is still in place. Suspended incandescent light fixtures throughout the main building are a mix of suspended opaque white glass globes and suspended circular metal shades.

A partial list of alterations and equipment changes completed while the station was operated by the C, St. P, M & O Rwy and the C & NW RR between 1918 and 1956 appears below:²

- Install 5 case iron bases for lighting posts, plus conduit, for lighting the platform
- Construct partition in depot to provide separate office for Express Co., placing window and door in partition, plus concrete floor, etc.
- Install Range boiler in depot
- Construct concrete truck runway, 5' x 110', on north wing of depot platform, replacing cinder.
- Raise depot platform at W. Humbird St., account of raising main track
- Construct locker room for trainmen in baggage room of depot (8' x 10') and lavatory
- 1941 Install new steam heating boiler, replacing retired boiler New steam boiler #104 Spencer Heating Division, Lycoming Mfg. Co. replacing old boiler by Wm. Bros.
- Retire depot park fence
- Purchase Remington adding machine for agent, hand-operated.
- Installed oil conversion in heating plant: "Petro" model IP 21

¹The Bower-Barff process was a metallurgical process pioneered in the 1880s to treat iron through a super-heating process that converts rust to magnetite – a black finish that is unaffected by moisture. The method was patented by Frederick Settle Barff in 1876 and modified by George Bower in 1881. From: "Hecla Iron Works Building, June 8, 2004, Designation List 354," New York City Landmarks Preservation Commission, p. 4; available online at <http://www.nyc.gov/html/lpc/downloads/pdf/reports/hecla.pdf>; accessed August 7, 2006.

²List of alterations and equipment changes at the Chicago, St. Paul, Minneapolis & Omaha Railway Passenger Station in Rice Lake, listing maintained by the Chicago, St. Paul, Minneapolis & Omaha Railroad, 1918-1956, (Chicago and NorthWestern Railroad Archives Collection, Northern Illinois University, DeKalb and Berwyn, Illinois).

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8. Statement of Significance

Summary: The Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station in Rice Lake is significant locally under National Register Criteria A and C. Under Criterion A, it derives significance in the area of transportation from its association with the growth of Rice Lake in the post-1900 period when the city was transitioning from a major lumbering center to a farming and trading hub in Barron County in Northwest Wisconsin. Its construction signaled the continuing importance of railroading as the major mode of transportation serving the community's commercial, manufacturing, and agricultural needs as well as a growing passenger market. The C, St. P, M & O RR operated the depot from 1909 to 1957 when the line was leased by the Chicago and North Western Railroad (C & NW RR). 1961 marked the end of passenger service at the station. It was finally sold to the C & NW in 1972 and closed in 1979.

Under Criterion C, the C, St. P, M & O RR Passenger Station is eligible for the National Register as a well-preserved example of a large one-story combination depot designed by C, St. P, M & O RR architect, Horace P. Padley. The extended hipped-roof form with deep eaves, an attached platform shed, horizontal window groups and stone belt course were favored features of several Midwestern railroads, including the St. Paul, Minneapolis & Omaha Railroad, in the early 20th centuries. Its masonry construction, substantial size, the inclusion of a separate women's waiting room, and the incorporation of both an express room and baggage room are indications of the importance of this station's design within the C, St. P, M & O RR system. Additional significance is derived from Padley's ability to incorporate the design vocabulary of the Prairie School Style into the station plans.

The period of significance begins in 1909 with the completion of the station and continues until 1961 when the station discontinued its original use as a passenger station.

Historical Overview (1875-1956): The village of Rice Lake was platted in 1875 by Knapp, Stout & Co., an important lumbering company that operated in tracts of timber in the vicinity of Rice Lake. The company's workers had originally established a dam on the Red Cedar River in 1864 to create a supply of spring floodwaters for sending the company's logs downstream from the company's pineries in Barron and Dunn counties. When the dam was found to provide a suitable source of power to operate a gristmill and sawmill at the site a decade later, Knapp, Stout & Co. moved their headquarters here and platted the village. Knapp, Stout & Co. employed 1,300 men in their camps at the peak of their logging operations. The firm's holdings expanded from 115,000 acres of land in 1873 to 250,000 acres in 1877 and 530,000 acres in 1885. In addition company farms raised horses, oxen, and beef cattle as well as grain and vegetables. By the late 1870s and 1880s, other lumber companies were opening in Rice Lake including the Rice Lake Lumber Co, which was affiliated with the Weyerhaeuser lumber interests.

In the midst of Rice Lake's early years as a logging center, the Chicago, St. Paul, Minneapolis and Omaha Railway became the first railroad to extend its tracks north through Rice Lake. The rail

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connection was actually part of a three-year project by the Chippewa Falls & Northern Railroad on behalf of the C, St. P, M & O RR to construct a through-line from Chippewa Falls to Chicago Junction just south of Spooner between 1881 and 1883. Rice Lake was connected in 1882 as part of a 37-mile stretch completed from Bloomer in Chippewa County north to Haugen several miles beyond Rice Lake. When completed the line was conveyed to the C, St. P, M & O RR and dubbed the "Northern Division" of the C, St. P, M & O RR or "Omaha Road." The following year the 160-mile long route was completed to Superior, its construction achieving the objective of a through-connection from Chicago to Lake Superior for the majority owner of the C, St. P, M & O RR – the Chicago and North Western Railroad. The complex development and ownership arrangement of the C, St. P, M & O RR with the C & NW RR over time is summarized by railroad historian H. Roger Grant:³

A distinguishing feature of the Chicago & North Western Railway for decades was its control of the Chicago, St. Paul, Minneapolis & Omaha Railway. This approximately 1,700-mile railroad, popularly called the "Omaha Road" or simply the "Omaha," developed three principal lines that radiated from St. Paul: one to Omaha, Nebraska, via Sioux City, Iowa; one to Elroy, Wisconsin, which made a direct connection with the North Western to Chicago; and one to Ashland-Bayfield, Wisconsin, and Duluth, Minnesota. Although the North Western purchased a controlling interest in the Omaha's stock in 1882, it did not lease the carrier until 1957. The North Western finally acquired the Omaha in 1972. The company owned only a bare majority of the common and preferred shares until the mid-1920s when it substantially increased its holdings. Thus the relationship between the North Western and the Omaha differed markedly from [its other rail holdings].

The pine forest lands held by Knapp, Stout & Company along the Red Cedar River, Bear Lake, Long Lake, and Shell Lake were becoming exhausted as the decade of the 1880s drew to an end. According to historian Alvah Axtell, Knapp, Stout & Company began to withdraw during the following decade as a result selling their interests to the Rice Lake Lumber Co. The last log drive down the Red Cedar and Chippewa Rivers from Rice Lake left in July 1900. Although planning mills continued to operate in the city with the switching of some operations to hardwood processing, the principal years of the logging era were drawing to close. In their wake came settlers, merchants, and farmers who "followed the receding edge of the forest northward."⁴

The town of Rice Lake grew quickly during its early years with U.S. Census figures showing population reaching 2,130 by 1890. While the 100-foot wide Main Street platted by Knapp, Stout & Company seemed overly optimistic to most new settlers, by the 1890s the area north of the company

³Roger H. Grant, *The North Western: A History of the Chicago & NorthWestern Railway System*, (DeKalb, Illinois: Northern Illinois University Press), 1996, p. 71.

⁴Alvah T. Axtell, *The First 50 Years, Rice Lake, Wisconsin, 1875-1925* (Rice Lake, Wisconsin: Chronotype Publishing Co.), ca. 1980, p. iii and xii.

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dam was lined with saloons, rooming houses, blacksmith and harness shops, grocers, butchers and produce merchants, many real estate agents, merchant tailors and dressmakers, and other specialty merchants. The town grew by another 50 percent between 1890 and 1900 with 3,002 people recorded by the turn of the 20th century. Despite the decline in logging during the following decade, growth continued at a respectable pace with the 1910 U.S. Census recording an increase of one-third in the number of city residents bringing the population to 3,968.

U.S. figures for county-wide population growth for Barron County as well as figures for the number of farms and manufacturing establishments (including sawmills) before and after 1900 show an even more dramatic story.⁵

<u>Year</u>	<u>Total Population - Barron Co.</u>	<u>Number of Manufacturing Establishments</u>	<u>Total Number of Farms</u>
1890	15,416	49	1,859
1900	23,677	121	1,842
1910	29,114	N/A	3,852
1920	34,281	74	4,516

These figures tell the story of what was happening in the rural townships surrounding Rice Lake – Barron County’s most populous commercial center. County-wide population nearly doubled between 1890 and 1909 when the C, St. P, M & O RR made the decision to build a new passenger station. Though Rice Lake’s population experienced similar growth in this period, a substantial portion of the new residents were farm dwellers. The number of farms grew 110 per cent from 1,842 to 3,852 between 1900 and 1910 and continued to grow in the following decades.

Among these new residents in and around Rice Lake were many Northern European immigrants according to historian Alvah Axtell - Scandinavians and Irish who came as woodsmen and stayed to farm as well as Germans, Bohemians, Poles, and Swiss who bought land in the cutover where they established farms. Skills in dairying were brought by some immigrants in the latter group and became a mainstay for agricultural output before World War I, including manufacturing operations for such things as cheese and canning operations, all headquartered in Rice Lake.

Railroad Improvements and Operations in Rice Lake: As was noted above, rail service to Rice Lake commenced in 1882. The mainline rail service provided by the C, St. P, M & O RR was supported by a number of trackside improvements in the 1880s and 1890s. The 1893 Sanborn-Perris Company Map shows the original passenger and freight depot (nonextant) located one block south of the current passenger station. The depot was located west of the tracks that paralleled Tainter Avenue between W. Humbird and W. Marshall streets. A separate coal shed (nonextant) was located further north in the

⁵Figures for Barron County are compiled from the U.S. Census records at the online site of “Geospatial and Statistical Data Center” maintained by the University of Virginia Library. Available at <http://fisher.lib.virginia.edu/collections/stats/histcensus/php/county.php>; accessed August 14, 2006.

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approximate location of the 1909 C, St. P, M & O RR Passenger Station with a wood water tank (nonextant) just to the west along the north side of W. Humbird Street. Nearby privately operated trackside facilities shown on 1893 and 1899 maps included lumber storage piles, a beer depot, and an oil company warehouse.

Railroad station crews at Rice Lake were never large. The most significant employee was always the railroad agent, who was responsible for general operations of the station, ticket sales, dispatching trains through the station, and coordinating the delivery and pick-up of express shipments. William Henry Winter served as Rice Lake's first full-time agent working for the C, St. P, M & O RR from October 5, 1882 to January 25, 1889. For his first six months, the depot was located in a box car in the rail yard. The frame combination depot, as well as a coal shed and water tank, were built during his tenure.

A.M. Fenton replaced Agent Winter. He originally came to work at the Rice Lake station in 1882 along with Winter. Fenton saw the arrival of telephone service at the station in June 1896 and later was elected to the position of vice-president for the Barron County Telephone Company. Fenton's leadership role in civic affairs was also demonstrated by the fact that he held the position of alderman for the first ward in 1894-1896 and acting mayor in 1895-1896. He left Rice Lake in 1900 to take another job for the St. P, M, & O RR in St. Paul where he retired as chief freight agent in 1923.

C.D Stockwell became the new agent for the C, St. P, M & O RR on May 25, 1900. He continued here until May 28, 1907 when he moved to Marshfield to take a position as agent. It is likely that planning for the new railroad station was just beginning during Stockwell's waning days in Rice Lake. He was replaced by D.W. Kuhn who held the position of agent for only two years moving to Spooner on May 7, 1909 in the midst of construction work on the new station.

According to company employment and pensioner records, Shelby Scott "S.S." Brodt was the newly appointed Rice Lake agent for the C, St. P, M & O RR when the new station was completed in 1909. He began work for the company as an operator at the Bloomer, Wisconsin station and was reassigned to Rice Lake in January 1909. He remained station agent through World War I and the Depression Years with records showing him continuing through at least 1940. He moved to Clear Lake sometime before his retirement in 1946 continuing to hold the position of agent in that community.⁶

Plans for the construction of the new station that occurred at the beginning of Brodt's tenure as station agent actually began several years earlier. During 1907 and 1908 railroad officials recognized that the increasing population of Rice Lake and surrounding sections of Barron County was providing a growing passenger market. As a result, the C, St. P, M & O RR began planning a larger and more commodious passenger station. Construction of the new station can be attributed to several other

⁶Pensioner's Record Card for Shelby S. Brodt, Rice Lake Station Agent, 1946. Chicago and North Western Historical Society Collection, Northern Illinois University, DeKalb, Illinois and Letter from Craig Pfannkuche, Genealogical Archivist, Chicago & North Western Historical Society, May 31, 2006.

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factors as well. One was the general upgrading seen in the Northern Division of the C, St. P, M & O RR in the years immediately following the turn of the century. Another was the growing popularity of the *Duluth Limited* and *Twilight Limited* trains that connected Duluth and Superior on the south shore of Lake Superior with the *Badger State Express* in Eau Claire for points east and west along the heavily traveled "Bow Line" between Chicago, the Twin Cities, and Omaha (a name derived from its shape).

A third factor was construction of the new C, St. P, M & O RR line between Rice Lake and Park Falls. Built by its subsidiary, the Chippewa Falls and Northeastern Railway Company, the line originally extended from Tuscobia located north and slightly west of Rice Lake to Birchwood to the northeast in 1901. According to railroad historian Stan Mailer, the pulpwood and veneer freight of this line helped offset the declining sales from pine shipments for the railroad after Knapp, Stout & Co. ceased operation. Mailer also observed: "Newspapers were certain cattle grazing would prevail where Knapp, Stout & Company supply farms once flourished, and that nearby sparkling lakes would attract vacationers."⁷ Construction continued on the Park Falls line during the balance of the decade with legs completed to Radisson in 1902, Winter in 1904, Draper in 1906, Kennedy in 1908, Kaiser in 1908, and Park Falls in 1914. With each leg completed, more passengers made their way through Rice Lake.

In 1909, plans were prepared for the new Rice Lake station by architect Horace P. Padley, an employee in the office of the C, St. P, M & O RR's Chief Engineer in St. Paul, Minnesota. Padley was familiar with design and construction in the Northern Division having spent much of his professional career working in Ashland, Wisconsin before going to work for the railroad. Plans for the new passenger station were completed by Padley in February 1909 and construction was underway by summer. The Sanborn Map completed in October 1909 shows the finished building located a block north of the former passenger and freight depot on the site of the former coal shed. The trackage for the station was located to the west of the new building. A wood-stave water tank (nonextant) was located southwest of the platform shed between the main line track and a single siding track. There are no notes on the 1909 Sanborn map showing it to be "under construction" making it likely that it was not in an incomplete state at the time that map information was collected in October 1909.

Through the years the new passenger station served as a hub for managing the arrivals and departures of trains and other daily operations of the rail yard. From the projecting window bay of the agent's office located along the west side of the station, orders were relayed to train crews and line maintenance crews. The direct role played by the railroad in the local economy was seen in nearby rail facilities as well. Regional agricultural shipments were handled from the privately owned elevators and warehouses erected to the south along the west side of the tracks. By 1917, the Sanborn Company map of the area shows the addition of a third track west of the station. The water tank was moved to the western edge of the tracks directly opposite the agent's office. A frame scale house and a track

⁷Stan Mailer, *The Omaha Road: Chicago, St. Paul, Minneapolis & Omaha*, (Mukilteo, Washington: Hundman), 2004, p. 223.

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platform scale (both nonextant) were installed along and under the central track. The eastern track continued to stop along the combination concrete, brick and wood platform adjacent to the west side of the station. Both the 1926 and updated 1945 Sanborn Company maps show no changes in railroad yard structures or alignment of tracks.

Railroad employees accounted for a substantial sector of Rice Lake's workforce in the years before and after World War I. A *Rice Lake Chronotype* account in 1917 identified 31 individuals working for the Omaha Road and another 28 for its competitor for east-west traffic, the Soo Railroad. Together, the newspaper estimated 250 to 300 Rice Lake residents comprised railroad worker families with a combined yearly payroll of \$42,000. "Thus it can easily be seen that directly and indirectly the railroads play no small part in the prosperity of our city."⁸ Workers at the C, St. P, M & O RR Passenger Station included the station agent, four assistants and three operators. Additional workers operating out of Rice Lake included a six-person switch crew, six section men, five engine watchmen and coal shed workers, two car repairmen, one towerman, and three carpenters. In addition to passenger trains from the north and south passing through Rice Lake, two lines to Park Falls originated in Rice Lake, the No. 243 and No. 244, each with a crew of five men. The 1917 *Chronotype* account went on to identify the tonnage handled through the Omaha Station in 1916 as totaling nearly 150,000 tons or enough to fill approximately 3,700 freight cars.

Neighborhood Development: During the establishment and growth of the C, St. P, M & O RR rail facilities in Rice Lake in the late 19th and early 20th centuries, the surrounding neighborhood took shape. Sanborn maps, written histories, and surviving building stock tell the story of the development of a mixed commercial and residential neighborhood with a handful of industrial and institutional buildings. The earliest record from the 1893 shows a series of one- and two-story frame dwellings in the blocks to the east towards downtown. A two-story rooming house was located opposite the old depot with the Falk, Jung & Burchert Beer Depot and Standard Oil Co. in buildings to the south. By 1899 several 200-foot long, open lumber storage piles maintained by the Johnson Brothers and Spenser Lumber Yard were located west of the tracks opposite the coal shed – the future site of the C, St. P, M & O RR Passenger Station between W. Evans and W. Humbird streets. Two churches were located on double-wide lots in the block to the east of the future station site. The new Norwegian Evangelical Lutheran Church building (nonextant) was erected prior to 1899 at the southeast corner of Tainter Avenue and W. Evans Street and the Grace Episcopal Church (nonextant) was located along the north side of W. Humbird Street.

Ten years later in 1909, when the new C, St. P, M & O RR Passenger Station opened, two other establishments were about to open, each honoring the railroad's common name – the "Omaha Road." The two-story Omaha Hotel (nonextant) with its wide wrap-around porch was located at the northeast corner of Tainter Avenue and W. Marshall Street and the Omaha Lunch, later called the "Big O" (extant), was located directly opposite the station on the east side of Tainter Avenue. A third church,

⁸"Rice Lake and Her Railroads," *Rice Lake Chronotype*, Rice Lake, Wisconsin, March 8, 1917.

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St. Joseph Catholic Church (extant) and its affiliated parochial school (nonextant), were located a half-block east of the Omaha Hotel along the north side of W. Marshall Street.

By World War I, the area south of W. Humbird Street saw a change in commercial users. A monument works (nonextant) appeared west of the tracks and the building that had served as a beer depot in the 1890s was now an ice house and warehouse for the Rice Lake Produce Company. A decade later this group of commercial buildings had continued to expand. In 1926, the cold storage warehouse/ice house was taken over by the C.E. Blodgett Cheese Company. Two additional cheese warehouses were erected trackside to the north including one fronting on W. Humbird Street operated by the Kraft Cheese Company. Cheese warehouses continued south of the passenger station through World War II but the Omaha Hotel disappeared by the time the 1945 Sanborn Map update was produced.

While the neighborhood surrounding the C, St. P, M & O RR Passenger Station was in transition, after World War I Rice Lake's population continued to grow but at a slower pace. In 1920, population stood at 4,457, by 1930 it had grown modestly to 5,177, and by 1940 had risen to 5,719. Unlike many rail facilities, the presence of the C, St. P, M & O RR Passenger Station along Tainter Avenue appears to have contributed to a stable, mixed-use commercial and residential neighborhood through the post-war years. Both modest and substantial single-family residences facing the east-west streets in surrounding blocks remained well cared for. Congregations for three churches and a parochial school retained their nearby locations in 1945 with a public school added. The commercial use of the cold storage cheese warehouses was accepted as part of a necessary relationship between such enterprises and their rail shippers. The only business to completely fade was the Omaha Hotel, already a declining business model before the war. Temporary closure of the Rice Lake station during World War II likely sealed the hotel's fate.

Though functionally a part of the C & NW system since the mid-1920s, the C, St. P, M & O RR Passenger Station continued to be operated by the Omaha Road and be known locally as the "Omaha Station." As noted above, the C & NW had held a controlling 51-percent interest in the C, St. P, M & O RR from 1882 until 1926 when it acquired a substantially larger interest. Though operated independently, the C, St. P, M & O RR was frequently identified as part of the C & NW RR's 9,000-mile system. As with other railroads in America, the C & NW RR suffered financial setbacks during the Great Depression years and the company was reorganized following bankruptcy. The nature of rail business was changing for the C, St. P, M & O RR and the C & NW RR even before the Depression years. Introduction of automobiles and improved highways were impacting short distance travelers by the 1920s. During the same period, growth in the resort business in the northern counties was increasing the number of travelers to the area. In response the C, St. P, M & O RR introduced the *Arrowhead Limited*, an overnight train from Duluth to Chicago that connected through Rice Lake and other northern communities for the convenience of tourist travelers returning home to points south. Competition from private automobiles and over-the-road bus services further reduced passenger traffic during the Depression.

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The resurgence of freight and rail passenger operations after World War II revived activity at the Rice Lake station and the railroad for a time. In 1957 the C & NW RR took another step in its control over the Omaha Road when it leased all of its assets. Four years later in May 1961, passenger service to Rice Lake was discontinued. The last trains to operate were the southbound No. 510 from Duluth to Chicago, which left Rice Lake at 11:18 p.m. and arrived in Chicago the following morning, and the northbound No. 511 with northbound service leaving Rice Lake at 6:40 a.m. and arriving in Duluth at 8:10 a.m. After passenger service ceased, the Rice Lake station remained open for freight operations for nearly two decades. During this period, the C & NW RR officially acquired full-ownership and operation of the Omaha Road in 1972. The last station agent to be identified with the Rice Lake station was John "Jack" White who served from 1960 until the C & NW RR closed the station in the fall of 1979. The station was sold to Kurt Bents of Rice Lake in 1981 and transferred to the current owner, Timothy Miller, in late 2005.

Architectural Background and Significance: As was noted above, the design for the C, St. P, M & O RR Passenger Station was prepared by architect Horace P. Padley (1859-1944). Padley began his architectural career in Ashland, Wisconsin in the 1880s where he worked as a partner in the firm Conover, Porter & Padley. While working here and in private practice in the 1890s, Padley participated in design work for a series of Romanesque Revival Style commercial blocks and institutional buildings as well as at least one Shingle Style building complex. Padley's documented work includes those in the list below. Other works not listed below were attributed to the earlier firm of Conover and Porter during completion of the Ashland Historical and Architectural Survey in 1983. Some of these works may have been completed by Padley as well.⁹

- Northern Block, 2229 E. 5th Street in Superior (1888)
- First National Bank, 101 W. 2nd Street in Ashland (1890) – listed in NRHP, 1984
- Federal Government Building, in Ashland (1892) – superintending architect
- Northern Wisconsin Academy, now Wheeler Hall at Northland College, 1411 Ellis Avenue in Ashland (1893) – contributing resource in Northland College Historic District listed in NRHP, 1977
- Bayfield Fish Hatchery, Bayfield County (1897) – listed in NRHP, 1981

In 1898 Padley served in the Spanish-American War as the captain for Company L out of Ashland. When he returned the following year at the age of 40, Padley moved to St. Paul, Minnesota where he went to work for the Chicago, St. Paul, Minneapolis & Omaha Railroad's Engineering Division in the Office of the Chief Engineer. When first employed he held the entry-level position of "transitman" and likely worked with a number of other in-house architects and engineers completing projects for the railroad. By the time he retired in 1929, company records show him holding the post of "assistant chief engineer" within the Engineering Division.

⁹Search of inventory records completed at "Wisconsin Architecture & History Inventory." Available at <http://www.wisconsinhistory.org/ahi/summary.asp>. Accessed May 9, 2006; and "Ashland's Public Buildings," *The Ashland Daily Press – Annual Edition*, 1893, p. 75.

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During his 30-year career with the C, St. P, M & O RR, Padley worked on projects for small town depots and larger combination stations where passenger traffic required singular, more specialized designs. Other work involved the design of freight houses and a wide range of secondary support structures such as coal sheds and scale houses. When times were leaner for the railroad, design work shifted to remodeling and upgrading existing railroad structures rather than new construction. Among Padley's documented projects are a number of stations in Wisconsin in the company's "Northern Division." According to Joe Pierson with the Chicago & North Western Archives, these included railroad depots and stations in the communities of Chetek, New Richmond, Marshfield (attributed), and others that remain undocumented. Padley also designed stations in the western reaches of the Omaha Road including the Sioux Falls, South Dakota station.

Railroad station design during the pre-World War period in which the Rice Lake station was built and at the height of Padley's railroad career, favored plans that integrated rail functions in low-rise structures. Interior designs almost always included an agent's office, one or more waiting rooms, ticket window station, electric lights, indoor plumbing for public restrooms, central heating, baggage and/or express rooms. These elements were present in the "Standard Combination Freight-Passenger Station" prepared by the C, St. P, M & O RR in 1915 (see: Section Additional Information, page 5). All of these features were also present in the earlier C, St. P, M & O RR Passenger Station in Rice Lake designed by Padley. His plans specified use of standard materials wherever possible but went into detail for less common things such as pivot windows, wood ornamentation for the platform shed, and the Bower-Barff finish for the ticket window grill. Fine interior finishes such as the glazed tile walls and terrazzo floors specified by Padley for the Rice Lake station were not part of the Standard Combination Station design. The higher level of passenger traffic and perceived importance of the Rice Lake station were factors that likely contributed to these improvements.

Padley's early architectural work included Romanesque Revival designs incorporating the popular brownstone of the Northern Wisconsin quarries. Later he experimented with the Shingle Style for a recreational use institutional structure. When he moved to St. Paul, he became immersed in the "company" architecture of the C, St. P, M & O RR and its principal owner, the Chicago & North Western RR. He also had contact indirectly, and perhaps directly, with the work of architects from the Twin Cities of St. Paul and Minneapolis who were leading a movement away from the traditional Revival styles in the years between 1905 and 1920 to a new American style – the Prairie School Style. These architects included William Gray Purcell, George Grant Elmslie, and George Washington Maher, as well as the lesser known George Feick, Olin H. Round, Franklin H. Ellerbe and Service A. Wager to name a few. As a result, it is not surprising that the architectural style evidenced in Padley's design for the C, St. P, M & O RR Passenger Station incorporates aspects of the Prairie Style, which was being practiced by a number of prominent architects in Padley's new hometown prior to World War.

Fortunately for Padley, the Prairie School design attributes fit the form and function of most railroad stations, including the new one planned for Rice Lake. By definition Prairie School buildings were

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frequently long, low, and horizontal in appearance. After 1900, most living quarters incorporated into second floors of railroad stations were discontinued because of the availability of private housing. Adaptation of the Prairie School Style with its emphasis on low-profile buildings fit the form favored for stations after 1900 as a result. The use of horizontal bands of windows set above or beneath masonry belt courses in many Prairie School Style buildings was easily incorporated into station designs such as the one prepared by Padley for the new Rice Lake station. A final element was the adaptation of hipped roofs and wide eaves. Padley's design incorporated such eaves not only for the visual effect but also because they allowed him to include entrance hoods, projecting window bays, and entrance porches within the eave line. A sleek, clean design typical of Prairie School Style buildings was the result for the C, St. P, M & O RR Passenger Station in Rice Lake.

The station is significant as an intact example of the combination depot type built in the early 20th century and typically found in communities the size of Rice Lake. The most common method of providing railway service was to erect a "combination" station. The elongated form facing the railroad tracks provided easy and safe access for both freight and for passengers entering the depot and leaving to board the train. The separate waiting room for women separated from the general waiting room by the agent's office was typical of the era and indicates the social customs of the day. The hip roofed canopy extensions on the passenger end provided shelter and are typical of the depot building type.

To keep construction costs low, most railroads used standardized plans for their combination stations. In an effort to make the depots appear different from each other, railroads often employed various minor architectural details or varying materials to distinguish one depot from another.

Summary: The Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station in Rice Lake is significant locally under National Register Criteria A for its association with the growth of Rice Lake in the post-1900 period when the city was transitioning from its position of one of Wisconsin's great lumbering centers to an agricultural and commercial hub. Its construction signaled the importance of railroading as the major mode of transportation serving the community's commercial, manufacturing, and agricultural needs, as well as a growing passenger market. The railroad connected Rice Lake to major cities. It provided a means to ship agricultural products, including cheese and canned vegetables, to major distribution centers. It was also an important passenger link for both the residents of the community who wished to travel to these cities and for summer tourists who left the cities to spend their vacations in Wisconsin's northern counties.

The C, St. P, M & O RR Passenger Station is significant as a well-preserved example of a large one-story combination depot designed by the C, St. P, M & O RR's in-house architect, Horace P. Padley. The extended hipped-roof form with its deep eaves, an attached platform shed, horizontal window groups and stone belt course were favored features of railroads in the post-1900 period. They also were Prairie School Style elements in a design where form followed function.

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Criteria Consideration G

The period of significance for this building has been extended to 1961. This date marks an important transition in the history and use of the Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station in Rice Lake. The depot stopped serving passengers in 1961, marking the end of the use for which it was constructed. After this date, the station only served the railroad's freight operations.

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10. Verbal Boundary Description

Lot 1 in Block 24 (and GL 1-1) of the First Addition to City of Rice Lake, Barron County, Wisconsin; all along the abandoned Chicago and North Western Railroad R.O.W.

Boundary Justification

This parcel includes the land containing the Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station and the adjacent vacant land along Tainter Avenue between W. Evans and W. Humbird streets that was transferred by the Chicago and North Western Railroad in ca. 1981 when the station passed from ownership by the railroad to a private buyer. This parcel constitutes Lot 1 in Block 24 of the First Addition to the Original Plat and Government Lot 1-1. It excludes portions of the original railroad right-of-way now in use through lease as the Wild Rivers Trail by the State of Wisconsin's Department of National Resources.

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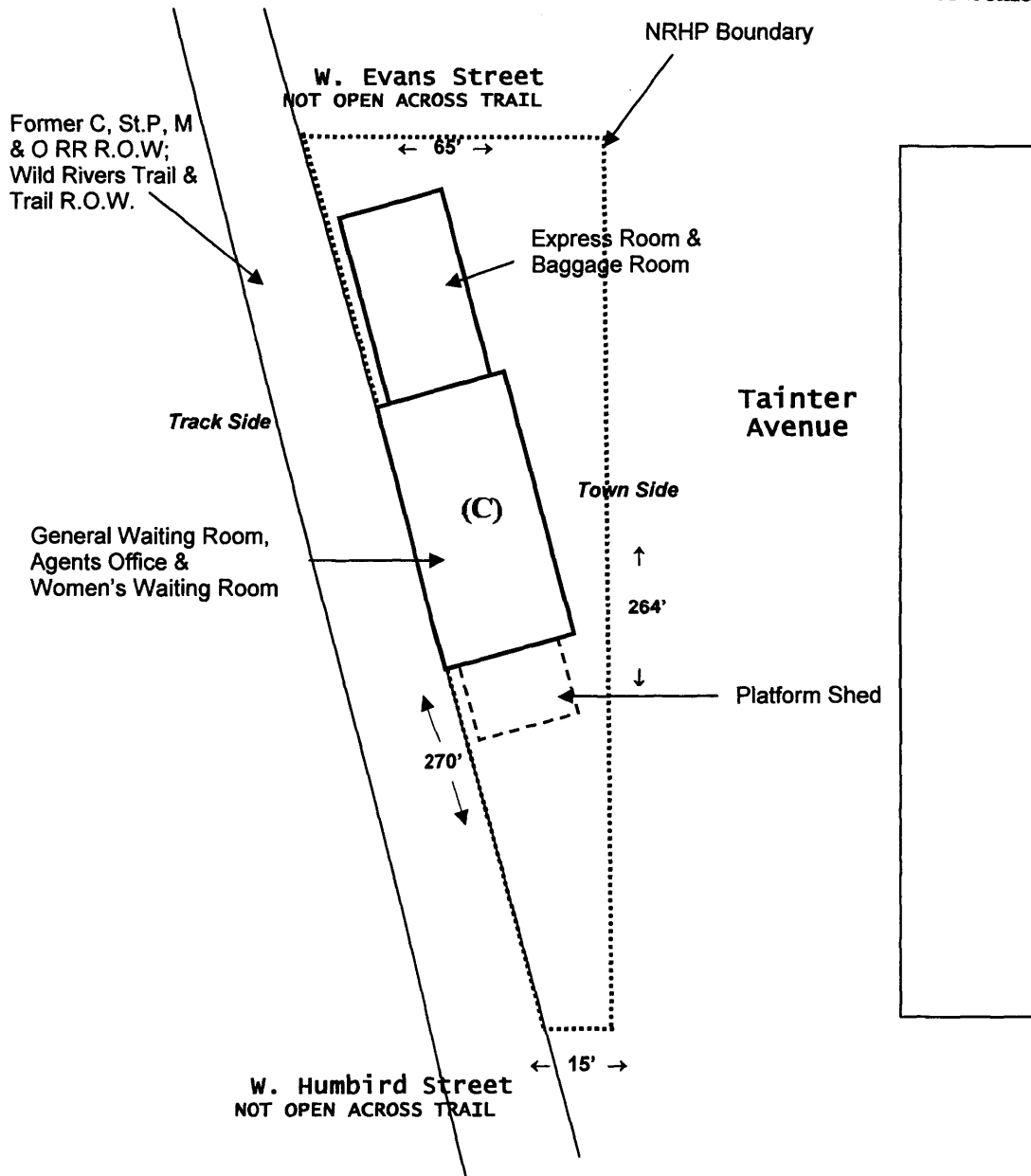
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**Chicago, St. Paul, Minneapolis and Omaha
Railroad Passenger Station – SKETCH SITE PLAN**

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Not to Scale



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Photographs: Photographs taken May 2006 by Marlys A. Svendsen, Svendsen Tyler, Inc.,
Negatives stored with the Wisconsin State Historical Society, Madison, WI.

1. Exterior, track side, looking northeast
2. Exterior, track side, looking southeast
3. Exterior, town side, looking southwest
4. Exterior, town side, looking northwest
5. Exterior, town side, freight door detail, express room, looking west
6. Exterior, town side, window detail, baggage room, looking west
7. Exterior, track side, bay window detail, agent's office, looking southeast
8. Interior, lobby, ticket window detail, looking southwest
9. Interior, women's waiting room, looking southeast
10. Interior, baggage room, looking south

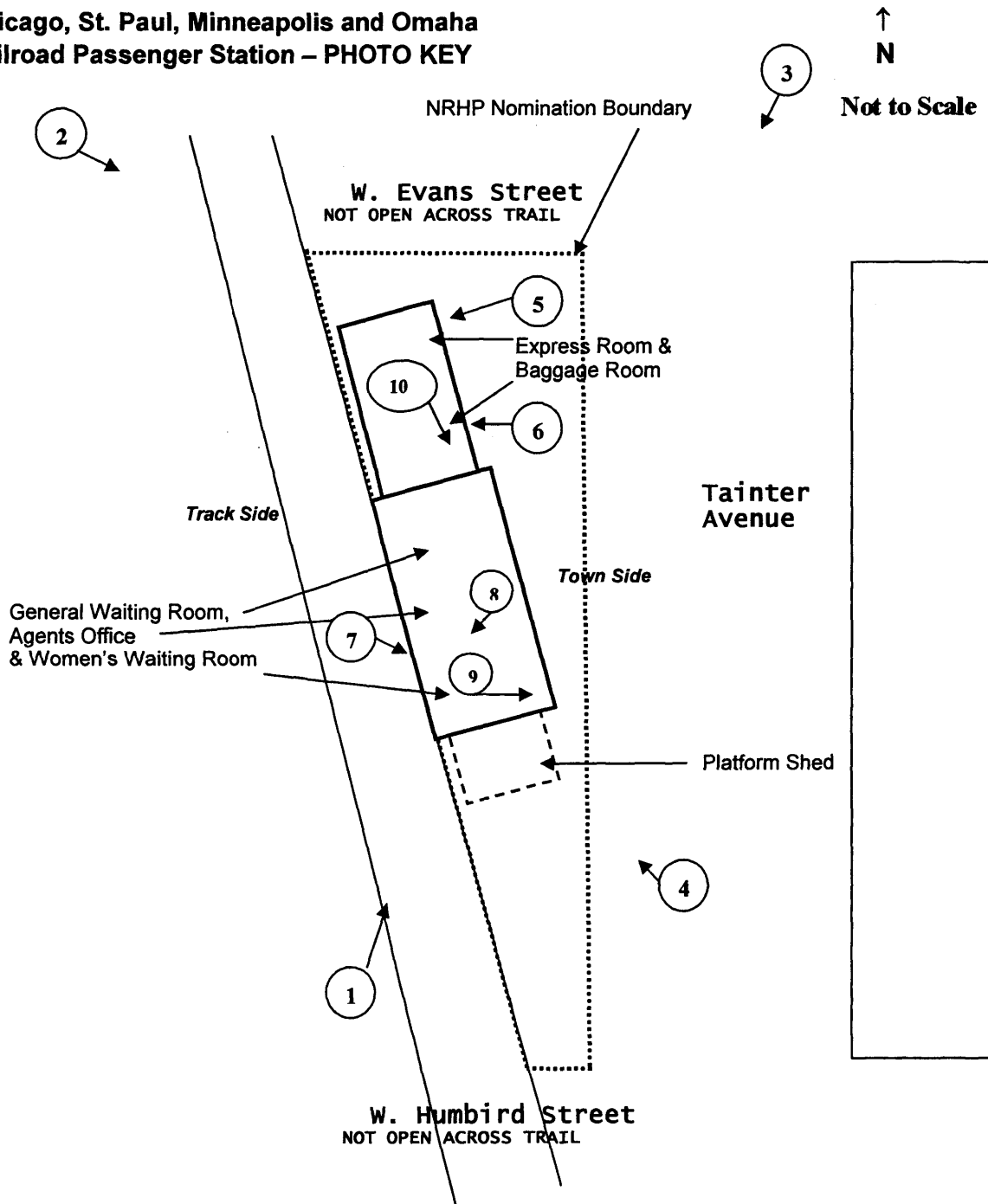
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**Chicago, St. Paul, Minneapolis and Omaha
Railroad Passenger Station – PHOTO KEY**



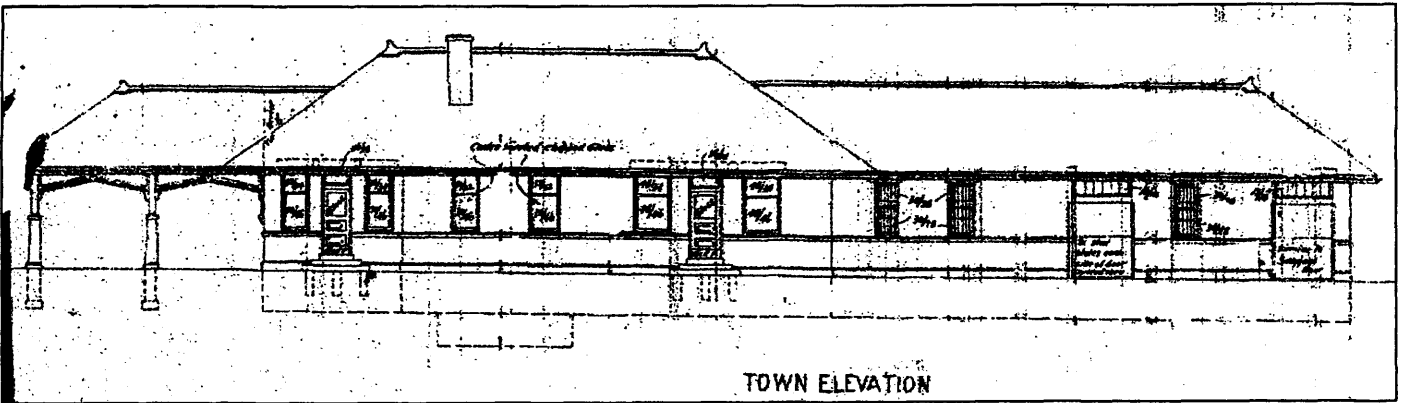
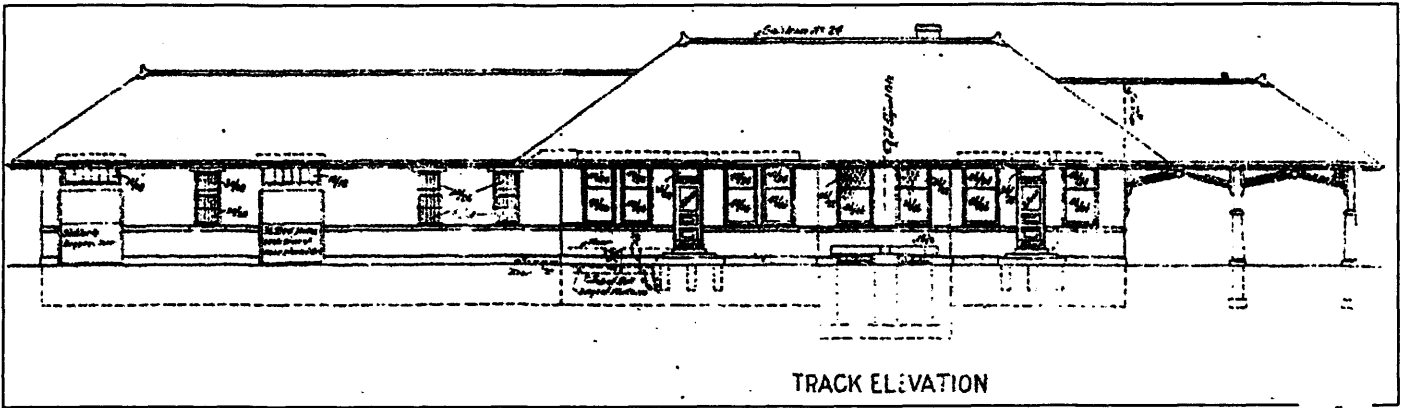
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

Elevations, Chicago, St. Paul, Minneapolis & Omaha Railway Passenger Station, H.P. Padley, Architect, February 1909; top: west façade and bottom: east façade (Chicago and North Western Railroad Archives Collection, Northern Illinois University, DeKalb and Berwyn, Illinois)



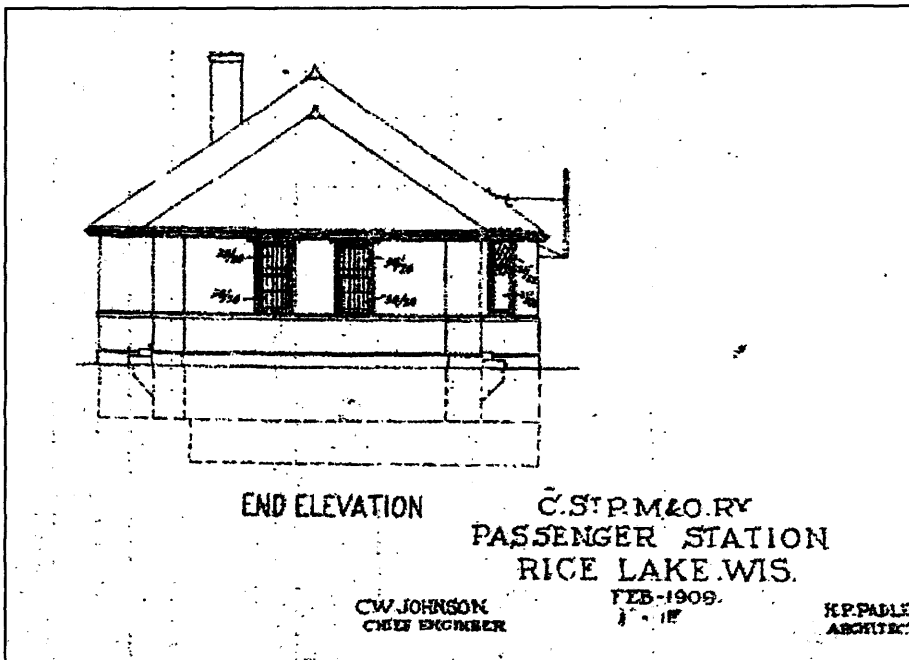
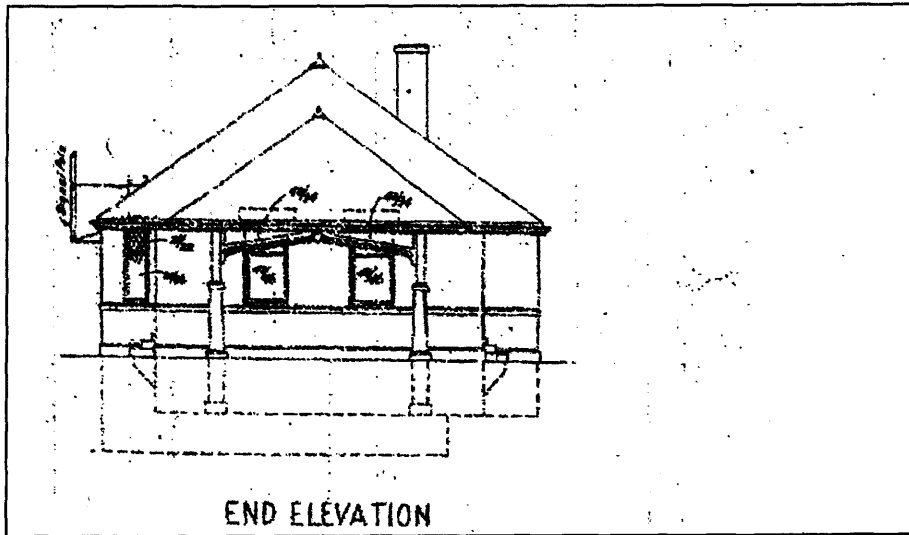
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

Elevations, Chicago, St. Paul, Minneapolis & Omaha Railway Passenger Station, H.P. Padley, Architect, February 1909; top: south façade and bottom: north façade (Chicago and North Western Railroad Archives Collection, Northern Illinois University, DeKalb and Berwyn, Illinois)



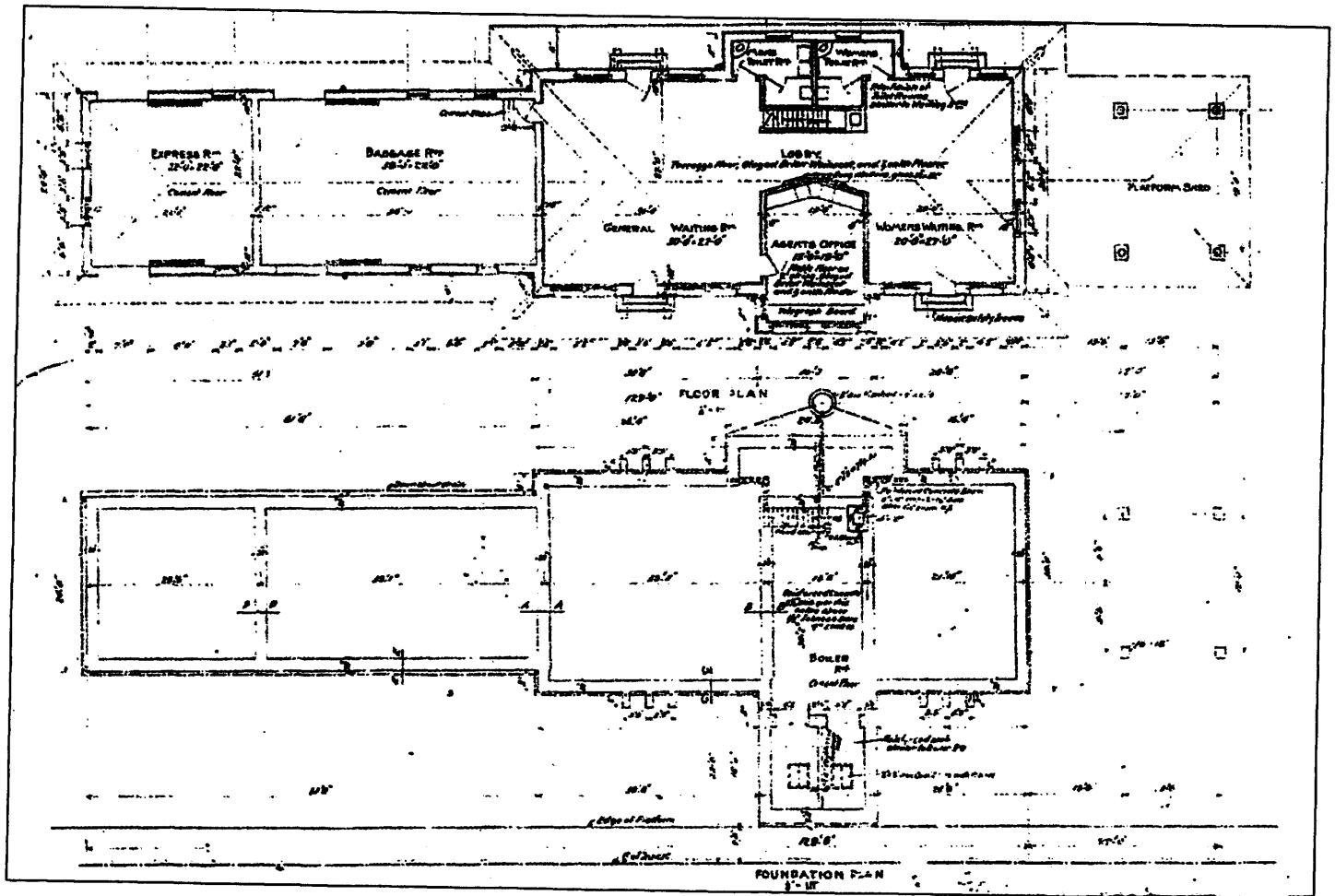
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

Elevation drawings for Chicago, St. Paul, Minneapolis & Omaha Railway Passenger Station, H.P. Padley, Architect,
February 1909; top: south façade and bottom: north façade (Chicago and North Western Railroad Archives Collection,
Northern Illinois University, DeKalb and Berwyn, Illinois)



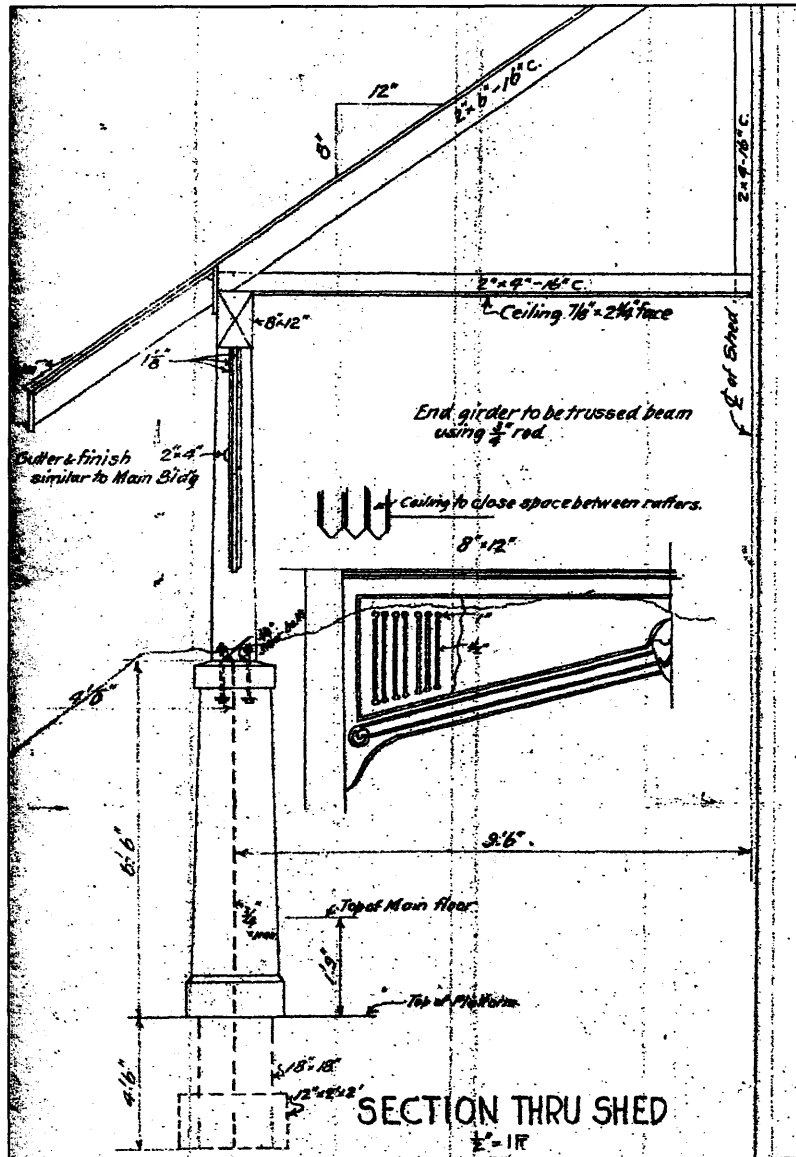
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

Elevation drawings for Chicago, St. Paul, Minneapolis & Omaha Railway Passenger Station, H.P. Padley, Architect,
February 1909; top: south façade and bottom: north façade (Chicago and North Western Railroad Archives Collection,
Northern Illinois University, DeKalb and Berwyn, Illinois)



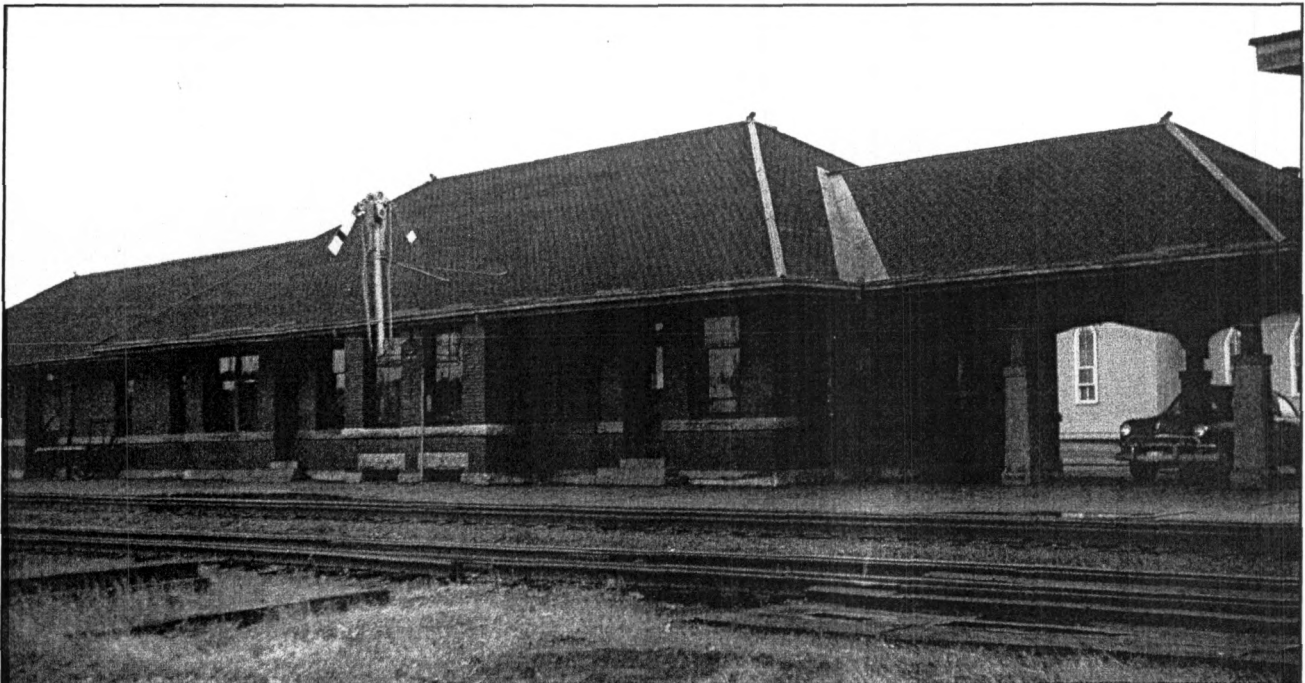
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

Historical View, taken April 1960 by William Armstrong, Engineer of Buildings for the C&NW, looking northeast
(Chicago and North Western Railroad Archives Collection, Northern Illinois University, DeKalb and Berwyn, Illinois)



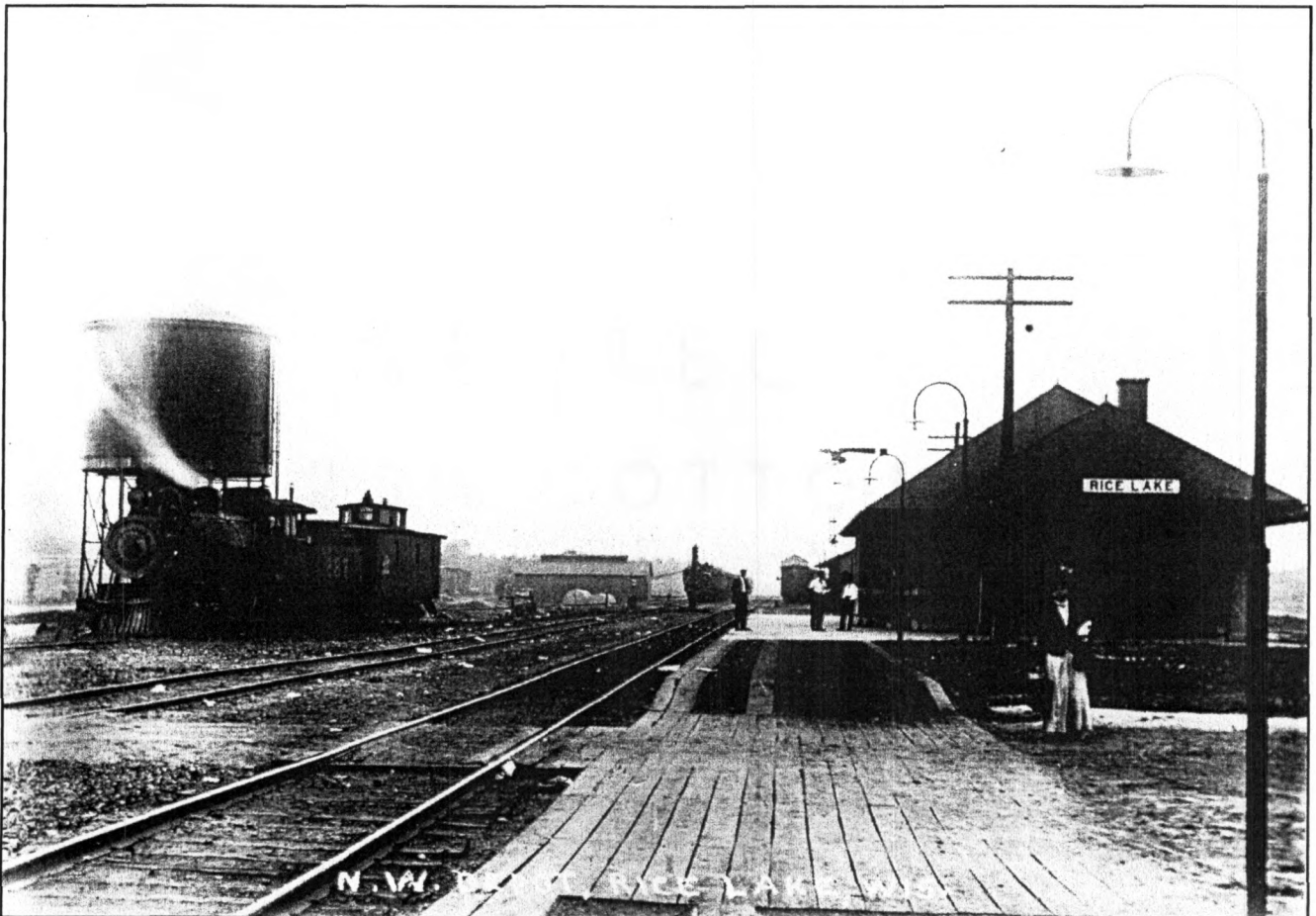
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

"N. W. Depot, Rice Lake, Wisc." Historical View, undated, ca. 1919, looking north
(Chicago and North Western Railroad Archives Collection, Northern Illinois University, DeKalb and Berwyn, Illinois and *Focusing on Rice Lake: A Photo Journal of the Past 100 Years, 1887-1987*, (Rice Lake, Wisconsin: Chronotype Publishing Co.), 1987, p. 17.)



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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

"All of Rice Lake, except those who were confined to their beds" gathered at the C, St. P, M & O RR Passenger Station to send the Rice Lake Machine Gun Company off to WW I, April 17, 1917 ("Machine Gun Co. Get Orders," *Rice Lake Chronograph*, Rice Lake, Wisconsin, April 19, 1917 and Bob Heffner, *Rice Lake Gem of the Red Cedar Valley*, (Rice Lake, Wisconsin: Chronotype Publishing Co.), 2000, p. 68)



**Chicago, St. Paul,
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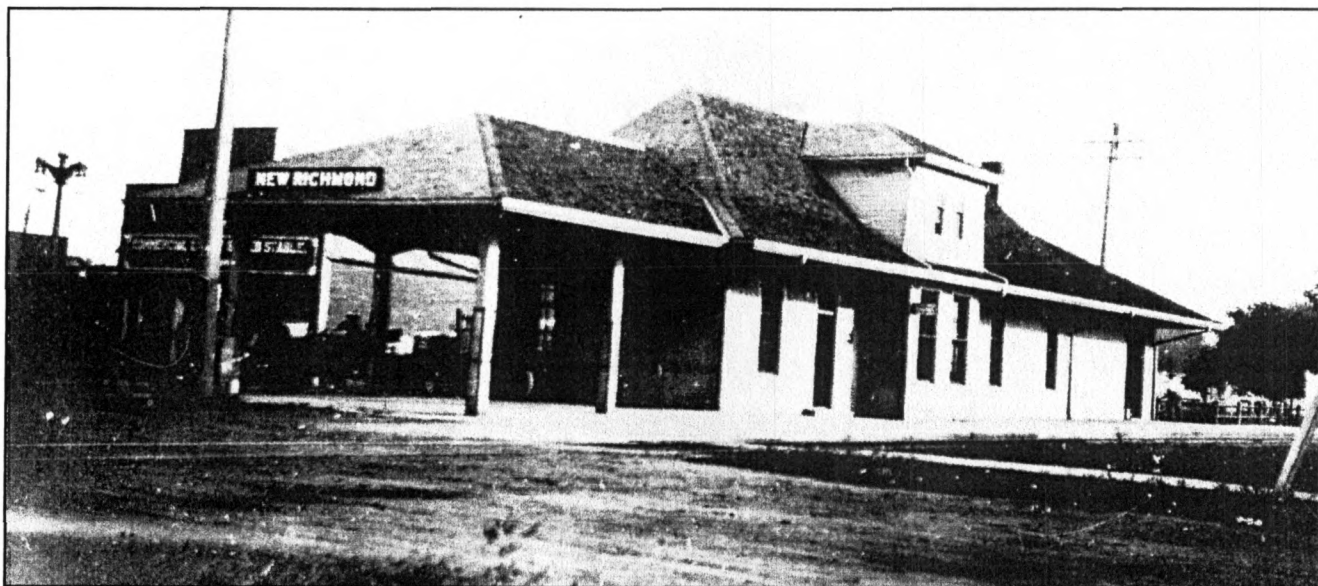
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

Similar station design for Chicago, St. Paul, Minneapolis, & Omaha Railway Station, New Richmond, WI, ca. 1910, also designed by Horace Padley (Chicago and North Western Railroad Archives Collection, Northern Illinois University, DeKalb and Berwyn, Illinois)



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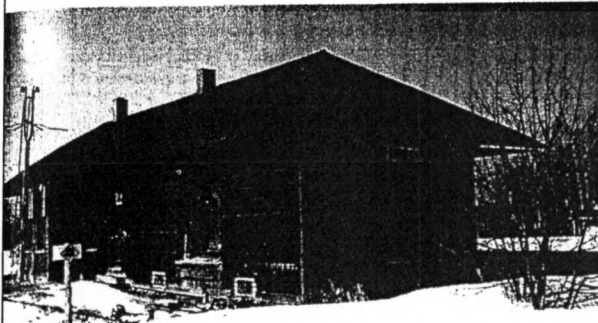
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

Continuation of List of Chicago and North Western RR and Chicago, St. Paul, Minneapolis, & Omaha RRR
Stations in Wisconsin (North Western Lines, Chicago and North Western Railway Historical Society, Summer 1996)

Marinette, WI	depot, privately owned
Marshfield, WI	depot now a restaurant, standard combination depot
Mason, WI	CStPM&O wooden depot, privately owned
Mattoon, WI	depot, being remodeled for a residence
Menomonie, WI	CStPM&O brick depot, privately owned, used by elevator



Mason, WI depot; Bob Gile photo.

Menomomie Jct., WI	C&NW metal shed depot
Mercer, WI	Standard #2 depot, preserved by Mercer Area Historical Society
Merrillan, WI	depot used for MOW, standard combination depot, gray paint
Monico, WI	depot moved to Rhinelander and used as office
Neenah-Menasha, WI	depot, now abandoned
New London, WI	depot moved off site, now a museum
Niagara, WI	depot in use by C&NW
Oak Creek, WI	depot, now boarded up, formerly called "Carrollville"
Oconto, WI	depot no longer in use
Oshkosh, WI	depot refurbished, now owned by the Wisconsin Central
Oxford, WI	depot in use by C&NW
Park Falls, WI	CStPM&O wooden depot, dilapidated
Pell Lake, WI	depot, moved several hundred feet from tracks, now a residence
Plymouth, WI	depot now a restaurant
Port Washington, WI	depot
Racine, WI	brick depot, privately owned, boarded up, brick platforms gone
Racine, WI	depot, wooden, moved in 1902, survives as part of a church
Reedsburg, WI	depot now used as bike trail office
Rhineland, WI	depot, 1-story brick, now used as office
Rice Lake, WI	CStPM&O depot, privately owned, used for offices
Ridgeway, WI	depot in poor condition, standard #2 depot
Rock Springs, WI	moved to North Freedom, used by Mid-Continent RR

Shawano, WI	depot, formerly in green and yellow paint
Sheboygan, WI	brick depot, private use for offices
Solon Springs, WI	depot, restored as a restaurant, presently empty
South Milwaukee, WI	depot now in private hands, restored (canopy shortened)
Sparta, WI	depot restored
Spooner, WI	CStPM&O depot now a museum
Stiles Jct., WI	joint depot with E&LS
Summit, WI	small depot/waiting station on Elroy bike trail
Sussex, WI	depot moved into town, originally a standard #2 depot
Valley Junction, WI	joint depot with Milwaukee Road, moved to lumber yard
Warren, WI	CStPM&O metal depot
Watertown, WI	depot, privately owned, now a flower shop
Waukesha, WI	depot, privately owned, now a restaurant
Wautoma, WI	depot moved off site
Waunakee, WI	depot, wooden #2 design, now used by model RR & local historical society
Wausau, WI	depot, now a restaurant
West Bend, WI	depot
Wisconsin Rapids, WI	constructed in 1974, 1-story wooden office

STATIONS IN WYOMING:

Douglas, WY	tracks removed, 1-story wooden, restored for museum and park
Lander, WY	C&NW wooden depot, partially intact, privately owned
Lusk, WY	C&NW/FE&MV wooden depot, in use, remodeled in 1983
Powder River, WY	tracks removed, 1-story wooden, abandoned in 1940s
Riverton, WY	C&NW wooden station, used by Chamber of Commerce

TOWERS:

Chicago	Lake Street Tower
Chicago	Clinton Street Tower (windows boarded up)
Chicago	Tower CY, brick tower
Chicago	Mayfair Tower, masonry
Des Plaines, IL	Deval Tower, masonry
Eau Claire, WI	moved to Carson Park, under restoration
Forest Park, IL	CGW/B&OCT brick tower
Kansas City, MO	CGW yard tower still at 704 Mulberry, tracks gone
LaCrosse, WI	formerly at Grand Crossing, moved to Copeland Park
Milwaukee, WI	interlocking tower at Erie Street, renovated for a lawyers office (no steps to the second floor remain)
North Green Bay, WI	Broadway Tower
Rice Lake, WI	stone tower at SOO/CStPM&O crossing, vacant
St. James, MN	wooden interlocking tower, moved to city park on west edge of town

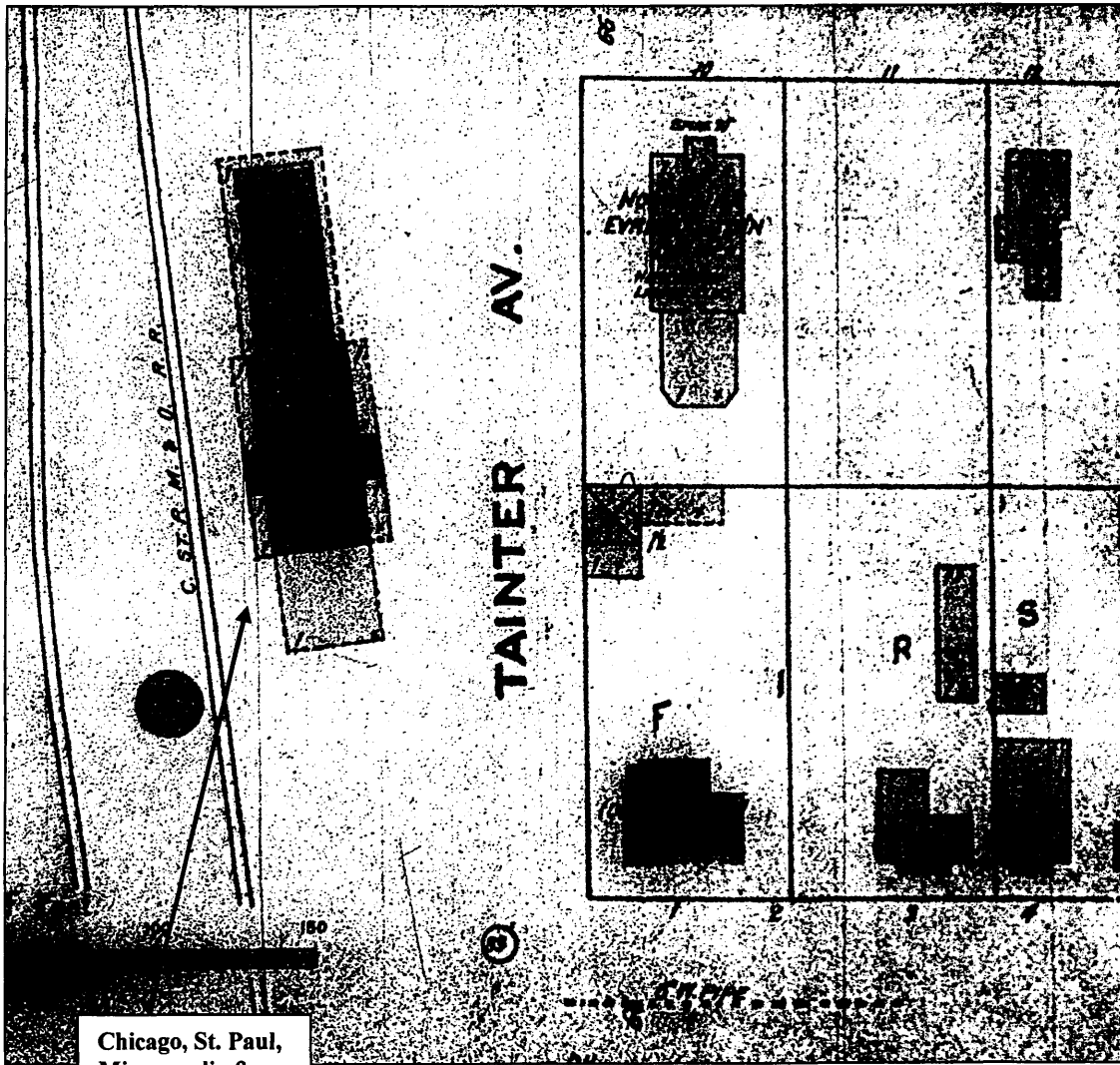
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

**Chicago, St. Paul, Minneapolis & Omaha RR Passenger Station, Tainter Ave. between Evans and Humbird streets
(Map of Rice Lake, Wisconsin, Sanborn Map Company, October 1909)**



**Chicago, St. Paul,
Minneapolis &
Omaha Railroad
Passenger Station**

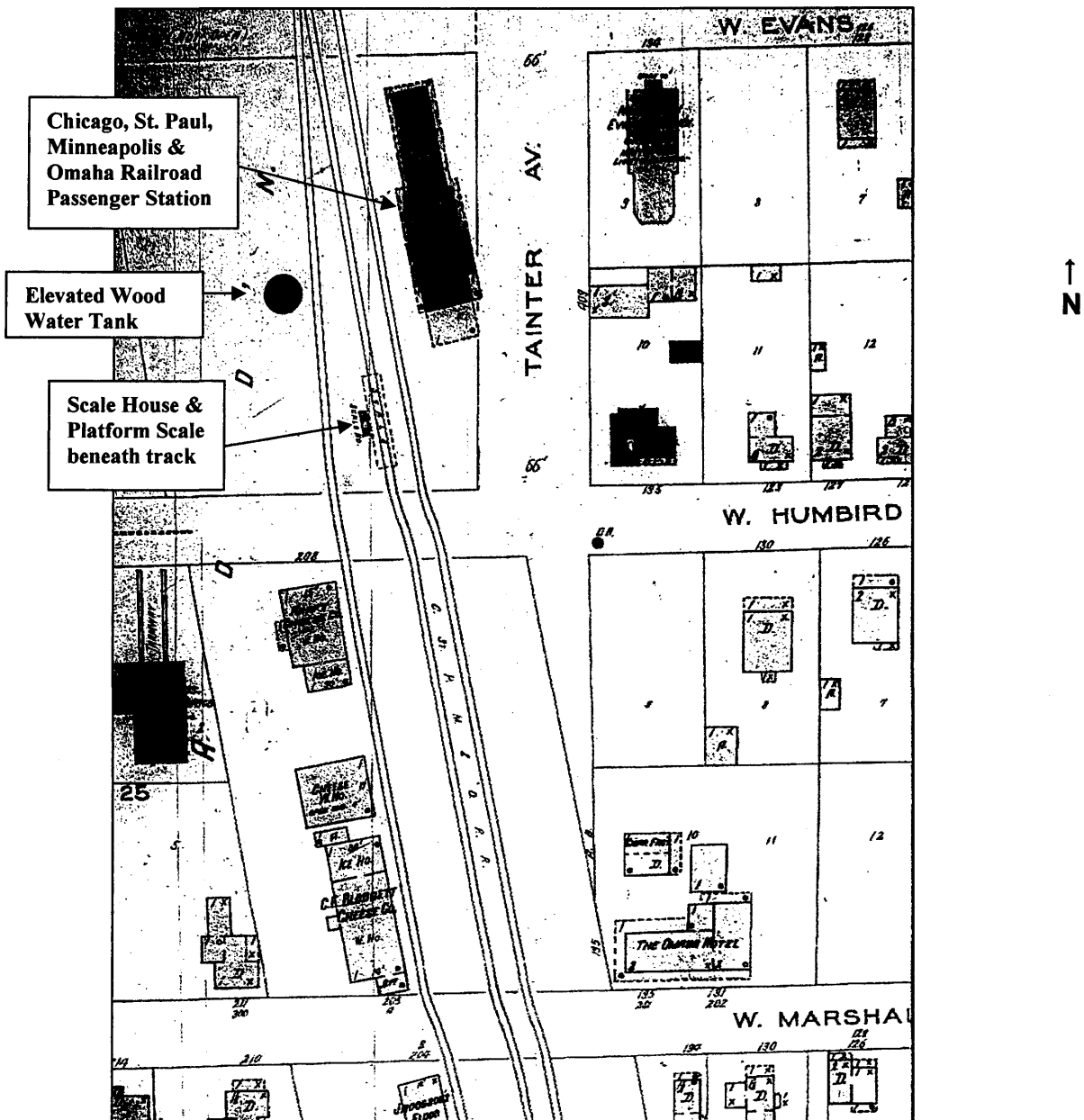
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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

**Chicago, St. Paul, Minneapolis & Omaha RR Passenger Station, Tainter Ave. between Evans and Humbird streets
(Map of Rice Lake, Wisconsin, Sanborn Map Company, August 1926)**



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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

List of Chicago and North Western RR and Chicago, St. Paul, Minneapolis, & Omaha RRR Stations in Wisconsin
(*North Western Lines, Chicago and North Western Railway Historical Society, Summer 1996*)

STATIONS IN WISCONSIN:	
Adams, WI	depot in use by C&NW for MOW
Altoona, WI	depot now used as yard office
Antigo, WI	depot, 2-story brick, privately owned, now used for apartments
Ashland, WI	brick depot, now used by a health club
Baraboo, WI	depot, 2-story brick, converted to warehouse
Beloit, WI	metal building
Clinton Jct., WI	depot, formerly C&MStP&P and C&NW joint depot
Clintonville, WI	C&NW depot
Cuba City, WI	now a furniture warehouse
Cudahy, WI	depot now the Cudahy Historical Society
Deerbrook, WI	depot moved west of original site, used for storage by auto repair shop
Dodgeville, WI	depot, wooden, moved one mile north for use by motel
Dodgeville, WI	Boxcar used as station, still on original site
Eagle River, WI	depot now used by city
Eland, WI	depot, formerly in green and yellow paint
Elmwood, WI	CStPM&O depot, used by City of Elmwood Public Works Dept.
Elroy, WI	depot used by city
Evansville, WI	depot, privately owned
Fond du Lac, WI	depot, now privately owned
Green Bay, WI	passenger station, 2-story brick
Gordon, WI	depot, now a museum
Hudson, WI	depot (downtown on River Falls line), privately owned, now a auto parts store
Jefferson, WI	depot, privately owned, now a tavern
Jefferson Jct., WI	metal building
Juneau, WI	depot, unusual concrete block design, privately owned
Kaukauna, WI	depot now owned by the Wisconsin Central
Kendall, WI	depot now used as bike trail office, with railroad displays
Kenosha, WI	passenger station, remodeled, now used by METRA, also locker room
Lake Mills, WI	depot, now used as a bike trail office and museum
Livingston, WI	depot abandoned and very dilapidated
Madison, WI	passenger station, 2-story stone, now used as MG&E offices
Manitowoc, WI	depot


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Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Barron County, Wisconsin

**Continuation of List of Chicago and North Western RR and Chicago, St. Paul, Minneapolis, & Omaha RRR
Stations in Wisconsin (North Western Lines, Chicago and North Western Railway Historical Society, Summer 1996)**

Marinette, WI Marshfield, WI	depot, privately owned depot now a restaurant, standard combination depot	Shawano, WI Sheboygan, WI Solon Springs, WI	depot, formerly in green and yellow paint brick depot, private use for offices depot, restored as a restaurant, presently empty
Mason, WI Mattoon, WI Menomonie, WI	CStPM&O wooden depot, privately owned depot, being remodeled for a residence CStPM&O brick depot, privately owned, used by elevator	South Milwaukee, WI	depot now in private hands, restored (canopy shortened) depot restored
		Sparta, WI Spooner, WI Stiles Jct., WI Summit, WI Sussex, WI	CStPM&O depot now a museum joint depot with E&LS small depot/waiting station on Elroy bike trail depot moved into town, originally a standard #2 depot
		Valley Junction, WI	joint depot with Milwaukee Road, moved to lumber yard CStPM&O metal depot
		Warren, WI Watertown, WI Waukesha, WI Wautoma, WI Waunakee, WI	depot, privately owned, now a flower shop depot, privately owned, now a restaurant depot moved off site depot, wooden #2 design, now used by model RR & local historical society depot, now a restaurant depot
		Wausau, WI West Bend, WI Wisconsin Rapids, WI	depot, now a restaurant depot constructed in 1974, 1-story wooden office
			STATIONS IN WYOMING:
Menomomie Jct., WI Mercer, WI	C&NW metal shed depot Standard #2 depot, preserved by Mercer Area Historical Society	Douglas, WY	tracks removed, 1-story wooden, restored for museum and park
Merrillan, WI	depot used for MOW, standard combination depot, gray paint	Lander, WY	C&NW wooden depot, partially intact, privately owned
Monico, WI Neenah-Menasha, WI New London, WI Niagara, WI Oak Creek, WI	depot moved to Rhinelander and used as office depot, now abandoned depot moved off site, now a museum depot in use by C&NW depot, now boarded up, formerly called "Carrollville"	Lusk, WY	C&NW/FE&MV wooden depot, in use, remodeled in 1983
Oconto, WI Oshkosh, WI	depot no longer in use depot refurbished, now owned by the Wisconsin Central	Powder River, WY	tracks removed, 1-story wooden, abandoned in 1940s
Oxford, WI Park Falls, WI Pell Lake, WI	depot in use by C&NW CStPM&O wooden depot, dilapidated depot, moved several hundred feet from tracks, now a residence depot now a restaurant	Riverton, WY	C&NW wooden station, used by Chamber of Commerce
Plymouth, WI Port Washington, WI Racine, WI	depot brick depot, privately owned, boarded up, brick platforms gone		TOWERS:
Racine, WI	depot, wooden, moved in 1902, survives as part of a church	LaCrosse, WI	Lake Street Tower Clinton Street Tower (windows boarded up) Tower CY, brick tower Mayfair Tower, masonry Deval Tower, masonry moved to Carson Park, under restoration CGW/B&OCT brick tower CGW yard tower still at 704 Mulberry, tracks gone
Reedsburg, WI Rhinelander, WI Rice Lake, WI	depot now used as bike trail office depot, 1-story brick, now used as office CStPM&O depot, privately owned, used for offices	Milwaukee, WI	formerly at Grand Crossing, moved to Copeland Park interlocking tower at Erie Street, renovated for a lawyers office (no steps to the second floor remain)
Ridgeway, WI Rock Springs, WI	depot in poor condition, standard #2 depot moved to North Freedom, used by Mid-Continent RR	North Green Bay, WI Rice Lake, WI St. James, MN	Broadway Tower stone tower at SOO/CStPM&O crossing, vacant wooden interlocking tower, moved to city park on west edge of town

Mason, WI depot; Bob Gile photo.