

INVENTORY FORM FOR NOMINATED PROPERTIES

Name of Property: Chicago Milwaukee & St. Paul
Railroad Depot

Owner: Hartland Historical Society

Date: 5/1985

Address: 301 Pawling Avenue

c/o Larry Walters

Owner's address: P. O. Box 54

City: Hartland

County: Waukesha

*160 NRHP Certification

(a) _____ (b) _____

(c) _____ (d) _____

165 NRHP Certification Date

(a) _____ (b) _____

(c) _____ (d) _____

*170 Thematic or Multiple Resource Nomination Name

Historic Resources of Hartland

180 NRHP List Name Hartland Railroad Depot

*200 Level of Significance Local

*190 District Classification _____

*210 Applicable Criteria Architecture/Engineering
Historical Development of community (A)

*215 Criteria Considerations

*220 Area of Significance

Architecture

Transportation

230 Period of Significance 1879 - 1930

Part of the

60 Verbal Boundary Description SW 1/4 of the NE 1/4,

Section 3, Township 7 North, Range 18 East.

Beginning at the Curb on the SW Corner of the

Intersection of Pawling and Cottonwood Avenues,

Turn 600 Feet W. Along Pawling Avenue, Turn 80

Feet South to the Railroad Track, 600 Feet E

Along the Tract to Cottonwood Avenue, & 80 Feet

(C) North on Cottonwood Avenue.

70 USGS Quad Map Hartland

80 UTM Coordinates (Format: 99/999999/9999999)

16/390200/4772620

85 Listed Acreage 1.1

340 Review Board Date 7/18/86

*use code tables for response

INTENSIVE SURVEY FORM

Record No. _____ Property Name: Hartland Railroad Depot Address: 301 Pawling Avenue

LOCATION

*10 County Waukesha
20 City or Village Hartland
30 Civil Town _____
35 Unincorp. Community _____
40 Location 301 Pawling Avenue
Town-Range-Section (Format: 9999W-99)
50 _____
55 Quarter Sections (Format: NW-NW) _____
60 Verbal Boundary Description _____
60 _____
60 _____
60 _____

PROGRAM REVIEW

250 Tax No. _____ 260 Compliance No. _____
270 A or D Grant _____
275 Covenant/Easement Dates _____
*320 Ownership Private (non-profit)
*330 Lead Agency Wisconsin Historic Preservation Division
335 Local Agency SEWRPC

SURVEY

90 Photo Codes 107-4
100 Survey Map Hartland Intensive Survey
110 Map Code 107-4
120 Reconnaissance Survey Date Schockley
130 Reconnaissance Surveyor 1979
*140 Intensive Survey Name Hartland Intensive Survey
150 Intensive Surveyor Miller/Vogel
152 Surveyor Affiliation _____
155 Intensive Survey FY 1985
*235 Survey Eval. determined eligible
*237 Survey District Classification contributing
*240 Survey Level of Significance local
*243 Survey Evaluation Criteria _____
245 Proposed District _____
230 NHL Date _____
290 HABS No. _____ 300 HAER No. _____
*305 Local Landmark (date) _____
310 Local District _____
315 Associated Archeological Site(s) _____
315 _____

dry mount
photograph
here

*use code tables for response

Record No. _____

Address: 301 Pawling Avenue

ARCHITECTURE

Date of construction:
450 1879 (Hartland: A Chronicle, p. 8)

460 Date(s) of Alterations/Additions (source)
c. 1899 (moved)

480 Builder (source) -

* 490 Designer Type (a) -
(b) _____ (c) _____

500 Designer Name (a) -
(b) _____ (c) _____

* 510 Style or Form Italianate

* 520 Depot, Structure, Object or Site Type

* 530 Wall Material brick

* 532 Trim Material brick

* 535 Foundation Material stone-unspecified

* 537 UN: Material unknown from photo

540 Interior Visited no

* 550 Structural System (source) _____

* 560 Plan Configuration rectangular

* 570 Number of Stories 1

* 580 Roof Shape gable

590 Additional Description _____

620 Condition _____

* 650 Related Buildings _____

HISTORY

430 Common Name Railroad Depot

435 Current Function Vacant

440 Chicago, Milwaukee and St. Paul

440 Railroad Depot

660 Associated Individuals (dates)(sources) _____

670 Associated Events (source) (a) _____

(b) _____

675 Dates of Events (source) (a) _____

(b) _____

680 Passenger/Freight Station

(b) _____

685 Dates of Functions (source) (a) 1879- 1930

(b) _____

* 687 Cultural Affiliation _____

688 Cultural Subgroup _____

Record No. _____

Address: 301 Pawling

HISTORICAL BACKGROUND

The Milwaukee and Watertown Railroad company was chartered on March 11, 1851. Reaching Hartland in 1854, the first depot was likely nothing more than a shanty. It was replaced by a wooden structure in 1869, which was subsequently struck by lightning and burned in 1879. The present brick depot was then built. It was a utilitarian structure that incorporated an agents quarters, waiting area and freight room.

(A)

Reflecting the number of prominent resorts in the area, the railroad decided to build impressive new depots between Pewaukee and Oconomowoc. Oconomowoc's depot was completed in 1896, and Hartland's followed three years later.

There was some question about where the new depot would be placed. Local businessmen wanted the railroad to buy land between Cottonwood and Maple, build a new road, and put the depot there. Their argument soon became moot, since the railroad was unable to negotiate a price with Stephen Warren and Henry Van Buren, the owners. It was then decided to move the old depot about 600 feet west, retaining it exclusively for freight, and build an elaborate new depot on the site. (B)

HISTORICAL SIGNIFICANCE

Since Hartland was never more than a passenger and freight stop along the mainline, the railroad's history is really manifested in the depot and its evolution. Because the current subject is the only one remaining of five depots built in Hartland, and considering what a vital transportation link the railroad provided for community businesses and agriculturists, it is judged historically significant and therefore is eligible for the National Register under criterion A.

Record No. _____

Address: 301 Pawling

NOV 4 1983

HISTORICAL BACKGROUND

The new depot fell victim to a 1916 conflagration. Thus the fifth and final depot was built in 1917. It was concrete and stucco structure that served the railroad until 1969 when it was removed.

(C,D)

At its highpoint in 1909, the railroad had sixty five trains passing through Hartland. Service began to dwindle significantly after the Second World War, however, as the automobile surpassed the train in popularity. Passenger service was terminated in the early 1970s when the Cannonball, the local commuter train, was discontinued. Freight service continues today.

HISTORICAL SIGNIFICANCE

DESCRIPTION

The Chicago, Milwaukee, and St. Paul Railroad Depot is located at 301 Pawling Avenue in the Village of Hartland. Built in 1879, the Depot is a one story gabled brick Italianate structure set on a stone foundation. A bullseye window in each gable end, and on the south facade a bay ticket window. The passenger's waiting room, located on the east end, is paneled. An old iron "Fairbanks Standard" scale stands in the freight section. Although the depot is vacant and boarded up, and appears rundown, it is structurally sound. The Hartland Historical Society purchased the building in 1982 and plans to move in when funds permit.

MOVED STRUCTURE

* Although moved, the structure remained a significant aspect of the community's overall railroad system. The c. 1900 movement of the structure is considered to be within the buildings' period of significance and not of extended impact to the significance or eligibility of the site.

ARCHITECTURAL/ENGINEERING SIGNIFICANCE

The Railroad Depot has architectural significance as the only structure associated with the railroad extant in Hartland. The depot provides a fine example of the Italianate style applied to a functional use, and retains excellent integrity, both architecturally and in terms of its site. Hartland's depot bears a strong resemblance to the Chicago, Milwaukee, and St. Paul Railroad Depot in Brodhead, built by the railroad in 1882, and listed on the National Register. Hartland's depot was also undoubtedly built by the railroad. Both depots are late examples of the Italianate style, traditionally utilized by the railroad long after it had diminished in popularity.

690 BIBLIOGRAPHIC REFERENCES

Hartland History Group, Hartland: A Chronicle, (Hartland, WI, 1976), p. 8.

Hartland History Group, Hartland: A Chronicle 1838-1976. Hartland: 1976.

MAR 2 1988

NATIONAL REGISTER

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Signature of certifying official: [Handwritten Signature] Date: 3/10/88
 SHPO-Wisconsin
 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.
 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 of Action