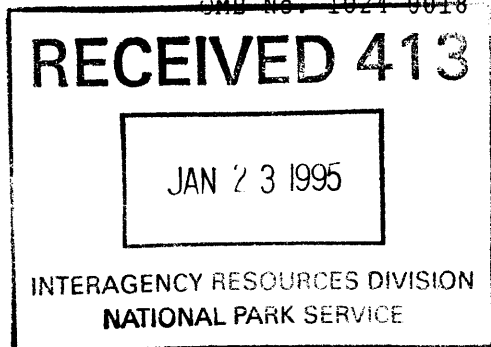


United States Department of the Interior
 National Park Service

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 Forms (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 Chicago and Northwestern Railroad Passenger Depot
 other names/site number The Depot Restaurant

2. Location

street & number 319 Williams Street N/A not for publication
 city, town Waukesha N/A vicinity
 state Wisconsin code WI county Waukesha code 133 zip code 53186

3. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u> </u>	<u> </u> objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: None
 No. of contributing resources previously listed in the National Register 0

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.

[Handwritten Signature]

1/17/05
Date

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.
___ See continuation sheet

[Handwritten Signature]

2/24/95

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

___ determined not eligible for the National Register.

___ removed from the National Register.

___ other, (explain:)

Entered in the
National Register

[Handwritten Initials]

Signature of the Keeper

Date

6. Functions or Use

Historic Functions

(enter categories from instructions)

Current Functions

(enter categories from instructions)

TRANSPORTATION/rail-related

COMMERCE/TRADE/restaurant

7. Description

Architectural Classification
(enter categories from instructions)

Materials
(enter categories from instructions)

Late Victorian	foundation	Limestone
	walls	Brick
		Shingle
	roof	Asphalt
	other	Wood

Describe present and historic physical appearance.

The subject of this nomination is a very fine, elaborately detailed Late Victorian style building that was built by the Chicago & Northwestern Railroad as a passenger depot. This one-and-a-half story 97-foot-long by 26-foot-wide rectilinear plan cream brick and limestone building is centered on a large lot that comprises the entire north end of a city block that is located just to the south of the historic center of the city of Waukesha. The railroad built the depot in 1881, its construction preceding the 1882 opening of its Milwaukee & Madison Division line, the railroad's first line linking Milwaukee and Chicago. The building was used as a passenger depot until the mid-1950s and as a freight depot until 1964. The depot then stood empty and unused until 1972, when it was purchased by investors who sensitively converted it into a restaurant; its current use. Although the Chicago & Northwestern depot is not the largest of the depots built by the several railroads that once served Waukesha, it was the most elaborately designed and it is now the most intact of the city's three surviving depots as well.

At the time the depot was built Waukesha enjoyed a national reputation as a summer resort due to its assiduous promotion of the health-giving properties of its local spring waters. This promotion began in 1868, and its success led to the construction of numerous large hotels throughout the city and caused the local population to increase from 2500 in 1870 to 8740 by 1910. The majority of the visitors who frequented the city's resorts during this period came from outside Wisconsin, some coming from as far away as South America, and it was these sophisticated travelers that the depot was designed to impress. By the turn-of-the-century, however, the economic importance of Waukesha's resort trade began to decline. Numerous manufacturing concerns were then created to take its place, transforming the city's economic base. This transformation, coupled with Waukesha's close proximity to the much larger city of Milwaukee, resulted in a great increase in Waukesha's population, which by 1980 numbered 53,941, making it Wisconsin's eighth-largest city. During this same period railroad passenger service to Waukesha ended and all of Waukesha's nineteenth century resort hotels were demolished. As a result, the Chicago & Northwestern depot and two small railroad-related hotels located on the north side of Williams Street across from the depot are now the most intact of the few surviving buildings that illustrate the important role that railroads once played in the development of tourism in Waukesha.

Williams Street is one block in length and runs from east to west between Grand Avenue and Maple Avenue. The topography in this vicinity is flat and the neighborhood in which the depot is situated is located four blocks south of the central business district of Waukesha. This neighborhood was once the prime residential district in the city, and although changing usage has altered it, a number of the important Greek Revival, Italianate, and Queen Anne style houses that once dotted this area still survive, particularly along Grand Avenue. The construction of the Chicago and Northwestern Railroad tracks across the southern edge of this area in 1881, however, resulted in the creation of an island of mixed commercial and manufacturing building types in the immediate vicinity of the depot.

X See continuation sheet

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)

Areas of Significance	Period of Significance	Significant Dates
Architecture	1881	1881 ⁹
Transportation	1881-1944	

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Dodd, Samuel/Builder¹⁰

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

Significance

The Chicago & Northwestern Railroad Depot building is being nominated to the National Register of Historic Places (NRHP) for its local significance under National Register (NR) criteria A and C. More specifically, the depot is being nominated because of its associations with the NR significance areas of Architecture and Transportation, both themes that are also identified in the State of Wisconsin's Cultural Resource Management Plan (CRMP). Research centered on the High Victorian Gothic and Italianate subsection of the Architectural Styles study unit of the CRMP and the Transportation and the Architecture sections of the final report of the Waukesha Intensive Survey. The results of this research is detailed below and confirms that the Chicago and Northwestern depot is locally significant under criterion C as a highly intact example of Late Victorian design as applied to an unusually elaborate small city railroad station. The depot is also locally significant under criterion A as the most intact and the most architecturally elaborate of the numerous nineteenth century building associated with railroads that once existed in a city that was among the first in Wisconsin to be served by this form of transportation.

The Chicago and Northwestern Depot was built for the Chicago and Northwestern Railroad by Waukesha builder Samuel Dodd, in 1881. The railroad operated the depot until it ended passenger service to Waukesha in the mid-1950s. The depot then served the railroad as a freight station and as a storage place until 1964, when the building was finally vacated. The building stood empty until 1972, when a group of investors purchased it from the railroad. This group planned to restore the depot and purchase a group of historic railroad cars which would then be parked on adjacent trackage. All of these elements would then become a restaurant complex with a railroad theme. This plan was carried out and the building has been used for this purpose ever since.

⁹ Waukesha Freeman. July 7, 1881, pg. 1.
¹⁰ Ibid.

9. Major Bibliographical References

City of Waukesha Building Permits. City of Waukesha Building Inspection Unit.

Grant, H. Roger and Charles W. Boni. The Country Railroad Station in America. The Center for Western Studies, Augustana College, Sioux Falls, South Dakota, 1988.

Previous documentation on file (NPS): X See continuation sheet
 ___ 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
X Local government
 ___ University
 ___ Other

Specify repository:

10. Geographical Data

Acres of property Less than one acre

UTM References

A <u>1/6</u>	<u>3/9/9/5/5/0</u>	<u>4/7/6/1/9/6/0</u>	B <u>/</u>	<u>/ / / / / /</u>	<u>/ / / / / / / /</u>
Zone	Easting	Northing	Zone	Easting	Northing
C <u>/</u>	<u>/ / / / / /</u>	<u>/ / / / / / / /</u>	D <u>/</u>	<u>/ / / / / /</u>	<u>/ / / / / / / /</u>

___ See continuation sheet

Verbal Boundary Description

Section SE3 T6N R19E. Davis and Heisleutner's Addition. Parts of Lots 12 to 19 inclusive. Bounded on W by W line of Lot 12, on N by N line of Lots 12-19, on E by W line of E 28' of Lot 19, and on S by a line 17' N of and parallel to the center of the main tracks of the Chicago and Northwestern Railroad.

___ See continuation sheet

Boundary Justification

The above boundaries enclose all that land historically associated with the Chicago and Northwestern Depot.

___ See continuation sheet

11. Form Prepared By

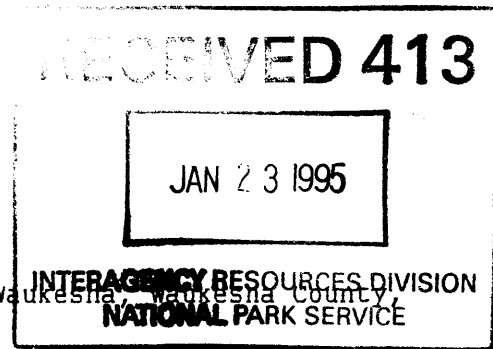
name/title Timothy F. Hegglund/Consultant
 for: City Plan Commission, City of Waukesha
 organization 201 Delafield Street Waukesha WI date September 17, 1992
 street & number 1311 Morrison Street telephone (608) 251-9450
 city or town Madison State WI zip code 53703

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Nearly all of these other non-residential buildings have now been demolished, but the depot is still centered on its original parcel of land, which comprises the entire south side of Williams Street. This parcel is bounded by Williams Street on the north, Grand Avenue on the east, Maple Avenue on the west, and the tracks of the Chicago & Northwestern Railroad on the south, and that portion of the lot that is not occupied by the depot and the tracks is paved and is used for parking. Several contemporary neighboring buildings also survive, including a frame construction Boomtown room store (330 Williams Street), a vernacular Queen Anne style frame dwelling (324 Williams Street), the small but very fine commercial vernacular style masonry construction Northwestern Hotel (ca. 1893 - 322 Williams Street) and the slightly earlier and recently resided frame construction Chicago House hotel (316 Williams Street). All of these buildings line the north side of Williams Street facing the depot and, with the depot as their centerpiece, constitute a surprisingly intact part of Waukesha's nineteenth century heritage.

The Chicago & Northwestern Depot is a free-standing masonry construction one-and-a-half-story building that has a rectilinear plan and main facades that face north onto Williams Street and south onto the tracks that comprise the rear boundary line of the parcel. A dressed limestone plinth with a beveled face encircles the base of the depot's exterior walls, the lowest five feet of which are covered with ashlar rock-faced Waukesha limestone that is laid in broken courses with raised mortar joints. The face of the uppermost course of this stone is beveled and the slanted portion of its surface is covered by a canted wooden molding whose lower edge is decorated with a continuous engrailed strip, the notches of which are pierced with circles. The remainder of the wall surfaces above the stone portion are clad in cream brick and they are terminated first by a broad wooden fascia board and then by a two-foot-wide decorative wooden band that encircles the uppermost portion of the walls. Wood framework attached to the fascia board supports a hip-roofed veranda that encircles the depot (the decorative band is placed immediately above the point where the veranda is attached to the main walls). This veranda has a tongue-and-groove board deck that is covered in asphalt shingles, with the portion that shelters the south elevation being sixteen-feet-deep and the portions that shelter the east, west and north elevations being eight-feet-deep. The decorative band placed just above this veranda is itself sheltered by the wide overhanging open eaves of the asphalt shingle-covered multi-gable main roof of the building. The depot does not have a basement story.

The north-facing principal facade of the depot is set back about 24-feet from the concrete sidewalk that parallels Williams Street. This asymmetrically designed three-part facade is 97-feet-long and is six-bays-wide, the bays being delineated by pilaster strips that are set into the brick portion of the wall surfaces. The facade is dominated by a shallow projecting two-bay-wide, one-and-a-half story gable-roofed pavilion that is centered on it.

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The two-bay-wide left-hand (east) portion of the north facade contains a large coupled window opening in its left-hand bay and an equally-wide double door opening in its right-hand bay. The window opening extends down into the limestone portion of the wall surface and it has a dressed limestone sill that is supported by eight corbelled brick brackets set into the brick-faced bulkhead below. The upper part of the opening consists of a pair of coupled segmental arches (one arch above each of the two windows), both arches of which are outlined with soldier course brick. A large limestone keystone is centered in each of these arches and these keystones also form part of a simple decorative limestone framework that includes end blocks and a lintel, all of which are set into the brick wall surface surrounding the upper part of the opening. This opening is now bricked shut but the original paired one-over-one-light double hung flat-arched windows and their rectilinear transoms are still intact and can be seen inside the building.¹

The double door opening in the right-hand bay is treated in a similar manner, but the opening extends down to the ground and it is surmounted with a single broad segmental arch that is otherwise ornamented in the manner described above. This opening is also now bricked shut but the original beautifully crafted solid wood five panel doors are still intact and in place and can be seen inside the building. All of the panels in these doors have chamfered edges and the panels themselves are decorated with raised designs including palmettes, circles, and spoked wheels. In addition, the largest panel in each door (the one above the lock rail) has its frieze rail placed at an angle, creating a small triangular panel at the top of the door. These doors also retain their original decorated hinges and other hardware.

Both of these bays are sheltered by a portion of the depot's encircling veranda, which on this facade is eight-feet-deep. The veranda has a heavy frame that consists of large purlins and rafters with shaped ends that are protected by simple fascia boards. The veranda is supported by simple but massively constructed knee braces that are attached to the purlins and to the pilaster strips on the wall. The large triangular spaces created by the framework of these knee braces is subdivided by a second horizontal member and the smaller triangular shaped space that is created as a result is filled with a wooden panel that is decorated with simple cutout patterns.²

¹ All of the depot's original first story window and door openings have segmental arches, although the doors and windows that fill them are themselves flat-arched and surmounted by transoms. All door openings have just a single segmental arch, however, even those containing double doors, while window openings have as many arches as there are windows within them (none of them have more than two). These openings are also decorated with brick and limestone in the manner just described, although the openings on the side elevations lack the full limestone entramement.

² An engraving of the depot included in a pamphlet printed in Waukesha in 1888 entitled "Waukesha, the Center of the Wisconsin Lake Region," shows these cutout panels in place at that date.

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The two-foot-wide band that constitutes the uppermost part of the wall surface above these two bays is panelled and its length is broken by two wall dormers. Reading from left to right (east to west), there are three panels, a dormer, five panels, a dormer, and four panels; the end panels in each group having raised circles as ornaments with the other panels having either palmettes as decorations (the middle ones in the four and five-panel group) or brick (the second and fourth panels in the five-panel group). The two shed-rooted dormers each contain a pair of small one-light fixed windows that replace the original one-over-one-light double hung ones.

Originally, the first story of the north-facing facade's two-bay-wide gable-roofed central pavilion consisted of two paired window groups of the type already described, both groups being sheltered by the encircling veranda. When the depot was converted into a restaurant in 1972, however, the left-hand window group was converted into the entrance to two new bathrooms and the right-hand group was converted into an entrance to the restaurant. Both of these entrances are protected by a new one-story, eight-foot-deep addition that fits under the veranda roof and spans the full width of the original pavilion. The exterior walls of this windowless addition are sided in limestone and cream brick, materials that are identical to and treated in the same way as the original materials. This addition contains the new bathrooms and an inner entrance vestibule that shelters the new nine-light over four triangular panel wooden inner entrance doors. The outer doors that open into this vestibule consists of two four-panel solid wood doors and these doors are sheltered by a second flat-roofed entrance pavilion that is sided in matchboard.

The upper portion of the central pavilion (that part that is visible above the veranda roof) consists of an elaborately decorated gable end. This gable end is clad in cream brick and it features two pairs of coupled triangular-arched windows that flank a single smaller flat-arched double hung window. Each pair of coupled windows consists of two double hung windows whose upper sash makes up half of the complete triangular arch. Originally, all four of these windows were filled with diamond pattern sash. Today, though, the two windows in the left-hand window opening are both filled with louvers while the windows in the right-hand opening both have one-over-one light sash. The smaller window that is centered between these two paired openings has an elaborate wooden surround and it is surmounted by a small pent roof that is supported by brackets. False half-timber work connects the heads of all three of these window units and it is also used to edge a pentagonally shaped panel that is located above the center window. This panel is edged by the half-timber work and by the slopes of the roof and it is surfaced with octagonal pattern wood shingles. The eaves of the roof of the gable end are decorated with bargeboards and the gable end itself is decorated with an elaborate wooden gable ornament consisting of a triangular panel in which a pierced centered wagon wheel ornament is surrounded by pierced rinceau ornament. The base of the ornament is edged with an engrailed and pierced decorative wooden strip and the roof above is surmounted by two tall brick chimney shafts with corbelled caps.

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The remaining two-bay-wide right-hand portion of the north facade is similar in design to the easternmost portion and it is also spanned by the depot's encircling hip-roof veranda. A segmentally arched door opening is centered in the left-hand bay and it is filled with a single elaborately decorated five-panel wooden entrance door of the type already described. This door has its original hardware and it is surmounted by a transom that now contains an excellent but non-original art glass-panel that replaces the single clear original transom light. The upper portion of this opening is decorated with brick and limestone in the manner described earlier, as is the upper portion of the coupled window group that is placed in the right-hand bay. This window opening has now been bricked shut (the two original windows are still intact and are visible inside the depot) and a smaller single window opening placed just to the left has also been filled with brick. The upper portion of the wall surface above these openings is a mirror image of the upper wall surface above this facade's two easternmost bays and it utilizes the same panelled band divided by two shed-roofed dormers. In this case, however, the right-hand dormer contains two one-over-one light double hung windows.

The west-facing side elevation of the depot is 26-feet-long and it is pilastered, is two-bays-wide, and is spanned by the encircling veranda. Each bay contains a single tall segmental-arched door opening, the arches of which are decorated with limestone keystones and end blocks. Both of these openings are now filled with vertical boards and two six-seat wooden benches that are original to the depot have been placed across the base of the elevation in front of them. The upper part of this elevation's wall surface (that portion above the veranda) consists of the west gable end of the depot's main roof. This gable end is a simplified version of the north facade's larger, more elaborate one. Its base is covered by a two-foot-tall wooden band that is sided in narrow tongue-and-groove wainscot, and a pentagonally shaped panel that is sided in octagonal pattern wood shingles is centered just above this band. The raking eaves of the roof define the two upper edges of the panel and these eaves are themselves decorated with bargeboards that are repeatedly pierced with small circular holes. A coupled pair of one-light flat-arched windows are centered on this panel just above the band and they are sheltered by a small pent roof above that is supported by brackets. The wall surfaces on either side of the shingle-covered panel are triangular-shaped and are sided in cream brick.³

The 97-foot-long south-facing facade of the depot faces onto the railroad tracks and it is very similar in design to the north-facing facade. Unlike the north facade, though, the south facade's one-and-a-half story two-bay-wide gable-roofed center pavilion does not project out from the wall surface. The other principal difference between the two facades is that the veranda that spans this one is sixteen-feet-deep in order to cover the entire distance between the depot and the tracks. In order to

³ Two original signboards that read "Waukesha" and "Railroad Express Agency" are still in place just above and below the window group in this gable end.

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accommodate this extra width a more elaborate supporting framework was designed utilizing seven square wooden posts positioned along the outside edge of the veranda. Further support is provided by large wooden struts that angle upward from the four flat surfaces of each post. These struts attach to the veranda framework above and the lower portions of the triangular spaces created by the struts and posts are filled with a triangular wooden panel that is decorated with cutout designs, this being the same device that was used to ornament the knee braces described earlier. These posts are supplemented by seven knee braces that spring from the pilaster strips on the depot wall.

The first story of the south facade is very similar to the north facade and it too is divided into bays by pilaster strips. The first bay from the left (the westernmost bay) contains a paired window opening that has retained its original one-over-one-light double hung windows and single light transoms. The second bay contains a door opening that has retained its elaborate original five-panel door. The transom above, however, is now filled with a wood panel. The third and fourth bays from the left form the base of the central pavilion. The third bay originally held another paired window opening, but this has been converted into a less tall flat-arched door opening and its original arched upper portion is now filled with cream brick. The fourth bay from the left has also been altered. Originally, this bay contained a three-sided one-story polygonal bay window that projected out into the platform space. This eight-foot wide by eight-foot-deep element was sided in brick and limestone like the main walls of the depot and it contained the station operator's table and had windows on all three sides that allowed the stationmaster to look down the tracks in either direction. This element did not fit into the needs of a restaurant operation, however, so it was removed in 1972, and the flat-arched opening in the main wall that remained was enframed with varnished wooden boards and became the main entrance from the new restaurant lobby into the old platform area. The fifth bay contains another pair of the beautiful original five-panel wooden doors described earlier, these being surmounted by a filled transom, and the sixth and final bay contains another paired window opening that is now bricked shut but which still retains its original one-over-one-light double hung windows and single light transoms.

The upper portions of the south-facing facade (the gable end that terminates the central pavilion and those portions that are visible above the veranda roof) are identical to the upper portions of the north-facing facade save only that all of the wooden panels in the band below the eaves are decorated with circles; no palmettes are used as decorations on this facade.

The 26-foot-wide east-facing side elevation of the depot has been altered by new construction stemming from the 1972 conversion of the depot, but most of its original features are still intact and are visible. This elevation is pilastered, is three-bays-wide, and it is spanned by an eight-foot-deep segment of the

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encircling veranda. The left-hand (south) bay contains two separate window openings, the second bay contains a single door opening, and the third bay contains another single window opening. The segmental arches of each of these openings are decorated with limestone keystones and end blocks and all four openings have now been bricked shut. Here too, however, the original windows are still intact and are visible in the interior of the building. The upper part of this elevation's wall surface (that portion above the veranda) consists of the east gable end of the depot's main roof. This gable end is identical with the west-facing one described earlier and it is equally intact.

Exterior Alterations and Additions

In 1941, alterations and repairs were made to the roof of the depot.⁴ The precise nature of this work is not known but it is believed that it involved the removal of two sections of the original veranda roof. This belief is based on the 1888 woodcut, which shows that both the east and west ends of the veranda along the tracks on the south side of the depot originally extended 40-feet further in both directions. These extensions also appear in plan on Sanborn-Perris maps of the depot and the woodcut shows that they terminated in gable ends that faced east and west. These gable ends spanned the widths of both of the side elevations of the depot and they were supported by the same posts and struts that support the surviving portion of the south facade's veranda.⁵ The removal of these veranda extensions left the original veranda segments that still span the north and south facades intact but the gable ends were replaced with the hip-roofed segments that are in place today.

More extensive alterations were made to the depot in 1972, after it was sold to a private investor group headed by Waukesha area resident and railroad buff, Edward S. Friend. The development plans called for the rehabilitation of the depot, which was to be converted into a restaurant and bar. Additional space was to be provided by utilizing historic railroad cars that would be parked alongside the depot on the existing track abutting the south facade of the depot and on a new spur track that would be built on the north facade between the building and the Williams Street sidewalk.

All of these plans were carried out in 1972 and 1973. The spur track was laid, the interior and exterior of the depot was restored, and antique passenger cars, baggage cars, freight cars, and a caboose were purchased from a number of railroads and private collectors and installed at the site. The open passenger platform that

⁴ Waukesha Freeman. "Historic Roof on Depot Having its Face Lifted." February 22, 1941, pg. 1.

⁵ Sanborn-Perris Fire Insurance Maps of Waukesha, Wisconsin. Sanborn-Perris Map Co., New York, New York, 1895, 1901, 1911, 1917, 1922, 1929.

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spans the south facade of the depot was enclosed to form a serving space. The first step was to position five passenger cars along the track abutting the platform. This placed the edge of the roofs of these cars within three feet of the fascia board that edges the eave of the veranda roof above the platform, and a three-foot-wide by 97-foot-long wooden deck was then constructed to span this space. This deck is made of varnished wooden boards and has three skylights set into its length. The spaces between the cars and the trucks underneath them were then sealed off from the weather and the west end of the platform was enclosed with a pair of new one-light over four-panel doors, sidelights, and a glassed-in transom. This work resulted in a large, fully winterized space that is now one of the most heavily used parts of the restaurant and it was created with a minimum of change to the depot itself. The passenger cars that help enclose this space were also restored and they have now been recycled as stationary dining cars that supplement the seating in the depot.

A new rectilinear plan addition was also built to house the new kitchen. This addition is one-story in height, has a flat roof, walls constructed out of concrete block, and measures approximately 15-feet-wide by 45-feet-long, with its long elevations facing north and south. The west-facing side elevation is placed across the east end of the depot's now enclosed passenger platform and its main south-facing elevation is completely hidden by the row of passenger cars on the main track. The east-facing side elevation faces into a parking lot and it is mostly covered by the equally tall rear end of a railroad freight car that was dismantled for this purpose. The north-facing elevation of the addition is mostly covered by another addition, a former railroad refrigerator car that has had its trucks removed and that is used for cold storage.

A second smaller rectilinear plan one-story flat-roofed concrete block addition was built across the two easternmost bays of the north-facing facade of the depot and it too is used for storage. This addition was attached to the facade in such a way as to leave all of the original wall surface intact except for where the walls of the addition actually contact the older walls. The remaining elevations of this addition are largely hidden by a second string of railroad cars that are parked on the spur track and that largely hide the east half of the north facade from view.

Describing these alterations and additions in words makes them seem more injurious to the original depot than they actually are. In reality, though, the original investors took great pains to avoid choosing options that would have irreversibly altered the depot building. Restaurant activities that are most damaging to older buildings such as food preparation and dish washing were placed in new additions that were added to the original building in ways that minimized their impact and the passenger platform was enclosed in a way that is easily reversible. The result is a recycled building that still retains a high level of integrity.

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interior

In the absence of definite historic floor plan information, the original position of the depot interior's partition walls is somewhat conjectural, but it is believed that the east third of the depot was originally the passenger's waiting room, while the central third contained the ticket office and the west third contained the baggage room.⁶ Such a configuration is in accord with plans used in the design of other urban stations of this size and reflects the fact that in places as large as Waukesha, freight handling operations usually took place in a separate building, which in this case was located about one block east on Barstow Street (non-extant, demolished ca.1967-1972).⁷

Much of the depot interior is still intact despite more than a century of use. All of the interior's original 2" by 3" tongue-and-groove maple flooring is still intact as is most of the interior trim work. The most intact spaces are the east and west rooms, both of which are open all the way up to the ridge of the roof. These rooms were originally lit during the day by the first story windows, most of which are now blocked shut, and by the dormers in the roof, which are still utilized for this purpose. The ceilings in both of these rooms are supported by flattened scissor trusses that are themselves supported by hammer-beam braces that are attached to the walls. These wooden elements all have chamfered edges and the two smaller triangular spaces that adjoin the diamond-shaped space in the center of each truss are filled with wooden panels decorated with pierced designs.

The bottom third of the walls in these rooms are covered in paneled wainscot that corresponds in height to the limestone sheathing that encircles the lower portion of the outside walls. The base of the wainscot consists of a fluted baseboard and it is surmounted by a section of vertical tongue-and-groove matchboard. This section is surmounted by a band of square panels that is set off by strips of beveled molding above and below it.

Cornices encircle the upper edge of the walls in both rooms and the upper portions of the side casings of the trim sets that frame each of the depot's door and window openings extend up to these cornices. Each trim set consists in part of side casing in the form of pilaster strips that have beveled base blocks. Additional blocks of similar design are placed at the height of the wainscot cap molding, at the point where the head casings of the door and window transom lights intersect, and just below the point where the pilaster strip intersects with the cornice. These trim

⁶ The Sanborn-Perris maps from 1911 to 1929 label the west end of the building as the baggage room.

⁷ Waukesha Freeman. "Plan to Convert NW Depot Into Gay Nineties Cafe." July 6, 1967. This article describes the plans of a preceding group of investors, plans that were not carried out until Friendly and his group bought the depot in 1972.

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sets are still in place around all of the depot's historic door and window openings. The walls these openings are set into are plastered and most of the openings still contain their original doors and windows, these being visible inside the depot.

The east room is the most intact of the three and it is now the principal dining room of the restaurant. All of the features described above are on view here and are in excellent restored condition.

The one-and-a-half story central space is the most altered part of the interior, but lack of historic information makes it impossible to know the full extent of the modifications. The first story (the depot's original ticket office) now contains the lobby of the restaurant and its partition walls are not entirely original. The room above this one is reached by the staircase in the west room and it is now unused and has two balconies that open onto the east room.

The first story of the west room actually has an "L" plan that resulted when part of the space at the its west end and all of the half story above it were enclosed.^o Most of this room was originally used as the baggage room, but it is now dominated by a new, beautifully crafted, panelled "U"-shaped bar. There is, however, an original gallery that spans the south side of the room above the window and door transoms. This gallery is reached by a staircase located on the east wall of the room and it accesses several small rooms that occupy the half story at the west end of the room. The staircase begins and ends with paneled and capped newel posts and features a balustrade that has a closed stringer sided in matchboard and an upper portion that consists of a system of wrought iron balusters that support a molded handrail. The same balustrade is then continued along the edge of the gallery that spans the south wall of the room.

In converting the Chicago & Northwestern depot into a restaurant, great care was taken to preserve its distinctive original interior features, and as a result, these features can now be enjoyed by a new generation of patrons

^o It is believed that these spaces were created when the depot was built, but this has not been proved. This space first appears on the 1911 Sanborn-Perris map, however, so it may date from the years just before.

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Transportation

A general history of the city of Waukesha and its railroads is contained in both the final report of the Waukesha Intensive Survey¹¹ and in the text of the Historic Resources of Waukesha Multiple Resource Nomination form.¹² Consequently, the following historic context deals mostly with the depot itself.

Railroads and the buildings that served them have been an important part of life in Waukesha since the earliest beginning of rail traffic in Wisconsin and played a major role in the upbuilding of the city.

Waukesha had the distinction of being the western terminus for the first railroad chartered, built and operated in the State of Wisconsin. In 1848, the (Milwaukee and Waukesha) company was successful in getting their charter expanded to Madison and, the following year, to Prairie Du Chien, thus achieving the long-sought goal of a chartered railroad from Milwaukee to the Mississippi. Consequently, the name of the company was changed to the Milwaukee and Mississippi Rail Road Company on February 1, 1850, before the first train left the station. On September 12, 1850, the first track was laid and two months later, on November 20, a successful test run was made on the first five miles of track to Wauwatosa. The 20½ miles to Waukesha were completed in February, 1851, and the inaugural trip took place on the 25th of that month. By mid-April, the railroad was running a regular schedule of two trains daily each way.¹³

The railroad achieved its goal of reaching the Mississippi in 1857, but by 1861, serious financial problems led to its restructuring.

In 1861, the railroad was forced to default on all its mortgages, including the ones from the small farmers along the route. The company was sold at that time to a new group of investors who renamed it the Milwaukee and Prairie Du Chien Railroad Company. In 6 years it was again sold and became part of the Milwaukee and St. Paul Railroad Company which it has remained to the present (1983). In 1875, Chicago was added to the title and, in 1927, the name was changed for the last time to the Chicago, Milwaukee, St. Paul and Pacific Railroad or simply, the Milwaukee Road.¹⁴

¹¹ Howard, Needles, Tammen, and Bergendoff. Spring City's Past: A Thematic History of Waukesha and the Final Report of Waukesha's Intensive Resources Survey. Howard, Needles, Tammen, and Bergendoff, Milwaukee, Wisconsin, 1982.

¹² Ibid. Historic Resources of Waukesha Multiple Resource Nomination form. September, 1982. On file at the State Historical Society of Wisconsin, Historic Preservation Division, Madison, Wisconsin.

¹³ Ibid. Spring City's Past: A Thematic History of Waukesha and the Final Report of Waukesha's Intensive Resources Survey, pg. 93.

¹⁴ Ibid. Pgs. 93-94.

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When the first train arrived in the village, a large celebration was held at the Waukesha depot. This building was the first rail depot in the State (sic). It had been constructed in 1850 and was located at the present southwest corner of Madison Street and St. Paul Avenue. The depot was a large Waukesha limestone structure which straddled the two tracks. The passenger depot was on the south side of the tracks and the freight operation was on the north side. By 1890, the vibrations and steam from the locomotives going through the station had weakened the arch and it, along with the passenger depot, were demolished. The freight depot side remained in service and was not razed until 1973. A large car shop, also constructed in 1850 to build and repair cars for the railroad was destroyed by fire in 1876, long after it was no longer used by the railroad.

A new passenger depot replaced the original one in 1890, built on the south side of the tracks. It was constructed in cream brick in a simple Victorian Gothic style. This building at 129 Madison Street is still [1983] in existence. It was used as a passenger station until 1949 when the Milwaukee Road ended that service to the City. It was then used as a freight depot until 1978 when that operation was moved to Brookfield. The building has been empty since that time and discussions of its future are inconclusive.¹⁵

The early arrival of its first railroad helped spur the growth of the village of Waukesha, but what made Waukesha unique among Wisconsin's nineteenth century cities was its development of some thirty large and small hotels that were either adapted to or were designed specifically for the tourists who flocked to the city starting in 1869, the year after Col. Richard Dunbar began the promotion of the healthful properties he believed were contained in the waters of Waukesha's abundant natural springs. The history of these hotels is fully treated in the Waukesha Intensive Survey Report and none of the ones built in the nineteenth century now survive. Two of them are worth mentioning, however, because of their indirect role in the siting and construction of the Chicago and Northwestern Railroad depot.

By 1880, Waukesha had begun calling itself "The Saratoga of the West" and could boast of having major seasonally operated hotels that contained nearly 2000 rooms at a time when the total population of the city numbered less than 5000. These tourist-oriented hotels transformed Waukesha's economy and resulted in the construction of even larger hotels. Two of the largest were located within six blocks of each other at opposite ends of Grand Avenue.

The Mansion House, later the Spring City Hotel, is another of these starting life as a small residence in the early 1850s. It was enlarged by Jacob Bean in 1856 and became one of the largest homes in the village. Sometime in the 1860s,

¹⁵ Howard, Needles, Tammen, and Bergendoff. Spring City's Past: A Thematic History of Waukesha and the Final Report of Waukesha's Intensive Resources Survey. Op. Cit., pg. 94.

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Elizabeth Clarke Carney purchased the building as the Bruce Hotel. In 1871, taking advantage of the new tourism generated by the springs, she added a 26 by 80 foot four-story addition which made it the largest hotel in the city until 1874. The Mansion House was destroyed by fire in December 1882 but rebuilt as the Spring City Hotel five years later by George R. Jones and had over two hundred rooms. This new hotel was partially destroyed by fire in 1901, rebuilt, and completely burned out in 1911. The building was located on the northeast corner of Grand and Wisconsin Avenues.

Despite the several new hotels, rooms were still scarce and many could not be considered first-class. In the early 1870s, Chicago millionaire Mathew Laflin came to Waukesha to drink the water for his failing health. Delighted with the results, but not with the accommodations, he saw an opportunity and seized it. In partnership with another Chicago millionaire, Thomas B. Bryan, Laflin purchased the Smart farm south of the city for \$15,000, had plans drawn up by Chicago architect William Boynton, and began construction of the massive Fountain Spring House. This building, on Grand Avenue near Laflin Street, was opened July 4, 1874 with 400 rooms at a cost of \$160,000.

On August 31, 1878, a fire destroyed all but one wing of the hotel; however, by the opening of the 1879 season, Laflin had not only rebuilt the original section but doubled it to accommodate 800 guests. This made the Fountain Spring the largest hotel in the Midwest for many years. The hotel continued to operate profitably until 1900 when the Springs Era began to taper off. The hotel was closed and sold to the Metropolitan Church Association in 1905. That group used the building as its headquarters until 1953. The building was razed in 1957.¹⁶

The placement of these hotels a few blocks away from each other and in close proximity to many other hotels and rooming houses may have been a deciding factor when a second railroad began to evaluate potential routes for its tracks and sites for its new Waukesha passenger and freight depots. This railroad was the Milwaukee and Madison Railway Company.

The Milwaukee and Madison Railway Company was formed earlier in that year (1881) to compete with Milwaukee Road rail traffic between those two cities. That same year the present (1982) depot at 319 Williams Street was begun. The railroad began operation in February 1881, but was very short-lived. Before the year was out, it and four other companies had merged to form the Chicago, Milwaukee and Northwestern Railway Company, which became the modern Chicago & Northwestern Railroad.¹⁷

¹⁶ Howard, Needles, Tammen, and Bergendoff. Spring City's Past: A Thematic History of Waukesha and the Final Report of Waukesha's Intensive Resources Survey. Op. Cit., pgs. 23-24.

¹⁷ Ibid. Pg. 94.

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This merger had already been affected by the time the new passenger depot on Williams Street was begun.

The building is in the Victorian Gothic style and of cream brick with a limestone foundation. It is adorned with a large number of wood carvings and elaborate wooden trim. When constructed, it was smaller, but more prominent architecturally than the other (the Milwaukee & Mississippi) depot. When that building was rebuilt (1890) and the Soo Line station finished (1886-7), the Milwaukee & Madison depot became the largest in the city.¹³

Not surprisingly, the construction of the Chicago and Northwestern tracks brought change to the surrounding area. Several of the existing buildings in the neighborhood were converted into boarding houses, including those located at 201 Maple Avenue (the Bethesda House, non-extant) and at 317 Arlington Street (the Arlington, non-extant). New year-round hotels were also built directly across Williams Street from the depot to serve the needs of off-season travelers and off-duty train crews. The first of these hotels was the two-and-a-half story Chicago House (extant, 316 Williams Street), built between 1881 and 1891. The second was the Northwestern Hotel (extant, 322 Williams Street), built between 1893 and 1894.

During the Spring Era the Chicago and Northwestern Depot played host to many distinguished visitors and thousands of other summer visitors. By 1907, though, the tourist trade had dwindled to a trickle, but the depot continued to serve in its original capacity until the mid-1950s, when the railroad finally discontinued passenger service to Waukesha. The building was used as a freight depot until 1964, when the railroad shuttered the building, and it remained closed until 1972, when a group of mostly local investors led by area railroad buff Edward S. Friend, bought the building with the intention of turning it into a restaurant. The resulting rehabilitation preserved the historic fabric of the building and created one of Waukesha's most popular eating places.

The success of the Chicago and Northwestern in capturing Waukesha's tourist trade encouraged still a third railroad to make the city a stop on one of its new lines.

The third and final railroad to come to Waukesha was the Wisconsin Central, which later became part of the Soo Line. The Wisconsin Central Railroad Company was chartered in 1871. It originated in Menasha and by 1878, had reached Ashland, some 250 miles north and west. In 1881, it began laying tracks to the south, going as far as Fond du Lac in that year. Five years later, the line reached Waukesha and continued south to Chicago.

¹³ Howard, Needles, Tammen, and Bergendoff. Spring City's Past: A Thematic History of Waukesha and the Final Report of Waukesha's Intensive Resources Survey. Op. Cit., pg. 94.

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In 1886 and 1887, the railroad undertook a large amount of building in Waukesha. It built its own depot at 120 East Broadway and its large car shops east of White Rock Avenue opposite Frame Park. The "Great Waukesha Shops" of the Wisconsin Central were opened in late 1887. When the railroad came to Waukesha, the chief division headquarters moved from Stevens Point, where it had been since 1872. That move required construction of a large yard and shop facility, including a 12-stall roundhouse. The cost of the entire installation at the time was \$300,000. Waukesha remained the chief division headquarters until 1900, when the railroad went into receivership. The receiver, being from Fond du Lac, removed the Waukesha shops to North Fond du Lac and abandoned the 1886 facility. In 1908, the Wisconsin Central became part of the Minneapolis and Sault St. Marie Railway, or Soo Line. Much of the shop buildings remain today as part of the General Casting Company.¹⁹

Thus by 1890, Waukesha was served by three railroads and it had an equivalent number of passenger and freight depots and a considerable number of supporting buildings; a surprising showing for a small, non-industrial city of that period. Most of these buildings have now been demolished or substantially altered, but two of Waukesha's passenger depots still survive today. The first of these, the Chicago & Northwestern depot, is the subject of this nomination. The other is the depot built by the Wisconsin Central Railroad, which has recently been partially renovated and is being reused. Other buildings associated with railroad operations in Waukesha such as the Wisconsin Central car shops are also still extant, but they are in poor condition and/or have been substantially altered. The most elaborately designed of all of the city's historic railroad buildings, however, was the Chicago and Northwestern Depot, and it is now both the oldest and the most intact of the surviving nineteenth century buildings associated with the history of railroads in Waukesha.

The Chicago and Northwestern Depot is locally significant for its associations with the area of transportation because it is one of Waukesha's few surviving nineteenth century railroad buildings. Railroads were of special importance to Waukesha because they were so central to the success of tourism; Waukesha's most important industry in the nineteenth century. Consequently, the city's surviving depots are of special importance because they are the buildings that are most closely associated with railroads in the public eye. Of the two survivors, the Chicago and Northwestern depot is the more significant by virtue of its age, its integrity, and its architecture. It played an important role in the history of transportation in Waukesha as the locus of much commercial, social, and cultural activity from 1881-1994. It is a seminal building in the history of Waukesha's spring's era tourism.

¹⁹ Howard, Needles, Tammen, and Bergendoff. Spring City's Past: A Thematic History of Waukesha and the Final Report of Waukesha's Intensive Resources Survey. Op. Cit., pg. 95.

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Architecture

The Chicago and Northwestern depot is also being nominated to the National Register as a very fine, locally significant Victorian era railroad depot whose eclectic design is typical of this period. The designer of the depot is unknown, but it was probably an architect, one moreover, who was clearly familiar with the programmatic needs of railroads.

Architects of the Victorian era produced buildings in a bewildering range of designs, some of which fall into recognizable stylistic categories such as High Victorian Gothic and High Victorian Italianate. Many others, however, such as the Chicago and Northwestern depot, defy easy categorization.

During the High Victorian period, eclecticism was the order of the day. Features of Gothic Revival, Italianate, Romanesque, or Second Empire were often combined, resulting in picturesque facades.²⁰

The National Park Service has shown its understanding of this situation by creating a separate stylistic subcategory called "Late Victorian," which is just one of a series of subcategories - including the ones in the quote above - that are all grouped together under a general category heading of the same name. Late Victorian style buildings are thus Victorian era buildings that are related to the better defined Victorian period styles but are not identical to them.

Construction on the depot began in the summer of 1881, and was mostly completed by the end of the year.

The erection of the new depot for [the] Northwestern Railroad Company will be commenced tomorrow (July 8, 1881). Hadfield & Co. will furnish the material and Samuel Dodd will do the carpenter work. The structure will be 200 feet in length, of sufficient width to cover trains as they stand on the tracks, and one of the finest of the many owned by the company outside of Chicago.²¹

The carpentry contractor, Samuel Dodd (1840-?), was born in the village of Glossop in Derbyshire, England in 1840 and emigrated to this country in 1863. In the same year Dodd was married to fellow immigrant Hannah Hadfield and after four years here spent in work in the building trades he set himself up as a building contractor and over the course of the next three decades established himself as one of the leading men in this line in Waukesha. During his career Dodd was responsible for the

²⁰ Wyatt, Barbara (Ed.). Cultural Resource Management in Wisconsin. Historic Preservation Division, State Historical Society of Wisconsin, Madison, Wisconsin, 1986. Vol. 2, 2-10 (Architecture).

²¹ Waukesha Freeman. July 7, 1881, pg. 1.

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construction of many important Waukesha buildings which have since been demolished including several buildings at the Bethesda Springs and at Carroll College, the Mansion House hotel, the Freeman Block, the Clark Store building, and the school building of the State Industrial School for Boys located in Waukesha. Among his surviving buildings are the Chicago and Northwestern Railroad Depot, the Italianate style William Blair house (534 Madison Street), and the Queen Anne style Elihu Enos house (517 Madison Street). The last two buildings are both located in the Madison Street Historic District (NRHP 3/22/90).²²

While Dodd is known to have built the Chicago and Northwestern Depot, his role in its design is unknown. Like so many contractors of that day Dodd sometimes did his own design work and occasionally advertised himself as an architect, as he did in Wright's 1890 City Directory of Waukesha. What, if any, formal design training he may have had is unknown but the quality of the work he is known to have built would argue that he was an able if unexceptional designer as were so many builders of his era.

The architectural significance of the Chicago and Northwestern Railroad Depot that Dodd built lies partly in its being an excellent, highly intact example of Late Victorian design as applied to a smaller-scale nineteenth century railroad depot. The design of the depot is typically Late Victorian in its "polychromatic use of surface materials," including rock-faced limestone, cream brick and elaborate, dark red-painted wood trim. These design elements embellish what is actually a fairly straight-forward essentially symmetrical three-part building design in which a taller center pavilion is flanked by slightly less tall identically sized wings. These side wings originally contained a passenger waiting room and a baggage room that were located on either side of a centrally positioned ticket office. Similar plans were used by many railroads of the period.²³

The fine design of the still largely intact main facades of the depot make it one of the most distinctive of the surviving Late Victorian style buildings in Waukesha and it holds its own when compared to other commercial buildings located in the downtown section of Waukesha. Many of the best and the oldest of these commercial buildings were identified and nominated to the NR by the Waukesha Intensive Survey as part of the Downtown Historic District (NRHP - 10/28/83) and as part of the Historic Resources of Waukesha Multiple Resource Nomination (NRHP - 10/28/83). These

²² Portrait and Biographical Record of Waukesha County, Wisconsin. Excelsior Publishing Co., Chicago, Illinois, 1894, pgs. 841-842.

²³ Grant, H. Roger and Charles W. Boni. The Country Railroad Station in America. The Center for Western Studies, Augustana College, Sioux Falls, South Dakota, 1988, pgs. 94-96. This plan type is very similar to standardized plans that were developed by the Chicago and Northwestern Railroad around the turn of the century. These plans underlay rural depots that the railroad built throughout the midwest.

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nominations included fine nineteenth century commercial buildings whose designs were influenced by one or more of the major architectural styles that were in fashion during the nineteenth century. These buildings are mostly sided in limestone and exhibit eclectic design features similar to those used on the depot. Two of the finest of these buildings are the Clarke Building (1888 - 323-325 W. Main Street) and the Putney Block (301 W. Main Street).²⁴

The Chicago and Northwestern Depot is also of local significance as an example of a threatened property type; it is one of the few surviving nineteenth century buildings in Waukesha that is associated with the railroads that once served the city. The nationwide decline of the railroad industry since World War II has been accompanied by a decrease in the number of intact historic buildings associated with it and Waukesha has been no exception to this trend. The only other surviving historic buildings in Waukesha associated with the railroads are: the Wisconsin Central Depot, 120 East Broadway, a small three-part limestone clad building built ca.1886-1887, that has recently been partially reroofed and restored; and the seven badly deteriorated and much altered cream brick car shops built by this railroad in the same year. All of these buildings have a certain historic significance, but none of them have the architectural significance or integrity that the Chicago and Northwestern depot has, and none of them now have intact interior spaces.

Preservation Activity

The intact state of the old Chicago and Northwestern Depot and the recent renovation of the Northwestern Hotel appear to be having a positive affect on other Williams Street buildings. The Chicago House at 316 Williams Street has been recently resided and is in good condition and the small vernacular Queen Anne style frame construction house next door to the hotel at 324 Williams Street is also in the process of being restored. As a consequence, Williams Street still retains a good deal of its period appearance and flavor.

²⁴ Howard, Needles, Tammen, and Bergendoff. Spring City's Past: A Thematic History of Waukesha and the Final Report of Waukesha's Intensive Resources Survey. Op. Cit., pg. 110.

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