

**United States Department of the Interior
Heritage Conservation and Recreation Service**



**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name Kendalls Depot

historic Chicago & Northwestern Railroad Depot

and/or common Kendalls Depot (preferred)

2. Location

street & number North Railroad Street ___ not for publication

city, town Kendall ___ vicinity of congressional district ~~6th~~ 6th

state Wisconsin code 55 county Monroe code 081

3. Classification

Category ___ district <input checked="" type="checkbox"/> building(s) ___ structure ___ site ___ object	Ownership <input checked="" type="checkbox"/> public ___ private ___ both Public Acquisition ___ in process ___ being considered	Status <input checked="" type="checkbox"/> occupied ___ unoccupied ___ work in progress Accessible ___ yes: restricted <input checked="" type="checkbox"/> yes: unrestricted ___ no	Present Use ___ agriculture ___ commercial ___ educational ___ entertainment ___ government ___ industrial ___ military	___ museum ___ park ___ private residence ___ religious ___ scientific ___ transportation <input checked="" type="checkbox"/> other: recreation
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4. Owner of Property

name Wisconsin Department of Natural Resources, Attn: J. R. Huntoon, Administrator
Division of Resource Management

street & number 101 South Webster, P.O. Box 7921

city, town Madison ___ vicinity of state Wisconsin 53707

5. Location of Legal Description

courthouse, registry of deeds, etc. Monroe County Courthouse

street & number

city, town Sparta state Wisconsin 54656

6. Representation in Existing Surveys

title Wisconsin Inventory of Historic Places has this property been determined eligible? ___ yes no

date 1979 ___ federal state ___ county ___ local

depository for survey records State Historical Society of Wisconsin

city, town Madison state Wisconsin 53706

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

Northeast of Kendall's main South Railroad Street (STH 71), the Kendalls Depot is immediately adjacent to a parking area, and located overall in the village's business sector. The depot site retains its brick pavement, enhanced by gravel road and planted lawns enclosed by rail fences.

The rectangular building (90'x20') is oriented northwest-southeast along the axis of the former railroad tracks. An asphalt shingle (formerly wood) camel-back hip roof covers the one-story building; a small intersecting gable with wood braces near the northwest end covers the projecting rectangular bay window of the ticket office. The uniform horizontal wood siding, with a vertical wood skirt, is framed by wider wood corner boards, door and window frames, and horizontal course. The original bias-plank freight doors with transoms, paneled wood passenger entrances, and six-over-six-light double-hung windows are still in place. Two cream brick chimneys rise from the ridge of the roof.

The integrity of the interior of the depot is largely original, with characteristic wood floors, ceilings, wainscoted walls, and office counters and cabinets. Waiting rooms to either side of the ticket office have served users of the state-operated Elroy-Sparta Bike Trail since the building was acquired after railroad abandonment in the 1960s. The freight room at the southeast end of the plan is now used for storage of rental bicycles. Sensitive rehabilitation of the building has included installation of period globe chandeliers and red oak floors, as well as renewal of plumbing and wiring.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1900¹ **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

A standardized depot design of the Chicago & North Western Railroad, the Kendalls Depot is a locally-significant representative of a period of construction. A variation of the company's "Number Two" depot dating from the turn of the century,² the Kendall example has an expanded plan to allow a separate ladies' waiting room, and the characteristic "imaginative" roof (here a camel-back hip) and stickwork which gave the economical design a distinctive appearance.³

The village of Kendall in southeastern Monroe County owes its existence to the extension of the Chicago & Northwestern Railroad into the unsettled region in 1872. The village derives its name from a railroad contractor of the line, J. C. Kendall, who held a considerable portion of the land from which the village was platted. Kendall had a distinct advantage over the other village sites along the route extending north of Baraboo as it presented one of the largest tracts of level land along the line. For this reason, the village was chosen as division headquarters for the railroad. A fourteen-stall roundhouse was erected in the 1870s and was the center of the rail crew required to run the shops and machinery used in operating the line for the company. However, by the turn of the century Kendall had lost its special status along the line, first with the transfer of division station to Baraboo and later with the construction of a new rail line from Milwaukee to Sparta. Construction of the "Number Two" depot, then, represented the change in the scale of activity, greater still than what could be served by one of the company's portable depots, but not deserving of a more monumental masonry depot.

Due to attentive maintenance and an appropriate adaptive reuse, the Kendalls Depot remains a well-preserved illustration of an important chapter of railroading history in the American Midwest.

¹ State of Wisconsin, Bureau of Facilities Management Inventory, 1979.

² Grant and Bohi, The Country Railroad Station in America, Boulder, Colorado, 1978, p. 97.

³ Ibid., p. 23.

9. Major Bibliographical References

Grant, H. Roger and Bohi, Charles W., The Country Railroad Station in America, Pruett Publishing Co., Boulder, Colorado, 1978.
 Richards, Randolph A., ed., History of Monroe County, Wisconsin, C. F. Cooper & Co., Chicago, 1912.

10. Geographical Data

Acreeage of nominated property less than one (0.33)
 Quadrangle name Kendall, Wis. Quadrangle scale 1:62,500

UMT References

A	1 5	7 1 1 6 7 5	4 8 5 2 0 5 0	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

The nominated property shall consist of a square one hundred twenty feet by one hundred twenty feet in size centered on a point in the UTM System at 15/711675/4852050.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Diane H. Filipowicz, Architectural Historian (continued)
 organization State Historical Society of Wisconsin date February, 1981
 street & number 816 State Street telephone (608) 262-2970
 city or town Madison state Wisconsin 53706

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Richard Kenney

title Director, State Historical Society of Wisconsin date 5/19/81

For HCRS use only	
I hereby certify that this property is included in the National Register	
<u>Beth Grosvenor</u>	date <u>8/12/81</u>
Keeper of the National Register	
Attest: <u>Linda McClelland</u>	date <u>7-27-81</u>
Chief of Registration	

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KENDALLS DEPOT, Kendall, Monroe Co., Wisc.

Continuation sheet

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ACREAGE: less than one

VERBAL BOUNDARY DESCRIPTION

The nominated property shall consist of a parallelogram whose eastern corner lies at the intersection of S. Railroad and Thayer Streets, whose northwest-southeast side runs 200 feet along S. Railroad Street, then northeast to the former Chicago & Northwestern Railroad tracks (now the Elroy-Sparta Bike Trail), then northwest 200 feet along the trail to the Edge of Thayer Street, then southeast along Thayer Street to the point of the beginning.

Amended 6/30/81
Diane H. Filipowicz

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Continuation sheet

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FORM PREPARED BY

Research Assistance by: Ron Nelson
Department of Natural Resources
(608) 387-4775
March, 1981

Michael A. Matucheski, Preservation Assistant
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Madison, Wisconsin 53706
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