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Wisconsin Word Processing Format (Approved 1/92)



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 Menomonie Omaha Depot  
other names/site number

**2. Location**

street & number	700 4 <sup>th</sup> Street West	N/A	not for publication
city or town	Menomonie	N/A	vicinity
state Wisconsin	code WI	county Dunn	code 033
			zip code 54751

**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.)

*Diana Leuburn*  
Signature of certifying official/Title

7/17/2018  
Date

State Historic Preservation Office - 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

Menomonie Omaha Depot

Dunn

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:)

*Barbara Wypal*  
 Signature of the Keeper

9-4-18  
 Date of Action

**5. Classification**

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

**6. Function or Use**

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

**Current Functions**  
 (Enter categories from instructions)  
 Vacant

**7. Description**

**Architectural Classification**  
 (Enter categories from instructions)

**Materials**  
 (Enter categories from instructions)

LATE 19<sup>TH</sup> & EARLY 20<sup>TH</sup> CENTURY AMERICAN  
 MOVEMENTS

foundation concrete  
 walls brick  
 roof asbestos  
 other

**Narrative Description**

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

**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

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**Period of Significance**

1906-1961

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**Significant Dates**

1906

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**Significant Person**

(Complete if Criterion B is marked)

N/A

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**Cultural Affiliation**

N/A

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**Architect/Builder**

Padley, Horace P.

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**Narrative Statement of Significance**

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

Menomonie Omaha Depot  
Name of Property

Dunn  
County and State

Wisconsin

## 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

Acreage of Property less than one acre

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

1 15T 584305 4969759  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

3 \_\_\_\_\_  
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	Patricia Lacey	date	11-3-2017
organization		telephone	715-462-4621
street & number	10688 W Twin Bay Road	zip code	54843
city or town	Hayward	state	WI

Menomonie Omaha Depot  
Name of Property

Dunn  
County and State

Wisconsin

### 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.)

<b>name/title</b>	Daniel J. Fedderly	<b>date</b>	11-3-2017
<b>organization</b>		<b>telephone</b>	715-506-9242
<b>street &amp; number</b>	N9387 330 <sup>th</sup> Street	<b>zip code</b>	54725
<b>city or town</b>	Boyceville	<b>state</b>	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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Menomonie Omaha Depot  
Menomonie, Dunn County, Wisconsin

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**Description**

*Site*

The Menomonie Omaha Depot, completed in 1906, is located at 700 4<sup>th</sup> Street West at the northwest corner of the intersection of Wilson Avenue West and 4<sup>th</sup> Street West on a trapezoid-shaped parcel bounded on the east by 4<sup>th</sup> Street West, a curb-less black topped street, and on the south by Wilson Street. The area to the north and west of the building is unimproved and covered with scrub grass and shrubs, and with trees further to the west. A block to the west is the Red Cedar River. The flat land between the river and the depot is fittingly known as “depot flat”. Immediately west and adjacent to the depot was the path of the spur track of the Chicago, St. Paul, Minneapolis & Omaha Railroad. The spur tracks were removed c1961, soon after the railroad services were suspended, and the track area is now overgrown with grass and small trees. Currently, light-commercial businesses are lightly interspersed around the depot site.

The citizens of Menomonie insisted that the railroad locate the train spur and depot on the east side of the Red River close to their commercial district. The current depot is the second depot on the same site. The Menomonie Omaha Depot site is two blocks west and downhill from Broadway Street (Highway 12/25) which passes through the city of Menomonie from north to south. The depot is located at the west end of Main Street. The crossroads of these two streets comprise the historic downtown commercial district.

**Exterior**

The Menomonie Omaha Depot, built by the Chicago, St. Paul, Minneapolis & Omaha Railroad, is one story in height and has a long and narrow rectangular foot print, the broad side facing the track. The overall dimensions of the building are 30' (east-west) wide at the widest point and 123' (north-south) long. The depot portion measures 30' x 91' and an open-sided platform measuring 32' x 28' is at the south end of the building. An open-sided platform of identical configuration was located at the north end of the building, but this platform has since been altered. The platforms were used for the storage of baggage carts. Designed as a passenger station, the Menomonie Omaha Depot also handled mail deliveries. The size and scope of the design executed by architect Horace P. Padley did not include sufficient area to support freight shipments. Freight was shipped and received at the manufacturer's own trackside platforms located on the miles of rail line that traveled within the city of Menomonie. An example of a freight platform is seen directly west of the depot on the opposite side of the spur tracks (since removed) in the tall grass. The large concrete platform from the former Wisconsin Elevator Company can still be seen from the west-facing windows of the depot.

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Menomonie Omaha Depot  
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The building rests on concrete footings that include footings beneath load-bearing walls. Dirt fill was installed between the footings. A tamarack wood floor was laid spanning the distance between the footings. Over time the wood floor deteriorated and when the feed mill purchased the building in the 1960s the floor was replaced with concrete.

The main body of the depot is of locally produced brick known as Menomonie Red set in a running bond pattern. At some point in time the building was painted a cream color and then at a later date the building was painted red.

Ashlar-faced Kasota limestone trim is found at the base of the building (water table), window and door lintels and window sills. Two rows of stone molding with a convex profile create a decorative band around all facades of the building. This band is, generally speaking, located above the windows. The window sills are approximately 8 inches thick and the window and door lintels are approximately 12 inches thick.

While the building is not an example of one particular high style, an eclectic mix of features provides visual interest. Often some of these features were simply popular for depot design such as broad overhanging eaves with brackets, stone trim, and roof dormers. All of these features were incorporated into the Menomonie Omaha Depot design. The building has a rectangular floor plan, restrained architectural detailing and horizontal lines. Wide eaves surround the entire building. The eaves are supported with evenly spaced modillions: solid-body curved brackets containing a stylized "paw" end. These modillions are quite sizeable in scale. Because of the substantial depth of the eaves, the agent's office does not protrude beyond the eave but is contained beneath. In the example of the Menomonie Omaha Depot, form followed function.

The main body of the building has a moderately pitched hipped roof (35 degrees). The pitch edges of the roof have been flattened giving the building a pagoda-like appearance.<sup>1</sup> There are gutters on the roof edges of all facades. The west-facing and east-facing roof segments of the depot each have two, evenly spaced, square dormers with pyramidal roofs. The original metal roof cresting and roof edge cresting is intact on all roof edges, including the pyramidal roof dormers. A small elongated finial appears at each roof junction and atop the pyramidal roof dormers. The original gray triangular shaped cement and asbestos shingles remain. While executing minor repairs to the roof it was observed that soot from the steam engines still remains between and under the shingles.

The covered open-sided platform, on the south portion of the building, supports a lower hipped roof which projects from the south-facing roof of the main body of the depot. The lower hipped roof of the

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<sup>1</sup> Virginia and Lee McAlester, *A Field Guide to American Houses*, (Alfred A. Knopf, New York, 1997), page 440, Eclectic Houses: Prairie

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platform wing projects from the north-facing roof of the main body of the depot. A lower flat-top hipped roof appears above the boiler room on the west facing elevation.

The transfer of natural light into a building was always a design priority before the era of intensive interior electric lighting. Light is brought into the Menomonie Omaha Depot through many simple, yet elegant double-hung windows, which mostly appear in pairs. The double-hung windows have a single lower light. The lower two-thirds of the upper light are divided into four upright rectangles with wood muntins. The upper one-third of the upper light is divided into multiple diamond and triangle lights with wood muntins.

During the period of passenger train service in Menomonie, a wood platform the height of the train car steps would have extending the length of the depot on the west and east-facing elevation. This has since been removed. The original curved concrete steps descending from the waiting area to the depot platform remain.

West-facing Main Façade (track side)

The Menomonie Omaha Depot has an asymmetrical arrangement of windows and doors on the west-facing trackside facade. The three-sided agent's projecting bay appears approximately 3'-6" from the northwest edge of the main body of the depot. To the south of the three-sided bay is a pair of double-hung windows, followed by the passenger door to the train platform and then an additional two pairs of double-hung windows. Even though there was a separate women's waiting room, there was only one door to the train platform.

To the north of the three-sided bay are two double-hung windows. A flat-topped hipped roof covers these windows. At a point 5' east from the northwest edge of the main body of the depot the baggage room wing projects from the main body of the depot. The original sliding baggage room door remains on the west-facing façade of the baggage room wing.

The three-sided projecting bay offered the depot agent a 180° view of the trains and the tracks. A single double-hung window appears on the south and north angled sides of the bay. A pair of double-hung windows appears on the west-facing fenestration facing toward the track area. The windows of the bay have a single light in the lower two-thirds of the window. The upper one-third of the window has the lower two-thirds divided into four vertical rectangles with wood muntins. The upper one-third of the upper light is divided into multiple diamond and triangular lights with wood muntins.



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North-facing Facade

Historic photos indicate that there was a covered open-sided platform shed, similar to the platform shed located at the south end of the depot, at the north end of the depot. The north open-sided platform is indicated on the east entry elevation of the blueprints,<sup>2</sup> but it does not appear on the west trackside elevation of the blueprints. In addition, the 1910 Sanborn Fire Insurance Map<sup>3</sup> only shows the south open-sided platform. It is likely that the north open-sided platform was built after the building was completed in 1906.

The open-sided north platform area was removed in the 1960s by the feed and seed company and a metal addition was built to create more square footage for the feed company. Historic photos indicated that there were two, evenly-spaced double-hung windows with bars on the north-facing fenestration. When viewing the north-facing wall of the baggage room from inside the depot, the west window was removed and a doorway was created to access the metal addition.

East-facing Façade (street side)

The Menomonie Omaha Depot has an asymmetrical arrangement of windows and doors on the east-facing town-side elevation. The east-facing wall of the depot does not have any wall projections. Centered on the wall is a grouping of three pairs of double-hung windows separated by brick pilasters. The capitals of the brick pilasters are created by the two rows of stone moldings that surround the building. Each of the paired windows has the same light divisions as the windows on the west facing facade. Each window is topped with a limestone lintel and the entire grouping rests on a continuous limestone sill.

To the south of the window grouping are two smaller double-hung windows that are evenly spaced. To the north of the window grouping is the main entry to the depot. Two large brick pilasters flank the entry. The capitals of the brick pilasters are created by the two rows of stone moldings which surround the building. The face of the brick pilaster has a decorative recessed panel of header bricks surrounded by stone molding and additional header bricks. The original door has been removed and replaced by an overhead garage door. A concrete ramp south of the main entry door rises to a concrete porch. Originally, a wood platform similar to the trackside platform would have spanned the (east) front of the building.

At a point 4' west of the northeast edge of the main body of the depot the baggage room wing projects from the main body of the depot. A single double-hung window with bars appears on the east wall of

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<sup>2</sup> Blueprints, *Passenger Station Menomonie, Wisc. Nov. 16-1904* C St P M & O Ry Office of Chief Engineer

<sup>3</sup> 1910 Sanborn Fire Insurance Maps sheet 12, wisconsinhistory.com

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the wing. At the north end of the baggage wing is an original door opening; however, it has been somewhat re-configured. This door opening has a concrete ramp approach.

South-facing Facade

A hipped roof open platform shed is located at the south approach to the building. Four square columns support the roof of the platform shed. Simple arched brackets appear on each side of the columns approximately two-thirds up from ground level. These brackets support a horizontal wood frieze. The frieze is very simple having narrowly spaced, vertical wood dividers. There is a pair of double-hung wood windows. The floor of the shed is concrete.

**Interior**

The interior delineation of the Menomonie Omaha Depot was typical of a one-story passenger depot built before and after the turn of the twentieth-century for small town markets. The original floor plan had a large central general waiting room with seating for thirty-six. To the south of the general waiting room was a woman's waiting room with private bathroom and a men's bathroom. To the north of the general waiting room was the agent's office with ticket window, boiler room with coal bin, and baggage room.

The upper portion of the interior walls, including the ceiling of the agent's office, waiting rooms and bathrooms are plastered. The lower portions of the walls are clad with Norway pine wainscoting with a height of five feet. A picture rail molding is set approximately 24 inches below the 13'2" ceilings. The ceilings have wide crown molding. Above the picture rail and including the ceiling are painted white. The walls between the picture rail and the wainscoting are painted light green. The doors and original windows have simple Norway pine surrounds topped with head casing and extended crown moldings. All of the original woodwork has a dark varnished finish. The walls of the boiler room and baggage room are exposed brick.

Currently, the walls of the bathrooms, ladies waiting room and general waiting room have been removed to create a large open space for the feed and seed company. The ghost impressions of the walls remain on the floors and ceilings. When the walls were removed, the ceiling crown molding on each wall was left remaining on the ceiling.

**Alterations**

Most of the original windows remain in place. Those that have been removed are stored within the depot. All of the original windows and door opening trim (other than the walls that have been removed) remain and have their original finish. All of the exterior details remain intact. Alterations

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from the 1960s when the feed mill purchased the building include the removal of all of the interior dividing walls and the removal of the north open-sided platform and the placement of a metal addition. The current owner plans to remove the metal addition and replace the north open-sided platform.

**Integrity**

The brick and stone of the building's exterior, the sweeping roof and broad eaves, the roof dormers, one open platform, and original windows are all historic exterior features of the depot. Despite the removal of interior walls which express the unique interior spaces that define a depot, the loss of original doors and the removal of one of the loading platforms the building's remaining integrity is very good. In fact, the perimeter interior walls of the depot retain their historic finishes and decorative details. The Menomonie Omaha Depot retains sufficient integrity to clearly convey its association with the history of transportation as a railroad depot. Despite the fact that the rails have been removed, the depot appears to be waiting for the next train to arrive.

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Menomonie Omaha Depot  
Menomonie, Dunn County, Wisconsin

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**Statement of Significance**

The Menomonie Omaha Depot in Menomonie, Wisconsin is locally significant under National Register Criterion A in the area of transportation for the depot's association with railroad service, which in turn, influenced the growth of Menomonie. The presence of the Chicago, St. Paul, Minneapolis & Omaha Railroad (the owner of the depot) triggered continued development within Menomonie by linking the city to national markets and assisting the city of Menomonie to transition from being a major lumbering center to becoming an educational and agricultural center.

The name Menomonie Omaha Depot in part refers to the Chicago, St. Paul Minneapolis & Omaha Railroad who replaced their drafty 1880 depot the new more substantial 1906 depot. The name of the depot in the City of Menomonie needed to differ from the Menomonie Junction Depot located on the main line 3.1 miles north of the city. It was the newspaper article from February 13, 1906 titled *Menomonie's New Omaha Depot* and the post cards that were issued titled the *Omaha Depot, Menomonie, Wisconsin* that demonstrate that the name has always historically been the Menomonie Omaha Depot.

Period of Significance

The period of significance begins in 1906 with the completion of the station and extends to 1961 when the station discontinued its original use as a passenger station.

**History of Dunn County**

Dunn County was formed with land set apart from Chippewa County on February 19, 1854. At this time the boundaries of Dunn County still included Pepin County. Dunnville was designated as the county seat. The land encompassing Pepin County was removed in 1858, leaving Dunn County with its present borders. The county seat for Dunn County was then moved to Menomonie in 1858 as after the separation of Pepin County, Menomonie was more centrally located.<sup>4</sup>

The city of Menomonie is situated on three plateaus about one hundred feet above the Red Cedar River, which is part of the larger Chippewa River system.<sup>5</sup> Even before Wisconsin became a state, men had discovered the vast pineries along the Chippewa River and Menomonie River (now known as the Red Cedar River). In 1820, the American Fur Company sent sawyers to procure lumber for their trading post on the Mississippi River. The Red Cedar River offered easy transportation for the sawn

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<sup>4</sup> F. Curtis Wedge, *History of Dunn County Wisconsin*, (H. C. Cooper Jr. & Co., Minneapolis/Winona, MN, 1925), page 28

<sup>5</sup> George Forrester, *Historical and Biographical Album of the Chippewa Valley*, (A. Warner, Chicago, 1891-1892), pages 151, 158, 161-163

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Menomonie, Dunn County, Wisconsin

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logs to the Chippewa River and onward to the Mississippi River. The first settlement in the Menomonie area occurred in 1822. Harden Perkins built a dam and small sawmill on Wilson Creek (a tributary to the Red Cedar River). A military unit from Prairie du Chien came to the area in 1829 harvesting logs to rebuild Fort Crawford after it had been destroyed by flood waters. The Perkins dam was owned by various individuals. Over several years, the dam was washed out by the spring rains and snow melt and then rebuilt. A sawmill erected on this site in 1839 by H. S. Allen truly marked the beginning of the massive log harvest.

William Wilson, a lumberman from the Iowa Territory, had heard rumors of the colossal virgin pines located in the central portion of Dunn County. Wilson traveled to the Menomonie area to see for himself if all of the stories were true. He traveled by canoe up the Red Cedar River with an Indian guide. He explored fifty miles of the river in and around the Menomonie area in order to satisfy himself that there was an adequate supply of pine. Upon seeing the vastness of the pinery he understood that this would be a rare once in a lifetime opportunity for investment. He returned home and informed John H. Knapp that the stories about the pine resources were true. Wilson told Knapp of the beautiful rivers and vast pine forests just waiting to be harvested.<sup>6</sup> William Wilson convinced John H. Knapp to invest the \$1,000 he had just inherited from his father's estate in this venture that would certainly provide a great reward for both of them.<sup>7</sup> On May 19, 1846 the two men entered into partnership to log in the Menomonie area for a period of five years.

By 1846, William Black owned the Allen saw mill. A deed recorded June 16, 1846 indicated that Black conveyed to Knapp a one-half interest in his operation for \$2,000. In 1849, Knapp initiated the building of a substantial dam on the Red Cedar River just below the entrance to Wilson's Creek. The dam created the mill pond known as Lake Menomin. A 60'x100' sawmill was constructed containing two gang saws and two rotary saws.

Within a few weeks, William Black died. The administrator of Black's estate provided a deed on May 4, 1850 to Knapp for Black's remaining one-half interest for a price of \$2,600. John H. Knapp and William Wilson were now the joint owners of the Wilson Creek Mill and the Red Cedar dam and mill. On August 19, 1850 Knapp and Wilson sold one-half interest in their lumber business to Andrew Tainter. The firm was then renamed the Knapp and Tainter Company.

Within three years, partial interests were sold to B. B. Downs and Henry L. Stout and the name of the firm was changed to Knapp, Stout & Company. The Company began purchasing large tracts of pine lands in the Menomonie area which were attained at relatively low prices. The records of the Knapp,

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<sup>6</sup> A. T. Andreas, *History of Northern Wisconsin*, (Western Historical Co., Chicago, 1881) pages 272-279

<sup>7</sup> C. Ford Runge, *Wisconsin Northern Pineries A Narrative Economic History*, Prepared for the 8<sup>th</sup> Joint Conference on Food, Agriculture and the Environment, August 25-28, 2002, University of Minnesota

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Stout & Co. Company indicate a total pine land purchase in Wisconsin of 530,000 acres with 490,000 acres located in the Red Cedar River Valley.<sup>8</sup> After ten years of operation the company owned property worth \$500,000 and had a working capital of two million dollars making them the largest lumber company in the world.<sup>9</sup>

During the reign of the Knapp, Stout & Co. Company, everything in the vicinity of Menomonie was subordinate to them. The Knapp, Stout & Company issued their own script with which they paid their employees. The script was only recognized as legal tender in the Menomonie area.

Besides the lumber mill and logging operation, the Knapp, Stout & Co. Company operated a grist mill, stables, machine shop, blacksmith shop and owned several substantial farms that produced large supplies of wheat and pork. Their general merchandise store generated annual sales of \$750,000.<sup>10</sup>

The economic dominance of the mill ended in 1859 when the Village of Menomonie was platted. The survey was executed by Knapp, Stout and Company on the south side of the Red Cedar River. Soon afterward the sale of lots began. The streets were designed in grid form to run north, south, east and west. Those streets devoted primarily to the commercial district were Broadway and Main streets.

Manufacturers were enticed by the water power supplied by the Red Cedar River. Menomonie's manufacturing, other than lumber products, included a sleigh manufacturer, piano factory, cigar factory, woolen mill, furniture factory, iron works, breweries, flour and feed mills, many of which were located along the Red Cedar River. Several brick manufacturing companies produced the bricks used to construct the buildings of the residential and commercial building boom. Several hotels opened to accommodate businessmen and visitors. Tainter and Son Bank and the First National Bank became prominent banking institutions.<sup>11</sup> Saloons, general stores, shoe, hardware, grocers, coal dealers, and dress shops supplied the needs of the residents of Menomonie.

The surrounding country side saw dairy farms develop on the cut-over pine lands. Three creameries operated in Menomonie with fifteen others spread throughout Dunn County. In addition, seven Dunn County cheese plants produced one million pounds of cheese annually.

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<sup>8</sup> F. Curtiss – Wedge, *History of Dunn County Wisconsin*, (H. C. Cooper, Jr. & Co., Minneapolis – Winona, MN., 1925) pages 60-70

<sup>9</sup> A. T. Andreas, *History of Northern Wisconsin*, (Western Historical Co., Chicago, 1881), pages 272-279

<sup>10</sup> F. Curtiss – Wedge, *History of Dunn County Wisconsin*, (H. C. Cooper, Jr. & Co., Minneapolis – Winona, MN., 1925), pages 60-70

<sup>11</sup> George Forrester, *Historical and Biographical Album of the Chippewa Valley Wisconsin*, (A. Warner, Chicago, 1891-1892), pages 151, 158, 161-163

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**The Arrival of the Railroad**

The railroad arrived to a location 3.1 miles north of the city in 1871.<sup>12</sup> The Chicago, St. Paul, Minneapolis & Omaha Railroad received a grant from the Federal government to construct a rail line from Tomah to Black River Falls, Eau Claire, Menomonie, Hudson and on to St. Paul, Minnesota. The line was built under the name West Wisconsin Railroad Company. For years, until a spur was built into Menomonie, it was necessary for travelers to go from the city to the Menomonie junction to board the train. Menomonie residents expressed their displeasure with this arrangement.<sup>13</sup>

On March 18, 1878 the Knapp, Stout and Company incorporated. At this time over 2,500 men were employed by the company. The Chicago, St. Paul, Minneapolis & Omaha built a spur south from their east-west track located north of town, across the Red Cedar River to a location near the central commercial area of the city. A small depot was installed. By 1881 the population of Menomonie had grown to 3,500 residents. Menomonie, having outgrown the original dimensions of the village, was incorporated by an act of the legislature on March 14, 1882. For the purpose of representation the city was divided into four wards. A waterworks was established in 1885 and electricity was provided in 1897. Four public schools offered an education to Menomonie's children.<sup>14</sup>

By 1900, Knapp, Wilson, Tainter and Stout had all passed away and the ownership of their lumber empire had transferred to their heirs. With the majestic white pines depleted, the lumber boom and the Knapp, Stout and Company came to an end. The last log raft floated down the Red Cedar River on August 12, 1901. Some lumbering continued in the area with the harvest of the hard woods but never matched the scale of the original lumber boom. Despite the loss of the largest employer in the city, Menomonie continued to expand.

An iron works purchased some of the Knapp, Stout and Company vacated buildings as well as the Submerged Electric Motor Company. The Submerged Electric Motor Company was, according to research compiled for the Menomonie intensive survey, the world's first outboard motor factory. Their battery powered motor could achieve a speed of six miles per hour. Evinrude, the producers of the first gasoline powered outboard motor, surpassed Submerged in 1909 and Submerged was forced out of business.<sup>15</sup>

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<sup>12</sup> William Henry Stennett, *A History of the Origin of the Place Names Connected with the Chicago & Northwestern and Chicago, St. Paul, Minneapolis & Omaha Railroads.*, (Chicago, 1908), page 156

<sup>13</sup> F. Curtiss – Wedge, *History of Dunn County Wisconsin*, (H. C. Cooper, Jr. & Co., Minneapolis – Winona, MN, 1925) pages 60-70

<sup>14</sup> George Forrester, *Historical and Biographical Album of the Chippewa Valley Wisconsin*, (A. Warner, Chicago, 1891-1892), pages 151, 158, 161-163

<sup>15</sup> Roxanne Owens and Dr. Claudia Smith, *Intensive Survey Report: Architectural and Historical Survey Project*, (Menomonie Landmarks Commission, September 1986), pages 7-149

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In 1891, James Huff Stout, son of lumberman Henry L. Stout built his first manual training school in Menomonie. Huff a progressive educational thinker felt as others did that manual training and domestic science was important to a well rounded education. The Menomonie School Board adopted Stout's physical and manual training programs in both their elementary and high schools. In 1897 the school was destroyed by fire. Stout quickly rebuilt the school building in a more substantial manner with a high clock tower. In 1901, Stout built the School of Physical Training which contained a gymnasium and natatorium. In 1903, the emphasis for the Stout's Institute changed. The school was reorganized into an institution to prepare teachers in manual training, domestic science and physical education. The Stout Institute separated from the Menomonie school system in 1908. Prior to James Huff Stout's death, he had invested over \$600,000 in education in Menomonie.<sup>16</sup>

After Stout's death in 1911, ownership of the school was transferred to the State of Wisconsin.<sup>17</sup> For forty-four years the school was governed by a board of regents. The city of Menomonie continued to flourish and by 1925 had a population of 5,104. In 1955 the school became a part of the Wisconsin State College system and then was upgraded to university status in 1965.<sup>18</sup> From its inception, the Stout Institute not only contributed to the growth of Menomonie, but it bestowed on the city a level of dignity for its contribution to education in Wisconsin.

### **History of the Menomonie Omaha Depot**

The current depot is the second train depot to be constructed in the same location. The first depot was constructed after extensive negotiations throughout the better part of the 1870s between the City and the Chicago, St. Paul, Minneapolis & Omaha Railroad. The West Wisconsin Railroad established a central Wisconsin rail line from Tomah to St. Paul in the 1870's funded largely by a grant from the Federal Government. When the Western Wisconsin Railroad experienced financial problems, they became a part of the Chicago, St. Paul, Minneapolis, & Omaha system.<sup>19</sup> The Chicago, St. Paul, Minneapolis & Omaha Railroad was popularly called the "Omaha Road" and it developed three principal lines that radiated from St. Paul: one to Omaha, Nebraska, one to Elroy, Wisconsin, and one to Ashland, Bayfield and Duluth. This was approximately 1,700 miles of rail line.

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<sup>16</sup> F. Curtiss – Wedge, *History of Dunn County Wisconsin*, (H. C. Cooper, Jr. & Co., Minneapolis – Winona, MN, 1925) pages 117-118, 247-252

<sup>17</sup> History of U W Stout, [https://www.uwstout.edu/lib/archives/history\\_stout.cfm](https://www.uwstout.edu/lib/archives/history_stout.cfm)

<sup>18</sup> University of Wisconsin Stout, History, [www.uwstout.edu/about/history](http://www.uwstout.edu/about/history)

<sup>19</sup> F. Curtis Wedge, *History of Dunn County Wisconsin*, (H. C. Cooper Jr. & Co, Minneapolis/Winona, MN, 1925), pages 92-93



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The single Tomah to St. Paul track came within 3.1 miles of Menomonie, to the north of the city in 1871. By January of 1872, a second track was added alongside the first track and passenger trains ran daily in both directions. The citizens of Menomonie had to travel north the 3.1 mile distance to the Menomonie Junction depot.<sup>20</sup> Many Menomonie citizens were not happy with this arrangement, especially in winter.

The president of the West Wisconsin Railroad, Mr. Porter proposed to bring a spur into the north side of the city for \$10,000. The citizens refused to authorize city bonds for the project unless the rail spur was brought across the Red Cedar River into or near downtown. President Porter agreed to their demands but the price rose to \$25,000 (a bridge had to be built) and he wanted the city to donate a site for a depot. This proposition was accepted and the town issued bonds for \$28,000 with \$3,000 to be used for land for a depot. William Wilson sold the lot to the railroad for the passenger depot.

The area that came to be known as “depot flat” was selected as the site for the depot. Depot flat is located at the west end of Main Street, just down the hill from Broadway Street, two blocks east of the Red Cedar River. This location pleased the residents as it was on the east side of the Red Cedar River and was convenient to downtown. With the arrival of the spur, a small passenger depot was built in the spring of 1880. The depot was built along the east side of the spur which terminated just south of Wilson Street. J. H. Hyland became the first station agent.<sup>21</sup> An entry in the diary of John H. Knapp noted; “I went over to St. Paul on the 10:27 AM train this being my first ride on the train on the stub RR running into Menomonie.”<sup>22</sup>

The passenger service into Menomonie consisted of a *Serial Train*, made up of a locomotive and tender, one coach car and one combination coach and baggage car. The train backed down from the main line to the depot and loaded the passengers and baggage. Upon driving north out of the city, the train would encounter a Y in the track, just south of the main line. If the train took the left branch of the Y the train went to St. Paul. If the train took the right branch of the Y it would travel to Tomah and beyond.<sup>23</sup>

The spur that came down from the main Chicago, St. Paul, Minneapolis & Omaha rail line branched into three spurs once it crossed the Red Cedar River, terminating just south of Wilson Street. Both the first and second Menomonie depots were strictly passenger depots. The other branches of the spur accessed businesses for freight pick-up and delivery. Each business would have track-side platforms

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<sup>20</sup> *The News*, December 17, 2011, “Scenes of Yesteryear: Railway chugs into Menomonie”, by John Russell

<sup>21</sup> F. Curtis Wedge, *History of Dunn County Wisconsin*, (H. C. Cooper Jr. & Co., Minneapolis/Winona, MN, 1925), pages 92-93

<sup>22</sup> U W Stout University Archives, John H. Knapp Collection, “Diary 1880” [www.uwstout.edu/lib/archives\\_az.cfm](http://www.uwstout.edu/lib/archives_az.cfm)

<sup>23</sup> Interview with Dave Berry, Minneapolis, Minnesota, former owner and former railroad employee.

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where the loading and unloading of goods would take place. The businesses that were located in conjunction with the three spurs were listed on the 1889 Sanborn Fire Insurance as; A. H. Johnson Lumber Company, Jung & Borchert Brewing Company, Schutte & Quillig Elevator and the E. B. Jackson Coal Company.

Various railroads continued to expand throughout the city mainly for the shipping of freight. Passenger service was solely conducted by the Chicago, St. Paul, Minneapolis & Omaha Railroad. In 1883, the Chicago, Milwaukee & St. Paul Railroad built a rail line up the west side of the Red Cedar River from their main line which traveled from Eau Claire to Wabasha, Minnesota.<sup>24</sup> The Chicago, St. Paul, Minneapolis & Omaha also built a track on the west side of the Red Cedar Rivers. Rails from these lines were extended in and around the Knapp, Stout & Company's mills as well as to the Iron Works, Menomonie Roller Mills and other manufacturers located on the east and west side of the Red Cedar River. Rail service in Menomonie would prove to be very profitable to the railroads with the combined earnings of freight and passenger service exceeding \$549,000 a year.<sup>25</sup>

As Menomonie grew and prospered, the small barn shaped 1880s depot became unacceptable. It was cold and drafty, heated only by a wood stove. Two Menomonie organizations, the Advancement Association and the Commercial Club communicated with the Chicago, St. Paul, Minneapolis & Omaha Railroad stressing that the first depot needed to be replaced. In 1905, the railroad capitulated and agreed to build a new depot. Chicago, St. Paul, Minneapolis & Omaha architect Horace P. Padley designed the building. "Mr. Padley planned this depot with an eye to Menomonie's special needs".<sup>26</sup>

The depot is rectangular, 30' x 123' and faces west on the east side of the spur track. The interior included a 26' x 29' waiting room, an additional ladies waiting room with private toilet, men's toilet, office, 18' x 24' baggage room, and a boiler room that contained a 20 ton coal bin. The building was heated with steam and contained both electric and gas light fixtures. The interior was finished with Norway pine woodwork.

The railroad agent was H. E. Boyden with assistants, day operator Morris and night operator Chas. Whittier. They were responsible for the general operations of the station, tickets sales and dispatching trains.

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<sup>24</sup> George Forrester, *Historical and Biographical Album of the Chippewa Valley*, (A. Warner, Chicago, 1891-1892), page 162

<sup>25</sup> F. Curtiss Wedge, *History of Dunn County Wisconsin*, (H. C. Cooper Jr. & Co., Minneapolis/Winona, MN, 1925), pages 92-93

<sup>26</sup> *The Times*, February 13, 1906, "Menomonie's New Omaha Depot"

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Construction of the depot was executed by the Newman & Hoy Company. Dwyer Plumbing Company did the heating and plumbing and the Norquist Company did the painting. All of these companies were from St. Paul, Minnesota. The exterior of the building was constructed of local Menomonie brick and it was trimmed with Kasota stone. The building and yard improvements (removing old depot, filling in swampy area, new track) exceeded \$20,000.<sup>27</sup>

Passenger service continued in Menomonie until 1961. The increasing use of the automobile, improved roads, highways and interstate bus service had reduced passenger traffic. The depot was sold to Hardy's Seed & Feed Company who operated a feed store until the late 1990s. The building was then sold to the Deasy family. In 2003, Piper-Barry Restorations purchased the building and used it for storage. On August 3, 2017, Daniel J. Fedderly (DJ Fedderly Properties LLC) purchased the property and is currently planning for the building's restoration to be re-purposed as a micro-brewery.

**Conclusion: Criteria A – History – Transportation**

According to Wisconsin's *Cultural Resource Management in Wisconsin*, the expansion of the rail network during the late nineteenth and early-twentieth centuries tremendously enhanced the development of Wisconsin cities and villages. With a modest beginning, in 1850, of the presence of ten miles in Wisconsin, railroad expansion saw the materialization of 1,000 miles of track by 1868, 5,600 miles of track by 1890 and over 6,500 miles of track by 1900. This Wisconsin rail network assisted in the growth of Wisconsin manufacturing and agriculture by opening up markets for these goods throughout the United States.<sup>28</sup>

Passenger travel also stimulated economic growth by allowing people to be mobile for business opportunities. At the turn of the century, the Chicago, St. Paul, Minneapolis & Omaha Railroad recognized the growing passenger market in Menomonie and provided the city a more substantial passenger station replacing the small drafty 1880 station. The 1905 blueprints were designed by nationally recognized architect Horace P. Padley. During this period in his career he was an architect in the office of Engineering for the Chicago, St. Paul, Minneapolis & Omaha Railroad.

From 1906 to 1961, the Menomonie Omaha Depot served as a hub for arrivals and departures of daily trains linking Menomonie residents with the rest of the United States. It was the center of modern transportation allowing Menomonie residents to travel for business, vacation, or to visit friends and relatives living in other places. Americans enjoyed mobility and would patronize rail travel until the

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<sup>27</sup> *The Times*, February 13, 1906, "Menomonie's New Omaha Depot"

<sup>28</sup> Barbara L. Wyatt, ed., *Cultural Resource Management in Wisconsin*, (Madison: State Historical Society of Wisconsin, 1986), 1:3-6, 3-7

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1950s and 1960s when Americans would fall in love with the automobile. The automobile offered unique, private and independent travel.

The railroad depot was an important civic building, facilitating the arrival and departure of travelers. Externally the most conspicuous part of the railroad depot was its silhouette. Late-nineteenth and early- to mid-twentieth century train passengers became familiar with the long rectangular buildings, wide sheltering overhangs, and asymmetrical designs of the small town depot. The one-sided depots enabled passengers to board or disembark a train safely, without having to cross the train tracks. Such buildings continued in use throughout the United States for decades without many modifications.<sup>29</sup>

Most railroad companies including the Chicago, St. Paul, Minneapolis & Omaha adopted standardized depot plans created by their staff architects to minimize costs. As in the Menomonie Omaha Depot, an efficient functioning floor plan was executed including a large waiting room with benches and chairs, a women's and children's waiting room with separate toilet, a men's toilet, agent office with large bay window overlooking the tracks offering ticket sales, a baggage room and a boiler/heating room with coal storage defined the interior of the depot. Outside and on each end of the building, covered platforms housed baggage carts. Architect Horace P. Padley created individualism by changing window designs, roof pitches, bracket designs and small architectural and decorative details.

By 1916, more than 85,000 depots and stations had been constructed throughout the United States. Although depots ranged in size from small, like the one in Menomonie, to the colossal stations of New York and Chicago, in essence they all provided the same basic services: train access and shelter to waiting passengers.

**Architect – Horace P. Padley (1859-1944)**

Horace P. Padley began his architectural career in the 1880s in Ashland, Wisconsin where he was a partner in the firm of Conover, Porter & Padley. In the 1890s, he worked in private practice. During this period of time in Ashland he participated in the design of a series of Romanesque Revival Style commercial blocks and institutional buildings as well as a Shingle Style building complex. Some of Padley's documented northern Wisconsin works are:

- Northern Block, 2229 E. 5<sup>th</sup> Street, Superior (1888; NRHP 85001471)
- First National Bank, 101 W. 2<sup>nd</sup> Street, Ashland (1890; NRHP 84000316)
- Federal Government Building, Ashland, (1892)
- Northern Wisconsin Academy (now Wheeler Hall, Northland College) 1411 Ellis Avenue,

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<sup>29</sup> Carroll L. V. Meeks, *The Railroad Station and Architectural History*, (Dover Publications, New York, 1995), pages 19-49

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Ashland (1893; NRHP 77000029)

- Bayfield Fish Hatchery, Bayfield, (1897; NRHP 81000033; 1981)

In 1898, at the age of 39, Padley served as the captain of Company I out of Ashland, Wisconsin in the Spanish American War. He returned to Ashland in 1899. Padley then moved to St. Paul, Minnesota where he gained employment with the Chicago, St. Paul, Minneapolis & Omaha Railroad in the Engineering Division. His entry-level position was that of "Transitman" where he worked with other in-house architects and engineers designing projects for the railroad. In 1929, the year that he retired, his title was that of Assistant Chief Engineer.

During this 30 year tenure with the Chicago, St. Paul, Minneapolis & Omaha Railroad Padley completed designs for small town depots as well as larger metropolitan stations. Since the railroad had the need for various structure types he also designed freight houses, coal sheds and scale houses. When revenues were down, design work shifted to remodeling and upgrading existing depots and stations. While designing for the Northern Division, known depots and stations attributed to Padley are: Chetek, New Richmond, Marshfield, Rice Lake, and Menomonie. Padley also designed the Omaha Railroad station of Sioux Falls, South Dakota.

While residing in the Twin Cities, Padley was influenced by architects William Gray Purcell, George Grant Elmslie and others who were leading the movement away from traditional Period Revival styles to a new American style known as the Prairie School style.<sup>30</sup> It is not unusual to find a mix of stylistic influences applied to depot design, reflecting the range and variety of options and preferences. Despite this, many characteristics were dependably applied to depot design: the horizontal orientation with the elongated form facing the tracks providing easy access for passenger boarding, wide eaves providing shelter from the elements, and an abundance of natural light through numerous, large windows.

The Menomonie Omaha Depot remains an important historic building to the residents of the City of Menomonie. Even the local high school students recognize the interesting architectural nature of the building, as many choose to have their yearbook photos taken next to the depot.

### Summary

The Menomonie Omaha Depot is eligible for the National Register of Historic Places, locally significant for its association with the railroad industry, the growth and expansion of railroad transportation, and the history of transportation in Menomonie. From the mid-eighteenth century to the

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<sup>30</sup> Marlys A. Svendsen, National Register Nomination, Chicago, St. Paul, Minneapolis & Omaha Railroad Passenger Station, Rice Lake, Barron County, Wisconsin, August 14, 2006

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mid-nineteenth century, rail travel was the primary means of transportation in the United States. Fledgling communities vied for railroad companies to build rail lines through their towns. The arrival of the railroad often precipitated economic expansion and population growth. As a result, the railroad depot became a nexus of social and commercial interaction.<sup>31</sup> This is true here, as this depot shows how the railroad industry and the passenger depot enhanced the growth of the small logging town such of Menomonie, Wisconsin.

Most early small town depots were wood frame with minimal ornamentation, while larger cities often had impressive masonry depots. This masonry depot built in a small city reflects the importance of the building to the community. Railroad depots are an increasingly rare resource in Wisconsin, and the Menomonie Omaha Depot is an excellent representation of the important history of rail transportation.

### **Acknowledgments**

This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, or disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to: Office of Equal Opportunity, National Park Service, 1849 C Street NW, Washington, DC 20240.

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<sup>31</sup> H. Roger Grand and Charles W. Bohi, *The Country Railroad Station in America* (Boulder, CO: Pruett Publishing Company, 1978), 3.

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**Verbal Boundary Description:**

That part of the Northwest Quarter (NW1/4) of the Southwest Quarter (SW1/4) of Section 26, Township 28 North, Range, 13 West, bounded and described as follows: Beginning at the point of intersection of the North line of 22<sup>nd</sup> Street with the Easterly line of the 200 foot right of way of the Chicago, Saint Paul, Minneapolis and Omaha Railway Company, thence Northerly along the Easterly line of said right of way line, a distance of 470 feet: thence Westerly along a line at right angles to the last described course, a distance of 30 feet, more or less, to a point 8.5 feet Easterly of, as measured at right angles from, the center line of Spur Track I. C. C. No. 14 of said Railway Company, as now located and established; thence Southerly along a line parallel with the center line of said spur track and extension thereof to a line drawn at right angles to the center line of said Spur Track I. C. C. No. 14: extended Southerly a distance of 15 feet Southerly of the South end of said Spur Track I. C. C. No. 14 as measured along the center line of said Spur Track I. C. C. No. 14; thence Westerly along a line at right angles to the last described course to a point 17 feet Easterly of, as measured at right angles from the Center line of Spur Track I. C. C. No. 13 said Railway Company, as now located and established, thence Southerly along a line parallel with the center line of said Spur Track I. C. C. No. 13 to the North line of said Street: thence East along the North line of said Street to the point of beginning, Dunn County, Wisconsin

**Boundary Justification:**

The trapezoidal shaped property has a clearly defined south property line (Wilson Street) and a clearly defined east property line (4<sup>th</sup> Street West). The remaining boundary lines were drawn by the railroad when the property was sold to the feed and seed company in 1961. Due to the extensive number of acres of land owned by the railroad in the depot location, there was no attempt to include this acreage as it would be extraneous; besides which, an accurate depiction of what land was officially attached to the depot site cannot be produced with any certainty. The nominated boundary is the same as the current parcel and provides sufficient setting to reflect the period when this was an active passenger depot.

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Name of Property:	Menomonie Omaha Depot
City or Vicinity:	Menomonie
State:	Wisconsin
Name of Photographer:	Patricia Lacey
Date of Photographs:	September 2017
Location of Original Digital Files:	Wisconsin Historical Society, State Historic Preservation Office
Number of Photographs:	10

Photo 1  
East-facing road-side elevation  
Camera facing northwest

Photo 2  
East-facing road-side elevation showing metal addition  
Camera facing southwest

Photo 3  
West-facing track-side elevation with agent's projecting bay  
Camera facing southeast

Photo 4  
West-facing track-side elevation

Photo 5  
West-facing track-side elevation showing metal addition  
Camera facing northeast

Photo 6  
North open-sided platform  
Camera facing northeast

Photo 7  
West-facing track-side elevation  
Camera facing southeast

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Photo 8  
Interior view of east wall of paired windows  
Camera facing southeast

Photo 9  
Interior view of agents projecting bay  
Camera facing west

Photo 10  
Interior view of north wall of baggage room  
Camera facing north

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Figure 5: Menomonie Omaha Depot, Photo 1910

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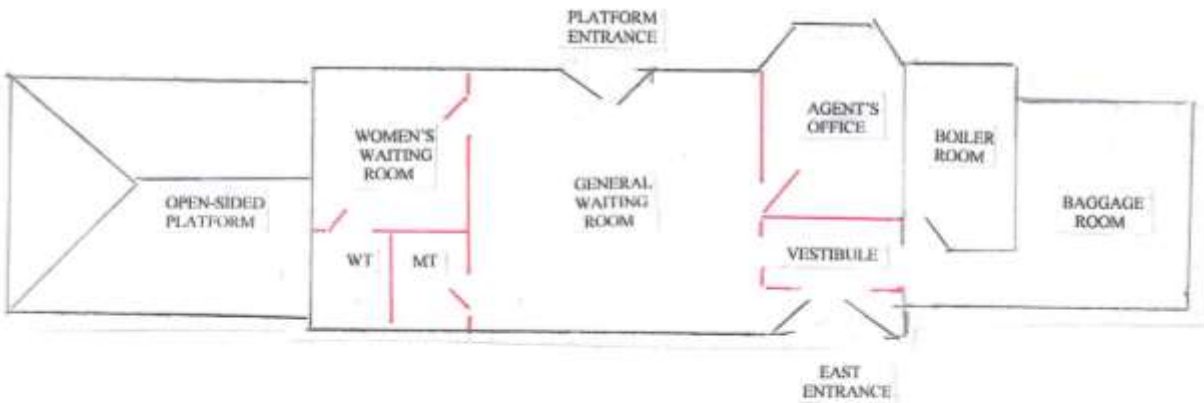
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Figure 1: Floor Plan  
Not to Scale

Menomonie Omaha Depot  
Menomonie, Dunn County, Wisconsin  
Floor plan  
→ N



**KEY**  
WT - WOMEN'S TOILET  
MT - MEN'S TOILET  
RED LINE - WALLS REMOVED

**United States Department of the Interior**  
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**National Register of Historic Places**  
**Continuation Sheet**

Section figures Page 3

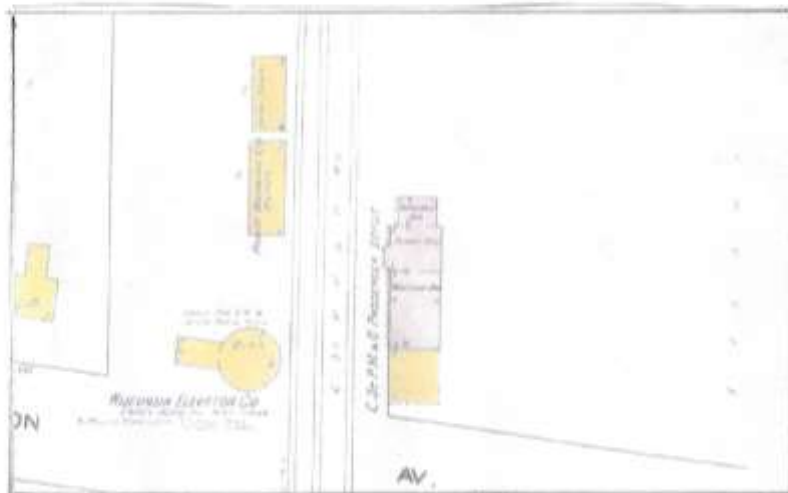
Menomonic Omaha Depot  
Menomonic, Dunn County, Wisconsin

Figure 2 (top): 1907 Menomonic map showing the railroad spur jutting into an area near the downtown

Figure 3 (bottom): 1910 Sanborn Fire Insurance Map indicating that the north open-sided platform had not been built yet



1907 Menomonic map showing the railroad spur jutting into an area near the downtown.



1910 Sanborn Fire Insurance Map indicating that the north open-sided platform had not been built yet.

**United States Department of the Interior  
National Park Service**

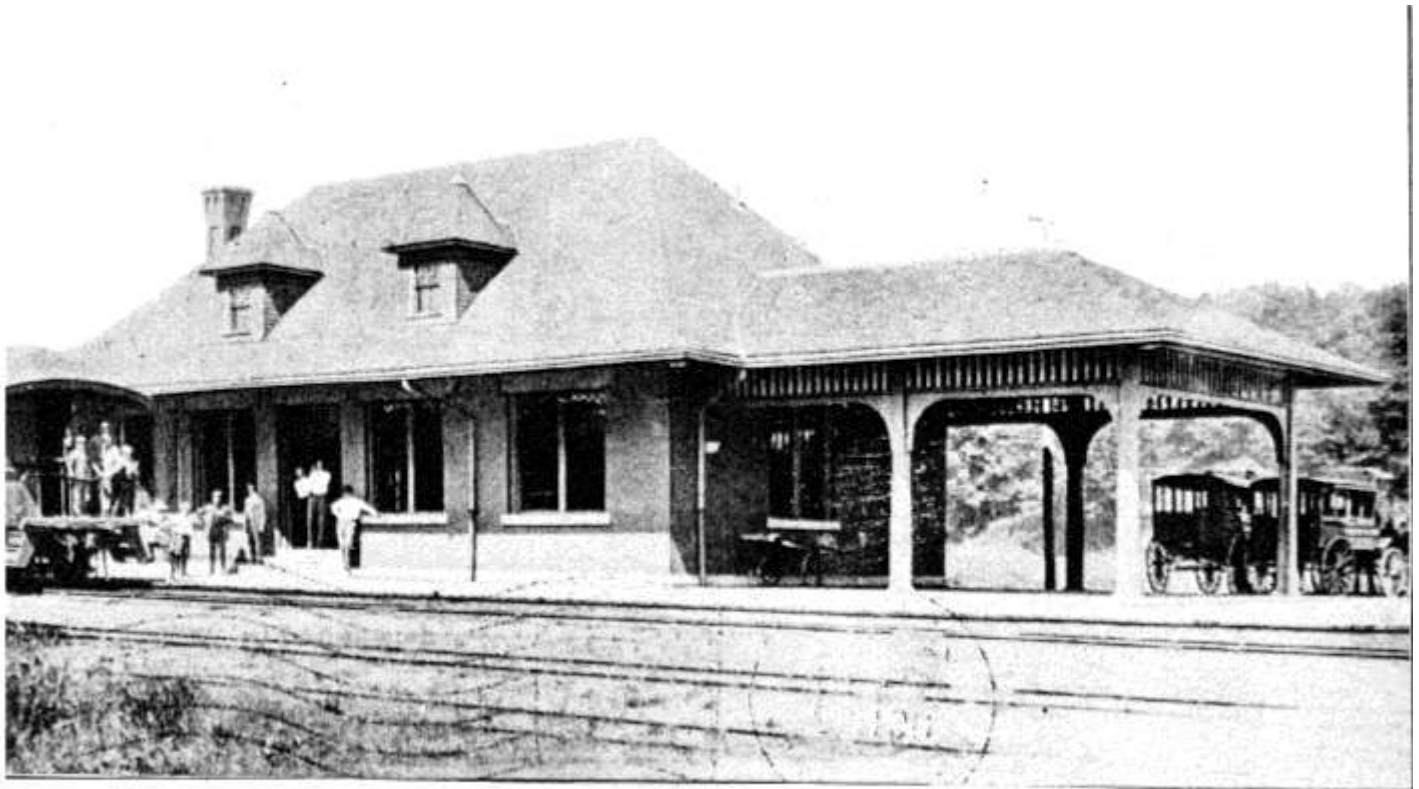
**National Register of Historic Places  
Continuation Sheet**

Section figures Page 4

Menomonie Omaha Depot  
Menomonie, Dunn County, Wisconsin

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Figure 4: Menomonie Omaha Depot, Photo 1906



Menomonie Omaha Depot  
Menomonie, Dunn County, Wisconsin  
Photo c1906

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

Section figures Page 5

Menomonie Omaha Depot  
Menomonie, Dunn County, Wisconsin

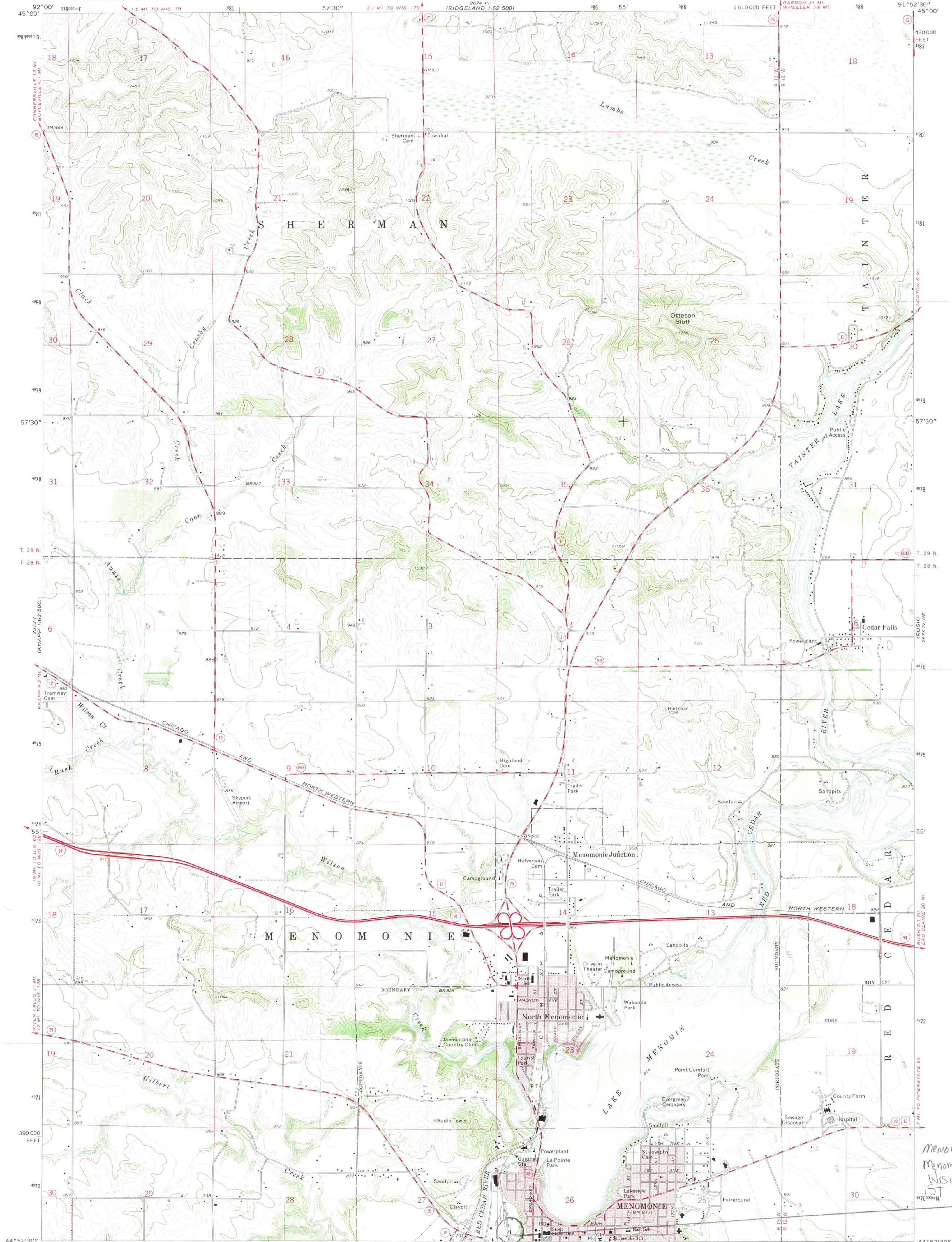
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Figure 5: Menomonie Omaha Depot, Photo 1910

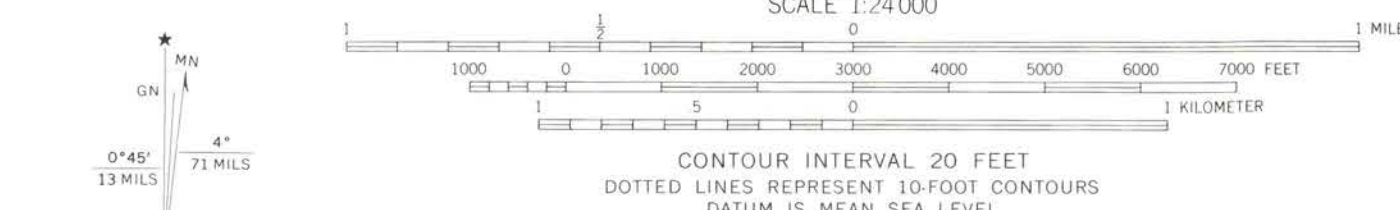


\_\_\_End Figures





Mapped, edited, and published by the Geological Survey in cooperation with the Wisconsin Highway Commission and Wisconsin Geological and Natural History Survey  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial photographs taken 1972. Field checked 1972  
Hydrography compiled from information furnished by Wisconsin Department of Natural Resources  
Projection and 10,000-foot grid ticks: Wisconsin coordinate system, central zone (Lambert conformal conic)  
1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue. 1927 North American datum  
Red tint indicates areas in which only landmark buildings are shown  
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
AND BY THE WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



MENOMONIE NORTH, WIS.  
NW/4 MENOMONIE 15' QUADRANGLE  
N4452.5-W9152.5/7.5  
1972  
AMS 2673 IV NW-SERIES V861

Menomonie Omaha Dept,  
Menomonie, Dunn County,  
Wisconsin  
15T 584305.97 E  
4969759.82 N





 **FEEDS &**  
HUBBARD  
**OPTICARE**



















UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 7/18/2018      Date of Pending List: 8/13/2018      Date of 16th Day: 8/28/2018      Date of 45th Day: 9/4/2018      Date of Weekly List: 9/7/2018

Reference number:

Nominator:

Reason For Review:

Accept       Return       Reject      9/4/2018 Date

Abstract/Summary  
Comments:

Recommendation/  
Criteria

Reviewer Barbara Wyatt      Discipline Historian

Telephone (202)354-2252      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



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**PATTY SCHACHTNER**  
STATE SENATOR

April 16, 2018

Wisconsin Historic Preservation Review Board  
c/o Peggy Veregin  
Wisconsin Historical Society  
816 State Street  
Madison, WI 53706

Dear Ms. Veregin:

I am pleased to have the opportunity to support the nomination of the Menomonie Omaha Depot to the Wisconsin State Register of Historic Places and the National Register of Historic Places. The history surrounding the Menomonie Omaha Depot at 700 4<sup>th</sup> Street West makes it a worthy candidate.

Preserving historical sites such as this is essential to ensuring our heritage will endure for our children and grandchildren to appreciate and learn from. When communities preserve historic and cultural places they cultivate a unique identity. Adopting the Menomonie Omaha Depot will further develop the unique identity of this community and promote historical tourism in Wisconsin.

In addition to the clear cultural heritage benefits, the Historical Society and their adopted historic places help many Wisconsin residents. The society assists Wisconsin homeowners and businesses to qualify for both state and federal tax benefits, and has ensured millions of dollars in economic reinvestment in historic properties in the past years.

I represent the City of Menomonie with great pride, and support the nomination and adoption of the Menomonie Omaha Depot into both the Wisconsin State and National Register of Historic Places. The designation will help protect the history that currently exists, and help others realize its value as a place that represents some of the best of Wisconsin history.

Thank you for your consideration in this important matter.

Sincerely,

Patty Schachtner  
State Senator  
10<sup>th</sup> Senate District

PS:alt

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SERVING WISCONSIN'S 10TH SENATE DISTRICT

Capitol Office: P.O. Box 7882 • Madison, WI 53707-7882 • (608) 266-7745 • Sen.Schachtner@legis.wi.gov • www.SenatorSchachtner.com



WISCONSIN  
HISTORICAL  
SOCIETY



TO: Keeper  
National Register of Historic Places

FROM: Peggy Veregin  
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Sixteenth day of July 2018, for the nomination of the Muirdale Tuberculosis Sanatorium to the National Register of Historic Places:

<u>1</u>	Original National Register of Historic Places Nomination Form
<u>1</u>	CD with NRHP Nomination form PDF
	Multiple Property Nomination form
<u>10</u>	Photograph(s)
<u>1</u>	CD with image files
<u>1</u>	Map(s)
<u>5</u>	Sketch map(s)/figures(s)/exhibit(s)
<u>1</u>	Piece(s) of correspondence
<u>        </u>	Other:

COMMENTS:

<u>        </u>	Please ensure that this nomination is reviewed
<u>        </u>	This property has been certified under 36 CFR 67
<u>        </u>	The enclosed owner objection(s) do or do not constitute a majority of property owners
<u>        </u>	Other: