

**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 Milwaukee Road Depot

other names/site number N/A

2. Location

street & number 650 Hattie Street not for publication N/A

city or town Marinette vicinity N/A

state Wisconsin code WI county Marinette code 075 zip code 54143

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant _____ nationally _____ statewide X locally. (_____ See continuation sheet for additional comments.)

[Signature] SHPO Date 11/19/27
Signature of certifying official/Title
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 for additional comments.)

Signature of certifying official/Title Date

State or federal agency and bureau

Milwaukee Road Depot
Name of Property

Marinette County, Wisconsin
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)

Signature of the Keeper Edward H. Beall Date of Action 1.12.05

5. Classification

Ownership of Property Category of Property
(Check as many as apply.) (Check only one box.)

Number of Resources within Property
(Do not include listed resources in the count.)

private building(s)
public-local _____ district
public-state _____ site
public-federal _____ structure
object

	Contributing	Noncontributing
buildings	1	0
sites		
structures		
objects		
total	1	0

Name of related multiple property listing
(Enter N/A if property is not part of a
multiple property listing.)

Number of contributing resources previously listed
in the National Register

N/A

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

TRANSPORTATION/rail-related

TRANSPORTATION/rail-related

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

LATE VICTORIAN

foundation CONCRETE

walls WEATHERBOARD

roof ASPHALT

other WOOD

Narrative Description

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

Milwaukee Road Depot
Name of Property

Marinette County, Wisconsin
County and State

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.)

Areas of Significance
(Enter categories from instructions.)
TRANSPORTATION
ARCHITECTURE

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.

Period of Significance
1903-1925

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.

Significant Dates
1903

D Property has yielded, or is likely to yield, information
important in our prehistory or history.

Significant Person
(Complete if Criterion B is marked)
N/A

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

A owned by a religious institution or used for religious
purposes.

Cultural Affiliation
N/A

B removed from its original location.

C a birthplace or grave.

D a cemetery.

Architect/Builder
Nettenstrom, J.U.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age achieved significance
within the past 50 years.

Narrative Statement of Significance

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

Milwaukee Road Depot
Name of Property

Marinette County, Wisconsin
County and State

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (NPS):
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

Primary location of additional data:

- State Historic Preservation Office
- Other state agency
- Federal agency
- Local government
- University
- Other

Name of repository: Milwaukee Public Library

recorded by Historic American Buildings Survey # _____
recorded by Historic American Engineering Record # _____

10. Geographical Data

Acreage of Property Less than 1 acre

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

1	<u>1/6</u> Zone	<u>4/4/9/7/9/1</u> Easting	<u>4/9/9/3/8/9/5</u> Northing	3	<u>1</u> Zone	<u>11111</u> Easting	<u>11111</u> Northing
2	<u>1</u> Zone	<u>11111</u> Easting	<u>11111</u> Northing	4	<u>1</u> Zone	<u>11111</u> Easting	<u>11111</u> 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 Amy R. Squitieri, Sarah Davis McBride, Emily Schill, and Erin Pogany
organization Mead & Hunt, Inc. date May 2002
street & number 6501 Watts Road telephone 608.273.6380
city or town Madison state Wisconsin zip code 53719

Revised By

name/title Frank Lauerman
organization Queen City Preservation, LLC date August 2004
street & number 383 State Street telephone 715-732-2934
city or town Marinette state Wisconsin zip code 54143

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

- Maps: A U.S. Geological Survey 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)

Milwaukee Road Depot
Name of Property

Marinette County, Wisconsin
County and State

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Frank Lauerman, Queen City Preservation, LLC
street & number 383 State Street telephone 715-732-2934
city or town Marinette state Wisconsin zip code 54143

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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Section 7 Page 1

Milwaukee Road Depot
Marinette County, Wisconsin

Description

The Milwaukee Road Depot is located in the city of Marinette in northeast Wisconsin. The depot is a fine, highly intact frame building, constructed by the Chicago, Milwaukee & St. Paul Railroad (Milwaukee Road) in 1903 to replace an earlier depot dating to the early 1880s. Architect J.U. Nettenstrom, employed by the Milwaukee Road, prepared the plans for the depot in March 1903. Construction began shortly after and the depot was opened to the public in September of that year.¹ The depot measures approximately 24 feet wide by 112 feet long.

The depot was originally situated just south of Hall Avenue between State Street and the former Chicago, Milwaukee & St. Paul rail lines. In 2004 the depot was moved about 400 feet south of its original location and placed on a new foundation. This was necessary to avoid demolition, as the depot and its original property were sold to a developer, and a new street was put in at the original location of the depot. The depot at the new location is aligned to the existing Milwaukee Road (ELS) spur line.

The Milwaukee Road rail line enters Marinette from the northwest and curves northeast near Marinette Street, approximately two blocks west of State Street. The Chicago & Northwestern rail line enters Marinette from the southwest and curves north near State Street. The two rail lines meet near the depot and run parallel across the Menominee River, north into Menominee, Michigan. The Chicago & Northwestern Depot, a second passenger depot in Marinette, is located on the opposite side of the rail lines, approximately 100 yards east of the original location of the Milwaukee Road Depot. According to the 1895 and 1901 Sanborn maps, a two-story structure labeled the "Railroad Eating House" was located between the two depots, accessible from a platform along the Chicago & Northwestern rail line. This structure has since been removed and a modern commercial building housing a hardware store is located on the site.²

The depot is a one-story, Queen Anne style building with a rectangular plan. The flared gable roof is protected by rolled asphalt and the building is supported by a concrete foundation. The depot has contrasting wood clapboard siding and exposed rafter brackets under the wide, overhanging eaves. The building's gable peaks also feature clapboard siding and stickwork.

The depot is comprised of a main building block and two wings projecting from the side elevations. The wings include a gabled-roof *porte-cochere* projecting from the north elevation, and an equally proportioned enclosed wing on the opposite elevation.

¹ Robert Shaw, *The Second Milwaukee Road Depot* (Unpublished compilation obtained from author, 2001).

² Sanborn-Perris Map Company, *Sanborn-Perris Maps of Marinette, Wisconsin* (New York, N.Y.: Sanborn-Perris Map Company, 1895, 1901).

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Milwaukee Road Depot
Marinette County, Wisconsin

The main building block has a higher pitched roof line than the gable wings on the side elevations. This center section has a cross-gable centered within the roof line. Historically, the depot had three brick roof chimneys. Only one remains.

The east and west elevations of the main building block have similar fenestration that is five bays wide. A set of three windows is located within the north and south bays of each side. With the exception of four windows on the west elevation, the windows throughout the depot are double-hung with a diamond-pane upper sash. They also have two-over-two protective storm windows. On the east elevation, a paneled garage door replaced two of the windows in the south bay. Situated in the center of each elevation is a projecting bay. The east side, which faces the rail line, features a three-sided bay window with double-hung sash windows. The west elevation features a rectangular projecting bay with four small one-over-one, double-hung windows. Two paneled doors with an upper rectangular glass pane and a three-light transom are situated to both sides of the central bay on each elevation.

The gabled *porte-cochere*, measuring 24 feet by 24 feet, projects from the north elevation of the depot. Two sets of three tapering columns on clapboard-covered bases support the outside corners. Similar columns support the inside corners of the *porte-cochere*, with one column under each corner. Signs in the gabled peak read *Escanaba & Lake Superior* and *Marinette*.

Two, double-hung windows are located on the north elevation within the *porte-cochere*. The original gabled extension on the south elevation of the depot has a multi-paneled freight door on the east and west elevations and two enclosed openings on the south, or end, elevation.

Interior

Currently, the depot's interior includes three main sections -- the ticket purchasing area in the north wing of the depot, an office in the center, and a passenger waiting room in the south wing that is used for storage.

The ticket purchasing area and women's waiting room are located in the north bays of the main building block. The room features ornate brass door knobs and plates and a ticket counter that stretches across three-fourths the width of the room. The size of the counter suggests that there was space for about four clerks to sell tickets. The counter is built into the floor and displays pull-handle drawers and storage doors. A chimney on the north wall was once connected to a pot-bellied, wood-burning stove. The south wall contains three paneled doors that lead to the ticket agent's office, a storage area, and a restroom. A replacement, cast-iron wall safe is situated adjacent to the center door.

The ceiling, walls, and cabinetry throughout the interior of the depot are tongue-and-groove with decorative crown molding, and the floors are laid with maple. Wood dado molding and flared wood molding on the doors remain intact. The ticket agent's office, in the central section, also features the three-sided bay window facing the tracks. The window had a practical use in allowing the agent to look up and down the track and passenger platform from inside the building.

The storage area is located in the south section of the building. It originally housed the men's waiting room and a separate baggage room. The space continues to display unpainted tongue-and-groove walls, cabinetry, and ceiling. It was last used as a freight storage area.

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Milwaukee Road Depot
Marinette County, Wisconsin

The original plans depict four separate rooms in addition to the *porte-cochere*. From the northeast corner they were the *porte-cochere*, women's waiting room, ticket office, men's waiting room, and a baggage area. According to the original plans, the women's waiting room measured 23.6 feet long by 23 feet wide. Seats were located along the walls; a stove was located in the middle of the room; and entrances were located at the platform and rear of the building. A women's restroom was located in the bay on the west facade, accessible from the waiting area. The central ticket office measured 15 feet long and 17 feet wide. The only entrance was located in the men's waiting area. Ticket windows were located on both sides of the office, servicing both the women's and men's waiting rooms. The only freight window was located on the side of the men's waiting room. The operator's desk was located in the bay, facing the platform. The men's waiting room was the same size as the women's and included the same seating arrangement, stove, entrances, and restroom. A baggage room, accessible only from the exterior, was located off the men's waiting area.³

The interior has been altered over time. The men's waiting room was converted into a storage area. An entrance was created between the baggage room and the men's waiting room to create a larger storage space. The ticket office has been altered and a hallway is now located between the women's waiting room and the storage area, originally the men's waiting room. Both restroom areas remain intact, although the fixtures have been removed. From the location and design of the current ticket counter, it can be assumed that the ticketing area was redesigned within the historic period. It is also possible that the interior was not completed to match the original designs.

Integrity

The Milwaukee Road Depot in Marinette retains good integrity. Although exterior alterations have been made, they are relatively minor. The garage door addition, although an alteration, is compatible with the depot's role in freight transportation. Exterior details remain, including diamond-paned windows, a clapboard exterior, stickwork in the gable ends, exposed rafter brackets, and the *porte-cochere*. Nothing about the building was changed due to the move; however, the front pillar bases were rotted and were removed. These will be reconstructed to replicate the originals.

³ Chicago, Milwaukee & St. Paul Railroad, A Passenger Depot at Marinette, Wis. Milwaukee Road Archives, Milwaukee Public Library, Milwaukee, Wisc.

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Milwaukee Road Depot
Marinette County, Wisconsin

Statement of Significance

The Milwaukee Road Depot in Marinette is locally significant under *Criterion C: Architecture*, as an intact example of a small, frame construction, Queen Anne style, combination passenger/freight depot. The demise of passenger rail traffic has threatened the survival of this property type. The depot is also significant under *Criterion A: Transportation*, as a component of the Chicago, Milwaukee & St. Paul Railroad, which facilitated a revolution in the lumber industry of northeast Wisconsin and spurred Marinette's development. The period of significance begins in 1903 with the construction of the depot and ends in 1925, with the demise of passenger and freight traffic and the financial failure of the Milwaukee Road.

History of Marinette

Marinette is the county seat of Marinette County, located in northeast Wisconsin. The city of Marinette is situated at the mouth of the Menominee River, which separates Wisconsin from Michigan's Upper Peninsula and the sister cities of Marinette and Menominee. The river served as a main artery of commerce in the region until the middle of the nineteenth century.

Marinette County was formed in 1879 when it was set off from the eastern and southeastern portions of Oconto County, and Marinette was chosen as the county seat. Between 1670 and the early 1800s, various explorers, missionaries, and fur traders visited the area that would become Marinette as they passed by on the water routes of Green Bay and the Menominee River. The first settler — Stanislaus Chappu (or Chappee), a French-Canadian fur trader — arrived in the area that would become Marinette in 1790. As an agent of the American Fur Company, he operated a trading post at the site between 1794 and 1824. In 1824 William Farnsworth, also an agent of the American Fur Company, usurped Chappu's position and with the help of the nearby Chippewa, had him forcibly removed. Farnsworth and his common-law wife, Marinette, continued to operate the trading post for several years. Marinette handled much of the business operations and gained a reputation as one of the best fur traders in the Northwest. It is believed that the community took its name from her.⁴

Marinette was incorporated in 1887, and by 1900 was the tenth largest city in Wisconsin. By 1917, Marinette had developed into a prospering city with a population of 15,500. It was connected to its sister city of Menominee by railroad lines, an electric street railway, and wagon roads. Three railroads entered the city — the Chicago, Milwaukee & St. Paul (known as the Milwaukee Road), the Chicago & Northwestern, and the Wisconsin-Michigan. Institutions within Marinette included 12 churches, seven grade schools, parochial schools, a high school, an academy, a public library, a business college, a city hall and courthouse, and four banks. The city also boasted of its paved streets, excellent water works, modern sewer system, equipped fire department, substantial commercial blocks, and elegant homes. Industries included the Marinette Iron Works, a piano factory, gas engine works, a box factory, knitting mills, and boiler works. Many paper, saw, flour, and planing mills took

⁴ City of Marinette, *The Surviving Architecture of a Menominee River Boom Town* (Marinette, Wisc.: City of Marinette, 1990), n.p.

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Milwaukee Road Depot
Marinette County, Wisconsin

advantage of the water power offered by the Menominee River.⁵ This prosperity was a result of the lumber industry, which replaced fur trading as the dominant economic force after the 1820s.⁶

Lumber Industry in Marinette

In 1832 business partners William Farnsworth and Charles Brush established the first sawmill in Marinette, and on the Menominee River. A water-powered mill was constructed at the foot of present-day North Raymond Street. A second mill was constructed in Marinette in 1841, followed by several more in the next few years. The lumber industry and sawmills were the first to develop in Marinette, with settlements developing around them. Marinette began as two separate settlements - Marinette and Menekaunee - centered around separate sawmills located 2 miles apart on the Menominee River. Isaac Stephenson began platting a community around his sawmill, located near downtown Marinette. Menekaunee was centered around the New York Lumber Company sawmill, constructed in 1856, located at the mouth of the Menominee River. The lumber mills were responsible for platting the entire residential district between the mouth of the river and downtown.

White pine was the first to be cut and milled in northeast Wisconsin. Once the white pine stands were depleted, hardwood production became the dominant economic force in Marinette and Menominee, ensuring growth and stability for the lumber industry and the communities. Marinette became the center of the largest hardwood distributing center in Wisconsin. Some of the wealthiest lumbermen in Wisconsin made their fortunes along the Menominee River.⁷

The lumber industry was responsible for the early growth and prosperity of Marinette. In 1853 the population was only 478, but by 1860, the population had increased to 3,059. Between 1890 and 1900 the population had soared from 7,710 to 16,195. Marinette's lumber boom peaked in 1895. At that time there were two-dozen sawmills along the river, and other lumber-related industries were prospering in Marinette, including sash, door, blind factories, planing mills, and box factories.⁸

⁵ *Polk's Wisconsin State Gazetteer and Business Directory* (Chicago, Ill.: R. L. Polk & Co., 1917), 527.

⁶ City of Marinette, n.p.

⁷ *An Historical Tour of Marinette, Wisconsin* (Local publication, n.d.), 1.

⁸ City of Marinette, n.p.

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Milwaukee Road Depot
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The lumber industry began to decline after the turn of the century, and the last Menominee River log drive occurred in 1917. The mills began to close one by one, and in 1931 the last remaining lumber company sawmill in Marinette closed down. The majority of sawmill-related buildings were razed, dismantled, and moved or burned and not replaced.⁹

Railroad Development in Marinette

The introduction of railroads to the lumbering operations of northeast Wisconsin revolutionized the lumber industry. Beginning in the 1860s and increasing into the 1870s and 1880s, railroad development allowed the lumber industry to exploit the hardwood forests and develop new markets. They also quickened the production process and lessened the dependence on maritime transportation that was affected by weather and nature.

The poor road conditions in territorial Wisconsin during the 1820s through the 1840s frustrated the development of trade in agricultural and unfinished and processed natural products, such as timber. Transportation routes were sought out by industrialists and politicians in an attempt to solve both short- and long-term transportation problems. The movement to construct railroads in Wisconsin began as early as 1827. At that time they were seen as a means of connecting waterways, which would then provide long-distance transportation to passengers and goods. The expense of early rail construction limited the lines to short distances between major trading centers. The earliest lines in Wisconsin were constructed in the southern portion of the state, serving the major centers of Milwaukee, Waukesha, and Madison.¹⁰

⁹ City of Marinette, n.p.

¹⁰ Joyce McKay, *Chicago, Milwaukee & St. Paul Railroad Depot*, National Register of Historic Places Nomination Form, February 2000.

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Milwaukee Road Depot
Marinette County, Wisconsin

By the mid-1850s, as increasing amounts of capital became available in the state to finance construction, railroad companies were able to span the territory between Lake Michigan and the Mississippi River. In 1856 the Wisconsin & Lake Superior Railroad, an agent of the Chicago & Northwestern Railroad, received a land grant of 546,446 acres for the purpose of completing a railroad from Green Bay north to Lake Superior. Although lumbermen on Lake Superior were interested in securing the rail line, railroad companies did not view the lines as a lucrative investment.¹¹

The rail line between Green Bay and Marinette progressed slowly during the 1860s and was completed during 1871. The following year, the Chicago & Northwestern Railroad bridged the Menominee River upstream of the Marinette sawmills. Spur lines paralleling the Menominee River were added later, allowing businesses along the river direct access to the railroad. The completion of the rail line meant that the entire eastern pinery district was open to western markets, and shipping through Chicago was no longer necessary.¹²

A second railway arrived in Marinette in 1883. The Milwaukee Road, first known as the Milwaukee & Northern and then the Chicago, Milwaukee & St. Paul, built its line through the center of Marinette County. Local lumbermen raised funds to construct a spur from Crivitz to Marinette and Menominee. The completed Milwaukee Road connected Chicago, Milwaukee, Coleman, Crivitz, Wausaukee, Pembine, and intermediate points with Iron Mountain and ended at Channing. This line was later shared with the Wisconsin-Michigan Railroad. The Wisconsin-Michigan originated at Peshtigo and served logging communities at Porterfield, McAllister, and Pembine. The Milwaukee Road and the Wisconsin-Michigan Railroad shared the same track and stations through Marinette and Menominee.¹³

¹¹ Marinette Redevelopment Authority, *City of Marinette, Wisconsin Architectural and Historical Intensive Survey Report* (Marinette, Wisc.: Marinette Redevelopment Authority, 1991), 120.

¹² Barbara Wyatt, ed., *Cultural Resource Management in Wisconsin*, Volume 2, "Industry" (Madison, Wisc.: State Historical Society of Wisconsin, 1986).

¹³ Frederick G. Harrison, *Fading Glory* (Indian Rocks Beach, Fla.: Books Unlimited, Inc., 1971), n.p.

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Milwaukee Road Depot
Marinette County, Wisconsin

The Milwaukee Road grew during the period of railroad consolidation occurring from the 1860s into the 1890s. During the 1860s, the company consolidated with smaller companies that faced bankruptcy, allowing for continued growth. The Depression of 1873 caused many small railroads to fail, who were then absorbed by the Milwaukee Road. At the end of the 1890s the Milwaukee Road emerged from the railroad consolidation period as one of three major lines in Wisconsin – the Chicago, Milwaukee & St. Paul, or the Milwaukee Road; the Chicago and Northwestern; and the Minneapolis, St. Paul & Sault Ste. Marie. Railroad mileage expanded between 1875 and 1890 to carry goods produced across the state, and many branch lines were completed to service communities active in production of these goods.¹⁴

In addition to providing reliable mail delivery and year-round delivery of supplies and foodstuffs, the arrival of the railroad in Marinette allowed for increased lumber production. Lumber companies were able to ship year-round rather than during the open-water shipping season. The railroad also allowed lumber companies to haul in logs from as far away as 200 miles north, in the Upper Peninsula of Michigan. As timber sources were depleted along the natural waterways, additional rail lines were built to access the new logging areas. This expansion during the 1880s made the idea of shipping finished lumber via rail more attractive, because lumbermen could reach more markets by shipping directly to the purchaser.

Passenger service played an important role in the history of the Milwaukee Road and the Wisconsin-Michigan Railroad. The rugged country the rail serviced, not accessible by other means of transportation, helped bring passenger business to high levels, in spite of the scarcity of the towns. Although not as glamorous as the Great Northern Railroad, passenger service included uniformed crews, passes, and all the trimmings. Those who frequented the passenger line included county residents who traveled into Marinette to shop and buy supplies, lumberjacks traveling to lumber camps and into town for weekends, and lumber barons who commuted to Marinette to operate lumber mills, banks, and other businesses. In 1916 the Wisconsin-Michigan Railroad hauled 24,402 passengers, many of them lumbermen. As the lumber industry began to dwindle, passenger traffic also declined. In 1920 Wisconsin-Michigan passenger traffic dropped to 4,233 passengers.¹⁵ During the 1920s and 1930s, in an effort to increase passenger traffic and encourage county residents to shop in Marinette, local businesses offered discounts to those who had purchased round-trip tickets.¹⁶

Rail line construction peaked in Wisconsin in 1916. By 1920, the railroad's dominance over transportation had ended. Heavy taxes, increased operation costs, and the federal operation of the railroads during World War I increased the indebtedness of the Milwaukee Road. The Milwaukee Road failed in 1925 and was reorganized as the Chicago, Milwaukee, St. Paul & Pacific in 1927-1928. The company failed again in 1935 as a result of more economical truck transportation. The railroad operated under a trusteeship until 1945. The production and transportation required for World War II brought a brief period of relief to the struggling railroad; but once the war was over, normal transportation patterns returned. In an effort to regain prosperity, the Milwaukee Road introduced several innovations, including the improvement of freight service. However, profits continued

¹⁴ McKay.

¹⁵ Frederick G. Harrison, *Steel Rails and Iron Men* (Indian Rocks Beach, Fla.: Books Unlimited, Inc., 1970), 163.

¹⁶ Mary Johns, "Depot Designated as Historic Structure," *Marinette Eagle Herald*, 11 April 2000.

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Milwaukee Road Depot
Marinette County, Wisconsin

to fall and the railroad was forced to abandon many of its lines and stations. Between 1944 and 1962, freight traffic carried by rail dropped from 70 percent of the total traffic in the nation to only 41 percent. At the same time, the net income gained by the railroad dropped 58 percent.¹⁷ The Milwaukee Road is now called the Escanaba & Lake Superior Railroad.

Milwaukee Road Depot

The Milwaukee Road Depot was originally built for and served the Milwaukee Road. However, the depot also accommodated passengers of the Wisconsin-Michigan Railroad during operations in the early twentieth century.¹⁸ The current Milwaukee Road Depot is the second depot for the rail line, and was constructed in 1903. The first Milwaukee Road Depot, constructed as early as the 1880s, had fallen into disrepair and was in need of replacement by the early 1900s. Campaigns for a new depot began in 1902, with the belief that a new depot would increase the business of the Milwaukee Road out of Marinette, especially the passenger service.¹⁹

Early plans called for a brick structure with stone details, at an estimated cost of \$10,000. The brick depot was to be a smaller version of the Milwaukee Road Depot in Green Bay, constructed during the summer of 1902. By April of 1903, plans for the Marinette depot called for a frame structure measuring 112 by 28 feet, one-and-one-half stories, with modern details, designed to serve both passenger and freight traffic. It would be larger than the Chicago & Northwestern Depot in Marinette (located only 100 yards away), and a duplicate of the Milwaukee Road Depot erected in Crystal Falls, Michigan. According to a *Marinette Daily Eagle* article for the period, J.U. Nettenstrom of Chicago, an architect employed by the Milwaukee Road, completed the plans for the structure.²⁰

J.U. Nettenstrom, an employee of the Bridge and Building Department of the Milwaukee Road, located in Chicago, had completed railroad depot designs for stations in Wisconsin, Iowa, and Michigan, among other states. He was responsible for the design of the Milwaukee Road Depot (NRHP April 1999) in Middleton, Wisconsin, and the Milwaukee Road Depot (NRHP February 2000) in New Glarus, Wisconsin, among others.

Work on the Marinette depot began in May of 1903. O'Monaghan of Milwaukee, the master builder of the Milwaukee Road, was in charge of the construction crews. He was also responsible for the construction of the Milwaukee Road Depot in Menominee, constructed at about the same time as the Marinette depot and similar in design. It was anticipated that the new

¹⁷ McKay.

¹⁸ Harrison, n.p.

¹⁹ Robert Shaw, *The Second Milwaukee Road Depot* (Unpublished compilation obtained from author, 2001). Until recently it was believed that the depot was constructed in the early 1880s. Recent newspaper research conducted by Shaw determined that the earliest depot was constructed in the early 1880s, with the current depot constructed in 1903.

²⁰ Shaw. The article misspelled the name, referring to Nettenstrom as J.A. Netterstrom. It is likely that Nettenstrom also completed the plans for the Menominee and Crystal Falls depots.

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Milwaukee Road Depot
Marinette County, Wisconsin

depot would be completed by the end of July, but delays forced the opening into September. To make way for the new depot, the original depot was moved approximately 100 yards to the south and converted into a freight warehouse.²¹

A second depot in Marinette accommodated passenger traffic. The Marinette Chicago & Northwestern Depot was constructed prior to the present Milwaukee Road Depot. The structure dates to c. 1900, but an exact construction date has not been determined. Like the Milwaukee Road Depot, it replaced an earlier depot, dating to 1872, that had been located on the site. It is a side-gabled, cut-stone structure standing across the rail line. After passenger service was discontinued, the depot continued to handle freight traffic. It officially closed in January 1989, though it continued to serve as an office for switching crews after that date.²²

Passenger service peaked in about 1890 and, in 1907, the Chicago & Northwestern continued to support five trains a day between Marinette and Chicago. The Great Depression slowed passenger travel and freight service to Marinette. During World War II, some railroads enjoyed a revival due to shifting wartime production centers, transporting members of the armed forces, declining automobile manufacturing, and rationing of gas for automobiles. With availability of gas and improved roads after the war, use of automobiles and trucks surged, causing a rapid decline in railroad use. The Chicago & Northwestern Depot in Menominee was consolidated with that railroad's depot in Marinette and daily trains were discontinued one by one.²³ Passenger service to Marinette's Milwaukee Road Depot ended before World War II and was not resumed. However, it continued to be active with freight work through the 1990s. As recently as March 2001, the railroad continued to have an agent at the depot. Slated for demolition, the depot was moved to its present location in 2004. Located approximately 400 feet to the south of its original location, the building retains the same orientation to the rail line.

Combination Depots and Standardized Plans

The most common method of providing railway service to small communities was to erect a "combination" station. The Marinette depot was one such station, providing shelter to passengers, freight, and train control under a single roof. The floor

²¹ Shaw. The original Milwaukee Road Depot is no longer standing.

²² Howard Emich, "Chicago and Northwestern Closing," *Marinette County Historian* (Vol. 14, No. 1, March 1989), 3.

²³ Emich, 1.

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Milwaukee Road Depot
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plans for these structures were usually simple. One end would typically contain a waiting area, the center housed an office with a bay window, and the other end accommodated freight traffic. With the exception of its having two waiting rooms, the Marinette depot followed this standard interior plan.

In order to keep construction costs low, most railroads used standardized plans for their combination stations. In an effort to make the depots appear different from each other to the casual observer, railroads often employed various minor architectural details, such as brackets and vertical siding. It is assumed that the Marinette depot followed a standardized plan, since the Milwaukee Road used standardized plans for smaller depots, and it is known that the depot was similar in design to the Milwaukee Road Depots in Menominee and Crystal Falls, Michigan. Unlike the plans Nettenstrom prepared for the depot in Middleton, the Marinette plans do not specify the additional locations that the plan was used.²⁴

With the exception of slight variations, the Menominee depot is very similar to the Marinette depot. The Menominee depot displays a hipped roof and *porte-cochere*, vertical rather than horizontal siding, different chimney placement, and a small window located in the gable end. The depot has been moved from its original location and its windows have been boarded over.

Nettenstrom's designs for the Middleton depot were standardized, and also used for the Elmsprings, Dexter, South Amana (Iowa) Milwaukee Road Depots. This standard plan was a one-story, frame structure with rectangular massing, clad in lap siding, with a hipped roof and deep-eave overhang supported by knee-wall braces. The interior followed the standardized plan, with a central office with a bay window, a passenger waiting room on one end, and a freight area on the other end.²⁵

Queen Anne Style

The Marinette depot displays elements of the Queen Anne style. The Queen Anne style of architecture was initiated by English architects in the 1870s and reached Wisconsin by the 1880s, where it was popular through the 1910s. The American Queen Anne style can be identified by an irregularity of massing and plan, and a variation in surface textures, roofs, and wall projections. Roofs are typically steeply pitched, usually with a dominant front-facing gable. Cutaway bay windows and round or polygonal turrets are also employed. Architectural details are usually of a classical nature and tend to be small in scale. The style was not limited to residential designs—it was also used for churches, civic buildings, industrial and commercial buildings, schools, lighthouses and depots, among other property types. Fourteen Queen Anne railroad depots have been included in the Wisconsin Architecture and History Inventory.

²⁴ Chicago, Milwaukee & St. Paul Railroad.

²⁵ Timothy Heggland, *Middleton Depot, Chicago, Milwaukee and St. Paul Railroad*, National Register of Historic Places Nomination Form, April 1999.

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Milwaukee Road Depot
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Elements of the Queen Anne style found in the Marinette depot include the steeply pitched gables, stickwork detailing in gable ends, bays used for variation in wall surfaces, and free classic columns supporting the *porte-cochere*.

Property Comparison

The Marinette depot is one of five railroad depots in Marinette County that have been included in the Wisconsin Architecture and History Inventory. Of these five, it is the most intact example of a clapboard depot remaining in the county. The Peshtigo depot, a simple frame utilitarian building, has been demolished. The Chicago & North Western Railroad Niagara Station, in Niagara, is a brick commercial vernacular depot that lacks the architectural detailing of the Marinette depot. Records indicate that it may not have been used as a passenger depot.²⁶ The Amberg Railroad Depot, located in Amberg, is an astylistic utilitarian structure clad in lap siding. It is now included in the Amberg Museum Complex. The Chicago & Northwestern Depot in Marinette is a side-gabled, cut stone building. It officially closed in January 1989, though it continued to serve as an office for switching crews after that date.

Conclusion

The Milwaukee Road Depot, erected at Marinette in 1903, gains local significance in the areas of transportation under *Criterion A* and architecture under *Criterion C*. The depot is significant as a component of the Chicago, Milwaukee & St. Paul Railroad, which facilitated the lumber industry boom in northeast Wisconsin and, in turn, the development of the city of Marinette. Along with the Chicago & Northwestern Depot, the Milwaukee Road Depot is the only remaining resource associated with the railroad in Marinette. It is an excellent, largely intact example of the smaller, frame construction, Queen Anne style combination passenger/freight depots that the Chicago, Milwaukee & St. Paul Railroad and most other railroads constructed for the smaller communities that they served. Such depots were common throughout the state, but the demise of passenger rail service has rendered the majority obsolete and has resulted in the demolition of many examples of this property type. Consequently, the Marinette depot is one of the few surviving, intact examples of this highly threatened property type.

Criteria Consideration B

Ordinarily, buildings that have been moved are not eligible for the National Register. But, under criteria consideration B, these buildings can be listed if they are architecturally significant, or when the building is the most important resource associated with a historic person or event. All of these apply in the case of the Milwaukee Road Depot. The Depot was moved from its original location to save the building from demolition. It was placed on a new foundation on a parcel located approximately 400 feet south of the original site. The depot maintains a similar relationship with the existing rail line. The resource has significance in the area of architecture as a highly intact example of the combination passenger/freight depot designed with elements of the Queen Anne style. The depot is also the only surviving resource associated with the Chicago, Milwaukee & Saint Paul Railroad (Milwaukee Road) in Marinette. The Milwaukee Road was an important

²⁶ Record No. 0023178, Wisconsin Architecture and History Inventory. State Historical Society of Wisconsin, Madison, Wisc.

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Milwaukee Road Depot
Marinette County, Wisconsin

player in the transportation history of Marinette, providing both a way to move goods and people and spurring the community's development.

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Milwaukee Road Depot
Marinette County, Wisconsin

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Milwaukee Road Depot
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Milwaukee Road Depot
Marinette County, Wisconsin

Verbal Boundary Description

The boundary is a rectangle measuring approximately 379.9 feet by 50.5 feet, as indicated on the included site plan. The north, east and west boundaries correspond to the lot lines, while the south lot line begins at the point of curvature of the street, as identified on the surveyor's map, running parallel to the north lot line to a corresponding point on the east lot line.

Boundary Justification

The boundaries encompass the immediate setting of the Marinette Milwaukee Road Depot.

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Section Photographs Page 1

Milwaukee Road Depot
Marinette County, Wisconsin

The following information pertains to all photographs:

*Milwaukee Road Depot
650 Hattie Street
Marinette, Wisconsin
Photographer: James LaMalfa, September 2004
Negatives in the collection of the Wisconsin Historical Society, Madison, Wisconsin.*

*Photograph 1 of 10
View of the northeast and southeast facades, looking southwest.*

*Photograph 2 of 10
View of the southeast and northeast facades, looking west.*

*Photograph 3 of 10
View of the northwest and northeast facades, looking southeast.*

*Photograph 4 of 10
View of the southwest and southeast facades, looking north.*

*Photograph 5 of 10
View of the southeast facade gable detail, looking southeast.*

*Photograph 6 of 10
View of the northeast facade window detail, looking southeast.*

*Photograph 7 of 10
View of the bracket detail, looking southwest.*

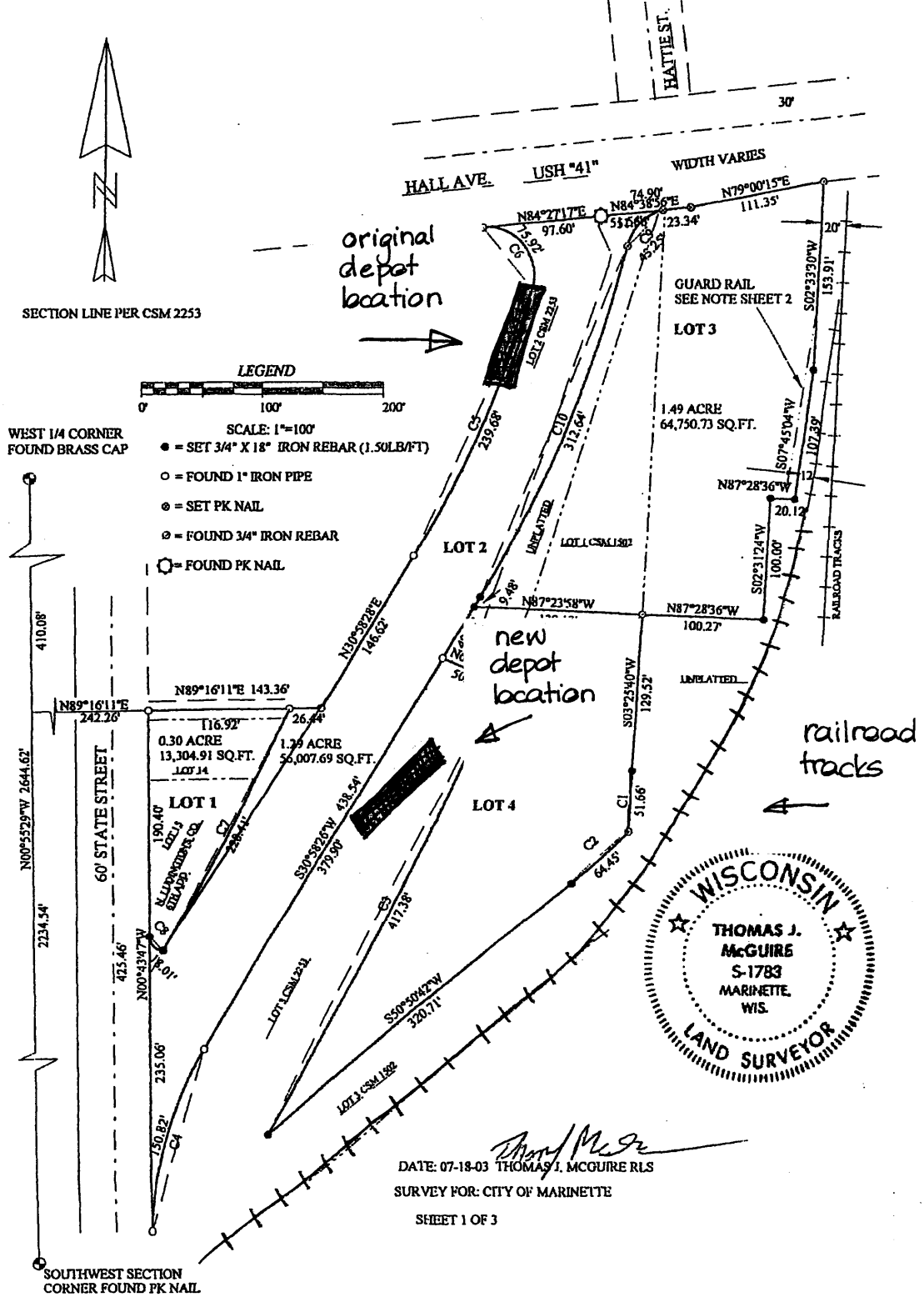
*Photograph 8 of 10
View of the interior ticket counter.*

*Photograph 9 of 10
Photo by Sarah McBride, 2001
View of Milwaukee Road Depot in Menominee, a comparison property.*

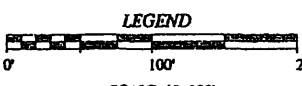
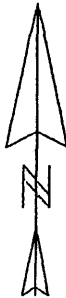
*Photograph 10 of 10
Photo by Sarah McBride, 2001
View of Chicago & Northwestern Depot in Marinette, a comparison property.*

Milwaukee Road Depot
Marinette, Marinette Co., WI

CERTIFIED SURVEY MAP VOL PAGE
 SURVEY IN PART OF LOTS 1 AND 2 OF CSM 1502 AND PART OF LOT 2 OF CSM 2253
 ALL LOCATED IN PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 6, T30N, R24E,
 CITY OF MARINETTE, MARINETTE COUNTY, WISCONSIN



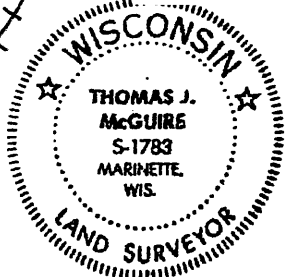
SECTION LINE PER CSM 2253



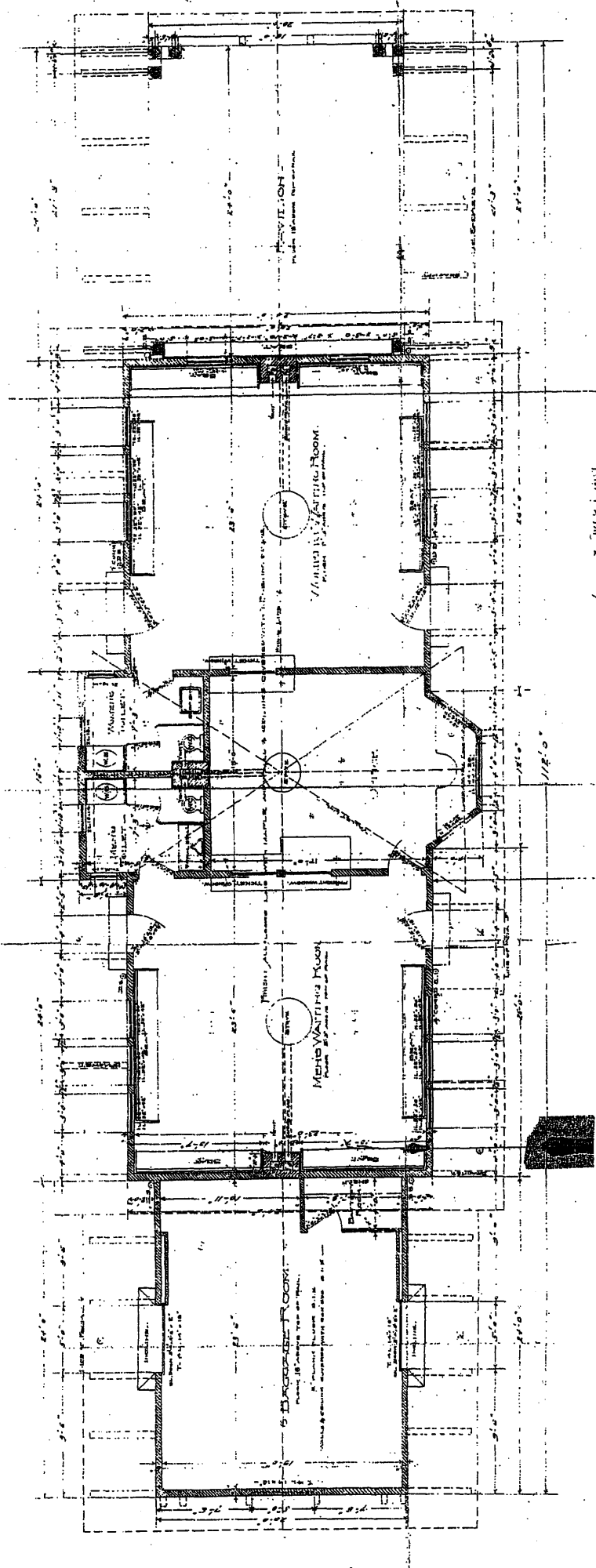
- LEGEND
- SCALE: 1"=100'
- = SET 3/4" X 18" IRON REBAR (1.50LB/FT)
 - = FOUND 1" IRON PIPE
 - ⊙ = SET PK NAIL
 - ⊖ = FOUND 3/4" IRON REBAR
 - ⊙ = FOUND PK NAIL

WEST 1/4 CORNER
FOUND BRASS CAP

410.08'
 2234.54'
 60' STATE STREET
 423.46'
 430.82'
 235.06'
 150.82'
 SOUTH WEST SECTION
CORNER FOUND PK NAIL

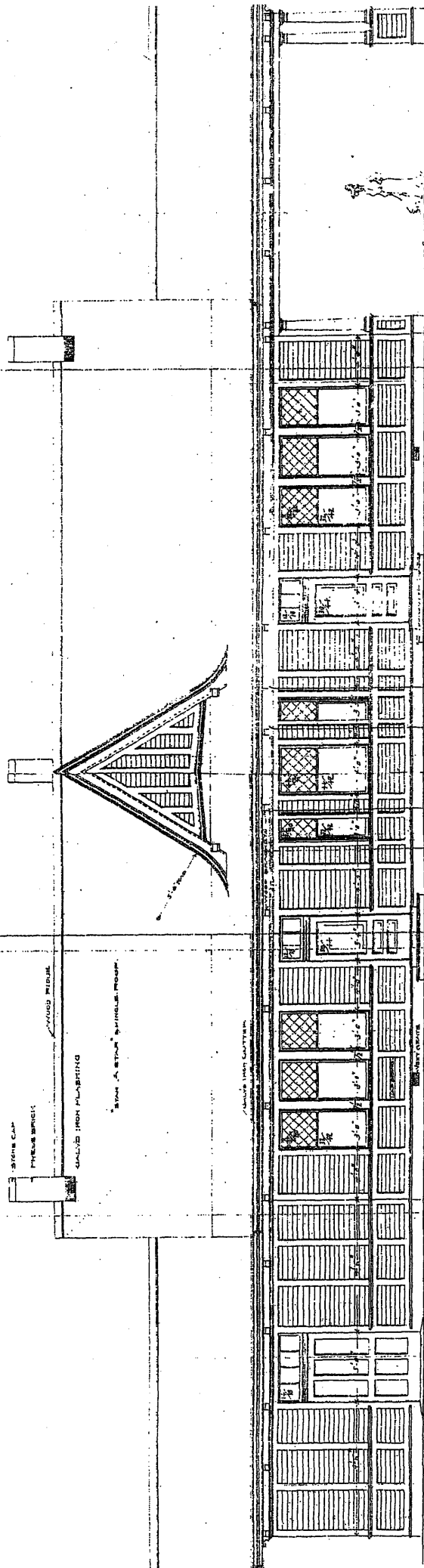


DATE: 07-18-03 THOMAS J. MCGUIRE RLS
 SURVEY FOR: CITY OF MARINETTE
 SHEET 1 OF 3



C. M. STEFF
 ARCHITECT & BUILDING DESIGNER
 PASSENGER DEPOT
 AT MARINETTE, WIS.
 CONTRACT NO. 10000
 DRAWING NO. 10000-1
 J. H. [Signature]

Milwaukee Road Depot
 Marinette, Marinette Co., Wisconsin



STONE CAP
PRESS BRICKS
GALVA IRON PLUMBING
WOOD SIDING
SOME STAR SINGLE ROOF

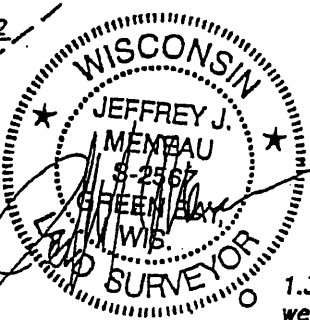
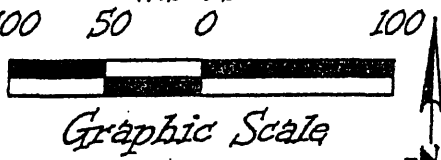
TRACK ELEVATION

CONSTRUCTION
DIVISION & BUILDING DEPARTMENT
PASSENGER DEPOT
AT MARINETTE
CHICAGO, MARCH 21, 1904
CONTRACT
J. M. [Signature]

Milwaukee Road Depot
Marinette, Marinette Co., Wisconsin

Notes:
 - All buildings to be moved or removed
 - Caution: Highway setback prohibits improvements, see sheet 4 of 4.

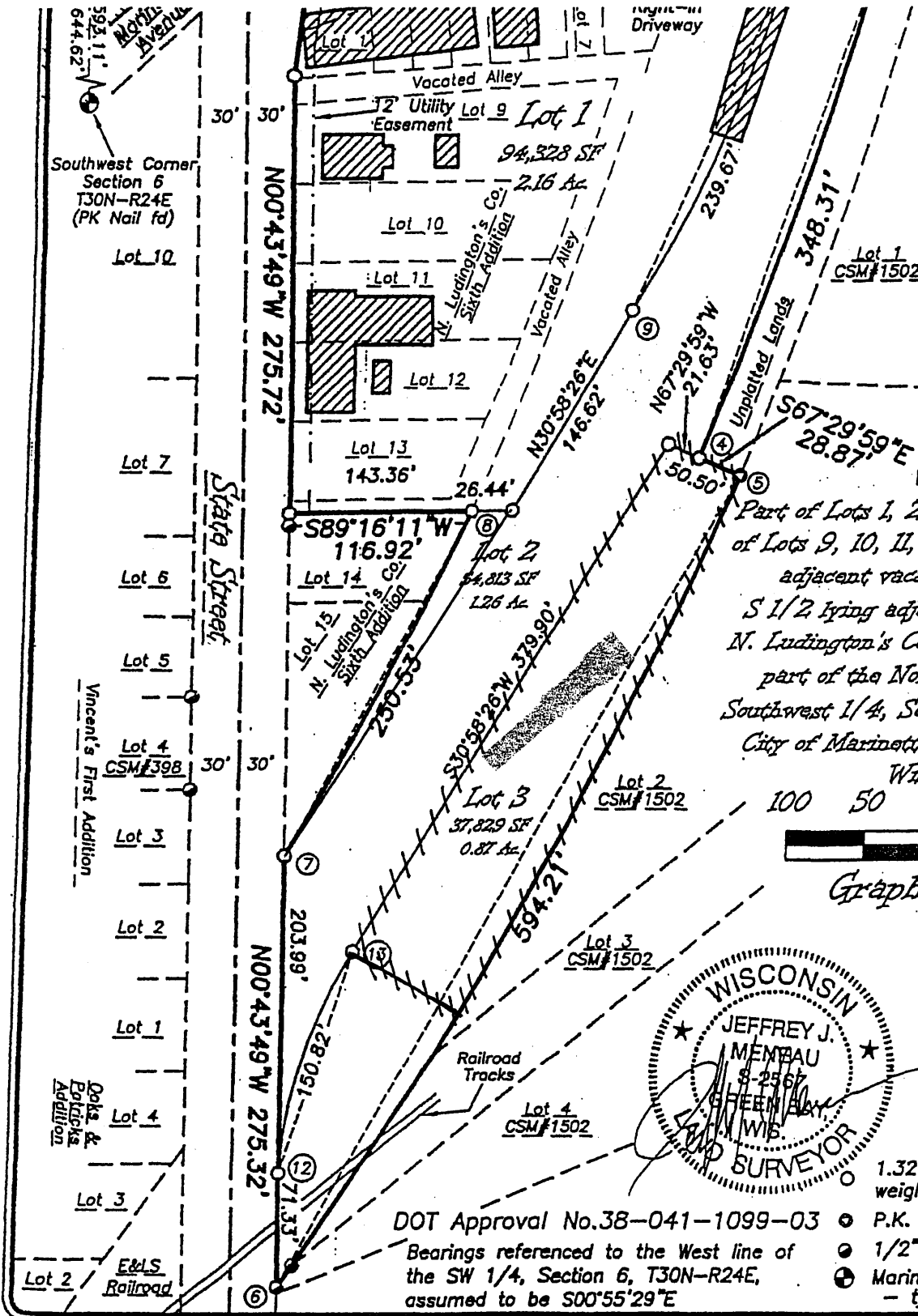
Part of Lots 1, 2, 3, 4, 5, 6, 7, 8, all of Lots 9, 10, 11, 12, and 13 and all of adjacent vacated alleys except S 1/2 lying adjacent to Lot 14 all in N. Ludington's Co. Sixth Addition and part of the Northwest 1/4 of the Southwest 1/4, Section 6, T30N-R24E, City of Marinette, Marinette County, Wisconsin



March 18, 2003
 Revised June 24, 2003
LEGEND

- 1.32" (o.d.) x 18" iron pipe weighing 1.68 lbs/lin ft set
- P.K. Nail found
- 1/2" Rpd found
- ⊕ Marinette County Monument - type noted

DOT Approval No. 38-041-1099-03
 Bearings referenced to the West line of the SW 1/4, Section 6, T30N-R24E, assumed to be S00°55'29"E



Client: GNI of Marinette, LLC
 Date Drafted: 03/17/2003
 AutoCAD No.: W-1303CSM.dwg
 Drafted By: JJM

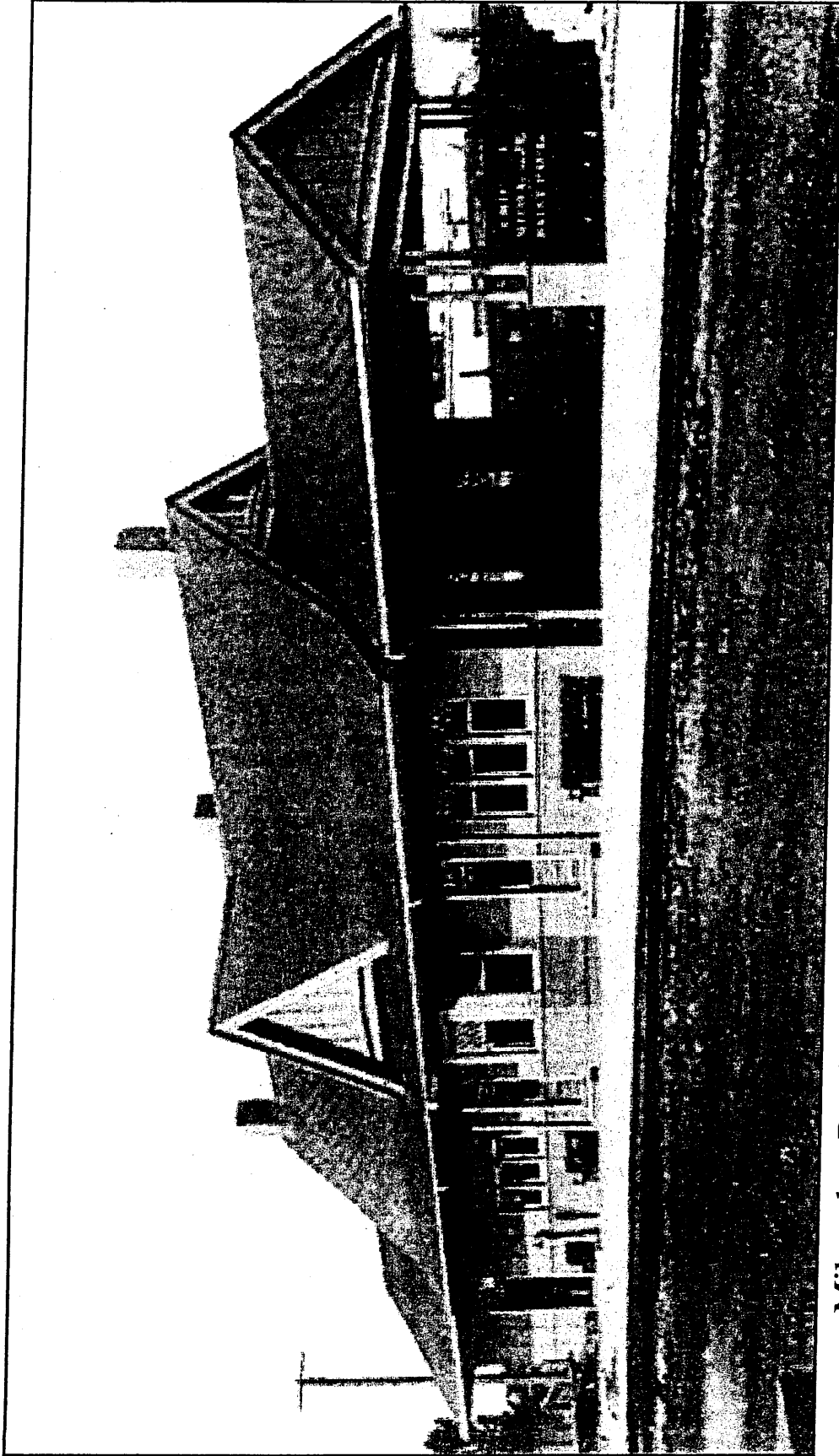
Scale: 1"=100'
 Tax Parcel Number

Mau & Associates
 LAND SURVEYING & PLANNING
 CIVIL & WATER RESOURCE ENGINEERING
 Phone: 920-434-9870 Fax: 920-434-9872

Sheet One of Four
 Project No. P-1303
 Drawing No. L-5028

--- Nominated parcel boundary

Milwaukee Road Depot
 Marinette, Wisconsin
 Marinette County



Milwaukee Road Depot, Marinette, WI

Built 1903, Photo c. 1904