

DATA SHEET

PH 0695904

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	JAN 29 1979
DATE ENTERED	MAR 28 1979

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Chicago & North West RR Passenger Station

AND/OR COMMON
Watertown Depot

2 LOCATION

STREET & NUMBER
725 West Main St.

___ NOT FOR PUBLICATION

CITY, TOWN
Watertown

___ VICINITY OF

CONGRESSIONAL DISTRICT
Ninth

STATE
Wisconsin 53094

CODE
55

COUNTY
Jefferson

CODE
055

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
___DISTRICT	___PUBLIC	___OCCUPIED	___AGRICULTURE	___MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	___COMMERCIAL	___PARK
___STRUCTURE	___BOTH	___WORK IN PROGRESS	___EDUCATIONAL	___PRIVATE RESIDENCE
___SITE	PUBLIC ACQUISITION	ACCESSIBLE	___ENTERTAINMENT	___RELIGIOUS
___OBJECT	___IN PROCESS	___YES: RESTRICTED	___GOVERNMENT	___SCIENTIFIC
	___BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	___INDUSTRIAL	___TRANSPORTATION
		___NO	___MILITARY	<input checked="" type="checkbox"/> OTHER: Vacant

4 OWNER OF PROPERTY

NAME
Mr. Len Beard

STREET & NUMBER
7705 Deep Spring Road, P. O. Box 112

CITY, TOWN
Wonder Lake

___ VICINITY OF

STATE
Illinois 60097

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Jefferson County Courthouse

STREET & NUMBER
Dodge & Main Streets

CITY, TOWN
Jefferson

STATE
Wisconsin 53549

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Wisconsin Inventory of Historic Places

DATE
1974
___FEDERAL STATE ___COUNTY ___LOCAL

DEPOSITORY FOR
SURVEY RECORDS State Historical Society of Wisconsin

CITY, TOWN
Madison

STATE
Wisconsin 53706

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Watertown Depot is a story-and-a-half wood frame building rendered in the late Victorian picturesque style. The building has a steeply-pitched slate roof with flared eaves; the ridge of the roof runs north and south. Centrally located on the east and west facades are steeply pitched gabled dormers; arranged below the dormers are single-story bays that mark the ticket offices. On both sides of the bays originally were entranceways flanked by gently arched windows. These have since been sided over. To the south a low hipped roof extends the vertical line of the main building, providing additional baggage space. A similar roof originally extended from the north facade, covering a boarding platform. The gable ends are decorated with stickwork; the eaves are decorated with simple brackets and exposed beam ends.

The interior of the depot originally contained separate waiting rooms for men and women, each with its own ticket window. The baggage room was located in the south portion of the building. The interior was lit with gas fixtures and the walls were wainscoted.

Around 1947, as a result of dwindling passenger service, the men's waiting room was converted into a larger freight area. The doors and windows on the east and west facade of the men's waiting room were sided over, along with the windows in the south freight office. On the west facade, 6x7 foot doors replaced a window of the women's waiting room. The low hipped roof to the north was removed, completely exposing the facade.

Due to deterioration, the original slate roof was partially removed and replaced with asphalt shingles in 1978. The depot has been recently painted in the original reddish brown hue and plans are being made to replace the north roof according to the original design.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1903¹

BUILDER/ARCHITECT Charles Sumner Frost²

STATEMENT OF SIGNIFICANCE

The Watertown depot is significant as Watertown's major transportation terminal during the first half of the twentieth century. The terminal provided access to markets for agricultural and manufactured goods, as well as passenger service. It connected Watertown to the trade centers of Milwaukee and Chicago which accelerated the industrial growth of the community. The depot is significant also as the work of the regionally prominent architect, Charles Sumner Frost, who specialized in the design of small railroad stations.³ The Watertown depot is unique because it is one of the few extant depots of its scale designed by Frost that were executed totally in wood. In the remaining stations of moderate to substantial size designed by Frost in Wisconsin, brick and stone are the chief construction materials.

ARCHITECTURE

Charles Sumner Frost was born in Maine in 1856; he studied architecture at M.I.T. and then worked for a number of Boston firms notably Peabody and Stearns. Frost moved to Chicago and entered into a partnership with Henry Ives Cobb from 1882 to 1889, mainly designing residences for wealthy clients in the Chicago area. The partnership was dissolved and Frost practiced alone until 1898. In that year he and Alfred Granger formed a firm under the name of Frost and Granger. Frost's marriage to Mary Hughitt in 1885, the daughter of the Chicago & North West Railway's president, gave him access to depot commissions in an era of tremendous railroad expansion. During Frost's affiliation with the company, Chicago & North West was consolidating smaller railroads and building new lines across the midwest. This boom period gave Frost the opportunity to incorporate his ideas on the design of railroad buildings into the plans for new depots constructed on the lines.

Frost and his partners designed numerous railroad buildings such as the Chicago & North West Company Offices, the La Salle Street Station and the Northwestern Terminal in Chicago, Union Station in Omaha and St. Paul, and the Chicago & North West Depot in Milwaukee. Yet Frost did extensive research into the design of stations for smaller communities. In Wisconsin such stations still extant include depots at South Milwaukee, Oconomowoc, Wausau, Superior, Eau Claire and Watertown. Frost expressed his philosophy upon small depot construction when he wrote:

The design for small stations is very similar: each requires two waiting rooms, one ticket office and a baggage room, but so simple a problem, if considered rightly, has many points important to both the company and the travelling public...Architecturally, the building should express its purpose and when possible, also give some hint as to the character of the town or city which it serves. Above all things, as it is intended for a waiting place, the shelter feature must be strongly developed. The wall and piers

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .296

QUADRANGLE NAME Watertown, Wis.

QUADRANGLE SCALE 1:62500

UTM REFERENCES

A 16 359050 4783650
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

See continuation sheet.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

11 FORM PREPARED BY

NAME / TITLE

Andrea Lazarski, Historic Preservation Division

ORGANIZATION

State Historical Society of Wisconsin

DATE

October 4, 1978

STREET & NUMBER

816 State Street

TELEPHONE

262-8904

CITY OR TOWN

Madison

STATE

Wisconsin 53706

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Richard M. Mueny

TITLE

Director, State Historical Society of Wisconsin

DATE

1/23/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Charles A. ...

DATE

3-28-79

ATTEST:

Nancy B. Franklin
CHIEF OF REGISTRATION

DATE

3-23-78

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SIGNIFICANCE (continued)

should be massive, even out of proportion to the load they carry, in order not to be damaged by the vibration and jar caused by passing trains. The roof is, after all, the chief feature and on its handling and material depending much of the failure or success of the design.....⁴

The Watertown depot, like others designed by Frost for Wisconsin communities, echoes the synthesis of his design philosophy and the Late Picturesque style: as is usual in depot construction, the ticket office is centralized and marked on the exterior by a gable or bay; most of the depots have a central waiting room set off from the baggage area by a structural division; all feature long, horizontally continuous roofs, supported by brackets, and platforms sheltered by long graceful roofs which complete the lines expressed in the main section. The plans for each resemble one another to some degree, but differ in their use of building materials native to the area and the needs of the individual community.

The use of wood as the construction material sets the Watertown depot apart from others of its scale designed by Frost in Wisconsin. Frost designed the Watertown depot befitting a small manufacturing center. Situated at the western entrance to Watertown, the depot expressed a new phase of economic growth for the city. The depot's clapboard Late Victorian picturesque design reflects the community as a developing industrial center in a pastoral setting.

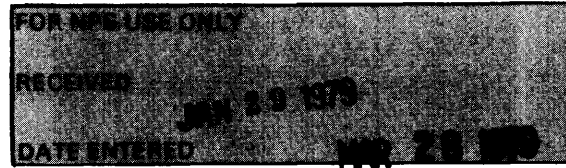
HISTORY

The Watertown depot is located on the original main line of the Chicago & North West that connected Chicago to Green Bay. The line reached Watertown in 1859⁵ and was completed to Green Bay in 1862. The junction at Watertown became the final destination point for many immigrants seeking land in the west. Watertown offered prime agricultural land to the Irish and German settlers who flocked to the city during the mid-nineteenth century. By the 1890's Watertown had grown from a rural agricultural community to a small manufacturing center. The adequate supply of labor and good transportation through the railroad fostered the development of expanding local industries.

Situated on a vital railroad network that led to Milwaukee and Chicago, Watertown found markets for both its agricultural and manufactured goods. The varied industrial composition of the community included breweries, grist and flour mills, a foundry, and cigar and brick manufacturing firms. The growth that occurred in the late 1890's evoked the need for larger transportation facilities. After 1900 the population increased by at least 1000 inhabitants every ten years and new industries moved into the area.

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SIGNIFICANCE (continued)

The depot was a focal point of much activity for the burgeoning community. From 1903 to 1950 the station operated 24 hours a day, 7 days a week. Along with handling communications for the railroad it acted as the telegraph office for the general public. Local residents recount excursions made on weekends to the metropolitan centers of Milwaukee and Chicago to see the sights of the "grand cities." Passenger and freight service reached its peak during the 1930's and 1940's.⁶ The depot continued in constant use until 1950 when passenger service was terminated. Thereafter it functioned primarily as a freight station for shipments across Wisconsin until it closed down in 1976.

The depot stands at the western entrance of Watertown as evidence of its importance in earlier stages of the community's growth. The current owner has begun to restore the building and adapt it for use as a small retail outlet for clocks. His enthusiasm for restoring the depot has generated local interest and support for the project and concern for reviving the older areas of the city.

1. 45th Annual Report of the Chicago & Northwestern Railroad Company. (1904) p. 5.
2. Original blueprints for the Watertown Passenger Station, Charles S. Frost, Architect.
3. Henry & Elsie Withey, Biographical Dictionary of American Architects. Los Angeles, Hennessey & Ingalls, p. 224.
4. Architectural Reviewer (Sept. 1897) p. 20-22.
5. Watertown Wisconsin Centennial, 1954, p. 38.
6. "North Western Intersection Removed Here," Watertown Daily Times, June 23, 1977.

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

Architectural Reviewer (Sept., 1897), pp. 19-49.

History of Jefferson County. Chicago. Western Historical Co. 1879.

45th Annual Report of the Chicago & Northwestern R.R. Company, 1904.

"Northwestern Intersection Removed Here," Watertown Daily Times, June 23, 1977.

Watertown Wisconsin Centennial, 1954.

Watertown Wisconsin Centennial 1836-1936.

Withey, Henry & Elsie, Biographical Dictionary of American Architects. Los Angeles, Hennessey & Ingalls.

Watertown Remembered.

10. GEOGRAPHICAL DATA

Verbal Boundary Description

Part of the N.E. 1/4 of the N.E. 1/4 of section 5, T 8N, R 15E. Town of Watertown, Jefferson County, Wisconsin. The parcel is more particularly described as follows: Commencing at the S. E. corner of Block 4 of the Original Plat of the West side; Thence N. 70° 13 '30" W. along the north line of Emmet Street (498.82) feet to the easterly R/W line of the Chicago & Northwestern Railroad Main Track; Thence N. 12° 12' E. along said (335.18) feet to the south line of Main St.; Thence south 70° 10' E. along said line (39.2) feet to the westerly R/W line of the Chicago & Northwestern Railroad Spur Track No. 33W; Thence S. 12° 20'30" W. along said line (335.03) feet to the point of beginning.