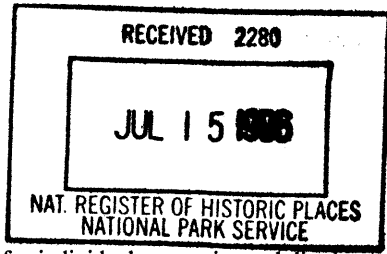


**United States Department of Interior
National Park Service**



**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 10-9 00A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Milwaukee Road Passenger Depot

other names/site number Green Bay Area Chamber of Commerce Building

2. Location

street & number 400 South Washington Street N/A not for publication

city or town Green Bay N/A vicinity

state Wisconsin code WI county Brown code 009 zip code 54301

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] 7/2/88 Date

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 Passenger Depot
Name of Property

Brown Co., 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.

removed from the National Register.

other, (explain:)

Signature of the Keeper Date of Action

Paul R. Ferguson 8.16.96

5. Classification

Ownership of Property
(check as many boxes as apply)

private
 public-local
 public-state
 public-federal

Category of Property
(Check only one box)

building(s)
 district
 site
 structure
 object

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

Contributing	Noncontributing
--------------	-----------------

1	0
0	0
0	0
0	0
1	0

buildings
sites
structures
objects
Total

Name of related multiple property listing
(Enter "N/A" if property is 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)

COMMERCE/organizational

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH AND
20TH CENTURY REVIVALS
OTHER: Flemish Renaissance Revival

Materials
(Enter categories from instructions)

foundation STONE
walls BRICK
roof ASPHALT
other WOOD
STONE

Narrative Description

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

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Continuation Sheet

Milwaukee Road Passenger Depot

Section 7 Page 1 Green Bay, Brown County, Wisconsin

I. Introduction

The Milwaukee Road Passenger Depot is in the Flemish Renaissance Revival architectural style. The predominantly brick depot is a one-and one-half story, side-gabled building with straight-sided pavillion gables and chimneys at both gables; a hipped-roof baggage wing extends from the southern stepped gable. The building has an elaborately decorated pavillion centered on the east-facing main facade and a similarly-appointed pavillion on at the west-facing rear facade; both incorporate carved finials, arches, and quoins. The length of the building is punctuated by regularly-spaced round-arched windows of nearly the height of the wall. The depot also has a nearly intact passenger platform canopy across the west-facing facade.

Built in 1898, the Milwaukee Road Passenger Depot is located at the juncture between the historic commercial and residential centers of Green Bay's urban east side. The depot stands within one hundred feet of the east bank of the Fox River at the intersection of Washington and Crooks streets. The buildings to the north of the depot reflect historic commercial uses; the area to the south is primarily occupied by post-1940 commercial construction that replaced pre-1920 housing stock. Although the immediate surroundings have undergone considerable evolution, the Milwaukee Road Passenger Depot has retained an exceptional level of integrity.

II. Physical Context

The Milwaukee Road Passenger Depot stands at the intersection of Washington and Crooks streets near the east bank of the Fox River. As the center of Green Bay's historic central business district, most of Washington Street's remaining buildings date from the late 1800s to the 1920s. Green Bay's central business district was primarily concentrated between Washington Street's intersections with Main Street to the north and Crooks Street to the south, with retail predominant in the northern half and industrial and industrial support industries concentrated in the southern half of the district. The buildings immediately surrounding the Milwaukee Road depot represent a mix of historic industrial, rail and residential-oriented commercial buildings, as well as contemporary construction for retail and office use.

The buildings to the north and west of the Milwaukee Road Passenger Depot are of approximately the same age as the depot, while the area to the south and southeast is occupied by post-1945 buildings. Three historic structures stand on the opposing corners of the Washington and Crooks intersection; their historic uses included a hotel, a grocery and general merchandise store, and a tavern. Two of the three have been extensively altered, including the former New Freimann Hotel, which stands directly north of the depot. The relatively unaltered building, which stands on the northeast corner of the intersection, housed The Marvin Store from 1903 to 1940.¹

The Milwaukee Road Passenger Depot faces a parking lot across Washington Street; to the south of the parking lot are a pair of post-1950 one-story brick buildings. The area immediately south of the depot historically

¹ Adams, D. Et al., *On Washington Street: A Photographic Memory*. Neville Public Museum of Brown County (Green Bay: 1994), p. 38.

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Continuation Sheet

Milwaukee Road Passenger Depot

Section 7 Page 2 Green Bay, Brown County, Wisconsin

functioned as a switching yard and included a series of warehouses and freight houses;² these were removed over the course of several decades and were replaced in 1994 by three small retail buildings and associated parking areas. One remaining warehouse building stands immediately west of the Milwaukee Road Passenger Depot, between the depot and the river. This corrugated-steel building sits on a concrete foundation and has no known historical significance. Three sets of railroad tracks once ran between the warehouse and the passenger depot;³ these were removed in 1979.

III General features

The passenger depot extends parallel to Washington Street and to the Fox River, and is thus oriented along a roughly north-south axis. The building stands on four varied-width courses of rock-faced dolomite; these are crowned by a machine-tooled beltcourse which also incorporates the sills of the windows. The walls consist of a tan pressed-brick veneer arranged in a running bond with concave tooling. The windows of the east, west and north-facing facades, with the exception of those in the center pavillions and on the baggage wing, are round-arched and approximately six-feet-tall. The original windows are double-hung eight-light-over-one-light sash surmounted by five-light transom sash arranged in a fanlight pattern. All of the windows, including those described below, have aluminum-clad single-light storm windows. Each of these sills is set into a narrow, slightly recessed brick surround which is surmounted by a round-arched brick hood mold. The haunch of each arch rests upon a molded stone impost and a brick pier. When these windows are adjacent to each other, the impost and piers span the intervening space and are shared between adjoining arches.

The roof intersects the walls immediately above the hood molds and rises to a steep pitch. The straight-sided gables at either end terminate in chimneys. The chimney at the south gable is rectangular and rises about five feet from the ridge; the chimney at the north gable has two diagonally-set flues rising approximately two feet from a larger flue that terminates immediately above the ridge. Both the base flue and the paired diagonal flues of this chimney have small, plain stone caps. The stepped gables themselves are faced with stone on their upper surfaces. The roofs of the building and passenger platform are covered of dark brown asphalt shingles, and the eaves at the east-facing and south-facing facades have carved exposed rafters.

IV East-facing facade.

The east-facing facade of the depot faces Washington Street and historically functioned as the primary public facade of the building. This facade is almost entirely intact and possesses an exceptional level of integrity. The facade's dominant feature is its elaborate centered gable, which is flanked to the north by five round-arched windows, and to the south by three round-arched windows, as described previously. This pavillion is dominated by two entries with plate-glass paired doors, which replaced the original wood multi-light doors. This replacement occurred in 1979. Each pair of doors has at its feet a recently-placed stone planter and is crowned by a round molded stone arch with a keystone. The arches terminate in molded stone impost set on a plane with those of the facade's windows; they rest upon slightly raised piers. The areas between the door lintels and the arches are filled

² Sanborne-Perris Fire Insurance Company. Map 1968 (Chicago) p. 29.

³ Ibid.

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Milwaukee Road Passenger Depot

Section 7 Page 3 Green Bay, Brown County, Wisconsin

with basketweave-laid brick. At some point between 1910 and 1957 a wooden marquee was attached to the building immediately above the doors. The space above the doorways was repaired with nearly matching brick and mortar, and notches cut into two of the stone imposts were patched with concrete in 1979. The doorways are separated, and the corners of the centered gable are distinguished, by three banded pilasters which terminate slightly above the eaves in simple capitals decorated with an egg-and-dart pattern. A simple entablature rests on these capitals; the words "CHAMBER OF COMMERCE" are spelled in black vinyl letters across the frieze. These letters were attached in 1987.

The stepped gabled end above the frieze is defined on either side by a small plain brick pilaster with molded stone base and capital; each pilaster is crowned by an orb finial. The gable's edges are trimmed in a raked molding of stone and end in an elaborate stone finial, which features an obelisk on a pedestal supported by two scrolls. The surface of the gable end above the entablature is unadorned with the exception of a single round oculus window in a molded stone surround. The window itself has nine lights, arranged in a grid, with a single-pane aluminum-clad storm window. The oculus surround is also relatively unadorned, and has four slights point which are each set at a forty-five degree angle from the entablature previously described. With the exception of the minor repairs and replacements described, this most public facade of the Milwaukee Road Passenger Depot is in outstanding original condition.

V. North-facing facade

The narrow north-facing gable-end facade is punctuated by two round-arched first story windows identical to those described previously. One window is placed on each side of the base of the exterior end chimney; the top course of the foundation forms the windows' sills. The enlarged portion of the exterior end chimney is terminated by a pair of catslide stone caps several feet above the windows. The western window's western impost is intersected by the edge of the passenger platform canopy's gable; this canopy will be described below.

V. West-facing facade

The west-facing, trackside or rear facade of the depot is dominated by the passenger platform canopy, which extends beyond the length of the facade and is described below. The center of this facade is marked by a single gabled pavillion similar in form and details to the upper portion of the centered gable described previously. This gable end has a simple architrave molding which serves as the base of the gable, much as the entablature does on the east-facing facade. The gable rises from this molding, and has straight-sided parapet walls, pilasters, stone moldings and finials as described previously. However, the window in the center of the gable is larger and of a flat-topped-arch shape, and has pilasters and a molded stone hood mold and keystone which echoes the detailing of the doorways on the east-facing facade. The gable is flanked on either side by two small square skylights, which were installed in 1987.

This facade has a centered doorway with three wooden doors, reached by a flight of four rectangular concrete steps. These steps and the foundation to the north of the doorway are adjoined by a concrete wheelchair ramp, which extends from the northwest corner of the building to the central doorway. These center doors are original to the building and are identical to the original doors on the east-facing facade. These doors are rectangular, have eighteen lights in each door, and are set into an unadorned surround. The five bays to the north of these paired

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Milwaukee Road Passenger Depot

Section 7 Page 4 Green Bay, Brown County, Wisconsin

doors include a single steel security door with a sidelight, flanked by two windows on each side. The windows and the door have round-arched transoms and their surrounds are almost identical to those on the east-facing facade; they do not, however, have the molded stone impost described on the east-facing facade. The single door was installed in 1986, and replaced a larger window identical to one on the portion of the facade south of the central doors. The four bays to the south of the center doors also share the round-arched shape and simplified surround. The second northernmost of these windows, which originally corresponded to the door previously mentioned, is slightly wider than the other three, although its round-arched hood mold has the same dimensions as the others. The wider window lacks the inset brick surround which separates the other round-arched windows from their hood molds; the resulting additional space allows for the wider transom and window. This window has a single-hung 12-light sash, and appears to be original to the building.

As is frequently seen on passenger rail buildings, the west-facing facade of the depot has undergone more alterations than the east-facing facade. These changes, however, are of a minor nature, and have been made to the building's least public facade. As a result, this facade's few alterations have had little impact on either the facade's or the building's integrity.

VI. Baggage room wing.

The baggage room of the Milwaukee Road Passenger Depot was housed in a wing attached to the south-facing facade of the depot. This wing is decidedly more modest and subordinate to the main portion of the building; it is, however, in excellent original condition. The baggage wing has three irregularly spaced bays on its east-facing facade. Two of the bays have small square eight-light-over-one-light double-hung windows with slightly segmental-arched soldiered brick transoms; these windows are slightly wider than the larger round-arched windows and are set several brick courses above the foundation's uppermost course. These windows each have a simple stone sill and keystone; these are the only ornamentation. One of these windows is set immediately south of the dividing wall between depot and baggage room; this division is marked by the end of the stepped gable, which rises above the baggage wing's lower hipped roof. The other small window is set at about one half the length of the wing, and is adjacent to a former loading door set over a concrete sill. This loading door, however, has been replaced by two six-light-over-one-light wooden-frame double hung windows; the bottom half of the original opening is covered by an aluminum panel. The south-facing facade of this wing has two windows identical to those on the wing's east-facing facade; these are set in the outer thirds of the wall's length.

The west-facing facade of the baggage wing has regularly-spaced utilitarian bays. The southernmost bay originally had loading doors similar to that on the east-facing facade; these doors have been replaced by a security door and surround. It is flanked by a window of the same general description and surround as those previously described on this wing; this window, however, rises from the foundation's upper course in a manner similar to that of the round-arched windows on the building's main block. The third bay of this facade is of the same shape, size and description as those previously described on the baggage wing; however, this bay has been partially filled with nearly matching brick and a paneled steel door has been installed. The mortar of this alteration matches that of the repairs to the east-facing facade following the removal of the marquee; this alteration is believed to date from the same time. The fourth bay has been bricked shut in the same manner.

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Milwaukee Road Passenger Depot

Section 7 Page 5 Green Bay, Brown County, Wisconsin

The baggage wing has undergone more alterations than the east facade of the main block of the building; however, the majority of these alterations has been executed on the little-seen rear or west-facing facade of the wing. These alterations, which stem from the wing's adaptive reuse as a photocopying department for the Chamber of Commerce, have had little impact on the building's integrity.

IV. Passenger Platform Canopy

The passenger platform canopy extends across the west-facing facade of the building from approximately 40 feet beyond the building's north-facing facade to about five feet beyond its south-facing facade. The platform has a hipped roof at the north end; the roof at the south end was truncated at some point between 1948 and 1957. The south end of the passenger platform canopy has a gable end and is faced in grooved wood siding. The framing of the canopy roof has similar grooved facing between the rafters, which are visible from underneath. The platform rests on square cast iron piers and is supported by cast iron knee braces which extend to either side of the piers and to a beam which crosses the canopy between each pair of piers. The floor of the platform was surfaced in concrete prior to 1957; this area is now used for employee parking. The passenger platform canopy, one of the most dominating features of the building's rear facade, is in excellent intact condition, and clearly indicates the building's transportation-related past.

VIII. Interior

The depot's interior has been substantially altered in order to adapt the building to office use. A large brick fireplace adjoining the north-facing facade is original to the building and believed to be completely intact. All of the interior alterations have been designed and carefully executed so as to have no impact on the exterior appearance of the building.

IX. Conclusion

The Milwaukee Road passenger depot is in excellent condition and substantially unaltered in exterior appearance. Those alterations necessitated by the building's adaptive reuse have predominantly impacted the rear and interior of the building and are obscured by the passenger platform canopy. The alterations made to the rear facade, as well as those made to the rest of the building, have had little impact on the building's overall integrity.

Milwaukee Road Passenger Depot
Name of Property

Brown Co., 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)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

ARCHITECTURE

TRANSPORTATION

B Property is associated with the lives of persons significant in our past.

Period of Significance

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

1898 - 1945

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

Significant Dates

1898

Criteria Considerations

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

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

Significant Person

(Complete if Criterion B is marked above)

B removed from its original location.

Cultural Affiliation

C a birthplace or grave.

D a cemetery.

Architect/Builder

E a reconstructed building, object, or structure.

Frost, Charles S.

Rioch, Charles H.

F a commemorative property.

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

Narrative Statement of Significance

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

NPS Form 10-900-a
(Rev. 8-86)
Wisconsin Word Processing Format
(Approved 1/92)

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

Section 8 Page 1 Milwaukee Road Passenger Depot
Green Bay, Brown County, Wisconsin

Introduction:

The Milwaukee Road Passenger Depot is being nominated to the National Register of Historic Places for its local significance under National Register Criterion A due to its association with the history and development of Green Bay's transportation resources. In addition, the Milwaukee Road Passenger Depot is being nominated under Criterion C as an excellent example of Flemish Renaissance Revival architecture, a variant of the Renaissance Revival style, as adapted to a passenger rail depot. The Milwaukee Road Passenger Depot served for nearly 60 years as the most visible and most publicly identifiable element of the Chicago, Milwaukee, St. Paul & Pacific Railroad, also known as the Milwaukee Road, in Green Bay. This depot provided the only passenger service on the east side of the Fox River. Located on Washington Street at the border between Green Bay's historic central business district and its most prominent historic residential neighborhood, this building represents a unique and distinctive accomplishment in terms of the architectural environment of the City of Green Bay.

Historical Background:

The first Milwaukee and Northern Railway train arrived in the city of Green Bay on June 19, 1873.⁴ Although this was not the first rail transport in the area, this railway was particularly important to residents and business owners in Green Bay. The area's other two rail systems, the Chicago & Northwestern and the Green Bay & Lake Pepin (later the Green Bay & Western) had both located their tracks and depots on the west side of the Fox River, in a city known as Fort Howard. Until the merger of Fort Howard and Green Bay in 1895, the Milwaukee and Northern's tracks were the only lines within the City of Green Bay.

The Milwaukee & Northern had been chartered in 1870 and authorized by the state legislature to construct and operate a railroad to reach from Milwaukee to a point on the Fox River below Lake Winnebago and continue from there to Lake Superior.⁵ The route chosen and constructed, however, began at Schwartzburg, on a line owned by the Chicago Milwaukee & St. Paul Railway, and stretched in a northerly direction to Green Bay, passing through Cedarburg, Plymouth, New Holstein and Hilbert Junction. A branch line to Menasha was also built, and by the late 1880s the Milwaukee & Northern main line reached the Upper Peninsula and the southern shore of Lake Superior. As the largest city north of Milwaukee, and one that already had significant advantages in terms of rail and water transportation, Green Bay appears to have been intended from the start to play a significant role in the Milwaukee & Northern's operation.

Shortly after finishing the first lines into the city limits of Green Bay, the railway began construction of a bridge across the Fox River, starting at the foot of Porlier Street in the southernmost ward; this bridge would eventually allow M&N trains to continue toward the Upper Peninsula or connect to the other railways lines in Fort Howard. However, the river and the west side riverbank at this point were soft-bottomed and marshy, and construction there proved difficult. After completion of the Fox River bridge and a bridge over a nearby slough, no attempt was made to continue the line to the north until 1881. Instead, the railway constructed a switching yard and

⁴ Specht, Ray. Railway and Locomotive Historical Society Bulletin #121 (Boston, MA) 1969, p. 18.

⁵ Ibid., p. 1.

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Milwaukee Road Passenger Depot

Section 8 Page 2 Milwaukee Road Passenger Depot
Green Bay, Brown County, Wisconsin

warehouses on the east side of the river between Adams Street and the riverbank from immediately north of the bridge site to Crooks Street, where the railway built a passenger station and a freight station. All of these resources, with the exception of a 1902 bridge that replaced the initial bridge, are non-extant.

In 1889 the railway laid a branch line that extended north along the east side of the Fox River through the central Green Bay commercial and industrial district. Commonly known as the Alley Track, this line provided freight service to the major wholesalers and other businesses along Washington Street, and continued as far north as the mouth of the East River, where its spurs connected to the shops and wharves of East River industries.⁶ The Alley Track and its spurs provided the only rail services to Green Bay's central business district throughout the period of rail dominance in area transportation. Between 1873 and 1889, the Milwaukee and Northern also built a roundhouse and repair yard facilities near the southern edge of Fort Howard. This yard still exists, but it has been extensively altered.

In 1893 the Milwaukee & Northern was sold to the Chicago, Milwaukee & St. Paul Railway, already one of the largest carriers in the Midwest. From its beginnings in 1851 as the Milwaukee and Mississippi Railroad, this railway had been primarily oriented toward western expansion. Its first line from Milwaukee to Prairie du Chien opened in 1857; between 1867 and 1887 the Chicago, Milwaukee & St. Paul developed into a system of 5,670 miles of track, covering five states and the Dakota Territories.⁷ By the time of the Milwaukee & Northern acquisition, the Chicago, Milwaukee & St. Paul had taken on a decidedly east-west emphasis, with main lines linking Chicago to Omaha, Kansas City and St. Paul. By 1918 this western impetus resulted in a Milwaukee Road main line that stretched from Minneapolis to Seattle, Washington. The acquisition of the Milwaukee & Northern had little impact on this direction; it was one of several small independent lines absorbed by the Milwaukee Road during the last quarter of the nineteenth century and appears to have been purchased in order to gain access to northern Wisconsin lumber, iron ore and tourism markets.

In 1898, construction began on the present Milwaukee Road Passenger Depot on the east side of Green Bay. In order to build the new building, the company had to rearrange much of its physical plant in that location. In June of that year the freight depot was moved several hundred feet south to the foot of Chicago Street, and the former passenger depot was moved to the site where it had previously stood.⁸ After rearranging some of the track, the digging of the foundation was begun on 26 July; the building was declared ready to occupy on 21 December 1898.⁹

⁶ Foley, Betsey. "Green Bay: Gateway to the Great Waterway" (Windsor Publications; Woodland Hills Calif) 1983, p. 151.

⁷ Dornin, Patrick C. The Milwaukee Road East (Superior Publishing Company: Burbank, Calif.) 1978, p. 12.

⁸ Green Bay Advocate, 16 June 1898, p. 2, col. 1.

⁹ Green Bay Advocate, 26 July 1898 p. 2, col. 5; Green Bay Advocate, 21 December 1898, p. 1, col. 3.

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Milwaukee Road Passenger Depot

Section 8 Page 3 Green Bay, Brown County, Wisconsin

All evidence indicates that the Milwaukee Road Passenger Depot was designed by Charles S. Frost, a prominent regional architect of the period who specialized in designing passenger rail depots. According to a Green Bay newspaper account published on 26 July 1898, during the Milwaukee Road building's construction, an "Architect Frost" was expected in Green Bay the following day to review work on the Milwaukee Road depot to date.¹⁰ The following day's newspaper contains an article in which Charles S. Frost of Chicago's Frost & Granger firm is described as unveiling the plans for the Chicago & Northwestern's new Green Bay passenger depot; architectural drawings for that building that bear Frost's name are known to exist.¹¹ Although the latter article does not mention Frost in conjunction with the Milwaukee Road building, and no primary documents such as architectural plans are known to exist for this building, other commonalities also appear to indicate the same architect for both depots. Contemporary newspaper accounts identify the same contractor, Charles H. Rioch, and the same construction company, the Charles W. Ginderle Company, as overseeing construction of both depots. Both are described as being from Chicago.¹² Additionally, it appears to have been common practice for Frost to design depots for competing rail lines, and for these depots to be constructed in the same locale at approximately the same time. Examples of such pairs of buildings included Milwaukee Road and Chicago & Northwestern depots in Beloit, Janesville, Watertown, Madison, and Wausau.¹³ As a result, it appears likely that Charles S. Frost was the architect of the Milwaukee Road Passenger Depot in Green Bay.

Born in Maine in 1856, Frost's career in the Midwest began in 1881, following his architectural training at the Massachusetts Institute of Technology and a period of employment with the Boston firm of Peabody and Sterns. From 1882 to 1889 he practiced in partnership with Henry Ives Cobb; the firm's designs during this period included several Chicago landmarks, including the Palmer residence and several buildings for the University of Chicago.¹⁴ Following the dissolution of that partnership in 1889, Frost practiced independently until 1898. During this period Frost began to specialize in designing railway depots; his work ranged in size and complexity from local depots in Oshkosh and Oconomowoc, Wisconsin (NRHP 1980) to a major station in Minneapolis, Minnesota (NRHP 1979). Frost continued to specialize in designing rail depots during his partnership with Alfred Hoyt Granger between 1898 and 1910, and while practicing alone in subsequent years. His earlier work tends to be characterized by Picturesque design traits, while his work after approximately 1895 tends to demonstrate more

¹⁰ Green Bay Evening Advocate, 26 July 1898, p. 2, col. 4.

¹¹ Green Bay Evening Advocate, 28 July 1898, p. 2., col. 1. Original plans for the Chicago and Northwestern depot are currently in the possession of the Green Bay Redevelopment Authority.

¹² Green Bay Evening Advocate, 28 July 1898, p. 2, col. 1: Green Bay Evening Advocate, 27 August 1898, p. 3, col. 2.

¹³ Gruber, John. "Frost's Depot Designs Survive in Pairs of Cities." Railway Gazette, Vol. 16 No. 3-4 March-April 1983 (Mid-Continent Railway Historical Society, Inc: North Freedom, Wisc.), p. 12-15.

¹⁴ "Frost, Charles Sumner." Architect information file in possession of Division of Historic Preservation, State Historical Society of Wisconsin.

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Milwaukee Road Passenger Depot

Section 8 Page 4 Green Bay, Brown County, Wisconsin

Academic and Neoclassical characteristics. His rail building are frequently characterized by masonry materials, relatively simple ornamentation, and heavy piers and structural elements, his preferences having been informed by his personal study of the needs of smaller rail stations.¹⁵

The Milwaukee Road Passenger Depot at Green Bay continued to function as a depot from 1898 to 1938. During this time, approximately 10 passenger trains per day passed through the Washington Street station, a number which does not include the many freight switchers hauling box cars between Washington Street businesses and the yards across the river.¹⁶ The use of this depot was temporarily discontinued in 1938; from this time until mid-1945 the building was rented to private businesses.¹⁷ On 30 June 1945, the depot returned to passenger use, receiving 12 trains per day in 1945 and 1946.¹⁸ On 11 January 1957, the building was donated to the City of Green Bay, a move in keeping with Milwaukee Road President John P. Kiley's ongoing efforts to streamline the organization and dispose of unprofitable properties.¹⁹ The building was leased by the Green Bay Association of Commerce shortly thereafter; this organization was restructured and renamed the Green Bay Area Chamber of Commerce in 1966.²⁰ The Chamber of Commerce purchased the building in 1986 and continues to occupy it in 1995.

Between 1938 and 1945, and following the donation of the depot, travelers on the Milwaukee Road in Green Bay used a small utilitarian frame depot on the edge of the Milwaukee Road's rail yards at the intersection of South 6th Street and Oakland Avenue on the west side of Green Bay. This depot was constructed between 1932 and 1938,²¹ and, although extant, has been altered. These two buildings were the only passenger depots used by the

¹⁵ Gruber, John. "The Depots of Charles Frost." Milwaukee Railroader, Vol. 13, no. 2, 1983 p. 4-8.

¹⁶ Green Bay Advocate, May 9, 1898. Time table showing ten trains stopping at Washington Street depot. Compare to Aug. 21 1946 time table in possession of National Railroad Museum, Green Bay, showing twelve trains.

¹⁷ Green Bay City Directories, 1939, 1941, and 1943.

¹⁸ Green Bay Press-Gazette, 24 June 1945; time table dated 21 August 1946, in possession of National Railroad Museum, Green Bay.

¹⁹ "'Operation Farewell,' at Green Bay" The Milwaukee Road Magazine, Feb. 1958, p. 9. Also Dornin, Patrick C., Milwaukee Road East (Superior Publishing Co.: Burbank, Calif.), p. 14.

²⁰ Foley, op. cit., p. 122.

²¹ The estimated date of this building is based on Sanborne Fire Insurance Company maps in the possession of the Brown County Library- Local History and Genealogy Department, as well as those in the collection of the State Historical Society of Wisconsin. The building does not appear on Sanborne maps dates as late as 1932, and as it was in operation by the date on the transfer of passenger service it appear to have been constructed no later than 1939 and no earlier than 1932.

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Milwaukee Road in Green Bay during the Milwaukee Road Passenger Depot's period of significance; two other notable passenger depots are known to have existed in Green Bay during that time period. The Green Bay & Western's passenger depot, which stood directly across the river from the Milwaukee Road Passenger Depot, was constructed in 1897 and destroyed by fire in 1977.²² The Chicago & Northwestern Passenger Depot, which was constructed in 1898-99,²³ is a massive two-story structure dominated by a five-story clock tower. It stands near the west bank of the Fox River several blocks north of the Milwaukee Road Passenger Depot in downtown Green Bay. The Chicago & Northwestern building included a lunch counter, administrative offices for the Lake Shore Division of that railway, and a large clubroom for Chicago & Northwestern employees, none of which were at any time features of the Milwaukee Road Passenger Depot. The Chicago & Northwestern building, although vacant at present, is highly significant in terms of the transportation and architectural history of Green Bay; it does, however, reflect significantly different aspects of those areas than does the Milwaukee Road Passenger Depot.

Statement of Transportation Significance:

The Milwaukee Road Passenger Depot is nominated to the National Register of Historic Places under Criterion A due to its locally significant associations with rail transport in Green Bay. More specifically, the building's transportation significance stems from two aspects of its history. Like many architect-designed passenger depots, this building provided the Milwaukee Road with its most visible and most readily identifiable feature in this city, and represented the Milwaukee Road in the eyes of many of its passengers and neighbors, as well as the surrounding region. In addition, this building is the most visible remaining indicator of the important role that the Milwaukee Road played in the development and prominence of Green Bay's historic central business district, which was centered on Washington Street. The Milwaukee Road passenger depot is the best remaining evidence of the relationship between the railway and the community which it served, and thus has notable significance in terms of the history of rail transportation in Green Bay.

For major Midwest railroads in the late nineteenth and early twentieth centuries, architect-designed depots in the important communities on a route were important elements of a railroad's public relations and public image. Investing additional money and effort into buildings in certain cities and villages made good sense from a public relations standpoint, in terms of both the community's perception of that railroad and the out-of-town passenger's impression of the community. In cities where several trains stopped daily, or where important rail facilities or businesses were located, or where other rail systems had impressive facilities, a prominent depot's meaning was seldom overlooked. The physical building played a dual symbolic role: it represented the railroad to the community, and it introduced the community to the rail passenger at the same time. An impressive depot was

²² Green Bay Weekly Gazette; 24 February 1897; Green Bay Press-Gazette, 11 February 1977.

²³ Green Bay Evening Advocate, 27 August 1898; Green Bay Advocate, 27 July 1899.

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pointed to with pride by area citizens as an indicator of the importance of the community to the rail system; the building also indicated the affluence and importance of the railroad that had chosen to come to that place. During the peak years of railroad passenger business, passenger depots functioned as the main entry into the city; for a newcomer, the depot often gave the first impression of the place the traveler had reached.

The Milwaukee Road Passenger Depot in Green Bay exemplifies these characteristics. As a physical symbol, the building indicates the prominence of the Milwaukee Road's Green Bay facilities in its operation in eastern Wisconsin and the Upper Peninsula of Michigan. Green Bay was the headquarters of the Superior Division of the Milwaukee Road, later renamed the Milwaukee Division, during this building's period of significance. Although, as has been discussed, the former Milwaukee & Northern system (which made up the bulk of this division) was not a central part of the Milwaukee Road's operation, as a division headquarters Green Bay was the center of day to day management for several hundred miles of track. Additionally, the yards on the west side of Green Bay, which housed most of the division management, provided the only repair facilities and roundhouse between Elkhart Lake to the south and the ends of the line in the Upper Peninsula to the north. For these reasons, almost all trains along this line stopped in Green Bay, and most stopped twice: once at Washington Street to pick up and discharge passengers, and again at the Oakland Street yards to clean cars, refuel and change crews. Although the division headquarters and the yards were not visible to passengers at the Milwaukee Road Passenger Depot, the building's physical appearance represented the importance of Green Bay as a crucial element of the Superior Division.

As is discussed below, the exterior of this Milwaukee Road Passenger Depot is of an unusual architectural style; it has considerably more detailed stonework than do the several Wisconsin Milwaukee Road depots built during the same decade. Contemporary depots built on Milwaukee Road lines in Wisconsin, with the exception of those in Milwaukee and Madison, tended to have similar dimensions and forms, but differed from the Green Bay building in terms of the materials and elements chosen. As in Green Bay, Milwaukee Road depots in Beloit, Reedsburg, Oconomowoc, Merrill and Wausau each had one story with a hipped or gable-roofed main block and a small hipped-roof baggage room appended to a gable end, and a centered gable or dormer in the long plane of the roof overlooking the street on one side and the passenger platform canopy on the track side.²⁴ Of these, only the Beloit depot (non-extant) had finials and other finely-carved stone ornamentation similar to that found on the Green Bay building. Others, such as the Merrill depot, utilized styles that required less detailed ornamentation, including American Craftsman and Romanesque designs. Given that the depots described are relatively similar in terms of size and function, the choice of a style requiring a higher level of intricate, applied ornamentation indicates that the importance and prominence of the Green Bay location is reflected in the physical building as designed.

The Milwaukee Road Passenger Depot is also the most readily identifiable feature remaining to indicate the important role of the Milwaukee Road to Green Bay's central commercial district. From the mid-1800s until the 1960s, businesses on Washington Street constituted the preeminent retail and wholesale district in Northeast

²⁴ Gruber, *Railway Gazette*, op. cit., Gruber, *Milwaukee Railroader*, op. cit., building inventory card file, held by Division of Historic Preservation, State Historical Society of Wisconsin.

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Wisconsin. Washington Street addresses belonged to the area's leaders in retail, wholesale and manufacturing concerns. These businesses included Jorgensen-Blesch Dry Goods, which in 1927 was described as the largest department store in the state outside Milwaukee,²⁵ and several of the city's major wholesalers, including the Hurlbut Company, the Morley-Murphy Hardware Company, and the Joannes Brothers' wholesale grocery company, which for several decades was one of the leading food wholesalers in Wisconsin.²⁶ The Alley Track, which has been previously described, ran behind these businesses on the west side of Washington Street and provided the only direct access to rail transport for the central business district.²⁷ The Alley Track also served the major industrial establishments on the south bank of the mouth of the East River, at the north end of the Washington Street area. Companies such as the Hoberg Paper Company (later the Charmin Paper Company and presently the Procter & Gamble Paper Company's East River Plant), the D.W. Britton stave factory, and the Hurlbut Company's coal docks were all served by the Milwaukee Road during the heights of their successes. The Alley Track and associated equipment were removed between 1979 and 1986; the Milwaukee Road Passenger Depot is the only remaining feature associated with this line.

The Milwaukee Road was the only railway of Green Bay's three extensive systems to provide any rail facilities to the east side urban area. In light of the proliferation of lines in and out of Green Bay on the three systems, this monopoly on one half of the city represented a unique advantage for the Milwaukee Road. The Milwaukee Road Passenger Depot was constructed at the boundary between the Washington Street business district and the Astor Historic District (NRHP 1980), a neighborhood recognized for its historic significance as the home of many of Green Bay's leading historic business people. The location of this building had little to do with efficiency; it did stem from the status of the area and the important business carried out on the Alley Track.

Unlike most major rail facilities, this depot was intentionally constructed on a branch line. A northbound passenger train arriving at or departing from the Milwaukee Road Passenger Depot had to back up as much as a mile from the building in order to cross the bridge and continue north. Similarly, a train coming across the bridge from the north had to back into the station in order to unload or pick up additional passengers. In light of the inefficiency of this arrangement, and the valuable time which the railway had to allot for these maneuvers, one may conclude that the location of the depot was calculated to draw traffic from the Washington Street and Astor areas, and to place the railroad's most attractive feature in proximity to the commercial and residential districts. A comparison of this building with the nondescript depot which served the west side further illustrates the prominent role played by the Milwaukee Road Passenger Depot in representing the rail system to the central commercial and residential districts.

²⁵ Green Bay Press Gazette, 02 February 1927.

²⁶ Adams et al. On Washington Street: A Photographic Memory (Neville Public Museum of Brown County, Green Bay, Wisc.) 1994. pp. 5 and 33.

²⁷ Neville Public Museum of Brown County, photograph collection # 10.150.1594; Sanborn Fire Insurance Company maps, 1917 and 1932.

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Architectural Significance:

The Milwaukee Road Passenger Depot is nominated under National Register Criterion C as an excellent example of the Flemish Renaissance Revival style of architecture as applied to a passenger rail depot. This unusual style, a variant of the Renaissance Revivals popular near the turn of the twentieth century, draws on the architecture of the Flemish Renaissance of the sixteenth and seventeenth centuries. Prominent buildings constructed during the Flemish Renaissance tended to incorporate Renaissance principles of classicism, symmetry and scale into buildings based on traditional medieval forms, and frequently mingled Flemish and Renaissance-derived traits to create a unique architectural fusion. The design of the Milwaukee Road Passenger Depot applies elements of the Flemish Renaissance precedent to the requirements of a passenger rail depot. It is the only example of Flemish Renaissance Revival architecture in the area; it is one of two examples of any variant of Renaissance Revival architecture in Green Bay. Due to its unusual architectural attributes and excellent integrity, this building contributes significantly to the historic architectural context of the City of Green Bay.

The architectural characteristics that define Flemish Renaissance buildings reflect the transitional period of influence between traditional medieval and Gothic architecture and the ideas of Renaissance design, which were introduced to the Low Countries via France during the first half of the sixteenth century. As Renaissance principles were disseminated from Italy across Europe, each nationality initially embraced the classical styles by including classical features, often as ornamentation, on buildings of traditional style and form. In Flemish Holland, the Renaissance influence initially manifested itself in the form of decorative ornamentation, which was added to the tall, narrow, steep-roofed and usually stepped-gabled buildings that had been constructed in the region since the Middle Ages. One example of this early period of the Flemish Renaissance is the Leyden Town Hall, built in 1579. The majority of ornamentation is applied to the building's centered stepped gable, which rises three and one-half stories and is adorned with an array of classical features. The obelisks, scrolls, strapwork, sculpture, and the Ionic order, so common to Renaissance architecture, are used on every facet of this gable, resulting in a distinctively Flemish facade that literally bristles with Renaissance ornamentation.²⁸

The apex of Flemish Renaissance architecture is commonly held to be the Antwerp Town Hall in modern Belgium, built in 1561-6 and designed by Cornelius Floris. As one author has described it, the Antwerp Town Hall is "an Italian palazzo with a northern house as a centrepiece."²⁹ The main portion of this building consists of a four-story, nineteen-bay block of typical Italian Renaissance design. The bays of the ground floor are round-arched; the second and third bear full Doric and Ionic pilasters and pediments, while the top floor consists of an open trabeated galley. This block is surmounted by a traditional Flemish hipped roof with extended bell-cast eaves. The centered gable, the most distinctive feature of the building, rises two stories above the ridge line, and is in form a Flemish gable: steep, narrow, stepped and extensively decorated. The ornamentation on this gable, however, is classical in design, proportion and use, as opposed to the medieval embellishments found on many of

²⁸ Gloag, John. *A Guide to Western Architecture*. (Hamlin Publishing Group Ltd.: London) 1969, p. 233.

²⁹ Hughes, J. Quentin and Lynton, Norbert. *Simpson's History of Architectural Development Vol. 4: Renaissance Architecture*. (David McKay Co., Inc.: New York), 1962, p. 280.

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this building's contemporaries. The gable features large round-arched windows (large windows were a traditional Flemish feature made possible by the structural system of the building), and round-arched niches inset with grand-scaled Roman mythological figures. The bays of the facade are delineated by paired columns with complete Orders matching those on the same floor of the main block, and the steps of the gable are embellished by scrolls and sculpted tableaux. The lower steps are marked by large obelisks, and the gable is crowned by a full pediment. The resulting structure presents a hybrid appearance: an Italian Renaissance building with a classically-ornamented Flemish facade appended, or a Flemish-style traditional building adorned with the full range of classical embellishment and fenestrated in textbook Renaissance fashion. The Antwerp Town Hall would have been a familiar building to students of Renaissance architecture, and the architect of the Milwaukee Road Passenger Depot would have understood this building to represent the height of Flemish Renaissance architecture. Flemish Renaissance influences are evident in the Milwaukee Road building, and lend the depot its unique architectural characteristics.

The popularity of the Renaissance Revivals in the decades preceding and following the turn of the twentieth century is frequently traced to what Cultural Resources Management in Wisconsin calls "the spirit of historical revivalism" that developed during this time period.³⁰ Although a range of factors contributed to this rebirth of interest in the classical, two of particular influence on the Renaissance Revivals may have been the ascending influence of Beaux Arts-trained architects on the design of American public buildings, and 1893 Columbian Exposition in Chicago, held five years before the construction of the Milwaukee Road Passenger Depot.

The Ecole des Beaux-Arts in Paris was responsible for training many of the leading American architects of the turn of the century; American architectural schools ensured that the shadow of its philosophical influence continued to fall across American architecture for decades. As the preeminent school of architecture in the western world, the Ecole's system of teaching through careful study of ancient Greek and Roman buildings and theories, as well as its system of elaborate, skillfully-drawn elevation drawings, resulted in an emphasis on formal, elaborate buildings with extensive, often sculptural levels of classical detail. Although buildings completely in the Beaux-Arts style are seldom seen, except for massive public or quasi-public designs, such as libraries in major cities, the general influence of the Beaux-Arts philosophies increased dramatically following the 1893 Columbian Exposition in Chicago. At this widely-visited and photographed exposition, the architects of the Beaux-Arts school of thought presented their visions of Beaux-Arts grandeur, adorned with a profusion of classical embellishment and replicated in reflecting pools that emphasized the formal array. Within a few years following the exposition, the general public's taste in architecture had swung sharply from the Picturesque styles in favor of formal designs and classical ornamentation such as they had seen in the Columbian Exposition.

An additional influence of the Ecole des Beaux-Arts also entered general American architecture during this time period. An important part of the Ecole's pedagogy was the academic study of buildings of antiquity and the Renaissance. Unlike the preceding generation of architects, who had borrowed freely from older styles and often mixed elements with little regard for historic accuracy, considering instead the desire to make the composition

³⁰ Godfrey, Beth. "Architecture." Wyatt, Barbara, ed. Cultural Resource Management in Wisconsin, vol. 2. (State Historical Society of Wisconsin: Madison, Wisc.) 1986, p. 2-13.

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“picturesque,” architects trained in the Beaux-Arts tradition were taught to carefully evaluate the historic provenance of buildings and to design buildings that presented historic elements in an accurate and respectful light. Designing according to these principles required architects to systematically study European architecture; this trend toward academic study led to a proliferation of historically-based architectural designs, and the variants on basic architectural styles multiplied. After the first excursions into “colonial” revival architecture, for example, the realm of colonial-based architecture devolved into subsets as varied as the Spanish Colonial Revival, Georgian Colonial Revival, Tudor Revival and Neo-Gothic Revival. For the more formal buildings of the Renaissance Revivals, this splintering effect led to revivals of nearly every European ethnic group’s interpretation of the Renaissance, including southern Italian, Tuscan, French, German and English variations. The Milwaukee Road Passenger Depot represents one such variation; the Flemish Renaissance, which however was infrequently used as a precedent for Renaissance Revival designs.

The Milwaukee Road Passenger depot reflects a relatively respectful, if not entirely accurate, interpretation of Flemish Renaissance architecture. Unlike many of the best-known Renaissance Revival buildings in the United States, this building is not directly based on any known historical structure, as were landmarks such as the Metropolitan Museum of Art in New York. However, like many less- prominent buildings in Renaissance Revival styles, the Milwaukee Road Passenger Depot represents an interpretation of the defining features of Flemish Renaissance architecture. Flemish attributes are evident in the building’s steep, straight-sided gables and the centered gable which, like its Renaissance precedents, receives the majority of the applied ornamentation. Renaissance features include the round arches with keystones over the front entries and on the rear centered gable’s window; the oculus window on the front gable; the quoins and full pediment on the front centered gable; the regular spacing of the large round-arched windows; the pedimented treatment of the imposts of the arched windows at the west- and north-facing facades; and the orb-shaped finials on either side of each centered gable. An additional element of Renaissance design is found at the peak of both centered gables: identical finials consisting of a small obelisk resting on a pedestal adjoined by two scrolls. Obelisks and scrolls were Renaissance ornaments frequently applied to the upper steps of Flemish gables. These features provide the Milwaukee Road Passenger Depot with a distinctive appearance and unmistakable references to its Flemish Renaissance precedent.

Some features of Flemish Renaissance architecture do not appear or appear to a lesser degree on this building; these variations may be attributed to the building’s form and purpose. One of the most distinctive features of high-style Flemish Renaissance buildings is absent from this building: the tall, steep, stepped gable. Most of the frequently-cited examples of the Flemish Renaissance have these gables or are surmounted by bell-cast hipped roofs with projecting eaves. Neither of these features are evidence on the Milwaukee Road Passenger Depot. Instead, this building has straight-sided gables with stone edging at the north and south facades and

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As a result of its association with the rail-related history and development of the City of Green Bay, and as an excellent example of the Flemish Renaissance Revival style of architecture, the Milwaukee Road Passenger Depot is considered locally significant and eligible for the National Register of Historic Places under Criteria A and C. The building's outstanding physical integrity allows it to embody a vital element of the city's transportation history; it also provides an excellent example of a distinctive and unusual development in terms of Green Bay's architectural environment.

Archeological Significance:

Although there is some evidence of this site's possible use by historic Europeans or Native Americans, the rail-related construction activities on and surrounding the Milwaukee Road depot are likely to have obliterated any pre-rail archeological remains.

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Boundary Description:

The nominated property is defined as follows:

All of that part of Lots One (1), Two (2), Three (3) and Four (4) in Block Four (4), according to the recorded Plat of Astor, in the City of Green Bay, which is described as follows:

Beginning at the intersection of the southerly curb of Crooks Street with the westerly curb of South Washington Street, thence southerly along said western curb South Washington Street, one hundred ninety (190) feet; thence westerly on a straight line perpendicular to the last described line, fifty-nine (59) feet; thence northerly on a straight line parallel to said westerly line of Washington Street, two hundred thirteen (213) feet, more or less, to a point in said southerly curb of Crooks Street, thence easterly along said southerly curb of Crooks Street sixty-three (63) feet, more or less, to the place of beginning.

Boundary Justification:

The above boundaries incorporate the entire property historically associated with the Milwaukee Road's passenger operation. The above boundaries are delineated in the Land Contract under which the present owners gained possession of the property.

Milwaukee Road Passenger Depot
Name of Property

Brown Co., Wisconsin
County and State

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.)

name Green Bay Area Chamber of Commerce
street & number P.O. Box 1660 telephone 414/437-8704
city or town Green Bay state WI zip code 54305-1660

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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MILWAUKEE ROAD PASSENGER DEPOT
City of Green Bay; Brown County, WI
Photo by D.G. Rucker, April 1995
Negative at State Historical Society of Wisconsin
View looking west

Photo #2 of 4
MILWAUKEE ROAD PASSENGER DEPOT
City of Green Bay; Brown County, WI
Photo by D.G. Rucker, April 1995
Negative at State Historical Society of Wisconsin
View looking southeast.

Photo #3 of 4
MILWAUKEE ROAD PASSENGER DEPOT
City of Green Bay; Brown County, WI
Photo by D.G. Rucker, April 1995
Negative at State Historical Society of Wisconsin
View looking northwest.

Photo #4 of 4
MILWAUKEE ROAD PASSENGER DEPOT
City of Green Bay; Brown County, WI
Photo by D.G. Rucker, January 1995
Negative at State Historical Society of Wisconsin
View looking south.