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-NPS Form 10-900
(Expires 5/31/2012)
Wisconsin Word Processing Format (Approved 1/92)



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

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Cudahy Chicago and NorthWestern Railway Depot
other names/site number Cudahy Depot

2. Location

street & number 4647 South Kinnickinnic Avenue **N/A** **not for publication**
city or town Cudahy **N/A** **vicinity**
state Wisconsin **code** WI **county** Milwaukee **code** 079 **zip code** 53110-1467

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)


Signature of certifying official/Title _____ Date 7/27/13
State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title _____ Date _____

State or Federal agency and bureau _____

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:
[checked] 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:)

Edson K. Beall

9.18.13

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property (check as many boxes as apply)

X private
public-local
public-State
public-Federal

Category of Property (Check only one box)

X building(s)
district
structure
site
object

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

contributing noncontributing
1 buildings
sites
1 structures
objects
2 0 total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)
TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)
RECREATION AND CULTURE/museum

7. Description

Architectural Classification

(Enter categories from instructions)
LATE VICTORIAN/Queen Anne

Materials

(Enter categories from instructions)

foundation CONCRETE
walls WOOD/WEATHERBOARD

roof ASPHALT

other

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1892 - 1956

Significant Dates

1892

1907

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Berry, J.B. - Engineer's Office, Wisconsin and Galena Divisions, Chicago and NorthWestern Railway

Narrative Statement of Significance

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

Name of Property

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/title	date
organization	telephone
street & number	zip code
city or town	state

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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Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

Description

The Cudahy Chicago and NorthWestern Railway Depot (Cudahy Depot) is centrally located in the City of Cudahy (population 18,539) near the intersection of Kinnickinnic and Plankinton avenues. The original passenger depot was constructed in 1892; the freight and baggage room was added in 1907. The Patrick Cudahy meat processing plant is located a few blocks to the south. Although the building no longer functions as a railway depot, railroad tracks to the west of the building are owned by the Union Pacific Railroad and are still in use. In conjunction with Cudahy's 2006 centennial, the Cudahy Historical Society and the city worked together to create Immigrant Family Park located to the south of the depot. A tree-shaded lawn is located to the north of the depot, with a paved parking lot to the east. A one-story, 1973 freight office building is located near the south end of the depot and a storage shed is near the northwest end. A chain link fence separates the depot building from the railroad track. Immigrant Family Park, the modern freight office, and storage shed are all excluded from the boundaries of this nomination.

The Queen Anne style Cudahy Depot is a one story, wood frame building with a rectangular plan. *(Although the building is oriented on a northwest/southeast axis parallel to the railroad tracks, this architectural description will use north, south, east, and west for clarity.)* Originally built in 1892 to function solely as a passenger depot, in 1907 the building was extended 48' to the north to accommodate railroad freight as well. This early addition matches the original building in form and finishes. The depot's original stone pier foundation was replaced with masonry piers in the late-1970s. There is no basement. The hipped roof is clad with asphalt shingles and has three gabled dormer windows. A corbelled brick chimney projects from the east slope of the roof; another brick chimney straddles the roof's ridgeline at the freight addition. Wide overhanging eaves are supported by embellished knee braces on the west side (trackside) of the building. This overhang provided shelter to passengers as they waited for approaching trains. Walls are clad with red painted weatherboard siding and putty-colored painted beadboard wainscoting. All exterior window and door trim is painted a cream color. The building currently houses the Cudahy Historical Society (CHS) and Museum. In 1977, the society acquired the building from Union Pacific Railroad and land from the city. Through fundraising and volunteer efforts, the society worked to restore and rehabilitate the depot and maintains it in excellent condition.

The south end of the east façade of the building has a single leaf, painted, paneled wood door. Three plaques are affixed to the siding near this door, including one to indicate its 1983 designation as a Milwaukee County Landmark. Five wood frame, double hung windows are located in the 1892 portion of the east facade. The upper sash of these and almost all windows in the depot contains a single large light surrounded by sixteen smaller panes of colored glass, while the lower sash contains

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two lights. All depot windows and single-leaf doors are surrounded by decorative fluted molding with capped bulls-eye molding. Another single leaf, paneled door was located at the north end of 1892 portion to access the men's waiting area, but was infilled with a double hung, two-over-two window at an early date. The 1907 freight addition portion of the east façade contains two door openings with single leaf, sliding wood freight doors. A wood frame, double hung window is located between the doors. Plans for the 1907 addition indicate that these door openings contained double leaf, paneled wood doors. Eight non-original flag holders and five light fixtures have been installed on the east façade. A brick sidewalk is located along this side of the depot.

Two gabled dormers extend from the east slope of the roof. They are symmetrically spaced on the 1892 portion of the building. Each dormer houses an original fixed feature window with a single large light surrounded by smaller panes of colored glass. Decorative rafter tails project from the side of the dormers. Original plans indicate that these dormers originally featured decorative trusses and were topped by a finial, but these were removed at an unknown date. Painted beadboard exists under the eave along this façade.

The north façade of the building is unadorned except for the beadboard wainscoting. It has no window or door openings. A small sign reading "CUDAHY" is affixed to the roof.

The west façade faces the railroad tracks and has a wide overhanging eave supported by embellished knee braces. This overhang shelters an 8' wood boardwalk that runs the length of this side. The 1907 freight addition portion of this façade contains two door openings with single leaf, sliding wood freight doors. A wood frame, four light awning window is located between the doors. The 1892 portion of the west façade has a double leaf, paneled wood door with glazing in the upper half. This door accessed the original baggage area of the depot. South of this door, double hung windows flank a single leaf, paneled wood door. A three-sided bay window, part of the original ticket/train control office, contains five double-hung windows. The bay enabled employees to have a clear view of the track from within the depot. Three of these windows have a large light surrounded by smaller panes of colored glass in the upper sash, with two lights in the lower half. The other two windows are narrower and exhibit a four-over-one pattern. South of this bay is another single leaf, wood paneled door flanked by two double hung windows with a large light surrounded by smaller panes of colored glass over a two-light lower sash.

A large gabled dormer with exposed rafter tails and knee braces is centered above the ticket office bay on the west slope of the roof. Historic photographs indicate that this dormer originally contained two, fixed windows containing a single light surrounded by smaller panes of colored glass. The windows were boarded over at an unknown date. Decorative timber framing, bargeboard, and a milled finial were also removed at an unknown date.

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A hipped roof open shelter area extends from the south façade of the depot. Supported by two posts and trusses with exposed rafter tails, the shelter's ceiling is painted beadboard. Metal sign brackets are affixed to the south slope of the shelter's roof. A large bronze bell is suspended from this shelter. Not original to the depot, the bell was salvaged from Cudahy's razed Washington School. A bay window extends from the depot's south façade and contains three double hung windows identical to the depot's other windows. This bay illuminates the interior of the ladies' waiting room.

The exterior of the depot remains intact, with the exception of the original wood trim removed from the dormers, the replacement of the original freight doors, and the alteration of the men's waiting room exterior door into a window.

The depot's interior retains a high degree of integrity. Original wood flooring, beadboard wainscoting, picture rails, and window and door molding remain throughout the 1892 portion of the depot, as do most original colored glass windows; light fixtures are not original. This portion of the depot contains a central ticket/train control office flanked on the south by a ladies' waiting room with restroom to the south and a men's waiting room to the north. Eventually, both men and women utilized the ladies' waiting room and the men's waiting room was converted into a main office. The original ticket window accessing the men's waiting room remains, while the ladies' waiting room ticket window was replaced with a single leaf, paneled wood door. The walls and ceiling of the 1892 baggage room are painted, horizontal beadboard. This room retains a wall of original wood cubbies that now provide storage for Cudahy Historical Society (CHS) documents and files.

The large, open freight portion of the 1907 addition houses the CHS artifact and research collection. Walls are clad with unpainted horizontal boards. The space is open to the rafters, except for the south end, where an attic space is accessed by a wood ladder. This attic space is illuminated by the windows located in the gabled dormers.

Fountain : Contributing

A rock fountain located near the depot's south shelter contributes to the significance of this nomination. Shortly after the depot was constructed, a large granite boulder, quarried in the Upper Peninsula of Michigan, was installed at the site and plumbed to function as a decorative fountain. (Before entering the meat packing business, Patrick Cudahy apprenticed as a stone cutter and had a lasting appreciation for rocks.) An original low concrete wall exists around the perimeter of the fountain and created a pool to collect and drain the fountain's run-off. The fountain is not currently operable. A granite marker (not in count because of its small size) is situated on the east side of the fountain to mark the placement of a time capsule buried in 1987 by the Cudahy Historical Society.

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Overall, the Cudahy Depot retains a high degree of architectural integrity. When the Cudahy Historical Society assumed ownership of the depot in 1978, they embarked on an extensive restoration/ rehabilitation program. Interior walls were cleaned, scraped, and re-painted. Electrical, mechanical, and plumbing upgrades were made, as well as the aforementioned foundation stabilization.¹ Broken window glazing was repaired or replaced. In the ensuing years, the exterior of the building has been repainted and re-roofed. Grants from the Patrick and Anna M. Cudahy Fund assisted in the society's restoration work, underscoring the Cudahy family's ongoing support for the community that bears its name.²

¹ Nancy Torner, "On Track: Depot Returning to Life," *The Milwaukee Journal*, May 8, 1990, B3.

² Mary Becker, "Depot Marks Century of Comings and Goings," *Bay Viewer*, June 25, 1992, 3.

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Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

Statement of Significance

The Cudahy Chicago and NorthWestern Railway Depot (Cudahy Depot) is locally significant under National Register Criterion A for its association with the history of the railroad and rail transportation in Cudahy, Wisconsin. The depot, constructed in 1892 on land donated by Patrick Cudahy, served the newly established community and its large meat processing facility by bringing employees to and from work and, after 1907, moving freight from Cudahy's various industries and manufacturing facilities and connecting the city to national markets. Additionally, the depot is locally significant under Criterion C as an excellent intact example of a late nineteenth century, small town, wood frame railroad depot. In 2007, the Cudahy Depot was found eligible for inclusion in the National Register.³ The period of significance extends from the 1892 date of construction until passenger service was discontinued in 1956.

Historical Background and Significance

Born in Ireland in 1849, Patrick Cudahy was an infant when his family immigrated to the United States and settled in Milwaukee. At a very young age, Patrick and his brothers Michael and John began working for various meat packing plants in the growing city. By the age of 25, Patrick was promoted to superintendant of Plankinton and Armour, the largest meatpacking plant in Wisconsin. William Plankinton assumed control of the plant upon his father's retirement in 1888 and Patrick became dissatisfied with the operation of the facility. He soon began planning the establishment of his own company.⁴

The 700 acres of agricultural land which was to become the core of the City of Cudahy was purchased in 1891 by brothers Patrick and John Cudahy. Situated on the western shore of Lake Michigan seven miles south of the booming City of Milwaukee, the land was close enough to Milwaukee to provide a labor source and ready market, but far enough away that the unpleasant sounds and odors associated with meat processing and packing would not impact existing residential neighborhoods. With a substantial cash investment from his brother John, ground was broken on the new Cudahy Brothers Company in August 1892. Patrick realized that adequate rail service was a necessary component of the success of Cudahy Brothers.

³ Brian J. Faltinson and Marisa A. Stueck, Heritage Research, Ltd., "National Register Determination of Eligibility Form" (On file at the Wisconsin Historical Society, Madison, WI, 2007): 1.

⁴ Michelle Gibbs, Daryl Ransom, and Rebecca Roepke, *Generations of Pride: A Centennial History of Cudahy, Wisconsin* (Cudahy, WI: Reminder Printing, Inc., 2006): 187.

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Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

The Chicago and NorthWestern Railway was chartered in 1859 after the acquisition of earlier railroads such as the Illinois and Wisconsin Railroad and the Chicago, St. Paul, and Fond du Lac Railroad. Over the ensuing decades, many other smaller railroads were acquired, and Chicago and NorthWestern lines were eventually extended into Michigan, Minnesota, Iowa, South Dakota, Nebraska, and Wyoming. The railroad earned the nickname “the Granger Road” for its network of branch lines that transported the agricultural products of the Great Plains to eastern markets. Wisconsin branch lines serviced the timber industry, while extensions into Michigan’s Upper Peninsula transported iron ore. By the 1890s, the railroad was also known for its Chicago area commuter service.⁵

Prior to 1892, Chicago and NorthWestern Railway service to the area used an existing 1855 track, with twice daily service via a small rural depot referred to as Buckhorn Station, located on a site near present-day Whitnall and Grange avenues. Cudahy convinced railroad officials that it would be in their interest to build a new passenger station and increase the number of runs to the area. He sweetened the deal by donating a plot of land, the highest point on the Chicago and NorthWestern line, on which the depot would be built. The railroad acquiesced and even agreed to build a spur to Cudahy Brothers Company. The Buckhorn station building was moved to the construction site to serve as a temporary depot until the new one was completed.

The new passenger depot was completed at a cost of \$4,000 and had eight daily runs.⁶ With separate men’s and ladies’ waiting rooms, a central ticket/train control office with trackside bay, and a baggage room, the depot’s form was similar to many small town passenger depots of the late nineteenth century. Originally constructed without indoor plumbing, it was heated by stoves.

The establishment of regular rail service to Cudahy provided employees access to the new plant. To further encourage settlement of the area, Patrick offered lots for sale to employees at very agreeable terms - \$2.50 down with a \$3.00 monthly payroll deduction thereafter.⁷ The settlement was incorporated in 1895 and became a city in 1906. During the first decade of the twentieth century, the population of Cudahy doubled from 1,366 to 3,691.⁸ Much of this increase in population can be attributed to immigrants to Cudahy from Europe, notably Poland, Hungary, Italy, and Germany. The 1905 census indicated that almost half of Cudahy’s population was foreign born.⁹

⁵ Tom Murray, *Chicago & NorthWestern Railway* (Minneapolis, MN: Voyageur Press, 2008): 7.

⁶ “The Northwestern Depot.” *The Cudahy Times* (November 12, 1893).

⁷ *Ibid.*

⁸ Faltinson and Stueck, 6.

⁹ Gibbs et al., 349.

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Cudahy Chicago and NorthWestern Railway Depot
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This rise in population, combined with increasing freight traffic to the Cudahy Brothers Company, Milwaukee Rubber Works, and other industries, necessitated the construction of a freight addition to the depot in 1907. A 48' addition to the north of the passenger depot housed a large freight room with scale, a freight office, and storage.¹⁰ The success of the Cudahy Brothers Company encouraged other industries and manufacturing facilities to open in Cudahy. Ladish (Obenberger) Drop Forge Company moved from Walker's Point in Milwaukee to Cudahy in 1913. By 1920, Ladish employed 600 people and the city's overall population increased to 6,725.

By 1924, the Cudahy Brothers Company was slaughtering 10,000 hogs per day on their newly expanded killing floor. An expansion to the adjacent stockyard accommodated up to 25,000 hogs at a time. Most of these animals were transported to the plant via the Chicago and NorthWestern Railway line.¹¹ Small commuter trains, dubbed "Scoots" by the Railway, operated between Milwaukee, South Milwaukee, and Cudahy. The Cudahy Depot was also a social hub for the community. Residents gathered to discuss news of the day, children played on the grounds and in the rock fountain, and the ticket office served as the local telegraph office.

During World War II, passenger depot activity centered on the departure and arrival of service members and their families. Many traveled south to Illinois' Fort Sheridan and Great Lakes Naval Training Center. Employment at Ladish reached a peak of 3,400 in 1943, with the company contracted to manufacture such war-related equipment as tank treads, landing gear carriages, propellers, brake drums, and diesel drive shafts.¹² This activity was mirrored by increased activity at the depot.

The post-war decline in rail travel due to the advent of the Interstate Highway System and increased air travel impacted the Cudahy depot. Most employees of Patrick Cudahy Incorporated (renamed in 1957) arrived to work in their own vehicles, a testament to post-war economic prosperity. Passenger rail service to Cudahy was terminated in 1956, marking the end of its period of significance. The depot was used for freight on a limited basis, but even that traffic had diminished significantly by the 1960s. With a smaller freight office building planned for construction south of the depot in 1973, the Chicago and NorthWestern Railway ceased to maintain the historic depot.¹³

¹⁰ Chicago & NorthWestern Railway Historical Society Archives – Original Plans.

¹¹ Letter dated 6/17/1924 from Cudahy Brothers Company to Chicago & NorthWestern Railway. From the collection of the Chicago & NorthWestern Railway Historical Society Archives.

¹² Gibbs et al., 175.

¹³ Gibbs et al., 190.

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Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

The Cudahy Depot was condemned by the Cudahy building inspector in 1971 and plans were put in place to raze the structure. A group of local citizens organized to petition local politicians to save the depot that had served its community so well. The dedicated volunteer group organized the Cudahy Historical Society in 1971 with the primary mission of acquiring the depot. In late 1978, title and deed were finally transferred from the Chicago and NorthWestern Railway to the Cudahy Historical Society, and restoration and rehabilitation efforts began in earnest.¹⁴ The building now serves as the home to the historical society and houses its artifact and research collection and was designated a Milwaukee County Landmark in 1983. The building is open monthly for tours and special events, including popular field trips by local schools. Cudahy has lost many of its historic buildings, including the original post office, city hall, and five early schools. The depot is the city's oldest surviving public building and source of pride for the community.

Architecture

The Cudahy Depot is an excellent intact example of a late-nineteenth century small town, wood frame train depot. As such, it is eligible for inclusion in the National Register under Criterion C. The building also retains its original integrity of setting adjacent to the railroad tracks, now used by Union Pacific Railroad.

Original plans for the depot and its addition were generated by Chicago and NorthWestern's Engineer's Office, Galena and Wisconsin Division, and signed by J.B. Berry, Chief Engineer. Constructed in 1892, original Queen Anne details included: beadboard wainscoting; weatherboard siding; embellished knee braces; dormers with decorative wood trusses, bargeboard, finials, and exposed rafter tails; projecting bays; colored glass; and detailed door and window surrounds. Although the building's dormers have lost most of their original decorative elements, the original exterior sheathing and fenestration remains. The depot has retained much of its original floor plan, with separate men's and ladies' waiting rooms flanking a central ticket/train control office. The changes that have occurred do not impact the depot's ability to convey its historic association with railroad transportation in Cudahy.

From the mid-eighteenth century to the mid-nineteenth century, rail travel was the primary means of transportation in the United States. Fledgling communities vied for railroad companies to build rail lines through their towns. The arrival of the railroad often precipitated economic expansion and

¹⁴ "Cudahy: A Depot Saved is a Museum Earned." *Wisconsin Historical Society Exchange* (March 1972).

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Cudahy Chicago and NorthWestern Railway Depot
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population growth. As a result, the railroad depot became a nexus of social and commercial interaction.¹⁵

Most early small town depots were wood frame with minimal ornamentation, while larger cities often had impressive masonry depots. To cut costs, railroad companies often used standardized plans for their smaller stations and modified them based on a particular depot's needs. Initially, the Cudahy Depot was built primarily to serve passenger traffic. As such, its floor plan did not include a space dedicated to handling and storing freight. The 1907 freight addition reflects the expanded use of the depot necessitated by the turn-of-the-nineteenth-century growth of Cudahy's population and manufacturing base. The exterior of the 1907 freight addition is similar to the original passenger portion in form and finishes and its construction marks a significant date in the history of the building. After 1900, many Chicago and NorthWestern depots were built as combination passenger and freight depots.

Typical of the smaller community depot property type, the Cudahy example has the elongated form facing the railroad tracks that provided easy and safe access both for freight and passengers entering the depot and leaving to board the train. The separate gentlemen's and ladies' waiting rooms were typical of the era and indicate the social custom of the day. The deep overhangs and the hipped roof extension provided shelter for waiting passengers and are typical of the depot building type.

About 1899, The Chicago and NorthWestern commissioned three station designs suitable for communities of different sizes, real or anticipated. It is thought that the Chicago architectural firm of (Charles Sumner) Frost and (Alfred Hoyt) Granger designed these stations. The "Number One" combination depot is the largest of the three, measuring 20 feet by 90 feet. The plan includes separate waiting rooms for men and for women. Although the Cudahy depot predates the standardized designs, it bears many similarities to the "Number One" combination depot type.

Of the eight Chicago and NorthWestern depots in Wisconsin that are listed in the National Register of Historic Places, only two are frame construction. Constructed in 1900 and 1908 respectively, the West Bend and Watertown depots are not similar in style to the Cudahy Depot. A depot almost identical to the Cudahy Depot was built in 1892 in Arlington Heights, Illinois, but it lacked the freight addition. It was demolished in 1977.

¹⁵ H. Roger Grand and Charles W. Bohi, *The Country Railroad Station in America* (Boulder, CO: Pruett Publishing Company, 1978), 3.

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Railroad depots are an increasingly rare resource in Wisconsin, and masonry depots have better survival rates than frame depots. *Cultural Resource Management in Wisconsin* recommends that depots be evaluated in their local contexts, and no comparable depots exist in the immediate vicinity of Cudahy. As part of a 2007 Wisconsin Department of Transportation road project, a Determination of Eligibility was completed for the Cudahy Depot.¹⁶ The depot is the property most closely related to the history of rail transportation in Cudahy and it played an important role in the growth of the community. The depot is also a good and intact example of the depot property type. As such, the Cudahy Chicago and NorthWestern Railway Depot is eligible under National Register criteria A and C.

¹⁶ Faltinson and Stueck, .8.

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"Cudahy: A Depot Saved is a Museum Earned." Madison, WI: *Wisconsin Historical Society Exchange* (March 1972).

Cudahy, Patrick. *Patrick Cudahy: His Life*. Milwaukee, WI: Burdick & Allen, 1912.

Cudahy Historical Society. Cudahy Depot Files - Historic Photographs, Documents, and Articles (some of these early articles lack specific dates/sources).

"Detail Plans for the Passenger Station at Cudahy," dated 1892 and 1907 (with corrections dated in 1908 and 1914). On file at the Cudahy Family Library, Cudahy, WI.

Faltinson, Brian J. and Marisa A. Stueck, Heritage Research, Ltd. "National Register Determination of Eligibility Form (2007)." On file at the Wisconsin Historical Society, Madison, WI.

Gibbs, Michelle, Daryl Ransom, and Rebecca Roepke. *Generations of Pride: A Centennial History of Cudahy, Wisconsin*. Cudahy, WI: Reminder Printing, Inc., 2006.

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Gurda, John. *The Making of Milwaukee*. Brookfield, WI: Burton & Mayer, 1999.

Miller, Elizabeth L. "National Register Nomination for West Bend Chicago & NorthWestern Depot, (2007)." On file at the Wisconsin Historical Society, Madison, WI.

Murray, Tom. *Chicago & NorthWestern Railway*. Minneapolis, MN: Voyageur Press, 2008.

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Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

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United States Department of the Interior
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Section 10 Page 1

Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

Verbal Boundary Description:

The boundary of the Cudahy Chicago and NorthWestern Railway Depot is a portion of the legal parcel owned by the Cudahy Historical Society containing the depot as indicated by the dotted line on the accompanying sketch map.

The boundary begins at the northwest property line of the parcel owned by the Cudahy Historical Society. It proceeds southeast along the legal parcel line to the point midway between the subject of this nomination and the 1973 building to the south. It then proceeds southwest to the chain link fence, then following the chain link fence around the rock fountain and along the property boundary along the back of the depot. At the northwest end, the boundary is defined by the legal boundary of the parcel, excluding those areas currently used as a parking lot by the building to the north.

Boundary Justification:

On three sides the boundaries follow the property line. The west boundary follows a chain link fence that separates the property owned by the Cudahy Historical Society and the land and tracks owned by the Union Pacific Railroad. The fence was installed per the mandate of the railroad company at the time it transferred the property to the historical society. The east boundary line cuts through the parking lot associated with the depot; it includes that portion of the lot on the historical society property and excludes those portions located within the city right of way. The boundary excludes other portions of the parcel owned by the Cudahy Historical Society that are not associated with the depot.

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National Park Service

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Continuation Sheet

Section photos Page 1

Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

Photo 1 of 11

Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin
Photo by Sarah Zaske, December 2012

Negative on file at the Wisconsin Historical Society

Direction of Camera: NW

View of East and South facades; note Ladies' Waiting Room bay window

The information for the following photos is the same as above, except as noted:

Photo 2 of 11

Direction of Camera: W

View of East façade; note 1907 Freight Addition

Photo 3 of 11

Direction of Camera: SW

View of East and North facades

Photo 4 of 11

Direction of Camera: E

View of West (trackside) facade

Photo 5 of 11

July 2012

Direction of Camera: N

View of Ticket Bay, chain link fence/property line/boundary, knee braces

Photo 6 of 11

July 2012

Direction of Camera: NE

View of South façade with covered area

Photo 7 of 11

Direction of Camera: NW

View of Rock Fountain and Time Capsule

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section photos Page 2

Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

Photo 8 of 11
July 2012
Direction of Camera: S
View of Ladies' Waiting Room; note original finishes

Photo 9 of 11
Direction of Camera: NW
View of Ladies' Waiting Room with door open to Ticket Office

Photo 10 of 11
July 2012
Direction of Camera: SE
View of Men's Waiting Room; note original Ticket Window

Photo 11 of 11
July 2012
Direction of Camera: N
View of Freight Addition Interior; current Cudahy Historical Society Museum

United States Department of the Interior
National Park Service

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Continuation Sheet

Section figures Page 1

Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin



Pre-1907 Postcard Photo of Cudahy Depot
Image Courtesy of Cudahy Historical Society

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

Section figures Page 2



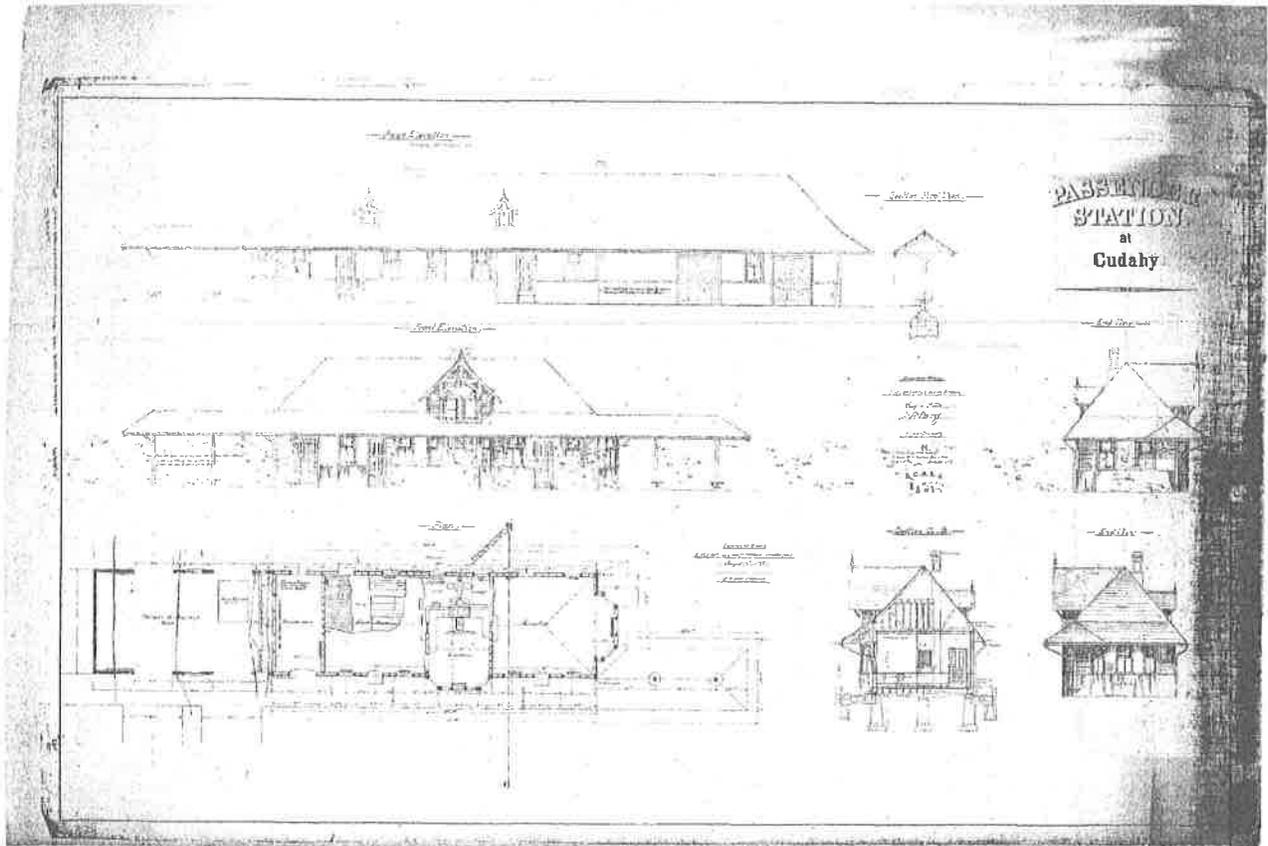
1908 Photo of Cudahy Depot
Image Courtesy of Cudahy Historical Society

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

**National Register of Historic Places
Continuation Sheet**

Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

Section figures Page 3



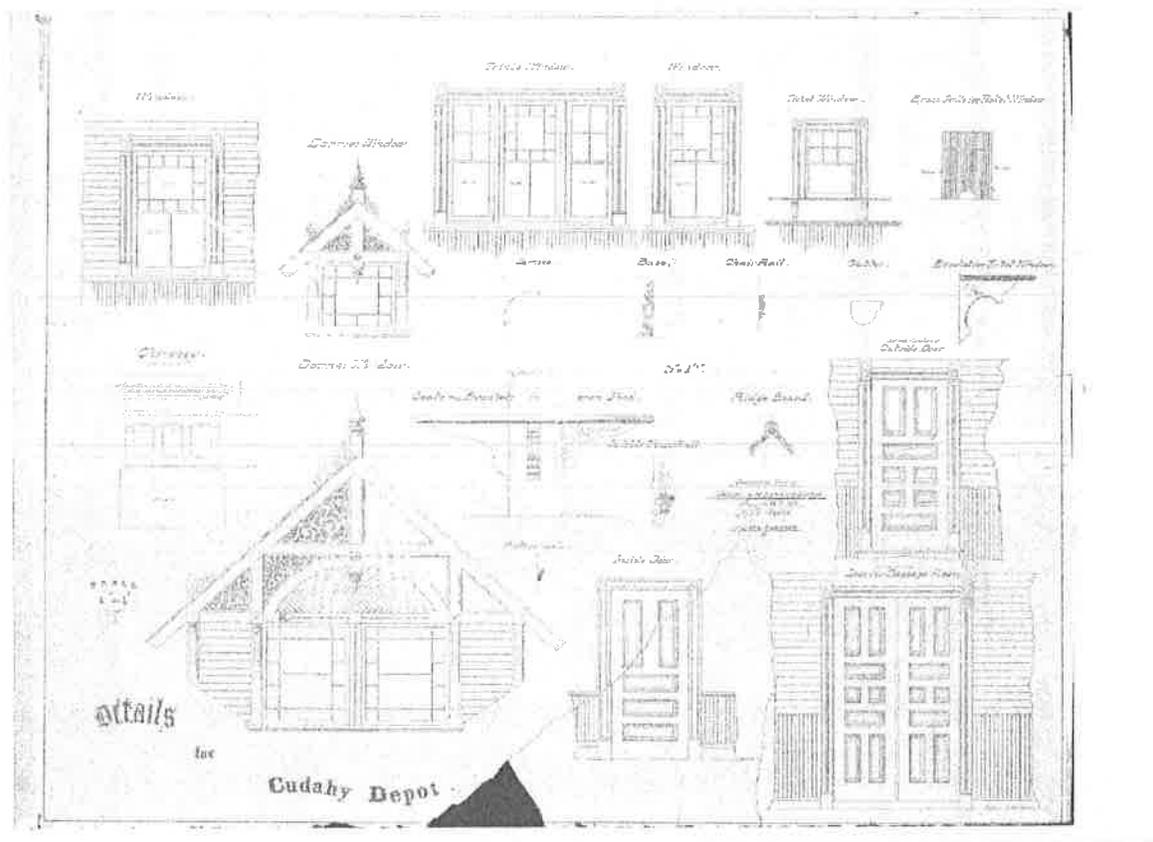
Original Elevation Plan showing 1907 Freight Addition Notes
Image Courtesy of Chicago and NorthWestern Historical Society Archives

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

**National Register of Historic Places
Continuation Sheet**

Cudahy Chicago and NorthWestern Railway Depot
Cudahy, Milwaukee County, Wisconsin

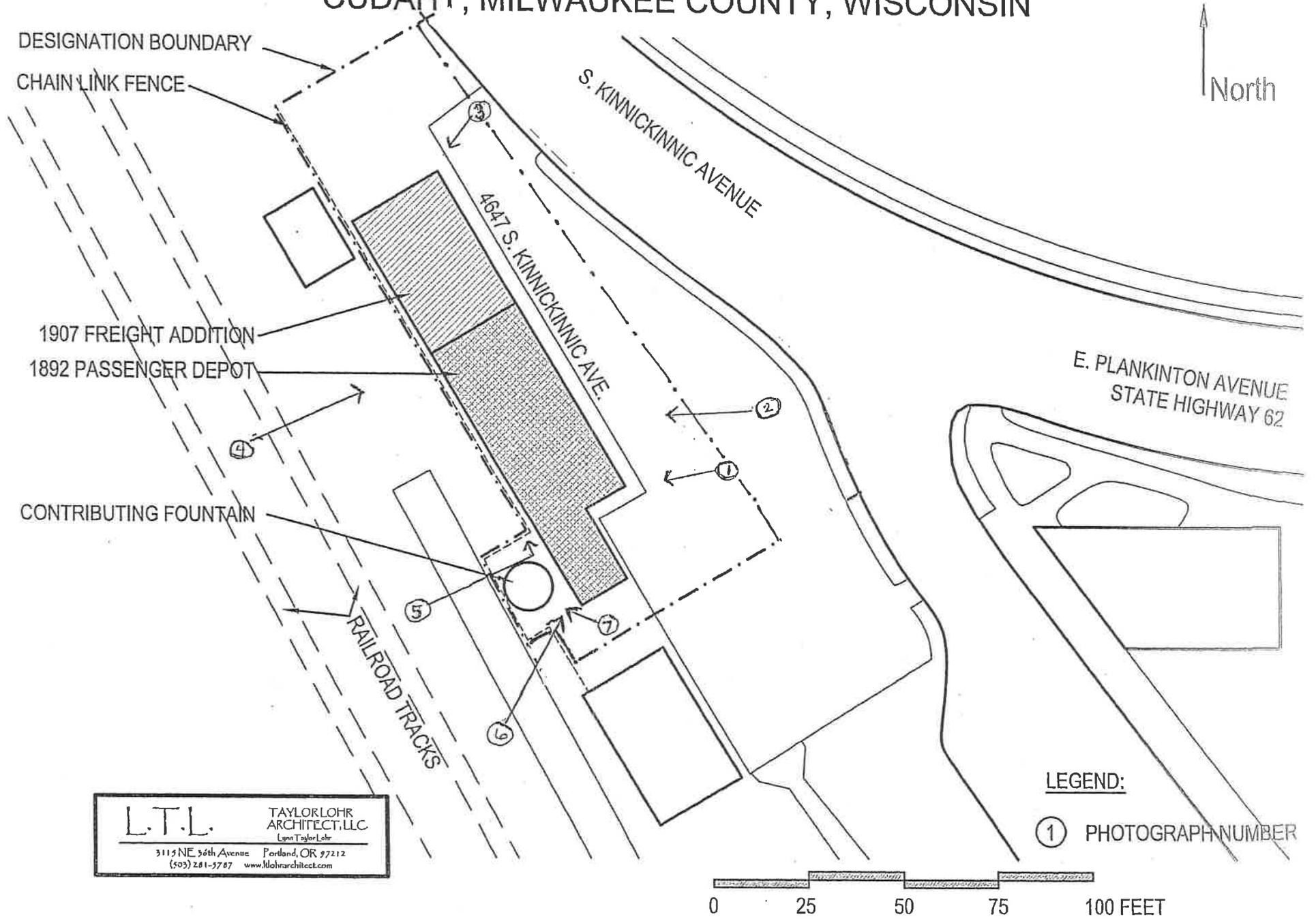
Section figures Page 4



Original Detail Plan

Image Courtesy of Chicago and NorthWestern Historical Society Archives

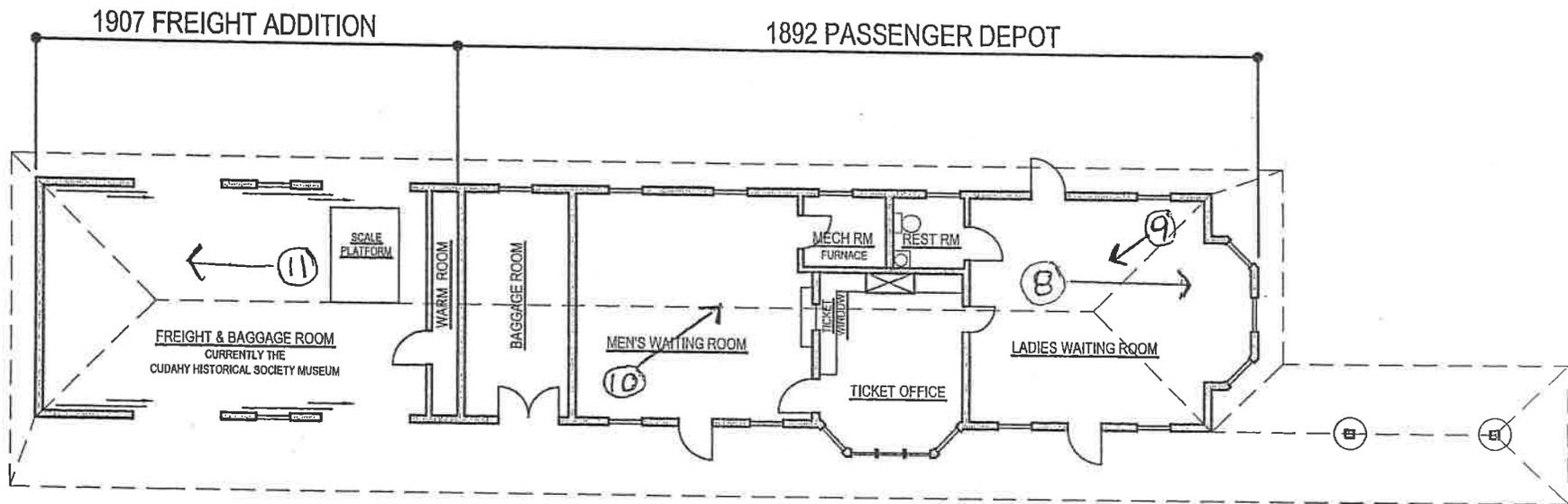
figure #5: CUDAHY CHICAGO & NORTHWESTERN RAILWAY DEPOT
CUDAHY, MILWAUKEE COUNTY, WISCONSIN



L.T.L. TAYLOR LOHR ARCHITECT, LLC
 Lynn Taylor Lohr
 3115 NE 36th Avenue Portland, OR 97212
 (503) 281-5787 www.ltlarchitect.com

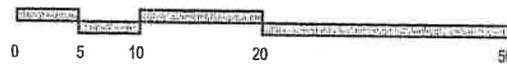
LEGEND:
 ① PHOTOGRAPH NUMBER

figure #6: CUDAHY CHICAGO & NORTHWESTERN RAILWAY DEPOT
CUDAHY, MILWAUKEE COUNTY, WISCONSIN



SKETCH FLOOR PLAN

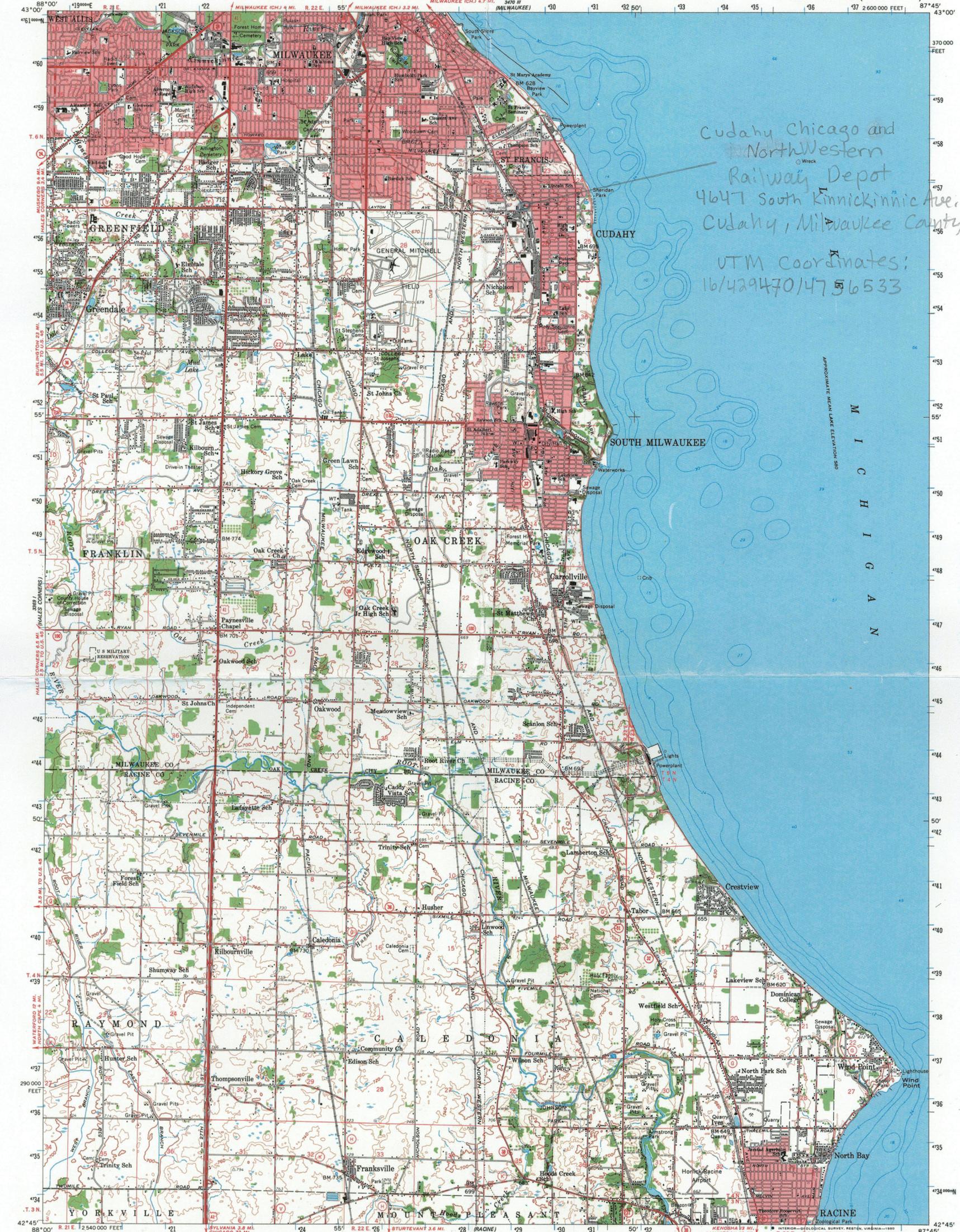
DEC 2012 APPROXIMATE SCALE ONLY!



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① PHOTOGRAPH NUMBER

L.T.L.	TAYLOR LOHR ARCHITECT, LLC
	Lynn Taylor Lohr
5115 NE 36th Avenue Portland, OR 97212 (503) 281-5787 www.ltlhrarchitect.com	



Cudahy Chicago and
Northwestern
Railway Depot
4647 South Kinnickinnic Ave.
Cudahy, Milwaukee County, Wisconsin

UTM coordinates:
16/429470/4756533

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and City of Milwaukee
Compiled in 1959 from 1:24 000-scale maps of
South Milwaukee, Greendale, Frankville, and
Racine North 7.5 minute quadrangles, surveyed 1958
Topography from aerial photographs by photogrammetric methods
Aerial photographs taken 1955.
Hydrography compiled from U. S. Lake Survey chart 74 (1957)
Polyconic projection. 1927 North American datum
10,000-foot grid based on Wisconsin coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 16, shown in blue
Red tint indicates areas in which only
landmark buildings are shown
To place on the predicted North American Datum 1983 move
the projection lines 3 meters north and 6 meters east
There may be private inholdings within the boundaries of
the National or State reservations shown on this map

SCALE 1:62500
CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 10-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS 578 FEET
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U. S. Route ——— State Route ———
This area also covered by 1:24 000-scale maps of
South Milwaukee, Greendale, Frankville, and
Racine North 7.5 minute quadrangles, surveyed 1958
SOUTH MILWAUKEE, WIS.
N4245—W8745/15
1958
DMA 3469 IV—SERIES V761



PARKING FOR
Cudahy Historical
Society Patrons
ONLY

DECLARED
Historic District
By CMS STUDENTS
SOUTH SHORE LEARNING CENTER
2011

4647



PARKING
at the
Camp Stewart
High Point
ONLY

CAMP STEWART
1917-1918
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CUDARY

PARKING FOR
Cable Historical
Society Patrons
ONLY







CUDAHY

AFFORDABLE
HEATING & AIR CONDITIONING











WARE
SON
WASHERS

