

Brackets: All of the twelve large brackets on the west, north and east sides are original. Replacements for the eight large brackets and two smaller brackets removed in the 1944 work were crafted using the same type of wood as the original; clear pine from northern WI was harvested for this project and dried for a year. The craftsmen replicated the original three-piece bracket design and assembly using the same mortise and tenon technique. Some of the interior wall was opened temporarily to determine the technique used to anchor the brackets.



2014 Three-piece brackets crafted and assembled.



2019 Four new brackets on south(left) and two original on east (right).

Soffit: On the west, north and east sides, all of the soffit v-board is original with only a few small repairs. In the 1944 work, the soffit was not removed above the station master bay or the southwest corner. For the missing roof on the south wall, new v-board was milled to match the width of the original soffit.



2016 South reconstructed wall



New milled v-board added.



2019 New soffit on left; original on right

Exterior Lights: There was evidence that an exterior light had been installed on each side at some time; only two remained when the property was acquired in 2016. It was not clear in what era the lights were added; the original depot did not have electricity. Six recycled lights of the same style as the remaining one were purchased and installed using the same type of mounting.



2016 A remaining light.



2019 One of six recycled lights installed.

Cornice Board: All existing cornice boards between the brick and the soffit v-board on the north, east and west walls appear to be original; the cornice boards on the restored south end of the west side and the new south wall were added in 2019.



Original cornice board



2019 New cornice board on south wall

Order Board (yet to be mounted): The Midwest contact for the Milwaukee Road Historical Association donated an order board to the project since an archival photo (1896) indicated the depot did have one. A new mount was built and mechanism cleaned.



1896 In front of bay.



2017 Mechanism needing cleaning



2019 Repaired (not yet mounted)

Roof: Although the blueprints indicate a slate roof, there is no conclusive evidence of what was installed. Asphalt shingles were on the roof when acquired in 2015 and have been replaced with new asphalt shingles.

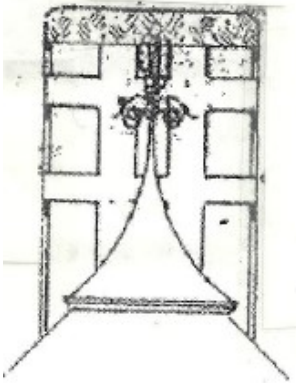


2016

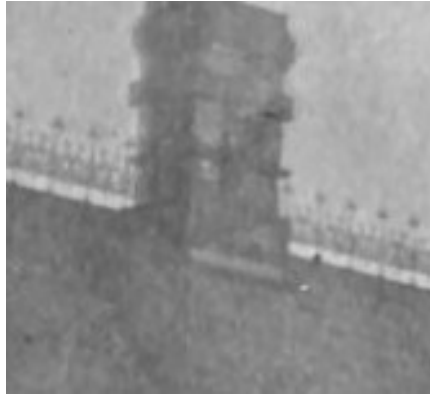


2019

Chimney: The blue prints and archival photos indicate a uniquely patterned brick chimney and roof cresting. The chimney, used for a central heating stove in the center of the depot, was removed in 1910 when a new heating system was installed. The brick chimney was replicated using the blue prints and recycled bricks obtained from the 1944 freight house and contains the white bathroom vent pipe. Adding roof cresting was considered but was deemed a hazard due to lightening and difficulty of installing lightening rods on the wide eaves.



1888 plans



1896 Cap omitted as directed on blue print



2019

Exterior Paint: Although some of the bricks that had been painted in previous modifications, only graffiti spray paint was removed; a gel paint remover was used which did not affect the brick patina. All old paint was removed with a heat gun from the original wood elements on the three intact exterior walls: brackets, soffits, cornice board and fascia. A few minor repairs were made on the original wood. Many coats of thick, alligatored paint, sometimes of various colors, remained on most of the original brackets that are protected from the sun and much weather. The first coat of paint was a thin, white paint and the first colored, thicker paint was a gray-blue color. Paint chip samples were brought to the depot; a close match was identified, and used to paint the wood features noted above except the soffits. None of the original window frames and door jams remained but there was evidence that at least the door frames had been painted the same color (see image below of paint on brick).

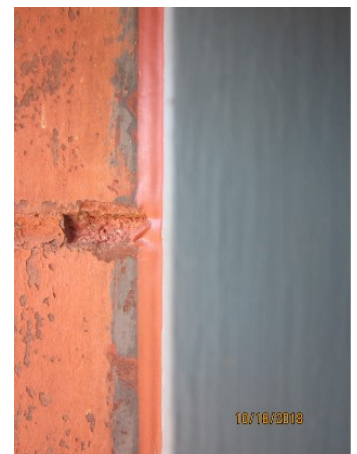
The soffits contained very little paint that remained in the form of dirty chips; the color could not be identified. However, when the remaining light fixtures were removed, a layer of a single color of paint was beneath that was a very light shade of the gray-blue of the brackets and other trim. Again, paint chips were brought to the depot and a matching color was selected for the soffit.



Repair: Some corners of bracket slots were missing, but repaired. Nail holes were filled. Wood in excellent condition.



Removal of paint revealed original color.



Narrow strip of paint on left, original brick. New paint on door frame is on right.



No color could be discerned on the old soffit paint crumbles in the v-board joints and board.

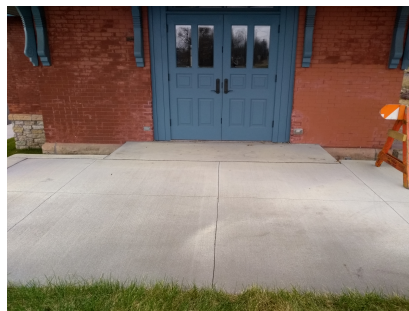
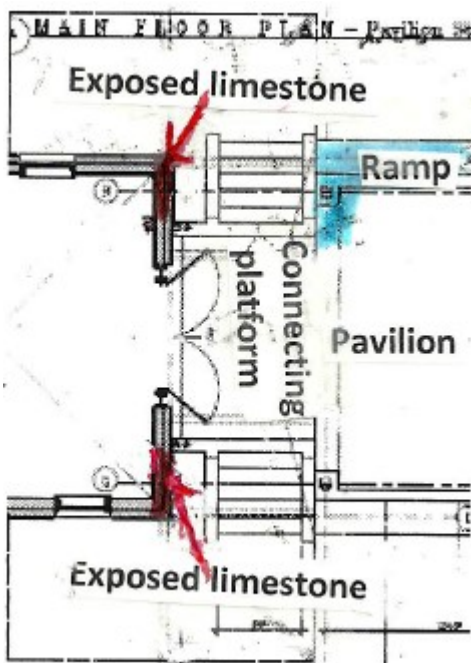


All old paint removed from original soffit v-board; painted with a very light shade of the gray-blue found under light mounting.

Added Handicapped Accessible Accommodation

Earlier photos on p. 4 illustrate the addition of double doors in an existing opening on the north wall to provide handicapped accessibility. The overall goal of the final design for the handicapped accessible entrance was to minimize the feature's effect on the integrity and character of the depot. This was addressed in two ways: 1) placing the entrance on the north side that was previously altered in 1944 and an opening existed; and not using an original existing west door (this would have required an intrusive ramp along most of the west façade and widening of an original door opening); and 2) covering as little of the limestone foundation as possible (the north side was less problematic since the north side could accommodate a ramp coming from the north along a new building; and limestone reveal gaps could easily be created between the steps and the walls on both sides of the north entrance).

As shown below, the door entrance is level with the depot platform that will be contiguous with the pavilion floor (see site plans below). The depot and the new pavilion, a separate structure and City project, will be connected only by the platform. The ramp will start near the transit hub and run south on the track side of the pavilion providing access to both the pavilion and the depot. That ramp placement allows minimal intrusion on the depot building. As shown below, the stairs on both sides are significantly distanced from the foundation; the only portion of the north foundation that is covered is the area immediately outside the doorway.



Connecting platform between depot double door and pavilion. Future ramp will be on the west edge of the pavilion (track side to the right).

Top of water table visible in gap between platform and wall.



Exposed limestone in gap between wall and east side steps leading from the sidewalk to the platform. A similar gap is on the west side between the steps and platform.