

APPENDIX C

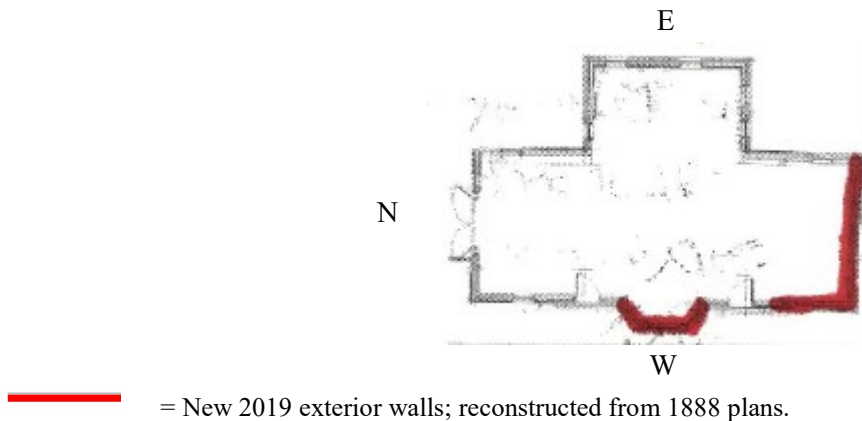
Historic/Original and Current Materials - Exterior

Notes:

Original Blueprints (see Appendix A): STND has the original 1888 blueprints (plus those for the subsequent modifications); much of the text below references those blueprints. During that period in the Midwest, railroads had a “standard” depot design often with modifications. Modifications for Northfield, indicated on the blueprint as “omit”, were the dormer, chimney cap, stone veneer and lintel on wall other than over doors and windows. All “omits” were carried out. Only one feature in this blue print is known to deviate from the built depot – the window style. Archival images indicate that cottage windows with larger panes on the bottom than the top were installed.

Major modifications. Major 1944 exterior modifications in the depot play a role in many of the components below. They included 1) removal of the entire south wall and addition of an attached freight house; 2) removal of the original station master bay in the center of the west wall and installation of a double door entry in the opening; and 3) removal of the southwest corner of the west wall for the addition of a new, small station master bay (all of these modifications have been reversed in the 2019 work). The period of significance for the depot is the period up until 1944.

For clarity in the subsequent text, see the image below that identifies the three exterior wall areas that were removed in 1944, but were rebuilt 2019, i.e., station bay on west wall, southwest corner of west wall, and south wall.



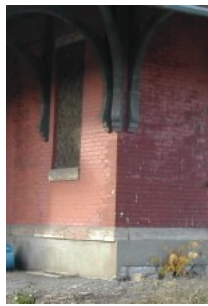
Historic/Original and Current Materials - Exterior

Foundation: The original blueprints and archival photos indicate the original foundation was limestone.

By 2015 when the property was acquired, it had been coated with concrete. Original limestone was salvaged and reused in 2016 as veneer on a new concrete foundation.



1910



2015



2016



2019

Water table: The limestone water table on the three sides of the baggage room was removed for the move.

To provide matching stone for the depot main room, those pieces were then used for the missing water table on the main building that had been removed in 1944, chiefly the south wall, and original bay area. Recycled, similar stone water table was then purchased for the baggage room bump-out. Thus, all sides of the main part of the building currently have the original stone water table, and the baggage room bump-out has the similar newly purchased recycled water table stone.



Original water table from baggage room bump-out added to new south wall.



Original stone added to south wall (left) Original stone in place (right)



Original stone in place on main room (left) Recycled stone on baggage room bump-out (right)

Brick: All but three sections (the south wall, the southwest corner of the west wall and station master bay) contain original brick or brick added in modifications before 1944. The City donated bricks from a former local school house (Washington Elementary) that was built in the same late 1800s era. Those recycled bricks were used for the new south wall, southeast corner of west wall, and station master bay.



2017 New walls needing brick



2019 South wall with added recycled brick

Station Master Bay: The original station master bay was in the center of the track (west) side until 1944 when it was removed; a small bay was constructed on the southwest corner of the west wall; and a double door installed in the original bay opening. The original blueprints were used to reconstruct the station master bay.



1896



2015 Double door replaced bay



2019 Reconstructed station master bay

Steps: Archival photos are consistent with the 1888 blueprints regarding the track side steps. The original top step was lower than the floor of the depot (see photo). To comply with current building code, the 2019 top step is level with the interior floor. In order to maintain the reveal of the original water table, this top step does not extend the length of the depot. The remaining steps extend most of the length of the depot providing a similar profile as the original.



1896



2019

Door & Window Lintels, and Window Sills: All of the window lintels and sills are the original rock-faced limestone or were added before 1944 (two windows with smooth concrete lintels were added in 1910 when two restrooms were created in some of the baggage room). The windows that were removed in 1944 (on the south end, the southwest corner of the depot, station master bay) have been rebuilt using the rock-faced limestone originally on the baggage room water table.

All door lintils are the original rock-faced limestone lintils; the lintil above the 1944 picture window (now the double doorway) on the north side was likely created from the lintils of the two windows that were replaced by the picture window in 1944. That picture window lintil remains in place for the new handicapped accessible double door.



Original lintel and sill



One of two lintels painted over when doors removed and openings bricked over in the 1910 addition of restrooms.



One of two 1910 windows with smooth concrete lintels and sills in the added restrooms in the former baggage room.



2019 replacement, one of windows on south side, southwest corner and station master bay.

Window Frames: None of the windows are original. A report of the 1944 remodeling in the local newspaper in 1945, noted that there were “new window panes throughout”.¹ The blueprints did not include cottage style windows, but archival photos before 1944 indicate that the cottage style was used originally. The 2019 renovation installed all new wood, double hung, cottage style windows.



ca 1910



1896



2019

Exterior Doors: None of the original exterior doors with transoms existed when the property was acquired in 2016. In 1944 the two original track-side (west) exit doors with transoms were converted to windows and the station master bay was replaced by a double door. That was reversed in 2019 when new, custom made doors with transoms were ordered using the 1888 blueprints (glass replaced the top panels). Double doors of the same design were added on the north wall for a handicapped access entrance replacing the 1944 picture window.

Single doors:



1896



1888 blueprint



2019

Double doors:



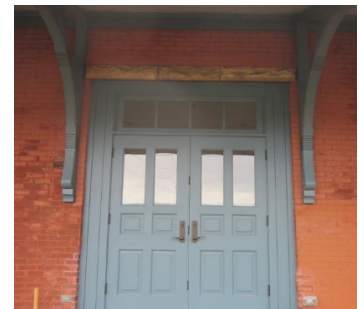
ca 1910
Two north windows



1944 Conversion: Two windows were replaced with one picture window



2019 Retained location of 1944 opening, lintel and brackets.



2019 New handicapped access doors; floor is level with pavilion floor; see details on p. 8.

¹ “Remodeled and Enlarged Milwaukee Depot Project to be Completed Soon,” *Northfield News*, 26 July 1945.