



## OFFICIAL NOTICE AND AGENDA

Notice is hereby given that the Landmarks Commission of the City of Stoughton, Wisconsin, will hold a regular or special virtual meeting as indicated on the date and at the time and location given below.

Meeting of: **LANDMARKS COMMISSION OF THE CITY OF STOUGHTON**  
 Date//Time: Thursday December 10, 2020 @ 6:30 p.m.  
 Location: Please join my meeting from your computer, tablet or smartphone.  
<https://global.gotomeeting.com/join/413292797>

Virtual

**Please join my meeting from your computer, tablet or smartphone.**  
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United States: [+1 \(872\) 240-3212](tel:+18722403212)

**Access Code:** 413-292-797

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<https://global.gotomeeting.com/install/413292797>

### AGENDA

1. Call to Order
2. Consider approval of the Landmarks Commission meeting minutes of November 12, 2020.

#### **Discussion/Potential Action.**

3. Request by Bill Weber for COA approval for roof replacement at 529 E. Main Street.
4. Discuss Stoughton Riverfront Development Concept.
5. Discuss local downtown district planning.
6. Decide on potential projects for CLG grant application.
7. Discuss the Landmark website.

#### **Communications/Updates.**

8. Commission reports/calendar.
9. Future agenda items.
10. Adjournment.

11/25/20mps

### **COMMISSIONERS:**

Peggy Veregin  
Alan Hedstrom  
Kristi Panthofer

Jean Ligocki (Council Rep)  
Greg Pigarelli

Kimberly Cook  
Todd Hubing

### **EMAIL NOTICES:**

Desi Weum  
Matt Dregne, City Attorney  
[smonette@stolib.org](mailto:smonette@stolib.org)  
[mackenzie.krumme@wcinet.com](mailto:mackenzie.krumme@wcinet.com)

Council Members  
Leadership Team  
[stoughtoneditor@wcinet.com](mailto:stoughtoneditor@wcinet.com)  
[stoughtonreporter@wcinet.com](mailto:stoughtonreporter@wcinet.com)

Receptionists  
Chamber of Commerce  
Bill Weber  
Curt Brink

**Any person wishing to attend the meeting, whom because of a disability, requires special accommodation, should contact the City Clerk's Office at (608) 873-6692 at least 24 hours before the scheduled meeting time so appropriate arrangements can be made. In addition, any person wishing to speak or have their comments heard but does not have access to the internet should also contact the City Clerk's Office at the number above at least 24 hours before the scheduled meeting so appropriate arrangements can be made.**

**Landmarks Commission Meeting Minutes**  
**Thursday November 12, 2020 – 6:30 pm**  
**Virtual**

**Members Present:** Peggy Veregin, Chair; Todd Hubing; Greg Pigarelli, Secretary; Kimberly Cook; Kristi Panthofer; Jean Ligocki and Alan Hedstrom, Vice-Chair

**Staff:** Michael Stacey, Zoning Administrator

**Absent:** None

**Guests:** None

**Press:** None

1. **Call to order.** Veregin called the meeting to order at 6:30 pm.
2. **Consider approval of the Landmarks Commission meeting minutes of October 8, 2020.**  
Motion by **Hedstrom** to approve the minutes as presented, 2<sup>nd</sup> by **Cook**. Motion carried 6 - 0.

Hubing arrived at 6:35 pm.

3. **2020 Mini-grant: Request by Keriann Murphy for approval of completed work: 201 S. Franklin Street.**

Veregin gave an overview of the finished project.

Motion by **Hedstrom** to approve the project and disbursement of the mini-grant funds in the amount of \$2,000, 2<sup>nd</sup> by **Panthofer**. Motion carried unanimously.

4. **Discuss Local Downtown District Planning.**

Veregin discussed the final presentation with Mayor Swadley to potentially be held at a Committee of the Whole. Mayor Swadley recommended the presentation take place after the budget is finalized. Ligocki stated the budget is now completed.

The Commission discussed potential dates for the presentation with December 3<sup>rd</sup> being the first choice and December 10<sup>th</sup> being 2<sup>nd</sup> choice.

Veregin will contact Nick to firm up a date. A notice should be placed in the HUB and information put on the Landmarks Facebook page.

5. **Discuss potential CLG grants.**

The Commission discussed options for applying for CLG grants including updating the City survey since the old survey is 30 years old and another option is to update the Downtown Design Guidelines. Updating the Downtown Design Guidelines is favored by Commissioners.

Veregin noted the Commission can apply for multiple projects.

This will likely be an action item for next month.

6. **Discuss the Landmark website.**

The subcommittee of Hedstrom, Panthofer and Hubing will review websites from other communities and bring back some recommendations to the Commission.

The Landmarks Commission has purchased the new website [www.stoughtonlandmarks.org](http://www.stoughtonlandmarks.org) with will replace the existing website [www.stoughton.landmarks.com](http://www.stoughton.landmarks.com).

Veregin explained the plan is to use the Square Space 30 day trial then the cost is \$250 per year to keep the site. Square Space has examples of website formatting.

**7. Commission Reports/Calendar.**

None discussed.

**8. Future agenda items.**

CLG grant options.

**9. Adjournment.** Motion by **Hubing** to adjourn at 7:20 pm, 2<sup>nd</sup> by **Panthofer**. Motion carried unanimously.

Respectfully Submitted,

*Michael P. Stacey*

ATTN MIKE S.

**City of Stoughton Certificate of Appropriateness  
Application Form**

1. Name of Property: Old Railroad Depot

Address of Property: 529 E MAIN ST. Stoughton

Name of historic district in which property is located: \_\_\_\_\_

2. Owner & Applicant Information

Owner Name: Bill WEBER

Street Address: 3240 Brooklyn DR (New)

City: Stoughton State: Wi. Zip: 53589

Daytime Phone, including Area Code:

608 7576321

Applicant (if different from owner):

Applicant's Daytime Phone, including Area Code: \_\_\_\_\_

3. Attachments. The following information is enclosed:

- Photographs
- Sketches, elevation drawings
- Plan drawings
- Site plan showing relative location of adjoining buildings, if located within a Historic
- Specifications
- Other (describe)

4. Description of Proposed Project (on next page)

5. Signature of Applicant

Signed: William J Weber Date: 11/23/2020

Printed: William J WEBER

**Return To:** Zoning Administrator, Stoughton City Hall, 381 E. Main Street

THIS IS AN EMERGENCY AS THE WIND HAS BLOWN  
THE SHINGLES OFF CAUSING MANY ROOF LEAKS.

Description of Proposed Project  
(attach additional sheets as necessary)

Architectural Feature: ROOF ON old Depot

Approximate date of feature: 1890's

Describe existing feature: Complete remove + replace FLASHING  
Drip edge Any weak boards.

Describe proposed work, materials to be used and impact to existing feature: GAF Color (MISSION) BROWN  
25 YEAR ASFALT SHINGLES (ARCHITECTURAL)  
Drip EDGE  
FLASHING  
FELT PAPER

Photograph No. \_\_\_\_\_ Drawing No. \_\_\_\_\_

Architectural Feature: \_\_\_\_\_

Approximate date of feature: \_\_\_\_\_

Describe existing feature: \_\_\_\_\_

Describe proposed work, materials to be used and impact to existing feature:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Photograph No. \_\_\_\_\_ Drawing No. \_\_\_\_\_





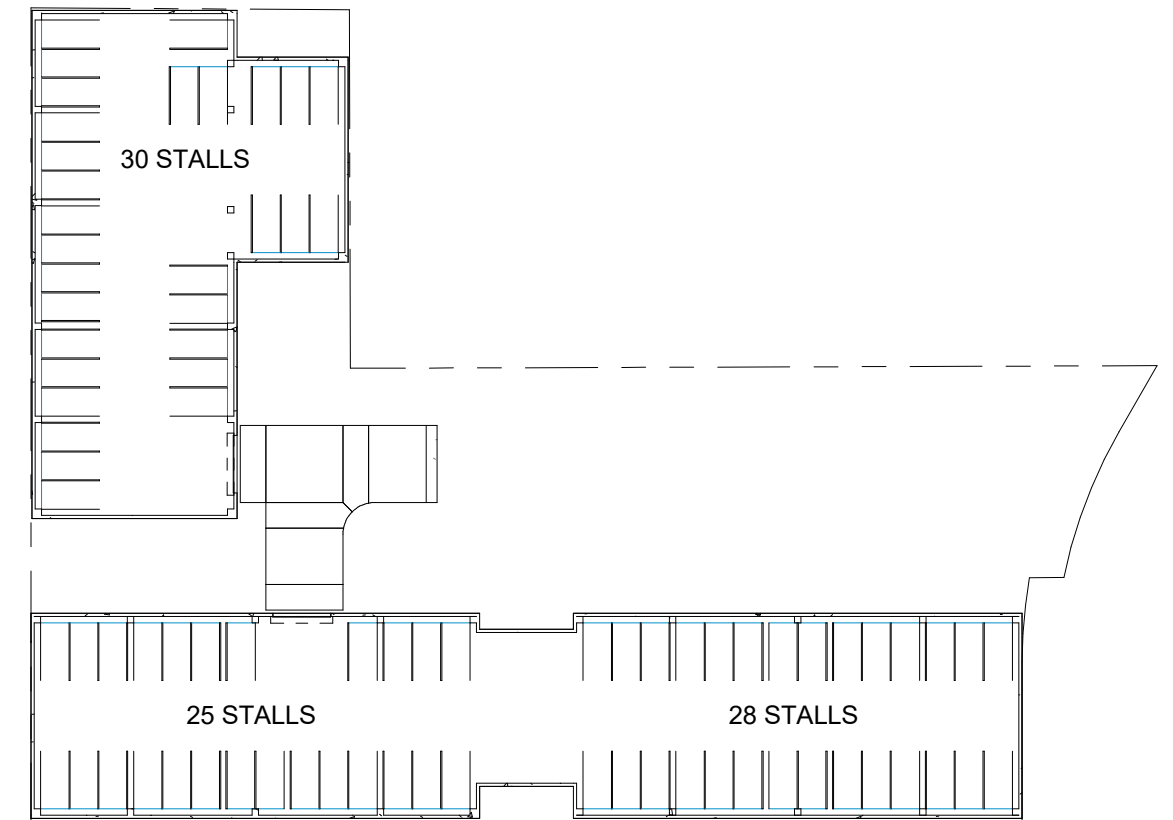
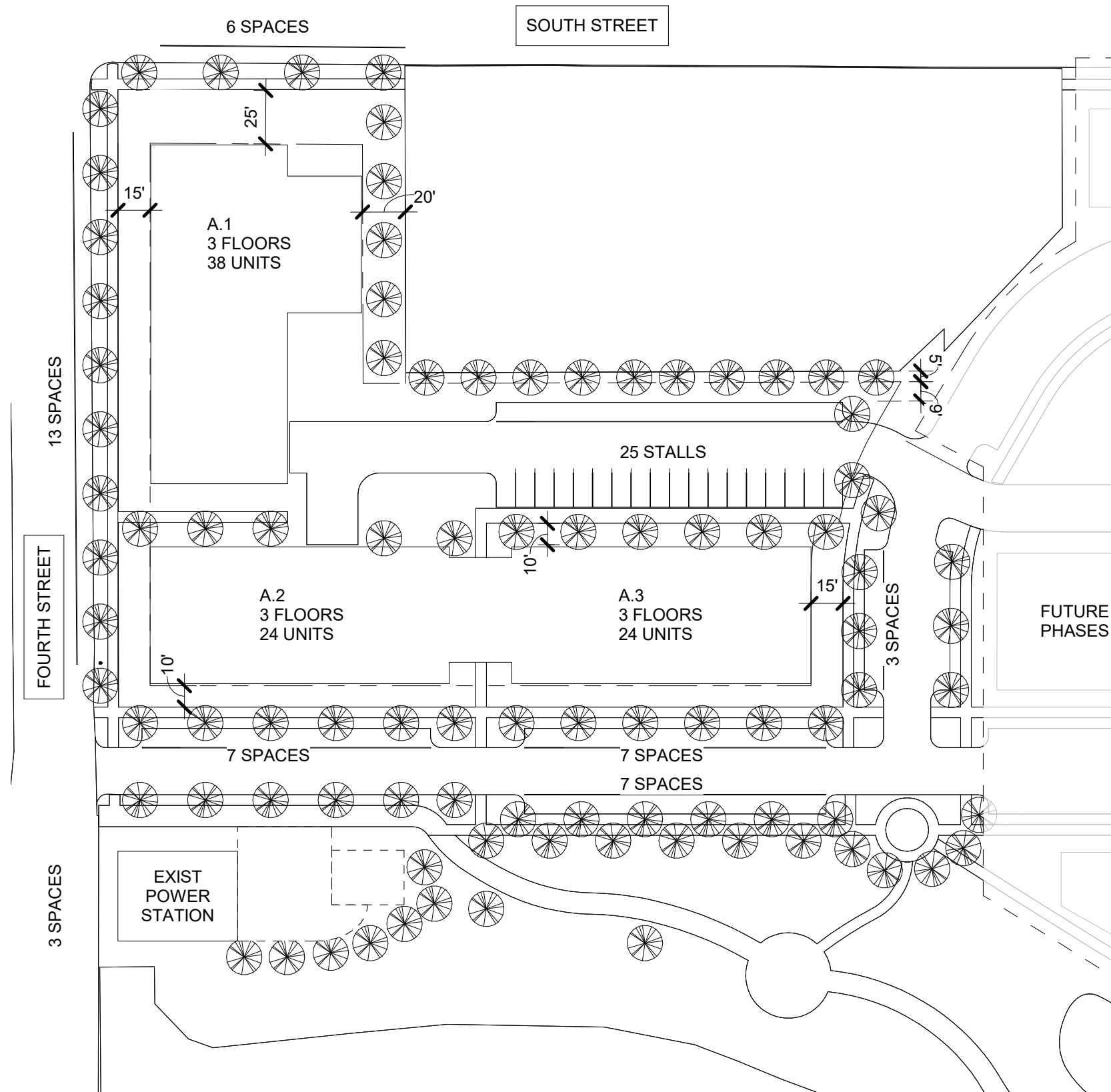
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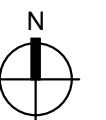
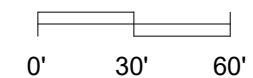


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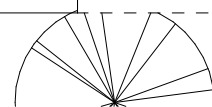
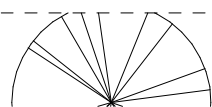
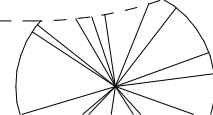
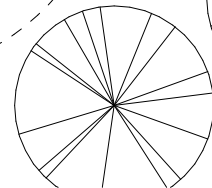
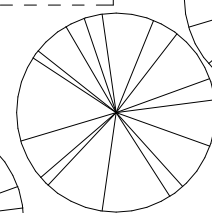
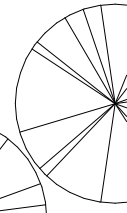
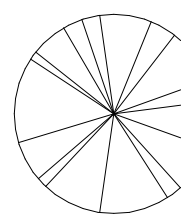
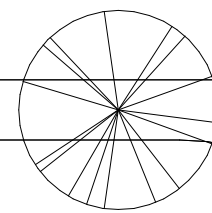
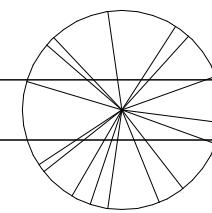
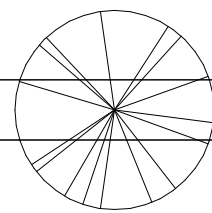
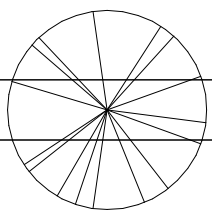
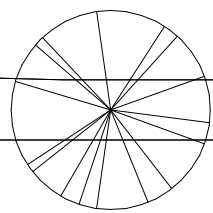
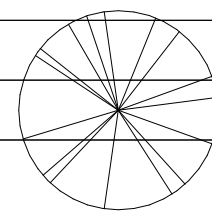
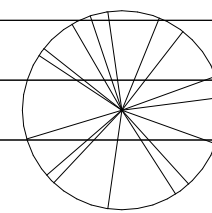
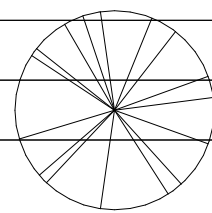
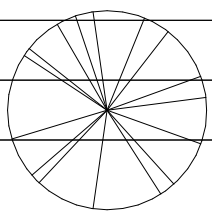
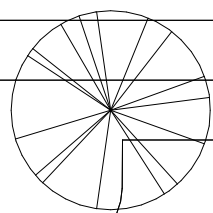
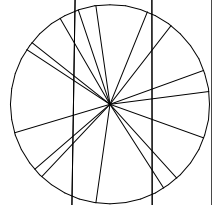


	UNITS	STALLS		
		BMST	SURF.	STREET
A.1	38	30		
A.2	24	25		
A.3	24	28		
	86	83	25	46
	TOTAL STALLS	156 STALLS		
	STALLS/UNIT	1.81		



# PHASE 1 SITE CONCEPT

Stoughton Riverfront Apartments  
July 30, 2020



A.2 3 FLOORS 24 UNITS

11'-0"

5'-0"

5'-0"

9'-0"

7 SPACES

STREET PARKING

78'-6"

22'-0"

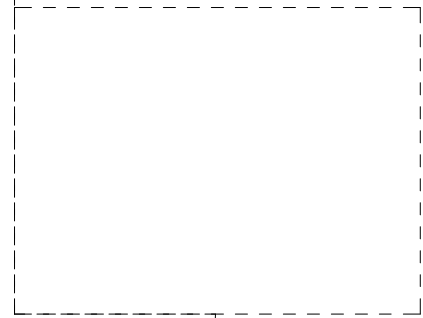
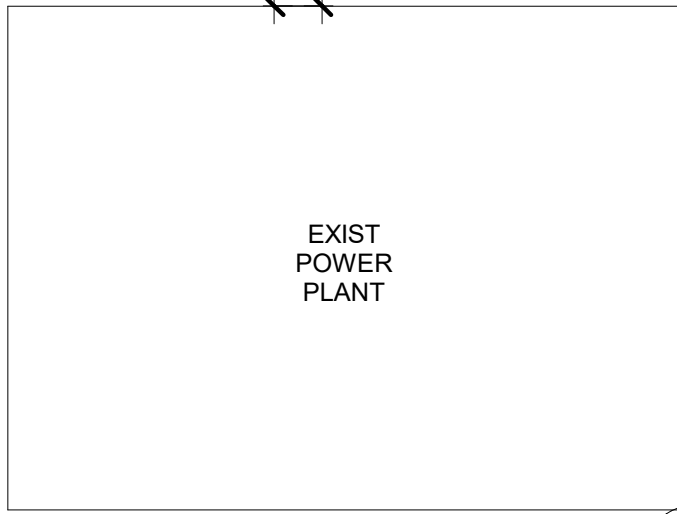
5'-0"

10'-0"

NEW RIVERWALK

11'-6"

EXIST  
POWER  
PLANT



**RESOLUTION OF THE COMMON COUNCIL**

Officially designating the property boundary of the Local Landmark known as the Power Plant at 601 S. Fourth Street (aka 515 S. Fourth Street), in the City of Stoughton, WI.

Committee Action: Landmarks Commission recommends Common Council approval 6-0 on August 8, 2019

Fiscal Impact: None

File Number: R-127-2019

Date Introduced: August 13, 2019

**WHEREAS**, the Landmarks Commission held a public hearing on July 11, 2019 and recommends approval of designating the boundary defined in Exhibit A as the boundary for the Power Plant Building at 601 S. Fourth Street (aka 515 S. Fourth Street); and

**WHEREAS**, the Power Plant and designated boundary exemplifies the cultural, political, economic, or social history of the city; and

**WHEREAS**, the property is a unique and irreplaceable asset to its neighborhood and the city; and

**WHEREAS**, the property provides an example of the physical surroundings in which past generations lived; now therefore

**BE IT RESOLVED**, the City of Stoughton Common Council approves the Local Landmark boundary designation in Exhibit A for the building at 601 S. Fourth Street (aka 515 S. Fourth Street) as presented.

Council Action:  Adopted  Failed Vote 10-0

Mayoral Action:  Accept  Veto

Tim Swadley 8-13-19  
Tim Swadley, Mayor Date

Council Action: \_\_\_\_\_  Override Vote \_\_\_\_\_

# Landmark Nomination Form, City of Stoughton, WI

## 1. Name of Building or Site

Historic: Stoughton City Power Plant #1

Common:

## 2. Location

Address: 601 S. 4<sup>th</sup> Street (aka 515 S. 4<sup>th</sup> Street)

Aldermanic District:

County: Dane

## 3. Classification

Type of Property	Ownership	Historic Use	Present Use	
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building(s) <input type="checkbox"/> Structure <input type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  <b>Status</b> <input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied	(if different from present use)  Industrial: Electrical Generation	<input type="checkbox"/> Agriculture <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment <input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military	<input type="checkbox"/> Museum <input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific <input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other: vacant

## 4. Current Owner of Property

Name: City of Stoughton

Street Address: City Hall, 207 S. Forrest Street

## 5. Legal Description (in County Courthouse / City Assessor's Office)

Parcel Number: 281/0511-081-4462-4 (portion of)

Legal Description: See attached

## 6. Representation in Existing Surveys

Title/Date/Depository of Survey Records:

## 7. Description

Condition:

<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Unaltered	<input checked="" type="checkbox"/> Original Site
<input type="checkbox"/> Good	<input type="checkbox"/> Poor	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Moved, Date:

Original Owner: City of Stoughton

Original Use: Industry/Electrical Power Generation

Architect or Builder: unknown

Architectural Style: Romanesque Revival

Date of Construction: c1907

Indigenous Materials Used:

**Describe the present and original physical appearance (attach on separate sheets)**

# Landmark Nomination Form, City of Stoughton, WI

<b>8. Significance</b>	
Area(s) of Significance – check all that apply and justify in section 8a below	
<input type="checkbox"/> Architecture <input checked="" type="checkbox"/> Cultural or Social History <input type="checkbox"/> Associative Significance	
<b>Statement of Significance and Conformance to Designation Criteria</b> (attach on separate sheets)	

<b>9. Major Bibliographical References (attach additional sheets if necessary)</b>
<i>City and State Archives:</i>
<i>Periodicals, pamphlets, and websites:</i>
<i>Books:</i>
<i>Other:</i>

<b>10. Form Prepared By</b>	
Name/Title:	
Organization: Stoughton Landmarks Commission	Date: June 2019
Street & Number: City Hall	Phone:
City, State, Zip: Stoughton, WI 53589	Email:

<b>11. Commission/Council Actions</b>	
Hearing Date: 1989	Hearing Approved:
Council Designated a Landmark (Date): September 12, 1989	
Hearing Date: July 11, 2019 (clarify boundary only)	Landmark Number:
Council Approve Boundary Clarification (Date):	
Certified By:	
Commission Chairman Name:	Date:
Signature:	

# Landmark Nomination Form, City of Stoughton, WI

## 5. Legal Description, (of landmarked boundary) continued

Parcel Number: 281/0511-081-4462-4 (portion of)

The Power Plant #1 is currently located on parcel # 281/0511-081-4462-4, also referenced by the Original Plat: Block 35, portions of lots 14 and 15. The Landmark Site consists of the Power Plant Building and the following areas adjacent to the Power Plant Building: The land area that extends 30 feet from the north wall of the Power Plant, The land area that extends 50 feet from the east wall of the Power Plant, The land area that extends from the west wall of the Power Plant to the west property line, and The area that extends from the south wall of the Power Plant to the south property line.

Normally, the boundary of a landmarked property is its parcel(s). In this case, the parcel is quite large; the goal of this boundary description is to shrink the boundary so that only a small area representing the building and enough setting to convey its historic appearance is landmarked instead of the entire parcel.

Boundary of local landmark:



Viewers are advised to ignore the illegible text on this map. It is presented to show spatial relationships only.  
Authorized by:



# Landmark Nomination Form, City of Stoughton, WI

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## 7. Description

The Stoughton Power Plant #1, built c1907 in the Romanesque Revival style, is constructed of cream brick with red brick and cream-colored concrete trim. The foundation is concrete and the gabled roof is covered with large clay tiles. This industrial building is one story and rectangular, with its primary façade facing north. Decorative features include its large, round arched door and window surrounds, executed in red brick which emphasizes the arches; the street-facing, nearly full-width, round-arched end wall with a small circular window; the steel-framed industrial windows, the corbelled brick ornament, and the clay tiles of the roof.

[Contemporary accounts have conflicting information about the date of construction. Some sources cite 1906. This is the year that the existing building on the site burned down and the power plant needed to be rebuilt. Other sources site a circa date of 1911 since the building shows up on the 1912 Sanborn maps. It is unlikely that the city waited five years to rebuild the power plant since they had in November of 1906 just approved a plan to provide, for the first time, 24 hour electrical service to its residents. For this reason, the city would have built the new power plant building as quickly as possible to get electrical service online as quickly as possible.]

### Site and Setting

The Power Plant is located on the southwest corner of its parcel; the west side of the parcel defined by S. 4<sup>th</sup> Street and the south edge of the parcel bordered by the Yahara River. The Power Plant is surrounded by a larger industrial area that extends north to E. South Street and east to S. 7<sup>th</sup> Street. This sprawling expanse to the east was the location of a large wagon factory, and other industrial activities; over time, the wagon factory expanded across the whole area. The entire south edge of this area is defined by the Yahara River. The west side of the building is adjacent to the sidewalk of S. 4<sup>th</sup> Street. Vegetation in the form of shrubs and trees covers the south edge of the parcel between the building and the river, and in front of the building and along the west sidewalk, there is a tree and a small area of mown lawn; otherwise the area around the building is primarily open and paved. A contemporary chain link fence along S. 4<sup>th</sup> Street separates the site from the sidewalk.

The building was constructed for electrical generation, powered by the adjacent river and an existing dam, head race and tail race. The dam, head race and tail race were constructed much earlier than the power plant to operate a mill previously on this site. The power plant was constructed here to take advantage of the existing system. The dam is located south and west of the building; the head race was created north of the dam, diverting water to flow east, under the bridge of S. 4<sup>th</sup> Street, then configured to funnel water flow to the south west corner of the building. The water flowed under the southwest corner of the building, the flow of the water generating the equipment inside, the water then flowing away from the building to the tail race. The tail race flowed south then curved to the east, connecting back to the river. All of the components of this system are extant although some parts have been rebuilt over the years.

As an historically industrial area, railroad spurs once crisscrossed the area providing rail access to the manufacturing plants north of the river on both the west and east sides of S. 4<sup>th</sup> Street. These spurs had a western terminus at S. Water Street, continued through the industrial complex of the Stoughton Wagon Company, crossed S. 4<sup>th</sup> Street and continued east through the Mandt Wagon Company complex before eventually joining up with the main rail line. One set of spurs was located along an east/west corridor between the industrial complex now known as the Uniroyal plant and the current Stoughton Utilities building, crossing S. 4<sup>th</sup> Street and continuing east along E. South Street. A second set of spurs was located along an east/west corridor between the north bank of the river and the current Stoughton Utilities

# Landmark Nomination Form, City of Stoughton, WI

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building. This spur also crossed S. 4<sup>th</sup> Street approximately 30 feet north of the power plant and, just as it cleared the building to the east, split into two spurs: one curving south along the river and the second continuing in a north and easterly direction through the wagon works complex.

**This industrial and open setting, and the building's location on the river all help to define the historic appearance of the power plant and its site; the location of the former railroad spur helps define the northern boundary of the locally landmarked power plant site.**

## Exterior

The power plant building is diminutive, **approximately 56' x 42'**, three bays wide along its long walls facing to the front (north) and to the rear (south), and two bays deep along its sides facing east and west. The foundation is of concrete, the exterior walls are load-bearing brick masonry, and the side gabled roof has steel framing covered with Federal Tile, a product commonly used in industrial applications that provided both a structural deck and roof covering in one product. The gabled roof is visible from the east side of the building but hidden by a tall, arched end wall at the west side. The walls are of cream brick, while arched details around the top and sides of the door and windows are of red brick. The walls on the north, west, and east sides are capped with stone coping. The windows are divided light, industrial steel-frame sash although many windows have been boarded over, while others have been removed and the opening infilled with brick. At the cornice of the north façade, very faint ghosting indicates the former painted sign: Stoughton Municipal Power Plant – No.1.

The primary façade faces north and is composed of three structural bays. The center bay has the door and the outer bays each have a steel sash window. Each bay is framed by a slightly projecting brick pilaster, rising to the cornice creating three recessed panels. Below the cornice are multiple rows of corbelled brick. At each outer corner, the corbeled brick also ornaments the top of the pilaster, a detail that is left off of the other inner pilasters. A monumentally scaled round arch frames the double-doors. The doors are rectangular in rectangular openings; above the double doors is a single arched transom area which is now infilled. The red brick arched opening is detailed at each side with an engaged post built flush to the wall and at the top of the post, concrete impost serve as the base for the arch; a concrete keystone ornaments the top of the arch. The doors are not original. The arched openings around the windows are larger than that around the door; the height of the arch extends almost to the corbeled brick at the top of the wall. The window openings are detailed with a concrete keystone, concrete blocks at the bottom of the arch and parallel to the top of the window sash, and a concrete window sill. The red brick framing continues down past the window sill approximately four rows, then another four rows of bricks are corbelled back until they meet flush with the wall. Four rows of red brick are below the window, creating a continuous red band below the concrete window sill. The top of the cornice meets the roof, tile coping finishes the top of the wall. The rear south facing façade mirrors the front façade. There are minor differences: the center arched opening, while it looks the same as the other window openings, is completely infilled with cream brick; there is a pedestrian door cut into the window bay on the right side; and the concrete foundation at the west corner is visible down to the level of the tail race.

The west side façade faces the street and has the same appearance as the front façade in materials and ornamental details except that it is only two bays wide. Each bay has a window opening, the same size and with the same design details as the front façade, but on this side, the left window is completely boarded over and the right window is half infilled with brick and half boarded over; brick infills each arch above the windows. The street façade is further ornamented with a tall end wall, its broad arch encompassing almost the entire width of the façade. The end wall rises

# Landmark Nomination Form, City of Stoughton, WI

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above the parapet, its inset center surrounded by rows of corbelled brick. At the center of the wall is a circular window, outlined in red brick and detailed with four concrete keystones set at 90 degree intervals beginning at the top of the window. The end wall is highlighted at the top by a projecting round arch, centered above the round window. The east façade is a solid brick wall with no openings and no parapet. There is a round metal ventilator at the ridge of the roof, behind the arched end wall.

## Interior

The interior is one large room. The floors are concrete, the walls are brick and there is a suspended tile ceiling system which has mostly fallen down. There is a turbine access door flush to the floor in the southwest corner of the building. The power generating equipment has been removed.

## Integrity

Overall, the building has good integrity to its historic period and is recognizable as an historic period power plant. The building has undergone some alterations, the most obvious being the boarding over or removal of some original industrial steel sash windows and the replacement of the main doors. The other components of its exterior design are intact. The interior has good integrity with its large open interior and volume of space unchanged.

## 8. Significance

The Stoughton Power Plant No. 1 meets the local landmark eligibility requirements under criteria numbers:

2. is identified with important historic events in community history;
5. is a unique and irreplaceable asset to its neighborhood and the city; and
6. it provides an example of the physical surroundings in which past generations lived.

The power plant embodies the early history of municipal power generation in the city of Stoughton and the transformative impact electrical service was to have on its citizens. While eventually the system had three power plants, this is the only power plant located within the city, **and the earliest plant in Stoughton's system.** At the turn of the century, providing electricity to residents was increasingly seen as a necessity not a novelty, and it was no longer satisfactory for electricity to power only the street lights and selected businesses and homes. Prior efforts to provide electricity to citizens, as early as 1892, were put in the hands of private individuals with unsatisfactory results due to inconsistent service. In 1906, the City of Stoughton took over control of the power plant, affirming its commitment to bringing stable electrical service to citizens, improving the quality of life. Reliable, continuous electrical power **dramatically and permanently changed the lives of Stoughton's citizens.**

The following summary of the development of Stoughton and electrical power generation is summarized from existing narrative histories including Local Landmark designation reports and a National Register eligibility report.

### Brief developmental history

The history of Stoughton owes its existence to its proximity to water power, and its prosperity to the coming of the **railroad. Luke Stoughton, the community's founder, was attracted to the site because of its location between the cities of Madison to the north, and Janesville to the south; however, the site's most important attribute was its location on the Yahara (then Catfish) River. The river's potential to supply water power was instrumental in Stoughton's decision to buy land here.** In 1847, Luke Stoughton purchased 800 acres and in the same year platted the village. The first building

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constructed was a public inn, constructed by Alvin West, which was followed by the **village's first store, constructed by Stoughton in 1848**. These buildings stood opposite each other on the northwest and southwest corners of Main and Division streets (these buildings have been demolished). By 1850, the surrounding countryside was a patchwork of farms, most of them planted in wheat. To serve area farmers, **in 1850, Stoughton erected the village's first manufacturing facility, a small lumber mill located on the Catfish River**. This was followed in 1850 with the construction of a grist mill on the river, constructed and operated by DeWitt Davis. With these two facilities in place, Stoughton became a center of trade for the surrounding farms. By 1853, Stoughton included the sawmill and gristmill, several stores, a blacksmith shop, and a public school. As population grew and the city expanded, Luke Stoughton also convinced the Milwaukee and Mississippi Railroad (later a part of the Chicago, Milwaukee & St. Paul system) to extend its rail lines through Stoughton and donated a large area of land as further enticement. By December 15, 1853, the **railroad's tracks were completed as far as Stoughton and traffic between Stoughton and Milwaukee began**; the system was **extended to Madison in May 1854**. **Rail connections brightened the community's future** prospects, inducing Luke Stoughton to plat an addition in 1855.<sup>1</sup>

The community of Stoughton continued to develop as an agricultural support community through the 1860s, incorporating as a village in 1868; it became a center of trade for the surrounding farms and its population began to grow accordingly.<sup>2</sup> In 1870, the village had a population of 965, about two-thirds of whom were Yankees from New York **and New England, and most of the rest were European immigrants**. **An 1871 bird's eye view shows that Stoughton** had not yet extended beyond its original and 1855 plats. The commercial area was concentrated between Forest and East Water streets, but growing east toward the railroad tracks; residences were widely scattered on both the east and west sides of the river; and small industrial areas had sprung up on Main Street just west of the railroad tracks, and along South Street north of the dam.<sup>3</sup>

**Stoughton's expanding industrial sector spurred the village's growth during the late nineteenth and early twentieth centuries, and transformed it from a Yankee enclave into a city with a decidedly Norwegian concentration**. The community was evolving and growing in large part due to the T. G. Mandt Wagon Works company located on the west side of S. 4<sup>th</sup> Street. Established in 1865, by 1882 the year in which Stoughton incorporated as a city, it was a thriving factory with 225 employees. During this period, wagons were the primary method of transportation as well as vital machinery on area farms. The concentration of farms in the area provided a market and wagon manufacturing grew as **the city's leading industry**. **Although Mandt left the company in 1889, the factory continued as the Stoughton Wagon Company**. Mandt opened another, separate, wagon factory in Stoughton in 1896 on the east side of S. 4<sup>th</sup> Street. That business was sold to the Moline Plow Company in 1902. The Stoughton Wagon Company and the Moline Plow Company prospered until the very early 1920s, when motorized vehicles permanently displaced wagons as everyday transportation. The second leading industrial enterprise in Stoughton during the late nineteenth and early twentieth centuries was tobacco processing and shipment. Tobacco cultivation had succeeded wheat farming as the principal agricultural crop in a **small area of southern Dane and northern Rock counties during the 1870s**. **The City's access to the railroad network made it a perfect location for this industry**. The first tobacco warehouse in the community was built on the west side of the railroad tracks in 1877. By 1898, Stoughton had 17 tobacco warehouses, concentrated along the

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<sup>1</sup> Homme, pp. 29-30.

<sup>2</sup> Ibid., p. 33.

<sup>3</sup> H. H. Bailey, *Stoughton, Wisconsin*, (Chicago: Chicago Lithographing Co., 1871).

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railroad corridor. After World War I, tobacco production in the area dropped due to soil depletion and steep reductions in the price of tobacco. By the early 1920s, most of **Stoughton's tobacco warehouses had closed.**<sup>4</sup>

**Stoughton's population had reached 5,101 in 1920, but the decline of the wagon manufacturing industry and tobacco** shipment sent the city into economic recession in the 1920s. The population fell to 4,497 in 1930. During the late 1930s, the city acquired the land and buildings of both the Stoughton Wagon Company and the Moline Plow Company, and brought in two new businesses to take over the plants. The Highway Trailer Company (later, Stoughton Trailer Company) and the Stoughton Cab and Body Company employed many local people in the manufacture of trailers and car parts, products that were in great demand during World War II and the post-war years. Tobacco cultivation rebounded following World War II. By 1950, Stoughton numbered 4,833 residents.<sup>5</sup>

Stoughton continued to expand through the latter half of the twentieth century. Since 1980, new development has concentrated west of the Yahara River adjacent to USH 51, the route to Madison, attracting residents who work in the capital city but prefer to live in a smaller community. Stoughton remains a lively community with healthy commercial and industrial sectors, and takes great pride in its Norwegian heritage.

## **Brief history of electrical generation in Stoughton**

By the turn of the twentieth century, expansive industry and growing population required improvement in City services. **Providing a source of continuous and reliable electricity was one of the cornerstones of the City's efforts** to improve services, which benefitted homeowners and supported businesses and industry.

Hydro-electric power was introduced to Wisconsin in 1882 when the first direct current (DC) power plant was put into **service in Appleton. Because of the DC technology's early foothold, it was the** system of choice for many power plants even though a competing (and better) system, alternating current (AC) technology, was also being perfected in the mid-1880s. In 1892 the City purchased the two existing electrical light companies in Stoughton, creating **one of Wisconsin's** early municipally owned power systems. The early hydro-electric system was direct current (DC) which had severe limitations as it could only transmit power about 10 blocks away from the generator. Because of the complexities of trying to produce sufficient power using the DC system, ownership of the utility changed hands between the city and private **owner's** numerous times. The City purchased the utility in 1892, sold it to the Lyon family of Dunkirk, who sold it back to the City within a few years, all of this happening prior to 1899. A power shortage for the growing city in 1899 caused the City to lease a flour mill at the Dunkirk dam and convert it to electrical power generation. In 1901 the City sold the utility to Stoughton Electric Light and Power Company, then ownership transferred back to the City in 1906. From the turn of the twentieth century, the City was converting its hydro-electric power plants to alternating current (AC) technology. One of the important advantages of AC technology was the ability to carry electricity many miles from the generator, in turn, providing a more stable supply of electricity. By the end of 1906, the City solidified its commitment to providing reliable electrical service; in November, the city council approved a resolution calling for a trial period of providing 24-hour **service. Before this trial period could begin, Stoughton's power plant burned down.**

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<sup>4</sup> Ibid., p. 63; and *Map of Stoughton, Wisconsin*, (1898).

<sup>5</sup> Rebecca Sample Bernstein, "City of Stoughton, Wisconsin, Intensive Survey Report: Commercial Architectural and Historical Survey," report for the Stoughton Landmarks Commission and Downtown Revitalization Association, July 1991, p. 9; *Wisconsin Blue Book*, (Madison: Wisconsin Legislative Reference Bureau, 1891; 1921; 1940; and 1952.)

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The City built the Stoughton Power Plant No. 1, the subject building, to replace it. According to research conducted **about Stoughton's early power generation for a determination of eligibility report:**

The new plant was equipped with two S. Morgan Smith vertical shaft hydraulic turbines set in line, one Fort Wayne Synchronous Generator and a Woodward Model D governor. The capacity of this plant was rated at **150 kw...** With its new Plant No. 1 supplemented by the leased works at Dunkirk and a small steam powered Generator located across the street at the Mandt wagon factory, Stoughton continued to meet its power needs **until about 1916. In that year Stoughton Plant No. 3 was built at Stebbinsville. It was the first "modern" plant** that the city had. It was modern in the sense that it had a high speed vertical shaft turbine directly driving a vertical shaft generator, a much more efficient type of operation. (The machinery in Plant No. 1 had vertical turbines, the speed of which was "geared up" to drive a horizontal shaft generator.)<sup>6</sup>

By 1916, of the 370 communities in Wisconsin with electrical service, only 86 were owned by local units of government like the system in Stoughton. While many communities sold their utilities to the emerging Wisconsin Power and Light Company, Stoughton remained independent. In 1926 Stoughton bought the Dunkirk facility as well replaced the machinery in Plant No. 1, trading up to the more powerful vertical shaft, propeller driven turbines, driving two vertical shaft S. Morgan Smith generators. During the 1970s and 1980s, ownership of the utility system was transferred to a small private company: Wisconsin Edison Co., which continued to generate electricity for the City. The subject power plant building has not been used to generate electricity for many decades and the equipment was removed from the building at an unknown date, sometime after 1988. Currently, electrical service is provided by Stoughton Utilities with oversight from the Utilities Committee, a committee of the City of Stoughton Common Council. The Utilities Committee directs the operations of the Municipal Electric, Wastewater and Water Utilities as prescribed by State Statute and the Common Council.

The Stoughton Power Plant No. 1 building is significant for its association with early power generation in Stoughton, the early power generation industry, and the history of the municipality providing continuous and reliable electricity to the **citizens of Stoughton. Safe, continuous, and reliable electrical service was one of the cornerstones of the City's plans for** stability and growth. Access to reliable electrical service to homeowners and business owners transformed the lives of citizens, improving quality of life and bringing the community in line with what were considered the most modern standards of municipal amenities and an essential aspect of what became known as normal operations of developed economies. The Stoughton Power Plant No. 1 building is unique in the city as the building that embodies this important industrial and municipal history. The building and its location on the river demonstrates the workings of a hydro-electrical power plant and its proximity to the previously dense industrial corridor illustrates the connection between **Stoughton's early industries and its oldest electrical power plant.**

The power plant embodies the early history of municipal power generation in the city of Stoughton and the transformative impact electrical service was to have on its citizens.

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<sup>6</sup> Vogel, (1988), p 8.