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United States Department of the Interior
National Park Service

DEC 14 1992

NATIONAL REGISTER

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Northern Pacific Railroad Depot at Fromberg

other name/site number: Burlington Northern Railroad Depot at Fromberg

2. Location

street & number: Highway 310

not for publication: n/a
vicinity: n/a

city/town: Fromberg

state: Montana code: MT county: Carbon code: 009 zip code: 59029

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Manell Shafy JHPO 12-11-92
Signature of certifying official/Title Date

Montana State Historic Preservation Office
State or Federal agency or bureau

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register see continuation sheet
- determined eligible for the National Register see continuation sheet
- determined not eligible for the National Register see continuation sheet
- removed from the National Register see continuation sheet
- other (explain): _____

Signature of the Keeper

Arlene Byer

Entered in the National Register Date of Action

1/28/93

5. Classification

Ownership of Property: Private	Number of Resources within Property	
	Contributing	Noncontributing
Category of Property: Buildings	<u>1</u>	<u> </u> building(s)
Number of contributing resources previously listed in the National Register: 0	<u> </u>	<u> </u> sites
	<u> </u>	<u> </u> structures
	<u> </u>	<u> </u> objects
Name of related multiple property listing: Historic and Architectural Properties in Fromberg	<u>1</u>	<u>0</u> Total

6. Function or Use

Historic Functions:	Current Functions:
Transportation: rail-related	Work in progress

7. Description

Architectural Classification:	Materials:
Other: standardized depot	foundation: concrete
	walls: wood: weatherboard
	roof: asphalt

Narrative Description

The Northern Pacific Railroad Depot at Fromberg is located along the historic Northern Pacific Railroad branch line through the Clarks Fork Valley in the southcentral portion of Montana. The depot was constructed in 1899 from standardized plans developed by the Northern Pacific for its fourth class combination station. It originally accommodated a small ticket office and passenger waiting room at the north end, agent's living quarters at the center, and a large freight room at the south end; the building stood at the east end of the town's main street. In 1909, the depot was slightly remodeled; the ticket office and passenger waiting rooms were apparently enlarged, taking over the space formerly occupied by the living quarters. The depot was abandoned for rail-related purposes in 1970, and remained unused for many years thereafter. It is currently being adapted for use as the Clarks Fork Valley Museum. Within the last few years, the depot was moved from its original location--between the main line on the west and a side line on the east--about 75 feet to the east. It now stands along the opposite or east side of the side line trackage but is still within the railroad right-of-way, now operated by the Burlington Northern Railroad. The building has also been placed on a new concrete foundation, painted, and fronted on the west by a new wooden station platform.

The depot is rectangular in plan, rests on a 2-foot high concrete foundation, and has a side-gable roof. Exterior walls are sheathed with clapboard, applied in 1909 over the original vertical board-and-batten siding (the original appearance of the exterior of the depot is captured in a 1902 photograph, taken of the west and south walls). The roof has wide eave overhangs with decorative-cut rafter and purlin tails. A corbeled brick chimney is near the roof ridge; a second chimney was probably removed in 1909. A square bay projects from the north end of the west wall; it has two 8-light casement windows on the front and 4-light fixed windows on the sides. Just to the south of bay on the west wall is a four-over-four, double-hung window with wood sash. This window was added in 1909, infilling a door that entered the waiting room. Near the center of the west wall is a paneled door installed in 1909 as the access to the new waiting room. The door is flanked by six-over-six, double-hung wood-sash windows, original to the depot. Other six-over-six windows are located at

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the north end of the east wall and on the north wall. At the south end of the west wall is a large opening that enters the freight room. The opening was apparently enlarged in 1909; it currently holds a pair of newer overhead garage doors. The original freight opening located on the east wall has been altered with a pair of slab doors.

Although the depot has been moved from its original location, the building retains all other aspects of integrity necessary to demonstrate significance. The historic setting of the depot has not been lost; the building has been moved less than 100 feet from its original location, remains within the right-of-way, is still fronted by trackage, and maintains its prominent position at the east end of the town's commercial district. The building itself has sustained few alterations since its period of significance. Except for modern doors in the freight openings and the new concrete foundation, all of its historic construction materials, windows, and ornamental elements remain intact.

8. Statement of Significance

Applicable National Register Criteria: A, C

Areas of Significance: Exploration/Settlement
Architecture

Criteria Considerations (Exceptions): B

Period(s) of Significance: 1899-1936

Significant Person(s): n/a

Significant Dates: 1899, 1909

Cultural Affiliation: n/a

Architect/Builder: Northern Pacific Railroad

Narrative Statement of Significance

The Northern Pacific Railroad Depot at Fromberg is being nominated to the National Register of Historic Places under the "Historic and Architectural Resources of Fromberg" Multiple Property Listing. The significance of the depot is established locally under the historic context of "Transportation and Commerce in Fromberg, 1899-1936." The listing does not provide registration requirements for an associated property type because the depot is the only railroad-related building still extant in Fromberg. The depot meets Criteria Consideration B for moved properties: it is eligible for National Register under Criterion A because of its primary role in the establishment of Fromberg and under Criterion C because it is a well-preserved, typical example of a Northern Pacific combination freight and passenger station. Other than being moved, the depot has sustained few alterations since its period of significance and retains integrity of design, materials, workmanship, feeling, and association.

The Northern Pacific Railroad Depot at Fromberg derives significance under Criterion A as an important reflection of the railroad's contribution to the settlement of the Clarks Fork Valley and the emergence and growth of Fromberg. Construction of the Northern Pacific's branch line through the valley in the late 1890s stimulated settlement of the region. The railroad immediately provided the local coal industry and area farmers and ranchers a link to distant markets, and its promotional activities encouraged new settlers to the region. The railroad's construction of the Fromberg depot along the line in 1899 precipitated development of the townsite. The depot served as the nucleus for the emergence of commercial enterprises catering to the agricultural settlers. Located at the end of the town's main street, the depot was the focal point for much of the community's activities since almost all passenger and freight traffic passed in and out of town by rail. Its role in the community intensified when the Chicago, Burlington & Quincy Railroad built a new route to Cody, Wyoming, utilizing the Northern Pacific's line through Fromberg; the depot was remodeled in 1909 to accommodate the passenger and freight needs of both railroads. The depot has always been the most important resource associated with the railroad origins of the town and is the sole railroad-related facility surviving in Fromberg today.

The depot derives significance under Criterion C for its architectural value as an example of a standardized combination depot built by the Northern Pacific. It is one of hundreds of stations that the railroad built as it extended lines across the Northern Plains between the 1880s and 1910s. The building plan used for the Fromberg depot was utilitarian and efficient, combining needed freight, passenger, office, and residential functions under a single roof. The design was well-suited for the many small towns, such as Fromberg, served by the Northern Pacific. The depot at Fromberg is one of the best-preserved railroad stations in the region and the only Northern Pacific depot remaining along the historic Clarks Fork Branch line.

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

10. Geographical Data

Acreage of Property: less than one acre

UTM References:

	Zone	Easting	Northing
A	12	663940	5028420

Verbal Boundary Description

The depot is located in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 17, Township 5 South, Range 23 East. The National Register boundary for the property is as follows: beginning at a point on the east edge of the side line track (running east of the main line) that is 45 feet due north of the north edge of River Street, the boundary proceeds due east 82 feet to a point. It then continues due north 85 feet, then due west 65 feet to a point on the east edge of the above mentioned side line track. The boundary then proceeds south-southeast along the east edge of the side line track approximately 85 feet to the point of beginning.

Boundary Justification

The boundary encompasses the nominated building, the station platform, and the immediate surrounding area. It intentionally excludes trackage of the main and side lines, and the historic Dr. Benton Office Building that was recently moved and now stands to the east of the depot.

11. Form Prepared By

name/title: Mary McCormick (Erika Kuhlman of the Fromberg Historical Society did the initial research and wrote the first draft in 1989.)

organization: Renewable Technologies, Inc.

date: April 1992

street & number: 511 Metals Bank Building

telephone: 406/444-7715

city or town: Butte

state: MT

zip code: 59701

Property Owner

name/title: Clarks Valley Museum c/o Violet Papp

street & number: Route 1, PO Box 1054

city or town: Fromberg

state: MT

zip code: 59029

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Carbon County Sentinel. 6 May 1898; 28 October 1898; 13 January 1899.

Fromberg Herald. 23 February 1911; 3 August 1911.

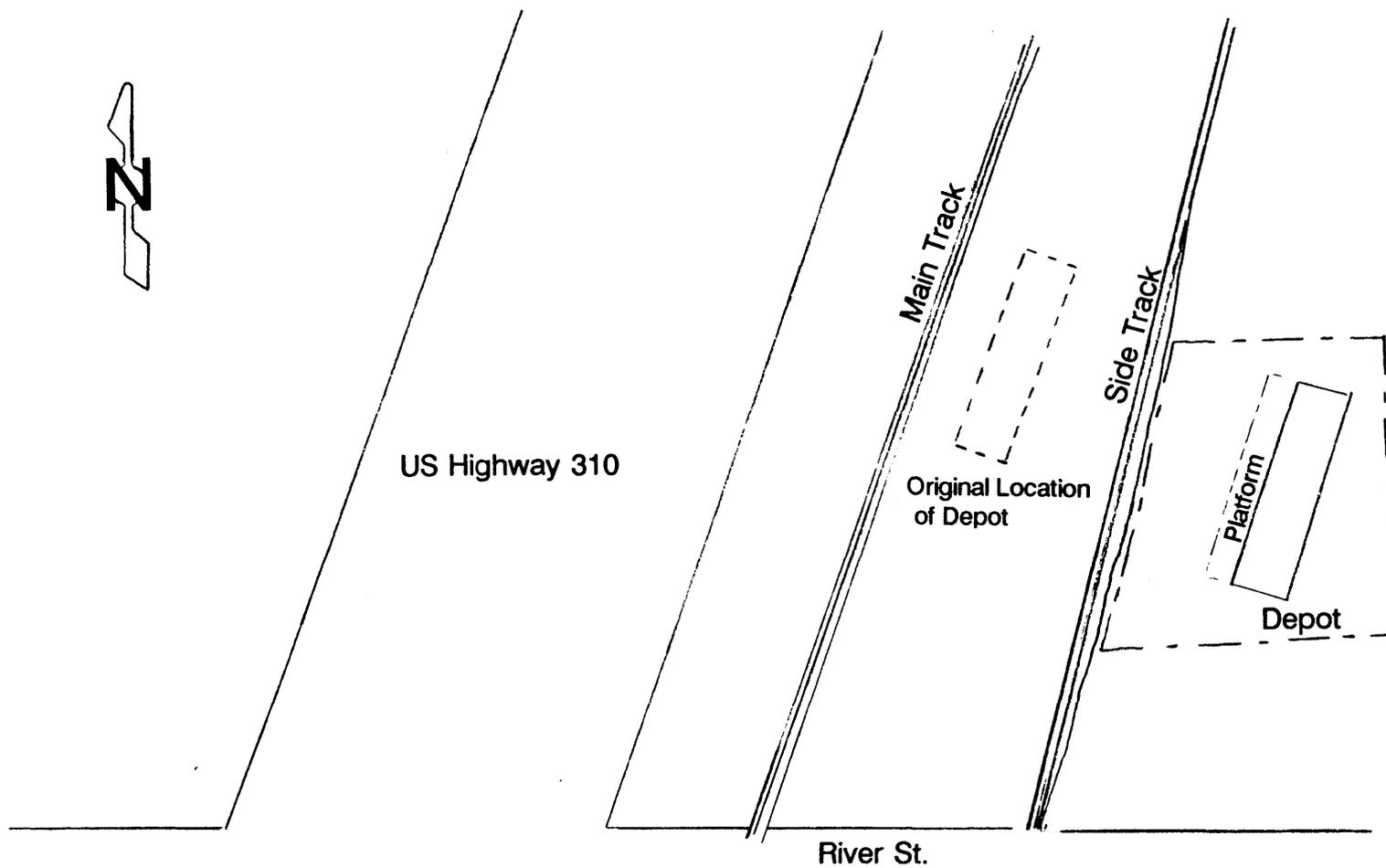
Grant, H. Roger. "The Standardized Railroad Station on the Great Plains, 1870-1920." In: The Great Plains: Environment and Cultural Heritage of the Plains: Symposium University of Nebraska, eds. Brian W. Blouet and Frederick C. Lubke, 1977.

Northern Pacific Railroad. Standardized Plan of Fourth Class Combination Depot. 1902.

Photograph of Northern Pacific Railroad Depot at Fromberg, Montana. 1902. Haynes Foundation Collection. Montana Historical Society, Helena, Montana.

Renz, Louis Tucker. The History of the Northern Pacific Railroad. Fairfield, Washington: Ye Galleon Press, 1980.

Sanborn Fire Insurance Maps for Fromberg. 1907, 1912, 1927



Northern Pacific Railroad Depot

Fromberg, Montana

SW1/4 SE1/4 SE1/4 Section 17, T5S R23E

National Register Boundary:



Scale: 1 inch = 50 feet
August 1992