

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

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received JUN 20 1988
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Butte, Anaconda and Pacific Railway Historic District

and/or common Same

2. Location

street & number Right-of-way begins in Butte & travels to Anaconda,
generally along course of Silver Bow Creek N/A not for publication

city, town Butte and Anaconda vicinity of

state Montana code 030 county Silver Bow & Deer Lodge code 093/023

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<u>N/A</u>	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple (see continuation sheet)

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Anaconda-Deer Lodge Courthouse

street & number Main & 8th

city, town Anaconda state Montana

6. Representation in Existing Surveys

title See continuation sheet has this property been determined eligible? yes no

date _____ federal _____ state _____ county _____ local _____

depository for survey records

city, town _____ state _____

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date N/A

Describe the present and original (if known) physical appearance

The Butte, Anaconda, and Pacific Railway Historic District is a district comprised of the right-of-way of the railroad as it runs across the Butte hill, between Butte and Anaconda, and through the city of Anaconda. In addition, the district contains grounds on which sit various buildings owned by or historically associated with the B.A.&P. These grounds include the Butte depot, the West Butte yards, the Rocker yards, the Gregson section house, the East Anaconda yards, the Anaconda depot, the B.A.&P. General Office, and the main Anaconda yards and shops complex. Numerous historic bridges are also located along the right-of-way.

The right-of-way of the B.A.&P. is located at the headwaters of the Clark Fork River near the Continental Divide. The terrain in this part of southwest Montana is rolling semi-arid grassy hills with coniferous trees at the higher elevations. The lines on the Butte hill traverse relatively steep areas of Butte and were built to serve the mines associated with the Butte National Historic Landmark. The mainline of the B.A.&P. connecting Butte and Anaconda lies in bottom land and follows the course of Silver Bow Creek down through Silver Bow Canyon. At the mouth of the canyon, approximately 13 miles west of Butte, the mainline begins a gentle climb towards Anaconda, situated along Warm Springs Creek. At the site of the Anaconda smelter, currently under demolition, several branchlines leave the mainline to serve the smelter. The mainline travels along the north side of Anaconda and enters the main yard on Anaconda's west side. B.A.&P. track once went all the way to the Southern Cross Mine, 26 miles west of Anaconda. Now it extends only to a quarry about six miles west of town. The track and roadbed of the B.A.&P. are in excellent condition.

The tracks of the B.A.&P. cross numerous bridges, most of which are simple timber beam spans supported by wood pile bents. In Butte, there are three bridges which are plate girder spans supported by stone abutments and which carry the tracks over city streets. Also in Butte are two bridges and one tunnel which carry city streets over B.A.&P. tracks. Both of these bridges were originally tunnels. Just east of Rocker, a scewed plate girder bridge carries the Missoula Gulch line (which served the upper parts of the Butte hill) over old US Hwy 10.

In Silver Bow Canyon, there is one plate girder span carrying track over the creek, one plate girder span carrying track over the abandoned right-of-way of the Chicago, Milwaukee, St. Paul, and Pacific Railway, built in 1913 as a result of the electrification of the B.A.&P. and the C.M.S.P. & P., and the only truss bridge on the B.A.&P. system. This latter bridge is

8. Significance

Period	Areas of Significance—Check and justify below			
..... prehistoric	..... archeology-prehistoric	..... community planning	..... landscape architecture	..... religion
..... 1400-1499	..... archeology-historic	..... conservation	..... law	..... science
..... 1500-1599	..... agriculture	..... economics	..... literature	..... sculpture
..... 1600-1699	<input checked="" type="checkbox"/> architecture	..... education	..... military	..... social/
..... 1700-1799	..... art	<input checked="" type="checkbox"/> engineering	..... music	..... humanitarian
<input checked="" type="checkbox"/> 1800-1899	..... commerce	..... exploration/settlement	..... philosophy	..... theater
<input checked="" type="checkbox"/> 1900-	..... communications	<input checked="" type="checkbox"/> industry	..... politics: government	<input checked="" type="checkbox"/> transportation
		..... invention		..... other (specify)

Specific dates 1890- 1938 **Builder/Architect** Great Northern RR and Butte, Anaconda and Pacific Railway Engineers

Statement of Significance (in one paragraph) Criteria: A, B and C

The Butte, Anaconda and Pacific Railway (B.A.&P.), incorporated in 1892, is significant for its associations with late nineteenth century railroad expansion in Montana, the copper mining and smelting industry, railway electrification and hydro-electric power development, and the lives of James J. Hill, Marcus Daly and his associates, and John D. Ryan. Furthermore, B.A.&P. properties comprise an intact collection of railway buildings and structures, ca. 1890-1938, including depots, section houses, offices, a roundhouse and turntable, bridges, and a variety of other repair and maintenance facilities.

With the help and encouragement of his friend James J. Hill and the services of Hill's Great Northern Railway, Marcus Daly had the B.A.&P. line completed in 1893. The new railroad linked the Anaconda Copper Mining Company's mines in Butte with its smelters in Anaconda, providing greater and more efficient transportation for the Anaconda's burgeoning copper production. In 1912-13, under the leadership of John D. Ryan, the B.A.&P. electrified its operations. The success of the conversion provided an example that larger railroads, such as the Chicago, Milwaukee and St. Paul, eventually followed.

Marcus Daly (1841-1900) was born in Ireland in 1841. Daly came to America in 1856 at the age of 15, along with thousands of his countrymen, fleeing potato famine. After holding a variety of jobs Daly traveled to California and there worked in the mining camps. In 1868 he moved to Nevada, where in 1870 the Walker brothers hired him as foreman of their Emma Mine. In 1876 they sent him to Butte to look over mining prospects. On Daly's recommendation the brothers bought the Alice Mine and made Daly superintendent. The Alice became well-known as one of the most lucrative silver mines in the West.

In 1880 Daly sold his interest in the mine for a rumored \$100,000. He then purchased the Anaconda Mine for \$30,000. In 1881 Daly approached the wealthy San Francisco investment partners George Hearst, James Ben-Ali Haggin and Lloyd Tevis for financial backing to develop the Anaconda. The trio bought into the venture and made Daly superintendent. The Anaconda initially produced silver, but Daly soon discovered that the claim contained a wondrously rich deposit of mid-grade copper ore. Daly convinced his reluctant partners to invest more money into the mine and

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

See continuations sheets

Acreeage of nominated property ca. 750 acres

Quadrangle name Butte North and Butte South & Anaconda

Quadrangle scale 1:24,000

UTM References

see continuation sheets

A

Zone	Easting			Northing							

B

Zone	Easting			Northing							

C

Zone	Easting			Northing							

D

Zone	Easting			Northing							

E

Zone	Easting			Northing							

F

Zone	Easting			Northing							

G

Zone	Easting			Northing							

H

Zone	Easting			Northing							

Verbal boundary description and justification T 3 N; R 7 W section 7 T 5 N; R 11 W: sect. 33
T 3 N; R 10 W sections 1, 2, 12, 13 T 3 N; R 8 W sections 12, 13, 14, 15, 18, 19,
T 4 N; R 10 W: 7, 17-18, 20, 28-29, 34-35 20, 21, 22, 23
T 4 N; R 11 W: 2, 3, 4, 11, 12 T 3 N; R 9 W sections 13, 15, 16, 17, 18

List all states and counties for properties overlapping state or county boundaries also, see continuation sheets

state N/A code county code

state code county code

11. Form Prepared By

name/title Fredric L. Quivik, Architectural Historian; Mark Fiege, Historian

organization Renewable Technologies, Inc., under a contract to the Butte Historical Society date December 1984

street & number P. O. Box 4113 telephone (406) 782-2386

city or town Butte state Montana

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *Marcia Sheffy*

title Montana SHPO date 6-10-88

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I hereby certify that this property is included in the National Register

Patrick Andrews date 10/13/88

by Keeper of the National Register

Attest: date

Chief of Registration

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Property Ownership: B,A & P Historic District

Department of Commerce (owner of railroad line)
State of Montana
Keith Colbo, Director
1424 9th Ave.
Helena, MT 59620

Montana Mining Properties (owner of ore loading ramps at
Laith Reynolds, Manager Bell Diamond, Badger, Orphan
P.O. Box 605 Girl, and other yard facilities)
Butte, MT 59701

Montana Resources, Inc. (owner of land in Butte and some
Dennis Washington railroad yard property)
600 Shields
Butte, MT 59701

Rarus Railroad (owner of railroad yards and buildings
Bill McCarthy along the line in Rocker, Gregson, etc.)
P.O. Box 1070
Anaconda, MT 59711

A-1 Building Materials (owner of two buildings in Anaconda
Frank Smith yard)
Main and Front Streets
Anaconda, MT 59711

Bob Koprivica (owner of B,A & P depot and warehouse
102 Pintlar Lane in Butte)
Butte, MT 59701

Anaconda Minerals (owner of parcel of land near Rocker)
Bill Williams
First Security Building
Park St.
Anaconda, MT 59711

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a riveted, Warren pony truss with plate girder deck approach spans supported by stone abutments and composite steel piers, built by the Lassig Bridge and Iron Works of Chicago in 1897. In earlier years, the B.A.&P. had several other tunnels, bridges, and trestles which carried track to the various mines and smelters in Butte and Anaconda, but these have been demolished.

The B.A.&P. once had numerous buildings and other structures on the Butte hill including an electric sub-station, engine shops, section houses, watchmen's shanties, and various facilities for loading ore. However, these too have been demolished. The only buildings which survive in Butte are the depot and the buildings at the west Butte yard. The depot was originally built as separate passenger and freight depots in 1895. It was enlarged with an extension of the east wall of the freight depot linking it to the west wall of the passenger depot in 1898, making the two a single building. The Butte depot is a brick building, 29' x 200', with a hipped roof over the passenger (east) end and a gable roof over the freight (west) end. There is a polygonal bay extension on the south side of the old passenger depot which is original. The exterior of the Butte depot has seen little change since the 1898 enlargement. It is currently used for storage.

The west Butte yard has several wood frame buildings including a hipped roof garage which was moved from elsewhere on the Butte hill in 1976, four sheds, and the section house built in 1925. The section house is a 1-1/2 story house with a gable roof, lapped siding, a full length porch along its east side, 2/2 double hung windows, and a wood foundation.

Rocker is a community about four miles west of Butte. The Rocker yards were built by the B.A.&P. to assemble full length trains from smaller collections of ore cars off the Butte hill for the run to Anaconda. The B.A.&P. once had a roundhouse and other buildings at Rocker. Currently, the only surviving buildings are the Rocker depot, the scale house, a crew shack, and seven other assorted sheds. The Rocker depot is a wood frame structure with novelty siding, a hipped roof, 2/2 double hung windows, and a wood foundation. The scale house is adjacent to a siding which has a scale beneath the tracks. Apparatus for reading the scale is still in place in the scale house, a wood frame building with a gable roof. The crew shack and the other sheds are also wood frame structures.

The Gregson section house is a 1-1/2 story wood frame structure designed and built in the saltbox configuration for the B.A.&P. by the Great Northern in 1893. The section house was removed

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from its original location in 1985 and is no longer included within the boundaries of the proposed historic district. A number of ancillary buildings at Gregson, including the bunkhouse, tool house, and various sheds, do remain to recall the active role this yard played in the historic operation of the Butte, Anaconda and Pacific Railroad.

The east Anaconda yard was built by the B.A.&P. to disassemble full length trains of ore cars into smaller collections of cars so that locomotives could pull them up the steep grade to the adjacent smelter. Buildings at the east Anaconda yard include a scale house (1923), bunk house (1918), the dispatcher's building (1956), and other associated sheds. They are all wood frame. Around the turn of the century, there were additional yards in Anaconda which served the smelter, known as the Old Works, then located on the north side of Warm Springs Creek. These yards were taken up when the Old Works were demolished shortly after 1900.

The former Anaconda depot for the B.A.&P. is currently the store and warehouse for a building supply outlet. It was originally built by the Montana Union RR in 1890. The depot is a brick structure with a hipped roof of wood shingles. On its north side is a polygonal projecting bay with a conical roof. The building sits on an elevated stone foundation (rusticated ashlar granite) and has several large semi-circular arched openings with stone voussoirs which match the foundation. To the east of the depot are two wood frame warehouses currently used for lumber storage.

The general office building of the B.A.&P. is a two story brick structure built in 1897. The original block has rounded corners, ornamental corbelling at the parapet, a central projecting bay on its rear facade, and semi-circular arched openings for the second floor windows. The first addition to the west was designed and built to match the original block. The last addition to the west is a simple brick block with windows only on the west and north side. The exterior of the general office is virtually intact, but the interior has undergone extensive remodeling.

On Anaconda's west side is the main B.A.&P. yard and shop complex, one of the most intact examples of 19th century railroad shop facilities in the western US. The major buildings in this complex are the roundhouse with its turntable, the machine/locomotive repair shop, the blacksmith/boiler shop, and the large main B.A.&P. warehouse. Ancillary buildings include a toilet house, sand house, oil house, paint shop, carpenters', plumbers',

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and electricians' shops, hose houses, the wrecking crane house, and numerous other sheds and shacks. Many of these buildings date from the original construction completed for the B.A.&P. by the Great Northern.

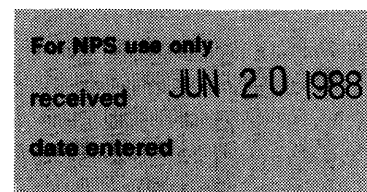
The roundhouse was built in 1893 and enlarged by an additional 10 stalls in 1907. It is of brick bearing wall construction with a timber post and beam system for the supporting of the roof. The roof slopes outward from the center of the roundhouse. The original section is the west half. The east half was built to match the original. The turntable for the roundhouse was fabricated by the Lassig Bridge and Iron Works in 1893 and is intact. The roundhouse has been modified over the years to accommodate the conversion of the B.A.&P. first to electric traction in 1913 and then to diesel power in the 1960s. However, these changes have been relatively minor and the character of the 19th century roundhouse survives.

The blacksmith and boiler shop was built in 1896. It is of brick bearing wall construction with a gable roof. Brick parapets extend above the gable ends and the roof is supported by heavy timber trusses. The building features a pair of louvered cupolas, one over each of the shops, and 24/12 double hung sash in segmental arched brick window openings. A pair of large wood double doors in similar brick arched openings allowed locomotives to enter the boiler shop at the west end of the building. The building is virtually unchanged from its original construction.

The original section of the machine/locomotive repair shop was built in 1896. An addition was constructed in 1907. The original section is very similar to the blacksmith/boiler shop in construction except that it is twice as wide and therefore has a pair of side-by-side gables. Each of these gables has full length roof monitors rather than the vent cupolas. The machine shop is housed in the south half of the building and the locomotive repair shop in the north half. At the west end of the machine shop is a small brick extension which used to house the boiler for the complex. The boiler has been removed and the room converted to a welding shop. At the west end of the repair shop are a pair of large double doors similar to those in the boiler shop. The 1907 addition extends eastward from the machine shop only. The walls of the addition are of similar construction but the roof differs from the original with steel trusses rather than wood and with monitors that straddle the roof rather than run along the ridge. There is a small brick, shed roof addition on the east end of the 1907 wing which houses an auto shop and a small wood frame, shed roof addition on the north side of the 1907 wing which houses an electric shop.

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The first section of the main warehouse was built in 1900. It is of timber post and truss construction with lapped siding and a gable roof. It houses the yard office at its east end. It was extended to the west using identical construction in 1914 and extended to the west again using bar joist construction and metal sheathing in 1957.

Besides housing the facilities for the repair and maintenance of locomotives, the main yard and shop complex housed facilities for light and heavy car repair, car painting, bridge and building maintenance, and the wrecking crane. Clusters of buildings for each of these functions may be found throughout the complex, many of which date from the early periods of the railroad's history.

Most of the buildings and right-of-way of the Butte, Anaconda, and Pacific have been maintained in excellent condition. This district represents a valuable and significant national historical resource as well as a valuable local economic resource.

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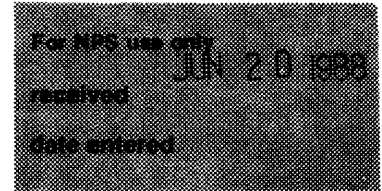
Representation in Existing Surveys

The Butte Depot, the West Butte buildings are represented in the Inventory of the Butte NHL completed by the Butte Historical Society, 1981-1985. It is a local survey deposited in the Butte-Silver Bow Public Archives, Butte, and the State Historic Preservation Office, Montana Historical Society, Helena.

Two of the BA&P bridges were recorded by the 1979-1981 HAER inventory of historic Montana bridges. A federal survey, it is deposited in the Library of Congress, Washington, DC, and the State Historic Preservation Office, Montana Historical Society, Helena.

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Representation in Existing Surveys

Structures in Anaconda noted in:

Historic American Engineering Record Butte/Anaconda Rehab
Action Team Survey of Anaconda. Determined Eligible? X no
SHPO, Montana Historical Society X federal
Helena, MT Date: 1979

Truss Bridges in Silver Bow Canyon recorded in:

Historic American Engineering Record Montana Historic Bridges Inv.
SHPO, Montana Historical Society Determined Eligible? X yes
Helena, MT X federal
Date: 1981

Buildings (but not bridges) in Butte recorded in:

Butte Historical Society Inventory of Butte National Historic Landmark
SHPO Montana Historical Society
Helena, MT Determined Eligible? X yes
X local
Date 1984

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into other potentially rich claims surrounding the Anaconda. The basis for the Anaconda Company to eventually dominate the industrial development of Montana was established.

In order to develop the ore produced from the syndicate's mines, Daly envisioned the construction of a smelting operation near Butte. The Anaconda became the first mine to produce large quantities of copper ore. Normally, Daly shipped high grade ore containing forty-five percent copper to Swansea, Wales for refinement. The rest he stockpiled until it could be smelted locally. Although numerous independent smelters existed in Butte, Daly wanted to build one solely for Anaconda's operations. With it he would control the two basic steps in copper production, mining and smelting, and so give himself an edge over competitors.

For the site of the new smelter Daly chose a location along Warm Springs Creek, 26 miles west of Butte. There, abundant water and timber, which the Butte area lacked, provided an ideal spot for copper smelting. Next to the smelter location Daly planned a townsite development, which he called Anaconda, after his mine. The original smelter, later known as the Upper Works, began operation in 1884. Daly opened a second smelter, the Lower Works, in 1889. The two facilities contained the most advanced smelting technology in the world and processed 450 to 500 tons of ore daily, and were the largest nonferrous metallurgical plants in the world. In 1900 Daly approved plans for the construction of a third smelter on a hill southeast of the town. The Washoe Reduction Works, opened in 1902, superceded the old smelters and became the world's largest nonferrous metallurgical plant.

One facet involved in the process of transforming copper ore into a refined state that Daly did not control was the transporting by railroad of the ore from Butte to the smelters in Anaconda. In 1884, the Utah & Northern, a subsidiary of the Union Pacific Railroad, completed a narrow gauge line which connected the Anaconda Mine to the distant smelter. The Utah and Northern, organized by Mormon investors under the leadership of John W. Young, had been the first railroad into Montana, the first train reaching Butte in December of 1881. It linked Butte and Anaconda to the Union Pacific line at a connection in northern Utah.

Immediately following the Utah and Northern advancement into Montana, Northern Pacific track-laying crews entered eastern and western Montana, intent on completing the Congressional mandate to make the NP a transcontinental line. By September of 1883 construction was complete. Instead of competing for markets, in

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early 1882 the Union Pacific and Northern Pacific reached an agreement whereby the NP would stay out of Butte if the UP did not move north of the city. Furthermore, the two railroads pooled their resources and formed the Montana Union Railroad, which ran from Butte to Garrison. Because of the pact between the UP and the NP, freight rates remained high.

Meanwhile, railroad financier James J. Hill planned to bring his St. Paul, Minneapolis and Manitoba Railroad Company into Montana. In 1886 Hill agreed to finance his friend C.A. Broadwater in building the Montana Central Railroad, which would connect Butte and Great Falls to Hill's mainline across northern Montana. In 1887 Hill's railroad reached Great Falls; two years later, in 1889, workmen finished the Montana Central Line. The UP no longer had a monopoly over the Butte market. With the competition of the Montana Central, the UP lowered freight rates 50%, except between the Butte mines and Anaconda smelters. Daly's mining and smelting operations were still at the mercy of the Union Pacific-controlled Montana Union Railroad.

Over the next several years, until 1892, Daly argued with the Montana Union over freight rates. The railroad charged seventy-five cents per ton, which he thought excessive. In 1892 he refused to make any agreement with the Montana Union for more than 50 cents a ton. Relations reached an impasse, so Daly suspended mining and smelting operations and announced that the Anaconda Company would construct its own railroad for hauling ore.

On September 30, 1892, Daly, along with business associates William L. Hoge, M. Kirkpatrick, Judson B. Losse, and William Scallon, incorporated the Butte, Anaconda and Pacific Railway Company (B.A.&P.). "Pacific" denoted Daly's desire to extend the railroad west to the Bitterroot Valley, Missoula, and perhaps the ocean. Daly had no experience in railroad building, so he turned to "Empire Builder" James J. Hill for help. Apparently Daly and Hill were friends, although little is known about their relationship.

When the Montana Central reached Butte, connecting the city with Hill's Great Northern system, Hill told Daly that he wished to provide him with transportation "at rates as will enable you to largely increase your business." Hill provided 49% of the capital stock for the formation of the B.A.&P.. Daly contracted with Hill's Great Northern Railway Company to build the new line. GN engineers oversaw construction of the road and probably designed some of the first facilities, such as the roundhouse, turntable and pit at the Anaconda yards. Local laborers did the

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actual work. Construction spanned a fourteen-month period, from October of 1892 to December 1893. Operation of the B.A.&P. began on December 1, 1893. The main line extended twenty-six miles, between Butte and Anaconda. Branch and spur lines, leading to mines and smelters, totalled an additional fifteen miles. By 1911, trackage belonging to the B.A.&P., including main line branches and spurs, yard tracks and sidings, amounted to 76 miles.

Soon, the B.A.&P. was hauling not only mining and smelting products, but also local agricultural produce, industrial products, and passengers. During its first few years of operation the B.A.&P. secured an integral place in the Anaconda Company's operations, as well as in the local economy and transportation network. In 1899-1906, the line carried over 2,700,000 tons of industrial products, primarily ore. A Montana Bureau of Labor, Agriculture, and Industry report for 1900 stated that the B.A.&P. "can show up more tonnage to the mile the year around than any other railroad in the country." In addition, the B.A.&P. employed a significant number of workers--395 in 1900.

In 1910, in order to keep up with copper production, the B.A.&P. decided to convert from steam power to electricity. Several characteristics of the B.A.&P. operation influenced this decision. Engines pulled extremely heavy ore trains up steep, mountainous grades on the Butte hill and at the Washoe smelter, in temperatures that frequently dropped below zero in the wintertime. Under such conditions, steam engines never ran efficiently enough to maintain a steady rate of operation. In addition, they required large amounts of expensive fuel, usually coal, and had to be serviced and maintained daily. In comparison, engines powered by electricity, also called "motors" or "juice-hogs", were inexpensive and efficient. A stream of electricity ensured that the engine went up and down grades at a constant speed, regardless of weather conditions. Maintenance was also cheap and relatively infrequent. Also, fewer men were needed to operate and care for the machine.

In 1911, after a careful study of the line, the B.A.&P. signed a contract with the General Electric Company for all equipment needed to electrify the railroad, including substation apparatus, catenary system, and 17 locomotives. General Electric engineers proposed a power supply of 2400 volts, D.C., the highest voltage ever applied to an electric railway up to that time, yet necessary for the B.A.&P.'s heavy hauls. Before that the most powerful electric lines ran at 1500 volts.

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Steam railroads most often electrified in order to alleviate the problem of congested air around cities and in tunnels, caused by smoke-belching locomotives. But the B.A.&P., before any other railroad in the United States, electrified for reasons of economy. Electricity simply was cheaper and more efficient than steam. Normally, the process of converting a steam railroad to electricity was an expensive proposition, because of the high cost of materials--such as copper wire--installation, and power.

In the case of the B.A.&P., however, the parent Anaconda Co. supplied copper from its own mines, and the proximity of hydro-electric power sources in Montana offered a cheap and easy source of electricity. John D. Ryan, President of both the B.A.&P. and the Anaconda Company, was at the time marshalling all of the various regional electricity suppliers into the mighty Montana Power Company. Under Ryan's aegis, the B.A.&P. was equipped and converted to electricity and sold inexpensive power.

Construction of the system took place in 1912-13. The move was a success; after electrifying, the B.A.&P. ran more trains in less time over its lines than with steam. The conversion of the B.A.&P. proved to be a test case for other railroads. On the B.A.&P. example, the Canadian Northern Railroad at Montreal switched from steam to electric traction. The Chicago, Milwaukee and St. Paul Railroad watched the B.A.&P. electrification closely, and soon decided to electrify its lines. John D. Ryan, also on the Board of Directors of the CM&St.P, undoubtedly played an important role in the decision. The Anaconda Company realized a \$5 million profit in copper wire sold for the CM&St.P electrification. The first section completed in 1915, was from Three Forks to Deer Lodge, a division part of which paralleled the B.A.&P. tracks.

Following the First World War, which marked the peak years of railroad activity in the United States, the B.A.&P., like most railroads, slowly declined. Buses, automobiles and trucks all cut into the railroad's business. Passenger service decreased until the Montana Public Service Commission finally allowed the B.A.&P. to eliminate it altogether in 1955. The opening of the Anaconda Company's Weed Concentrator in Butte also meant that less railroad transportation of ore to the smelter was required. The B.A.&P. introduced diesel-powered locomotives in 1952, the same year it phased out steam engines. In 1967 the railroad discontinued operation of the electrics, and in 1969 removed all electrical apparatus from its lines. Throughout the late 1960s and into the mid-1970s, the B.A.&P. gradually abandoned and removed once important buildings, particularly at the Butte hill and Rocker yards. Finally, in July of 1984, because of mining

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and smelting cessation caused by world copper market conditions, the B.A.&P. filed for abandonment with the Interstate Commerce Commission. The rail line is now owned by the State of Montana and operated by a private, nonprofit corporation called Rarus Railroad. The railroad is an essential component of the Butte-Anaconda Historic Park System, offering freight service between the two cities.

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B.A.&P. Boundary Description

The B.A.&P. historic district is comprised of a long, narrow corridor extending from Butte to eight miles west of Anaconda with several "bulges" in that corridor. The corridor is defined as the strip of land ten feet on either side of the center line of the B.A.&P. mainline from Arizona Street in Butte to the West Anaconda yard in Anaconda, plus the Missoula Gulch line from the Badger State Mine in Butte to Rocker, plus the Smelter Line from the East Anaconda yard in Anaconda to the top of Smelter Hill, plus the Quarry Line from the West Anaconda yard to a quarry eight miles west of Anaconda. The "bulges" are the West Butte yard, the Rocker yard, the Gregson yard, the East Anaconda yard, and the West Anaconda yard. Descriptions for each of these follow.

The boundary of the area encompassing the buildings of the West Butte yard begins at a point along the B.A.&P. mainline 150 feet west of Montana Street (C20). From there, it follows a line perpendicular to the mainline 125 feet south-southeast to a point (C19). From there, it follows a line parallel to the mainline 325 feet west-southwest to a point (C18). From there, it follows a line perpendicular to the mainline 125 feet north-northwest to a point on the mainline (C17). From there, it follows the mainline 325 feet back to the point of beginning.

The boundary of the area encompassing the Rocker yard begins about 200 feet east of Bridge B7 on the B.A.&P. mainline at the east switch of the Rocker wye (C24). From there, it follows a line perpendicular to the mainline 180 feet south to a point (C23). From there, it follows a line parallel to the mainline 1850 feet west to a point (C22). From there, it follows a line perpendicular to the mainline 450 feet north to the south bank of Silver Bow Creek (C21). From there, it follows Silver Bow Creek approximately 1200 feet east to Bridge B8 (C26). From there, it follows the west leg of the Rocker wye in a northerly direction about 400 feet to its intersection with the east leg of the Rocker

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we (C25). From there, it follows the east leg of the Rocker we in a southerly and easterly direction to the point of beginning.

The boundary of the area encompassing the Gregson yard and its ancillary buildings begins at a point on the east side of Highway 441, 60 feet south of its intersection with the B.A.&P. mainline (C14). From there, it follows a line parallel to the mainline 480 feet southeast to a point (C15). From there, it follows a line perpendicular to the mainline 180 feet north-east to a point (C16). From there, it follows a line parallel to the mainline 570 feet northwest to the east side of Highway 441 (C13). From there, it follows the east side of Highway 441 south to the point of beginning.

The boundary of the area encompassing the East Anaconda yard begins at a point 70 feet north of the bridge which carries the B.A.&P. mainline over the Smelter Hill access road (C12). From there, it follows a line parallel to the mainline 3160 feet west-northwest to a point (C9). From there, it follows a line perpendicular to the mainline 300 feet south-southwest to a point (C10). From there, it follows a line parallel to the mainline 3160 feet east-southeast to a point (C11). From there, it follows a line perpendicular to the mainline 300 feet north-northeast to the point of beginning.

The boundary of the area encompassing the West Anaconda yard begins at a point at the northwest corner of Park and Spruce (C5). From there, it follows the east side of Spruce 410 feet northeast to the north side of Commercial Avenue (C6). From there, it follows a line perpendicular to the B.A.&P. mainline 330 feet north-northeast to a point along the fence enclosure (C7). From there, it follows the fence line 370 feet northwest to a fence corner (C8). From there, it follows the fence line 1330 feet west to a point (C1). From there it follows a line perpendicular to the mainline 350 feet south-southwest to the opposite fence enclosure (C2). From there, it follows the fence line 350 feet east-southeast to a fence corner (C3). From there, it follows the fence line 170 feet south-southwest to a fence corner at Park Avenue (C4). From there, it follows the fence line 1090 feet along the north side of Park to the pont of beginning.

In addition to the above-described "bulges," there are several other significant resources along or directly adjacent to the B.A.&P. lines which occupy parcels of less than one acre. These include bridges and buildings. UTM's for these resources are listed below along with UTM's for the "bulges."

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UTM's (all Zone 12)

	Easting	Northing
WEST ANACONDA YARD		
C1	348,050	5,110,550
C2	348,000	5,110,450
C3	348,100	5,110,450
C4	348,100	5,110,350
C5	348,350	5,110,300
C6	348,450	5,100,350
C7	348,500	5,100,450
C8	348,400	5,100,550
EAST ANACONDA YARD		
C9	350,750	5,108,400
C10	350,700	5,108,250
C11	351,800	5,108,900
C12	351,850	5,109,050
GREGSON SECTION HOUSE		
C13	360,100	5,600,800
C14	360,050	5,600,750
C15	360,250	5,600,600
C16	360,300	5,600,650
WEST BUTTE YARD		
C17	380,750	5,095,200
C18	380,750	5,095,150
C19	380,850	5,095,200
C20	380,850	5,095,250
ROCKER YARD		
C21	375,200	5,095,600
C22	375,200	5,095,400
C23	375,800	5,095,300
C24	375,800	5,095,350
C25	375,700	5,095,450
C26	375,650	5,095,400

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Following are UTM's for spot resources along the B.A.&P. right-of-way.

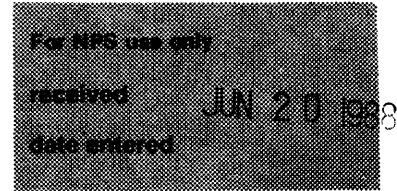
	Easting	Northing
BRIDGES		
B1	381,500	5,095,450
B2	381,500	5,095,450
B3	380,200	5,095,300
B4	381,150	5,095,300
B5	377,900	5,095,100
B6	376,000	5,095,350
B7	375,900	5,095,350
B8	375,700	5,095,350
B9	375,250	5,095,450
B10	374,150	5,095,400
B11	371,400	5,095,550
B12	370,500	5,095,750
B13	368,400	5,095,800
B14	366,900	5,096,400
B15	366,250	5,096,550
B16	364,650	5,096,500
B17	364,650	5,096,500
B18	363,450	5,096,000
B19	362,600	5,096,350
B20	361,500	5,097,750
B21	356,000	5,103,750
B22	354,850	5,106,850
B23	352,200	5,105,250
B24	352,300	5,105,350
B25	346,200	5,111,600
B26	380,350	5,096,950
B27	381,600	5,097,000
B28	380,850	5,097,000
B29	381,150	5,097,100
B30	381,200	5,097,250

SIGNIFICANT BUILDINGS

BD1 (Butte Depot)	381,600	5,095,550
A1 (Montana Union Depot)	349,300	5,110,300
A3 (General Office)	349,000	5,110,300

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Miscellaneous Structures	Easting	Northing
M1	380,750	5,095,050
M2	379,900	5,094,950
M3	378,450	5,096,000
M4	379,350	5,095,000
M5	380,250	5,096,900
M6	380,250	5,096,900
M7	382,000	5,097,000
M8	382,400	5,098,000
M9	381,650	5,097,150
WB7	380,450	5,095,050
D1	361,450	5,097,750
SL1	353,300	5,106,350

Other significant points along the right-of-way

Western Terminus (point R)	340,780	5,114,560
Line leaves West Valley Quad for Anaconda Quad (point S)	345,520	5,111,100
Line leaves Anaconda Quad for Butte North Quad (point B17)	364,650	5,096,500
Line leaves Butte North Quad for Butte South Quad (point T) (point U)	378,150 380,150	5,094,050 5,094,050
Eastern Terminus (point BDI)	381,600	5,095,550
Northern Terminus (point M8)	382,400	5,098,000

USGS quadrangles:

Scale

Butte South	1:62,500
Butte North	1:62,500
Anaconda	1:62,500
West Valley	1:24,000

Approximate Acreage for the BA&P Historic District: 750

**Butte, Anaconda and Pacific Railway Historic District
List of Buildings, Structures and Sites**

<u>Inv. #</u>	<u>Name</u>	<u>Location</u>	<u>Date</u>	<u>Materials</u>	<u>Status</u>	Photo Number
D7	B, A, & P Rwy. Line	Butte to Anaconda	1895	steel track, wood ties	p	
BD1	B, A, & P Rwy. Depot	Utah Ave., Butte	1895	1 story brick	p	#22
BD2	B, A, & P Warehouse	Utah Ave., Butte	1895	1 story brick	c	
M1	Cantenary Tower	1003 S. Montana, Butte	c.1917	steel truss tower	c	
M2	Cantenary Bridge	3/4 mi W of 1003 S. Montana, Butte	c.1917	truss signal bridge	c	
M3	Ore Loader (Orphan Girl)	near Orphan Girl Mine, Butte	c.1960	timber frame ramp	nc	
M4	Waite Oil Co. Pump House	W. of Butte	c.1925	1 story wood frame	c	
M5	Ore loader (Anselmo)	near Anselmo Mine, Butte	c.1945	timber frame platform	nc	
M6	Ore loader (Anselmo)	near Anselmo Mine, Butte	c.1945	timber frame platform	nc	
M8	Ore loader (Speculator)	near Speculator Mine, Butte	c.1945	timber frame platform	nc	
M9	Ore loader (Kelly)	near Kelly Mine, Butte	c.1945	timber frame platform	nc	
WB1	West Butte Section House	Montana Street, Butte	c.1925	1 1/2 story wood frame	c	
WB2	West Butte Yard Wood Shed	Montana Street, Butte	c.1915	1 story wood frame	c	
WB3	West Butte Yard Bunk House	Montana Street, Butte	c.1915	1 story wood frame	c	#20
WB4	West Butte Yard Tool House	Montana Street, Butte	c.1900	1 story wood frame	c	
WB5	West Butte Yard Shed	Montana Street, Butte	c.1915	1 story wood frame	c	#21
WB6	Butte Hill Garage	Montana Street, Butte	c.1925 (moved)	1 story wood frame	nc	
WB7	Ore loader (West Butte)	West Butte Yards	c.1925	timber frame platform	c	
B1	Nevada Street Main Line Bridge	Nevada Street, Butte	1907	plate girder	c	#26
B2	Nevada Street NP connection bridge	Nevada Street, Butte	1907	plate girder	c	
B3	Colorado Alley Bridge	Colorado Alley, Butte	1902	timber stringer	c	
B4	Colorado Street Bridge	Colorado Street, Butte	1901	Plate girder	c	
B5	Whiskey Gulch Bridge	Mile Post 2.46 between Rocker & Butte	1942	timber stringer	nc	
B6	U.S. Hwy. 10 Bridge	Mile Post .34 @ Missoula Gulch	1936	plate girder	c	#25
B7	Silver Bow Creek Bridge	near Rocker	1939	timber stringer	nc	

<u>Inv.</u> <u>#</u>	<u>Name</u>	<u>Location</u>	<u>Date</u>	<u>Materials</u>	<u>Status</u>	Photo Number
B8	Silver Bow Creek Bridge	West leg of track near Rocker	1943	timber stringer	nc	
B9	Auto bridge	Rocker Yard	c.1925	timber pile	c	
B10	Silver Bow Creek Bridge	Mile Post 4.81, West Rocker	1939	timber stringer	nc	
B11	Silver Bow Creek Trestle	Mile Post 6.56	1941	timber stringer	nc	
B12	BAP Trestle	Mile Post 7.13, East of Ramsay	1938	timber stringer	c	
B13	Brown's Gulch Creek Bridge	Mile Post 8.47	1939	timber stringer	nc	
B14	Silver Bow Creek Bridge	Mile Post 9.54, East of Miles x-ing	1939	timber stringer	nc	
B15	BAP Bridge	Mile Post 9.93	1938	timber stringer	c	
B16	Bridge over Milwaukee RR line	Mile Post 10.97	1913	plate girder	c	
B17	Silver Bow Creek Bridge	Mile Post 11.02	1897	Warren pony truss	c	#24
B18	Silver Bow Creek Bridge	Mile Post 11.87	1897	plate girder	c	
B19	Silver Bow Creek Bridge	Mile Post 12.48	1908	plate girder	c	#23
B20	German Gulch Creek Bridge	Mile Post 13.68	1938	timber stringer	c	
B21	Willow Creek Bridge	Mile Post 21.36	1938	timber stringer	c	
B22	Mill Creek Bridge	Mile Post 23.77	c.1938	timber stringer	c	
B23	Smelter Line Trestle	SW of Silica	c.1938	timber stringer	c	
B24	Smelter Line Trestle	SW of Silica	c.1938	timber stringer	c	
B25	Trestle on Quarry Line	Mile Post 2.10 on Quarry Line	1943	timber stringer	nc	
B27	Lava St. Bridge	over Lava St., Butte	1942	timber stringer	nc	
B28	Montana St. Bridge	under Montana St., Butte	1961	concrete	nc	
B29	Main Street Tunnel	under Main St., Butte	c.1898	timber/concrete	c	
B30	Main Street Bridge	under N. Main St., Butte	1945	timber stringer	nc	
R1	BAP Rocker Depot	south edge of Rocker	c.1920	1 story wood frame	p	#18
R2	Rocker Hand Car & Tool House	south edge of Rocker	1902	1 story wood frame	c	
R3	Rocker Scale House	south edge of Rocker	c.1938	1 story wood frame	c	#19
R4	Rocker Sand House	south edge of Rocker	c.1938	1 story wood frame	c	
R5	Rocker Storage Shed	south edge of Rocker	c.1938	1 story wood frame	c	
R6	Rocker Garage	south edge of Rocker	c.1938	1 story wood frame	c	
R7	Rocker Tool Shed	south edge of Rocker	c.1938	1 story wood frame	c	
R8	Rocker Tool & Storage Shed	south edge of Rocker	c.1938	1 story wood frame	c	
R9	Rocker Bunk House	south edge of Rocker	c.1938	1 story wood frame	c	
R10	Rocker Framing Mill Foundation	south edge of Rocker	c.1905	concrete foundation	c	
R11	Rocker Tramway	south edge of Rocker	c.1925	timber frame	c	

tramway

<u>Inv.</u> <u>#</u>	<u>Name</u>	<u>Location</u>	<u>Date</u>	<u>Materials</u>	<u>Status</u>	Photo Number
D1	Durant Depot Foundation	Durant	c.1900	concrete foundation	nc	
G2	Gregson Out House	1/4 mi. N of Fairmont Hot Springs	c.1920	1 story wood frame	c	
G3	Gregson Bunkhouse	1/4 mi. N of Fairmont Hot Springs	1906	1 story wood frame	c	#17
G4	Gregson Hand Car & Tool House	1/4 mi. N of Fairmont Hot Springs	1893	1 story wood frame	c	
G5	Gregson Shed	1/4 mi. N of Fairmont Hot Springs	c.1920	1 story wood frame	c	
G6	Gregson Shed	1/4 mi. N of Fairmont Hot Springs	c.1920	1 story wood frame	c	
G7	Gregson Water Supply Pump House	1/4 mi. N of Fairmont Hot Springs	1940	1 story wood frame	nc	
SL1	Smelter Line Switchman's Shanty	near Silica	c.1910	1 story wood frame	c	
EA1	Dispatcher's Building	E. Anaconda Yard	1956	2 story CMU	nc	
EA2	Track Scale & House	E. Anaconda Yard	1922	1 story wood frame	c	#16
EA3	Bunkhouse	E. Anaconda Yard	1918	1 story wood frame	c	#15
EA4	Washer House	E. Anaconda Yard	c.1923	1 story wood frame	c	
EA5	Air Compressor Shed	E. Anaconda Yard	c.1900	1 story wood frame	c	
EA6	Compressed Air Tank Shed	E. Anaconda Yard	c.1900	1 story wood frame	nc	
EA7	Hand Car & Tool Shed	E. Anaconda Yard	1902	1 story wood frame	c	
EA8	Yard Master's Office	E. Anaconda Yard	1942	1 story wood frame	nc	
EA9	Shed	E. Anaconda Yard	c.1918	1 story wood frame	c	
A1	Montana Union RR Depot	Main & Front Sts., Anaconda	1889	1 story brick	c	#14
A2	Warehouse	Main & Front Sts., moved Anaconda	1970	1 story wood frame	nc	#1,#8
A2(a)	Shed	Main & Front Sts., moved Anaconda	1970	1 story wood frame	nc	
A3	BAP General Office	300 West Commercial Ave. Anaconda	1897	2 story brick	p	#13
A4	BAP Round House	900 West Commercial Ave. Anaconda	1893,1907	brick round house	p	#4
A5	BAP Turntable & Pit	900 West Commercial Ave. Anaconda	1893	plate girder	p	#1,#2,#3
A6	BAP Machine Shop	900 West Commercial Ave. Anaconda	1896	1 1/2 story brick	p	#1,#5,#6
A7	BAP Blacksmith/ Boiler Shop	900 West Commercial Ave. Anaconda	1896	1 1/2 story brick	p	#7

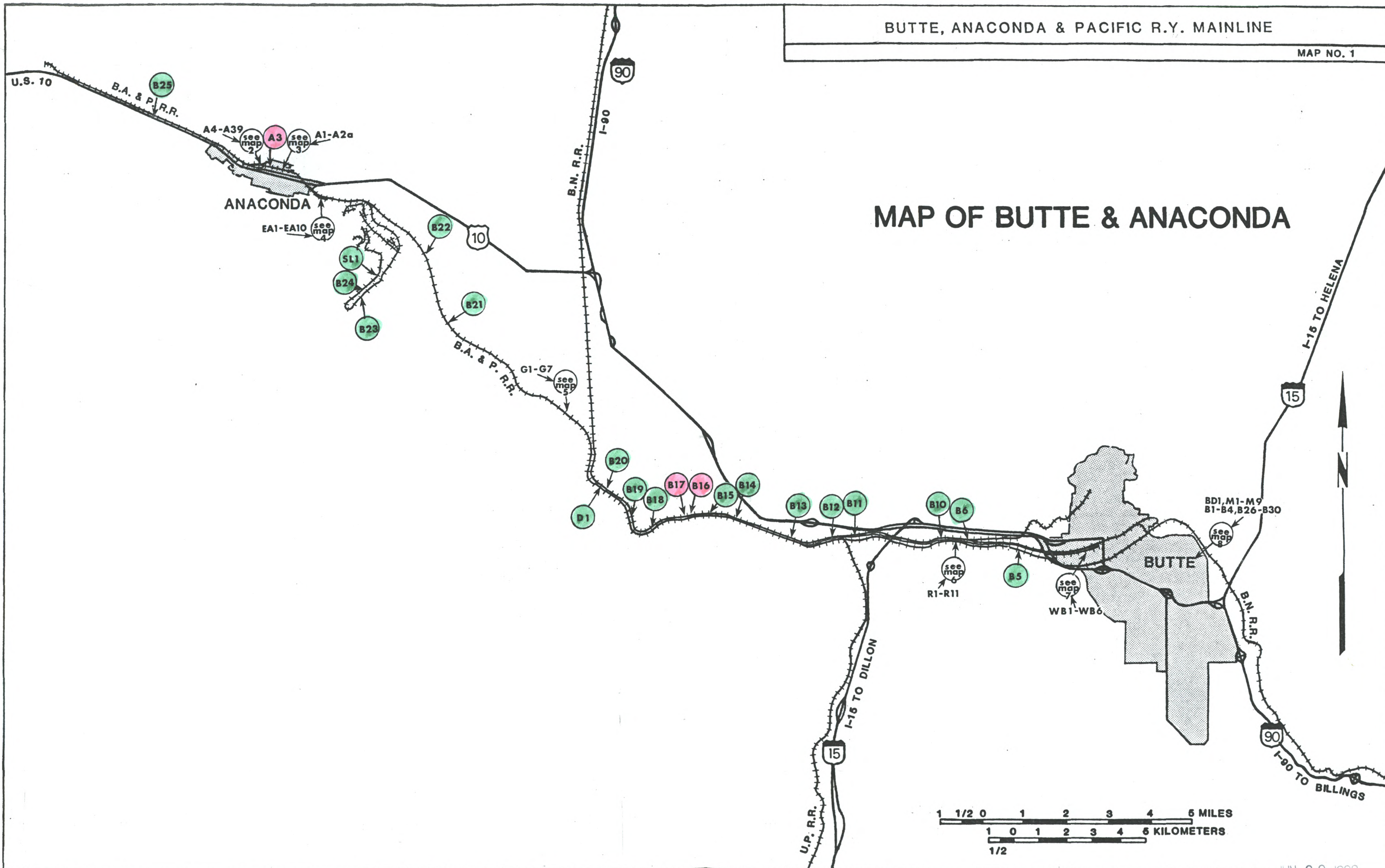
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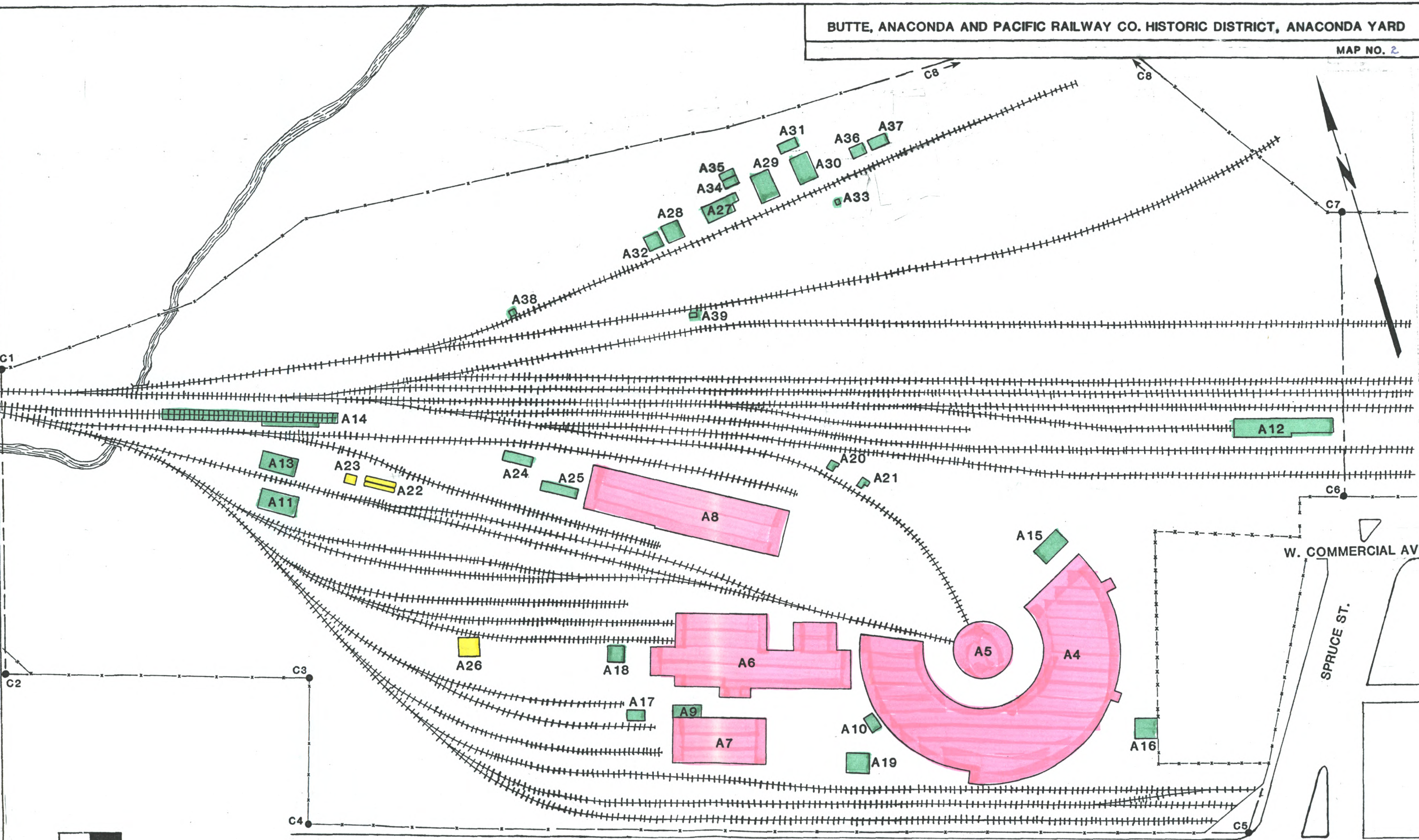
<u>Inv.</u> <u>#</u>	<u>Name</u>	<u>Location</u>	<u>Date</u>	<u>Materials</u>	<u>Status</u>	Photo Number
A8	BAP Store House & Office	900 West Commercial Ave. Anaconda	1900,1914	post and beam	p	
A9	BAP Welding Bldg.	900 West Commercial Ave. Anaconda	1925	1 story wood frame	c	
A10	BAP Shop Toilet	900 West Commercial Ave. Anaconda	1909	1 story brick	c	
A11	BAP Oil House	900 West Commercial Ave. Anaconda	1906	1 story brick	c	
A12	BAP Wrecking Crane	900 West Commercial Ave. Anaconda	1910	1 story brick	c	#11
A13	BAP Sand House	900 West Commercial Ave. Anaconda	1893	1 story brick	c	#9
A14	BAP Coal Dock	900 West Commercial Ave. Anaconda	1893	timber trestle	c	#10
A15	Paint Shop	900 West Commercial Ave. Anaconda	1911	1 story brick	c	
A16	Yard Office	900 West Commercial Ave. Anaconda	1957 (moved)	1 story wood frame	nc	
A17	Acetylene Generator Building	900 West Commercial Ave. Anaconda	1918	1 story wood frame	c	
A18	Acetylene & Oxygen Storage Bldg.	900 West Commercial Ave. Anaconda	1930	1 story wood frame	c	
A19	Tool/Repair House	900 West Commercial Ave. Anaconda	1918	1 story wood frame	c	
A20	Hose House	900 West Commercial Ave. Anaconda	c.1902	1 story wood frame	c	
A21	Gasoline House	900 West Commercial Ave. Anaconda	c.1922	1 story wood frame	c	
A22	Diesel Tanks	900 West Commercial Ave. Anaconda	1957,1967	steel tanks	nc	
A23	Pumphouse	900 West Commercial Ave. Anaconda	1957	1 story wood frame	nc	
A24	Brass Storage Shed	900 West Commercial Ave. Anaconda	c.1900	1 story wood frame	c	
A25	Storage Parts Structure	900 West Commercial Ave. Anaconda	c.1900	1 story wood frame	c	
A26	Dawson Substation	900 West Commercial Ave. Anaconda	c.1957	1 story wood frame	nc	
A27	Bridges & Bldg. Carpenters Shop	900 West Commercial Ave. Anaconda	1930	1 story wood frame	c	
A28	Bridges & Bldg. Paint Shop	900 West Commercial Ave. Anaconda	1925	1 story wood frame	c	
A29	Bridges & Bldg. Lumber Shed	900 West Commercial Ave. Anaconda	1930	1 story wood frame	c	
A30	Bridges & Bldg. Lumber Shed	900 West Commercial Ave. Anaconda	1930	1 story wood frame	c	
A31	Bridges & Bldg. Truck Garage	900 West Commercial Ave. Anaconda	1938	1 story wood frame	c	
A32	Bridges & Bldg. Pipe Shop	900 West Commercial Ave. Anaconda	c.1930	1 story wood frame	c	#12

<u>Inv.</u> <u>#</u>	<u>Name</u>	<u>Location</u>	<u>Date</u>	<u>Materials</u>	<u>Status</u>
A33	Bridges & Bldg. Fire House	900 West Commercial Ave. Anaconda	c.1900	1 story wood frame	c
A34	Bridges & Bldg. Tool House	900 West Commercial Ave. Anaconda	c.1925	1 story wood frame	c
A35	Bridges & Bldg. Carpentry Tool Shed	900 West Commercial Ave. Anaconda	c.1925	1 story wood frame	c
A36	Bridges & Bldg. Cement Shed	900 West Commercial Ave. Anaconda	c.1925	1 story wood frame	c
A37	Bridges & Bldg. Cement Shed	900 West Commercial Ave. Anaconda	c.1925	1 story wood frame	c
A38	Bridges & Bldg. Shed	900 West Commercial Ave. Anaconda	c.1930	1 story wood frame	c
A39	Bridges & Bldg. Shed	900 West Commercial Ave. Anaconda	c.1930	1 story wood frame	c

	<u>Contributing</u>	<u>Noncontributing</u>
Buildings	51	7
Structures	34	21
Sites	2	0
TOTAL	87	28

MAP OF BUTTE & ANACONDA



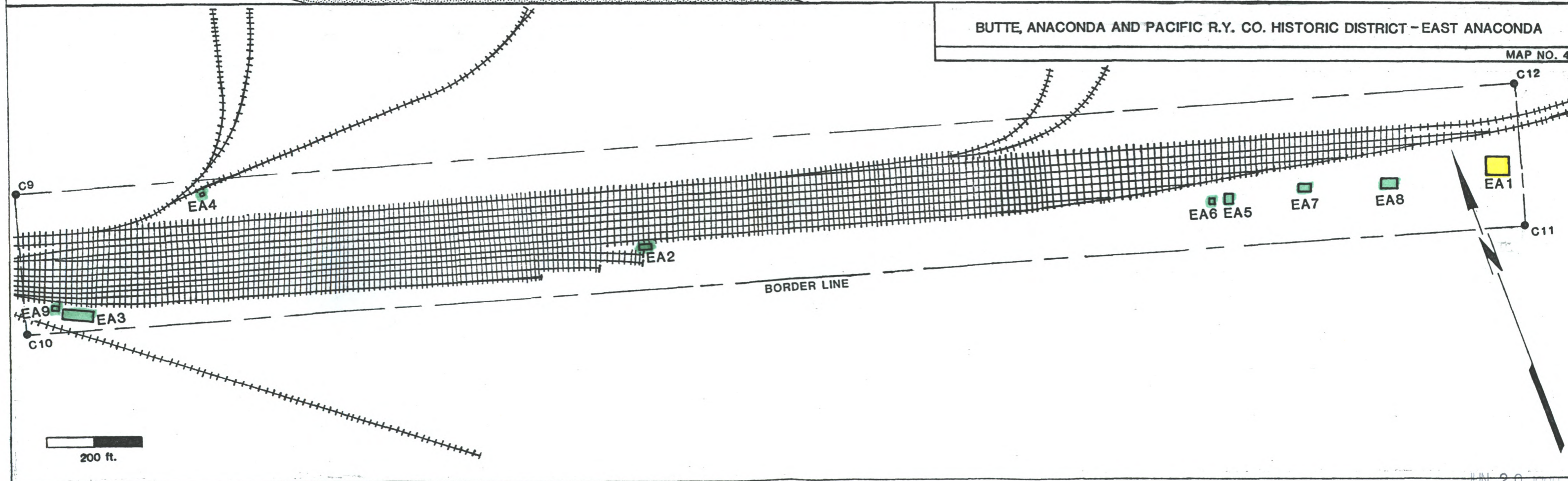
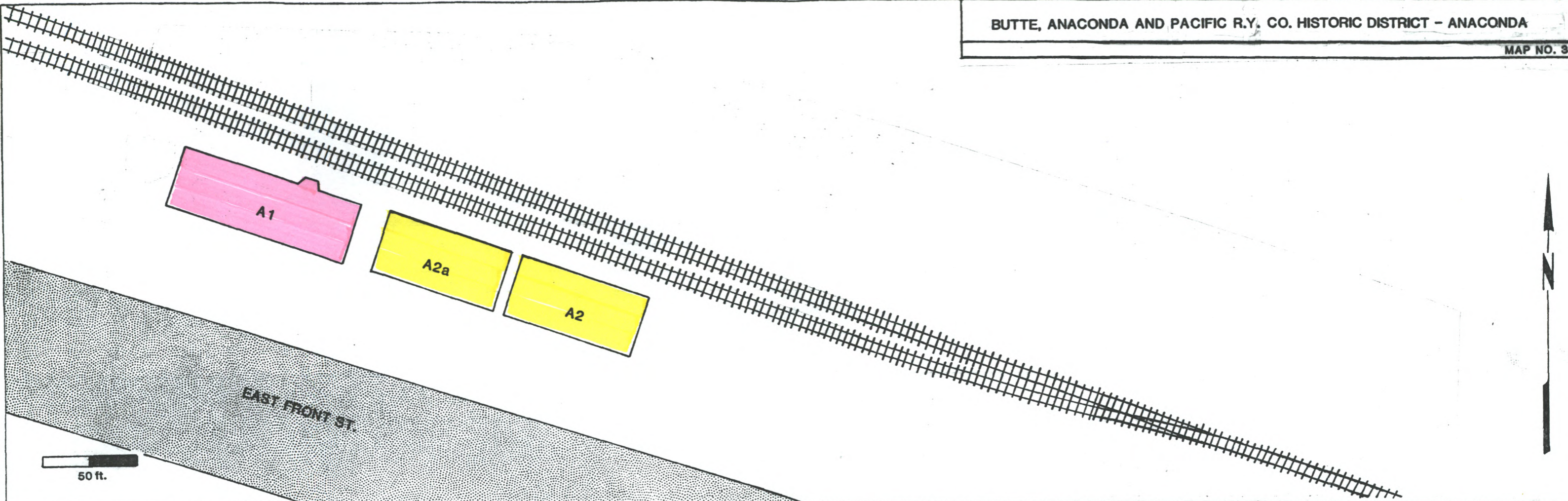


100 ft.

W. PARK AVE.

W. COMMERCIAL AVE.

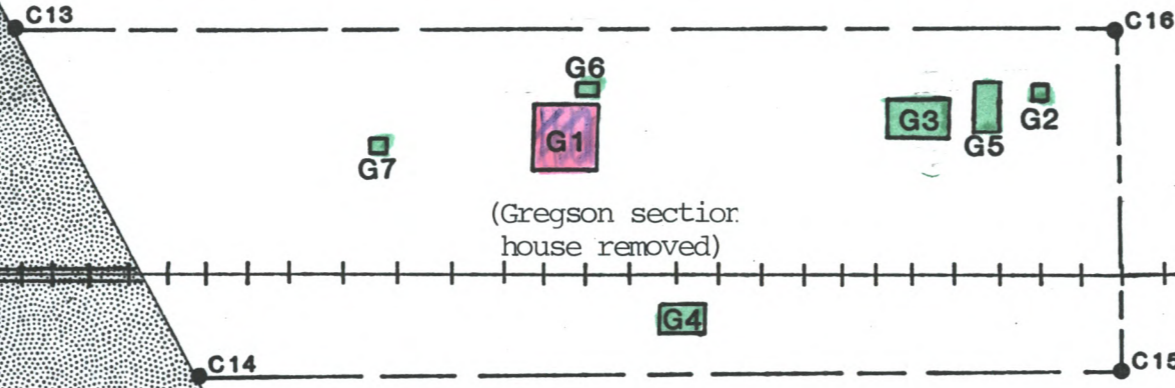
SPRUCE ST.



BUTTE, ANACONDA AND PACIFIC R.Y. CO. HISTORIC DISTRICT - GREGSON

MAP NO. 5

TO FARMINGTON HOT SPRINGS



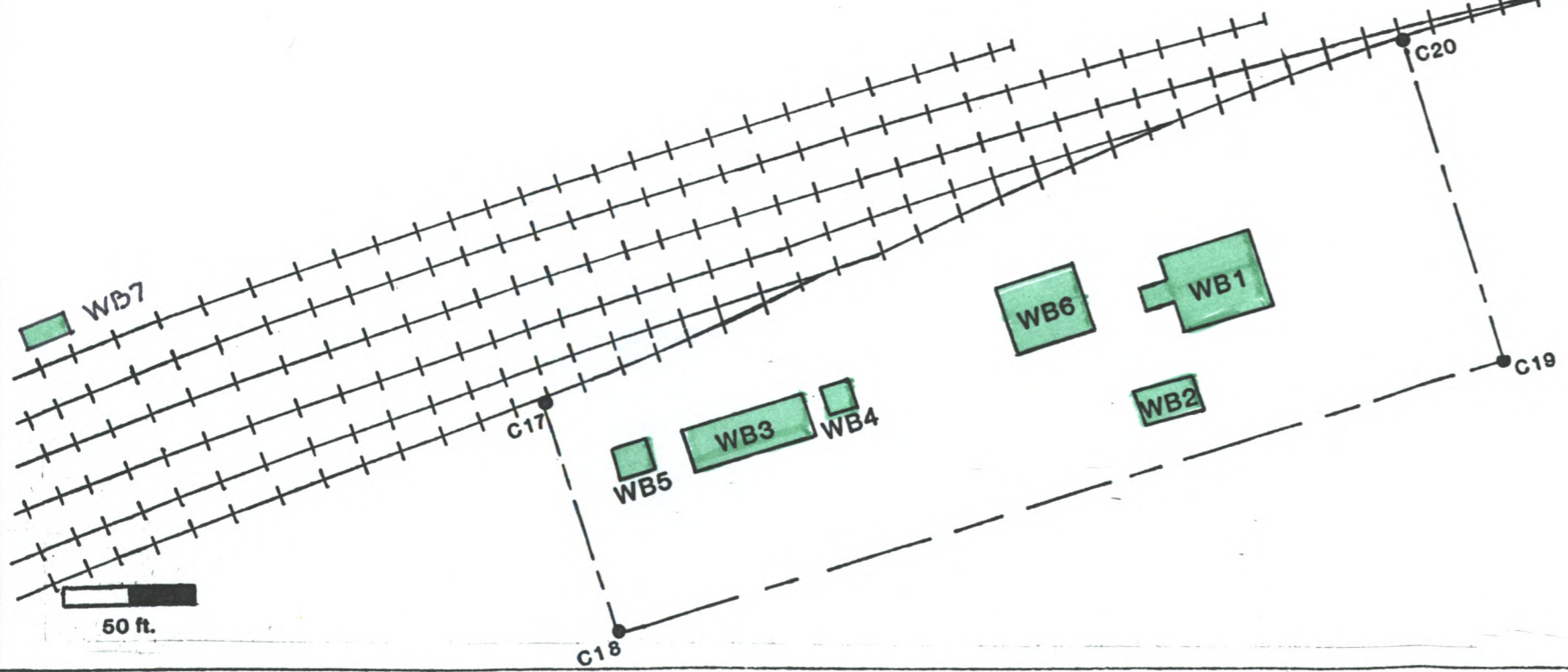
100 ft.



BUTTE, ANACONDA AND PACIFIC R.Y. CO. HISTORIC DISTRICT - WEST BUTTE

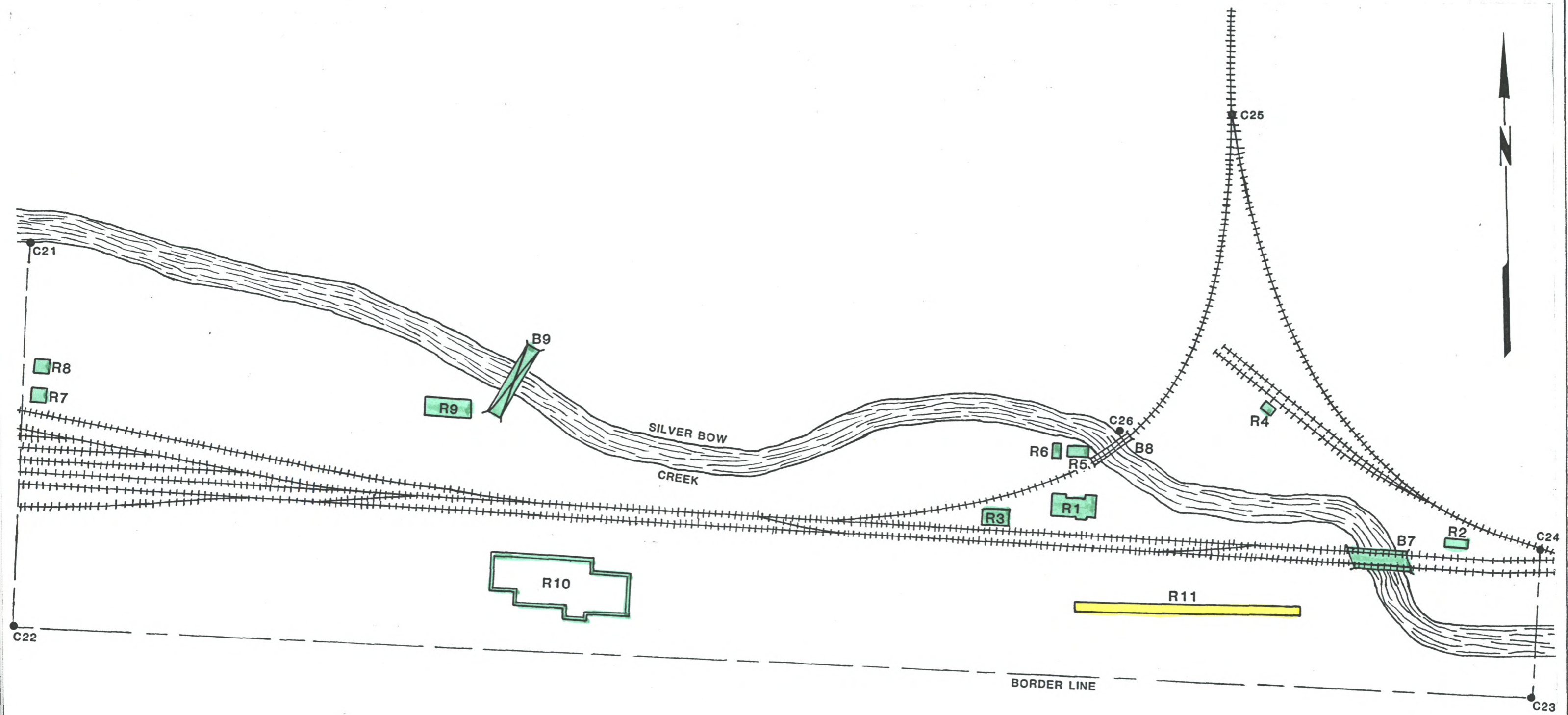
MAP NO. 7

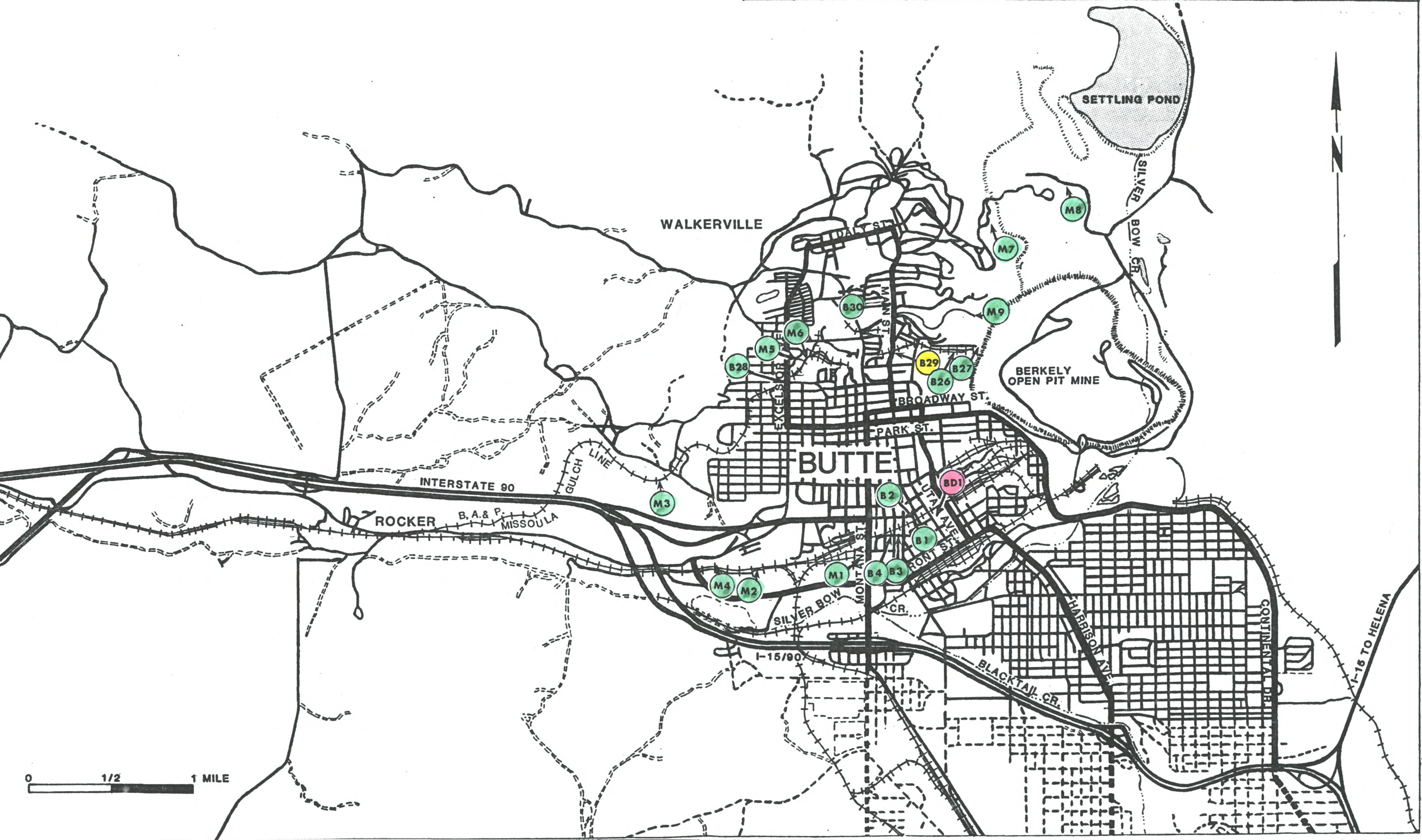
MONTANA ST.



50 ft.







0 1/2 1 MILE