

PH0356140

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED JUN 22 1976

DATE ENTERED SEP 2 1976

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

\*\* Many Glacier Hotel Historic District

AND/OR COMMON

**LOCATION**

STREET & NUMBER

Glacier Route 3

NOT FOR PUBLICATION

CITY, TOWN

Babb

VICINITY OF  
CODE

CONGRESSIONAL DISTRICT

1

STATE

Montana

30

COUNTY

Glacier

CODE

035

**CLASSIFICATION**

**CATEGORY**

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

**OWNERSHIP**

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

**STATUS**

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

**PRESENT USE**

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

**AGENCY**

REGIONAL HEADQUARTERS: (If applicable)

Glacier Park, Incorporated

STREET & NUMBER

P. O. Box 4340

CITY, TOWN

Tuscon

VICINITY OF

STATE

Arizona

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Great Northern Railway (Now Burlington Northern Railroad)

STREET & NUMBER

National Archives

CITY, TOWN

St. Paul

STATE

Minnesota

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Many Glacier Hotel Historic District in Glacier National Park consists of a massive building, the hotel (Bldg. No. 1042), and four outbuildings which are employee quarters. The 191-room, four-story hotel faces west, sprawling over 760 feet along the eastern shore of Swiftcurrent Lake. Suggesting a large Swiss-Alpine chalet, the hotel is basically of frame construction and was built with local materials. A quarry was developed to provide stone for the exposed chimney stack at the entrance facade, the foundation of the main structure and the waterfront terrace with segmentally arched basement doorways opening at grade. Dark brown painted clapboard siding contrasts with the decorative, jig-saw cut window and door trim painted white and yellow. Bracketed wooden balconies and galleried porches, with jig-saw cut balusters, project from each multi-story elevation. The cedar shingled, clipped gable roofs, with gabled roof eave dormers and eave gables, project over jig-saw cut outlookers.

The original section of the hotel, constructed in 1915 and immediately enlarged to an irregular I-plan with the construction of Annex No. 1, contained a total of 154 rooms along with a dining room and kitchen. As constructed the lobby of the hotel is its most impressive feature. The four-story space is enclosed by massive logs forming monolithic "Ionic" columns which support the log superstructure of the jig-saw cut balustraded balconies and catwalks that provide access to the surrounding suites of rooms and to the north annex rooms and beyond to the one-story diningroom-kitchen wing. The rustic motif of the lobby is emphasized by the large hooded, open fireplace and the view from the large windows overlooking Swiftcurrent Lake and the mountain valleys. To the south of the main structure, a four and one-half story Annex No. 2, was constructed in 1917 and connected to the lobby by a one-story enclosed passageway. A porte-cochere was constructed at the main lobby entrance in 1957 and like the small passageway pavilion, is topped with a spired cupola. Additional remodeling was carried out in 1957 by Don Knutson, contractor. Major changes included installing new bathroom and kitchen facilities and the removal of the double, spiral staircase from the lobby to the basement for the installation of a gift shop.

The employee quarters are all located near the hotel structure and are of similar design. The Girls' Dormitory (Bldg. No. 1043), located northeast across the entrance drive, is a two and one-half story, frame building with a front porch. The Boys' Dormitory (Bldg. No. 1044), located east of the hotel across the parking lot, is a two and one-half story, frame building with a one-story addition. Two small, one-story, frame houses (Bldg. Nos. 1047 and 1048), located north of Swiftcurrent Creek adjacent, are used to house the hotel caretaker and late season employees.

It is anticipated that the complex will continue to function as a visitor accommodation concession within the Glacier National Park. Under the current contract with the concessioner for operating the hotel on government property, all maintenance functions are to be performed to the satisfaction of the Secretary of the Interior. Thus, this nomination places an additional constraint on the concessioner's cyclic maintenance which should in the future continue to respect the historical and architectural integrity of the complex. Included is the replacement of deteriorated wood, such as clapboard siding, in like kind and the restoration of the balconies which are subject to excessive snow loads. Typically, major projects, under the direction of the Park Service, will eventually include fire code compliance, particularly fire escapes, and structural repairs.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Built 1914-1915 BUILDER/ARCHITECT Thomas D. McMahon

## STATEMENT OF SIGNIFICANCE

Many Glacier Hotel, conceptualized by Great Northern Railway President Louis Hill and built between 1914 and 1915, serves as the gateway to the unsurpassed beauty of the Swiftcurrent and Brinnell Valleys, which meet at its doorstep, and as a monument to the inspired early development of Glacier National Park by the railroad. Construction was accomplished at a time when travel to the park was still primitive, when visiting the park was a true adventure, and when a park visitor was a wilderness traveler.

Designed by St. Paul, Minnesota, Architect McMahon and built at a total cost of \$500,000, the construction of the hotel was an impressive operation. A road from St. Mary was built to the site; a sawmill was built to process timber from the surrounding forests; and a quarry was developed to obtain stone. Four-hundred men under the direction contractor E. V. Evensta were employed by the railroad, during the two working seasons it took to complete the structure. Window sash and other materials were transported to the site by freight wagons which left every morning for the five-day trip from Midvale (East Glacier), the site of Great Northern's first park operation Glacier Park Hotel, built in 1913.

When completed the hotel was furnished in a rustic style to give a wilderness atmosphere while providing such luxuries as a tailor shop, a barbershop, a hospital, telephones, hot and cold running water, and steam heat. The main lobby was hung with bear skins, buffalo heads, and a huge 180-foot canvas mural painted by Medicine Owl and other Blackfoot chiefs which told the history of the Blackfoot Indian nation. The painting accompanied the living history demonstration camped on the hotel grounds. As also noted by James W. Sheire in the "Glacier National Park Historic Resource Study", of September 1970: "The Great Northern hotels were not simply rows of rooms where the tired traveler spent the night and hurried on the next morning. They were theaters, stages adorned with the props of wilderness where the guest and participant could assume a role in the frontier past of Jim Bridger, General Custer, Sitting Bull, and Lewis and Clark. They had atmosphere."

"Wilderness, however, was not Glacier's only image. The park was also the Alps of America. In his accommodations, Hill provided the corresponding setting. When spending the night in the park, one did not stay at a cabin, but rather a chalet, just like those in Switzerland. All the waiters and maids wore Lederhosen or green flowered dresses with white aprons."

"Nevertheless, Hill was not satisfied that his hotels and chalets should provide the visitor with a wilderness and Alps atmosphere. For some reason, he felt there should also be a suggestion of imperial Japan. Lighting came from authentic Japanese lanterns hung from the ceiling and support posts. Moreover, in the afternoon a Japanese couple, dressed of course in native costume, served tea to guests taking the sun on the hotel's porches and verandas."

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Reports of the Superintendent of Glacier National Park to the Secretary of the Interior, 1911-1915. Glacier National Park Library, West Glacier, Montana.
2. Ober, Michael J., Enmity and Alliance, Park Service-Concessioner Relations in Glacier National Park, 1892-1961. Unpubl. M.A. Thesis, Univ. of Montana, 1973.
3. Robinson, Donald H., Through the Years in Glacier National Park, Glacier Natural History Association, 1962

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 84 Acres

UTM REFERENCES

		190		500				305-180		850	
A	1,2	30,5	1,60	5,4	0,8	0,8	0	B	1,2	30,4	8,00
	ZONE	EASTING		NORTHING					ZONE	EASTING	
C	1,2	30,4	9,60	5,4	0,8	5,2	0	D	1,2	30,4	9,60
	ZONE	EASTING		NORTHING					ZONE	EASTING	

VERBAL BOUNDARY DESCRIPTION  
5407-870

The district is bounded on the north by Glacier Route 3, Swiftcurrent Lake at the west and south and east boundaries sufficient to contain the complex.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

Edwin L. Rothfuss, Chief Park Naturalist

ORGANIZATION

Glacier National Park

DATE

9/15/75

STREET & NUMBER

National Park Service

TELEPHONE

(406)888-5441

CITY OR TOWN

West Glacier

STATE

Montana

## 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

R. Rothfuss  
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is  National  State  Local.

FEDERAL REPRESENTATIVE SIGNATURE

[Signature]  
TITLE Deputy Assistant Secretary

DATE June 18, 1976

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

9/29/76

Acting DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

9/27/76

ATTEST:

[Signature]  
KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED JUN 22 1976

DATE ENTERED

SEP 29 1976

CONTINUATION SHEET Significance

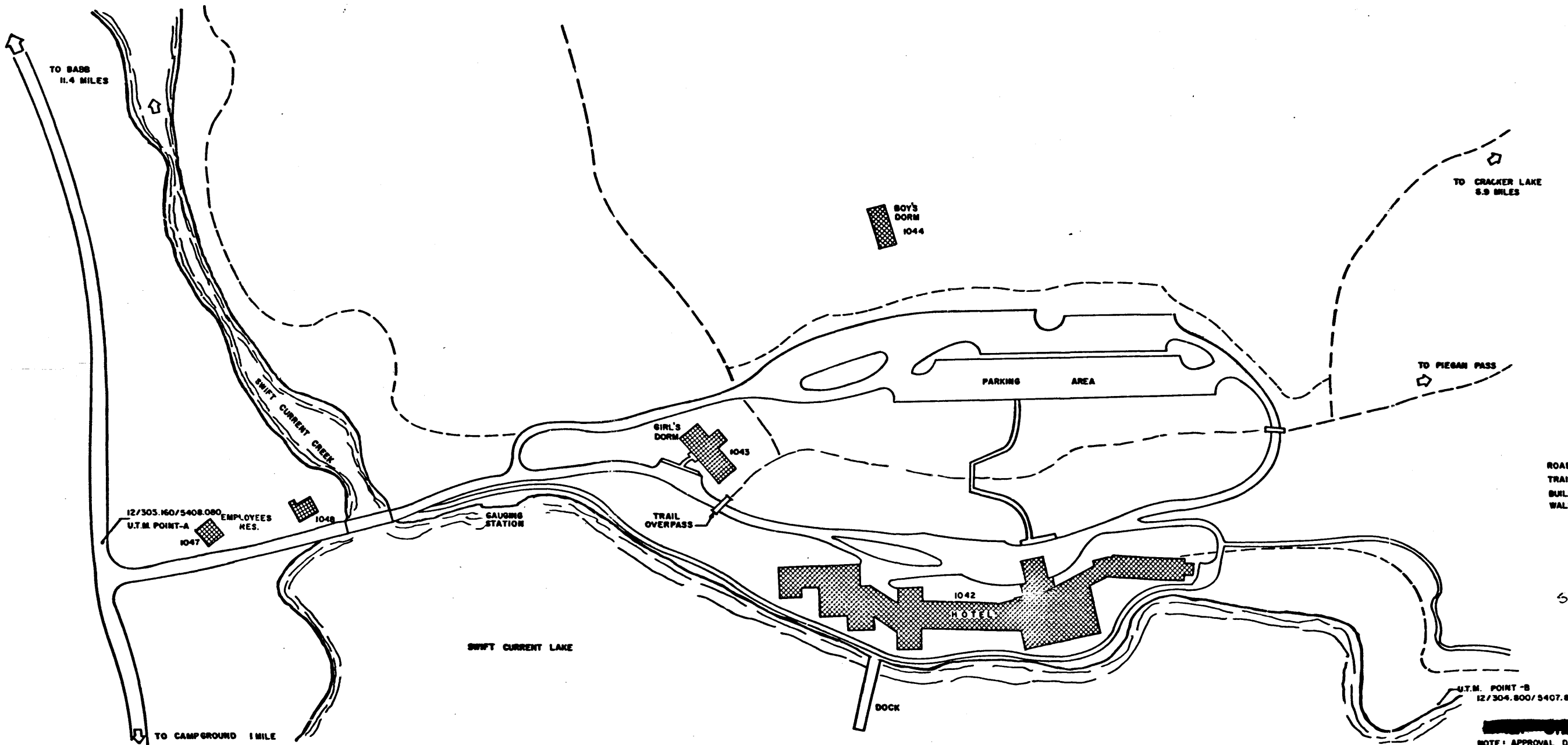
ITEM NUMBER 8

PAGE 2

The complex was turned over to the Great Northern Railway's Glacier Park Hotel Company in 1915 and is currently owned and operated by Glacier Park, Incorporated.

U.T.M. POINT-D  
12/305.220/5408.480

U.T.M. POINT-C  
12/305.220/5407.140



**LEGEND**

- ROADS 
- TRAILS 
- BUILDINGS 
- WALKS 

SCALE: 1" = 200'



U.T.M. POINT-B  
12/304.800/5407.840

NOTE: APPROVAL DATE 8/21/83 OF DWS. NP-GLA.3409-A

TITLE OF DRAWING THE MARY GLACIER HOTEL HISTORIC DISTRICT LOCATION WITHIN PARK MARY GLACIER HOTEL NAME OF PARK GLACIER NATIONAL PARK ROCKY MOUNTAIN REGION    GLACIER COUNTY    MONTANA STATE		PREPARED DESIGNED R. MORTOYA DRAWN CHECKED 12-24-75 DATE	DRAWING NO. 117 80,005 PKG. NO. SHEET 1 OF 1
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NATIONAL REGISTER OF HISTORIC PLACES NOMINATION, GLACIER NATIONAL PARK

REGION: Rocky Mountain      PARK/AREA NAME: Glacier National Park      PARK NUMBER: 1430

STRUCTURE NAME: Ray Kinley Dormitory      STRUCTURE NUMBER: 1044

LOCATION OF STRUCTURE: Many Glacier Historic District      QUADRANGLE NAME: Many Glacier, MT

Zone Easting Northing      QUADRANGLE SCALE: 7.5-minute  
 UTM A: 12 304770 5407810

CLASSIFICATION:

NUMBER OF RESOURCES:

OWNERSHIP OF PROPERTY:	CATEGORY:	CONTRIBUTING	NONCONTRIBUTING	
<input type="checkbox"/> Private	<input checked="" type="checkbox"/> Building(s)	<u>1</u>	<input type="checkbox"/>	Buildings
<input type="checkbox"/> Public-Local	<input type="checkbox"/> District	<input type="checkbox"/>	<input type="checkbox"/>	Sites
<input type="checkbox"/> Public-State	<input type="checkbox"/> Site	<input type="checkbox"/>	<input type="checkbox"/>	Structures
<input checked="" type="checkbox"/> Public-Federal	<input type="checkbox"/> Structure	<input type="checkbox"/>	<input type="checkbox"/>	Objects
<input type="checkbox"/> Mixed/private & public	<input type="checkbox"/> Object	<u>1</u>	<input type="checkbox"/>	TOTAL

ARCHITECTURAL DESCRIPTION AND EVALUATION:

This large, rustic dorm is a moderately Swiss-styled frame structure dating from the original hotel construction period. It is basically appropriate historically and architecturally for inclusion in the Many Glacier Hotel Historic District. The two-story dormitory is rectangular in plan and constructed of frame and brown clapboard with white trim and sheet metal roof and sited on a pier foundation. On the front gable end is a gabled front porch and to the rear is a frame and board-and-batten single-story addition. The structure is in fair condition and is unaltered.

HISTORICAL DEVELOPMENT AND EVALUATION:

DATE OF CONSTRUCTION: ca. 1914

The dormitory was constructed at the same time that the Great Northern Railroad was building the Many Glacier Hotel. The structure was used to house employees working at the hotel.

STATEMENT OF SIGNIFICANCE:

The Ray Kinley dormitory illustrates an important phase in the Great Northern Railroad's involvement in the development of Glacier National Park. The dormitory is a contributing structure to the Many Glacier Hotel Historic District.

BIBLIOGRAPHIC REFERENCE:

FORM PREPARED BY:

DATE: June 1984

NAME/TITLE:

ORGANIZATION: Historical Research Associates, P.O. Box 7086, Missoula, MT 59807-7086

NATIONAL REGISTER OF HISTORIC PLACES NOMINATION, GLACIER NATIONAL PARK

REGION: Rocky Mountain      PARK/AREA NAME: Glacier National Park      PARK NUMBER: 1430

STRUCTURE NAME: Dormitory      STRUCTURE NUMBER: B-1043

LOCATION OF STRUCTURE: Many Glacier Historic District      QUADRANGLE NAME: Many Glacier, MT

Zone Easting Northing      QUADRANGLE SCALE: 7.5-minute  
 UTM A: 12 304770 5407810

CLASSIFICATION:      NUMBER OF RESOURCES:

OWNERSHIP OF PROPERTY:	CATEGORY:	CONTRIBUTING	NONCONTRIBUTING	
<input type="checkbox"/> Private	<input checked="" type="checkbox"/> Building(s)	<u>1</u>	<input type="checkbox"/>	Buildings
<input type="checkbox"/> Public-Local	<input type="checkbox"/> District	<input type="checkbox"/>	<input type="checkbox"/>	Sites
<input type="checkbox"/> Public-State	<input type="checkbox"/> Site	<input type="checkbox"/>	<input type="checkbox"/>	Structures
<input checked="" type="checkbox"/> Public-Federal	<input type="checkbox"/> Structure	<input type="checkbox"/>	<input type="checkbox"/>	Objects
<input type="checkbox"/> Mixed/private & public	<input type="checkbox"/> Object	<u>1</u>	<input type="checkbox"/>	TOTAL

ARCHITECTURAL DESCRIPTION AND EVALUATION:

This large, Swiss-styled structure is attractive and appropriate for the Many Glacier Hotel Historic District. Basically T-shaped in plan and of frame and clapboard construction on a coursed rubblestone foundation, the structure is capped with a pole-framed cedar shingle-covered roof, hipped at the ends with large pole-bracketed overhangs and outlookers. In front are two large decks with standard frame balusters. The structure is in fair condition and has been altered.

HISTORICAL DEVELOPMENT AND EVALUATION:      DATE OF CONSTRUCTION: 1914

The Dormitory was constructed at the same time that the Great Northern Railroad was building the Many Glacier Hotel. The structure was used to house employees working at the hotel.

STATEMENT OF SIGNIFICANCE:

The employees' dormitory illustrates an important phase in the Great Northern Railroad's involvement in the development of Glacier National Park. The dormitory is a contributing structure to the Many Glacier Hotel Historic District.

BIBLIOGRAPHIC REFERENCE:

FORM PREPARED BY:      DATE: June 1984  
 NAME/TITLE:  
 ORGANIZATION: Historical Research Associates, P.O. Box 7086, Missoula, MT 59807-7086



NATIONAL REGISTER OF HISTORIC PLACES NOMINATION, GLACIER NATIONAL PARK

REGION: Rocky Mountain      PARK/AREA NAME: Glacier National Park      PARK NUMBER: 1430

STRUCTURE NAME: Two Trail Overpasses      STRUCTURE NUMBER: 1600

LOCATION OF STRUCTURE: Many Glacier Hotel Historic District      QUADRANGLE NAME: Many Glacier, MT

Zone Easting Northing      QUADRANGLE SCALE: 7.5-minute  
 UTM A: 12 304770 5407810

CLASSIFICATION:		NUMBER OF RESOURCES:		
OWNERSHIP OF PROPERTY:	CATEGORY:	CONTRIBUTING	NONCONTRIBUTING	
<input type="checkbox"/> Private	<input type="checkbox"/> Building(s)	<input type="checkbox"/>	<input type="checkbox"/>	Buildings
<input type="checkbox"/> Public-Local	<input type="checkbox"/> District	<input type="checkbox"/>	<input type="checkbox"/>	Sites
<input type="checkbox"/> Public-State	<input type="checkbox"/> Site	<u>2</u>	<input type="checkbox"/>	Structures
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<input type="checkbox"/> Mixed/private & public	<input type="checkbox"/> Object	<u>2</u>	<input type="checkbox"/>	TOTAL

ARCHITECTURAL DESCRIPTION AND EVALUATION:

A foot trail originates near the north end of the Many Glacier Historic District en route to Cracker Lake and Piegan Pass. Two wood and stone overpass bridges direct the walkways over the hotel access road. Each is constructed of coursed, roughly dressed piers bermed into the sidehill cuts. Three 6x16" timber beams form the walk structure of 2" rough-cut decking and 2x8" boards. The railing features decorative slats similar to balcony railings of the Many Glacier Hotel. The overpasses are located across the Many Glacier access road near the north and south ends of the parking area and are entered via gravel approaches. The bridges have not been altered and their physical integrity is excellent.

HISTORICAL DEVELOPMENT AND EVALUATION:

DATE OF CONSTRUCTION: ca. 1914

The trail overpasses were constructed shortly after the Many Glacier Hotel was completed to provide visitors and employees with safe access across the entrance and exit roads to the hotel. The trail overpasses are significant elements in the Many Glacier Hotel Historic District.

STATEMENT OF SIGNIFICANCE:

The trail overpasses represent an important aspect in the development of the Great Northern Railway's involvement in Glacier National Park. They are contributing structures to the Many Glacier Hotel Historic District.

BIBLIOGRAPHIC REFERENCE:

FORM PREPARED BY:

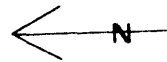
DATE: June 1984






NAME/TITLE:

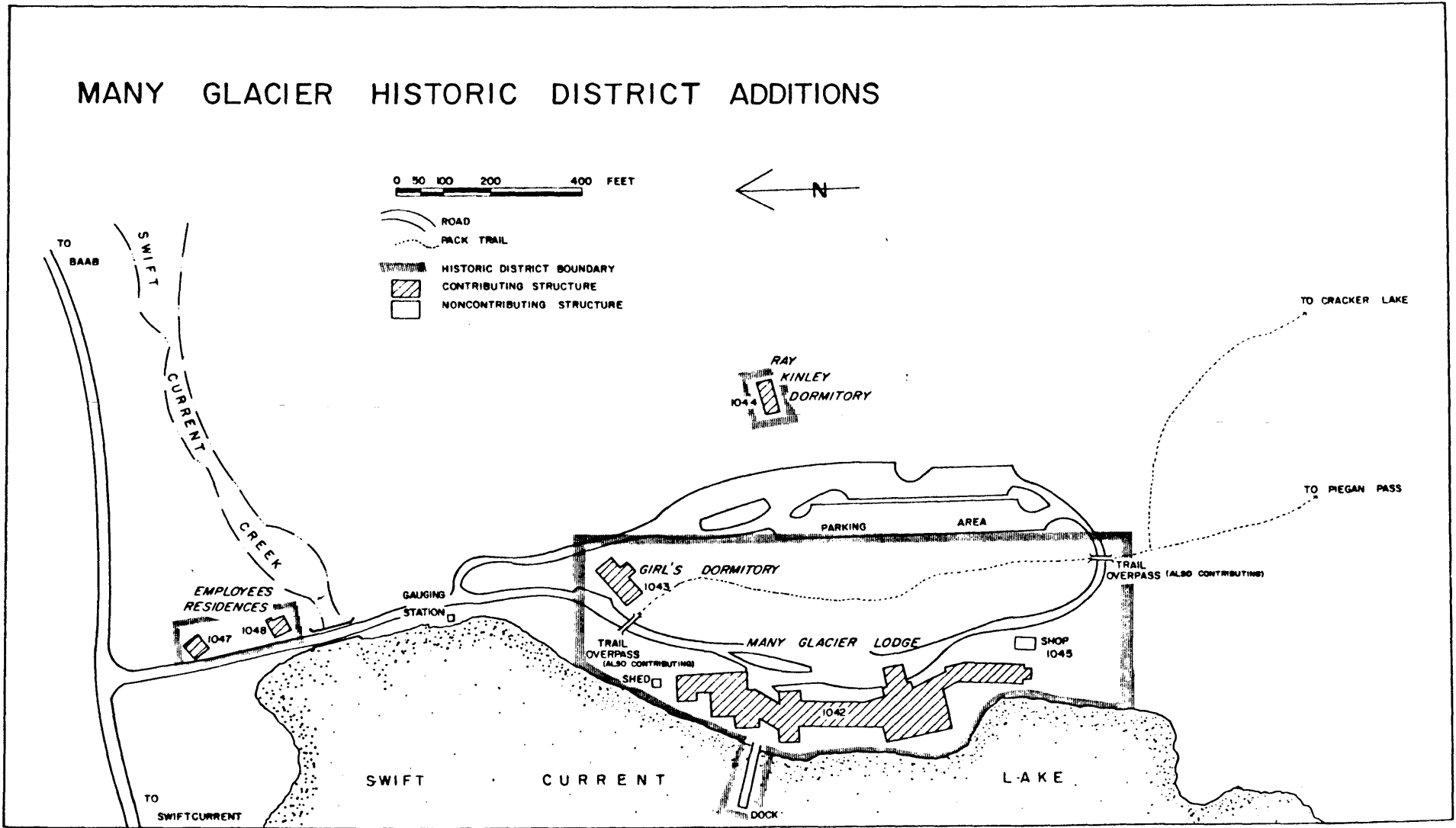
ORGANIZATION: Historical Research Associates, P.O. Box 7086, Missoula, MT 59807-7086

# MANY GLACIER HISTORIC DISTRICT ADDITIONS

0 50 100 200 400 FEET

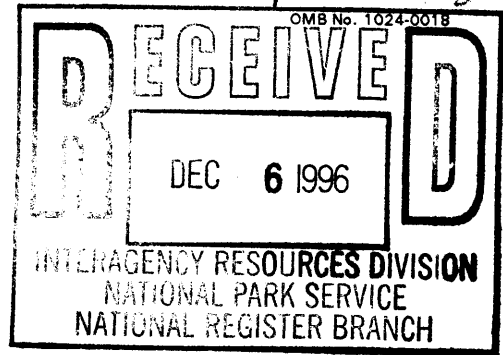


-  ROAD
-  PACK TRAIL
-  HISTORIC DISTRICT BOUNDARY
-  CONTRIBUTING STRUCTURE
-  NONCONTRIBUTING STRUCTURE



76000173

United States Department of the Interior  
National Park Service



### National Register of Historic Places Continuation Sheet

Many Glacier Hotel Historic District, Glacier County, Montana

#### 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.

   See continuation sheet.

*[Handwritten Signature]*  
\_\_\_\_\_  
Signature of certifying official/Title

12.5.95  
Date

National Park Service  
State or Federal agency or bureau

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

*[Handwritten Signature]*  
\_\_\_\_\_  
Signature of commenting or other official

SEP 2 1996  
Date

Montana State Historic Preservation Office  
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) additional documentation

*[Handwritten Signature]* Signature of the Keeper Date of Action

Myra M. Lapley 1/19/96

**Additional Documentation Accepted**

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 5, 7 Page 1 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

### MANY GLACIER HOTEL HISTORIC DISTRICT ADDENDUM

#### 5. Classification

Ownership of Property: Public-Federal Category of Property: Historic District Number of contributing resources previously listed in the National Register: N/A	Number of Resources within Property		
	Contributing	Noncontributing	
	<u>7</u>	<u>3</u>	building(s)
	<u>2</u>	<u>      </u>	sites
	<u>3</u>	<u>1</u>	structures
	<u>      </u>	<u>      </u>	objects
	<u>12</u>	<u>4</u>	Total

#### 7. Narrative Description

In 1976, the Many Glacier Hotel Historic District was listed in the National Register of Historic Places under criteria A and C.<sup>1</sup> A number of secondary structures and landscape features directly associated with the hotel were not evaluated in the original nomination. These resources include the Many Glacier Hotel ice house (#1024), gas station (#1420), boat-concession complex, NPS-constructed overpasses and associated bridle path (#1600, #1601), and the larger Many Glacier landscape plan formulated by the NPS Landscape Division. In addition, interiors of listed resources were not evaluated. The following descriptions are provided to document the current appearance of these additional resources. Please refer to Section 8 for a chronology of historical development.

A variety of recently constructed utilitarian buildings are scattered throughout the historic district. These buildings have not been evaluated. The historic USGS gaging station has also not been evaluated.

#### Landscape and Setting

Visitors reach the Many Glacier Hotel along an access road that extends from the Many Glacier spur road (Glacier Route 3), south across the outlet of Swiftcurrent Lake, past the hotel entrance, and east to a large parking lot on a level above and east of the hotel. A large open terrace, covered with native grasses, knap weed, exposed bedrock, and isolated wind-contorted pine, separates the hotel from the parking area. The road emerges

<sup>1</sup> The Many Glacier Hotel is also a National Historic Landmark. This submission is revising only the documentation related to the larger National Register-listed historic district.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7

Page 2 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

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from the parking lot near the girls' dormitory (building #1043) and rejoins the primary entrance near the USGS gauging station.

A simple concrete-deck bridge, supported by five stone and concrete piers and lined with metal pipe railings, carries the road bed over Swiftcurrent Creek. This bridge is presumed to be modern: in 1931 park engineer A. W. Burney described the Swiftcurrent Bridge as a new "concrete arch bridge." The original access road, crossing Swiftcurrent Creek approximately 30 yards below the current bridge near the foundation of the hydroelectric plant, remains faintly visible on the north side of the creek and is still in use on the south side of the creek, providing access to a small picnic area. This route was abandoned as the primary access road ca. 1929.

A narrow graveled service road branches from the primary road just north of the gauging station and extends past a number of secondary utility buildings and along the lakeshore to the southern end of the hotel. Here, the service road splits, the southern branch leading to the Many Glacier Hotel icehouse (building #1024) and the northern branch rejoining the primary access road south of the hotel. The first (north) twenty yards of the service road, as it parallels the primary road, are lined with a one to two-course stone (Altyn limestone) wall and the steep bank between the main access road and the service road is ripped with limestone. The service road now dominates the narrow tree-less strip of land between the hotel and the rocky lake shore, in contradiction to historic use of the lakeshore by hotel guests. There is no evidence of attention to landscape details. The boat ticket office and pier, adjacent to the road, are modern.

At the main entrance to the hotel, the access road encircles a large flagpole, providing a circular drop-off area and extending to the 1950s porte cochere. Walkways leading from the hotel to the upper parking lot are lined with native stone curbing and surfaced with concrete; associated stairways include a modern three-run concrete stairway, paired with modern metal pipe railings, that extends from the porte cochere to the parking area, and a two-run concrete stairway, lined with substantial crudely-coursed stone walls, that leads from the west edge of the terrace to the hotel entry. These stone stair walls extend smoothly from the stone rubble that dominates the terrace between the hotel and parking lot.

In 1965, the large upper parking lot (constructed ca. 1929), was substantially expanded to the east and reconstructed with concrete curbs, cutters, and sidewalks. Streetlights, surrounded by oval planting areas, anchor either end of the parking lot. In conjunction with this reconstruction, the gas station (building #1420) was moved approximately 100 feet southeast, to its current site at the new eastern edge of the parking lot. The large horse lot was also removed and replaced with a small corral and modern ticket office. The historic access road to the defunct NPS Utility Area, now abandoned yet still discernable, runs east-west from the east end of the parking lot, between the gas station and the dormitory. The site of the historic utility area, once containing of a water tower and repair garage, is heavily wooded and not visible from the hotel.

The historic bridle path, running the length of the plateau between the hotel and parking lot, remains graveled and lined along much of its length with one- and two-course stone walls. Associated structures include hitching posts and the two overpasses (see below). The simple hitching posts, constructed of metal piping and situated on the terrace due east of the hotel entrance, match those shown in historic photographs in both design and location.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7

Page 3 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

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### **Bridle Path Overpasses (structures #1600-#1601)**

The overpasses are key components of a series of graveled horse and pedestrian pathways and native-stone stairways within the immediate vicinity of the Many Glacier Hotel. This system facilitates movement between the upper and lower parking areas, the dormitory complex, and the trail system radiating south of the hotel toward Lake Josephine and Piegan Pass.

The southern overpass straddles the Many Glacier Hotel access road at the point where it turns east from its north-south run past the door of the hotel toward the upper parking lot/service area. The bridge "piers" consist of the natural rise between the hotel and the parking area, a rise bisected by the road construction. A coursed native stone retaining wall/raised pier blends smoothly with the rugged native stone exposed by construction of the roadway. A mortared-stone border, one to four courses high, lines the dirt/graveled approach and supports the first of eight sections of gingerboard milled-lumber railings that line both sides of the bridge. The deck is constructed of ten" x 3" planks atop 10" x 18" beams running perpendicular to the roadway and 10-inch square crossbars running parallel to the roadway. A set of four twelve-inch by three-inch planks run the length of the bridge, atop the primary decking.

The northern overpass straddles the Many Glacier Hotel access road near the point where the road splits into a western (lower) component running past the hotel and an eastern (upper) component accessing the parking lot and service area. The bridge "piers" consist of the natural rise between the hotel and the parking area, a rise bisected by the road construction. A coursed native stone retaining wall/raised pier blends smoothly with the rugged native stone exposed by construction of the roadway. A mortared-stone border, one to four courses high, lines the dirt/graveled approach and supports the first of eight sections of gingerboard milled-lumber railings that line both sides of the bridge. The deck is constructed of 10" x 3" planks atop 10" x 18" beams running perpendicular to the roadway and by 10-inch square crossbars running parallel to the roadway. A set of four twelve-inch by three-inch planks run the length of the bridge, atop the primary decking.

Given the nature of the resource, it is likely that wooden components have been replaced, presumably in-kind. The stone work -- a key feature of the structure's rustic design -- remains intact, as does the historic setting within the Many Glacier Hotel compound, adjacent to a major tourist-trail system.

### **Building Interiors**

The following buildings are listed in the National Register of Historic Places as contributors to the Many Glacier Hotel Historic District. Additional documentation is provided below for the purpose of describing and evaluating building interiors for integrity and significance.

#### **Girls' Dormitory (#1043), ca. 1915**

Dormitory #1043, constructed by the Glacier Park Hotel Company ca. 1915, consists of two wings, with a central, connecting stairwell. In each of the wings, bedrooms flank both sides of a centered hallway. Each floor of each wing has a single community bathroom. Stairwells have been enclosed and have modern metal doors, plastic and wood floors, and painted sheetrock walls and ceilings, to meet fire and safety standards.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7

Page 4 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

However, the stairwells retain the original log posts and handrails and the original fir tread and risers (now painted). A large stone chimney extends along the exterior wall of the southwest wing hallway and partially forms the west wall of the bathrooms.

The basement floor of each wing contains a laundry room, bathroom, and several bedrooms. Linoleum or concrete covers all basement floors. The walls and ceilings are painted sheetrock. Marlite baseboards cover the wall and floor junctures, and go partially up the wall on some elevations. In the southwest wing of the building, a stone fireplace, constructed of large uncut random coursed limestone, dominates the basement hall. The fireplace has been filled in and is no longer functional. Historic ironing boards, supported by heavy curved metal posts, remain in the laundry room (see photo).

Painted three-inch fir covers the bedroom and hallway floors on the second and third floors. Some interior walls along the exterior of the building are painted sheetrock. The southwest wing walls and ceilings are largely finished with board-and-batten or plywood sheets with battens (although some surfaces have been sheetrocked). Walls and ceiling in the northeast wing are most often finished with vertical boards or with sheetrock. Although half-inch, concave molding covers the wall and floor junctures in the bedrooms of both wings, 6" baseboards remain in the hallways. Most doors and windows are also finished with 6" trim. Doors separating the rooms from the halls are either vertical board with cross-braces or five-paneled wood.

Most rooms have been finished with built-in dimensional lumber shelving. Closets of like materials are "built-out" into the rooms and have brass hardware.

Fixtures throughout the building are modern, including the lighting and the sprinkler system. The electrical system is exposed and may date to the historic period. Some rooms, although not all, retain the original push-button light switches.

Bathrooms throughout the building are finished with linoleum floors and sheetrocked walls and ceilings. Marlite trim covers the floor and wall junctures. Sinks and toilets appear to be vintage, although they are not original. The lighting fixtures and free standing metal shower stalls are more recent additions.

### **Boys' Dormitory (#1044), ca. 1928**

This two-story building was constructed ca. 1928 by the Glacier Park Transportation Company as a dormitory for their drivers and mechanics. This is a two-story building with dormitory rooms and a single community bathroom flanking a central hall on each of the two stories. Two additions have been added to the east end of the building. Rooms 10 and 10A were originally a kitchen and were converted to living space; built-in tongue-and-groove cabinets distinguish these rooms from the others. A small adjacent room, now finished with sheetrock yet constructed of cement, was the original meat locker. Over the years, additional interior walls have been added to the building to increase the living accommodation space. These walls are finished with sheetrock.

Painted 4" tongue-and-groove fir covers the majority of the hall and room floors; some areas, however, have been finished with linoleum most likely in response to water damage or heavy wear. All hall walls and most interior walls are painted sheetrock, while the exterior walls are finished with horizontal 3" angle-cut, tongue-and-groove wood. Some rooms are finished with unpainted plywood panels or with modern knotty-pine wood paneling. Ceilings in the rooms and halls are finished with painted sheetrock or the same tongue-and-

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7

Page 5 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

---

grove paneling found on the walls. Wood baseboards cover the wall and floor junctures. Some doors in the building are original five-paneled wood, while others have been replaced with modern, hollowcore wood. Six-inch wood surrounds window and door openings.

The additions have painted wood flooring and angle-cut, tongue-and-groove walls and ceilings. From the interior, the additions can be differentiated from the original building by the narrow molding trim.

Bathrooms in the building have cement floors with drains. Walls and ceilings are painted sheetrock, with marlite trim. While most features and fixtures of the building are modern, such as lighting, the plumbing and electricity are exposed within the building and many of the sinks and toilets are of a dated design. Free standing metal shower stalls are more modern additions. Partial doors, constructed of 3" tongue and groove secured with a single diagonal brace, screen the toilet stalls.

### **Caretaker House (#1047)**

The concessioner denied access to this private residence, constructed ca. 1913 as part of the Many Glacier Chalet complex. The interior has not been evaluated.

### **Employee Residence/Bunkhouse (#1048)**

Bunkhouse #1048, constructed ca. 1913 as part of the Many Glacier Chalet complex, contains an enclosed entry, a central living room, five bedrooms, and a large bathroom/utility room. The enclosed entry is an addition: lapped horizontal siding covers both the south and east walls. The east wall contains two boarded over windows. The west and north walls are finished with varnished plywood. The ceiling is unfinished, with exposed log purlins and milled-lumber rafters (painted brown).

Shag carpeting in a geometric pattern covers the floor of the central room. The log truss system is partially exposed; plywood sheets with battens now cover the remainder of what may once have been a vaulted ceiling. A fireplace, no longer functional, is constructed of concrete with a stone veneer.

As in the central room, the interior faces of the exterior walls of the five bedrooms are covered with narrow (3") horizontal tongue-and-groove siding. Interior walls are finished with either sheetrock or particle board with battens. Interior doors include a combination of modern hollow core and vertical tongue and groove secured with diagonal and horizontal bracing.

The wood-frame bathroom/utility room component of the building appears to be an addition to the original log-frame building. Stall divisions are constructed of plywood. Linoleum covers the floor and plywood sheets with battens cover the ceiling. All fixtures are modern.

### **Previously Unevaluated Buildings**

The following resources were not evaluated in 1976 when the Many Glacier Hotel Historic District was listed in the National Register of Historic Places. Refer to Section 8 for developmental histories of these resources.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7

Page 6 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

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The boat concession complex (a residence, boathouse, and cabin) and the hotel icehouse are located in a heavily wooded area south of the hotel, near the historic pump house (no longer extant) and the site of the Many Glacier sawmill. A narrow gravel spur road provides vehicular access and a narrow trail along the lakeshore, constructed in 1931, provides pedestrian access (this trail continues on to Lake Josephine). The complex is not visible from the hotel and buildings were not accorded the attention to architectural detail or landscape planning afforded more high-profile facilities. Boundaries have been modified to include this area within the historic district (see Section 10, Geographical Data, below).

### ▪ Contributing Buildings

#### Boatman's Residence (#954), 1932

Constructed as a boathouse, the east-west component of building #954 is located north the head of Swiftcurrent Lake, along the east shore. The residence is a one-story log-frame building constructed on stone piers. The original component runs roughly east-west, perpendicular to the lakeshore. A second boathouse has been added to the east elevation, creating a T-shaped floorplan. Shiplap siding, in a variety of sizes and laid in a variety of patterns, has been placed behind the exposed log framing system. Composition sheeting covers the cross-gable roof.

Windows within the original component date to the conversion of the building to a residence. Features within the south elevation include a one-light by one-light sliding-sash window, a paneled pedestrian door paired with a wood-frame screen, and a ribbon of three one-over-one double-hung windows. The exposed log framing members form the window and door surrounds. The front elevation, originally dominated by large boathouse doors, is now sided with horizontal lapped siding and contains a pair of large wood-framed one-light casement windows.

The addition, a boathouse moved to its current location, is similar in design and materials. The log framing system for the boat doors remains visible within the north elevation. Shiplap siding, laid on the diagonal, covers the replacement wall. Wood shingles, placed behind the framing system, cover the south gable end. The limited windows (two within both the south and the east elevation) are six-light casement; this meager fenestration is reminiscent of the original boathouse design.

The east-west component contains a small mud-room/entry, finished with linoleum and celotex panels, a kitchen/dining area and a large living room dominated by the picture windows facing the lake and the lake-stone fireplace centered within the south elevation. The north-south component contains two bedrooms and a bathroom. Interior finishes include wall-to-wall carpet, linoleum, and painted plywood with battens on the walls and ceilings.

#### Icehouse (#1024), 1937

Building #1024 is located south of the hotel complex, at the termination of the gravel spur road that also provides access to the boat concession facilities. The building is surrounded by impromptu parking areas and scattered piles of lumber.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7

Page 7 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

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The icehouse is a large two-story wood-frame building with a long rectangular footprint constructed on concrete piers and 6" wood sills. Ten-inch lapped siding (8" to weather) covers the exterior walls and two layers of asphalt shingles cover the steeply pitched front gable roof. Roof features include exposed knee braces, 3" fascia, and decoratively cut verge board ends. Historic blueprints indicate that approximately 10" to 12" of wood-chip insulation is sandwiched between the framing system and the exterior walls. The building, designed for optimum insulation, contains no windows. Features are limited to louvered wood vents in both gable ends and a large sliding plywood door centered within the front elevation. This door (constructed in 1969) replaced an exterior ladder and the original 8' x 2' "icing door" that extended from the foundation sill to the rafters.

The interior features a large ground-floor space and a loft. The lower level floor is dirt. The ceiling joist create a gambrel ceiling line. Approximately 18" of wood-chip insulation fills the space between the ceiling and the tongue-and-groove floor boards of the loft. The loft ceiling is unfinished with the truss system exposed. Long vertical tongue and groove planks (extending uncut from the floor to the ceiling line) cover all interior walls.

### ▪ Noncontributing Buildings and Structures

#### **Boathouse (#1025), 1955**

Boathouse #1025 is a one-story wood-frame building with a long rectangular footprint oriented perpendicular to the shore of Swiftcurrent Lake. The building is constructed on a concrete-pier foundation and is topped with a front gable roof. Lapped horizontal wood siding covers all exterior elevations and composition sheeting covers the roof. Each side (north; south) elevation contains three six-light fixed-sash windows. A four-panel pedestrian door is offset within the north elevation. Large side-hinged double boat doors, constructed of plywood and extending from the beach to a point high in the gable end, dominate the lake-side (west) elevation. A milled-lumber/metal-rail boat track extends from the building's unfinished interior to the lake.

#### **Gas Station (#1420), ca. 1957**

The gas station is located on the east terrace above the Many Glacier Hotel, adjacent to the upper parking lot and the employee dormitory (#1044). Circulation systems include the circular drive system connecting the upper terrace to the hotel, a cement sidewalk between the station and the two gas pumps, and impromptu paths to the boys' dormitory. This is a one-story wood-frame building with a simple square footprint constructed on wood piers. Horizontal lapped siding covers the exterior walls and wood shingles cover the wood-frame front-gable roof.

Features include a one-light door, constructed of vertical tongue and groove planks, offset within the front (west) elevation and an unglazed tongue-and-groove door offset within the rear elevation. Fenestration is limited to twelve-light fixed-sash windows within the west and the north elevations and a two-light fixed-sash window within the south elevation. The three-inch window and door trim is painted white. Louvered wood vents within both gable ends have been boarded over.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7

Page 8 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

---

A non-bearing wall covered with plywood sheets divides the interior into two rooms. The interior door is modern hollow core. Indoor-outdoor carpet has been laid over the plywood subfloor in the front room; the subflooring is exposed in the back room. Wood planks cover the interior walls and plywood sheets with battens cover the ceiling. Window and door surrounds are constructed of three-inch milled lumber.

### **Cabin (no number), ca. 1948**

A cabin located just north of residence #954 provides overflow housing for boat concession employees. This small one-story wood-frame building is constructed on stone piers. Drop-lap siding, finished with corner boards, covers all but the east (front) elevation, which is covered with T-111 siding. Rolled asphalt roofing covers the shallow front gable roof. Frame purlins are exposed. The door, centered within the east elevation contains a four-light window and is constructed of narrow tongue and groove secured with braces. Additional features are limited to a six-light fixed-sash window in the west (lakeside) elevation.

### **Hydroelectric Plant (no number)**

The hydroelectric plant is situated within the bed of Swiftcurrent Creek, immediately below the second in a series of small falls that initiate the creek's descent from Swiftcurrent Lake. Remains of the plant are limited to a crumbling 16' x 24' poured-concrete foundation, partially exposed above the water surface, and to remnants of 4" wrapped pipe. The foundation is visible from the Swiftcurrent Creek Bridge and is reached via a narrow road leading to a small picnic area (this road is part of the original access road to the hotel).

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8

Page 9 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

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### 8. Statement of Significance

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**Certifying official has considered the significance of this property in relation to other properties:**

**Applicable National Register Criteria:** A; C

**Criteria Considerations (Exceptions):** N/A

**Significant Person(s):** N/A

**Cultural Affiliation:** N/A

**Areas of Significance:** Government; Entertainment/Recreation;  
Architecture; Landscape Architecture

**Period(s) of Significance:** 1915-1945

**Significant Dates:** 1915, 1929

**Architect/Builder:** Glacier Park Hotel Company; Glacier  
Transportation Company; Swanson Boat Company; National  
Park Service, Landscape Division

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### Narrative Statement of Significance

#### Summary

Historic landscape features within the Many Glacier Hotel Historic District that contribute to the district's historical and architectural significance include the bridal path and associated stone walls, the two horse overpasses (structures #1600 and #1601), and the stone walls lining the primary access and service roads. Buildings with contributing interior features include the ice house (building #1024), both dormitories (#1043, #1044) and chalet #1048. Buildings #954 and #1024 have been added to the historic district as contributing resources and buildings #1025, #1420, and the unnumbered boat concession cabin have been defined as noncontributing.

Inclusion of these landscape resources, designed by the NPS Landscape Division, requires expansion of the district's areas of significance to include Government and Landscape Architecture. Similarly, the inclusion of the boat concession facility expands the Recreation context to encompass all associated concession facilities, including those not owned and operated by the Glacier Park Hotel Company. The hotel, transportation, and boat companies -- and the Glacier Park Saddle Horse Company (PSHC) -- worked in tandem to create "World Class" accommodations at Many Glacier. Within the revised district boundaries, only the PSHC, whose Bar X 6 Ranch was razed in the late 1940s, is not represented.<sup>2</sup> The bridle path and overpasses, however, testify to the importance of the horse concessioner to the Many Glacier operation.

The district's period of significance has also been extended from 1915 (the year of hotel construction) to the end of the historic period as defined by the National Register (1945). This period of significance is appropriate to a site continuing to evolve in accordance with changing tourist patterns and changing NPS construction standards. Significant dates include the 1915 construction of the hotel and the 1929 initiation of the NPS landscape plan.

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<sup>2</sup> The boys' dormitory (#1043), included in the original nomination, was constructed and used through most of the historic period by the Glacier Transportation Company.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 10 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

### ■ Landscape

#### Approach Roads

Prior to 1927, the Many Glacier Hotel access road crossed Swiftcurrent Creek near the second falls, and cut slightly west toward the hotel where it formed a simple turn around at the hotel entrance. Historic photographs and paintings reveal a stand of lodgepole pine at the hotel entrance (an area now void of trees) and a wood hitching post for horses and buggies. The trees appear to have been removed ca. 1920, possibly in conjunction with construction of the annex (Dunkley 1995).

Circa 1929, the NPS Landscape Division initiated a concerted attempt to redesign the Many Glacier circulation system. This landscape plan included construction of horse paths, overpasses, a new bridge and modified road entry, a parking lot, pedestrian paths, and a new lakeshore trail.

By 1931, a "new concrete arch bridge" carried the road bed over Swiftcurrent Creek at the lake outlet rather than below the falls. This "new" road incorporated a large turn around near the hotel entrance and swung east to a new "Spacious Automobile Parking Space." Rock slab stairways and gravel pathways connected the parking area to the hotel (Burney 1931). Construction-report photographs show a rock-slab stairway, exclusive of stone walls, descending the terrace. This stairway may have been replaced by the current three-run concrete stairway. The stone-wall stairway is not discussed in construction reports but is presumed to be historic. The associated concrete steps, however, date to the modern period and likely replaced stone-slabs. Similarly, although not included in the construction reports, the limestone walls currently lining the entrance road match those known to have been constructed in 1931 in association with the bridle path (see below) and are also presumed to be historic.

Construction of horse paths formed the second key component of the Landscape Division's efforts. Historically, the Many Glacier Hotel formed the center of the tourist-trail network. Both the North and South Circle tours converged at Many Glacier as did the park's most popular day trips: to Iceburg Lake, Cracker Lake, Grinnell Glacier. Through the 1910s and early 1920s, horse tours crossed the primary auto grade to the hotel; as the number of hotel guests arriving in their own automobiles increased in the late 1920s this situation became "intolerable." By 1933, Landscape Division staff had expended "considerable effort to so locate bridle paths and horse trails that no grade crossings will be necessary in this area" (USDI NPS 1933). This trail system included a new horse trail constructed in 1930 and leading from the Park Saddle Horse Company's Bar X 6 ranch (near the Sherburn Lake Overflow) to "the former automobile road leading to the hotel. The new route prevented the main highway from being congested by the presence of a number of riderless horses." A bridle path, lined with one-course limestone walls (as shown in historic photographs), ran north-south, between the hotel and parking lot, and connected to two overpasses that carried the path over the Many Glacier Hotel loop access road. The overpasses are significant examples of rustic architecture: constructed with irregularly shaped and oversized native stone, the bridges appear to "grow" from the rock projections that they straddle. The "gingerboard" railings tie the bridge to the Swiss-style hotel.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8

Page 11 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

Also in 1929, NPS crews constructed the "McDermott Footpath," a graveled trail enabling "the pedestrian to walk up to Grinnel (sic) Lake on a cool and shady path along the lake shore" and to avoid the dust and crowds of the horse trail, located "much higher and along the hillside."

A 1933 map of Many Glacier development shows a road extending between the hotel and the lakeshore. There is no evidence, however, of secondary hotel utility buildings along this road and, at least through 1920, scattered trees remained between the hotel and the lake (Dunkley 1995). The lakeshore area is now used primarily by maintenance vehicles and is cluttered with modern utility buildings.

In 1965, the large parking lot constructed west of the Transportation Company Dormitory (#1044) ca. 1931 was expanded and reconstructed.

The service road, entry turn-around, and parking areas associated with the Many Glacier Hotel have been substantially reconstructed in the modern period and do not contribute to the historic district. The bridle path, overpasses, pedestrian walkways (exclusive of the three-run concrete stairway), and the stone-walls lining the road system date to the Landscape Division's 1929-1931 reconstruction of area circulation systems and contribute to the historic district.

### ▪ Interiors

The Many Glacier Hotel Historic District is architecturally and historically significant in part because of its use of native materials and its incorporation of Swiss design features. Buildings with contributing interior features include the icehouse (#1024), the two dormitories (#1043 and #1044), and the bunkhouse (#1048).

Although prosaic, the simple, unfinished interior of the icehouse testifies to the building's historic function and contributes to the building's significance. The enormous vertical boards used as interior siding, reminder of vanished timber resources, are of special significance.

The dormitory and bunkhouse interiors have been continually modified over the years and no longer present a coherent picture of the buildings at an identifiable point during the period of significance. However, these buildings contain individual features worthy of preservation. In dormitory #1043, these include: the wide molding, wood floors, cross-braced and five-panel doors with original hardware, the stairways, and the stone fireplace and associated chimney. In dormitory #1044, these include the wide molding, paneled doors, built-in kitchen cupboards, and narrow tongue and groove paneling found on walls and ceilings. In bunkhouse #1048 they are limited to the stone fireplace, the cross-brace doors, the tongue and groove paneling, and the exposed log truss system.

### ▪ Newly Evaluated Contributing Buildings

#### Boatman's Residence (#954)

Building #954 is composed of two boathouses, both constructed during the historic period by Captain J. W. "Billy" Swanson, principle stockholder in the Swanson Boat Company and holder of the eastside boat

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8

Page 12 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

---

concession. The north-south component was built ca. 1925 on the west shore of Swiftcurrent Lake and moved across the ice to its current location during the winter of 1932/1933. Here it was joined with the existing east-west component -- also constructed by Swanson as a boathouse -- and converted to a residence. Art Burch purchased Swanson's facilities and assumed responsibility for the park's east side boat concession in 1938. The Burch family continues to run the boat concession and inhabits building #954 every summer, under a NPS term lease.

This residence is associated with development of Many Glacier recreation opportunities and is a contributing component of the Many Glacier Hotel Historic District. Changes in location, design, and mass, occurred during the historic period, and the building has achieved significance as a seasonal residence inhabited for almost six decades by members of the Burch family. Significant interior features are limited to the lake-stone fireplace.

### Icehouse (#1024)

Building #1024, used to store ice for the Many Glacier Hotel, was constructed by the Glacier Park Hotel Company in 1937, from plans drawn by company architect Thomas McMahon and approved by the NPS Landscape Division (plan #NP-GLA 8188). The new icehouse replaced a ca. 1910 icehouse located approximately 100 yards south of the hotel, along the lake shore. Glacier Park Incorporated now uses building #1024 for lumber storage.

The icehouse should be included within the established Many Glacier Hotel Historic District as a contributing component, historically significant for its association with the development of support facilities. The building's simple utilitarian design and isolated placement also contribute to our understanding of the park service's evolving architectural philosophy. The interior contributes to the building's significance.

### ▪ Newly Evaluated Noncontributing Buildings and Structures

#### Boathouse (#1025)

This boathouse, constructed by Art Burch in 1955 as a replacement for boathouse #953, is not yet 50 years old, does not possess exceptional architectural or historical significance (as per criteria consideration G), and is a noncontributing component of the Many Glacier Hotel Historic District. However, the building maintains physical integrity and should be reevaluated once it is 50 years old.

#### Gas Station (#1420)

The gas station is not shown on a 1957 map of the Many Glacier area yet was likely constructed soon thereafter. The building was moved approximately 100' to the southeast in connection with the 1965 reconstruction and redesign of the Many Glacier Hotel parking area.

The gas station does not meet the NR age criteria for historic resources and is a noncontributing component of the Many Glacier Hotel Historic District. However, the building retains integrity and should be reevaluated once fifty years old.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8

Page 13 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

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### Boat Concession Cabin (no number)

This small building was constructed ca. 1948 (Burch 1992), does not meet the NR age criteria and is a noncontributing component of the historic district. However, the building is fully compatible in style and function with neighboring resources, retains physical integrity, and should be reevaluated once it is fifty years old.

### Hydroelectric Plant/Dam (no number)

From approximately 1913 until 1938, a hydroelectric plant run from power generated by the small falls near the outlet of Swiftcurrent Lake supplied the power needs for chalet/hotel and federal facilities at Many Glacier. This system, "severely overtaxed" following construction of the Swiftcurrent Auto Camp, was removed in 1939. Buried lines running from off-park power sources now service the area. Remains of the system are limited to a crumbling 16' x 24' poured-concrete foundation and a stretch of wrapped metal pipe located just below the falls and marking the location of the generator house, the turbine, and the channel for the water wheel.

Although associated with historic development of the Many Glacier area, the hydroelectric plant retains insufficient physical integrity to convey this association and is a noncontributing component of the Many Glacier Hotel Historic District.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 14 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

### ▪ Summary of Contributing and Noncontributing Resources

#### Contributing (Eligible) Resources

Boatman's Residence (#954)  
Icehouse (#1024)  
Bridle Path (no number)  
Stone walls (no number)  
Overpass (#1600)  
Overpass (#1601)  
Swiftcurrent Lake (McDermott) Footpath (no number)  
Many Glacier Hotel (previously listed; National Historic Landmark #1042)  
Girls' Dormitory (previously listed; #1043)  
Boys' Dormitory (previously listed; #1044)  
Caretaker House (previously listed; #1047)  
Employee Residence/Bunkhouse (previously listed; #1048)

#### Noncontributing (Ineligible Resources)

Boathouse (#1025)  
Gas Station (#1420)  
Boatman's Cabin (no number)  
Hydroelectric Plant (no number)

#### Significant Interiors

Many Glacier Hotel (National Historic Landmark)	Icehouse (#1042)
Dormitory (#1043)                      Dormitory (#1044)	Bunkhouse (#1048)

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 9, 10 Page 15 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

### 9. Major Bibliographic References

Burch, Art, interview with Nancy Niedernhofer, September 1992.

Burney, A. W. . "Final Construction Report, East Side Trails, Glacier National park, Account No. 501." December 1931, Folder: 1927-1931, Bridges, Roads, and Trails, Final Construction Reports, Box: D34, Ruhle Library and Archives, West Glacier, MT.

Dunkley, Bob, Glacier National Park Landscape Architect. Telephone interview with Ann Hubber, 2/6/1995.

McDonald, James R. Historic Photo Collection, on file at James R. McDonald, P.C., Architects, Missoula, Montana.

U.S. Department of the Interior, National Park Service. "The Master Plan for Glacier National Park." Branch of Plans and Designs, 1933, 1942.

\_\_\_\_\_. "Vicinity Map Many Glacier, Glacier National Park." Drawing No. GLA-4948, ca. 1927.

\_\_\_\_\_. "Many Glacier Hotel Parking." Drawing No. NP-GLA 3615, March 1965.

### 10. Geographical Data

Acreage of Property (redefined): 75.63 acres

UTM References (redefined point B):

	Zone	Easting	Northing
Point B	12	304630	5407440

#### Verbal Boundary Description

North and east district boundaries have not been modified. The arbitrary southern boundary now angles south and west to incorporate the boat concession complex and the icehouse. The west boundary now follows the east shore of Swiftcurrent Lake, incorporating the shoreline trail.

#### Boundary Justification

Together, the boat, transportation, horse, and hotel concessioners defined the visitor experience and the nature of the built environment at the Many Glacier Hotel. The modified southern boundary, incorporating boat concession facilities, acknowledges this unified effort (as did inclusion of the Transportation Company dormitory in the original nomination). The area between the hotel and the boat complex is heavily timbered and undeveloped, providing the same buffer between the public complex and the service area that it did during the historic period. The modified western boundary, following the lakeshore, conforms to topographic features and

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number

9, 10

Page 16 (Addendum)

Many Glacier Hotel Historic  
District, Glacier Co., MT

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allows inclusion of the lakeshore trail constructed by the NPS Landscape Division for the benefit of pedestrians previously subjected to the dust and noise of the primary pack trail.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number

Photographs

Page 17 (Addendum)

Many Glacier Hotel  
Historic District,  
Glacier Co., MT

### Many Glacier Hotel Historic District Photographs (Addendum)

The following information applies to all photographs listed below:

- 1) Property: Many Glacier Hotel Historic District, Glacier National Park
- 2) Location: Glacier County, Montana
- 3) Photographers: Ann Hubber and Nancy Niedernhofer
- 4) Date of Photographs: September 1992
- 5) Location of Negatives: National Park Service, RMR-RC, Denver, Co

Photo Number	Structure Name and Number	Direction of View
1	Upper parking lot - streetlight (note pedestrian path extending from parking lot)	North
2	Trail ride complex	East
3	Informal horse trail	West
4	Bridal path to South overpass	South
5	Concrete stairway from bus circle to bridle path	East
6	Stone-lined stairway, leading from terrace to hotel entrance	East
7	Stone wall, lining stairway	Detail
8	Service road, near north junction with primary road (note riprap at top center of photo)	South
9	Bridge across Swiftcurrent Creek	West
10	Icehouse #1024	Northwest
11	Icehouse #1024	Northwest
12	Icehouse #1024	West
13	Icehouse #1024	Northwest
14	Icehouse #1024	Interior
15	Icehouse #1024	Interior
20	Gas Station #1420	Northeast
21	Gas Station #1420	Southwest
22	Overpass (Footbridge) #1600	West
23	Overpass (Footbridge) #1600	North
24	Overpass (Footbridge) #1600	South

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number

Photographs

Page 18 (Addendum)

Many Glacier Hotel  
Historic District,  
Glacier Co., MT

Photo Number	Structure Name and Number	Direction of View
25	Overpass (Footbridge) #1601	South
26	Overpass (Footbridge) #1601	Southeast
27	Hydroelectric Plant	West
28	Hydroelectric Plant	West
29	Dormitory #1043	Interior (stairwell between wings)
30	Dormitory #1043	Interior (SW wing, 3rd floor)
31	Dormitory #1043	Interior (SW wing 2nd floor - chimney detail)
32	Dormitory #1043	Interior (SW wing, door detail)
33	Dormitory #1043	Interior (SW wing, 2nd floor bathroom, sink detail)
34	Dormitory #1044	Interior (1st floor bathroom)
35	Dormitory #1044	Interior (first floor bathroom, sink detail)
36	Dormitory #1044	Interior (first floor, typical room)
37	Dormitory #1044	Interior (first floor, Room #20)
38	Dormitory #1044	Interior (second floor, chimney detail)

### Many Glacier Boat Concession Area (part of the Many Glacier Hotel Historic District)

PHOTO NUMBER	STRUCTURE NAME AND NUMBER	DIRECTION OF VIEW
1	Boatman's Residence #954	View to South
2	Boatman's Residence #954	View to North
3	Boatman's Residence #954	View to West
4	Boatman's Residence #954	View to Northeast
5	Boatman's Residence #954	View to Southeast
6	Boatman's Residence #954	Detail, original door opening (to SE)
7	Boatman's Residence #954	Interior - Great Room

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number      Photographs      Page 19 (Addendum)

Many Glacier Hotel  
Historic District,  
Glacier Co., MT

PHOTO NUMBER	STRUCTURE NAME AND NUMBER	DIRECTION OF VIEW
8	Boatman's Residence #954	Interior north bedroom
9	Boatman's Residence #954	Interior north bedroom

### Many Glacier Boat Concession Area Photographs, continued

PHOTO NUMBER	STRUCTURE NAME AND NUMBER	DIRECTION OF VIEW
16	Boathouse #1025	View to Southwest
17	Boathouse #1025	View to Northwest
18	Boathouse #1025	Interior
19	Boathouse #1025	Interior

### Additional Documentation

The attached architectural drawing can be found at the NPS Denver Service Center's Technical Information Center, Denver, Colorado.

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

**National Register of Historic Places  
Continuation Sheet**

Section number    Photographs, Additional Documentation (Addendum) Page 20

**Many Glacier Hotel  
Historic District,  
Glacier Co., MT.**

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**Many Glacier Boat Concession Area Photographs, continued**

PHOTO NUMBER	STRUCTURE NAME AND NUMBER	DIRECTION OF VIEW
16	Boathouse #1025	View to Southwest
17	Boathouse #1025	View to Northwest
18	Boathouse #1025	Interior
19	Boathouse #1025	Interior

**Additional Documentation**

The following site plans can be found at the NPS Denver Service Center's **Technical Information Center**, Denver, Colorado.

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

**National Register of Historic Places  
Continuation Sheet**

<b>Section number</b>	<b>BOUNDARY INCREASE</b>	<b>Page</b>	<b>21 (Addendum)</b>	<b>Many Glacier Hotel Historic District, Glacier Co., MT</b>
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The above addendum adds new land to the previously listed Many Glacier Hotel Historic District. Information relevant to this "Boundary Increase" (B) is summarized below.

**Resource Count**

**Original Nomination:** 5 contributing buildings (including the National Landmark Many Glacier Hotel)

**Amended Nomination:**

- 7 contributing buildings
- 2 contributing sites (bridle path; Swiftcurrent Lake footpath)
- 3 contributing structures (overpasses; stone walls)
  
- 3 noncontributing buildings
- 1 noncontributing structure (hydro-electric plant)

**Acreage**

**Original acreage:** 44 (incorrectly defined in original nomination)

**Redefined acreage:** 75.63 acres

**UTM References (redefined point B):**

	<b>Zone</b>	<b>Easting</b>	<b>Northing</b>
<b>Point B</b>	<b>12</b>	<b>304630</b>	<b>5407440</b>

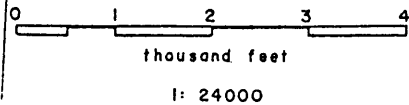
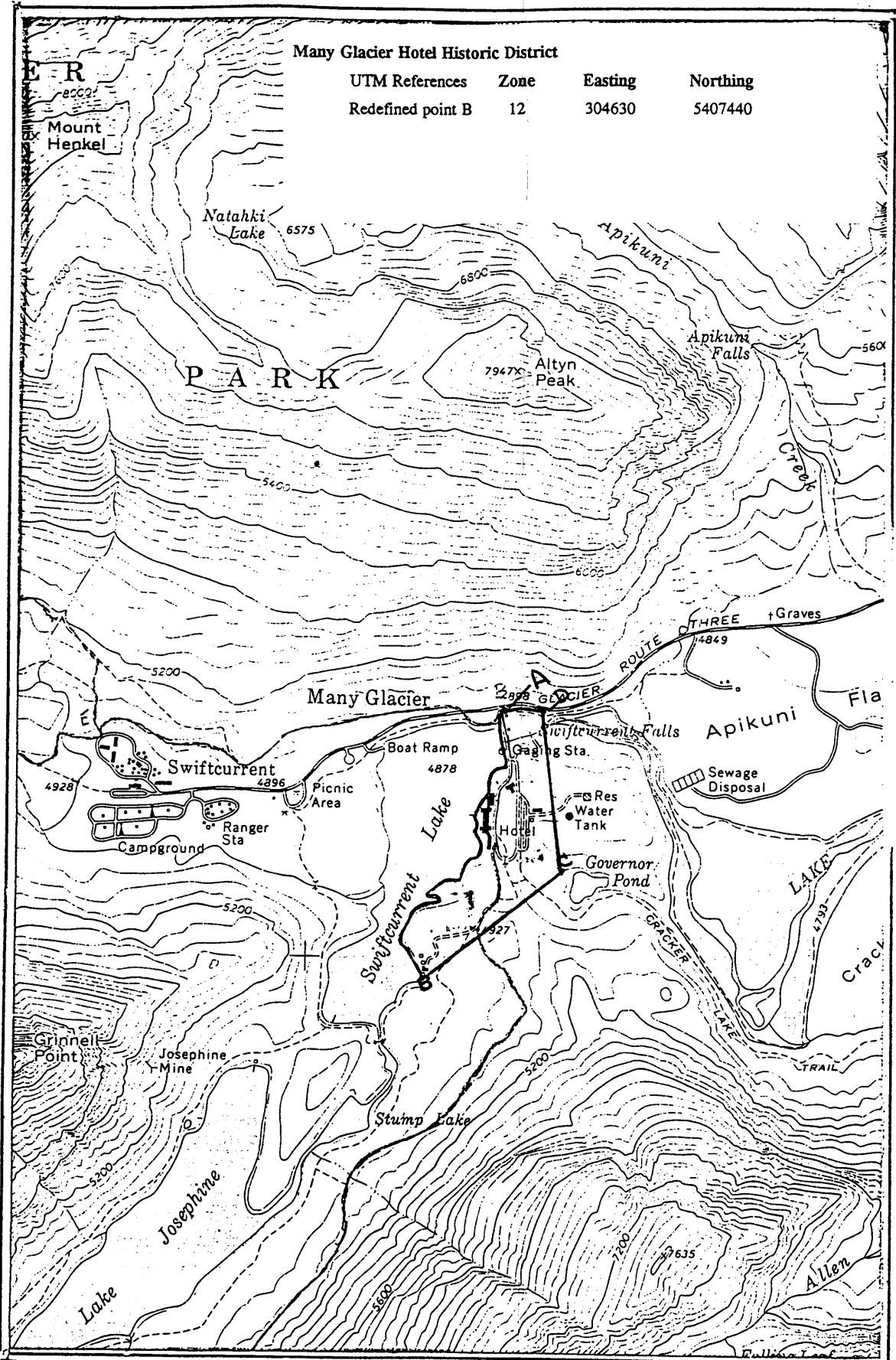
**Verbal Boundary Description**

North and east district boundaries have not been modified. The arbitrary southern boundary now angles south and west to incorporate the boat concession complex and the icehouse (redefined UTM point B). The west boundary now follows the east shore of Swiftcurrent Lake, incorporating the shoreline trail - this new west boundary designation does not change UTM points.

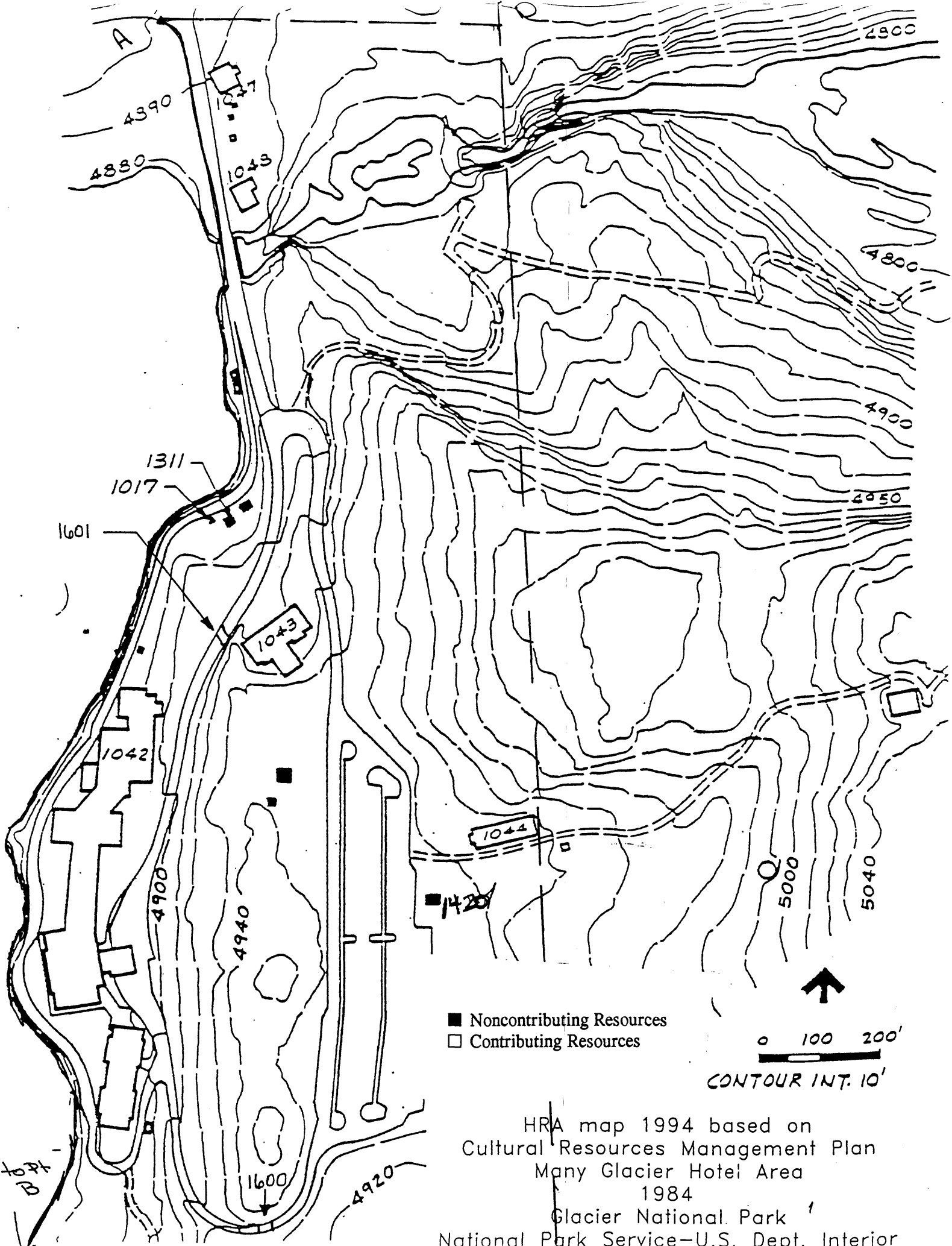


Many Glacier Hotel Historic District

UTM References	Zone	Easting	Northing
Redefined point B	12	304630	5407440



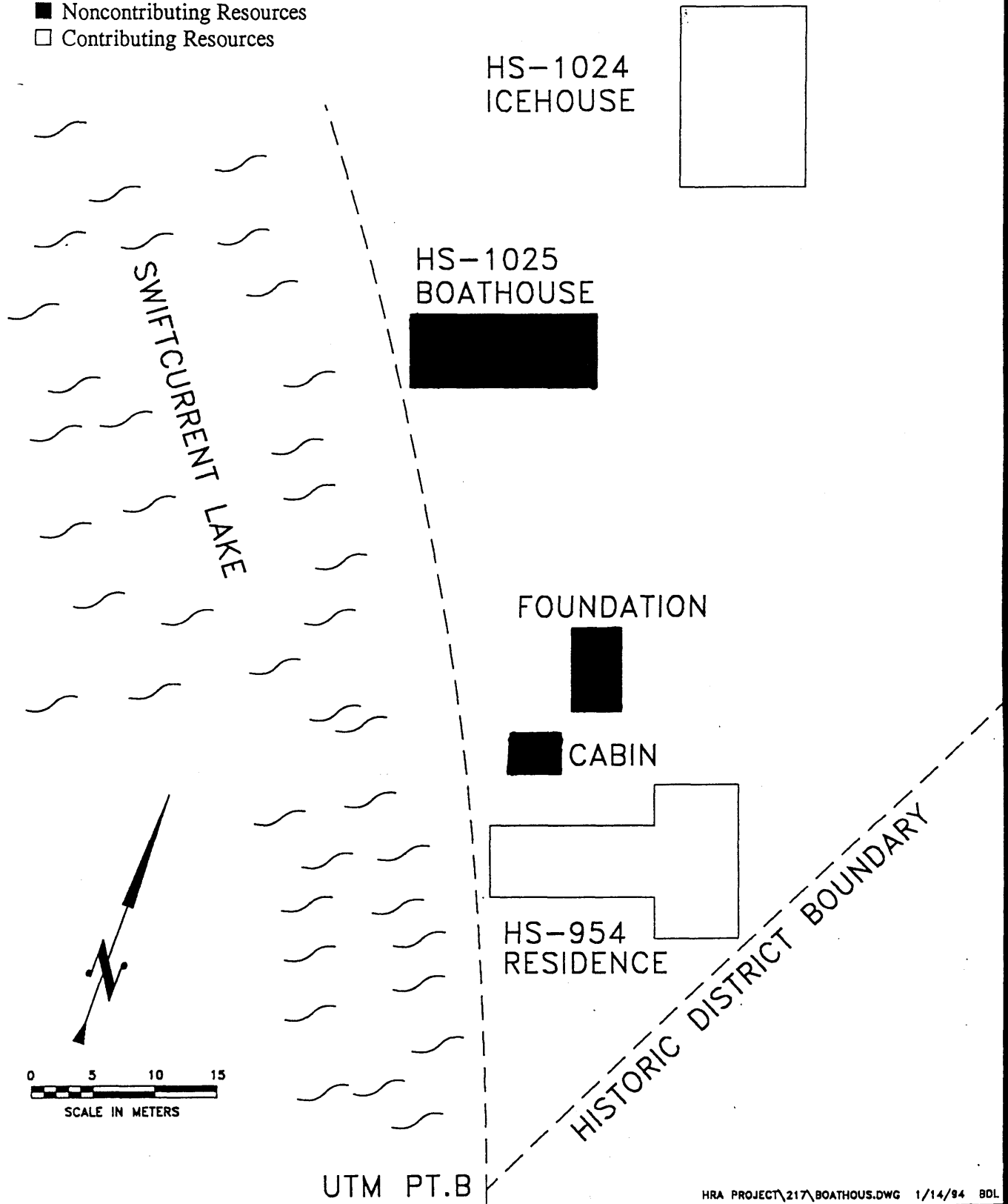
USGS 7.5' Quad Many Glacier  
 Sec. unsurveyed T 1 R 1  
 County Glacier

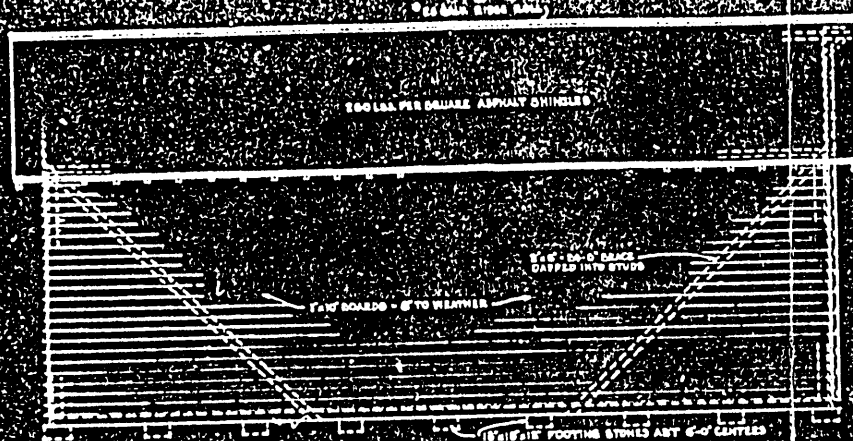


HRA map 1994 based on  
 Cultural Resources Management Plan  
 Many Glacier Hotel Area  
 1984  
 Glacier National Park  
 National Park Service—U.S. Dept. Interior

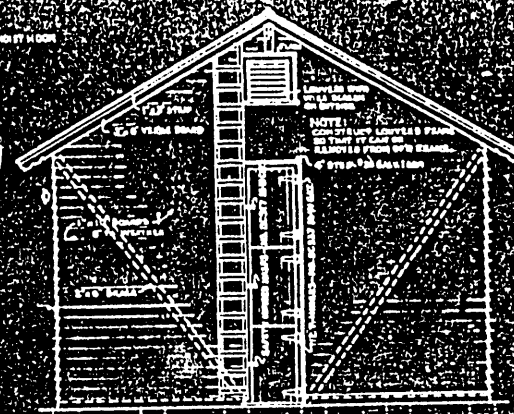
# SWIFTCURRENT BOAT CONCESSION COMPLEX (PART OF THE MANY GLACIER HOTEL HISTORIC DISTRICT)

- Noncontributing Resources
- Contributing Resources

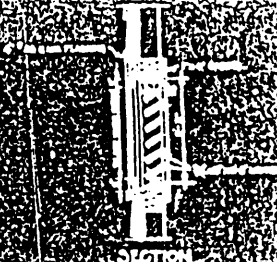




**SIDE ELEVATION**  
SCALE: 1/4" = 1'-0"



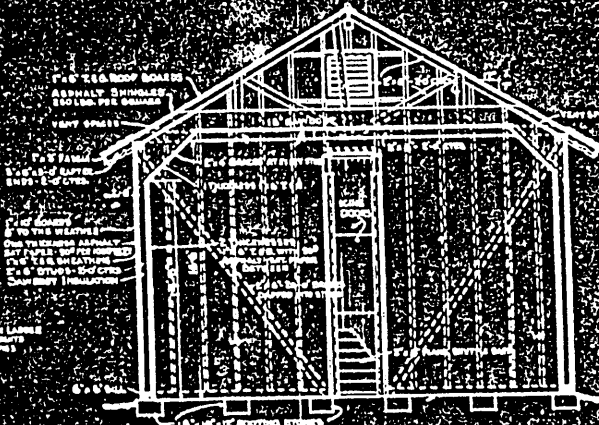
**END ELEVATION**  
SCALE: 1/4" = 1'-0"



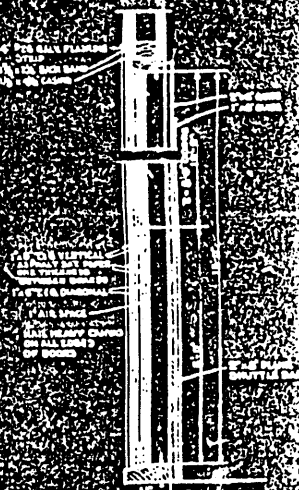
**DETAILS OF LOUVERS**  
SCALE: 1/2" = 1'-0"



**PLAN**  
SCALE: 1/4" = 1'-0"



**SECTION A-B**  
SCALE: 1/4" = 1'-0"



**SECTION**



**DETAIL OF ICING DOORS**  
SCALE: 1/2" = 1'-0"



**DETAIL OF EAVES**  
SCALE: 1/2" = 1'-0"

SUBMITTED BY GLACIER PARK HOTEL CO.  
 BY Aluminum  
 ENGINEERED BY ALUMINUM  
 APPROVED BY ALUMINUM  
 FILE NUMBER GLA-8198

GLACIER PARK HOTEL CO.  
 1024 BUILDING  
 MANY GLACIER CAMPS  
 ICE HOUSE

REDUCED SIZE REPRODUCTION

Many Glacier Icehouse  
 Building #1024  
 4-12-1937