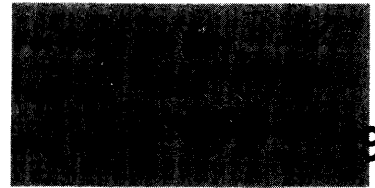


**United States Department of the Interior  
Heritage Conservation and Recreation Service**

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

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



882

## 1. Name

historic MILWAUKEE DEPOT

and/or common SAME

## 2. Location

street & number 250 Station Drive N/A not for publication

city, town Missoula N/A vicinity of congressional district Western

state Montana 59801 code 030 county Missoula code 063

## 3. Classification

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

## 4. Owner of Property

name Milwaukee Depot Associates, c/o Jack Nelson (see continuation sheet)

street & number P.O. Box 3237

city, town Missoula N/A vicinity of state Montana 59801

## 5. Location of Legal Description

U.S. District Court for the Northern District of Illinois, Eastern Division, Chicago, Illinois  
courthouse, registry of deeds, etc. Assessor's Office, Missoula County Courthouse

street & number 200 West Broadway

city, town Missoula state Montana 59801

## 6. Representation in Existing Surveys

Montana Historic Preservation Plan with Historic Site Compendium  
title Missoula Historic Resource Survey has this property been determined eligible?  yes  no

date July 1975  
March 1980  federal  state  county  local

depository for survey records Montana State Historical Society

city, town Helena state Montana

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## 7. Description

---

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<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 Milwaukee Depot and baggage building are centrally located in the city and occupy a well-exposed site on the Clark Fork River near the Higgins Street Bridge, a main link connecting the north and south sides of Missoula.

The depot and the railroad track are separated from the city by a change of grade which is below the general elevation of city streets but above the typical high water level of the river. Pedestrian and auto traffic to the depot are gained by descending a gradual road that traverses the grade, and crossing a small creek lined with tall deciduous trees. The original guardrail along this road was constructed with carefully detailed cast concrete posts which are linked together with 2-inch pipe. This guardrail remains in good condition and becomes an important feature of the site, setting up a stately, rhythmical approach to the building. The site, bordered by the railroad track and river to the north and by a creek and embankment to the south, begins to resemble an island, which may have been the motivating force behind the unique design of the castle-like building.

The depot is basically a two-story building while the baggage building is one-story. Both are rectangular in plan, and measure 94' x 44' and 76' x 28' respectively. Both exteriors are constructed predominantly with brick. Concrete foundations and some cast concrete detailing create a polychroming effect. One can easily appreciate the simplistic elegant design but even a greater understanding of the depot building is achieved by examining the sophistication of its individual components, such as the base, intermediate zone (first floor), upper zone (second floor), and towers.

The building rests on a substantial concrete base which elevates and establishes a definite base course. Four entrances pierce this base course, each having access by exterior steps which pyramid to a landing occurring near mid-point on the base. The base is slightly tapered and the steps are crisply detailed enhancing the aesthetics of poured-in-place concrete.

The lower floor of the building rises from this base and is characterized with a window band of large double-hung windows with a smaller transom-like window above. The double-hung windows sit directly on the concrete base and are divided from the transom by a cast concrete lintel. The lintel is typically punctuated by a cast block engaged into the brick on either side. The windows comprise over 50% of the wall surface and are deeply recessed due to the mass of the wall.

The second floor fenestration consists of a rounded arch window band. This window band rests solidly on a heavy cast lintel while the windows align with the lower floor fenestration. The rounded arch and shorter height of the second floor windows complete the wall statement, allowing the hipped roof to become the natural finishing element in the design sequence.

The dominate features are the two towers which give the building orientation and prominence. The taller tower rises to an elegant height of approximately 5 stories while the shorter to an approximate height of 3 stories. These towers are terminated in Mission-style detailing.

The upward flow of the tower is further accentuated by stretching the window detailing from the second floor up the shaft of the tower and ending with the rounded arch window. The taller tower is further enhanced by stretching the tower cap to allow the addition of eight mini-Romanesque windows (two per side) suggesting an observation room. These towers, with the Mission-style parapet walls, invoke an image of the watchtower common to the European castle, reinforcing the island-castle imagery.

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Continuation sheet

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PROPERTY OWNERSHIP

J. Chris and Myrna Kay Crawford

George L. and Gertrude L. Stevens

William J. Nooney

Jack J. and Billie L. Nelson

c/o Box 3237  
Missoula, MT 59806

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National Park Service**

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Continuation sheet

Item number 7

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The Mission influence is also conveyed through the use of a Spanish tile roof. The original tile may still be seen on the tower roof but the hipped roof has been re-roofed with asphalt shingles. The roof line and eaves are detailed with an integral eave drain and downspouts, and the soffit is supported in a traditional manner by modillion bracketing.

During 1980-1981, the Milwaukee Depot has undergone an extensive interior renovation. The depot and baggage building are now being reused as a restaurant and bar. Alterations evident on the exterior of the buildings include the construction of massive brick planters and new stairways on the northsides of both the depot and baggage building, the construction of a gable roofed addition which connects the depot and baggage building and necessitated the removal of two windows from the west facade of the depot, and the construction of a 12 foot wide exterior chimney on the west side of the baggage building in the place of one of the original freight delivery doors.

The structures and grounds are in very good overall condition with the strong point being the high quality of materials originally used in construction.

**MILWAUKEE DEPOT-INTERIOR**

The interior of the Milwaukee Depot is a combination of fine craftsmanship and quality materials appropriate to its exterior and its period. The interior character is developed in a grand style with 15-foot coffered ceilings. The coffers are done in a highly finished style with special milled wood trim. The lateral segments of the coffers dress out the structural 8x12 beams while the longitudinal segments complete the coffer strictly as a decorative element. Originally this coffer set up a natural grid system for the ceiling lighting pattern. This original incandescent lighting was replaced with a pendent-type fluorescent lighting system which was connected to the original ceiling outlets. In the recent remodeling, ten light polished brass chandeliers have been suspended from the juncture of the wooden ceiling beams and the fluorescent fixtures have been removed.

Interior walls are finished with plaster and painted on the upper portion while the lower portion of the wall is a relief-paneled wainscotting. The wall meets the tile floor with a 7½" special molded baseboard. The floor is done with a square heavy-duty rough surface tile which has a rugged appearance and shows minimal wear. Windows and doors are elegantly cased with special molded trim, simple but sophisticated in detail typical to the exterior. Wall to wall carpeting now covers the tile floor in all spaces except the kitchen and small dining room/service bar.

The addition built to connect the depot and the baggage building also necessitated the removal of the original stairway located in the lower tower. Access to the second floor now occurs in the area defined by the higher tower. Another new stairway, located near the lower tower, is used as a service entry only. Six foot wide arched openings were cut through the connecting addition from the depot to the baggage building. A band of five single light panes light the addition on the south wall. The multi-leveled floor of the baggage room has been raised to a single level during the remodeling.

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Continuation sheet

Item number 7

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On the second level, the original hallway has been relocated in the remodeling to the outer side of the building. Acoustical tile covers the ceiling and the hallway is lit by 3-light chandeliers. The original maple flooring is covered with carpeting. All doors are wooden panel in either a ladder style or a panel-light combination.

Although some of the historic fabric of the Milwaukee Depot and baggage building has been covered or altered during the recent renovation, the buildings have retained primary integrity of materials, craftsmanship, design and location and warrant inclusion in the National Register of Historic Places.

## 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 checked="" 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** 1910 **Builder/Architect** J. A. Lindstrand

### Statement of Significance (in one paragraph)

The Chicago, Milwaukee, and St. Paul Railway was the last of the transcontinental rail lines to traverse Missoula and Montana. The line was constructed by a Montana Corporation, the Chicago, Milwaukee, St. Paul and Pacific Railway Company, during 1907-1909. The depot was built in 1910 and was designed by J. A. Lindstrand, an architect in the Bridge and Building Department of the Chicago, Milwaukee, St. Paul and Pacific Railway

Company. Upon completion the line was transferred to the parent company. The Milwaukee line solidified Missoula's role as a major urban and trading center of western Montana. The arrival of this formidable competition also forced the Northern Pacific to rebuild substantial portions of its railway. The railroads reawakened a recession-bound lumber industry, stimulated agricultural expansion and homesteading, encouraged migration to the area, and in general revitalized Missoula's sagging economy and prospects for the future. The depot was primarily utilized as a facility for passenger service. The depot is one of the few remnants from the era of railroad supremacy in contemporary Missoula and represents the significant impact of the railroad on the settlement and development of the Missoula area. The depot's architectural significance is substantiated by the exquisite proportions, the incorporation of Mission style detailing, and the high degree of originality and sophistication evident in the design. It is one of the finest examples of early 1900 railroad station architecture in Montana.

The Chicago, Milwaukee and St. Paul Railway was noted for the architectural monumentality of its passenger stations in Montana, exemplified by the depots in Butte, Great Falls, and this nominated property in Missoula.

## 9. Major Bibliographical References

Koelbel, Lenora, Missoula the Way It Was, Missoula, Mt.: Gateway Printing, 1972.  
 McDonald, James R. and Williams, Gary, Missoula Historic Resource Survey, Missoula, Mt.:  
 Porky Press, March 1980.

## 10. Geographical Data **UTM NOT VERIFIED** **ACREAGE NOT VERIFIED**

Acreege of nominated property 2.58

Quadrangle name Southeast Missoula

Quadrangle scale 1:24000

### UMT References

A 

1	2	2	7	1	5	6	0	5	1	9	4	5	9	0
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

Area west of the Higgins Avenue Bridge of Tract "A" created by order of U.S. District Court for the Northern District of Illinois, Eastern Division, Cause No. 77 B 8999, Order #400, located in the SE 1/4 of Section 21 & the SW 1/4 of Section 22, Township 13

List all states and counties for properties overlapping state or county boundaries North Range 19 West, P.M., M., Missoula County, MT.

state	N/A	code	county	code

state	code	county	code

## 11. Form Prepared By

name/title Kirk Michels, James R. McDonald, updated 1/82 by Billie L. Nelson, Missoula, MT

organization James R. McDonald Architect

date 4 November 1980

street & number P.O. Box 8163

telephone (406) 543-3787

city or town Missoula

state Montana 59807

## 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

*Marcella Sheffy*

title Deputy SHPO

date 12-15-80

