NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 88001024 Date Listed: 7/8/88

Milwaukee Road Historic District | Wheatland | MT
Property Name | County | State

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrus 7/8/88
for Signature of the Keeper Date of Action

==========

Amended Items in Nomination:

Following a conversation with Montana Deputy SHPO Pat Bick on 7/8/88, it was determined that section #3 of the nomination form should correctly show the following number of contributing and non-contributing resources: 7 contributing buildings, 3 contributing structures, and 1 non-contributing structure. The three contributing sturctures are the Used Oil Tank, the Oil Tank, and the Well House. The Sand Tank is the non-contributing structure. The remainder of the resources are contributing buildings. Section #7 of the nomination and the sketch map both correctly indicate which resources are contributing and which are non-contributing.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

1024

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

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JUN 10 1988

NATIONAL REGISTER

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name: Milwaukee Road Historic District

other names/site number:

2. Location

street & number: South of city limits — n/a not for publication

city, town: Harlowton — [x] vicinity

state: Montana code: 030 county: Wheatland code: 107 zip code: 59036

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
[X] private	[ ] building(s)		
[X] public-local	[X] district	3	buildings
[ ] public-State	[ ] site		sites
[ ] public-Federal	[ ] structure	7	1 structures
	[ ] object		objects
		10	1 Total

Name of related multiple property listing: n/a

Number of contributing resources previously listed in the National Register: n/a

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.

Marcella Sherfy — 6-3-88

Signature of certifying official — Date

Montana SHPO

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

[✓] entered in the National Register. [ ] See continuation sheet. — Patrick Andrus — 7/8/88

[ ] determined eligible for the National Register. [ ] See continuation sheet.

[ ] determined not eligible for the National Register.

[ ] removed from the National Register.

[ ] other, (explain:) _____

for Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation

Current Functions (enter categories from instructions)

Vacant/ not in use

7. Description

Architectural Classification (enter categories from instructions)

Other: standardized depot and round house designs

Materials (enter categories from instructions)

foundation concrete
walls wood and brick
roof wood shingle and asphalt
other

Describe present and historic physical appearance.

The Milwaukee Road Historic District is located on the flats below the south end of Central Avenue, just outside of the city limits of Harlowton. The depot, yard master's office, and freight house are oriented in an east-west direction at the north end of the district and parallel the former main line of the Milwaukee Road. The round house, oil tanks, foreman's office, storeroom, sand tower and well house are grouped to the south of the tracks and are connected by rails and concrete walkways. The entire complex was abandoned by the railroad in March, 1980.

Depot: (Contributing.) The depot is a single story, wood frame building on a concrete foundation measuring 24' by 188'. Erected in 1908, the depot provided a waiting area, dining area or "beanery," baggage room, and express room. The building was heated by a large, coal-fired (later converted to gas) boiler located in a concrete lined basement area directly beneath the center of the depot. The building was originally 24' x 165' and a hipped roof addition to house the yard master's office was constructed on the west end in 1944.

The interior of the depot has been altered a number of times to meet changing needs. In 1944, major alterations included the relocation of the yard master's office to the depot and the remodeling of the waiting room that included the construction of a new ticket office at the northwest corner of the depot. At that time, a number of the 2-over-2 double hung windows were replaced with 1-over-1 units, and an opening for a new sliding wooden door was also cut into the north wall of the baggage room. The dining area, the waiting room and ticket sales office were removed shortly after passenger service was discontinued in 1964. Nevertheless, the interior of the depot remains in good condition, with most of the wainscoting in place.

The exterior of the depot is covered with 4" beveled lap siding on the upper portion of the walls, with a 4-foot base finished with 1" x 4" vertical wainscoting, which was covered with masonite in the 1970's. The corner boards are 1" x 6" and a toothed, vertical board frieze encircles the building under the eaves. The angle of the steeply pitched gable roof is broken at the wall line, and from that point the roof extends out over the passenger walkways some 5' to provide weather protection. This overhang is supported by 6" x 6" chamfered knee braces, the ends of which are sawn in an ogee pattern. The roof was originally covered with wooden shingles, which were later overlaid with green asphalt shingles. On the north elevation projects a small gable dormer with three, small

[X] See continuation sheet

fixed windows. The geometrically scored paving bricks that formed the passenger walkways were removed after 1980.

The building was painted in different color combinations over the years. From 1909 to the middle 1930's, the depot featured the traditional Milwaukee Road colors of orange for the upper walls and maroon for the lower wainscoting and trim. During the late 1930's through the early 1940's, the depot was painted white with black trim. Likely in 1947, the depot was repainted using the present color scheme of light and dark gray.

Freight House: (Contributing.) This wood frame building, constructed in 1907, measures 30' x 140' and has a gently sloping gable roof that extends over the ca. 14' wide loading dock on the south elevation. Covered with weathered novelty siding with corner boards, the freight house maintains primary historic architectural integrity, despite its deterioration due to years of disuse. The platform of the loading dock is made of 3" x 12" planking, and the roof extension is supported by 8" x 8" posts. Originally, a covered loading platform extended from the freight house approximately 200' to the east. The building is set on high wooden piers, about 5' above grade. Three freight doors are found on the north elevation, each having a 6-lite transom above. On the south elevation, a number of the original freight doors have been enclosed and replaced with 5-panel wooden doors. The windows are 6-over-6 double hung units that are covered with plywood. The roof is covered with asphalt shingles and features enclosed soffits. The interior of the building has experienced extensive water damage due to the deteriorated state of the roof.

Yard Master's Office: (Contributing.) This one story, gable roofed building was constructed ca. 1910 and measures 12' x 16'. It was likely moved from its original location nearer the depot ca. 1944 when the yard master's office was relocated in the west end of the depot. The building is sheathed in novelty siding and the roof is covered with wooden shingles. Corrugated sheet metal has been placed over the original siding on the east elevation. This building served as the Yard Master's Office until 1944, when the office was moved to the depot. All windows and doors have been covered with plywood, including the two windows and one door on the south elevation and the two doors and one window on the north. A small louvered vent is cut into the gable end.

Steam Room: (Contributing.) Built ca. 1915 and measuring approximately 11' x 11', this small, flat roofed concrete structure with brick veneer sets to the north of the depot near the freight house. A door is located on the west elevation, and small, 4-lite fixed windows are located on the other three sides. When passenger trains arrived at the station, the garbage cans were taken from the dining cars, emptied and the cans were cleaned with steam in this small building. The steam was piped underground from the boiler located beneath the depot.

Round House: (Contributing.) Construction of the round house began in 1907 and was originally composed of 12 bays. The turntable was 90' in diameter, with a 55' apron between it and the roundhouse stalls, which were accessed through 12' x 18' double doors. At this time, the bays were 110' deep and the building measured 165' along the inner curve and 315' along the outside wall. Bays #13-#17 were completed in 1916 to service the electric engines. These new stalls were larger, measuring 129' in depth. The turntable was also enlarged at this time to 107' in diameter. In 1930, stalls #9 and #10 were enlarged to 118' in depth to house the new, larger steam locomotives. And in 1932, when the Milwaukee Road started operating 3-unit electric locomotives, stall #17 was enlarged to 182' in overall length to house the motors that reached a total length of 167'.

Bays #1-#8 were demolished sometime during the early 1950's, together with the machine shop, engine men's room, round house store department, blacksmith shop, boiler room, power house, and shop lunchroom that were attached to east end of the building. The turntable was removed after the rail line discontinued service in 1980.

The remaining bays of the round house are in good condition and the building is now being used for fertilizer storage. Set on a concrete foundation with a concrete slab floor in bays #14-#17 and a dirt floor in bays #9-#13, the round house exhibits the typical construction characteristics of the type. Massive timber framing were used throughout, consisting of 12" x 12" support posts and 8" x 16" roof beams. The interior walls of the building are lined with brick for fire protection. Windows are large 6-lite fixed and hopper units set in groups of six. The overhead crane for lifting engines is still in place in bay #15, but the original pits of the other bays were filled with concrete after the building was abandoned as a round house and reused for storage (ca. 1984). The roof of the round house was taller in bays #15 and #16 to accommodate the crane and jack lifts, and 6-lite clerestory windows illuminated these bays. The round house was heated by steam, and a number of the ceiling and floor radiators remain in place although the boiler has been removed. The exterior of the round house is sheathed with 4" beveled siding. Double doors approximately 18' tall open to the bays. The concrete slab that exists where bays 1-8 were once located is still in place.

Fuel Tank: (Contributing.) Built during the mid-1930's when the steam engines were converted from coal to oil, this large, riveted steel fuel tank has a capacity of 500,000 gallons. It was used for oil storage until 1959, and then held diesel fuel when the Milwaukee steamers were replace by diesel engines.

Sand Tower: (Noncontributing.) The original sand tower and coal dock within the railroad complex were wooden structures that were destroyed in 1955. The sand tower was rebuilt at that time. This riveted steel tank is held above the rail line on large steel support structure. Sand would be poured from the

tank to holding bins in the engines, where it would be dispensed on the track for increased traction on snow and uphill grades.

Oil Tank: (Contributing.) Set on an 8-sided brick base, this riveted steel tank held the used oil taken from engines in the round house until it could be transferred to rail cars heading east for disposal or refining. Built ca. 1934, this oil tank remains in good condition.

Well House: (Contributing) This small, wooden, shed roofed covering over the well was in place by 1915.

Water Treatment Plant (Foreman's Office): (Contributing.) This brick building was constructed during the 1920's as a water treatment plant and was converted into an office for the round house foreman, likely during the 1950's after the east end of the round house was demolished. This small, industrial building features a corbelled brick frieze with stepped corbelling in the gable end. Set on a concrete foundation, the building measures ca. 16' x 26'. The present windows are replacement units and are 2-over-2 double hung, horizontal sash. The large opening in the east end of the building has been framed in and covered with lap siding. The gable roof is covered with asphalt shingles.

Storeroom: (Contributing) Constructed during the 1920's, this ca. 15' x 90', wood frame building was the place were replacement parts of the engines were stored. The windows are 4-over-4 double hung units, most of which now are covered with plywood. The storeroom has a gable roof covered with rolled asphalt and the exterior walls are sheathed with 4" beveled siding.

A number of structures within the Milwaukee Road complex have been lost since the bankruptcy of the railroad in 1979. The large wool warehouse burned in 1983, and the section house, pig platform, and wooden walk-over were removed for salvage. However, the existing structures within the Milwaukee Road Historic District compose a significant grouping of historic railroad-related buildings that possess a high degree of historic architectural integrity and accurately convey a the importance of Harlowton as the point from which electrified trains headed West and steam- or diesel-powered engines struck out across the northern plains to the East during the historic period.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:
☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Transportation	1907-1935	1907, 1908,
Engineering		1915, 1935
Architecture		
Settlement		
Community Planning		

Cultural Affiliation
n/a

Significant Person
n/a

Architect/Builder
Chicago, Milwaukee and St. Paul Railway
Multiple builders

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Milwaukee Road Historic District in Harlowton is significant as the service facility at which trains transferred from conventional motive power (steam through the 1950's and diesel after that) east of town to the Milwaukee's nationally significant electrified line west of Harlowton. The round house and other buildings within the district housed the work crews who maintained both the conventional and the electrified locomotives. Thus the district illustrated both modes of power. Furthermore, the round house and other buildings constitute one of the most intact railroad division point facilities in Montana. The Milwaukee Road Historic District is also significant for the tremendous impact that the railroad had upon the development and orientation of the community of Harlowton, Montana. The railroad was by far the largest single employer in the community, with a work force of 100-150 men on a 24-hour basis during the steam locomotive era. Harlowton was chosen as an important division point on the Milwaukee line, and, more significantly, as the eastern terminus of the railroad's major electrification program of the 1910's. Between 1916 and 1974, from Harlowton to Avery, Idaho, the Chicago, Milwaukee and St. Paul Railway (renamed the Chicago, Milwaukee, St. Paul and Pacific Railway in 1927) ran the longest stretch of rail line ever to be electrified in the nation. A steady stream of railway officials and representatives of at least seventeen countries in Asia, Africa, Europe, North and South America came to the Harlowton division point to observe and learn about this American engineering marvel.

Between 1908 to 1920, there were almost daily arrivals in Harlowton of train loads of homesteaders and others seeking land and business opportunities, which resulted in rapid agricultural settlement of the open ranch lands of the county and the rise of Harlowton as the area's trade and service center. The depot was built in 1908 at the south end of Central Avenue and is a typical example of standardized depot design, specifically a Milwaukee's Class A Passenger Station. The depot and the roundhouse are significant as two of the larger depots and roundhouses in existence along the historic Milwaukee line and are rapidly becoming rare examples of these functional railroad building types.

Railroad Electrification

Harlowton was selected as the point from which the Chicago, Milwaukee, and St. Paul Railway's electrification plans were carried out. In April, 1914, the

☐ See continuation sheet

9. Major Bibliographical References

Derleth, August, The Milwaukee Road: It's First Hundred Years, Creative Age Press, New York, 1948.

Grant, Roger, "The Standardized Railroad Station," H. Roger Grant, Great Plains Quarterly, Spring, 1983.

Johnson, Lon, "Harlowton's New Main Street," talk given at the Montana History Conference, Lewistown, Montana, November, 1984 (unpublished text available at the State Historic Preservation Office).

Musselshell News, Harlowton, Montana, 6/2/07, 7/4/07, 9/19/07, 9/26/07, 10/10/07, 5/7/08, 4/23/09, 5/7/09, 5/14/09, 5/27/10, 3/29/12, 12/5/18.

Wilkerson, Bill, "Milwaukee's Harlowton Roundhouse," Inland Empire Railway Review, Issue no. 7, January, 1985, Spokane: Inland Empire Historical Society, pp. 10-20.

Interview with Larry and Roger Mager by Patricia Bick, Box 328, Harlowton, Montana, February 11, 1988.

☐ See continuation sheet

Previous documentation on file (NPS):

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

Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property approximately 12 acres

UTM References

	Zone	Easting	Northing
A	12	590270	5142360
B	12	590250	5142160
C	12	589900	5142350
D	12	589910	5142440

☐ See continuation sheet

Verbal Boundary Description

section 27, T8N; R15 E the

From the NW corner of the NE 1/4 of section 27, T8N; R15 E the point of beginning is located 197' east and 227' south to UTM point "D." From here, the boundary runs 1100' east along the right of way of 4th Ave. to UTM point "A," then, south 650' to UTM point "B," then, 1200' west along the right-of-way of the road south of the round house to UTM point "C," then, north 250' to the point of beginning.

☐ See continuation sheet

Boundary Justification

The boundary for the Milwaukee Road Historic District as defined encompasses the land upon which all extant historic structures are located that were directly related to the operation of the railroad in Harlowton.

☐ See continuation sheet

11. Form Prepared By

name/title Warren Elwood

organization Upper Musselshell Historical Society date January, 1988

street & number Central Ave. telephone 406-632-5666

city or town Harlowton state Montana zip code 59026

railroad began construction of electrical substations at about 30 mile intervals for a distance of 438 miles between Harlowton and Avery, Idaho. This section of the Milwaukee's line crossed three mountain ranges. Montana's cold winter temperatures made it especially difficult for steam locomotives to pull trains over the mountain passes, while electric power was equally effective in winter and summer. Moreover, electrification allowed the railroad to transform the energy of the downhill momentum of the trains, which was normally dissipated in the burning of brake shoes, back into electricity that could be fed back into the grid of the electric utility. By this means, the Milwaukee was able to recover about 12% of the electricity it consumed and sell it back to the utility. Another factor that railroad cited in support of its decision to electrify was the discomfort passengers suffered from the smoke that would be trapped in the 45 tunnels along this section of the line. The first electric train took off from Harlowton in November, 1915, and the entire electrified length to Avery, Idaho was in operation the next year. This was the longest stretch of electrified line in the nation and was deemed by Thomas Edison as an "unmatched technical marvel."

Harlowton, as the eastern terminus for the electrified line, became the point at which electric locomotives were exchanged for steam- and later diesel-powered engines. Electricity to the overhead wires, which powered the electric locomotives from Harlowton west, was supplied by the substation at Two Dot, so no electrical supply facility is located within the historic district. A few of the overhead catenary lines are still in place within the historic district.

Architectural Significance

The Harlowton depot within the Milwaukee Road Historic District represents the triumph of standardization in American life. The Chicago, Milwaukee and St. Paul Railway adopted a rigid policy of standardization as it pushed west from South Dakota in 1906, with a repertoire of more than a dozen standardized, depot designs for use in larger towns along the line. The plan for the Harlowton depot dates to a 24' x 60' pattern developed in 1902 that was modified in 1906 to become the "Standard Class A Passenger Station Plan." This was a totally utilitarian design, with the only decorative elements being the roof bracketing and toothed frieze. Quickly, the Class A Passenger Station became the quintessence of Great Plains standardized railroad station architecture. By April, 1908 work on depot was begun, and, because Harlowton was designated as a division point on main line, the new depot was of the Class A type. Other examples of this particular station design in Montana still exist at their original locations in Alberton and Deer Lodge.

In September, 1907, a large force of Bulgarian and Japanese workmen arrived in Harlowton to begin the construction of the railroad complex. Work proceeded apace and by January, construction of Milwaukee shops was well underway. The round house remains today as one of the best surviving examples of this type of railroad architecture in the State. It is especially important because its

construction reflects the requirements for the repair of steam, electric and diesel engines. The original configuration of the round house may be determined today by the brick wall between bays #12 and #13, where the first portion of the building terminated. Over the years of its operation from 1907 to 1980, the round house was modified by the construction of additional, larger repair stalls, with updated equipment as technological improvements in locomotive design required, culminating in the extension of bay #17 to accommodate a 3-unit electric motors measuring 167' in length.

Impact of Railroad on Local Settlement

The completion of the Chicago, Milwaukee, and St. Paul Railway through central Montana in the early 20th century coincided with and encouraged the State's homesteading boom. Tens of thousands of land seekers came to settle the Montana plains between 1908 and 1920. The first train arrived in Harlowton on March 9, 1908, when the town's population was estimated at 300. By 1910, the population of Harlowton was up to 900, and included a Japanese community of railroad workers who lived outside of the city limits in a small enclave of frame houses south of the railroad round house. Between January and June 1910, 284 immigrant trains arrived in Harlowton with 28,500 people setting out in search of new opportunities in central Montana. The railroad actively participated in enticing settlers to the area by purchasing the 13,460 acre Shaw Ranch in April, 1909, for "colonization." In May of that year, the Milwaukee Road bought another 7,000 acre ranch 10 miles east of Harlowton for resale to land seekers and established the Milwaukee Land Co. office on Main St. in Harlowton. To publicize their real estate, the railroad published "Montana, It's Resources and Opportunities" in 1909 and built a specimen house near the depot to display local farm products.

The railroad was the town's primary employer, with a crew of 100-150 men on the payroll during the era of steam locomotives. When the line from Harlowton to the West was electrified in 1916, the five additional stalls were added to the round house to accommodate the larger electric engines. As the eastern terminus for the electric line and the western terminus for the steam-powered locomotives, the round house played a particularly important role in overall operation of the Milwaukee Road system. When the steam engines were replaced with diesel locomotives, the repair crews at the round house were cut back by approximately 50 employees. Crews were active in the round house on a 24-hour basis. The round house whistle, which could be heard throughout town, sounded at the shift changes at 8:00am, 4:00pm, and midnight, in addition to a 6:00 am wake-up blast and a 7:45am warning.

Harlowton became the supply and trade center of Wheatland County, as well as the county seat in 1917 when the dramatic population growth supported succession from Meagher County. Prosperity in the agricultural and trade sectors continued through the First World War when grain prices remained high and an unusual amount

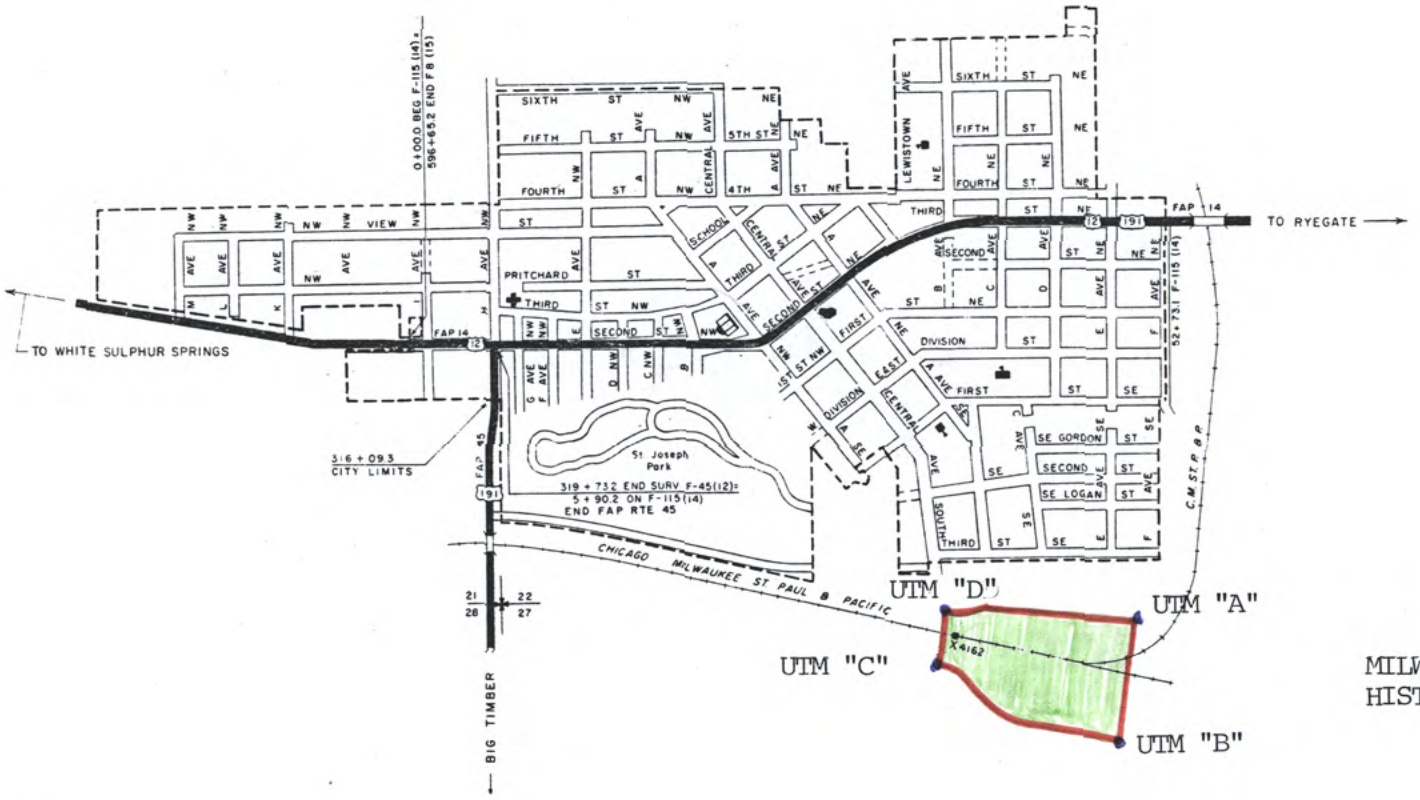
of rainfall was enjoyed. Immediately after the close of the war, the fall in commodity prices and successive drought years brought on a major depression which lasted through to the Second World War. From 1920-1930, Wheatland County lost 30% of its population (2,000 people) and over one-half of the established farms.

Importance of Railroad on Town Planning

Unlike the earlier transcontinental railroads that crossed the sparsely populated high plains of Montana, the Chicago, Milwaukee, and St. Paul Railway appears to have had greater success in inducing agricultural settlement than in townsite development, which had proved so lucrative for the earlier railroad companies.

Harlowton was an established community serviced by a Montana-owned railroad by the time the Milwaukee Road announced plans to build in 1906. On June 4, 1900, Richard Harlow's Montana Railroad had arrived, and the original townsite of Harlowton developed near the depot, as was the common pattern. The Montana Railroad soon became known as the "Jawbone Railroad" because its continued operation appeared to depend upon Harlow's verbal abilities rather than the financial standing of the company. The Jawbone connected Harlowton to the Northern Pacific transcontinental line at Lombard, and then ran north to Lewistown. The Milwaukee Road's directors arranged to assume operation of the Jawbone and decided to make Harlowton a division point.

While the Milwaukee Road was under construction and making its way across the State from the east, a major fire in Harlowton devastated Main Street on June 6, 1907, consuming 24 buildings. The fire resulted in a number of changes in the appearance of Main St., including the passage of an ordinance requiring fireproof construction, which sparked new interest in developing the local sandstone quarries on a larger scale. Also, discussions among business owners ensued as to whether the entire commercial district ought to be rebuilt closer to the proposed Milwaukee depot, because the Jawbone depot would soon be abandoned. As the Milwaukee Road determined to sell lots near its depot on the flats only for industrial development, businessmen contemplated construction on the bluff directly above the Milwaukee's right-of-way. Although the formal consensus of business people was to rebuild along the original Main Street, in May, 1908, A.C. Graves boldly relocated his hotel halfway between the old Main Street and the depot, on the bluff at the end of Robertson Street. Other businessmen quickly followed suit, and the focus of the main commercial district was turned 90 degrees. By 1910, Robertson Street was renamed Central Avenue.



LEGEND

- PROPOSED ROAD
- GRADED AND DRAINED ROAD
- GRAVEL OR STONE ROAD
- LOW TYPE BITUMINOUS ROAD
- PAVED ROAD
- DIVIDED ROAD - TRAFFIC FLOW
- FAI FEDERAL AID INTERSTATE SYSTEM
- FAP FEDERAL AID PRIMARY SYSTEM
- FAS FEDERAL AID SECONDARY SYSTEM
- 90 INTERSTATE ROUTE MARKER
- 10 U.S. NUMBERED ROUTE MARKER
- 13 STATE ROUTE MARKER
- 382 OTHER ROUTE MARKER
- CORPORATE BOUNDARY LINE
- NON-EXISTENT DEDICATED STREET
- CENTRAL BUSINESS DISTRICT
- URBAN EXTENSION BOUNDARY
- RAILROAD AND STATION
- POST OFFICE
- COURT HOUSE
- ELEMENTARY SCHOOL
- HIGH SCHOOL
- HOSPITAL
- X 3956 ELEVATION

N

T 8 N R 15 E

CITY PLAT

HARLOWTON

WHEATLAND COUNTY

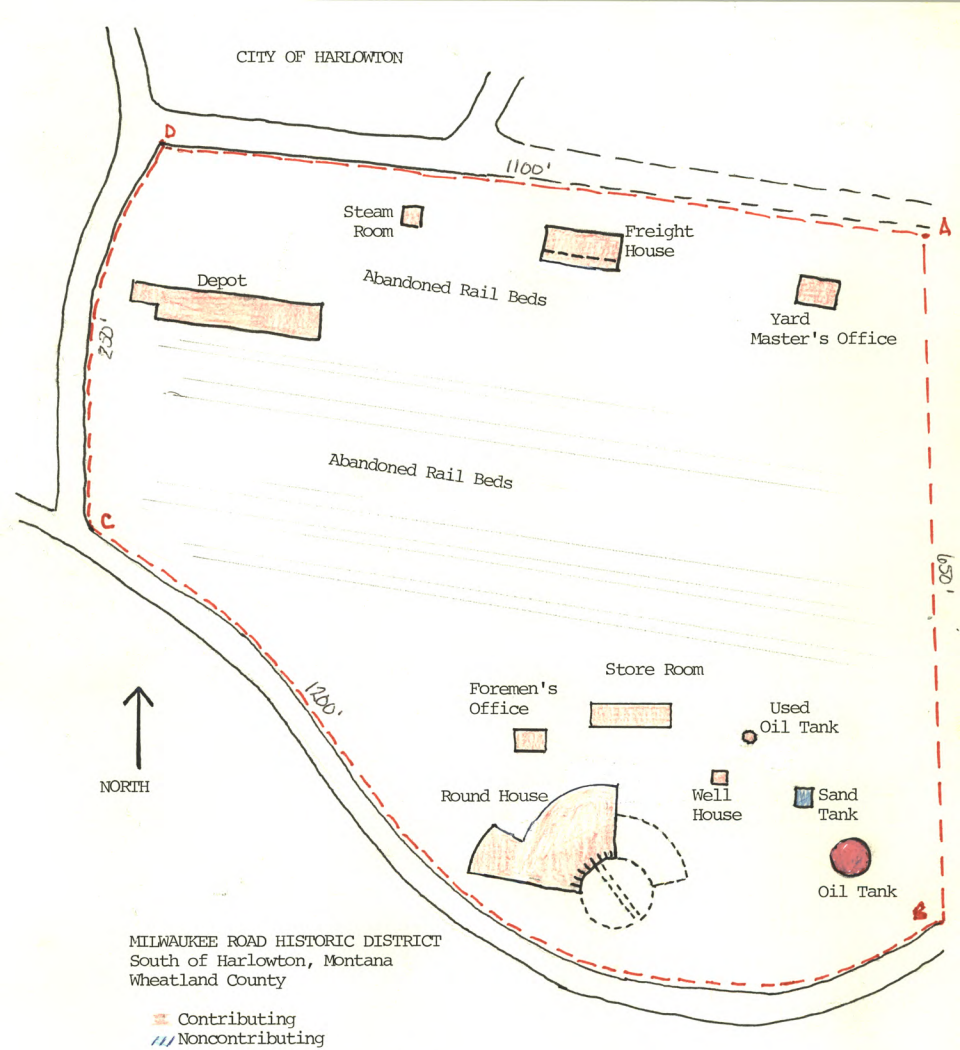
MONTANA

1970 CENSUS 1,375

SCALE IN FEET

600 0 600 1200

REVISED DEC 31, 1976



MILWAUKEE ROAD HISTORIC DISTRICT
South of Harlowton, Montana
Wheatland County

Contributing
Noncontributing

Historic District Boundary

MAP NOT TO SCALE