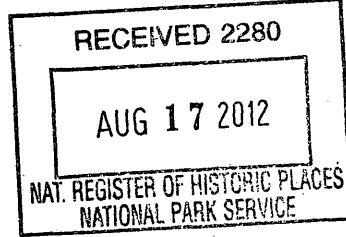


United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form



828

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).

### 1. Name of Property

Historic name Montana, Wyoming & Southern Railroad Depot

Other names/site number Belfry Depot; 24CB1148

### 2. Location

street & number 403 Broadway Avenue

not for publication

city of town Belfry

vicinity

State Montana code MT county Carbon code 009 zip code 59008

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  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  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Mark F. Zamber  
Signature of certifying official

8/16/2012  
Date

STATE HISTORIC PRESERVATION OFFICER  
Title

MONTANA SHPO  
State or Federal agency and bureau

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

Signature of commenting official

Date

Title

State or Federal agency and bureau

### 4. National Park Service Certification

I, hereby, certify that this property is:

Edson H. Ball Signature of the Keeper Date of Action 10-3-12

entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain:)

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**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public - Local
- public - State
- public - Federal
- private

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- building(s)
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
		structures
		Objects
1		buildings
1	0	<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

N/A

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION/Rail-related = train depot  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

DOMESTIC/single dwelling  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY  
AMERICAN MOVEMENTS/Bungalow/Craftsman  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions)

foundation: STONE/Sandstone  
walls: WOOD/Shingle  
\_\_\_\_\_  
roof: ASHALT  
other: \_\_\_\_\_

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### **Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### **Summary Paragraph**

Constructed in 1906, Montana, Wyoming & Southern Railroad (MW&SRR) Depot (Belfry Depot) is located at the west end of Broadway Avenue in Belfry, Montana near the intersection of Bear Creek and the Clark's Fork of the Yellowstone River. The abandoned MW&SRR grade is located on the west side of the building and currently serves as a city street. The depot consists of a one-story Craftsman style building that is oriented east and west and faces west onto the abandoned railroad grade. The 114' x 40' rectangular-plan building is covered by a hip roof and the walls are clad in wood shingles. The fenestration of the building is mostly intact and many of its original structural and decorative features are intact. Its sandstone foundation is common to commercial and residential buildings built in this area during the first two decades of the twentieth century. The building is currently surrounded by cottonwood and Mountain ash trees. The setting is largely unchanged as it is surrounded by commercial and residential buildings constructed during the first two decades of the twentieth century, well within the Period of Significance of the depot. Other than the abandonment of the railroad in 1953, there have been no substantial changes to the setting of the historic property.

#### **Narrative Description**

Belfry, Montana is situated in the broad upper Clark's Fork of the Yellowstone River valley of south central Montana. The community is located in a transition zone between Fort Union Formation and alluvial deposits laid down by the river over the course of millenia. The Fort Union Formation consists of silt and other materials deposited on a vast subtropical coastal plain bordering an inland seaway about sixty million years ago. Belfry is located on Silvertip Flat at the confluence of the river and Bear Creek, which flows from its headwaters to the west of the community. The area bordering the river and creek is riparian with other vegetation, including large mature cottonwood trees that date to the time Belfry was established in 1906. The Beartooth Range is visible to the west and southwest, while the Pryor Mountains are visible to the southeast. The areas north, east, and south of Belfry are utilized for agricultural purposes, primarily sugar beet cultivation. Cattle grazing occurs in the badlands west of town.<sup>1</sup>

The Belfry Depot consists of one contributing feature, a one-story Craftsman style building built on a slope that opens to the north. It is oriented along Broadway Avenue at the west end of Belfry's commercial district. The west elevation of the building once fronted the railroad, which was abandoned in 1953; the grade now serves as a street south of the depot. The depot rests on a mortared sandstone foundation with the individual stones set in an irregular coursed ashlar pattern. A hip roof sheathed in rolled asphalt protects the rectangular plan building. Gable roof dormers were installed over the original eyebrow dormers within the past three years; the original dormers are, however, intact under the gable roof dormers. The dormers are central to each quadrant of the roof. The overhanging eaves display scrolled rafters and beveled soffits. Recently fascia was placed over the formerly exposed rafter ends. Decorative oriental-style brackets partially support the eaves. Decorative wood shingles clad the walls. The friezes are clad in diamond pattern shingles, while the upper walls are clad in octagon shingles and the lower walls in square butt shingles. Other architectural features include a wood water table, a wood belt course, and corner boards. Four interior brick chimneys correspond to each of the four interior divisions of the building. The building exhibits regular fenestration on the front and rear facades. Window bands on all four walls of the building exhibit continuous wood sills and lintels. South facade windows are grouped according to the interior divisions. Each section displays tripled windows separated by entries. The entry to the freight and baggage room on the west end of the building has double wood paneled doors with single fixed lites. The entries to the passenger waiting room, office, and living quarters have single wood paneled doors with single fixed lites (some of which are boarded over). With the exception of the baggage and freight room entries, multi-lite fixed transoms occur above the doors. All windows on the façade are either partially or entirely boarded over; some display infilling with wood shingles.

The east elevation encompassed the railroad manager's living quarters. It includes the east one-quarter of the depot and an extension constructed off the north elevation. A shed roof, replaced by a hip roof within the last five years, originally covered the extension. The extension rests on a full-height sandstone foundation and has a daylight basement that housed apartments for the railroad's clerk and Japanese gardener. The east elevation of the main block contains entries located south and north of center; the south entry displays a modern door with a covered by a storm door and the the north entry exhibits a wood paneled door with an 18-lite fixed transom. Tripled 35-lite windows with a continuous sill and lintel

<sup>1</sup> David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 235.

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are centrally located on the elevation. A multi-lite window is located north of the north entry. A modern shed roof porch shelters the south entry.

The east elevation of the extension contains a partially boarded-over 1/1 double-hung window on the south end. The elevation also contains three windows central to the elevation; the south window is boarded-over, but the others are multi-lite double-hung units. An entry located on the north end of the elevation (an exterior staircase once led to it) contains a wood paneled door with an opening for a single fixed lite; the opening is boarded-over. The original decorative screen door fronts the entry. The north façade contains a window opening on the east and tripled 12-lite casement windows in poor condition to the west of the single window. The tripled windows have a continuous wood sill and lintel with six decorative beveled wood ornaments. An entry pierces the sandstone foundation on the basement façade. It is boarded over as is the window opening west of the entry. The west elevation of the extension contains a ribbon of five 12-lite casement windows with a continuous sill and lintel in the upper portion of the elevation. The lintel also displays beveled wood ornaments. An entry on the extreme south is boarded over, but was once reached by exterior stairs; the entry's transom is also currently boarded over. The basement of the north façade's addition contains boarded-over paired window openings. A recessed entry located west of the windows is in-filled.

The north elevation contains single and paired window openings consisting of 30/1 double-hung windows, many displaying the remaining vestiges of 4-lite storm windows. An entry west of center on the elevation contains a wood paneled door with a single fixed lite; a multi-lite transom is located above the entry.

The west elevation once fronted the MW&SRR tracks. The tracks were removed in 1954 and the concrete platform was removed sometime after that. The ticket office, which rests on a wood foundation, projects south of center on the elevation. Its walls are clad in square butt wood shingles with denticulated shingling under the west windows. The west windows are paired and partially boarded over. Windows on the north and south walls of the ticket office are also boarded over. Entries onto the former platform flank the ticket office to the north south; both are in-filled. A transom rests above the north entry. Baggage/freight room double doors in the north portion of the elevation are also in-filled.

#### Interior

The interior of the building was historically divided into four sections consisting of the baggage/freight room, passenger waiting room, office, and living quarters for the railroad's manager. An apartment was located in the basement under the living quarters. The interior was converted into apartments in the 1970s, but the original spacing has been perpetuated. The interior also retains many of the decorative and structural features associated with it when it functioned as an operating railroad depot. This includes wainscoting, bead board on the ceilings and walls, hard wood flooring in the baggage/freight and passenger rooms and soft wood flooring in the office and living quarters sections. A ticket window between the office and passenger waiting room still exists as does the Victor Safe & Lock Company safe in the former railroad office. The interior of the building was partially heated by large open fireplaces, only one of which still exists (but has been significantly altered).

#### Depot grounds

The depot grounds, once extensively landscaped, have not been maintained since the 1950s. All that remains are five 2' x 2' cobblestone koi ponds, a 1' x 1' x 4' high cobblestone gate post, and sandstone steps leading down a hill side to the former landscaped grounds north of the building. The koi ponds are each lined with cobblestones, are about 2' deep and arranged in a random pattern.

#### Integrity

The Belfry Depot retains fair integrity. While the building retains its historic footprint, fenestration, much of its appearance, and decorative details, the architecturally distinctive eyebrow dormers have been covered by non-compatible gable roof dormers with clapboard-sheathed gable-ends; the existing dormers do not match the Craftsman design of the building. A hip roof has been installed atop the former shed roof of the extension on the north elevation and fascia has been placed over the unique exposed rafters on the eaves. However, the walls were originally clad in three different shingle types which has been preserved. The original windows are also intact, although some have been boarded over. The interior of the building was converted into apartments in the 1970s, but the apartment layout and plan coincide with the original interior arrangement of the building and are reached by the original entries. The concrete railroad platform at the west end of the building has been removed.

Although the railroad tracks and ties were removed in 1954, the old railroad grade south of the depot was converted to a street (the grade north of the depot is obliterated). The setting of the property is largely unchanged. The depot grounds were extensively landscaped shortly after the building's construction in 1906. Japanese gardeners tended the grounds at least into the 1940s. A few features associated with the landscaping are still present, but the grounds have not been actively maintained for many years. Buildings in proximity to the depot were constructed in 1906 or within a decade of the depot's construction. The setting of the depot is, therefore, still largely intact.

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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Areas of Significance**

(Enter categories from instructions)

Transportation

**Period of Significance**

1906-1953

**Significant Dates**

1906, 1914, 1953

**Significant Person**

(Complete only if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

John Mitchell, architect

John J. Frank, builder

**Criteria Considerations**

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Period of Significance (justification)**

The Period of Significance includes the year the depot was constructed in 1906 up to the year when the Montana, Wyoming & Southern Railroad ceased operations in 1953 and the Belfry Depot no longer functioned as a railroad depot.

**Criteria Considerations (explanation, if necessary)**

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**Statement of Significance Summary Paragraph** (provide a summary paragraph that includes level of significance and applicable criteria)

The Belfry Depot is eligible for the National Register of Historic Places under Criterion A. The depot is associated with a period of shortline railroad development in Montana between 1901 and 1914 when 22 branch and shortline railroads were constructed in the state to exploit potential agricultural lands and mineral resources. The original investors in the Montana, Wyoming and Southern Railroad (MW&SRR) intended the line to serve as a carrier for coal mined in the rich Bear Creek mining district, but it also shipped agricultural goods and cattle to the Northern Pacific Railway terminus at Bridger. The line, however, was hampered by chronic operation problems, its sometime contentious relationship with the coal companies in the Bear Creek district, and with the Northern Pacific Railway on which it relied. The railroad investor's optimism in their venture is represented by the establishment of the community of Belfry and the construction of an architecturally distinctive railroad depot there. The depot served as an anchor for Belfry's commercial district and the center of the community's economic and social life. It also served as the headquarters of, first, the Yellowstone Park Railroad and then its successor, the MW&SRR, for the existence of the railroad. The depot is, moreover, one of two remaining buildings associated with the MW&SRR; the other, the former Bridger Depot is so heavily altered it precludes identification regarding its earlier function as a depot.

**Narrative Statement of Significance** (provide at least one paragraph for each area of significance)

The Belfry Depot is eligible for listing in the National Register of Historic Places under Criterion A for its association with the Montana, Wyoming and Southern Railroad and the establishment of the railroad community of Belfry. Built in 1906, the depot served not only as an important station on the shortline railroad, but also as its headquarters. Consequently, important decisions regarding the management and operation of the MW&SRR were made from the building. Because of its function as both a railroad station and the company headquarters, the depot was an architectural showcase exhibiting Craftsman style. Its architectural distinctiveness highlighted its importance as a representative of the railroad. The MW&SRR was the only carrier for coal shipped from the productive Bear Creek coal mines approximately ten miles west of the depot. The depot also provided living quarters for the railroad's presidents from 1906 to 1953 when the MW&SRR ceased operations. Like many small town depots, it functioned as a social center for the community of Belfry. The Belfry Depot was constructed during a period of tremendous agricultural and industrial expansion in Montana. Companies were quick to develop and construct shortline railroads to profit from Montana's rich natural resources. During a thirteen-year period that included the construction of the MW&SRR and the Belfry Depot, 22 branch line and shortline railroads were constructed and many Montana communities were established in their wakes. The Belfry Depot represents that dynamic period in Montana history. The MW&SRR ceased operations in 1953 and the tracks were removed in 1954. The railroad's Bridger Depot was remodeled into a residence shortly thereafter and the Bearcreek and Washoe depots demolished. The railroad grade itself was shoddily constructed and, except for a few cut and fill sections, has largely been obliterated either through human-caused activities or erosion. The Belfry Depot is, therefore, the last remaining building or structure remaining that is still identifiable as to its previous function from this once locally important railroad.

**Developmental history/additional historic context information** (if appropriate)

Early History

The Clark's Fork of the Yellowstone River Valley is part of the aboriginal territory of the Apsaalooke (Crow) Indians. Arapooish, an Apsaalooke chief described Crow Country as "a good country because the Great Spirit had put it in exactly the right place." The Mountain Crow division of the Apsaalooke came to live in northern Wyoming and southeastern Montana over 500 years ago, or possibly earlier. The Mountain Crow ranged as far east as the Powder River and as far west as the Yellowstone River and depended on the availability of game and edible plants. The 1851 Fort Laramie Treaty designated Crow Territory to encompass all lands south of the Musselshell River between the headwaters of the Yellowstone River to the west, the headwaters of the Powder River to the east and the main ridge of the Wind River Mountains in Wyoming as its south boundary. After the discovery of gold in southwestern Montana in the early 1860s, continuous pressures by non-Indians resulted in several reductions to the original Crow Indian Reservation boundaries. The second Fort Laramie Treaty in 1868 reduced Crow Territory by removing all lands in Wyoming and north of the Yellowstone River and making the eastern boundary the divide between the Big Horn and Rosebud rivers, restricting the Crow to approximately eight million acres. An 1880 agreement ratified in 1882 eliminated all Crow lands west of the Boulder River. In this same agreement, the Crow ceded a wide strip of land that extended from the Boulder to the Clarks

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Fork of the Yellowstone encompassing the Clark's Fork River valley. The 1882 agreement allowed for the development of coal deposits located within the ceded strip. Pressure placed on the Crow Indians by mining, railroad and cattle interests resulted in Congress removing the area east of the Boulder River to the present Crow Indian Reservation's western boundary in 1893.<sup>2</sup>

James "Yankee Jim" George discovered extensive coal deposits on Bear Creek west of Belfry in 1866. Its remoteness, lack of a market for the product, and its location within the Crow Reservation, delayed its exploitation for over two decades. In 1887, a cartel of Bozeman and Helena businessmen formed the Rocky Fork Coal Company to mine the fossil fuel at the site of a tiny stage stop settlement on the Meteteetsee Trail called Red Lodge. By late 1887, the company's owners made an arrangement with the Northern Pacific Railway (NPRR) to construct a branch line from Laurel, Montana 44 miles south to Red Lodge and the coal mines. Completed in April 1889, the Rocky Fork & Cooke City Railway sparked an expansion of coal mining in the region, especially after the line was acquired by the NPRR the following year. The boom was further augmented in 1892 when the Crow Tribe ceded the region from its reservation, thereby opening up the territory to agricultural development. Much of the coal mined at Red Lodge was utilized by the NPRR. Over the hill in the Bear Creek drainage, development of the coal reserves was hampered by its inaccessibility and the lack of a good transportation system. Small-time miners, however, established a number of wagon mines in the district to sell coal for domestic purposes in Red Lodge.<sup>3</sup>

#### The Yellowstone Park Railroad and Coal Mining

With the removal of the Clark's Fork and Bear Creek valleys from the Crow Reservation in 1893, thousands of acres for non-Indian settlement and exploitation opened, especially the coal lands near the head of Bear Creek. In 1895, Philip Gallaher and Elijah Smith opened a commercial mine in the Bear Creek District. Extensive development of the mine, however, was hampered by the lack of a good transportation system to bring in heavy equipment and ship coal out. The men, along with Billings entrepreneurs Christian and Peter Yegen, attempted to lure the Northern Pacific Railway into the district from its terminus at Bridger. They proved unsuccessful and began looking elsewhere for funding to construct a short line railroad into the coal district. The potential for profits garnered the interest of Frank A. Hall, a railroad promoter and civil engineer from Livingston. Born in Wisconsin in 1866, he arrived in Montana sometime in the early 1890s. In 1898, he was able to finance the construction of the Yellowstone Park Railroad between Brisin and Trail Creek in Park County. The NPRR purchased the shortline soon after its completion. Shortly thereafter, Hall attempted to construct a telephone line between Livingston and Bozeman, but was thwarted by the Bell Telephone Company. Although not a completely ethical businessman, Hall proved to be just the person the Bear Creek mining company owners were looking for.<sup>4</sup>

While Hall's questionable business ethics discouraged Montana area investors and the NPRR, his reputation did not precede him on the east coast. In late 1904, he generated the interest of some small-time Pennsylvania investors in the construction of a shortline railroad from the NPRR's Bridger, Montana terminus south through the Clark's Fork valley to Cooke City. At the Clark's Fork Canyon, the proposed company planned to construct a smelter to process ores extracted from the New World Mining District northeast of Cooke City. The plan, as envisioned by Hall, would also include the construction of a spur line up Bear Creek from its confluence with the Clark's Fork into the coal mining country at the head of the creek. In January 1905, Hall, along with a group of investors headed by Lancaster, Pennsylvania lawyer George R. Heisey and physician Oran M. Belfry visited Clark's Fork and Bear Creek valleys, touring the Elijah Smith's Montana Coal & Iron Company mine and Christian and Peter Yegen's Bear Creek Coal Mining Company properties. Upon the

<sup>2</sup> Little Big Horn College, "Apsaalooke Writing Tribal Histories Project," obtained at <http://lib.lbhc.cc.mt.us/history>; Charles J. Kappler, ed. and comp. *Indian Affairs: Laws and Treaties 2 vols.*, 2 (Washington, DC, 1904), 594-596. Crow treaties and agreements are available at <http://www.digital.library.okstate.edu/kappler/>. For a discussion of reductions to the Crow Reservation, see William M. Brooke, "A Contest over Land: Nineteenth Century Crow-White Relations," *Montana Vistas: Selected Historical Essays* ed. Robert Swartout, Jr., (Washington, DC, 1981), 1-24 and Burton M. Smith, "Politics and the Crow Indian Land Cessions, 1851-1904," *Montana, The Magazine of Western History* 36 (Autumn 1986), 24-37; Michael P. Malone, Richard B. Roeder and William L. Lang, *Montana: A History of Two Centuries*, (Seattle: University of Washington Press, 1991), 122-123.

<sup>3</sup> Jon Axline, Cultural Resource Inventory and Evaluation: Bearcreek - East & West [S-RS 308-1(1)8], Montana Department of Highways, 1991, 4-5; Shirley Zupan and Harry J. Owens, *Red Lodge: Saga of a Western Area*, (Red Lodge: Carbon County Historical Society, 1979), 9-10, 20, 22, 38-39, 47-49; Albert L. Babcock, *An Illustrated History of the Yellowstone Valley*, (Spokane: Western Historical Publishing, 1907), 234-235; Jon Axline, "Something of a Nuisance Value: the Montana, Wyoming & Southern Railroad, 1905 - 1953," *Montana The Magazine of Western History*, 40:4, (Winter 1999), 51; *Red Lodge Picket*, February 1907.

<sup>4</sup> Axline, "Something of a Nuisance Value," 51, 52; Donald B. Robertson, *Encyclopedia of Western Railroad History, Volume 2* (Dallas: Taylor Publishing, 1991), 346; U. S. Census Records, 1900-1930; Thomas T. Taber, "Shortlines of the Treasure State: The Histories of the Independently Operated Shortlines of Montana," unpublished manuscript, 1960, p. 2.

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conclusion of their Montana visit, Heisey and Belfry deposited enough money in the Carbon County Bank in Red Lodge to conduct a survey for the new railroad and pay for right-of-way acquisition. The men's agents in Montana, Bear Creek Coal Company treasurer Bert Vaill and real estate speculator James F. Rich, began acquiring right-of-way soon thereafter.<sup>5</sup>

With the necessary right-of-way in hand, Heisey, Belfry, and Hall incorporated the Yellowstone Park Railroad (YPRR) in Augusta, Maine in May 1905. Initially, corporate headquarters were located in Lancaster, Pennsylvania with local operations centered at Bridger. The company issued \$3 million in bonds for construction of the line and acquisition of locomotives and rolling stock. The money invested in the project, however, was not enough to see its plans through to Cooke City. Therefore, the YPRR drastically cut back its plans and built only from Bridger to the Bear Creek coal fields. Grading of the railroad bed began in June 1905 and was completed by December of that year. Laying of steel began in January 1906 by Japanese work crews employed by E. W. Logan and Joe Hunt of Gebo, Montana. On 4 July 1906, the tracks and first locomotives reached the new town of Belfry to much fanfare. Already in place were the railroad's roundhouse (24CB1146), a water tank, and a depot. Hall and his associates relocated the YPRR's company headquarters to the new Belfry depot, a substantial building that also housed a waiting room, baggage and freight room, and living quarters for the company's president, Frank Hall.<sup>6</sup>

Well ahead of the grading crews, Hall, Vaill and Rich purchased 40 acres of irrigated farmland on Silvertip Flat from John Woodcock at the strategic junction of the Clark's Fork River and Bear Creek in July 1905. They formed the Belfry Townsite Company a week later. The company began selling lots to railroad employees in early 1906. They named the town for company founder Dr. Oran M. Belfry.<sup>7</sup>

The YPRR suffered a contentious relationship with the coal companies and the NPRR throughout its history. The YPRR extended its tracks up Bear Creek into the coal fields in 1906 with branches to all five mining companies active in the district. All of the companies granted free right-of-way to the YPRR on the condition that they receive breaks in the cost of hauling coal from their mines to the terminus at Bridger. The railroad, though, was plagued by problems of its own making, namely the poor construction of the line itself. Instead of placing ballast on the grade to drain off water and add some stability to the trackage, the contractors, because of financial constraints, laid much of the trackage directly onto the grade. What ballast did exist consisted of coal slack that became highly unstable when wet. During spring thaws or rainy weather, the tracks would often "squish" out under the weight of the locomotives and rolling stock, causing frequent derailments. Financial limitations also reduced the number of coal cars the railroad could purchase. The mining companies loaded coal onto YPRR cars, which ran them up to Bridger where they were off-loaded onto NPRR coal cars for distribution throughout Montana and northern Wyoming. Unfortunately, the NPRR often did not cooperate with the YPRR, causing chronic car shortages at Bridger. The coal companies unfairly blamed the YPRR for the much of the problems, which caused frequent shutdowns at their mines. Threats of lawsuits against the YPRR were rampant. President Hall's own actions did nothing to alleviate the investors' worries about the railroad.<sup>8</sup>

By 1908, the YPRR faced dire financial straits. At an emergency stockholders' meeting in Augusta, Maine in May 1909, they reorganized the company, ousted Frank Hall, and formed the Montana, Wyoming & Southern Railroad (MW&SRR). Although the railroad's finances improved, it continued its rocky relationship with the Northern Pacific. During the boom years of World War I (1914-1918), the railroad saw its best profits, yet its complaints to the Montana Railroad Commission about the Northern Pacific's activities at Bridger did not abate. Profits, predictably, dropped during the 1920s, but the MW&SRR's importance to the prosperity of the coal mines did not. In addition to coal, the MW&SRR carried agricultural products and passengers. The railroad's fortunes continued to sag during the Great Depression, but picked up again during World War II when the demand for Bear Creek's high grade coal was high. But the Smith Mine Disaster in 1943, along with the conversion of railroad locomotives to diesel fuel and the increasing use of natural gas for domestic purposes spelled the end of the MW&SRR. The last coal mine in the district closed in the early 1950s and the railroad ceased operations in 1953; contractors pulled up the tracks in 1954. Today, there is little evidence the MW&SRR ever existed. Much of the 21-mile line has been obliterated by erosion and human activities; only traces of the old grade are still evident. The Bridger depot was converted into a residence in the 1970s, while the Bearcreek and Washoe depots were

<sup>5</sup> Axline, "Something of a Nuisance Value," 53; Taber, "Shortlines," 2.

<sup>6</sup> Axline, *Ibid.*, 54-55; Taber, "Shortlines," 3-4.

<sup>7</sup> Axline, "Something of a Nuisance Value," 55; Deed Book 11, Clerk and Records Office, Carbon County Courthouse, Red Lodge, Montana.

<sup>8</sup> Evidence suggests that the Hall and the YPRR directors intended from the beginning to sell the line to the Northern Pacific Railway. That would explain the shortcuts taken on the construction of the railroad since none of the owners had any long-term interest in maintaining it. The Northern Pacific never did purchase the YPRR and the railroad was never substantially improved in light of that fact. Along with the Northern Pacific's reluctance to deal with the YPRR and the shoddy construction of the line, the railroad was chronically the target of complaints to the Montana Railroad Commission. Axline, "Something of a Nuisance Value," 55, 56ff; Taber, "Shortlines," 4-5.



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demolished in the 1950s or 1960s. By the early twenty-first century, only the railroad's shop (24CB1146) and depot remained. The Belfry Depot is the only surviving identifiable reminder of one of Montana's most colorful and significant shortline railroads.<sup>9</sup>

### **Belfry**

Belfry served as the headquarters of the Yellowstone Park Railroad (YPRR) and later the Montana, Wyoming & Southern Railroad. It included the railroad's shop, coal tipple, water tank, and other ancillary structures. The community was strategically located at the confluence of the Clark's Fork River and Bear Creek. It was also surrounded by land used for agricultural and stockraising purposes. Although Belfry owes its existence to the railroad and coal, it was also a shipping center for cattle, sheep, and agricultural products. The railroad was prominently represented in the community by its substantial depot that anchored the west end of the community's commercial district on Broadway Avenue. Even before the arrival of the railroad, considerable work occurred at the Belfry townsite. Shortly after the platting of the town, YPRR foreman J. F. Rich superintended the grading of streets on the townsite with railroad grading equipment. In anticipation of the arrival of the railroad, several people constructed commercial and residential buildings in Belfry during the second half of 1905. By December 1905, six months before the arrival of the tracks, several commercial buildings were under construction, including a post office. The settlement's two saloons consolidated and W. A. Talmage constructed a plant for making cement blocks. In June, railroad president Frank Hall and business owners along Broadway Avenue hired contractor Gus Nash to build concrete sidewalks on both sides of the street from the depot to the public school. By the time the railroad arrived in Belfry in late June 1906, there was already a thriving commercial district along Broadway that included hotels, saloons, a lumber yard, and a grocery store. The Fourth of July celebration provided an introduction to the community for the region. The YPRR carried revelers to "the metropolis of the Clarke's [sic] Fork" from Billings and Bridger. Speeches by county notables, baseball games, a tug-of-war between local residents and the Japanese track-layers, a rodeo, vaudeville show, and other activities drew more than more than 1,500 people to Belfry. The *Carbon County Republican* reported that "considering the fact that Belfry did not exist a year ago, the enterprise she has exhibited in getting up such a monster celebration is marvelous, and if her citizens continue to exhibit the same point of hustle and bustle we predict that it will not be long when what is now a little village will be a thriving city of no mean proportion." While Belfry never became a "city of no mean proportion," it was an important trade and shipping center in the upper Clark's Fork Valley. By 1910, the community boasted a population of 179, with seventeen men employed by the railroad, mostly in the shop. Although most of Belfry's residents came from the Midwest, there were also a substantial number of Japanese emigrants employed as railroad section hands living in and near the community.<sup>10</sup>

The 1912 Sanborn fire insurance map shows Belfry as an atypical railroad community. Instead of the "T" plan common for cities and towns along the routes of the Northern Pacific and Great Northern railroads in Montana, Belfry consisted of a single main street that lead directly east from the depot. Residential neighborhoods flanked the single commercial artery. The commercial district consisted of businesses dependent on the railroad, such as hotels and saloons, as well as enterprises geared to catering to farmers and ranchers in the surrounding area, such as lumberyards, grocers, mercantiles, a blacksmith shop, drug store, print shop, church, school, and bank. By 1912, Belfry's population rose to 200 individuals. Many of the businesses on Broadway were housed in masonry and concrete block buildings. During the 1920s, Belfry's population increased coincidentally with the boom in the coal industry in the nearby Bear Creek mining district. By the early 1920s, the Occident Flour Company built a grain elevator along the MW&SRR tracks in the community. Three years later, in 1923, the Montana Utilities Company extended an electric power line to Belfry.<sup>11</sup>

<sup>9</sup> Axline, "Something of a Nuisance Value," 58ff; Taber, "Shortlines," 5-7, 8-10.

<sup>10</sup> Nash also constructed many of Carbon County's reinforced concrete bridges in 1911. Carbon County Bridge Record. Clerk and Records Office, Carbon County Courthouse, Red Lodge, Montana; "Bridger," *Carbon County Gazette*, 7 September 1905; "Belfry," *Carbon County Gazette*, 5 January 1906; Kay Ewing, "History of Belfry as Written in 1938," in *Montana Free Press: The Journal of Rural Montana*, vol. 4, no. 1 (March 1993), 17; "Belfry to Celebrate Fourth," *Carbon County Republican*, 22 June 1906; "The Celebration at Belfry," *Carbon County Republican*, 6 July 1906; "Cement Walks for Belfry," *The Red Lodge Picket*, 21 June 1906; "Belfry's Rousing Fourth," *The Red Lodge Picket*, 5 July 1906; Jetta Regan, "The Story of the Belfry Community's Founding and Early Development to 1925," Unpublished manuscript, no date. Copy available at the Carbon County Historical Society [hereafter referred to as CCHS], Red Lodge, Montana; Author Unknown, "History of Belfry," Unpublished manuscript, no date. Copy available at the CCHS; *Montana Place Names from Alzada to Zortman*, (Helena: Montana Historical Society Press, 2009), 15; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press Publishing, 1990), 18; Zupan and Owens, *Red Lodge*, 267; Axline, "Something of a Nuisance Value," 55.

<sup>11</sup> Sanborn Fire Insurance Map: Belfry, Montana, 1912 at Montana Historical Society, Helena, Montana; United States Census Records: Belfry, Montana, 1920; Ewing, "History of Belfry," 18; Fay Duffield, "A Memologue of Belfry," in *Montana Free Press: The Journal of Rural Montana*, Vol. 4, no. 1 (March 1993), 30; Axline, "Something of a Nuisance Value," 55.

Montana, Wyoming & Southern Railroad Depot

Carbon County, Montana

Name of Property

County and State

While Belfry functioned as a shipping point for local agricultural goods, especially sugar beets, its fortunes were tied mostly to the coal mines ten miles west of town. The railroad made most of its money transporting coal to the NPRR terminus at Bridger and hauling equipment back to the mines. Passenger traffic was limited to a McKean Car, called the "Sub" or the "Gallop'n' Goose" by its riders. Belfry served as the headquarters of the railroad for its entire existence. The railroad was the primary employer in the community and its shop, coal tipple, and water tower dominated the north side of town. Other railroad-related structures included a grain elevator, warehouses, and storage buildings. The community's main street was dominated by three large hotels: the Carmont, Clark Fork Inn, and the Commercial. Belfry's connection to a railroad with chronic financial woes and less-than-adequate infrastructure may have prevented it from attaining a status more equal to other short line settlements, like Judith Gap and Clyde Park. Belfry suffered during the Great Depression of the 1930s and its fortunes sank because of the slowdown in coal production in the wake of World War II. When the MW&SRR ceased operations in 1953, Belfry became a quiet rural community that catered mostly to area ranchers and farmers. Today, other than the depot, very little evidence of Belfry's history as a railroad town exists.

### The Montana, Wyoming & Southern Railroad Depot

The 1912 Sanborn fire insurance map depicting the depot shows the building in its current configuration. It is shown as a one-story, wood frame building with an asphalt covered roof and a basement. The map shows the perimeter of the building sheltered by an open-air overhang that protected the entries on the south façade and the ticket office on the west elevation. A wood platform attached to the building on the west adjacent to the railroad tracks. The interior of the building is divided into four sections. The west section housed the freight and baggage room. Adjacent to it on the east was the waiting room and then the railroad's headquarters office. Living quarters located on the east end of the building extended north into an extension projecting of the northeast end of the north façade. The extension's roof was the same height as that of the main building. The 1927 Sanborn map depicts the same building configuration.<sup>12</sup>

The YPRR-backed Belfry Townsite Company purchased the property encompassing the Belfry Depot from John Woodcock in July 1905. On 16 April 1906, the Northern Pacific Railroad unloaded a large car of lumber onto flat cars of the YPRR. The lumber was destined for the railroad's depot and shop at Belfry. YPRR president Frank Hall hired Billings architect John Mitchell to design the line's depots in Bridger, Bearcreek, and Belfry. Construction of the Belfry Depot began in late May or early June 1906. Hall contracted with Carbon County rancher and county commissioner John J. Frank to build the depot. A veteran of the Prussian army, Frank emigrated to the United States in 1867 and served a five-year hitch in the US Army during the Indian Wars. Upon his discharge, Frank worked as a carpenter and cabinet maker before coming to Montana in 1886. He relocated to Carbon County in 1892 and obtained a 160-acre cattle ranch near Fishtail (now part of Stillwater County). In 1901, he was elected as a county commissioner but also continued to use his skill as a carpenter to construct buildings in the area. He completed construction of the Belfry Depot by the time the first YPRR passenger train arrived in Belfry on 4 July 1906. The *Red Lodge Picket* described the depot as "second, from an artistic viewpoint, only to the one in Livingston, famous as the gateway to the Yellowstone Park" and a "very handsome frame structure with [a] stone foundation."<sup>13</sup>

In addition to the serving as a railroad depot, the building also functioned as the headquarters of the YPRR and MW&SRR in Montana and included living quarters for the company's president. The Depot Agent lived in separate housing provided by the railroad. The YPRR transferred its assets, including the depot, to the newly reorganized MW&SRR in November 1909. By 1917, however, the railroad's clerk also lived in the depot. In 1919, clerk Bill Romek lived in a small apartment in the depot's basement. Romek, who later went on to work for the Montana Coal & Iron Company's Smith Mine, remembered the depot as "a general office building, roomy and elegant by the period's standards." In 1914, the company's president, Michael Maguire, constructed an addition onto the depot, which had "always been known for its architectural beauty." The railroad's groundskeeper lived in the basement of the depot. The railroad's presidents lived in the building until the early 1950s.<sup>14</sup>

<sup>12</sup> Sanborn Fire Insurance Maps: Belfry, Montana, 1912, 1927. Montana Historical Society. Helena, Montana.

<sup>13</sup> Deed Book 11, page 23; "From All Over Carbon County," *The Red Lodge Picket*, 19 April 1906; "Busy Times on Y.P.R.," *The Red Lodge Picket*, 3 May 1906; "Cement Walks for Belfry," *The Red Lodge Picket*, 21 June 1906; *Progressive Men of the State of Montana*, (Chicago: A. W. Bowen, 1902), 1071-72; "Belfry to Celebrate Fourth," *Carbon County Republican*, 22 June 1906; "New Town, New Railroad, New Energy," *The Red Lodge Picket*, Industrial Edition, February 1907.

<sup>14</sup> Deed Book 14, p. 395; William Anthony Romek Reminiscence. Small Collection 1453. Montana Historical Society Research Center. Helena, Montana; "Belfry Budget," *Bridger Times*, 3 April 1914; Axline, *Something of a Nuisance Value*, 61. No other information regarding the construction of an addition was located, nor do the Sanborn fire insurance maps from 1917 support construction of an addition.

Montana, Wyoming & Southern Railroad Depot  
Name of Property

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The MW&SRR ceased operations in 1953 when the last coal mine closed in the Bear Creek District. The Hyman Michaels Company removed the railroad tracks and ties in 1954. When the railroad ceased operation, the Belfry Depot closed. It remained vacant until February 1957 when the railroad sold it to long-time Belfry residents Hugh and Eula Routh who quickly sold it to Clarence and Cora Coon in July 1957. After two years, the Coons sold it to the Belfry American Legion Post No. 84 in January 1959. It functioned as an American Legion Post until July 1973 when Edward and Myrna Nicholson bought it. The Nicholsons sold the depot to Roy and Jean Hunter in July 1974; they lived in the railroad president's old quarters. It is not known if the Nicholsons or the Hunters converted the depot's interior to apartments. Photographs taken of the building in the mid-1980s show most of the façade windows at least partially boarded over. Hunter sold it to the current owners in July 1993.<sup>15</sup>

Frank Hall and architect John Mitchell intended the depot to be the focus of the Belfry community and to be lushly landscaped, "one of the beauty spots of Monana." They planned a six-acre park adjacent to the building on the north that would include ornamental trees and shrubs along with fruit trees "to afford an illustration of the adaptability of the climate and soil of the Clarke [sic] Fork valley to fruit growing." Also planned were climbing vines that would cover the north side of the depot. In 1907, the YPRR hired a "landscape gardener" to design the depot's grounds and contracted with the Yellowstone Nursery in Rockvale to provide the vegetation. For much of the railroad's existence, the depot grounds were tended by Japanese section hands. A long-time Belfry residence later remembered:

Who can ever forget the beautiful landscaping at the depot? The gardener was a man from Japan...who created the gorgeous park, an absolutely beautiful spot with rich green lawn that terraced lavishly down toward the quiet, rippling stream below. There were lovely lily ponds, and halfway down the slope was a white gazebo surrounded with brilliantly blooming flowers.

The depot's grounds have not been actively maintained in over sixty years, but there is still evidence of the landscaping that once enhanced the depot.<sup>16</sup>

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

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<sup>15</sup> Axline, Ibid, 63; "History of Belfry," 2; Deed Book 74, p. 429, Clerk and Records Office, Carbon County Courthouse, Red Lodge, Montana; Ibid, Book 72, p. 371; Ibid Book 75, p. 303; Ibid Book 98, p. 204; Ibid Book 98, p. 206; Gerard O'Brien, "New Uses Found for Old Railroad Buildings in Belfry," *Carbon County News*, 30 March 1978; Mitzi Rossillon, Site Record: Montana, Wyoming and Southern Railroad Depot (24CB1148), Montana Department of Transportation, Helena, Montana, April 1986; Miscellaneous Book 102, p. 106.

<sup>16</sup> "New Town, New Railroad, New Energy," Fay Duffield, "A Memologue of Belfry," in *Montana Free Press: The Journal of Rural Montana*, Vol. 4, no. 1 (March 1993), 28.

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- "Busy Times on the Y.P.R." *The Red Lodge Picket*, 3 May 1906.
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**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
- Name of repository: Carbon County Historical Society

Historic Resources Survey Number (if assigned): \_\_\_\_\_



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**Photographs:**

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**(See Continuation Sheets)**

**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

name Duane and Marla Ebel

street & number PO Box 123

telephone (406) 664-3178

city or town Belfry

state MT

zip code 59008-0123

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

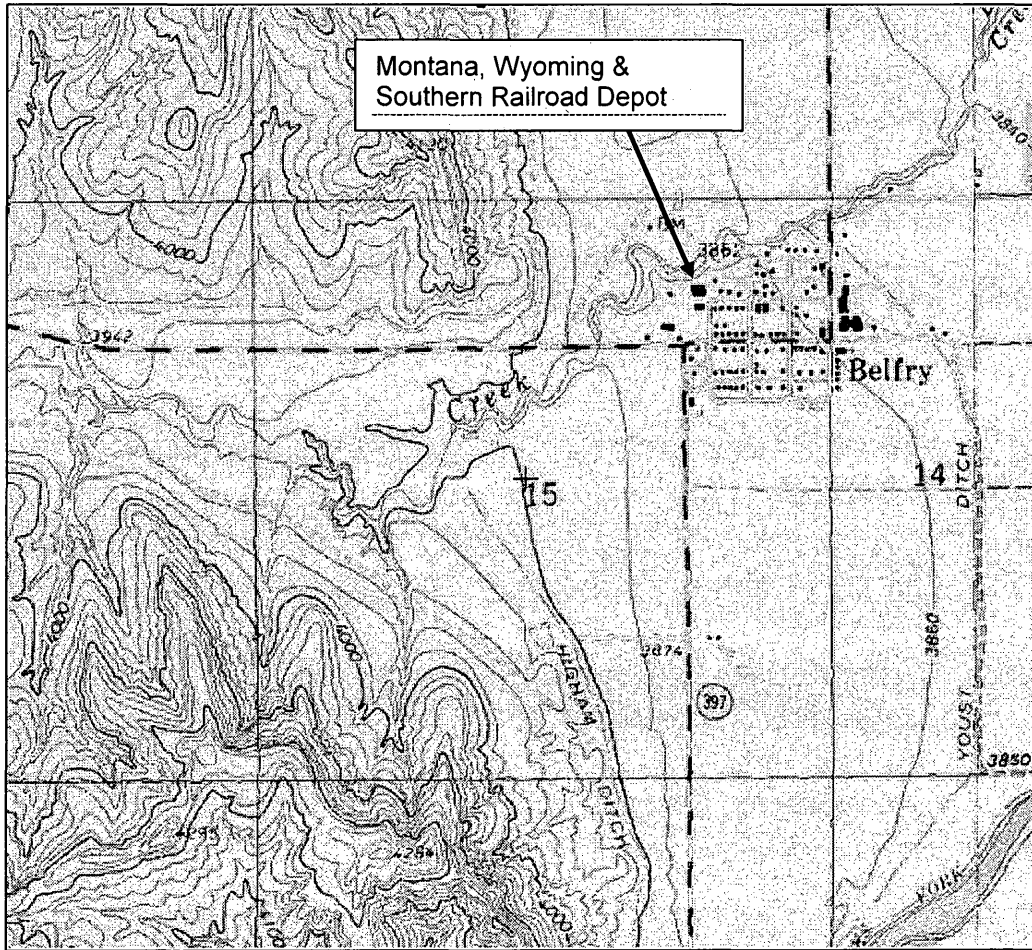
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Location of the Montana, Wyoming & Southern Railroad Depot. Found on the Belfry, 1969, 7.5' quadrangle map.

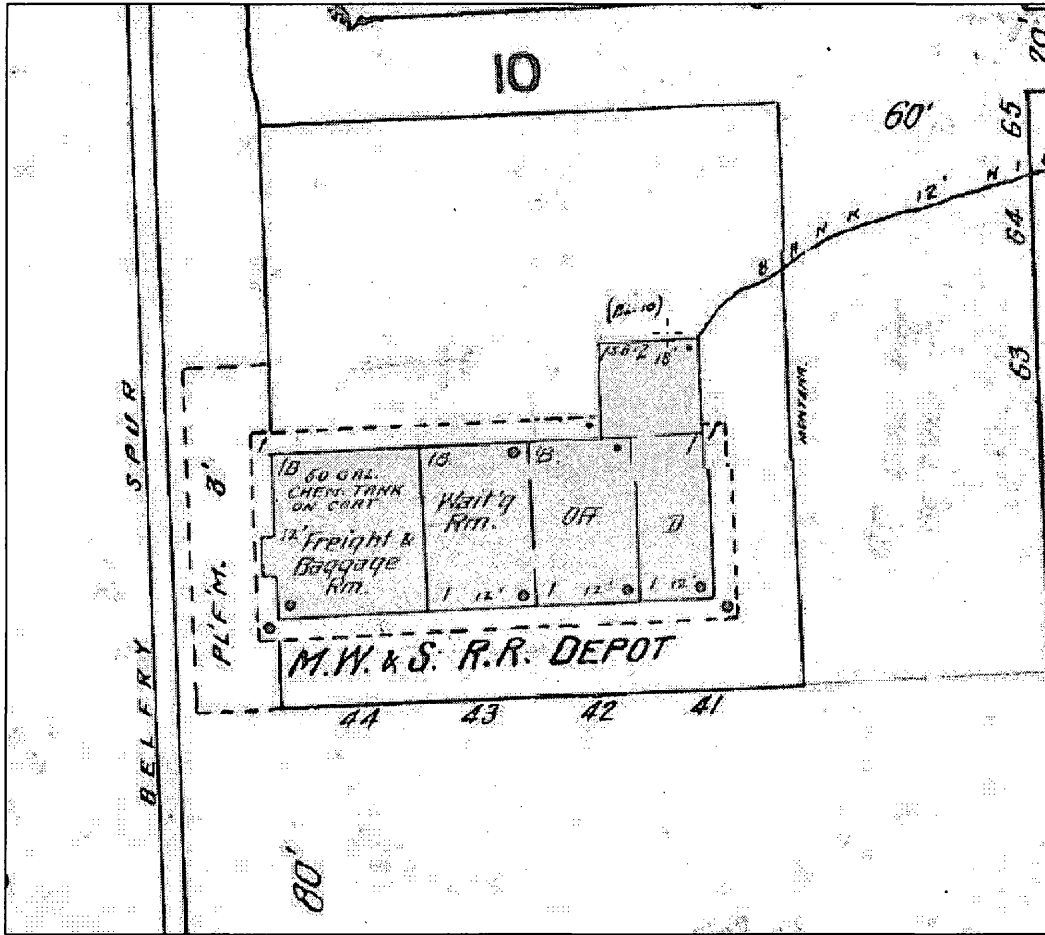
United States Department of the Interior  
National Park Service

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Detail of 1927 Sanborn Fire Insurance Map for Montana, Wyoming & Southern Railroad Depot



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**Photograph Log**

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Unknown  
Date of Photograph: 1906  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: Overview of Montana, Wyoming & Southern Railroad Depot. South façade. View to the north-northeast.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0001

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Unknown  
Date of Photograph: Circa 1930  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: Overview of Montana, Wyoming & Southern Railroad Depot. South façade. View to the north-northeast.  
MT\_CarbonCounty\_MT,WY&SouthernRRDepot\_0002

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Unknown  
Date of Photograph: 1931  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: South façade of Montana, Wyoming & Southern Railroad Depot. View to the east.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0003

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011.  
Location of original negative: Montana Department of Transportation. Helena, Montana.  
Description and view of camera: South façade of Montana, Wyoming & Southern Railroad Depot. View to the northeast.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0004

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: South façade of Montana, Wyoming & Southern Railroad Depot. View to the northwest.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0005

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Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: South façade of Montana, Wyoming & Southern Railroad Depot. View to the south.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0006

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: Detail of entry into railroad office of Montana, Wyoming & Southern Railroad Depot.  
South façade. View to the north.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0007

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: South façade of Montana, Wyoming & Southern Railroad Depot. View to the east.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0008

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: South façade of Montana, Wyoming & Southern Railroad Depot. View to the west.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0009

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: Entry into freight/baggage room of Montana, Wyoming & Southern Railroad Depot.  
South façade. View to the north.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0010

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Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: East elevation of Montana, Wyoming & Southern Railroad Depot. View to the southwest.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0011

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: East elevation showing north extension. Montana, Wyoming & Southern Railroad Depot. View to the southwest.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0012

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: North elevation of north extension. Montana, Wyoming & Southern Railroad Depot. View to the south.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0013

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: West façade of north extension of Montana, Wyoming & Southern Railroad Depot. View to the east.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0014

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: North façade of Montana, Wyoming & Southern Railroad Depot. View to the southeast.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0015

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Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Jon Axline  
Date of Photograph: July 2012  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: North façade of Montana, Wyoming & Southern Railroad Depot. View to the southeast.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0016

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: North façade and west elevation of the Montana, Wyoming & Southern Railroad Depot. View to the south-southeast.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0017

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: West elevation of the Montana, Wyoming & Southern Railroad Depot. View to the east.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0018

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: Detail of ticket booth of Montana, Wyoming & Southern Railroad Depot. West elevation. View to the east.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0019

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: West elevation and south façade of Montana, Wyoming & Southern Railroad Depot. View to the northeast.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0020

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Page 21

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Joan Brownell  
Date of Photograph: January 2011  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: Detail of frieze, rafters, and brackets of Montana, Wyoming & Southern Railroad Depot. View to the northwest.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0021

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Jon Axline  
Date of Photograph: July 2012  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: Overview of remnant landscaping on Montana, Wyoming & Southern Railroad Depot grounds. View to the south.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0022

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Jon Axline  
Date of Photograph: July 2012  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: Detail of koi ponds on Montana, Wyoming & Southern Railroad Depot grounds. View to the southeast.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0023

Name: Montana, Wyoming & Southern Railroad Depot  
County and State: Carbon County, Montana  
Photographer: Jon Axline  
Date of Photograph: July 2012  
Location of original negative: Carbon County Historical Society. Red Lodge, Montana.  
Description and view of camera: Detail of steps and gate post on Montana, Wyoming & Southern Railroad Depot grounds. View to the southeast.  
MT\_CarbonCo\_MT,WY&SouthernRRDepot\_0024

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Photo 0001. Overview of Montana, Wyoming & Southern Railroad Depot. View to north-northeast.

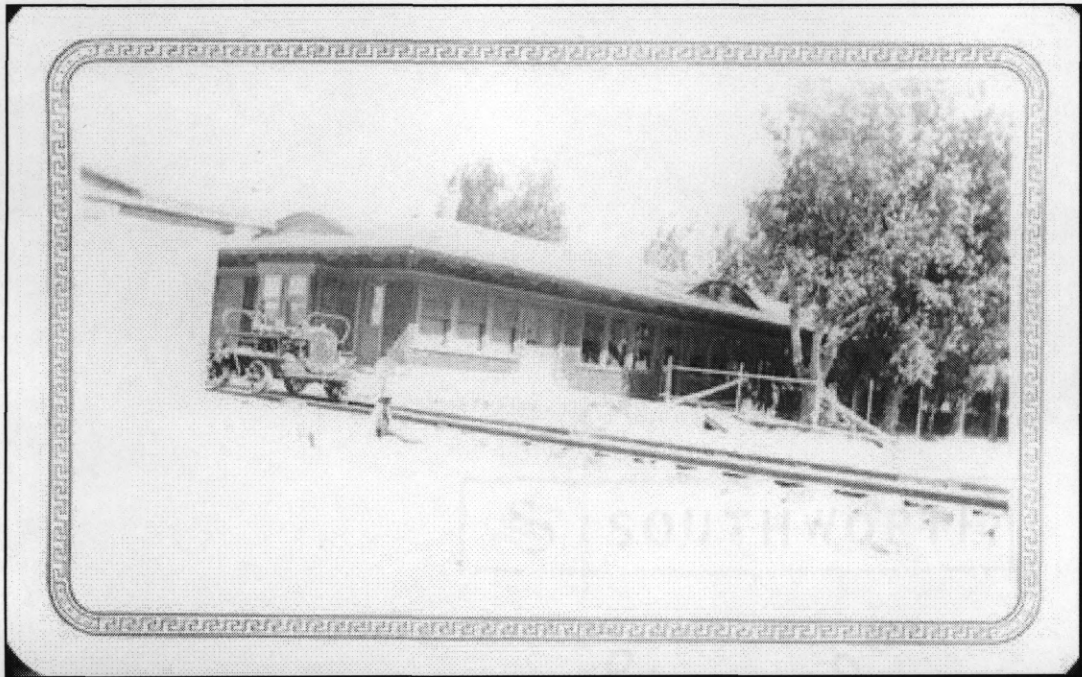


Photo 0002. Overview of Montana, Wyoming & Southern Railroad Depot. South Façade. View to the north-northeast.

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Photo 0003. South façade of Montana, Wyoming & Southern Railroad Depot. View to the east.



Photo 0004. South façade of Montana, Wyoming & Southern Railroad Depot. View to the northeast.

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Photo 0005. South façade of Montana, Wyoming & Southern Railroad Depot. View to the northwest.



Photo 0006. South façade of Montana, Wyoming & Southern Railroad Depot. View to the south.



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Photo 0007. Detail of entry into railroad office of Montana, Wyoming & Southern Railroad Depot. South façade. View to the north.



Photo 0008. South façade of Montana, Wyoming & Southern Railroad Depot. View to the east.

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Photo 0009. South façade of Montana, Wyoming & Southern Railroad Depot. View to the west.



Photo 0010. Entry into freight/baggage room of Montana, Wyoming & Southern Railroad Depot. South façade. View to the north.

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Photo 0011. East elevation of Montana, Wyoming & Southern Railroad Depot. View to the southwest.



Photo 0012. East elevation showing north extension. Montana, Wyoming & Southern Railroad Depot. View to the southwest.

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Photo 0013. North elevation of north extension. Montana, Wyoming & Southern Railroad Depot. View to the south.



Photo 0014. West façade of north extension of Montana, Wyoming & Southern Railroad Depot. View to the east.

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Photo 0015. North façade of Montana, Wyoming & Southern Railroad Depot. View to the southeast.

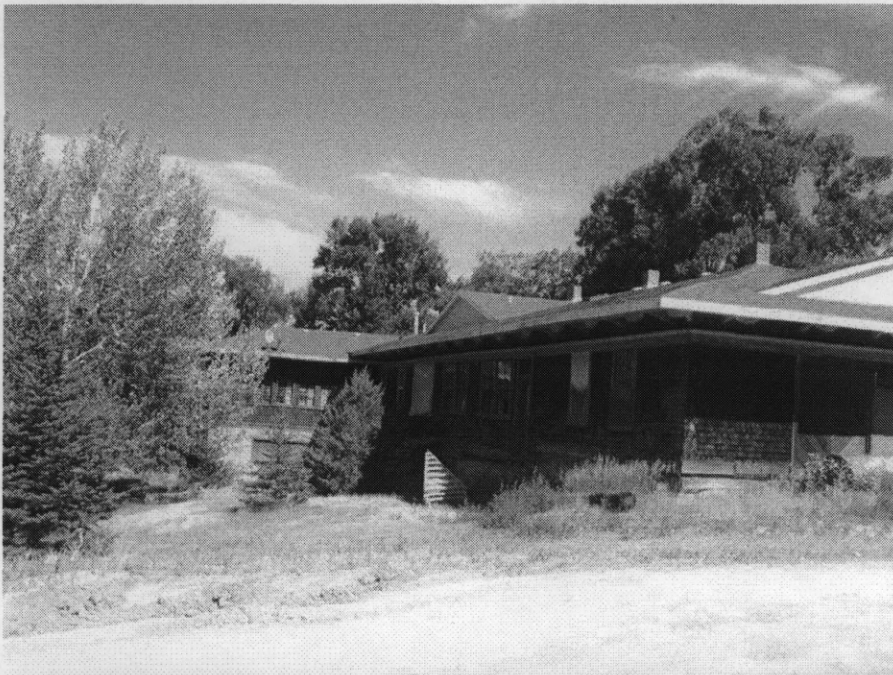


Photo 0016. North façade of Montana, Wyoming & Southern Railroad Depot. View to the southeast.

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Photo 0017. North façade and west elevation of the Montana, Wyoming & Southern Railroad Depot. View to the south-southeast.



Photo 0018. West elevation of the Montana, Wyoming & Southern Railroad Depot. View to the east.

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Photo 0019. Detail of ticket booth of Montana, Wyoming & Southern Railroad Depot. West elevation. View to the east.



Photo 0020. West elevation and south façade of Montana, Wyoming & Southern Railroad Depot. View to the northeast.

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Photo 0021. Detail of frieze, rafters, and brackets of Montana, Wyoming & Southern Railroad Depot. View to the northwest.



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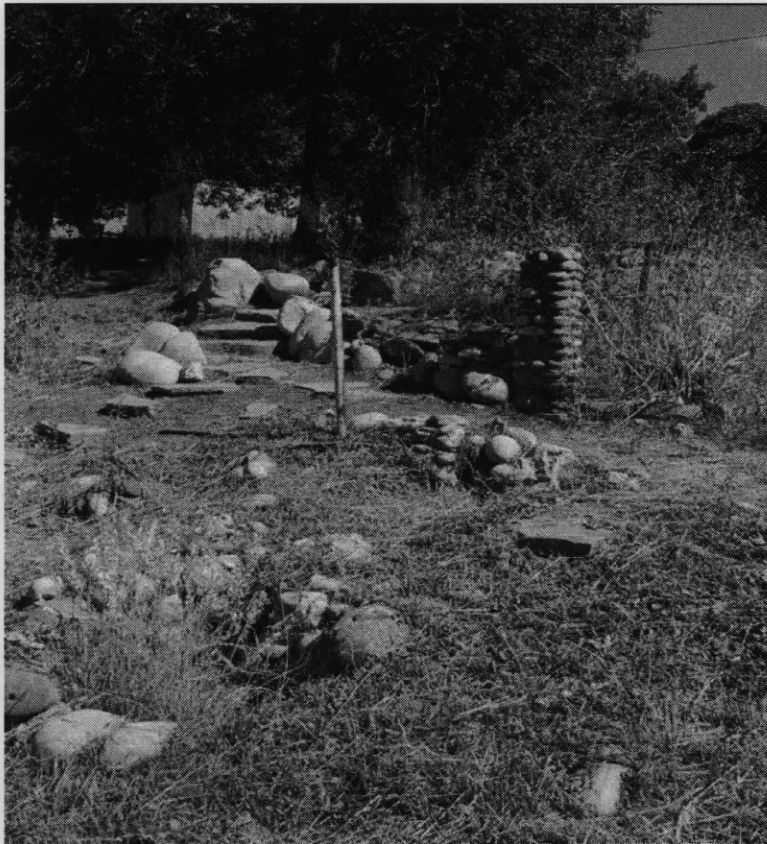


Photo 0022. Overview of remnant landscaping on Montana, Wyoming & Southern Railroad Depot grounds. View to the south.

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Photo 0023. Detail of koi ponds on Montana, Wyoming & Southern Railroad Depot grounds. View to the southeast.



Photo 0024. Detail of steps and gate post on Montana, Wyoming & Southern Railroad Depot grounds. View to the southeast.