

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

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

For NPS use only

received FEB 28 1985

date entered MAR 28 1985

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

1. Name

historic NORTHERN PACIFIC RAILROAD DEPOT

and/or common BURLINGTON NORTHERN RAILROAD DEPOT

2. Location

street & number Railroad and Higgins Avenue n/a not for publication

city, town Missoula n/a vicinity of

state Montana code 030 county code 063

3. Classification

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

4. Owner of Property

name See Continuation Sheet

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Missoula County Courthouse

street & number 200 West Broadway

city, town Missoula state Montana

6. Representation in Existing Surveys

title Missoula Historic Resource Survey has this property been determined eligible? yes no

date 1980 federal state county local

depository for survey records Missoula City-County Planning

city, town Missoula state Montana

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Northern Pacific Railroad Depot sits at the end of North Higgins at Circle Square along Railroad Street. The structure is a very significant visual element in downtown Missoula because of its position at the termination of Higgins Avenue on the north. The depot is a major architectural element in Circle Square which includes the renovated Grand Pacific Hotel (also on the National Register), and other hotels (i.e., Atlantic, Belmont, Northern, Etc.) which were built during the expansion of the railroad. Circle Square also includes a public fountain, built in 1913 of native rock by the City of Missoula, a 1902 Northern Pacific Railroad engine installed in 1955 at this location, and a Mullan Road marker erected in 1916.

The Northern Pacific Depot is a long rectangular brick structure comprised of a three-story center section flanked on the east and west by one-story wings. The structure was built in 1901, and is a simplified version of the Renaissance Revival style of architecture.

The central three-story section is divided into six bays and the side wings are divided into four bays. Each of the bays are divided by rusticated brick pilasters with sandstone bases. In the center section the outer four pilasters have a terra-cotta decorative urn that supports the capital and encloses the Northern Pacific yin-yang symbol. This symbol has been painted black.

The windows have a flat brick arch on all floors. The first floor windows were replaced with smaller casement windows and the doors were filled in and replaced with aluminum doors in 1982. The second and third story windows are 1/1 wood double-hung, some of which have been filled in for air-conditioning units.

The center three-story section has a hipped red terra-cotta tile roof that terminates at a galvanized metal cornice. The side wings have a flat built-up roof. There is a high brick parapet that is capped by a terra-cotta tile.

A wood and metal canopy runs across the front and back of the structure. The decorative galvanized metal fascia and the canopy has been replaced with an aluminum fascia.

The ends of the building are similar in design to the front. On the west end a metal fire escape has been added to the structure.

The interior has been totally remodeled on the first floor and partially remodeled on the upper floors. Under the plan for restoration some of the interior and all of the exterior will be restored to the original design.

The structure is in good condition and, despite the alteration, has retained most of its important features and design integrity.

8. Significance

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

Specific dates 1901 **Builder/Architect** Northern Pacific Railroad/Stem & Reed

Statement of Significance (in one paragraph)

The Northern Pacific Railroad Depot, built in 1901 at the north end of Higgins Ave. in Missoula, is an architecturally significant example simplified Renaissance Revival styling in Missoula and one of the four Montana railroad depots of the early Twentieth Century that was designed by the nationally significant firm of Reed and Stem of St. Paul, Minnesota. The depot today is the primary structure in Missoula to represent the historic importance of rail transportation to that city.

Alan Hartzell Reed and Charles Stem specialized in the design of railroad depots and were responsible for the design of over one hundred, including the Northern Pacific Railroad stations in Missoula, Livingston, Butte, and Helena, Montana. In addition, Reed and Stem are known for their designs for the Civic Auditorium and the Athletic Club in St. Paul, the Hotel St. Paul in Michigan City, Indiana, and the Public Library and the Baltimore Hotel in New York City, and for the engineering specifications for the Grand Central Station, also in New York City.

Two earlier Northern Pacific Railroad depots preceded the present building in Missoula. The first depot, constructed in 1883, was located approximately 800' to the west of the present depot. This building was to be replaced in 1896 by a new building constructed by the Higgins Brothers of Missoula. However, the 1896 depot was destroyed by arson just prior to its completion. The existing structure, although built in 1901, is the most readily perceived symbol of the importance of the railroad in converting Missoula from a minor lumbering community to a major economic and transportation center for Western Montana.

The exterior of the depot retains primary architectural integrity of design and materials, featuring brick walls with rusticated brick pilasters, terra cotta roof tile, flat arched and segmentally arched windows, and decorative details.

The Northern Pacific Railroad's early construction was financed in 1870 by Jay Cooke and Company's Philadelphia banking house. The failure of this bank in 1873 delayed construction of the Northern Pacific, which had reached Bismark, N.D., and enabled the Utah Northern, controlled by John W. Young and eastern capitalists, to reach Montana (specifically the Butte mines) first, in December, 1881. In the meantime, Frederick Billings reorganized the Northern Pacific, and developed plans for

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreeage of nominated property Less than 1
Quadrangle name Northeast Missoula, Montana

Quadrangle scale 1:24000

UTM References

A

1	2	2	7	2	1	4	5	5	1	9	5	4	6	0
Zone			Easting				Northing							

B

Zone			Easting				Northing							

C

Zone			Easting				Northing							

D

Zone			Easting				Northing							

E

Zone			Easting				Northing							

F

Zone			Easting				Northing							

G

Zone			Easting				Northing							

H

Zone			Easting				Northing							

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state n/a code county code

state code county code

11. Form Prepared By

name/title James R. McDonald and William Babcock

organization James R. McDonald Architect, P.C. date 10 December 1984

street & number 210 North Higgins telephone (406) 721-5643

city or town Missoula state Montana

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature *Marcia Shaff*

title SHPO date 2-14-85

For NPS use only

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

J. Alvarez Byers date 3-28-85
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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4 owner

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Building: Robert M. Clegg
101 East Broadway
Missoula, Montana 59802

Land : Tom J. Farrell, Manager - Leases
Burlington Northern Railroad
Continental Plaza
777 Main Street
Fort Worth, TX 76102

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it to terminate in the Puget Sound area. However, a group of investors under Henry Villard, from Portland, Oregon, who wished the line to terminate there, purchased controlling interest in the Northern Pacific soon thereafter. Between 1882 and 1883 the line was constructed from the east and west and was completed in 1883 with the driving of the golden spike at Gold Creek, Montana, just west of Missoula.

The arrival of the Northern Pacific in Missoula is generally regarded as the single most important event in Missoula's history, providing the city with reliable transportation system and, with the construction of branch lines, making it an important trade center in western Montana that dramatically increased the market for the regions's agricultural, ranching, and timber products. The construction of the railroad also dramatically increased timber operations in the area. The single largest market for timber after the completion of the railroad was the Butte mining industry, which required great volumes of timber for mine supports. According to Tom Stout, the arrival of the Northern Pacific Railroad made Missoula "a leading financial, industrial, wholesale, commercial, and railroad distributing point for Western Montana." Such a rapid increase in the markets Missoula could serve also resulted in the diversification of the local economic base and in sustained economic growth.

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List of references

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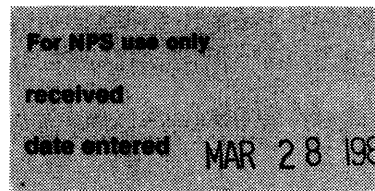
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Verbal Boundary Description:

A tract of land being a portion of the Burlington Northern right-of-way located in the northwest one-quarter (NW $\frac{1}{4}$) of Section 22, Township 13 North, Range 19 West, Principal Meridian, Missoula County, Montana, and being described as follows:

Commencing at the intersection of Alder Street and Ryman Street in C.P. Higgins Addition to Missoula, Montana; thence, N.51°59'03"E., 218.95 feet to a point on the northerly right-of-way Railroad Street and the point of beginning, same being railroad station 6304+30.33; thence, N.35°41'25"E., 65.00 feet, said point being 20 feet southwesterly from the centerline of the Burlington Northern Mainline Tracks, Thence, S.54°18'35"E., 540.00 feet parallel to and 20 feet from said mainline track centerline; thence, S.35°41'25"W., 65.00 feet to the northeasterly right-of-way of Railroad Street being railroad station 6298+90.33, thence N.54°18'35"W., 540.00 feet along said right-of-way to the point of beginning. Containing 0.81 acres, more or less, according to survey data, monuments or easements as shown, existing or of record, all according to Certificate of Survey No. 3098, recorded among the records of Missoula County, Montana.