

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

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

1. Name

historic Antelope Stage Station

and/or common N/A

2. Location E of Broadview

street & number N/A N/A not for publication

city, town Broadview vicinity vicinity of ~~Congressional District~~

state Montana code 030 county Yellowstone code 111

3. Classification

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

4. Owner of Property

name Edward Van Sky

street & number

city, town Broadview vicinity of state Montana

5. Location of Legal Description

courthouse, registry of deeds, etc. Yellowstone County Courthouse

street & number 27th Street

city, town Billings state Montana

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input 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 Antelope Stage Station is situated in an open pasture located between Acton and Broadview, Montana. Ruts indicating the location of the original stage road through the area are evident in some of the nearby fields. The T-shaped building measures 36' x 18', with the stem of the "T" measuring 22' x 18'. Lap joint corner timbering is employed in construction. The logs are hewn square and the spaces between logs fitted with long pieces of split wood and a clay chinking. A number of the original 4/4 double hung windows are still in place behind protective board coverings. The gable roof has been covered with corrugated iron sheathing. Vertical board siding is used in the gable ends. Two stove pipes pierce the roof near the ridge line; stoves rather than fireplaces had been used for heating.

The original plank flooring on the interior has since been removed.
The height of the building measures 16'9" from the ground to the ridge line.

The station house has been used as a stock barn in more recent years. All except two of the original interior partitions have been removed. Except for the northwest end of the building which is in particular need of stabilization, the building appears to be fairly sound structurally. The exterior appearance of the structure has not been significantly altered since the end of its use as a stage station in 1908. The barn originally located at the Antelope Station was dismantled and used as firewood during the 1930s.

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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates ca. 1883 **Builder/Architect** unknown

Statement of Significance (in one paragraph)

The Antelope Stage Station was constructed of hand hewn logs circa 1883 and served as a stop on the Billings to Lavina stage route from that time until 1908. It is significant for its association with the stage coach era and is the only remaining station along that line.

Stations would be located at various intervals along a stage route, usually not more than 20 miles apart. Along the route from Billings to Lavina, a distance of approximately 38 miles, the stations of Twenty-Mile, Antelope, and Fairview were established in 1882. Freighting, mail service, and passenger service was carried out along this route. From Lavina, the stage would continue overland to Lewistown or Fort Benton, as there was no rail service through the central part of the State until the first decade of the Twentieth Century when the Chicago, Milwaukee, St. Paul and Pacific continued the construction of its line westward from South Dakota. The Billings-Lavina stage line remained in service during the early days of the homesteading period, bringing settlers and supplies to the area. Stage transportation provided an essential means of conveyance for the area between the "Milwaukee Road" railhead at Lavina and the Northern Pacific Station in Billings until 1908 when the Great Northern Railway constructed a branch line north from Mossmain through the Alkali Creek area and on north to Great Falls.

The Antelope Stage Station House is the only remaining building at the old stage station. It had been used as a private residence for many years and most recently as a stock barn.

Stage transportations and wagon freighting were of tremendous importance in Montana up until the introduction of the automobile and the trucking industry and the expansion of the railroad service in the 20th Century. The surviving stage stations in the State are widely perceived to possess a high degree of historic associative value due to the services and vital refuge these stations provided travellers on the long freighting routes between railheads and outlying settlements, through a very sparsely settled countryside where travel was not infrequently impeded by the unpredictable and often harsh weather conditions. Although the Antelope Stage Station is in need of stabilization treatment and the interior flooring and partitioning has been removed, we find that the associational value of this structure lends it significance and that it possesses sufficient integrity to recall that significance such that it qualifies for listing in the National Register of Historic Places under Criterion A.

9. Major Bibliographical References

The Billings Gazette; June 30, 1927; July 24, 1932, July 3, 1927; February 3, 1890.
 The clipping folder in the Montana Room of the Billings Library.
 The Scrapbook in the Montana Room of the Billings Library.
 Horizons O'er the Musselshell, Musselshell Valley Pioneer Club, 1974.

10. Geographical Data

Acreege of nominated property less than one

Quadrangle name Hay Basin South, Montana

Quadrangle scale 1:24000

UMT References

A

1	2
---	---

6	7	5	5	2	0
---	---	---	---	---	---

5	1	0	1	2	1	0
---	---	---	---	---	---	---

B

--	--

--	--	--	--

--	--	--	--	--	--

C

--	--

--	--	--	--

--	--	--	--	--	--

D

--	--

--	--	--	--

--	--	--	--	--	--

E

--	--

--	--	--	--

--	--	--	--	--	--

F

--	--

--	--	--	--

--	--	--	--	--	--

G

--	--

--	--	--	--

--	--	--	--	--	--

H

--	--

--	--	--	--

--	--	--	--	--	--

Verbal boundary description and justification

A 100 x 100 foot parcel of land centered on above UTM point.
 SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ Section 3, T3N, R24E.

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

state	code	county	code
N/A			

state	code	county	code

11. Form Prepared By

name/title Thelma Van Sky

organization _____ date August 28, 1982

street & number _____ telephone (406) 667-4330

city or town Broadview 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.

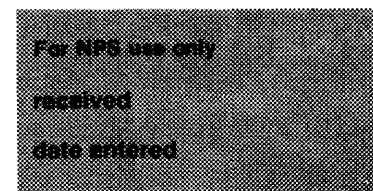
State Historic Preservation Officer signature Marcella Steffy

title Deputy SHPO date 12-3-82

For NPS use only	
I hereby certify that this property is included in the National Register	
<u>Linda McClelland</u>	date <u>12-19-83</u>
Keeper of the National Register	
Attest:	date
Chief of Registration	

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

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



Continuation sheet

Item number 8

Page 2

Property Owner's Assessment of Significance

The Antelope Stage Station was constructed of hand hewn logs circa 1883. It is significant for its historic association with the stage coach era and the vital role that that period played in the development of our great country. The people associated with Antelope Station and those that drove the stages were truly pioneers. Antelope was certainly filled with pioneer experiences both with its trying times as well as its glories. Antelope is a part of our past that should not be forgotten.

Antelope station is located on the route from Billings to Lavina. In most of the material I found, Antelope, by name, was not mentioned but when I think about it, even when traveling today, many places are the route from Billings to Lavina, Antelope was a part of it; as we know there was only one route from Billings this way. Coming out of Billings the stations were Twenty-Mile, Antelope, Fairview, then Lavina. Actually freighting, mail carrying, and passenger service were very closely related.

Stage stations were placed along routes at various intervals, usually not over 20 miles apart. Some were only to provide a change of horses, others had meals and overnight accommodations too. Twenty-Mile was so named for its distance from Billings; Antelope was about six miles from Twenty-Mile. In the book Horizons O'er The Musselshell on page 36, Florence Lindstrand Seifert wrote--"During 1896 and 1897 Dad and Mother worked for Bob Leavens at the Antelope Station. This place was about half way between Billings and Lavina and this was where the stage drivers changed horses and had meals. Dad had charge of the horses and Mother served the meals for the drivers and their passengers." A clipping, the source unknown, it is in the clipping folder in the Montana Room of the Billings Library stated: "Robert Leavens well known through the state was once under contract to drive a stage outfit from Billings to Lewistown through Lavina and Ubet." From a scrapbook, source unknown, in the Montana Room of the Billings Library, "Robert Leavens," -- "secured the mail contract between here and Lewistown, the route to Fort Benton being divided into two parts at that time. He held the stage contract for four years." The routes which the stages traveled over were mere ruts. We can still see the ruts at certain times of the year in our pasture that were made as the stage passed Antelope. There was always an element of uncertainty about traveling by stage. The weather being an ever present factor. The threat or at least the fear of holdups was always there. One of the first robberies was at Holdup Cut which was on this route from Billings. When I was a child my Dad use to point the hill out to me on our way to Billings. Gertie Rom, a daughter of Lars Sandaker, told me in an interview that the talk of holdups always was a topic of conversation at the Antelope Station.

From accounts passed down from word of mouth to my husband: It was stated that Antelope was started in about 1883, where at first just rope corrals were used. However, the township plat made in 1883 that I looked at in the B.L.M. office did not show a structure located here at that time. However, pictures that I located in old Billings Gazette with captions verify the data. One caption in the Billings Gazette of June 30, 1927 read: "Freighting With Bull Teams on Alkali Creek Just Out Of Billings in 1882." Another picture caption of the Gazette of July 24, 1932 read: "A view of Lavina stage

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 8

Page 3

station, an important point on the old Lavina stage line from Billings to Fort Benton. The stage route was established in 1882 with Walter Burke as superintendent. T. C. Power was interested in the enterprise. Several holdups took place on the route, particularly in the early nineties." Another set of two pictures from the Billings Gazette of July 3, 1927 related: "One of the principal freighting routes in the eighties carried the long caravans north to Lavina on the Alkali road not far out of Billings. The pictures were taken in 1883." Horizons O'er the Musselshell page 158 stated that: "There was a stage line running from Billings to Fort Benton in 1882."

Most every paper carried an ad giving times of departure and rates. The Billings Gazette of February 3, 1890 had this one: "The Montana Stage company, the best equipped line in the west, has announced reduced rates from Billings to various points in Montana." Included were: "Lavina \$4; Fairview \$2; Twenty-Mile \$1.50" and others. "The time is fast, the stock good, and only Concord coaches and covered sleighs are used."

From an obituary page of the Billings Gazette I found: "Mrs. Fitzgerald was born May 5, 1894 in Iowa, a daughter of Mr. and Mrs. Mason Trogdon. When she was 2 years old, her family moved to Montana and settled at the Antelope Stage Station north of Billings."

From Roundup On The Musselshell page 44 it reads: "Louie Lehfeldt also owned and operated the stage line between Old Lavina and Billings. One of my most vivid childhood memories was to watch them breaking the horses for the stage line."

A friend, Lars Sandaker, of my husbands grandparents came to Lavina on the Milwaukee Railroad, then got on the stage to Antelope, there he got off and went to his homestead which was only a quarter of a mile from the Antelope Station. This was in 1908; George Ginn was operating Antelope Station at that time. Many families used the station house for a home after the stages stopped running with the coming of the railroad. My husbands grandparents bought the land where the station is located in 1916 and lived in the station house until 1927. After that date the old station house has been used as a stock barn.

I located Antelope Station in a 1905 Twentieth Century Atlas.

Antelope Station has its share of memories of the stage coach era, which helped settle our country.