

1148

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

RECEIVED
SEP 24 1993
NATIONAL REGISTER

RECEIVED
SEP 27 1993
NATIONAL REGISTER

1. Name of Property

historic name: Raymond Grain Elevators Historic District

other name/site number: 24SH738/24SH739

2. Location

street & number: County road, east of State Route 16

not for publication: n/a
vicinity: x

city/town: Raymond

state: Montana code: MT county: Sheridan code: 091 zip code: 59256

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Maull, Shup MT SHPO 9-9-93
Signature of certifying official/Title Date

Montana State Historic Preservation Office
State or Federal agency or bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register
 see continuation sheet
 determined eligible for the
National Register

 see continuation sheet
 determined not eligible for the
National Register

 see continuation sheet
 removed from the National Register
 see continuation sheet

 other (explain): _____

Signature of the Keeper Delmer Byers Entered in the National Register Date of Action 10/27/93

5. Classification

Ownership of Property: Private	Number of Resources within Property	
Category of Property: District	Contributing	Noncontributing
Number of contributing resources previously listed in the National Register: 0	<u> 5 </u>	<u> </u> building(s)
	<u> </u>	<u> </u> sites
	<u> </u>	<u> </u> structures
	<u> </u>	<u> </u> objects
Name of related multiple property listing: Archaeological and Historic Resources of Sheridan County, Montana	<u> 5 </u>	<u> </u> TOTAL

6. Function or Use

Historic Functions:	Current Functions:
Agriculture/Subsistence: storage	Agriculture/Subsistence: storage

7. Description

Architectural Classification:	Materials:
Other: grain elevator	foundation: concrete
	walls: weatherboard
	roof: shingle

Narrative Description

The Raymond, Montana grain elevators are just east of the small unincorporated townsite of Raymond, in northcentral Sheridan County. The townsite is along north-south State Highway 16, approximately 10 miles south of the Montana-Saskatchewan border. Raymond is also located on the east-west line of the Dakota, Missouri Valley & Western Railroad, running from Flaxton, North Dakota to Whitetail, Montana. The trackage was constructed in 1913 by the Minneapolis, St. Paul, & Sault Ste. Marie Railroad (the "Soo Line") and operated by them until 1990. The surrounding terrain consists primarily of treeless, rolling hills, used mainly for the growing of wheat. The town and railroad are situated against a relatively steep hillside to the north.

The elevators are situated within the Soo Line right-of-way, on leased industrial lots. These lots begin just east of the Raymond townsite (and State Highway 16), and extend eastward for perhaps one-quarter mile. They are south of the railroad line, and are served by a siding which is south of the main track. In turn, a gravel east-west county road is just south of the industrial lots.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7

Raymond Grain Elevators Historic District

Page 1

Three major grain elevators reportedly once existed at Raymond, situated in a row in the Soo industrial lot area. The middle of the three elevators no longer exists; the two surviving elevators are the subject of this nomination. Both elevators are similar in appearance. Each consists of a tall main block with both an enclosed receiving shed and an office wing to the south. The following three paragraphs of description apply to both elevators.

The tall main block of each elevator is rectangular and has wood crib walls with clapboard siding. Under the characteristic central gable-roof monitor (cupola) is the lifting and distributing machinery of the elevator. The only windows in this main block are in the cupola, in the east and west monitor walls and low in the gable ends. They are double-hung and in generally poor condition, precluding identification of their pane arrangement. Flanking the monitor and central section of the elevator are the grain bins, under roofs with the same slopes as on the cupola. Roof surfaces are covered with asphalt shingles.

The railway siding passes on the north side of the elevators. Sheet-metal chutes protrude from this elevation, allowing for the quick loading of railroad cars from above. The north walls of both elevators also have paired sliding doors (each with a single fixed-pane window) for transferring bagged grain and other commodities.

On the south side of the elevators--away from the railroad tracks--are wood-frame extensions. Next to the tall main block is the receiving shed, fully enclosed under a combination shed and gable roof. Inside this shed are the scales and unloading grates to which trucks (originally wagons) brought the grain. Earthen ramps and vehicular doors at each end provide drive-through access. Further south--with its main axis perpendicular to the railway--is a second gable-roofed portion with double-hung windows; this area housed an office, small electric plant, and storage space. Since the ground slopes down to the south here, these wings are two stories high at the south end. There is also a small, gable-roofed privy near each elevator.

Beyond the many shared attributes of appearance, there are differences between the two elevators. The GTA elevator (Feature #1) is the larger and more complex of the two. Painted white, it has the GTA emblem--GTA [:] THE CO-OP WAY--on the south side of the main block. On the west side is a dust or chaff collection bin, fed from a chute above and supported on brackets below. The tall main block rests on tapered concrete pads; concrete foundation walls underlie the rest of the elevator. The receiving shed has paired, outswinging wooden doors on the east end and a sliding metal door on the west end. A band of metal siding below the roof of the receiving shed seems to indicate that the roof was raised to allow more vertical clearance for trucks. The office-power plant wing was extended southward after its initial construction and has several gable- and shed-roofed additions on the south and west sides. The wing and its additions all have drop siding. A small separate structure (Feature #2) just east of the elevator has a shed roof and drop siding; its use is unknown. The privy (Feature #3), southeast of the elevator, has clapboard siding.

The Occidental elevator (Feature #4) is simpler. It is painted mostly red, with white paint on the cupola and south side of the main block. The letters OCCIDENTAL ELEVATOR are faintly visible on the west side. The receiving shed has wooden doors at both ends--paired outswinging at the east end and sliding at the west end. The office-power plant wing has few windows and a large door at the south end. The roof has wood shingles. Before being replaced by electric motors, power for the elevator was supplied by a gas engine and delivered by belts. A privy (Feature #5) is southwest of the elevator.

8. Statement of Significance

Applicable National Register Criteria: A, C

Areas of Significance: Agriculture
Commerce
Architecture

Criteria Considerations (Exceptions): n/a

Period(s) of Significance: 1913-1943

Significant Person(s): n/a

Significant Dates: 1913, 1925

Cultural Affiliation: n/a

Architect/Builder: T. E. Ibberson Co. (Minneapolis),
and others

Narrative Statement of Significance

The Raymond grain elevators are locally significant under National Register criteria A and C. The buildings are historically significant as important components in the local system of grain marketing and storage. The elevators served as primary collection and warehousing points for the local wheat crop -- Sheridan County's principal agricultural product. The buildings also acted as grain wholesaling centers, where farmers sold their wheat crop to agents of flour and cereal producers, wholesalers, and others. In addition, the elevators served as the primary shipment points for grain traveling to distant markets. In short, the region's grain elevators filled a variety of important roles in the process of marketing Sheridan County's agricultural products. The buildings are also significant as highly representative examples of early twentieth-century country grain elevator design. With their prominent physical presence and distinctive profiles, elevators such as these were landmarks in nearly every small Great Plains town. With their monitor roofs and wood siding, the Raymond elevators retain an excellent level of design integrity and typify this important local structural form.

Historical Narrative

The early history of grain elevator construction and operation in Raymond is only minimally documented; the research process is complicated by the fact that the elevators were constructed on leased railroad land. The first elevators at this location, however, were almost certainly constructed immediately after completion of the Soo Line trackage through the area in 1913. By the following year, a report from Montana's Department of Labor and Industry listed two operating elevators in Raymond, with a combined capacity of 55,000 bushels of grain. Conversely, however, regional gazetteers published in 1914, 1916, 1918, and 1921 list, respectively, zero, three, two, and one elevators in Raymond.

Raymond's elevators were owned by a variety of interests, including local citizens, a farmers' co-op, and larger firms which operated elevators in a number of towns. Edward Hanson was a blacksmith in Raymond in 1916 and a partner in the Hanson & Barzen (or "Bargen") elevator concern in 1916 and 1918. In 1918 the elevator of the Equity Association (one of several cooperative networks which used the Equity name in the early twentieth century) was managed by Ole Nordby. The only elevator in Raymond in 1921 was that of the Montana & Dakota Grain Co., a company which owned elevators as far away as Fergus County.

The history as remembered by a couple of local residents is equally unclear. Long-time resident George LaGrange remembers that the first elevators were built at Raymond in 1913 and shortly afterwards burned. He further stated that the two existing elevators were constructed in about 1917. Mike Wollan, current co-owner of the GTA elevator, believes that it was built in 1923 and that the Occidental elevator is older.

See continuation sheets

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8

Raymond Grain Elevators Historic District

Page 1

An official plat of the Raymond area prepared by the Soo Line and revised to 1930 shows only one standing elevator building -- the "Hanson Barzen Milling Co."; this is at the approximate site of the current Occidental Elevator. Visible erasures on the original linen map, though, suggest that a second elevator complex formerly existed to the west. This may have been one of the elevators that burned. Finally, a manuscript list of elevators constructed by the T.E. Ibberson Co. of Minneapolis, Minnesota indicates that they constructed two elevators in Raymond -- a 25,000-bushel elevator for the Woodworth Elevator Co. in 1912, and a 30,000-bushel elevator for the Equity Co-op Elevator Company in 1925. The Equity Cooperative Exchange was merged into the Farmers Union Grain Terminal Association (GTA) in 1926. This could suggest that the current GTA elevator is the facility constructed by Ibberson in 1925. A listing for 1948 shows the GTA with 55,000 bushels of capacity in Raymond--this could imply that GTA owned two elevators then.

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other -- Specify Repository:

10. Geographical Data

Acreage of Property: approximately 6 acres

UTM References: **Zone** **Easting** **Northing**
 A 13 530980 5413830

Legal Location: Section 18, 36N, 55E

Verbal Boundary Description

The boundary begins at the southwest corner of Raymond Industrial Lot #41 as platted by the Minneapolis, St. Paul, & Sault Ste. Marie Railroad. (This point is approximately 200' south of the west switch of the railroad's Raymond siding, and approximately 550' west-northwest of the eastern right-of-way of State Highway 16. The boundary then proceeds in a northeasterly direction 1200', along the southerly boundary of the industrial lots, to the southwest corner of Industrial Lot 17. It then proceeds in a northwesterly direction approximately 225' to the southwest corner of Industrial Lot 18. It then proceeds in a southwesterly direction, again following Industrial Lot boundaries, 1200 feet to the southwest corner of Industrial Lot 42. It then proceeds in a southeasterly direction approximately 225' to the point of beginning. The district is in the NW¼ of Section 18, T36N, R55E, M.P.M.

Boundary Justification

The boundary includes the platted industrial lots occupied by Raymond's historic grain elevators, as well as the adjacent segment of the railroad line and siding which historically served the elevators. It excludes the largely vacant industrial lots to the north, east, and west, as well as portions of the railroad line not visually tied to the elevator complexes.

11. Form Prepared By

name/title: Mark Hufstetler, Historian
organization: Renewable Technologies, Inc. date: September 1, 1992
street & number: 511 Metals Bank Building telephone: 406/782-0494
city or town: Butte state: MT zip code: 59701

Property Owner

name/title: Mike Wollan, Shermont Electric and Grain (improvements)
street & number: P.O. Box 117
city or town: Raymond state: MT zip code: 59256

name/title: Soo Line Railroad (land only)
street & number: Soo Line Building
city or town: Minneapolis state: MN zip code: 55440

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9

Raymond Grain Elevators Historic District

Page 1

Major Bibliographical References

First Biennial Report of the Department of Labor and Industry, 1913-1914 (Helena: Independent Publishing Co., n.d.), p. 230.

LaGranger, George, interviewed by Mary McCormick, May 17, 1991.

"List of Grain Companies Operating in Montana, Season 1948," in Folder 7, Box 2 of the Harold M. Brown Papers, Montana Historical Society archives, Helena.

Minnesota, North and South Dakota, and Montana Gazetteer and Business Directory (St. Paul: R.L. Polk & Co., 1914-15, 1916, 1918, 1921-22).

Raymond Reflections, 1914-1989 (n.p., Raymond Reunion Book Committee, [1989]).

Wollan, Mike, interviewed by Mark Hufstetler, August 12, 1991.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Additional Documentation/Photos

Raymond Grain Elevators Historic District

Page 1

Index to Photographs

Photographer: Mary McCormick

Date: August 1991

Photo Number	Description	Direction Facing
1	GTA elevator (Feature #1): south and west sides	Northeast
2	GTA Elevator: south and east sides. Feature #2 is at far right, and privy (Feature #3) is in foreground	Northwest
3	GTA elevator: north and west sides	Southeast
4	GTA elevator: Interior view of office area. Unloading area/scale is beyond doorway.	North
5	Occidental elevator: (Feature #4): south and west sides. Privy (Feature #5) in foreground	Northeast
6	Occidental elevator: north and east sides	Southwest

STATE ROUTE 16

RAILROAD RIGHT-OF-WAY

RAILROAD RIGHT-OF-WAY

44

LOT
42

43

41

DISTRICT BOUNDARY

24SH738

24SH739

20

LOT
18

19

17

0 200 FT.



RAYMOND GRAIN ELEVATORS
HISTORIC DISTRICT

SECTION 18, T. 36 N., R. 55 E.

SHERIDAN COUNTY, MONTANA