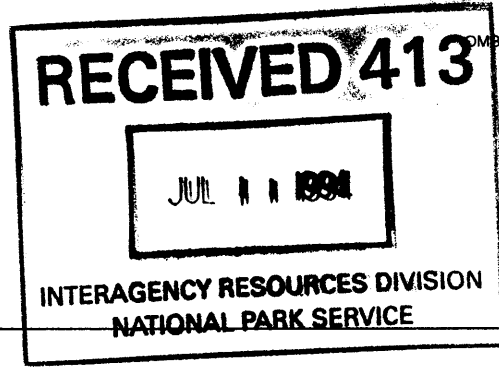


889



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Great Northern Railway Depot

other name/site number: 24FH

2. Location

street & number: 15 Depot Loop

not for publication: n/a
vicinity: n/a

city/town: Kalispell

state: Montana code: MT county: Flathead code: 029 zip code: 59901

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.)

Maudie Shep MT SHPO 6-28-94
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): _____

for
Signature of the Keeper
Edson H. Beall

Date of Action
8-24-94

5. Classification

Ownership of Property: private public-local public-State public-Federal

Category of Property: building(s) district site structure object

Number of Resources within Property

| | |
|--------------|----------------------|
| Contributing | Noncontributing |
| <u>1</u> | <u>0</u> building(s) |
| <u>0</u> | <u>0</u> sites |
| <u>0</u> | <u>1</u> structures |
| <u>0</u> | <u>0</u> objects |
| <u>1</u> | <u>1</u> Total |

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: Historic and Architectural Properties of Kalispell, Montana

6. Function or Use

Historic Functions:
TRANSPORTATION/rail-related

Current Functions:
TRANSPORTATION/rail-related

7. Description

Architectural Classification:
other: standardized railroad passenger depot

Materials:
foundation: concrete
roof: wood shingles
walls: stucco
other: n/a

NARRATIVE DESCRIPTION

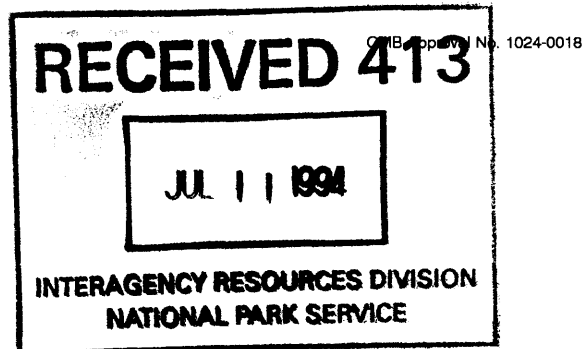
The Great Northern Railway Depot is a one- and two-story brick building with stucco exterior wall cladding. The hipped roof is wood shingle and the foundation is concrete. The windows are one-over-one-light wooden double-hung units, and those on the second floor are slightly arched. There are three doors on the north and two doors on the south, all with one window pane. The window sills are rough native rock. The appearance of the depot is much the same as it looked after the remodeling program of 1928 (see attached drawings).

On the Sanborn Fire Insurance Maps through 1927, the baggage room of the depot was located in the west end of the building, the two men's and women's waiting rooms in the sections flanking the projecting mid-section, and the offices in the second floor.

The depot building has been remodeled several times, beginning in 1899 after the fire that gutted the interior. Acetylene gas lamps were installed at the depot in 1900 to brighten the "dinginess of the waiting room and the darkness of the platform." These lamps were replaced the next year by electric lights because the acetylene gas ones gave "poor satisfaction" (according to an 1899 article, the gas plant had been installed because "electric light is too expensive for Jim [Hill])." In 1907 new furniture was installed in the waiting rooms, doubling the seating capacity with the "comfortable benches."

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National Park Service

National Register of Historic Places Continuation Sheet



Section number 7

Great Northern Railway Depot

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In 1929 the depot and the grounds around it were remodeled and improved. The work was done by the Butler Brothers Construction Company of Seattle for approximately \$25,000, and much of the work was paid for by the Great Northern Railway. The improvements made the Great Northern depot grounds approach "a show place rather than an eye-sore," according to a local newspaper. As part of the project, between 3 and 4 1/2 feet of the overhanging eaves were removed from the two one-story wings of the depot. The exterior of the building was stuccoed at that time. The brick depot was described by the city engineer as "old and not a structure of any great beauty" but "large enough" to warrant repair and remodeling. Some of the first floor doors were enlarged, new lighting fixtures were installed in the waiting rooms and ticket office, the baggage room was enlarged and a section partitioned off for the express room, a "vapor" heating plant was installed, the interior was painted, some of the exterior doors were replaced, the waiting rooms received polished cement floors, and the wooden platforms were replaced with concrete walks and curbing. A row of six lighting posts was installed in front of the depot, and 16 "ornamental lighting posts" were placed on the depot grounds plus five more installed by private parties and the City of Kalispell. The lights in front of the depot were only turned on when trains were coming or going, but the rest were left on all night.

The depot roof was reshingled in 1982, and the interior of the first floor was remodeled at that time (see attached drawing).

Five silver poplars were removed from the southeast corner of the depot park because they were killed in a fall freeze in 1935.

To the south of the depot is a gazebo that was built within recent years. The gazebo has a roof covered with composition shingles, concrete steps and base, large metal columns, and some latticework. There is also a metal sculpture in the center of the park.

8. Statement of Significance

| | |
|---|---|
| Applicable National Register Criteria: A | Areas of Significance: Transportation Exploration/Settlement |
| Criteria Considerations (Exceptions): n/a | Period(s) of Significance: 1892-1943 |
| Significant Person(s): n/a | Significant Dates: 1899, 1904, 1929 |
| Cultural Affiliation: n/a | Architect/Builder(s): unknown |

NARRATIVE STATEMENT OF SIGNIFICANCE

The Great Northern Railway Depot is one of the most significant buildings in Kalispell because it represents the period of Kalispell's history (1892-1904) when the town was the division point for the main line of the Great Northern Railway. Originally built in 1892, the depot was gutted by fire in 1899 and rebuilt using the original walls. The depot is significant under Criterion A for its role in the development of Kalispell. The building was remodeled in 1929, including the covering of the bricks with stucco and the shortening by 3-4 1/2' of the overhanging eaves. The exterior appearance of the depot today is much the same as it looked in 1929. The other buildings associated with the railroad, including the water tank just to the west of the depot, no longer exist. Depot Park, however, to the south of the depot contributes to the significance of the depot. The modern gazebo in the park does not contribute. The significant dates of 1899 and 1904 relate to the year of construction of the rebuilt depot and to the year the Great Northern Railway main line was relocated in the north end of the valley, putting Kalispell on a spur line.

On January 1, 1892, the first steam engine pulled into Kalispell on the newly laid tracks. The Great Northern Railway Depot was constructed in 50 days at the end of 1892, just 1½ years after the platting of Kalispell. In January of 1899 an oil lamp in the ticket office fell and spilled burning oil on the floor. The resulting fire destroyed the interior of the building except for the baggage room. All the Kalispell Division records from 1892 until 1899 were destroyed in the fire. Work on rebuilding the depot began in April of 1899, and by September the ticket office and waiting rooms were ready for use once again.

The upstairs of the depot was used as office space some years and most years as an apartment for the Great Northern agent (on the 1899 architectural drawings for the depot, the second floor is devoted to a three-bedroom apartment). In 1909 Samuel Moore and his wife and child moved from Northport, Washington, to Kalispell to work as the railroad agent. At that time, the upper rooms in the depot were converted into living rooms for the family. From 1913 until at least 1941 James M. Montgomery, his wife Esther, and their family lived in the apartment in the depot. The Montgomerys came to Montana in 1907 with their two sons, and he worked for the Great Northern Railway in Whitefish and Columbia Falls. When he was transferred to Kalispell in 1913, the family moved into the apartment, and their family grew to six children.

In 1904 the main line of the Great Northern Railway was moved to bypass Kalispell and go through Whitefish instead. Kalispell then was served by a branch line until September 10, 1950, when the passenger train known as the "Gallop'n' Goose" made its last run to Kalispell. Branch lines to Somers and to towns west of Kalispell were also in use until the 1930s.

As early as 1911 a local newspaper wrote a lengthy commentary on the poor appearance of the depot building and the grounds around it, and soon a movement began to improve the area:

An attempted cinder path along the edge of the park toward the Main street cement, is almost worse than no improvement on the former mud trail. It is irregular and treacherous...At the other end of the platform is a board walk, too dark and obscure for safety after nightfall, and it seems to lead to nowhere. The vacant flat is half piled with unlevelled dirt from some excavation and there are pyramids of two years deposit, butted right up to the walk and buildings...The first thing a stranger would notice upon arrival in Kalispell is really the most forbidding proposition of the whole town.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

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Great Northern Railway Depot

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Women belonging to the Century Club and members of the Chamber of Commerce worked on Depot Park in 1914. They planted trees, shrubs and flowers, many from their own gardens. The Century Club continued to be responsible for the landscaping of the park until at least 1940; Great Northern Railway sent shrubs, flowers and roots to be planted in the park every year. A member of the Century Club supervised the planting, and the city employed a caretaker during the summer. It appears that little remains of this designed landscape from the 1920s.

In August of 1924, during the convention of the Montana Federation of Women's Clubs, a spruce tree was planted in Depot Park. This tree was the first "Peace Tree" in the United States to be planted and dedicated to universal and everlasting peace. It is not known what happened to this tree.

In 1928 the City of Kalispell and the Great Northern Railway cooperated in a project to improve the appearance of the passenger depot and the grounds. The city engineer Arthur Saunders drew up the plans, which were accepted by the Great Northern Railway, and the work was done by the city's street equipment and paid for by the railroad. The total cost was approximately \$20,000. The work on the depot was done by railroad contractors; the architect was Thomas D. McMahon. The project remodeled the passenger depot (see description of the work on the depot under Section 7), "beautified the grounds," and paved the street approaches to the depot with asphalt. Concrete curbing and walks were constructed, 30 shade trees were planted, and 19 ornamental lights were installed. The wooden water tank was removed and replaced with a water pipe, and the small buildings to the west of the depot were removed in order to improve the general appearance of the area and improve traffic safety. A house track was built between the main line and the freight house track to handle the increasing freight business.

The Great Northern Railway erected a number of other buildings and structures to meet its needs along the railroad tracks. These included a brick roundhouse, a water tank, a repair shop, a coal chute, a turntable, a section house, a tool house, an express room, a "Japanese house," an ice house, and an office building. The storage room for the express service after 1910 was the old station house that had been used at Java, near Essex and was moved to Kalispell. When the 1900 federal population census was taken, railroad roadmaster Coleman King and ten members of his extended family, plus four boarders who all worked for the railroad, were living in the railroad section house.

9. Major Bibliographic References

- Brinkman, Fred, papers and drawings, box 147, folders 1-6A, available at the Architects Design Group, Kalispell, Montana.
Daily Inter Lake: January 13, 1899; January 19, 1900; February 23, 1900; March 2, 1900.
Flathead Herald-Journal: April 20, 1899; September 8, 1899; December 8, 1899.
Flathead Monitor: "Will Improve Depot Grounds," August 30, 1928, p. 1; "Contract Let on Depot and Grounds Work," June 6, 1929, p. 1; "Monte Completes 25 Years As G. N. Agent Here," May 5, 1938.
Golden Voice: Elwood, Henry, "Kalispell's 'Peace Tree,'" February 1990.
"Great Northern Railway Depot at Kalispell, Montana," 1899 architectural drawings, Office of Chief Engineer of Great Northern Railway, available at the Kalispell Chamber of Commerce.
"Great Northern Railway, Passenger Station Alterations," September 1928 architectural drawings, office of chief engineer of Great Northern Railway, available at the Kalispell Chamber of Commerce.

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 (City of Kalispell)
 University
 Other -- Specify Repository: Flathead County Library, Kalispell

10. Geographical Data

Acreage of Property: less than one acre

UTM References: Zone Easting Northing
 A 11 699730 5341740

Verbal Boundary Description

Tract 2AA, Section 7, Township 28 North, Range 21 West, Montana Principal Meridian.

Boundary Justification

The legally recorded boundary of this property encompasses the significant resources.

11. Form Prepared By

name/title: Kathy McKay, Historian date: March 1993
street & number: 491 Eckelberry Dr. telephone: (406) 892-1538
city or town: Columbia Falls state: Montana zip code: 59912

Property Owner

name/title: City of Kalispell
street & number: PO Box 1997
city or town: Kalispell state: MT zip code: 59903

United States Department of the Interior
National Park Service

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Kalispell Bee: July 13, 1900; December 20, 1900, p. 11; March 22, 1901, p. 3; August 13, 1901, p. 3; November 27, 1901, p. 4; May 31, 1907, p. 8; "The New Great Northern Agent," March 9, 1909, p. 10; December 2, 1910, p. 5; "Railroad Men Inspect Kalispell Division," September 29, 1911, p. 1.

Kalispell Graphic: November 16, 1892, p. 3.

Kalispell Journal: September 17, 1908.

Kalispell News: "Facts About the Kalispell Century Club," November 3, 1940, pp. 7-8.

Kalispell Times: "G. N. Depot Environment," April 27, 1911, p. 1; July 18, 1929; May 6, 1937.

Kalispell Water Department, "14th Annual Water Department Report," (1927), pp. 42-43.

_____. "15th Annual Water Department Report," (1928), p. 25.

_____. "16th Annual Water Department Report," (1929), p. 28.

Sanborn Fire Insurance Maps, Kalispell, Montana, 1899, 1903, 1910, 1927, 1956.

United States Population Census, Kalispell, Montana, 1900.