

United States Department of the Interior
National Park Service

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NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Great Falls Railroad Historic District

other name/site number:

2. Location

street & number: Park and River Drives; 100-400 Blocks of Second Street South; 100-200 Blocks of First
and Second Avenues South; 100-300 Blocks Third Street South

not for publication: n/a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

city/town: Great Falls

state: Montana code: MT county: Cascade code: 013 zip code: 59401

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 X statewide X locally. (See continuation sheet for additional comments.)

Maudell Sheff MTSHPO 12-22-92
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:

Signature of the Keeper

Entered in 1993

National Register Date of Action

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

Belouze/Byer

2/19/93

 see continuation sheet
 determined not eligible for the
National Register

 see continuation sheet
 removed from the National Register
 see continuation sheet
 other (explain): _____

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: 2	<u>40</u>	<u>7</u> building(s)
Name of related multiple property listing: n/a	<u>3</u>	<u>0</u> sites
	<u>2</u>	<u>0</u> structures
	<u>10</u>	<u>5</u> objects
	<u>55</u>	<u>12</u> Total

6. Function or Use

Historic Functions: Transportation Landscape Commerce/Trade Industry Recreation/Culture Government	Current Functions: Transportation Landscape Commerce/Trade Recreation/Culture Government
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7. Description

Architectural Classification: Late Victorian: Renaissance Revival style Modern Movement: Moderne International style Other: Western Commercial	Materials: foundation: concrete, stone walls: brick, concrete, steel, weatherboard roof: asphalt, asbestos, steel, concrete other: composition built-up
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Narrative Description

The Great Falls Railroad Historic District occupies the western boundary of the original Great Falls townsite. It contains the original park reserve included in the townsite plat, and the railway right of way through this reserve. The railroad district is oriented on a north-south axis, and is bounded on the west by the Missouri River. The boundary generally follows the linear orientation of the railroad tracks and sidings from 6th Avenue North to 3rd Avenue South. The district is terminated on the south by the newly-constructed 3rd Avenue South extension that connects to Park Drive South on the Missouri River, although it extends further south on 2nd Street South to incorporate warehouses on the east side of that street. The eastern boundary begins to the north at the intersection of Park Drive and 6th Avenue North, then at 1st Avenue South jogs east to 3rd and 2nd Streets South, so as to include a high concentration of warehouse, industrial and railroad-associated buildings in the district. The Northside Residential Historic District lies east of Park Drive.

The district lies within the original Great Falls townsite, platted in 1883. This townsite was laid out on the broad expanse of land south and east of a bend in the Missouri River. At this location, the Missouri makes a large eastward bend in its meandering northerly flow out of the Rocky Mountains to continue on its way nearly 500 miles to the Montana/North Dakota border and on to the Mississippi River. Four miles to the east begin the first of five falls on the Missouri, now dammed to provide electricity for central Montana. The Sun River flows into the Missouri from the west, about 1/2 mile to the southwest. Benchlands lay to the south, west and east before rising into the foothills of the Rocky Mountains. In these foothills are found rich coal and mineral seams. To the north and east spread the agricultural prairielands of central Montana.

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There are a total of 55 structures and buildings in the district, 15 objects and three primary landscapes. Of the buildings and structures, 22 are primary, 20 are contributing, and seven are non-contributing. The primary character-defining feature within the district is the railroad right-of-way and the remaining railroad tracks that run in a north-south direction through Gibson and Riverside parks, accessing the complex of warehouses, depots and freight buildings in the heart of the district. Two of the buildings within the district are already on the National Register of Historic Places (the Chicago, Milwaukee and St. Paul Passenger Depot [10/13/88] and the Arvon Block [9/26/91]). The district buildings reflect three major construction periods in Great Falls's history. One building was built in 1890. The majority are one- to three-story commercial and warehouse buildings constructed between the years 1909 and 1928. They are of brick bearing-wall construction with pressed brick veneer, and designed in the Renaissance Revival style. The most elaborate buildings in this style are associated with the Great Northern and Milwaukee Railroads.

The buildings constructed after 1928 tend to be structural tile or reinforced concrete, sometimes veneered in brick, and designed in the Moderne style. Three of these four buildings were WPA-sponsored, and erected as civic improvements. Five vernacular industrial buildings of metal or reinforced concrete are also included in the district, and date to the late 1930s and early 1940s.

Two parks, Gibson and Riverside Parks, were originally part of the first landscape feature, the Cascade Park Reserve, and form a large arbored space on the north boundary. The Cascade Park Reserve covers nearly the entire north half of the Great Falls Railroad Historic District.

The second landscape feature is a park area associated with Mitchell pool and creates a second green space on the west boundary. It was historically known as the New Riverside Park and is located between the Great Northern Passenger Depot and the Missouri River. This park was also included in the 1883 Cascade Park Reserve but is distinguished as an independent landscape feature because of its many changes of use and ownership. It achieved its present boundaries in 1909.

The parks contain a variety of trees, including elm, ash, oak, spruce and cottonwood. The plantings do not follow a formal plan. The historic objects are all found within the parks, most erected as WPA projects in 1930s. They include a system of stone walls, a fountain, three statues, a band shell, and a wading pool. There are also modern tennis courts, a basketball court and horseshoe pits in the Cascade Park Reserve. A secondary landscape feature is found within Gibson Park and is the 1905 Gibson Lake. Gibson Lake occupies about three acres in the center of Gibson Park, is irregular in outline, and includes two small islands.

Two smaller parks, now serving as parking lots for the 1939 Civic Center, were also part of the initial "parking" of Great Falls, but no longer survive today. These remnants of Whittier and Margaret Parks once anchored the west end of Central Avenue and formed a welcoming garden to travelers on the Great Northern Railway. The parks were heavily planted with a variety of trees, and bordered a small central park called Gibson Circle. Gibson Circle was equipped with a circular pool that was removed in 1926 to make way for a bronze statue of Paris Gibson. The statue and park survived until 1939, when the Moderne style Civic Center was constructed. The Civic Center's construction obscured the transition zone between industrial railroad area and the Great Falls business district, and created a more crowded, less organized appearance at the center of the district.

Despite the changes effected by the Civic Center, the Cascade Park Reserve and New Riverside Park continue to serve as transitional elements between railroad, commercial and residential areas. The Reserve was donated to the city in 1883, and since its creation, has formed a tranquil, natural setting that contrasts with the railroad/warehouse element of the district.

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This duality is also apparent in building orientation. Twenty-four buildings on the eastern boundary of the Railroad Historic District share a common street orientation and lot size, having been constructed on the gridded 50' x 150' city lots that face onto 1st and 2nd Avenues South, and 2nd Street South. They form the heaviest concentration of buildings in the district. The remainder of the buildings in the district were constructed on randomly-sited lots on the Great Northern right of way, or on lots leased from the railroad. Intended to face the tracks as they pass through the area on a slightly diagonal line, these buildings create a "busy" appearance due to their various orientation angles, and irregular spacing between the buildings which varies according to lot size.

The district's central and southern sections have evolved since the construction of the 1909 Great Northern Depot. When the Great Northern Railroad appropriated the southern portion of the Cascade Park Reserve, that open area was transformed into a railyard. The numerous tracks and sidings comprised the landscape south of First Avenue South and west of 2nd Street South prior to 1909. Across the tracks, small, one story frame structures dotted the area east of 2nd Street South.

The district underwent concentrated development following the construction of the new Great Northern Passenger and Freight Depots in 1909 and 1913, and the Milwaukee Passenger and Freight Depots of 1914. The Milwaukee Freight Depot was built on replatted blocks 416, 417 and 453, thereby opening up a railyard similar to the Great Northern's one-half block to the west. Within the historic district, a network of north-south tracks and sidings were established, connecting the warehouses with the railroads.

The present appearance of the Great Falls Historic Railroad District took shape between the years 1909 and 1920, when local and out-of-state businesses flocked to the area to construct brick warehouses, industrial plants and commercial buildings. The heaviest concentration occurred on city blocks 368 and 369. Other wholesale and jobber enterprises needing additional space to facilitate the loading and unloading of freight built on railroad-owned land. Their lots provided sufficient space for siding tracks, loading platforms, and convenient street access.

The district achieved its highest number of buildings in the 1940s, when substantial brick wholesale and warehouse buildings began dotting the land on either side of the tracks from Central Avenue to 10th Avenue South. This lasted until the 1980s, when Burlington Northern, the successor to the Great Northern, transferred its holdings to the city and to the Trillium Corporation. Within the last 10 years, at least eleven significant brick warehouses have been demolished. This has left a bare landscape bordering the southern end of the district, where a new street system has been installed.

The railroad district is distinguished by its collection of Renaissance Revival brick buildings. Many of the wholesale houses and warehouses, as utilitarian structures, are generally less elaborate than the retail commercial and railroad-affiliated buildings, yet they contain elements of the Renaissance Revival style in their use of stepped parapets, pressed or vitrified brick on the primary facades, and symmetrical, horizontally-oriented elevations. Some buildings used vitrified brick from the Anaconda Copper Mining Company kilns.

In addition to the predominant Renaissance Revival style, there is one example of a 19th century brick Western Commercial building, one Mission Style passenger depot, four Moderne style buildings, and a Craftsman style bungalow. These structures introduce a variety of earth-toned surface materials to the district, including buff brick, concrete, stucco, sandstone and granite.

There is one brick building that pre-dates the twentieth century development of the Great Falls Railroad Historic District. The 1890 Arvon block, listed on the National Register in 1991, is the only example of nineteenth-century Western Commercial style in the district. The three-story building has the style's vertical emphasis, which was once elaborated with

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brick pinnacles which continued the line of the facade pilasters. Narrow one-over-one double hung windows with segmental arches and cast iron columns on the first floor are additional distinguishing features.

The two most significant buildings in the Great Falls Railroad Historic District are the passenger depots. The two stand north and south of the First Avenue North underpass, and serve as visual anchors for the district. To the south, the 1909 Renaissance Revival style Great Northern Passenger Depot features a 150' clock tower. The tower rises from the center of the hipped roof structure, and conveys associations with the 13th century Florentine Palazzo Vecchio. The hipped roof building's dark red, vitrified brick, classically-inspired central entrance and terra cotta detailing exhibit the primary elements of the Renaissance Revival style. It was the first example of the style in the railroad area, which would be continued by later construction.

The depot to the north, the 1914 Chicago, Milwaukee & St. Paul Passenger Depot is a sophisticated, gabled Mission Revival style building that also includes an imposing 135' square tower rising from the southeast corner. It was nominated to the National Register in 1988. The tower bears the line's insignia, the first structure in the United States to use an encaustic tile mosaic for that purpose. It is veneered in "flash brick" fired in the Anaconda Copper Mining Company kilns, and is ornamented with a tile gabled roof, blind arcading on the gable ends, fan lights over the first floor windows, and terra cotta detailing on the sills, chimney cap and intermediate belt course. The entrances are emphasized by pressed metal canopies supported by chains.

Both the Great Northern and the Chicago, Milwaukee & St. Paul Railroad continued the use of the Renaissance Revival Style in their subsequent Great Falls buildings. Among the earliest were the 1913 Great Northern and the 1914 Chicago, Milwaukee & St. Paul Freight Depots. These impressive structures are similar in massing and detailing. Both have two-story office space attached to exceedingly long one-story warehouses. Both are designed with pressed brick facades, utilizing shallow two-story pilasters to define window space, and have flat or shallowly stepped parapets. The east and west elevations of the warehouses are divided into loading bays, with the west elevation doors designed to open up entirely.

The 1917 Great Northern Express Building is the only structure in the district to incorporate corner quoins of brick in its Renaissance Revival style. The emphasis on the horizontal is in evidence in this building, particularly after it received a second story and north addition in about 1930. The original building featured flat window arches with voussoirs, and a hipped roof (removed with the second floor addition). The north section is distinguished by a classical arched entrance, while a heavy cornice and shallow stepped parapet tie the new additions together.

Commercial, warehouse and wholesale buildings were also designed in the popular Renaissance Revival style, although the warehouses were generally less elaborate than the commercial buildings. The 1914 Stone-Ordean-Wells warehouse, however, manages classical symmetry, and a reference to classical styling through the use of shallow pilasters on all elevations.

The imposing four-story Ryan Mercantile building, constructed in 1909, is one of the most substantial commercial/warehouse buildings in the district. Constructed at the same time as the GN Passenger Depot, Ryan Mercantile is an interesting combination of styles. Although it displays the Renaissance Revival style's pilasters, flat parapet and classical entrance with keystone, it is constructed of common brick, and has an overall vertical emphasis, with the narrow one-over-one double hung windows and segmental arch of the earlier Western Commercial style.

The Montana Implement Company, constructed a year later, is a more refined example, with its stone cornice, simple corbelling, and larger windows. The two-story 1916 Wilbur Transfer Company Warehouse achieves even more simplicity while retaining its Renaissance Revival style in its shallow two-story pilasters, vitrified brick west elevation facade, and

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ornamented parapet. The parapet features a simple rectangular pattern of projecting bricks surrounding a brick diamond. This pattern is carried on the common brick secondary facade, using the vitrified brick.

The 1928 Chevrolet Motor Company Plant is a relatively late example of the style for this district. The two-story building uses capped pilasters, a simple concrete cornice/second-floor continuous window lintel and a simple entrance to enhance an otherwise utilitarian building.

There are also several vernacular brick warehouse buildings that did not incorporate high-style detailing. They were intended as storage space, and not designed to entice wandering customers off the street. The modest 1911 Heisey Company Wholesale Grocery, the 1919 Suhr Warehouse, and the 1925 Northwest Equipment Company Warehouse, however, show a sympathy for the surrounding architecture in their use of red brick, stepped or flat parapets, and overall massing.

The commercially-oriented buildings also included large plate glass ground floor display windows. The two-story 1910-1911 George Mill Company Store also shows the influence of the Chicago School on Renaissance Revival designs. Despite the prominent central stepped parapet, the simplified design uses a nearly smooth facade and tripartite second story windows to emphasize the horizontal over the vertical. The neighboring 1910 Suhr Fruit Company/Great Falls Ice & Transport Building uses buff brick, brick pilasters, a shallow parapet and simple cornice in its one-story building to the same effect. This treatment is also seen in the one-story 1916 Minneapolis Steel & Manufacturing Company and the 1918 J.I. Case Threshing Company buildings and the two-story 1918 Advance Rumley building. These last three buildings were built immediately adjacent to each other on 2nd Street South, and share near-continuous datum lines.

A high point in Renaissance Revival commercial buildings is represented in the elaborate facade of the 1914 Baum-Trinastich building. The three-story building features a polychrome facade comprised of buff and red brick pilasters and spandrel detailing. A metal cornice includes dentils and modillions, and is set below a stepped parapet. The smaller Jensen-Johnson warehouses of 1917 to the east have a similar treatment in the polychrome pilasters, although they lack the decorative metal cornice.

The five-story, 1914 Woehner Building applies an elaborate facade with massive pilasters, cornice and decorative terra cotta pendants and shallow-stepped parapet to a reinforced-concrete fixed frame building. This intriguing structure reveals its internal structure on the secondary elevations, with the reinforced concrete fixed frame design infilled with brick wall panels.

There is one example of the Craftsman style, found in the 1937 Great Falls Girls Playhouse in Riverside Park. It exhibits the style's emphasis on natural materials, with horizontal wood siding, and large stone chimney. The typical low massing, gabled roof, and full-width porch exemplify Craftsman ideals, which gained popularity in residential design in the 1910s and 1920s.

Construction throughout Great Falls slowed during the depression years of the late 1920s and early 1930s. Designs in the following years bring a greater variety in the district appearance, and reflect the architectural change of taste.

The first example of Moderne design appears in the 1935 International Harvester Motor Truck Retail Sales and Service building. It is a one-story brick building with projecting, rounded corner bays. The lack of ornamental detail, and emphasis on the plate glass windows over the surmounting parapet enhances the horizontal massing typical of the style.

The remaining examples of the Moderne style were the results of WPA projects. The first, the 1936 Mitchell Pool, features a stepped and battlemented parapet with a zigurat-influenced central entrance. It is concrete and stuccoed, with

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horizontal muntins on the windows, and Art Deco wall sconces. The 1939 Park Department service building features similar massing and materials. This simpler design, in keeping with its use as a service facility, is elaborated through the use of incised lines around the parapet, and vertical lines in the bulky wall pilasters.

The most elaborate example of Moderne architecture in the district, and in the city, is the 1939 Civic Center. The sandstone and buff brick concrete building features an east-facing entrance with monumental pillars and bronze doors. Typical of the style, little surface decoration is used, other than stylized shell and scroll terra cotta belt courses, and simple incised mortar on the spandrels. The building's interior entrance and auditorium also continue the Moderne detailing in coffered ceilings finished with stylized bound reeds and flowers, milk glass light fixtures, and stylized stenciling on the auditorium walls.

Five steel or reinforced concrete storehouses that were built in the late 1930s to early 1940s are considered contributing elements in the district for their integrity of materials, location, use, and design. These are the 1938 barrel-roofed Union Tank & Construction Company garage and 1941 pre-fabricated metal Midland Implement Warehouse, the pre-fabricated corrugated metal 1930 Deere & Company Warehouse, the circa 1941 metal U.S. Army warehouse, and the circa 1930 reinforced concrete Great Falls Transfer Company Warehouse.

The Great Falls Railroad Historic District is remarkable for its high concentration of primary and contributing buildings. There are only twelve non-contributing elements in the district, all non-contributing because of construction date. Four are located in the parks, and are modern service buildings. The largest non-contributing building is the smooth glass facade of the 1981 Farmer's Union Building in Riverside Park. The 1948 Mr. Salvage motorcycle repair shop is removed from consideration at this time because of its construction date, although its International style, incorporation of circular canopy, and use should make it eligible at a later date.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: statewide, locally

Applicable National Register Criteria: A, B, C

Areas of Significance:

Architecture
Commerce
Transportation
Landscape Architecture
Industry
Politics/Government
Exploration/Settlement

Criteria Considerations (Exceptions): n/a

Significant Person(s): Paris Gibson
James Hill

Cultural Affiliation: n/a

Period(s) of Significance: 1883-1941

Architect/Builder: George Shanley
George W. Bird
Johannes J. Van Teylingen
Henry Hall Johnson
R.C. Scuppert

Significant Dates: 1883, 1887, 1909, 1914, 1929

Narrative Statement of Significance

The Great Falls Railroad Historic District is historically significant for its associations with the city's major historic growth periods of 1887-1893, 1909-1920, and 1929-1941. It is important for its connections with the establishment of Great Falls and its subsequent economic, political and social development. It is further significant for its associations with the development of the Great Northern and Chicago, Milwaukee & St. Paul Railroads in Montana and qualifies for National Register listing according to Criterion A. The district meets Criterion B for its associations with the founder of Great Falls, Paris Gibson, and Great Northern Railway owner James J. Hill. It qualifies under Criterion C for the high degree of architectural integrity retained and the influential architects responsible for many of the buildings' designs. These architects include George Bird, George Shanley, Johannes Van Teylingen, Henry Hall Johnson, and Richard Schuppert.

Overview

The parks and structures which comprise the Great Falls Railroad Historic District reflect the community's development into central Montana's trade, service and cultural center. The advent of the two railroads, first in 1887 and later in 1910, made the city the region's primary distribution point and contributed to the establishment of Great Falls as the county seat. Few permanent brick structures in the district pre-date 1909. Buildings constructed after 1909 reflect the extension of the railroads' activity in Montana in direct association with the state's homesteading boom of the 1910s and 1920s. This growth subsequently spurred the construction of substantial brick commercial and wholesale structures near the railroad tracks. A number of successful and prolific architects were drawn to Great Falls during this boom, and were employed by businessmen to transform the area adjacent to the railroad tracks. Their designs, predominantly in the Renaissance Revival style, contribute to a visually cohesive district and reflect the predominant building styles of the late 1900s and 1910s. The building boom lasted until drought and low commodity prices brought about a state-wide depression in the late 1910s. Federal work projects and subsidy programs spurred economic resurgence in the late 1930s and 1940s and led to renewed growth in the area, with the resultant buildings reflecting important national trends.

The city-beautiful movement is embodied in the 100+ acres of parks forming the north and west boundaries of the district. The parks played an important role in the initial commercial development of the city by creating a visually and physically relaxing atmosphere in the midst of an arid plain. The parks also reflect the economic depression and later resurgence of Great Falls and the nation in the 1930s. Most of the objects and structures within the parks were erected in the 1930s as part of WPA projects and were designed to provide civic improvements by employing out of work citizens.

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The Missouri River Area and Initial Development

The Missouri River has played an integral role in the development of Montana and the Great Falls area. The river served as a convenient route into the remote frontier for seventeenth and eighteenth-century fur trappers and traders attracted by British, French and Spanish explorers' reports of the region's abundant fur-bearing animals. The 1806 expedition of Lewis and Clark also used the Missouri as the primary exploration route. The 1860 arrival of the Chippewa steamboat at Fort Benton signaled the beginning of regular river traffic to central Montana, carrying freight and supplies "to the Chicago of the Plains."¹

Prior to 1883, the Missouri also hampered development of what would become Great Falls. Fort Benton remained the trade center of the area through the 1870s, because the five falls of the Missouri hindered upriver passage, as Lewis and Clark had discovered in 1806. Regular steamboat traffic serving trading posts along the river could travel only as far west as Fort Benton. Fort Benton's preeminence was supported by the findings of military reconnaissance surveys by Isaac Stevens in 1853 and Captain John Mullan in 1857. Both men had concluded that travel through the landscape near the falls should be avoided. The small settlement of Johnstown had been platted in 1881 but was a result of an overland stage route that bypassed the falls. It was situated at the confluence of the Sun and Missouri Rivers, and consisted of a barn and stage station run by E. B. Largent to serve the settlers of the Sun River Valley. Until the 1880s, the falls of the Missouri, "one of the most solitary, out of the way spots in this part of Montana," served mainly as a tourist attraction for citizens of Helena and Fort Benton.² One tourist to visit the falls in 1880 was Paris Gibson.

Paris Gibson (1830-1920), the founder of Great Falls, arrived in Montana in 1879. He was the city's preeminent citizen, and he promoted the city and Montana's development throughout his lifetime. During his years of prominence, Gibson headed several civic and governmental organizations. He was Great Falls' first mayor (1890), president of the Great Falls Board of Trade (1890-1892), an early member of the Board of Directors for the First National Bank and the Great Falls Building & Loan Association, and served on the city and school boards. He also sat on the boards of the Great Falls Iron Works, Rocky Mountain Fire Insurance company, the Old Timer's Association, and Highland Cemetery. Gibson was a delegate to the 1889 Constitutional Convention, served as State Senator in 1890, and United States Senator in 1901.

Maine-born Gibson had left Minneapolis following the economic Panic of 1873, which had ruined his Minneapolis Cataract Flour Mill and North Star Woolen Mill. He established a short-lived lumber and building-supply business in Fort Benton, then went into real estate and sheep ranching enterprises. By 1881, Gibson and his sons Theodore and Philip enjoyed a state-wide reputation as Merino sheep ranchers and well-known promoters of the wool producing industry.³

Gibson's first visit to the falls occurred in 1880 with his son Theodore. He returned again in November 1881 and May 1882. Gibson's formulation for a city began that spring; he recounted later in 1914 that in three years' residence in Montana,

¹Historic Research Associates, et al., "Final Report: Historic and Architectural Survey of a Selected Area Within the Great Falls Revitalization District," (September 21, 1984): 3-2; from William E. Lass, A History of Steamboating on the Upper Missouri (Lincoln: University of Nebraska Press, 1963).

²(Federal Writers Project, Montana) WPA, Great Falls Yesterday: Comprising a Collection of Biographies and Reminiscences of Early Settlers [Cascade County, MT], ed. Arthur B. Maxwell (New York: Hastings House, 1939) vii-viii.

³Ibid., Historic Research Associates, 3-2 to 3-5.

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I had never seen a spot as attractive as this one and that appealed to me as an ideal site for a city... This scenery, composed of valleys and rivers, flanked by smoothly rounded table lands, formed a picture never to be forgotten. I had looked upon this scene for a few moments only when I said to myself, here I will found a city.⁴

Encouraged by the area's water power potential, mineral resources and open tracts of land, Gibson contacted two associates to apprise them of his intentions. In 1882 he confided in Fort Benton surveyor Herbert Percy Rolfe, instructing him to prepare for a survey of the area. Gibson also informed James J. Hill, owner at that time of the Minneapolis, Manitoba & St. Paul Railway. Hill and Gibson were friends from Gibson's Minneapolis milling days and since 1880 had discussed the potential of the area's mineral and water resources. In August 1881, Hill wrote Gibson, "I may have to ask you to get up a local company in Montana, and will ask you to kindly keep this as entirely confidential."⁵ In November of 1882, plans for a new town were solidified in a meeting between Hill and Gibson, when they formed a partnership for the purpose of acquiring land near the falls. At that time, Hill claimed his interest was only of a personal nature and had nothing to do with extending his rail lines west.⁶

Hill and Gibson's method of acquiring land circumvented the existing homestead legislation that required property owners to reside upon and improve their 160 acre plots. According to a revised 1872 land law, any man who had served a minimum of ninety days in the military could obtain 160 acres of public land along the railroads or anywhere in the public domain. The "soldier-homestead" bill further allowed the owner to sell or assign his rights. Hill and Gibson purchased the soldier script and exchanged it for thousands of acres and water rights.⁷ Rolfe and Sun River area rancher Robert Vaughn assisted Gibson in establishing the resultant Great Falls Townsite Company. By 1886, Gibson had invested \$72,000, Hill, \$37,000.⁸

Platting the townsite occurred in 1883 and was laid out following the standard Cartesian grid. In planning the arrangement of the future city, Gibson employed an architect newly-arrived to the area, George W. Bird. Bird (1861-1961) was hired by Gibson as city engineer to lay out the townsite's streets, parks and boulevards. He had been born and educated in Philadelphia and lived for a time in Fargo, North Dakota. In Fargo, Bird met Hill, who suggested the young man visit the falls of the Missouri. In 1882 Bird arrived in Johnstown. He would remain in Great Falls for the rest of his life, where he designed several of its prominent civic and school buildings. Bird would form the firm of Bird and Van Teylingen with native Hollander Johannes J. Van Teylingen before retiring in 1930.⁹

The original townsite was sited within a large bend in the Missouri River, where the course changed direction from north to east. The plan provided for residential, commercial and common spaces and included the Cascade Park Reserve, an

⁴Paris Gibson, The Founding of Great Falls and Some of Its Early Records (Great Falls, Montana: Tribune Printers and Binders, 1914): 7-8.

⁵Albro Martin, James J. Hill: The Opening of the Northwest, (New York: Oxford University Press: 1976): 334.

⁶ibid.

⁷Historic Research Associates, from Roy M. Robbins, Our Landed Heritage: The Public Domain, 1776-1936 (Lincoln: University of Nebraska Press, 1962): 214-216.

⁸Martin, 334.

⁹Bordeleau, Alfred F., et al, "Architects Past and Present: Great Falls, Montana," (Great Falls, MT: Great Falls Society of Architects, 1961), Vol. 1: 4, 1.

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open stretch of land situated between the east bank of the river and the city blocks. The reserve extended from Tenth Alley South to Eighth Avenue North, from the east bank of the Missouri River to Park Drive.

Cascade Park Reserve was an integral element in the Great Falls townsite, conceived as a morally uplifting, lush public space in which citizens and visitors could relax and enjoy nature. It was also intended as an investment that would draw businesses and potential citizens to Great Falls. Gibson would later recall that "I had outlined in my mind the founding of a city here which I believed could be made a great industrial center as well as a city of unsurpassed beauty and attractiveness."¹⁰ He donated to the city what he regarded as the choicest part of the ground for the park system, which was to be considered as part of the municipal improvements.¹¹ The Cascade Park Reserve was subsequently subdivided into smaller parks with the arrival of the St. Paul, Minneapolis & Manitoba Railway. The surrounding park land proved a boon to the depot. The western half of the park north of 1st Avenue North became Riverside Park. The east half was renamed Gibson Park in 1903. In 1910, following the construction of the new Great Northern depot, the Great Falls Tribune commented that "in many places railroad depots are surrounded by dilapidated buildings and unpaved streets, giving to the new arrival a poor impression of the town. But here conditions are exactly reversed, and a better or more picturesque sight could not be imagined."¹²

Gibson was an early advocate of the reformist city-beautiful movement that transformed American cities in the 1900s. With the townsite, Gibson had the unique opportunity of providing park space prior to any actual construction. This was in contrast to the dilemmas faced by established eastern cities, which had grown crowded and unhealthy, following industrialization and the mass movement of people into urban areas. "In making our city beautiful and attractive," he later noted, "we would greatly add to its growth in population and wealth, for it is true that never before in the world's history have urban communities placed as high a valuation upon public parks and attractive streets and avenues."¹³

Gibson considered naming the townsite Hilltown in honor of his friend, but Hill rejected the idea. Gibson purchased the plat in 1882. (The rival Johnstown was eventually enveloped by an expanding Great Falls.) The only inhabitant to remain in Great Falls during the winter of 1883-1884 was S.A. Beachley. But by the fall of the following year, a number of establishments were operating out of frame buildings made from locally milled lumber, and the population stood at nearly 400. Many inhabitants were young, educated and professional businesspersons. In 1885, two of Gibson's former Minneapolis business associates established the city's first major industry. The Cataract Mill, located on the east bank of the Missouri River near 1st Avenue North, was the first business to harness the river's waterpower.¹⁴ The mill's success was a bellweather for Great Falls' future. It proved that wheat could be grown in the area without irrigation, demonstrated the potential of the river's waterpower, and indicated the commercial use to which the land east of the river would be put. But without a reliable transportation link, the town promoters realized, development would be limited.¹⁵

¹⁰Great Falls Tribune, December 31, 1911: 5.

¹¹Great Falls Tribune, February 12, 1928: 9.

¹²September 23, 1910: 5.

¹³Great Falls Tribune, November 17, 1901: 1.

¹⁴WPA, Great Falls Yesterday, ix.

¹⁵Historic Research Associates, 3-7.

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Railroads and Great Falls Development

Fortunately for their plans, Hill had visited the city in June 1884, with the intention of extending his St. Paul, Minneapolis & Manitoba Railway west to Great Falls from the Red River Valley. Hill was interested in extending his own transcontinental line and planned to ask Congress for half the Northern Pacific land grant to the Rocky Mountains.¹⁶ He envisioned breaking the monopoly on freight traffic to the highly profitable Butte ore mines and had promised mine and mill owners in Butte that he could provide cheaper and more efficient service than the Utah Northern or the Northern Pacific lines. Part of this plan included utilization of the vast coal fields of Sand Coulee and Belt. With a rail line from Great Falls to Butte, cheap local coal could be shipped to the smelters and also used to power the railway engines. The outcome of these plans was the Montana Central Railroad spur line, financed by Hill and Helena businessman Colonel C.A. Broadwater in 1886. The Montana Central followed the Missouri through Prickly Pear Canyon and connected Great Falls to Helena and Butte; it was finished in 1888.

Great Falls' rail connection to the eastern United States was delayed until Hill obtained federal permission to extend his line from Minot, Dakota Territory, through the Fort Peck Indian Reservation. Permission was granted in the spring of 1887, and Hill had work begun immediately. In an engineering feat that employed over 8,000 men and 7,000 horses, the St. Paul, Minneapolis & Manitoba laid 545 miles of track in seven months. The cost was estimated at over \$5,000,000.¹⁷ The "High Line" followed the Missouri as far east as the Milk River, then followed the more level landscape along the Milk for a time before turning south near Assiniboine to connect again with the Missouri north of the city.¹⁸ The tracks reached Great Falls on October 15, 1887 to much fanfare and celebration. The first depot was a railroad car set on the open land near the present fairgrounds. The Manitoba and Montana Central converged at this point, after a bridge for the Montana Central was constructed over the Sun River. The Manitoba immediately began work on a spur line to the coal fields of Sand Coulee and on a connecting bridge across the Missouri.¹⁹

The Great Northern's initial expansion in the state continued for several years and focused on the coal and coke freight shipped between the coal fields and the smelters in Great Falls and Anaconda. In 1891, Montana Central extended its Belt Mountain branch to Neihart and Barker, and the Manitoba made Great Falls the southern terminus of the Great Falls & Canada Railway Company (GF & C). The GF & C was a narrow gauge line that extended to the coal fields of Lethbridge, Alberta. (In 1903, the line was converted to standard gauge and the following year the GF & C became part of the Great Northern network.)²⁰

Great Falls first boom period began in 1887 and lasted until the depression of 1893. It was a time when Great Falls was transformed from frontier town to one of Montana's leading industrial and commercial centers. In 1887, Great Falls,

¹⁶WPA, Great Falls Yesterday, ix.

¹⁷Martin, 344; Paris Gibson, The Founding of Great Falls and Some of its Early Records (Great Falls, MT: Tribune Printers and Binders, 1914).

¹⁸Historic Research Associates, 3-8, from Michael P. Malone and Richard B. Roeder, Montana: A History of Two Centuries (Seattle: University of Washington Press, 1976): 134; and Gibson, The Founding of Great Falls, 14-15.

¹⁹WPA, Great Falls Yesterday, xi.

²⁰Historic Research Associates, 3-8; William J. and Elizabeth L. Furdell, Great Falls: A Pictorial History (Norfolk, VA: The Downing Company, 1984): 38.

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buoyed by its new status as a railroad transshipment point, boasted a population of over 1200 and included a school house and bank. That year the city became the county seat of the newly-created Cascade County. Promotional activity by local businessmen emphasized reduced shipping and handling rates available to sheepmen, and Hill's line vigorously endorsed the area's farming potential.²¹ By 1892, Great Falls boasted its own brewery, run by S.R. Jensen and J. H. Johnson.

The success of Great Falls' economy was also a result of its diversity. Several major industries began in the city at this time. Silver ore from the Belt mountains, Couer d'Alene and British Columbia induced Leonard Lewisohn's Montana Smelting and Refinery Company (later the United Smelting and Refinery Company) to construct a smelter on the west bank of the Missouri in 1887. This business venture was generously endorsed or bolstered by Hill's gift of 1500 shares of stock in the townsite company.²² In 1888 the Great Falls Townsite Company filed articles of incorporation, and Gibson was elected the city's first mayor. In 1889, an electrified street car system was installed, and a second smelter was established. The Townsite Company constructed Black Eagle Dam in contractual fulfillment with the Boston & Montana Consolidated Copper and Silver Mining Company (B & M) to supply electricity for a B & M smelter. Cascade County led the state in coal output by 1893. Coal, silver and copper ores, coke and blister copper traveled through Great Falls by the Manitoba from locations in Butte, Sand Coulee, Belt and Pennsylvania.²³

The Great Falls Railroad Historic District's primary distinguishing feature--the railroad tracks--were laid in 1887. As part of the agreement for establishing a railhead in Great Falls, the townsite company agreed to grant right-of-way along the river and to surrender the southern section of the Cascade Park Reserve to the St. Paul, Minneapolis & Manitoba. In 1888, upon the ceded parkland, the railway built a frame warehouse and a Stick Style Union Station Passenger Depot at the west terminus of Central Avenue.²⁴ East of the depot, Whittier and Margaret Parks created a pleasing transitional zone between railroad and commercial district. A bird's-eye perspective map of 1891 shows the parks planted with a single row of trees around their perimeter.

West of the depot, a single track passed to the south then split into two lines. One track crossed the river to the Manitoba terminal facilities, while the other continued south to the railyards. The St. Paul, Minneapolis & Manitoba railyards contained six sidings and a few frame service buildings. The streets south of First Avenue South extended west to Second Street South and were sparsely settled.

Great Falls' business district was firmly established by 1893 and formed a core area along Central Avenue, extending from First Avenue North and Park Drive to Second Avenue South and Fourth Street South. South of this, small, one-story frame structures congregated east of Second Street South and were used as restaurants, saloons and boarding houses catering to railroad traffic. The substantial two-story Arvon block at 114-118 1st Avenue South is the only surviving structure in the Railroad Historic District that was constructed during the city's first boom period. Only a block south of the main commercial district, it echoed the substantial brick construction underway in the 1890s. It was designed in the Western Commercial style popular in the late nineteenth century, and its construction materials and size indicated owner Roberts Vaughn's prosperity and optimistic visions of Great Falls' future. The large first story display windows on the east

²¹ Candi Helms, "Northside Residential Historic District," (August 2, 1990): 8-4.

²² Martin, 346.

²³ Historic Research Associates, 3-11 to 3-12, from Great Falls Tribune "Diamond Jubilee Edition," November 11, 1959; Montana Magazine of Western History, 22, no. 4: 25.

²⁴ Great Falls Tribune "Golden Jubilee Edition," August 1, 1937.

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half of the building indicate the building's commercial nature, while the stable area and arched entrance to the west suggest the continued need for animal transportation, despite the presence of the railroad.

By 1893, jobs in the burgeoning business, agricultural and industrial sectors, and railroad services brought Great Falls population to over 10,000. It was this rich diversity that sustained the city following the national monetary crisis of 1893, and the accompanying 1894 railway strikes against the Great Northern (the Manitoba consolidated its holdings in 1889 and changed its name to the Great Northern Railway Company) by the American Railway Union. Falling silver prices stalled mining and milling, and the inability to transport new goods or import products adversely affected the rail-dependent community. For example, in 1895, Great Falls had imported 30,000 pounds of butter, and an equally high quantity of eggs and potatoes from Minnesota and North Dakota, at a cost of \$500,000.²⁵ But railway workers returned to work in the fall of 1894, and unemployed miners, farmers and ranchers moved to the city. By 1900, Great Falls' population stood at nearly 15,000.

Although Great Falls was not as drastically affected by the depression as other Montana towns, the Panic of 1893 marked the end of the Railroad Historic District's first major construction period. Great Falls' economy and population continued to grow at a slow and steady rate until about 1900. Growth was supported by two smelters, the railroad, and a steady stream of farmers who claimed irrigated lands created by the 1902 Newlands Reclamation Act. Two milling companies were active in the city, joined by a third in 1916. Residential and business construction continued to the north and east.

At the turn of the century, the Amalgamated Copper Company--a holding company for the Standard Oil Company that had purchased the Anaconda Copper Company in 1899--was well on its way to controlling all copper mining and smelting operations in the state. In 1901, Amalgamated purchased the Boston and Montana Company's holdings, including its Great Falls smelter. Between 1900 and 1920, Amalgamated (the Anaconda Copper Mining Company, following a 1909 consolidation) continued to increase production at the smelter. Electricity for Great Falls and later, the state, began in 1903 with the purchase of the Great Falls Electric & Power Company by Amalgamated interests from the Boston Electric Company, and water from the Great Falls Water & Townsite Company. Two dams were built across the Missouri: the Rainbow Dam in 1910 and Ryan Dam in 1916. The Great Falls Water Power & Townsite Company (after 1912 the Montana Power Company), under the auspices of owner and Amalgamated president John Ryan, financed these two projects.

For the Railroad Historic District, the second growth period primarily resulted from the increased development of the Great Northern holdings, the arrival of the Chicago, Milwaukee & St. Paul Railroads and the concomitant homesteading activity in Montana during the first decades of the twentieth century.

The resurgence of Great Falls' and Montana's growth in the early twentieth century was spurred by the 1909 Enlarged Homestead Act, which allowed citizens to obtain 320 acres of public domain for a nominal filing fee and proof of five years occupation and improvements to the land. It is estimated that between 70,000 and 80,000 people arrived in the state between 1909 and 1918.²⁶ Between 1900 and 1910, Cascade County population increased by 1,000 but grew ten times that amount by 1920. Over 7,000 filings were made each year in the Great Falls Land office between 1908 and 1911. Great Falls Polk Directories reflected these numbers, with a population of 22,000 in 1910 growing to nearly 30,000 in 1915. By 1916, the population stood at over 38,000, reaching over 40,000 in the greater Great Falls area by 1919. To accommodate this phenomenal growth, the city hired the Minneapolis firm of Morrell & Nichols to plan a new city design.

²⁵WPA, Great Falls Yesterday, xiv.

²⁶K. Ross Toole, Twentieth Century Montana: A State of Extremes (Norman, OK: University of Oklahoma Press, 1972): 41.

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Never implemented, the elaborate plan drew on images of another river-oriented city: Washington, D.C. Like the capital, the Great Falls plan featured traffic circles and diagonals to connect major civic structures and included broad, tree-lined boulevards.

Little construction had occurred in the Railroad Historic District prior to 1909, although its identity as a warehouse and light industrial section was already established. In 1900, small frame structures continued to dominate the area around Second Street. Further south, frame structures housed a wholesale grocery and an agricultural implement warehouse. Continental Oil Company had leased railroad land to erect several small buildings near Tenth Avenue South (not in the district). A lumber yard occupied space along the sidings south and west of Second Avenue South, and to the north, the Cataract Mill continued to dominate the west bank of the river.

The area bustled with construction activity shortly after the Chicago, Milwaukee & St. Paul Railroad, one of Hill's midwest competitors, initiated plans to extend its line to the Pacific coast through Montana in 1908. The Milwaukee Railroad had secured right-of-way for its tracks as far as Helena in 1901. In 1905, the line announced its intention to continue to Puget Sound, making the Milwaukee the last transcontinental railroad constructed through Montana. Great Falls' reputation as a major transshipment point and endorsement by boosters such as George Ryan prompted the Milwaukee to extend its line 137 miles from Lewistown to Great Falls in 1910. Popular sentiment for a second line had grown since 1904, when the Great Northern discontinued the practice of permitting passengers bound for coast points to travel through or stop over in Great Falls.²⁷ The final Milwaukee route was selected in 1911.

To facilitate the construction of the Milwaukee depot and shops (and thereby bring new employment and business to the city) Great Falls passed Resolutions #463 and #715. Resolution #463 ceded right-of-way in Riverside Park to the railroad in exchange for 80 acres near Black Eagle Falls and \$15,000. Resolution #715 required all businesses located on the intersections between Third and Fourth Avenues South and between Second and Third Streets South to vacate.²⁸ In 1912, the Great Falls Power Company, under Ryan's direction, agreed to furnish electrical power to the Milwaukee. The Milwaukee used this power to reduce noise and pollution on its in-town lines and to power their trains running between Harlowton and Deer Lodge.

This Milwaukee challenge spurred new construction by the Great Northern Railroad. It also galvanized the establishment of businesses along the tracks by entrepreneurs eager to benefit from a close proximity to the shipping lines.

James Hill had recognized the agricultural potential of Montana as early as 1887. Instead of seizing this profitable venture, however, he channelled his business energies into the expansion of his railroad empire. Over the next decade, under Hill's guidance, the Great Northern company gained controlling interest over the Northern Pacific, the Chicago, Burlington & Quincy, and the Colorado and Southern Railroad lines. With these acquisitions, Hill controlled virtually all freighting operations in Montana. He abandoned his campaign to encourage dryland farming until 1906, when the Milwaukee began its massive advertising campaign to promote the farming potential of land along its line.²⁹

The Great Northern immediately began plans for an entirely new second line through the state, passing through Sidney, Moccasin and Lewistown. In 1908, the Billings & Northern Railroad, a subsidiary of the Great Northern, completed its line through the fertile Judith Basin to connect with Great Falls. By June 1910, the Great Northern had extensively

²⁷Great Falls Tribune, September 7, 1904: 8.

²⁸Historic Research Associates, 3-28; Resolution #715, on file with Great Falls Planning Department, Civic Center.

²⁹Martin, 553; Historic Research Associates, 3-21.

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enlarged and improved their freight yards, with the addition of stalls, an electrically-powered turntable and tractor, a freight transfer platform, a pump house, a water tank, and additional tanks.³⁰

Both the Great Northern Railroad and the Chicago, Milwaukee & St. Paul Railroad (renamed the Chicago, Milwaukee, St. Paul & Pacific in 1924) planned to benefit from the homesteading boom by advertising the agricultural potential of dryland farming near their own lines. Indeed, neither the Great Northern nor the Milwaukee had received land grants. They therefore intended to finance their extension to the coast by competitive passenger and freight fares, and land sales. Both spent thousands of dollars promoting "the New Cornbelt of the Northwest" to tourists and prospective homeseekers. In 1910, P. H. Scanlan of the Milwaukee boasted that "we have been hammering away at Montana for two years and a half... I consider Montana as the best advertised state in the nation."³¹

The Great Northern launched a similar campaign. Hill hired Professor Thomas Shaw of the Minnesota Agriculture College to conduct scientific experiments supporting dryland farming, established the Great Northern Agricultural Extension Department and sponsored demonstration plots utilizing the latest technologies and farming practices.³² Both lines were responsible for the creation of dozens of towns along their lines. As open rangeland was subdivided and turned under, many cattle and sheep ranchers tried their luck at farming. Between 1911 and 1913, ten to fifteen million pounds less wool than in previous years was shipped out of Montana.³³ The result of this dryland farming promotion was a demand for passenger and freight service by homesteaders moving to the state, as well as for shipping their agricultural products east. The Great Northern charged \$12.50 for a one-way ticket west.³⁴

The Great Northern Annual Reports for 1890 showed earnings from the Montana Central passenger and freight service amounting to over \$960,000. By 1910, the railway's entire revenues for passenger and freight service totalled over \$64,000,000. (The lines were no longer subdivided by region.) Between June and December of 1916, the total revenues for the six month period amounted to over \$46,000,000.³⁵

The Milwaukee experienced similar profits. In 1914, their operating revenues totaled over \$91,000,000. Both lines operated daily passenger and freight service. Only in 1918 did the railroads experience a loss of control over their revenue when the United States Railroad Administration took over management of the U.S. railroads during World War I. To avoid unnecessary duplication, the Great Falls Milwaukee depot was closed for a year (reopened after the war), with service for both lines delegated to the Great Northern depot. The situation was reversed in Lewistown.³⁶

³⁰21st Annual Report of the Great Northern Railway Company: Fiscal Year Ended June 30, 1910," 23-24; Mark Hufstetler, "Section 'A'- A Brief History," A-3 to A-4; Great Falls Tribune, May 24, 1914: Section 2: 1.

³¹Miles City Independent November 9, 1910: 5.

³²Martin, 553.

³³Susan McDaniel and Dena Sanford, Beautiful City of Miles (Miles City, MT: Star Printing, 1989): 5.

³⁴Clark C. Spence, Montana: A History (New York: W.W. Norton & Company, Inc.: 1978): 133.

³⁵1st Annual Report of the Great Northern Railway Company, Ending June 30th, 1890," 22; 21st Annual Report of the Great Northern Railway Company, Ended June 30, 1910," 34; "28th Annual Report of the Great Northern Railway Company," Ended December 31, 1916," 18.

³⁶Hufstetler, A-10 to A-11)

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In addition to shipping agricultural and industrial-related freight through Great Falls, the rail lines benefitted from the reduction in overseas travel during the first World War. The American standard of living had increased to the point where increased prosperity and leisure time created a "tourist" class. The Great Northern in particular pandered to this new group and developed its Glacier National Park holdings to cater to special tourist trains.

Prosperity for Great Falls businessmen encouraged them to locate their enterprises in grander and more expansive structures than had their counterparts of the late nineteenth century. The new Renaissance Revival style, unlike the earlier eclecticism of the styles in the previous century, were characterized by symmetry, a lack of divergent surface textures, and an emphasis on the horizontal over the vertical. The overall reference was to Old World classical architecture and was inspired by the 1893 Chicago Exposition. The buildings near the railroad, like those along Central Avenue, included a broad range of ornamental materials, including pressed and vitrified brick and sandstone and granite. Window sills, belt courses, copings, spandrels and parapets were detailed in terra cotta, cast stone or concrete and contained references to classical ornamentation. Upper story windows were generally broader than the earlier commercial buildings' one-over-ones and commonly appear in groups of two or three.

With a few later exceptions, the Great Falls Railroad Historic District achieved its present appearance during the city's second growth period and is characterized by the high concentration of large Renaissance Revival style buildings. Forty-eight percent of all structures in the district were built between 1909 and 1918 and were designed by some of Great Falls' leading architects. Others were simple, unadorned buildings, lacking in ornamentation due to their utilitarian nature. These simpler buildings include the Heisey Company and the Northwest Equipment Company warehouses, located on the Great Northern right-of-way, and others since demolished--the Orange Crush Bottling Plant, the Armour Meat Company warehouse and the Gamble-Robinson warehouse. Nevertheless, these vernacular buildings' use, massing and materials harmonized with the contemporary brick construction development in the business section and railroad depot areas.

A high level of integrity of design and materials has been maintained in many instances, despite the demands of heavy use and changes in occupancy. This is especially noteworthy in the anchor buildings of the district boundaries. These include the Milwaukee and Great Northern Passenger Depots to the north, the Woehner and Baum-Trinastich Buildings and the Milwaukee Freight Depot to the east, and the Great Northern Freight Depot and the Chevrolet Plant to the west. The district is characterized by the 1910s development of the area into a prosperous wholesale, jobber, commercial and railroad area. Among the businesses established were agricultural implement dealerships, groceries, construction material warehouses, and transfer companies. The impetus for the location and the building style in the Historic Railroad District is displayed by the 1909 Great Northern Railway Passenger Depot.

The depot, designed by Great Northern Railway architect Samuel Bartlett, was a refined example of the Renaissance Revival style, with its terra cotta arched entrance, corner quoins, and 150 foot tower. The tower's reference to the Italian Renaissance and the Venetian Palazzo Vecchio reinforced the railroad's aura of dominance over the city. The Great Northern used a similar technique and predominant tower design for the three other major depots in Fargo, Spokane and Seattle.

Its competitor, the nearby 1914 Chicago, Milwaukee & St. Paul Passenger Depot was designed by J. A. Lindstrand--an architect in the Milwaukee's Bridge and Building Department--with similar massing, an arcaded facade, encaustic tile detailing, "flash brick," and pressed metal canopies. The 135 foot tower was the tallest structure in the city at the time, undoubtedly a competitive design decision to "one-up" the Great Northern. Initial plans increased the tower height from

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111 feet to 140 feet, then to its present height. An early design even provided for a tower clock.³⁷ And like the Great Northern, the Milwaukee railroad used similar monumental designs for its depots in Butte, Missoula and Lewistown.

Upon completion, the Milwaukee depot was heralded as the best stop between Chicago and Spokane. Although not as popularly used as the contemporary Renaissance Revival, the building's related Mission Revival style presented a graceful and restful appearance. This was emphasized by the depot's unobscured location west of the tracks in Riverside Park. The depot's construction hastened the work of completing the First Avenue North underpass below the Great Northern tracks. To facilitate access from the street to their depot, the Milwaukee had a set of illuminated, balustered steps installed; these, however, no longer exist.³⁸

The railroads continued the Renaissance Revival style for their less public buildings thereby creating a visual connection between their properties. And once again, the two lines had erected buildings quite similar in appearance. Both the 1913 Great Northern and the 1914 Milwaukee Freight Depots show a remarkable similarity in design and proportions. Both had minimally-detailed, two story office spaces of pressed brick, adjacent to long, one-story warehouse space equipped on the east with overhead doors and on the west with double doors. These buildings, imposing in their overall size, indicate the volume of freight passing through Great Falls by 1915.

The Great Northern erected one other substantial building on its right-of-way, the 1917 Express Building. Designed by Great Northern architect Thomas D. McMahon, it provided storage space for freight, but was elaborately detailed with flat arches, brick quoins and as befitted its location immediately north of the depot. A low-parapetted, second story addition and attached Commissary with a large arched entrance completed the reference to classical predecessors.

Businessmen hired local architects to echo these buildings in their own properties. Among the first Great Falls architects to design a building in the railroad area was the firm of Donovan & Rhodes. The 1909 Ryan Mercantile at 104 Second Street South is easily one of the most impressive Renaissance Revival commercial structures in the district, with its four stories and elaborate stone arched entrance. Architects William E. Donovan and Bert L. Rhodes had designed several buildings in Great Falls and the state over a period of 16 years. William E. Donovan, senior partner, had come to Montana in 1899 from his home town of Omaha. Shortly after arriving, he moved to Great Falls. His designs here include the Black Eagle School, the Herbert Strain home, the O.F. Wadsworth home, and the house of Dr. F. J. Adains. Donovan moved to Chicago in 1915 to arrange plans for the manufacture of his invention, which processed blueprints. The invention was financed by Great Falls capital, and was called the Two Way Blue Print process. While on a visit with his sister, author Mrs. J. P. Donelley, in 1924 Donovan suffered a stroke and died.³⁹ No information has been found on his partner, Bert L. Rhodes.

George Shanley was another local architect who helped design the railroad district. His known designs include the 1917 Stone-Ordean-Wells warehouse at 1 First Avenue North, the 1918 Advance Rumley farm implement warehouse at 317 Second Street South, the 1939 Civic Center (also discussed later) and the 1949 addition to the Montana Implement warehouse at 122 Second Avenue South. These designs exhibit Shanley's diversity, as well as the evolution of the Renaissance Revival style and the popularity of succeeding styles. Whereas the Stone-Ordean-Wells warehouse has a distinctly "blocky" appearance, with its low parapet simple facade, the Advance Rumley warehouse gains verticality by the inclusion of two triangular pediments. These, along with the barrel roof addition to the Montana Implement warehouse,

³⁷Great Falls Tribune, December 16, 1913: 3; April 24, 1914: 6.

³⁸Great Falls Tribune, January 17, 1915: 7.

³⁹Great Falls Tribune May 8, 1924: 9.

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are simple designs, in keeping with the utilitarian nature of the district. His 1939 Civic Center also displays simplicity in appearance (a product of the style rather than use), but commanding in mass and location.

Shanley, in addition to his private practices, was an important figure in the development of Montana architectural standards. His designs, and those from partnerships with other Montana architects such as Fred Willson and Roscoe Hugenin, are well represented across the state and in Wyoming. Shanley worked in Minnesota and North Dakota before arriving in Kalispell in 1896, where he established the firm of Gibson and Shanley. In 1900, he moved to Butte and became a member of Kent and Shanley. The Kent and Shanley firm designed many buildings in the Butte, Helena, Great Falls and Havre areas. Shanley made Great Falls his permanent base in 1907. He worked at various times with other Great Falls architects C.H. Baker, Johannes Van Teylingen, G.G. Cottier, and John Maloney. Shanley designed over forty prominent Great Falls structures, among the most important are the city's first reinforced brick-faced concrete building, the Telephone building, and also the Park Hotel, the Rainbow Hotel, the Ursuline Academy (a 1991 National Register Nomination), the Liberty Theater, and the First Avenue North and the Tenth Street bridges.⁴⁰

Additionally, Great Falls architects Henry Hall Johnson and Johannes J. Van Teylingen also designed buildings and structures in the railroad area. Johnson's 1916 Wilbur Transfer Company Warehouse at 205 Second Street South is a large, two-story multi-purpose building that derives importance from its use of narrow piers in relationship to overall size. This, together with the use of dark, vitrified brick on the primary elevation and a simple, stepped parapet creates an imposing appearance that conveys an impression of permanence.

Prior to his death in a car accident in 1917, Johnson was a productive architect and civic leader during his four years in Great Falls. Johnson was appointed as architect for the Ford Building, his first design in the city, with George Shanley. He also designed the Capital Commission Grocery warehouse in 1915, which was located west of the Stone-Ordean-Wells warehouse. He also created an apartment house for Henry Gally and for Peter Glen (the Blackstone Apartments).⁴¹

Van Teylingen, who worked with Shanley at times, designed the 1919 Suhr Warehouse at 115 Second Avenue South with George W. Bird. It is a modest, one-story brick building that is elaborated with asymmetrical wood and glass loading doors. Van Teylingen was born in Rotterdam, and educated at the Royal Academy in Harlam, Netherlands. Following his arrival in Great Falls, he began to practice with George Bird, Great Falls' first city planner and engineer, in 1914. Van Teylingen was also active in civic affairs, serving as president of the Montana Chapter of the A.I.A. He served as a major in the U.S. Army Engineer Corps in 1942. After the war, he worked for a time as a rehabilitation engineer in Greece. Van Teylingen was also senior partner of the firm of Van Teylingen, Knight and Van Teylingen before his death in 1956.⁴²

The last known architect to receive a commission in the railroad district was Richard C. Schuppert. Schuppert is known to have designed the 1917 Jensen-Johnson warehouse at 219 Second Avenue South. Schuppert was also probably the architect of the adjacent Jensen-Johnson warehouse at 217 Second Avenue South. Both were designed for the Great Falls Brewery owners, within five months of each other. They share similar elaborations of pressed brick, polychrome pilasters, datum lines, and a two-bay facade.

⁴⁰"Architects Past and Present," Vol. 1: 1, 2, 5.

⁴¹Civic Center blueprints index; "Architects Past & Present," Vol. 1: 2.

⁴²Architects Past and Present Vol. 1: 4, 1.

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Little is known of Schuppert, who was first listed in the 1915 Polk Directory as an architect with an office in the First National Bank Building. Blueprints for building permits show that Schuppert designed at least six other buildings in Great Falls, including two residences, the Machine Shop building at 501 First Avenue South, and alterations to Eddy's Steam Bakery, the J.C. Penney building, and the city jail. By 1918, he had moved his office to the Stanton Bank Building. He advertised his firm at this time with an illustration of one of his designs. Schuppert specialized in industrial design, including "fire-proof buildings, steel and concrete bridges, subways and viaducts, and manufacturing plants." The 1925 directory indicates that Schuppert had left Great Falls and moved to Oakland, California.

The architects of many other significant buildings are not known. This is complicated by the fact that Great Falls did not require building permits before 1910. One of the earliest buildings to appear following the construction of the 1909 Great Northern Depot is the 1910-1911 George G. Mill Company store and warehouse, at 112 First Avenue South. This is one of the few Renaissance Revival style buildings in the district to utilize the stepped gabled parapet in the facade. The building, however, has an overall horizontal emphasis, typical of the style. More "refined" examples of the classical nature of Renaissance Revival are displayed by the 1910 Montana Implement Company warehouse (206 Second Avenue South), the 1914 Baum-Trinastich building (112 Third Street South) and the 1914 Woehner building (110 Third Street South). All three substantial brick buildings contain variations of the same classical references in their two-story piers and cornice. The Baum-Trinastich and Woehner buildings are particularly elaborate examples of the style, with polychrome brick primary elevations, terra cotta detailing and prominent cornices; they are in keeping with their more commercial use. The owners of these last two buildings chose locations that profited from both the railroad to the west and the more commercial Central Avenue area to the north.

Three other one-story businesses reflect the Renaissance Revival style in their use of pressed brick and simple parapet lines. They, too, are located on heavily trafficked areas, and feature large glassed areas at the expense of an overall style. These are the buff 1910 Suhr Transport building (100 First Avenue South), the 1916 Minneapolis Steel & Manufacturing Company (225 Second Street South), and the 1918 J.I. Case farm implement building (305 Second Street South.) In comparison to one another, the simplification of the Renaissance Revival style is seen in the progression from major piers and cornice to shallowly stepped parapet, to smooth parapet and minimal interference between plate glass panes.

As a central distribution point for central Montana, the railroad area attracted several out-of-state businesses, most catering to agricultural or construction needs. These include International Harvester, Advance Rumley, J. I. Case, the Chevrolet Motor Company, and Jones & Dillingham. The last two erected buildings after the second major construction period.

Several years of drought in the 1920s and the falling prices of copper and other commodities after World War I brought an end to the second period of construction. The coal industry in neighboring Sand Coulee and Belt, which had been so vital to the operation of the Great Falls smelters, failed following a 1923 conversion to oil, and later natural gas, by AMC. Between 1912 and 1923 five banks that had incorporated to serve the rapidly growing farm population failed. By 1921, the population plummeted to about 24,000 as the influx of new residents could not replace the larger numbers leaving. That year, over 2,000 people were unemployed, and by 1925, farmers had abandoned at least 11,000 farms in the county.

Hints of economic recovery encouraged Chevrolet and Jones & Dillingham to locate in Great Falls. Both businesses operated out of Renaissance Revival-inspired buildings, although by the late 1920s, the style was being eclipsed across the country by the Moderne style. Perhaps it was the "security" of a tried and true appearance in a time of uncertainty that motivated the style choice. The two-story 1928 Chevrolet Motor Company plant featured the ubiquitous dark pressed brick, pilasters, simple parapet and cornice that had become characteristic of the railroad district. The one-story 1929 Jones & Dillingham Paint Company building, on the other hand, was of buff brick, with very little surface detailing--a precursor of the Moderne style to follow.

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The nation-wide depression following the 1929 Stock Market crash only worsened Great Falls' economy. In 1929, the city issued \$3.5 million in building permits. One year later, that figure dropped to \$1.1 million.⁴³ The high spot in 1930 was the Great Northern investment of over \$500,000 in its steam power plant improvements.⁴⁴ The few buildings constructed in the district during Great Falls' final historic period of 1929-1941 are nearly all associated with public works projects. The WPA intended to provide construction jobs to unemployed citizens while providing civic improvements. By the eve of World War II, WPA-sponsored activities included road repair, bridge, water and sewer construction, and building construction and repair. Great Falls received four new buildings, a swimming pool change house, a storage shed, a warming house and a playhouse.⁴⁵ Among the first products of the public works jobs were the stone walls, fountains and Gibson Lake stonework done in 1934. It was estimated that 500 men would receive a total of \$125,000 for 100 days work--an average of \$2.50 per day.⁴⁶

In addition to their shared provenance, the WPA buildings in the district are linked by their Moderne architectural style, which had gained nation-wide popularity in the early 1930s. The influence of the ziggurat massing is seen in the 1936 Mitchell Pool Changing House, a simple building that achieves refinement in its stepped, nested entrance, bronze sconces, and brick pendant detailing. A similar use of nesting is found in the only Moderne style building in the district not associated with the WPA. With its curved corners, large windows, horizontal emphasis and oversize brand-name lettering, the 1935 International Harvester Truck Service building by Harvester architect O.A. Kruger exemplifies the style's references to technology and progress. They were appropriate themes for an automobile dealership catering to farmers and ranchers. The building was also fitted with the latest in heating and cooling.

Easily the most impressive example of the Moderne style is the 1939 Civic Center. The massive, buff-colored building not only stands out amidst the pressed and vitrified brick buildings in the Railroad Historic District but also dominates the western end of Great Falls' business area. The design displays the versatility of architects Shanley and Van Teylingen and includes exterior and interior Art Deco elements of stylized floral and shell border motifs.

One WPA-sponsored project, the 1937 Great Falls Girls Playhouse, was constructed in the Craftsman style. The building was designed as a public area for local girls' organizations and incorporates the contemporary popular residential form. Located in Riverside Park, the designer (unknown) showed a sensitivity to use and area by utilizing simple materials and basic design, finished with a rustic interior and furnishings.

This third period of depression-era construction ended in 1941 when war-time sponsored activity initiated Great Falls' economic recovery. A few prefabricated, vernacular steel and reinforced concrete warehouses, including the steel 1941 U. S. Army Warehouse and the 1941 Midland Implement Company quonset hut warehouse, date to this period. They are associated with the immediate storage space needs resulting from the 1941 arrival of the Seventh Ferrying Group of the Army Air Corps. That year, the Corps wing of the Army's Air Transport Command was moved to Great Falls; East Base was established; and runways, a hangar and tower were constructed at the municipal airport.

Great Falls' growth in the modern era is closely associated with the establishment of Malmstrom Air Force Base. But the city's preeminence began to fade in 1967 when construction at the air base fell off. By that time, the railroads had already

⁴³Historic Research Associates, 3-30, from FWA, WPA, Report of Real Property Inventory, 13.

⁴⁴Great Falls Tribune, February 16, 1930: Sect. 2, 7.

⁴⁵Great Falls Tribune, April 11, 1940: 9.

⁴⁶Great Falls Tribune, November 17, 1933: 13.

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lost their importance in the state. The Milwaukee had ended passenger service in 1955, following years of reduced revenue through competition with highway and air traffic. The depot was given to the city yet remained vacant until 1970. In 1961, the Interstate Commerce Commission granted the Milwaukee permission to discontinue service between Deer Lodge and the west coast. Milwaukee sold their holdings in Riverside Park to the Elks club, which allows the city to use the land for park purposes. The Milwaukee Railroad reentered receivership in 1977, and in 1980, terminated all service west of Miles City. It sold off some of its branch lines and tore up the remainder. In 1982, the Milwaukee pulled back to Minnesota, and the Dakota line was taken over by Burlington Northern. In 1985, what remained of the Milwaukee Railroad was sold to the Soo Line.⁴⁷

The Great Northern had built new shops in 1944, but within the next few years, encountered the same difficulties as the Milwaukee. In 1967, the Great Northern transferred many employees out of the city. On March 2, 1970, the Great Northern merged with the Northern Pacific, the Burlington and the Spokane, Portland & Seattle Railroads to form Burlington Northern, Inc. The following year, Burlington Northern closed the Great Northern Depot.⁴⁸ The Great Northern has since transferred title to its land in Great Falls to the city and to the Trillium Corporation, one of its many holding companies.

The physical expression of the railroads' demise has been the demolition of several large brick warehouses south of the district, and west of the Great Northern Depot. Despite these losses, the Great Falls Railroad Historic District remains a historically and architecturally cohesive reminder of significant forces that helped to shape Great Falls.

⁴⁷Furdell, 207; Hufstetler, A-12; telephone interview with Ed Lynch, May 5, 1992; interview with Peggy Lamberson, Great Falls City Manager's office, May 15, 1992.

⁴⁸Ibid., Ralph W. Hidy, The Great Northern Railway: A History, (Boston: Harvard Business School Press: 1988): 225.

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BUILDING LIST

#	Date	Name	Address	Style	Status
1.	1883	Cascade Park Reserve (site)	Park Drive and River Drive	NA	P
a.	unknown	Gibson Statue (object)		NA	C
b.	1951	Statue of Liberty (object)		NA	NC
c.	1926	Gibson Statue (object)		NA	C
d.	1930, 1975	Cooney Memorial Bandshell (structure)		NA	C
e.	1932	Stone Fountain (object)		NA	C
f.	1932	Stone, arched wall (object)		NA	C
g.	1908	Cement pedestrian subway (object)		NA	C
h.	1981	Exercise station (object)		NA	NC
i.	1976, 1987	McDuck's Restaurant (building)		Modern	NC
j.	1906, 1934	Gibson Lake (site)		NA	C
k.	1934	Tennis courts (object)		NA	C
l.	unknown	Basketball courts (object)		NA	NC
m.	1939, 1934, 1940	Parks Service Building & (building) hothouses		Moderne	P C
n.	ca. 1980	Storage building (building)		Modern	NC
o.	1934	Horseshoe pits (object)		NA	C
p.	1937, 1991	Great Falls Girls Playhouse (building) and stone wall (object)		Craftsman	P C
q.	unknown	Swingset/playground (object)		NA	NC
r.	1934	Stone boundary walls (object)		NA	C
2.	1981	Farmers Union Building	300 River Road	Modern	NC
3.	1914	Milwaukee Depot	River Drive North	Mission Revival	P (NR)
4.	1888, 1909	New Riverside Park (site)	Park Drive South	NA	P
a.	1936	Mitchell Pool changing house (building)		Moderne	P
b.	1934	Wading pool (object)		NA	C
c.	1966	Mitchell Pool (object)		NA	NC
d.	ca. 1960	Service building (building)		Modern	NC
e.	1957	Concession building (building)		Modern	NC
5.	1914	Stone-Ordean Wells Company Warehouse	1 1st Ave. North	Renaissance Revival	P
6. a.	1911	The Heisey Company Warehouse	5 River Drive South	Vernacular warehouse	C
b.	ca. 1911	garage warehouse			C
7.	1917 1930	Great Northern Express Building/Commissary Bldg. N addition and 2nd floor	2 Railroad Square, Units A,B,C	Renaissance Revival	P
8.	ca. 1925	Northwest Equipment Company office/warehouse	"G" Central & BNRR Tracks	Vernacular warehouse	C
9.	ca. 1930	Massey-Harris Company office/warehouse	"M" Central & BNRR Tracks	Vernacular warehouse	C
10.	1939	Great Falls Civic Center	Park Drive & Central Ave.	Moderne	P

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11.	1910	Great Northern Passenger Depot	1 First Ave. South	Renaissance Revival	P
12.	1929 1937	Chevrolet Motor Company Plant Plant addition	12 1st Ave. South	Renaissance Revival	P
13.	1913	Great Northern Freight Depot	102-116 South Park Drive	Renaissance Revival	P
14.	1910	The Suhr Block	100 1st Ave. South	Renaissance Revival	C
15.	1910	The George G. Mill Company	112 1st Ave. South	Renaissance Revival	P
16.	1890	Arvon Block - Axtell Building	114-118 1st Ave. South	Western Commercial	P (NR)
17.	ca. 1909 & 1929 1981	Second-hand store alteration	124 1st Ave. South	Vernacular	C
18.	1909 1954	Ryan Mercantile addition	102 2nd St. South	Renaissance Revival	P
19.	1914	Great Falls Drug Company	110 3rd St. South	Renaissance Revival	P
20.	1914 1981	Baum-Trinastich Building addition	112 3rd St. South	Renaissance Revival	C
21.	1917	Jensen-Johnson warehouse #2	219 2nd Ave. South	Renaissance Revival	P
22. a.	1917	Jensen-Johnson warehouse #1 lot 11	217 2nd Ave. South	Renaissance Revival	C
b.	ca. 1940	lot 12 addition		Vernacular/ moderne	C
23.	1935	International Harvester Motor Truck Retail Sales & Service	201-207 2nd Ave. South	Moderne	P
24.	1929	Jones & Dillingham Paint Co.	124-128 2nd St. South	Renaissance Revival	C
25.	ca. 1938	Union Tank & Construction Co. garage	115 2nd Ave. South	Vernacular quonset hut; bow truss	C
26.	1919	The Suhr Warehouse	115 2nd Ave. South	Vernacular warehouse	C
27.	1930	Deere & Webber Company	South Park Drive & BNRR tracks	Vernacular prefabricated metal warehouse	C

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28.	ca. 1941	U.S. Army Warehouse tracks	South Park Drive & BN RR	Vernacular prefabricated metal warehouse	C
29.	ca. 1938	Great Falls Transfer Co. warehouse	South Park Drive & BN RR tracks	Vernacular reinforced concrete warehouse	C
30.	1949	Devine & Asseltine Warehouse	122 2nd Ave. South	International	NC
31.	1909	The Montana Implement Company	206 2nd St. South	Renaissance Revival	P
32.	1916	Wilbur Transfer Co. Warehouse	205 2nd St. South	Renaissance Revival	P
33.	1914	Chicago, Milwaukee & St. Paul Freight Depot	427 2nd St. South	Renaissance Revival	P
34.	1948	Mr. Salvage	214 2nd St. South	International	NC
35.	1916	Minneapolis Steel & Machinery Company	225 2nd St. South	Renaissance Revival	P
36.	1918	J.I. Case Threshing Machine Company	305 2nd St. South	Renaissance Revival	C
37.	1918	Advance Rumley Threshing Machine Company	317 2nd St. South	Renaissance Revival	C
38.	1941	Midland Implement	312 2nd St. South	Vernacular quonset hut; bow truss	C
39.	1930-31	Chevrolet Motor Company	325 2nd St. South	Vernacular warehouse	C
40.	1887	Great Northern Railroad Tracks (structure)	Right-of-way through Gibson Park	Steel tracks and wooden ties	P

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: Cascade County Historical Society Archives, Great Falls, MT

10. Geographical Data

Acreage of Property: Approximately 300 acres

UTM References:	Zone	Easting	Northing
A	12	478480	5262300
B	12	478720	5261000
C	12	477020	5260600
D	12	477340	5260840

Verbal Boundary Description

The northeast corner of Gibson Park at the intersection of 8th Avenue north and Park Drive forms the point of beginning for the Great Falls Railroad Historic District; from there the boundary extends south along Park Drive to 1st Avenue South; then east along 1st Avenue South to 3rd Street South; then south on 3rd Street South to the alley on Block 419; then west 150 feet across replatted Block 418; then south 150 feet on replatted Block 418; then west to the Burlington Northern Railway tracks; then north along the western right-of-way of the tracks to the Burlington Northern Missouri bridge; then west to the east bank of the Missouri River; then north along the river bank, crossing Central Avenue, to 8th Avenue North; then east along 8th Avenue North, crossing under the railroad tracks to the point of beginning.

Boundary Justification

The boundary for the Great Falls Railroad Historic District is drawn to include the highest concentration of significant resources in the railroad/warehouse/industrial area. This district is focused along the north-south railroad right-of-ways, and includes 1883 platted parkland through which the tracks were laid. It is bordered on the west by the Missouri River, and to the east by commercial and residential districts. Park Drive forms the boundary between the north section of the district and the Northside Residential Historic District. The southern section of the district features development along 2nd Street South. The eastern boundary includes cross streets which historically belong to the railroad district.

Some warehouse/industrial buildings south and east of the district are not included because of recent demolition that has left large wastelands between them and the more highly-concentrated district, and replacement with modern, non-historic buildings and a new system of access roads. This degradation of the original railroad/warehouse/ industry railroad area creates a "saw-tooth" southern boundary. The same modern practice of demolition has reduced the number of significant buildings south of 5th Avenue South and west of the railroad tracks. However, no new construction has taken place, and the impression of a railroad-associated district remains.

11. Form Prepared By

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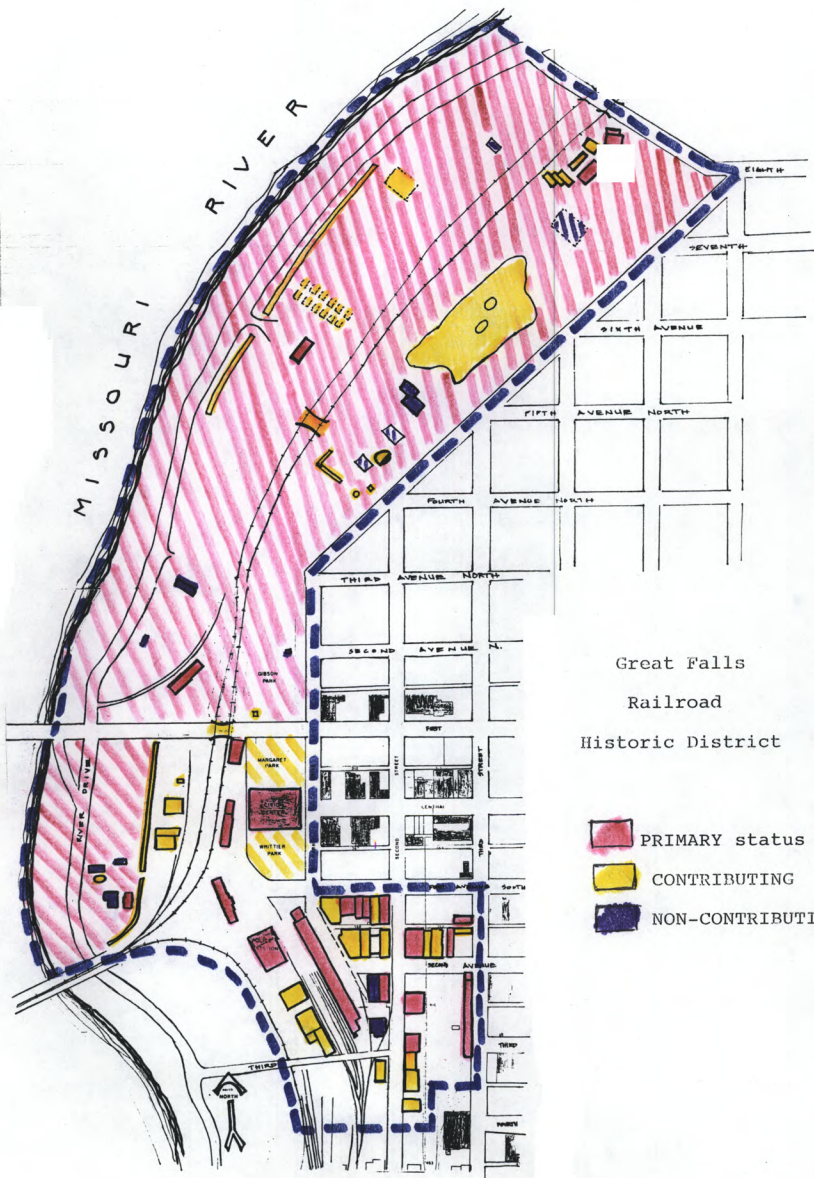
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Great Falls
 Railroad
 Historic District

- PRIMARY status
- CONTRIBUTING
- NON-CONTRIBUTING