

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 96000479

Date Listed: 5/10/96

Northern Pacific--Story Mill
Historic District
Property Name

Gallatin MT
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Paul R. Fuzyn

Signature of the Keeper

5/10/96

Date of Action

Amended Items in Nomination:

U.T.M. Coordinates:

The correct UTM coordinate for Point C should read:
12 497720 5059550

[This clarifies a discrepancy between the form and USGS map]

Acreage:

The acreage of the district is approximately 50 acres.

Significance:

National Register Criterion D is removed from the nomination [The narrative fails to establish the significance of the historic district under this criterion.]

(Continued)

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(Continued)

Resource Count

The Resource Count is revised to delete one contributing site and add one non-contributing site.
[The significance of the Domestic trash dump (Feature 10B) is not justified under Criterion D.]

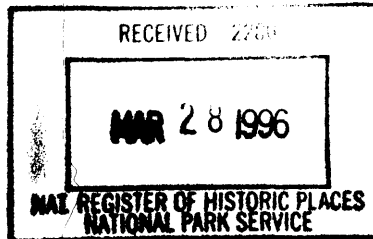
This information was confirmed with Chere Jiusto of the MT SHPO.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

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NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Northern Pacific/Story Mill Historic District

other name/site number:

2. Location

street & number: Roughly described as an approximately 400' wide swath centered on the Northern Pacific Railroad right-of-way and the Story Mill spur line from the railroad Wye to Bridger Canyon Road.

not for publication: n/a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

city/town: Bozeman

state: Montana code: MT county: Gallatin code: 031 zip code: 59715

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.)

Signature of certifying official/Title

Date

Montana State Historic Preservation Office

State or Federal agency or bureau

3-20-96

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

Date of Action

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

Paul B. Ferguson

5/10/96

 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

Category of Property: Historic District

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

Name of related multiple property listing: n/a

	Number of Resources within Property	
	Contributing	Noncontributing
	<u>18</u>	<u>4</u> building(s)
	<u>2</u>	<u>4</u> sites
	<u>30</u>	<u>2</u> structures
	<u>—</u>	<u>—</u> objects
	<u>50</u>	<u>10</u> TOTAL

6. Function or Use

Historic Functions:

Transportation/rail-related
Agriculture/processing, animal facility, storage
Commerce/warehouse

Current Functions:

Transportation/rail-related
Commerce/warehouse

7. Description

Architectural Classification:

Late Victorian: Renaissance
Late 19th & Early 20th Century Movements: Prairie School
Other: Western Commercial, Vernacular, Pattern Book

Materials:

foundation: concrete, stone
walls: brick, concrete, steel
roof: asphalt, asbestos
other: composition build-up

Narrative Description

The Northern Pacific/Story Mill Historic District is located in the northeast corner of Bozeman, Montana, and contains the Northern Pacific Main Line, the Northern Pacific Rail Yard, the Story Mill Spur Line and several associated buildings, structures and sites. Physically arranged and thematically united by the presence of the Gallatin Valley's earliest rail corridors, the district is L-shaped and contains two significant concentrations of resources--each possessing architecturally distinctive features that serve as visual anchors and focal points. These groupings of properties are linked by the Northern Pacific's Story Mill Spur Line. For these reasons, the linear and non-linear features of the district have been evaluated together as one coherent and interrelated system of operation.

The southern arm of the district extends along a portion of the Northern Pacific main line. It includes the boundaries of the original 400' Northern Pacific right-of-way in Bozeman and generally follows the alignments of Pear and Front Streets of the Northern Pacific Addition, as platted in 1883. The eastern border of the district's southern arm is the Milwaukee Road's Dry Creek Branch Line grade--a distinct geographic feature that runs perpendicular to the Northern Pacific main line and once crossed the tracks on a girder bridge that was removed by Montana Rail Link in 1990. The western boundary of this arm is that spot where the main line crosses Bozeman Creek. Added to these parameters are lots 5, 6, 7, and 8 in block 103 of the Northern Pacific Addition.

Once leaving the main line, the boundaries of the district's northern arm conform to that of the 100' Story Mill Spur right-of-way. Approximately 2800 feet north of the main line, the district boundaries expand to include an irregular parcel of land in the NW¼ NE¼ of Section 5, Township 2 South, Range 6 East MPM, as described in deed book 105 page 560 in the Gallatin County Courthouse, as well as Certificate of Surveys 1147 and 1224, upon which the Vollmer Slaughterhouse, Gallatin Valley Auction Yards and the Story Mill complexes are located.

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One of the only industrial areas in the Gallatin Valley, the Northern Pacific/Story Mill Historic District is clearly distinguished from its surroundings by its patterns of development and association. The southern portion of the district lies within the Northern Pacific Addition, which was platted by John V. Bogert in 1883, the year of the railroad's arrival in Bozeman. The addition was laid out on a relatively flat and well-watered expanse of land on the community's northeastern edge. The northern portion of the district is far less intensely developed, with the exception of those resources clustered near the point where Bozeman, Rocky and Bridger Creeks merge to form the East Gallatin River, a major tributary to the Missouri River which originates some thirty-five miles to the northwest. Between the Story Mill and the Northern Pacific main line exist relatively open farm and wetlands as well as the visually intrusive site of the Idaho Pole Company, which borders the N. P. right-of-way to the north and was intentionally excluded from this survey due to its non-historic nature.

The Northern Pacific/Story Mill Historic District is composed of 60 industrial, commercial and residential buildings, structures and sites. Of these resources, 50 are contributing and 10 are considered noncontributing. The primary character-defining features of the district are the Northern Pacific main line and the Story Mill spur line right-of-ways, which generally dictate the district's linear orientation.

Reflecting four major phases of Bozeman's 1882-1945 development, the majority of the district's resources are utilitarian properties that were constructed between 1882 and 1945. The apparent lack of prevailing architectural patterns in the district is testimony to its diverse, pragmatic character as well as its prolonged historical development and changing railroad technology throughout the period of significance. For these reasons, a broad range of styles are represented in the district.

As a means of saving time and cost, the Northern Pacific used highly visible, standardized plans for the construction and maintenance of nearly every component of their railroad system, including most buildings, track work, bridges, fences, signs, and a huge number of more minor items. The form and location given these historic resources strongly reflects important elements of period railroad technology, engineering and architecture, and plays a large role in shaping the visual character of the district. The one exception to this general rule is that standardized plans were not used for the construction of the Northern Pacific Passenger Depot, which was modified in 1923-24 by local architect Fred Willson, who incorporated elements of the Craftsman and Prairie Schools of design.

Elements of the Renaissance Revival and Western Commercial styles, including: stepped parapets, rounded arches, and symmetrical, horizontally-oriented elevations are particularly evident in the masonry commercial/ industrial buildings of the Story Mill complex and, to a lesser extent, on the Vollmer Slaughterhouse complex. In contrast, the Head Miller's residence at the Mill Complex is probably of pattern book origin, while the district's non-masonry buildings tend to incorporate a variety of vernacular designs.

The district also possesses several significant geographic features. The Milwaukee and Northern Pacific railroad grades generally define the parameters of the area and present visually prominent aspects of this railroad landscape. Other significant features of the district include Rocky and Bozeman Creeks which, together with Bridger Creek, provided power to the Story Mill complex from 1882-1956 via the Story Mill canal system. Mill Creek, which crosses the Northern Pacific main line and eventually feeds into Rocky Creek is also a significant natural feature of the area in that it powered the McAdow Mill--the first grist mill in Gallatin Valley--constructed in 1865 by Perry and William McAdow.

Due to their variety of interrelated forms and functions, the descriptions of the specific architectural resources of the Story Mill/Northern Pacific Historic District have been separated by function as well as geographic location. The features of the southernmost grouping of resources are described first. The primary feature, Bozeman's still active east-west main line and its subfeatures will be described first, followed by the various buildings, structures and sites of the rail yard and spur tracks.

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Following these descriptions, the Story Mill Spur line is described, followed by the buildings, structures and sites along the spur.

FEATURE #1: The Northern Pacific Main Line, 1883-1989 (Structure): Contributing

The portion of the Northern Pacific Main Line contained within the district rests within a company-owned 400 foot linear right-of-way with a wider station plat on the north side. Three bridges carry it across waterways. Of standardized design, the main line tracks run along the centerline of the right-of-way and are comprised of welded steel T-rail pairs laid 4'8½" apart. The track rests on and is spiked to creosote-treated wooden cross ties, which are 8'6" long, 8" wide and 6" to 7" high, and placed 20" center to center. Steel tie plates and rail anchors complete the structure. In addition to the tracks themselves, a variety of other line features are present on the Northern Pacific right-of-way, including: the Northern Pacific pole lines carrying telegraph and telephone wires, numerous signs and battery boxes, an instrument house and a grade crossing.

Although many of the present track materials are not of historic age due to continual upgrading by Burlington Northern and, later, Montana Rail Link, the original design configuration, setting and location possess an outward appearance that closely resembles historic forms and, therefore, accurately conveys the historical associations of the resource. The integrity of the resource is further reinforced by its continuity of use since 1883 when the original tracks were laid. Similarly, the forms and designs of several switches, a grade crossing at "L" Street and three bridges crossing the Mill and Bozeman Creek drainages are historic and should be considered part and parcel of the Northern Pacific Main Line.

FEATURE #1A: Mill Creek Bridge, c. 1883-1945, (structure): Contributing

Of possible standardized design, the single span Mill Creek Bridge supports the Northern Pacific Main Line as it traverses Mill Creek, which flows in a generally northern direction through the Northern Pacific Rail Yard and eventually merges with Rocky Creek. The existing structure consists of flat concrete slabs that are supported by concrete abutments and is likely historic, although not original. Nonetheless, the existing historic structure possesses integrity of location, setting, design, materials and workmanship. Pile stumps from the original bridge can still be found in the creek bed.

FEATURE #1B: Low Line Bozeman Creek Bridge, c. 1919, (structure): Contributing

Of possible standardized design, the Low Line Bridge supports the now abandoned and largely removed Northern Pacific Low Line trackage, which extended through the Valley between 1919 and 1956. The remaining Low Line trackage still traverses Bozeman Creek, a significant geographic feature that flows in a generally northern direction and eventually merges with Rocky Creek to form the East Gallatin River. The existing historic structure is a 3-span wood stringer bridge featuring abutments and two piers of wood, 5-pile bents with steel H-beam caps, as well as an open deck with a walkway and board railing on the south side. The bridge possesses integrity of design, materials, location, function and general appearance.

FEATURE #1C: Main Line Bozeman Creek Bridge, post-1945, (structure): Non-contributing

Of possible standardized design, the Main Line Bozeman Creek Bridge supports the Main Line trackage as it spans across Bozeman Creek. The 2-span I-beam bridge features concrete abutments and pier as well as a solid deck, ballasted walkway and pipe railing on the northside. It is probably not historic. Nonetheless, the bridge conveys appearances and functions of historic periods and possesses integrity of location, setting, and design.

FEATURE #2: The Milwaukee Dry Creek Branch Line grade, 1913-14 (structure): Contributing

The eastern boundary of the district as well as the Northern Pacific Yard is the Dry Creek Branch Line grade of the Chicago, Milwaukee and St. Paul Railway, and later the Chicago, Milwaukee, St. Paul and Pacific Railroad, which once

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traversed the Northern Pacific Rail Yard on a wooden trestle bridge of vernacular construction. Rising more than 30 feet in height and more than 20 feet wide, the grade is a visually prominent product of earthmoving which designates the eastern boundary of the rail yard. Although the steel rails, wooden ties and trestle were removed within the last decade, the visual impact of the grade survives, possessing integrity of location, setting, design, materials and workmanship.

Extending adjacent to the Northern Pacific Main Line along Front Street between North Broadway and North Wallace Avenues, is the district's southern cluster of buildings. This architectural grouping is bordered to the south by the more densely developed commercial/ industrial and residential blocks of the Northern Pacific Addition and to the north by the original Northern Pacific Rail Yard and is connected to the Main Line through a network of industrial spurs and sidings.

FEATURE #3: Northern Pacific Freight House, 1909 (building): Contributing

Located at 506-526 Front Street where North Broadway meets the tracks, the Northern Pacific Freight House is a large, detached one-and-one-half-story storage facility with a rectangular floor plan and is reflective of standardized design. The building's symmetrical facade consists of two 3' x 7' one-over-one double-hung windows on either side of a centrally located main entrance. Its track side (north) elevation features 13 large 10' x 6' loading bays, seven of which are painted red and the remainder of which are painted green. The south elevation has six openings of similar dimensions, presumably for the purpose of serving truck traffic. The building's blond brick and sandstone construction features soldier coursing and sits on a concrete/stone foundation. The low pitch gable roof is covered with green asphalt shingles and is highlighted by overhanging eaves, exposed rafters, and two offset chimneys, one brick and one metal, and decorative detailing at each gable end. The roof axis is parallel to Front Street and the tracks.

The well-preserved design of this freight depot is, according to Northern Pacific expert Rufus Cone, very typical of similar buildings built by the railroad in the late nineteenth and early twentieth centuries and may have come from Northern Pacific stock plans. A nearly identical example of this type of architecture can, for instance, be found at 6 North Wallace Avenue, where the N.P. constructed a second freight house in 1911 to better compete with the Milwaukee Road, who had entered Bozeman and based there operations across East Main Street the previous year. Possessing strong integrity of location, setting, design, materials and workmanship, the Northern Pacific Freight House is of primary significance in the District.

FEATURE #4: Ellis Brandley and Company Warehouse, pre-1904 (building): Contributing

Along the Northern Pacific Main Line and Front Street approximately two blocks to the west, stand four smaller warehouses. Constructed on randomly sized lots in a variety of vernacular styles, these utilitarian resources are connected to the Main Line by a short, east/west industrial spur. All of these buildings also face Front or Cottonwood Streets, thus permitting both rail and truck service. While architecturally far less noteworthy than the more visually prominent Northern Pacific buildings on either side, these historic storage facilities, together with the existing right-of-way fences, telephone pole lines and natural vegetation, visually reinforce the historic linear presence of the Northern Pacific rail corridor and, likewise, help to distinguish the district from its principally residential surroundings to the south.

The largest and most unusual of these buildings is the Ellis Brandley and Company Warehouse at 725 East Cottonwood Street. This detached, one-and-one-half-story warehouse has an irregular floor plan and sits on a stone/concrete foundation. Clad entirely in galvanized steel siding, the building possesses an asymmetrical design and consists of three 9' x 6' openings on the east (Cottonwood Street) elevation and one on the northeast elevation, all of which house overhead metal doors that are elevated approximately 3' off the ground to facilitate delivery service. The northern (track side) 9' x 6' loading bay is highlighted by a gabled peak in the roof line, large wooden doors and a loading platform. The building's gable and clipped-gable roof is also clad in galvanized steel and features overhanging eaves as well as a ridge line that is

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parallel to Cottonwood Street and the tracks. Possessing integrity of location, setting, design, materials and workmanship, the Ellis Brandley and Company Warehouse is a contributing building within the district.

FEATURE #5: Hardware Storage Warehouse, pre-1908, (building): Contributing

Adjacent and to the west of the Ellis Brandley and Company warehouse is the Hardware Storage warehouse at 704 Front Street. This one-and-one-half-story vernacular structure has a rectangular floor plan and rests on a concrete/stone foundation. Its symmetrical, stucco facade consists of two 8' x 6' openings with large metal doors and loading docks as well as frame overhangs and steps and an offset casement window. The building's northern (track side) elevation also includes two openings of similar dimensions with metal doors and loading docks. The low pitch gable roof features overhanging eaves and an offset metal chimney, with a ridge line that is perpendicular to Front Street and the tracks. The heavy metal doors and limited openings in this building indicate that it may have been a refrigerated warehouse at one time. While the additions of a stucco finish and casement windows detract from the architectural significance of this warehouse, it nonetheless possesses integrity of location, setting and design, and is, therefore, a contributing element within the district.

FEATURE #6: John Mitchell Warehouse, pre-1904, (building): Contributing

Adjacent and to the west of the Hardware Storage Warehouse is the John Mitchell Warehouse at 706 Front Street. This detached, two-story storage facility with a square floor plan and a stone/concrete foundation is also clad entirely in corrugated tin siding, some of which is rusted or discolored. A large 10' x 12' loading port with a rail tie ramp and a small offset casement window are present on the building's south (Front Street) elevation. The semi-steep gable roof features overhanging eaves and a ridge line that is parallel to the street and tracks. The John Mitchell Warehouse possesses integrity of location, setting, design, materials and workmanship and is a contributing element within the district.

FEATURE #7: Lindsay Fruit Company Warehouse, pre-1904, (building): Contributing

Adjacent and to the west of this utilitarian series of warehouses is that of the Lindsay Fruit Company at 720 Front Street. This detached, two-story commercial structure possesses a rectangular floor plan and a stone/concrete foundation. The original portion of the building is brick and consists of a centrally-located front (south) elevation entrance, and arched one-over-one double-hung windows on the east and west elevations. A bricked-in doorway is also present on the building's east facade. The ridge of the gable roof runs parallel to Front Street and the tracks, and features two chimneys, one of stuccoed masonry and the other of metal. A faded ghost sign advertising "mo cigars" is present on the building's west elevation. The building also contains several wooden and corrugated metal additions, including a second story deck on the structure's west elevation. A front addition contains four casement and two push-out windows. Outbuildings include several small sheds.

While the various additions to this structure have diminished its architectural significance, it still possesses integrity of location, setting, and materials and is, as a result, a contributing element within the district.

FEATURE #8: Northern Pacific Passenger Depot, 1892 and 1923-24 (building): Contributing

Approximately one block west of the Lindsay Fruit Company Warehouse is the Northern Pacific Passenger Depot at 820 Front Street. This unusual, detached, one-and-one-half-story Prairie Style depot has an irregular floor plan and sits on a stone/concrete foundation. Its asymmetrical facade is broken into two sections--the original 1892 rectangular structure and a 1923-24 rectangular addition. The newer eastern structure consists of two offset entrances and eight 3' x 7' one-over-one double-hung windows with green metal mullions and sandstone lintels. A large projecting dormer with a gabled roof faces the tracks on the northern elevation of the original structure. The original western addition consists of two large 6' x 10' loading bays. The brown, combed wire-struck brick construction features tan soldier coursing and raked masonry. The broken hipped-roof is covered with grey asphalt shingles and features distinctive flares at each end, overhanging eaves with

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exposed rafters and an offset brick chimney. The roof axis is parallel to the tracks and the street. The depot also possesses distinctive lamps above the passenger doors as well as the Northern Pacific monad, which is still recognizable despite the fact that it was spray-painted black.

Thanks in large measure to the horizontal emphasis of the 1924 Fred Willson addition, as well as its broad cantilevered roof and flat eaves, this well-preserved passenger depot exhibits many stylistic features of the Prairie School. It is, according to Cone, an atypical example of Northern Pacific architecture. It is considered a primary architectural feature in the district.

FEATURE #9: Benepe Elevator Warehouse, pre-1904 (building): Contributing

Standing on the corner of East Tamarack and Front Street, directly across from the Northern Pacific Passenger Depot is the Benepe Grain Elevator Warehouse. This interesting barn-like wood frame structure with a simple gable roof and a stone foundation was once a part of the Benepe Grain Elevator complex which occupied this site in the late-nineteenth and early-twentieth centuries. Now free-standing, the structure possesses four large loading ports that face a former rail spur as well as an interesting ghost sign on its eastern elevation. The Benepe Elevator Warehouse possesses integrity of location, setting, design, materials and workmanship and is a contributing element in the district.

FEATURE #10: Northern Pacific Complex, 1882-1994, (structure): Contributing

Lying immediately to the north of this rail building corridor and principally within the original 400 foot Northern Pacific right-of-way is the Northern Pacific Complex. The yard landscape is comprised of a complex network of east-west tracks, sidings, spurs, switches, signals and rail beds connecting the district's warehouses with the railroad.

The architectural character of the Bozeman rail yard has been substantially degraded in the post-war era. The demolition of the majority of the significant historic resources in the former locomotive area and the subsequent development of the visually intrusive Idaho Pole Company, which now lies adjacent to and north of the Main Line, have "severed the historic, functional connections of railroading between the ruins of the engine servicing area and the Main Line corridor," according to railroad historian Dale Martin. Therefore, the remaining features of the historic Northern Pacific rail yard do not on their own meet the criteria for eligibility of the National Register of Historic Places. Due to their historic significance and association with the Northern Pacific/Story Mill Historic District as a whole, the remains of these once-notable features have been included in this nomination. The site remains are important reminders of the historic appearance and function of Bozeman's Northern Pacific rail yard.

It should also be noted that other significant rail features exist beyond the defined parameters of the Northern Pacific Rail Yard, particularly to the west of the district. Such historic features include the Pea Cannery Lead, the Cereal Mill Spur, the race track/ fairground spur, and the Lehrkind Brewery Spur. These lack geographic cohesion, however, and have therefore been excluded from the district boundaries. East Main Street in Bozeman also contains a significant concentration of Northern Pacific and Milwaukee Road resources and should eventually be linked with the Northern Pacific/ Story Mill Historic District via Northern Pacific's East Main Street Spur.

FEATURE #10A: The Northern Pacific Scale House and Track Scale remains, pre-1926, (site): Non-contributing

Lying approximately 400 feet west of the Milwaukee grade and south of the Northern Pacific Main Line are the scale house and track scale remains. The 10' x 20' concrete foundation of the scale house lies immediately south of the 10' x 55' track scale remains. Due to the demolition of these historic resources shortly after the Second World War, little architectural fabric remains. However, the integrity of the site's location within the historic Northern Pacific Rail Yard, together with its historic significance warrant inclusion within the district as a non-contributing element.

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FEATURE #10B: Domestic trash dump, pre-1926, (site): Contributing

West of the Scale House remains is the remains of a domestic trash dump. Several deep depressions in the ground reveal a variety of trash remains, including: pottery, cans, glass, etc. Lacking architectural significance, the site still possesses integrity of location and setting, and appears likely to be valuable in yielding important archeological information about the district's historic uses. It should, therefore, be considered as a contributing element within the district.

FEATURE #10C: Northern Pacific Branch Line to East Main Warehouse, c. 1910 (structure): Contributing

The Northern Pacific Branch Line to the railroad's East Main Street freight house at 6 North Wallace Avenue and to the grain elevators leaves the Main Line approximately 800 feet west of the Milwaukee Dry Creek Branch Line grade. Resting on an earthen grade within a 100 foot right-of-way, the branch line leaves the Main Line right-of-way just west of Mill Creek and proceeds in a southwesterly direction toward East Main Street. Like the Main Line, the East Main Branch Line's tracks are comprised of steel T-rails bolted end to end, and resting on and spiked to creosote treated wooden cross ties. Steel tie plates, rail anchors, and guage rods complete the structure.

The Northern Pacific Branch Line is probably historic in age and possesses integrity of location, setting, design, materials and workmanship. Consequently, its outward appearance closely resembles the historic form and accurately conveys the associations of the resource. These realities, together with the fact that the Northern Pacific Branch Line plays an important function in structurally linking the railroad resources concentrated on East Main Street together with those of the Northern Pacific/Story Mill Historic District, make it a resource of primary significance.

FEATURE #10D: Northern Pacific Wye, post-1945, (structure): Contributing

Extending north of the Northern Pacific Main Line and lying approximately 600 feet west of where the East Main Branch Line leaves the tracks, is the Northern Pacific Wye or engine turning track. Built after the demolition of the aforementioned turntable, this rail structure is "Y-shaped" and rests on an earthen grade. The tracks are comprised of steel T-rails that are bolted end to end and are spiked to creosote-treated wooden cross ties. Steel tie plates and anchors complete the structure. A related network of switches and signals should be considered as part and parcel of this feature. Although the present track materials may not be of historic age, their historic significance as a structural indication of changing railroad technology, together with their integrity of location, setting, design and workmanship, make the wye a contributing element within the district.

FEATURE #10E: Water Tower remains, c. 1883, (site): Non-contributing

The water tower remains are located near the place where the roundhouse lead leaves the Northern Pacific Main Line, approximately 2700' west of the Milwaukee grade and 100' north of the Main Line. The tower's footings measure 24' long and 8' wide with 16" thick walls. There is a 6" (interior diameter) stand pipe on the eastern elevation of the foundation and a concrete slab between it and the tracks, which probably supported the framework for a water spout. A 16' x 12' concrete pad is located to the east of the foundation. The demolition of the Northern Pacific Water Tower was part of a series of demolitions following the Second War, when the Bozeman rail yard converted to diesel technology, and little architectural fabric remains. However, the integrity of the site's location within the historic Northern Pacific Complex, together with its historic significance warrant inclusion within the district as a non-contributing element.

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FEATURE #10F: Coaling Dock remains, c. 1927, (site): Non-contributing

The partially exposed foundation of the Coaling Dock remains, is located approximately 290' west of the Water Tower remains and approximately 250' north of the Main Line. Largely overgrown by weeds, the site covers an area 28' long, is 12' wide and roughly "H" shaped, with two separate concrete pads to the east. The razing of the Northern Pacific Coaling Dock was part of a series of demolitions following the Second War, when the Bozeman rail yard converted to diesel technology, and little architectural fabric remains. However, the integrity of the site's location within the historic Northern Pacific Rail Yard, together with its historic significance warrant inclusion within the district as a non-contributing element.

FEATURE #10G: Roundhouse remains, c. 1883, (site): Non-contributing

The remains of a concrete roundhouse foundation constructed in 1907 is located approximately 400 west of the water tower remains and approximately 350' north of the Main Line. The building was wedge-shaped and originally contained nine engine pits about 9' across and 110' long, with walls that were 24" thick. Later, the number of stalls was reduced to five in 1926. The outside dimension of the foundation is 166' in length and the stall gradually came together as the building narrowed. According to a 1927 Sanborn Map, a turntable was also located here, but no remains of it now exist. The roundhouse was connected to the Main Line via a network of industrial rail spurs.

The demolition of the Northern Pacific Roundhouse and Turntable was part of a series of demolitions following the Second War, when the Bozeman rail yard converted to diesel technology, and little architectural fabric remains. However, the integrity of the site's location within the historic Northern Pacific Rail Yard, together with its historic significance warrant inclusion within the district as a non-contributing element.

FEATURE # 10H: Oil Shed, c. 1883, (building): Contributing

Lying approximately 250' north of the passenger station is the Northern Pacific Oil/Lube Shed. Sitting on a rectangular rubble foundation, this one-story masonry structure measures 29.5' x 20'. It has a low gabled roof covered with tin and tar paper and features a dentiled, stepped cornice running just beneath the gables on the east and west elevations. The structure has two 12-fixed light windows and two entrances, the eastern one of which was widened into a double doorway. The southern addition windows have been bricked in. There is also a wooden addition on the eastern elevation. As one of the only surviving features of the original Northern Pacific Rail Yard, the oil shed possesses integrity of location, setting, design, materials and workmanship and is a contributing element within the district.

FEATURE # 10I: Train Order Stand, pre-1945, (structure): Contributing

Immediately adjacent to the Main Line and directly north from the Northern Pacific Passenger Station stands the Northern Pacific Train Order Stand. Derived from standardized designs, the vertical metal structure is approximately 25' in height and generally retains its historic integrity.

FEATURE #10J: Section Tool House/Supply Yard, post-1945, (building): Non-contributing

A section car/tool house lies approximately 600 feet west of the oil shed, adjacent to the Northern Pacific Main Line. The metal sided structure is rectangular in shape and sits on a concrete foundation. It contains several fixed windows and two small metal doors. A supply yard site containing a variety of materials is located roughly 400' west of the water tower remains and should be considered as part and parcel of the tool house site. Due to its lack of historic age, the Tool House/Supply Yard is a noncontributing element within the district.

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FEATURE #10K: Northern Pacific Low Line, c. 1919, (structure): Contributing

Running adjacent to the Northern Pacific Main Line is the Northern Pacific Low Line, built in 1919. Called the "low Line" because of its low gradient, this track is nearly identical in historic appearance to that of the Main Line and was used between Logan and Bozeman by eastbound freights between 1919 and 1956. The low line joins the Main Line just east of the place where North Rouse Avenue crosses the tracks.

Although virtually all of the Low Line has been removed, the easternmost trackage which remains rests on a very low or nonexistent earthen grade except where it crosses Bozeman Creek on a concrete and wooden bridge. The tracks are comprised of steel T-rails bolted end to end, which are resting on and spiked to creosote-treated wooden cross ties. Steel tie plates and rail anchors complete the structure. The remaining low line trackage possesses integrity of location, setting, design, and workmanship and is a contributing element within the district.

FEATURE #10L: Northern Pacific Pole Line, c. 1883, (structure): Contributing

Running adjacent to and immediately south of the Northern Pacific Main Line is the Northern Pacific Pole Line upon which telegraph and telephone wires are suspended from wooden telephone poles. Absolutely essential to the day to day operations of the Northern Pacific Railroad, this communication system visually reinforces the presence of the rail corridor and possesses integrity of location, setting, design, materials and workmanship and is a contributing element within the district. It is still used for signal functions.

FEATURE #11: Story Mill Spur Line, c. 1883, (structure): Contributing

With the exception of where it crosses two waterways, the Story Mill Spur Line rests on an earthen grade within a 100' right-of-way which leaves the Main Line approximately 700' east of Bozeman Creek. As with the Main Line, this rail corridor is visually reinforced by the presence of fences, power lines and natural vegetation. The steel rails comprising the Mill Spur were rolled in Gary, Indiana in 1910, but were probably moved to their present location decades later. (Martin, 1994) The wood ties and steel tie plates are also historic materials and maintain their integrity of design, location, setting and appearance.

After leaving the Northern Pacific Main Line, the Story Mill Spur runs under Interstate 90 and proceeds in a generally northeasterly direction for approximately 4400' before terminating at the Story Mill Complex. Before reaching the Story Mill, the spur stretches through lightly developed agricultural lands and undeveloped wetlands for approximately 2800', where it runs adjacent to the Vollmer Slaughterhouse complex. Approximately 1000' north of the Vollmer Slaughterhouse Spur, the Mill Spur passes the Gallatin Valley Auction Yard complex, which lies on the west side of tracks. Following the Auction Yards, the Mill Spur turns directly northward and runs for approximately 600' before servicing the Story Mill.

FEATURE #11A: Rocky Creek Bridge, c. 1883, (structure): Contributing

The Mill Spur crosses Rocky Creek on a wooden trestle bridge, which features a 3' wide wooden walkway, a steel guard rail, ten creosote pilings and several rotted stumps--an indication of at least one and possibly two other generations of pilings. The trestle is attached to each side of the creek by the tracks and 24' x 18' beams that are protected by a sheet metal covering.

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FEATURE #11B: Mill Spillway Bridge, c. 1883, (structure): Contributing

The Mill Spillway trestle is essentially the same as that crossing Rocky Creek, with the exception of the fact that it has a wooden railing instead of a steel one.

FEATURE #12: Vollmer Slaughterhouse Complex, 1938-50:

Lying adjacent to the Story Mill Spur right-of-way on an irregular parcel of land in the NW¼ NE¼ of Section 5, Township 2 South, Range 6 East MPM, as described in deed book 105 page 560 in the Gallatin County Courthouse, is the Vollmer Slaughterhouse Complex. Lying approximately 2800' north of the Northern Pacific Main Line is the 1938 complex consists of a masonry slaughterhouse, with cinder block and aluminum sided additions, a masonry rendering plant, a small stockyard with wooden fences and loading gates, and a short Northern Pacific spur.

FEATURE #12A: Vollmer and Sons Slaughterhouse, 1938, (building): Contributing

The detached, two story masonry slaughterhouse has a rectangular floor plan and sits on a concrete foundation. Two 8' x 8' loading bays exist on the east elevation. The upper opening is smaller and no longer possesses its loading dock and shed roof. The building's north elevation possesses a large metal door and loading dock which was directly serviced by the Vollmer Spur Line. On the west elevation is a large garage door opening on the lower level, separating a 4' x 5' vertical casement window on each side. An exterior staircase accesses a second story door entry. The building's flat roof is made of metal and is covered with a white, fire-proofing material.

Despite the addition of a non-historic pumice block addition on the building's west elevation, the Vollmer Slaughterhouse retains its integrity of design, location, setting, feeling and association.

FEATURE #12B: Vollmer and Sons Rendering Plant, 1949, (building): Non-contributing

Directly east of the slaughterhouse building stands a two-story, masonry and concrete rendering plant with a rectangular floor plan that sits on a concrete foundation and a flat roof. The west elevation of this building contains a large garage door opening on the ground floor, which separates a 4' x 5' casement window on each side. A staircase leads to the second-story metal door. The building is non-contributing due to its age.

FEATURE #12C: Vollmer and Sons Livestock Yard, 1938, (site): Contributing

To the south of these structures is a pasture/feeding area enclosed by wooden fences. Wooden loading docks connect this area with the slaughterhouse building. A large outbuilding/barn with a metal shed roof is also present.

FEATURE #12D: Northern Pacific Vollmer Slaughterhouse Spur, c. 1950, (structure): Non-contributing

The Northern Pacific Vollmer Industrial Spur departs from the Story Mill Spur and proceeds east approximately 100' before terminating in the heart of the slaughterhouse complex. The trackage consists of steel T-rails, bolted end to end, resting on and spiked to creosote-treated wooden cross ties. Steel tie plates and rail anchors complete the structure, which rests on an earthen grade.

FEATURE #13: Gallatin Valley Auction Yard Complex, c. 1882, 1939, 1952:

The Gallatin Valley Auction Yard Complex lies approximately 1000' north of the Vollmer Slaughterhouse Complex, immediately west of and adjacent to the Story Mill Spur Line and a piece of property described on Certificate of Survey #1147.

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FEATURE #13A: The Gallatin Valley Auction Yards, c. 1882, 1939 and 1952, (structure): Contributing

The complex consists of a intricate network of wooden fences, feed bins and small shed or gable roofed structures. High voltage lines run directly through the property and lighting is provided for at least half of the yard.

FEATURE #13B: Stockyard Barn, c. 1939, (structure): Contributing

A hay storage barn with a corrugated metal gable roof and no walls, just supporting columns and an exposed truss system is present on the southwestern side of the yards.

FEATURE #13C: Northern Pacific Loading Gates, c. 1939, (structure): Contributing

The Auction Yard complex is connected to the Story Mill Spur via an impressive wooden loading dock, which is approximately 30' in length and comprised of 3' x 12' planks and supported by large beams. Two loading ramps to drop off or pick up livestock by rail are also present. Loading shoots designed to service either single or double decker box cars, are for this reason an unusual feature.

FEATURE #13D: Stockyard Cafe, c. 1938, (building): Contributing

The Stockyard Cafe is located at the northeast corner of the stockyard complex. This small, free-standing one-story, wood frame construction building stands on a concrete foundation and features a stepped-back parapet and a pitch roof. The front (north) facade features two pair of large, rectangular windows to the left of the entry door and one single casement window to the right. The west elevation contains one window and a door to its right trimmed in wood. The south elevation features of 8' x 16' wooden addition with a shed roof.

FEATURE #13E: Stockyard Headquarters, c. 1952, (building): Non-contributing

The Stockyard Headquarters stands on a concrete rectangular foundation and is comprised of cinder block construction. A single shed roof is covered by asphalt shingles and is highlighted by a 4' x 5' cupola near the northwest corner of the building. The building has several jogs in it as well as different heights. Its north facade is glazed at the top and bottom with a white front and signage.

FEATURE #14: The Story Mill Complex, 1882-1950:

Following the Story Mill Spur Line approximately 600' north of the Gallatin Valley Auction yards, one finds the impressive Story Mill Complex at 2150 Story Mill Road. Expanding steadily between 1882 and 1950, the complex was built in several different phases and is comprised of sixteen closely associated buildings and related structures of various architectural styles. These resources include: the Story Canal/Power Ditch and Water Line (1882-91); the Story Canal Spillway (ca. 1882); the Story Canal Headgate (ca. 1882); the East Warehouse (1882); the Head Miller's Residence (1892); the Story Mill Carriage House (ca. 1892); the Northern Pacific Mill Yard (1883-1904); the Mill Building (ca. 1902); the Boiler Room/Administration/Laboratory Building (ca. 1902); the Grain Scales and Loading Ports (ca. 1902); the Grain Elevator (ca. 1903); the Flour Warehouse (pre-1912); the Milwaukee Right of Way (1912); Concrete Grain Silos (pre-1927); a Pump House (pre-1927); Steel Grain Silos (ca. 1943); and a Flat Storage Warehouse (ca. 1950). The complex retains a very high degree of historic and architectural integrity. Only the Flat Storage Warehouse, built within the last forty years, is a non-contributing element.

FEATURE #14A: Story Canal System, 1882-1896, (structure): Contributing

Running along the base of the Story Hills, which lie to the east of the Mill Complex, the Story Power Canal System was built in three phases between 1882 and 1892. The original canal diverted water from Rocky Creek, but as more power was needed for Story's growing business, water was also diverted from Bozeman and Bridger Creeks as well. Built primarily of earthen construction, Story's 10' x 10' canal system used the force of gravity to propel needed water supplies to the mill turbines and was the sole source of milling power utilized from 1882 to 1956,

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when the maintenance of the canal system became more costly and less reliable than converting the operation to electricity. The canal is now overgrown with vegetation, but is still a visually prominent feature of the area.

FEATURE #14B: Story Canal Spillway, c. 1882, (structure): Contributing

Water levels in the canal were regulated by two spillways, which flowed off the ditch to the west and drained into Rocky Creek via secondary concrete and earthen corridors. One spillway is located well south of the district boundaries near the entrance to Story Hills Subdivision. The other is located within the district between the Vollmer Slaughterhouse and Story Mill complexes. Constructed of concrete, wood and steel, this spillway is approximately 10' x 10' at the canal and tapers down to approximately 5' deep where it passes under L-Street. Where the spillway meet the canal is a manually operated water gate. Concrete was used to prevent erosion, direct the runoff and as a foundation for the gate's steel gear system. Steel railroad track sections were embedded in the concrete sidewalls and supported the wooden dike.

FEATURE #14C: Story Canal Headgate, c. 1882, (structure): Contributing

Where the canal bends around the base of the Story Hills and meets the Mill Complex, a concrete and steel headgate drew water underground and into the mill turbines via a large metal pipe. A pair of large metal grills embedded into the headgate's concrete frame prevented debris from entering the pipe at a depth of 6'.

**FEATURE #14D: The Northern Pacific/Milwaukee Road Yard at the Story Mill, C. 1883-1945, (structure)
Contributing:**

The Story Mill was serviced by both the Northern Pacific and the Chicago, Milwaukee and Saint Paul Railroads. The Northern Pacific Story Mill Spur terminates shortly after the mill complex, but the Milwaukee's Dry Creek Branch Line serviced the mill and continued northward toward Menard, Montana. Following 1912, when both railroads serviced the mill, the Milwaukee constructed a spur line which serviced the mill complex to the east, while the Northern Pacific continued to service the mill on the west side. Both railroads utilize the underground and overhead grain spillway systems located adjacent to the grain elevator and beneath the steel grain carrier that attaches the grain elevator to the concrete grain bins. A series of switches and trackage comprise the mill rail yard.

FEATURE #14E: East Warehouse, c. 1883, (building): Contributing

Built in 1883, the attached, 50' x 50' two-story East Warehouse is the oldest surviving portion of the historic Story Mill Complex. Having a square floor plan, the building's asymmetrical two-bay south facade features a centrally-located arched entrance, a larger off-set wagon/ carriage entrance, and four, evenly-spaced, second-story fixed wood frame windows--each with soldier coursing brick sills and protruding metal headers. The east facade features a large, off-set metal door on the second story with two unmatching and irregularly placed wood frame, each with two courses of staggered-out brick sills. The northern elevation consists of another off-set wagon/carriage entrance at ground level and two large arched metal doors with soldier coursings, which are identical to the door on the east elevation. The red brick construction sets on a rubble foundation and the flat roof features a multi-layered parapet with stone coping that tapers to the east at 12" intervals.

FEATURE #14F: Story Mill, pre-1904, (building): Contributing

Apparently built in phases following a fire which destroyed the majority of the original mill in 1901, the attached five-story masonry mill building has a rectangular 45' x 60' floor plan and sits on a stone foundation. The structures symmetrical west facade faces the Northern Pacific Spur and consists of a ground level entrance and eighteen evenly-spaced wood/metal frame and gentle-arched 1-over-1 double-hung windows with brick lintels three courses thick. The east facade, which faces the Milwaukee Spur, is identical, although half of the facade has been

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obscured by a five-story addition of corrugated metal. A ghost sign apparently reading "Montana Flour Mills Co./ Ceretana Flour/ "It's the Wheat" is partially visible. The building's north facade features twelve windows of similar design to those on the other elevations, but the south elevation only features three--all of which are located on the building's fourth floor. The mill building features a flat roof and a metal chimney.

FEATURE #14G: Boiler Room/Laboratory/Administration Building, pre-1904, (building): Contributing

Attached to the mill building is a two-story masonry boiler room/administration and laboratory building. The irregularly shaped structure is roughly 50' x 80' and sits on a rubble foundation. The west facade is asymmetrical and consists of two wood frame and gentle arched 1-over-1 double-hung windows with brick lintels three courses thick. Also present are two smaller square divided-light windows and one 9' x 9' loading bay approximately 36" above the Northern Pacific Spur. The building's asymmetrical east facade consists of three off-set windows of similar design. The building's flat roof features a one-and-one-half story metal penthouse and a two-story metal smokestack. The building also features a one-story 15' x 10' concrete addition on its southwestern corner.

FEATURE #14H: Flour Warehouse, 1912, (building): Contributing

Attached to the northern side of this building is the two-story, 100' x 125' Story Flour Warehouse, which was designed by Fred Willson and constructed in 1912. The symmetrical two-bay facade has an attached wooden loading dock with a ramp and two arched double doors as well as a depression ramp for the loading of truck trailers. The wooden loading dock is supported by 10" x 10" beams and is covered by a simple shed roof of corrugated metal. The structure's west elevation faces the Northern Pacific Spur and consists of three large evenly spaced loading bays on the main floor, with exposed brick trim and four courses for the curved lintels, approximately 36" above the tracks. The second story consists of eight evenly spaced, wood-framed and gentle arched 1-over-1 double-hung windows with brick lintels three courses thick. The east elevation, which faces the Milwaukee Spur, is identical. The red brick western commercial construction rests on a concrete foundation. The flat roof features a parapet with stone coping that staggers at regular 15' intervals from the building attached to this structure's south elevation. A distinctive transition distinguishes this later addition from the older structures attached and to the south.

FEATURE #14I: Grain Scales, c. 1902 (building): Contributing

The complex's grain scales, elevator and storage bins are attached to the southwest corner of the masonry mill building. The 22' x 45' grain scales are located between the mill and the grain elevator. The building's wood frame construction and shed roof is completely covered in a corrugated metal skin and features two large loading bays for truck traffic, as well as four fixed windows.

FEATURE #14J: Grain Elevator, c. 1903 (structure): Contributing

Immediately to the west is the attached six-and-one-half story, 25' x 65' grain elevator. The elevator has a rectangular floor plan and rests on a foundation made of stone and wooden block. The elevator's crib construction is completely covered with a corrugated metal skin and has a capacity of 900,000 bushels. The west elevation consists of three irregularly spaced 1-over-1 double-hung windows on the upper floor and also features two ghost signs, one painted on top of the other...The south facade features a steel ladder that extends from the second story to the top of the structure as well as another ghost sign featuring a Ceretana flour sack which says "The sign of/ It's the Wheat Flour." The north elevation features a doorway and two, evenly-spaced 1-over-1 double-hung windows on the second through fifth floors and three windows of similar design on the sixth and seventh floors. A fire system shed is attached to this elevation. An attached wood frame, two-story structure extends over three separate rail lines and supports the mechanism by which grain was dropped from the bottom of rail cars into the

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elevator. Above this overhang is a wood frame, half-story building with two loading bays with steel doors. From here rises a steel pipe that services each of the rails and attaches to the steel grain carrier several stories above.

FEATURE #14K: Concrete Grain Bins, c. pre-1927, (six structures): Contributing

The 55' steel grain carrier extends above the frame platform and connects the grain elevator with the six, 100' tall reinforced concrete grain bins with whitewashed exteriors to the west. Each grain bin is 20' in diameter and contains a square metal inspection portal approximately 10' from ground level. The three bins to the west each feature a fixed window near the top and another is centered near the top of the northern elevation. The concrete bins feature a flat metal roof and a capacity of 250,000 bushels.

FEATURE #14L: Steel Grain Bins, c. 1943, (four structures): Contributing

A metal grain carrier similar to the one connecting the grain elevator with the concrete storage bins also connects the concrete bins to the four attached 88' grain bins of smooth riveted steel on concrete foundations attached to the south. These 20' diameter bins are constructed of eleven levels of 4½' x 8' curved steel bolted panels with the vertical seam staggered every other level. These steel grain bins have a capacity of 120,000 bushels.

Aside from the buildings attached to the mill building, several other buildings make up the Story Mill Complex. These include: the Head Miller's Residence, the Carriage House, the Pump House, and the Flat Storage Warehouse.

FEATURE #14M: Head Miller's Residence, c. 1892, (building): Contributing

The detached two-story single-family Head Miller's Residence is located 130' west of the Flour Warehouse and consists of a central block with symmetrical wings and an attached wood frame and gabled roof workshop addition. The roughly 25' x 60' building features two small, tongue and groove porches, one of which has circular columns and lattice detailing. The asymmetrical facade consists of an off-set, second story gabled dormer with ornate detailing and four small fixed windows. On the main floor, the facade consists of four 1-over-1 double-hung windows and one smaller fixed window--all with sandstone lintels. A large gabled dormer characterizes the building's rear or eastern elevation. The building's masonry construction is finished in clapboard and wood shingles and rests on a concrete/ stone foundation. The distinctive hip roof with flared gable wings is covered with wood shingles and ornate detailing on the gable ends. There are two interior brick chimneys and the roof axis is parallel to Story Mill Road. The unusual design of this residence is probably derived from a pattern book.

FEATURE #14N: Carriage House, c. 1892, (building): Contributing

The detached 30' x 15', one-and-one-half-story frame barn has a symmetrical plan with a gable roof and shed roof additions on both its north and south elevations. Each section of the barn is characterized by different doors on the structure's western elevation. Access to the northernmost section of the barn is obtained through two 5' x 7' hinged frame doors. Access to the central portion of the barn is obtained through one standard sized door as well as a divided top/bottom entrance. Access to the southernmost section of the barn is obtained through a 7' x 7' sliding door. The rear or east elevation of the building features an off-set, split level door as well as a hay loft opening on the upper level. The gabled roof over the barn's central section features wooden shingles and exposed rafter tails. The building's foundation is wooden and its roof pitch is perpendicular to Story Mill Road.

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FEATURE #140: Pump House, pre-1904, (building): Contributing

The 15' x 15' one-story, wood frame Pump House is located 15' west of the concrete grain bins. The building is sheathed in a metal skin and capped with a metal rib seam roof of galvanized steel. The one bay facade consists of an entrance big enough to provide egress and ingress for the hose cart. The foundation is concrete.

FEATURE #14P: Flat Storage Warehouse, c. 1950, (building): Non-contributing

The freestanding 105' x 130' Flat Storage Warehouse is sheathed in metal siding and sits on a concrete foundation. The building's west facade features two 12' x 16' sliding ground level doors with four small, square and evenly-spaced vents above. The south facade features 2 small additions at ground level, one of which has a small door approximately 4'6" in height, which opens onto a concrete rectangular pad which rises approximately 24" off the ground and has a covered opening in its center. Off the pad rises a ladder system with a metal spout which has a mechanical pump at the top of the peaked roof, where another small door is located. A series of pipes and ladders attaches the building to the concrete grain bins and steel grain conveyer standing several stories above. The east facade has a large metal sliding door at the building's north end and four identical square vents are evenly spaced near the three foot overhanging roof line. The north elevation features a large centrally located vent approximately 3/4 of the way to the top of the metal roof. Green fiberglass coverings the same size as the vent provide lighting to the building's interior.

In conclusion, the Northern Pacific/Story Mill Historic District is a well-preserved example of a historic center of transportation and commerce. Despite a variety of maintenance modifications and periodic alterations which have resulted in the loss of original railroad features and materials, the industrial legacy of the Northern Pacific in Bozeman, Montana is still quite evident. The area is particularly illustrative of several commonly used standardized railroad structural motifs from the historic period and, likewise, possesses an example of an unusual architect-designed passenger depot. Moreover, the district's physical remnants are clearly reflective of the intimate association between railroading and economic development in the Bozeman vicinity, as well as the pronounced local influence of the Nelson Story family. Ultimately, the visual appearance of the district conveys the significant influence of rail systems in shaping Montana's geographic and architectural character.

8. Statement of Significance

Applicable National Register Criteria: A,B,C,D

Areas of Significance: Commerce, Exploration/Settlement, Architecture

Criteria Considerations (Exceptions): N/A

Period(s) of Significance: 1882-1945

Significant Person(s): Story, Nelson, Sr.

Significant Dates: 1882, 1883, 1924, 1938

Cultural Affiliation: N/A

Architect/Builder: Fred Willson

Narrative Statement of Significance:

The Northern Pacific/Story Mill Historic District is historically significant for its association with Bozeman's steady economic and demographic evolution during its Village, Civic, Progressive and Nationalization phases of development.¹ In particular, the district's resources are representative of the fundamental role that the Northern Pacific Railroad, and later, the Milwaukee Road, played in this dynamic process of historical change. As the undisputed transportation hub of southwestern Montana's impressive agricultural economy, the Northern Pacific/Story Mill Historic District is reflective of broad historic patterns of commerce, travel, and settlement, and, therefore, qualifies for National Register listing according to criterion A. The district also meets criterion B for its associations with Bozeman area capitalist Nelson Story Sr. and, to a lesser extent, his decedents. The district also qualifies for the Register under criterion C as a representation of standardized transportation technology, engineering, and architecture during the period of significance as well as for the design influence of Fred Willson, a regionally important architect. Finally, a domestic trash dump site within the district boundary containing datable pottery, cans and glass. Study of this site holds promise for yielding information about residential habits and patterns on this industrial fringe of town, shedding light on an otherwise unchronicled aspect of the district's history.

Overview

Bozeman's steady growth from the time of its settlement in 1863 through World War II is largely attributable to three significant factors: the tremendous fertility of the Gallatin Valley, the economic influence of the Nelson Story family, and the presence of the Northern Pacific and the Milwaukee Railroads. The geographic nexus for these interrelated influences was the Northern Pacific/Story Mill Historic District--the earliest and most active commercial/industrial center in the region.

Characterized by a high degree of architectural diversity, the district contains a meaningful concentration of railroad, commercial and industrial buildings, structures, and sites that typically date from 1882 to 1945. The vast majority of these properties contribute to and help convey the district's overall character in that the integrity of their location, setting, design, materials, workmanship, feeling and association have largely been preserved through a prolonged continuity of use.

Of the 61 resources contained within the Northern Pacific/Story Mill Historic District, fifty-one are of contributing significance and ten are non-contributing. Thirteen of these buildings, structures and sites date from Bozeman's 1873-1883 Village Phase of development and are highly suggestive of the beginnings of industrial urbanization in the community as stimulated by the arrival of the Northern Pacific railway. Another fifteen of the District's resources are products of Bozeman's 1884-1912 Civic Period, which is characterized by economic and demographic expansion and growing local dependence upon the Northern Pacific Railroad and closely associated businesses, such as the Story Mill. Bozeman's 1913-1929 Progressive Phase is represented by ten properties in the district, which reflect the advent of the Chicago, Milwaukee and St. Paul Railway, a continued diversification in agriculture and agribusiness, as well as the growth of regional tourism. Twelve resources are products of Bozeman's 1930-1950 Nationalization Period, in which national events, such as the Great Depression, the New Deal and the Second World War profoundly impacted the area's historic and architectural character. Finally, two of the district's resources were constructed during Bozeman's 1950-present, Post-Nationalization phase of development. They are non-contributing resources because of their age.

¹ James R. McDonald, Bozeman Historic Resource Survey (Missoula, Montana: Privately Printed, 1984), 11-118.

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The Gallatin Valley Area and Bozeman's Initial Development

Prior to the arrival of whites in southwestern Montana, a variety of nomadic Native Americans frequented and utilized the region now known as the Gallatin Valley. Archeological evidence documents that prehistoric peoples enjoyed the valley's once-plentiful natural resources for more than 10,000 years. Later, members of the Bannock, Blackfeet, Crow, Flathead, Gros Ventres, Shoshone and several other historic tribes seasonally camped in the well-watered region in route to and from the buffalo hunting grounds to the east of the Bridger Mountains.²

The first known Euro-American in the area was Meriwether Lewis, who arrived at the Three Forks of the Missouri River on July 28, 1805 and described the Gallatin Valley as: "a smooth extensive green meadow of fine grass in its course meandering in several streams...and a distant range of lofty mountains ran their snow clad tops above the irregular and broken mountains which lie adjacent to this beautiful spot."³ Nearly one year later, William Clark's expedition with the navigational assistance of Sacajawea, a Bannock/Shoshone Indian, ascended the Gallatin River and observed: "Several leading roads which appear to a gap in the mountains," which is now known as Flathead Pass.⁴ At the recommendation of his native guide, Clark traveled east through Bozeman Pass, eventually making his way to the Yellowstone River drainage and beyond.

Thanks in large measure to the lavish descriptions of the Lewis and Clark Expedition, other whites were soon attracted to southwestern Montana. Fur trappers harvested the region until the 1850s when local beaver populations had been substantially depleted. The first permanent white settlements in the vicinity, however, were established following the discovery of gold in Bannack, Virginia City, and Last Chance Gulch, between 1862 and 1865. John Bozeman and others guided immigrant trains along the infamous Bozeman Trail, which entered the Gallatin Valley via Bozeman Pass. Perceiving the economic potential of having a community at the mouth of this important gateway, Bozeman and two friends--Daniel Rouse and William Beall--planned a townsite directly west of the opening.

Possessing exceptionally fertile and well-watered soil, as well as geographic proximity to several nearby mining camps that provided a ready market for goods and services, Bozeman, Montana, became one of the earliest and most successful agricultural communities in the Rocky Mountain West.⁵ Early resident William Alderson described the community's surroundings as "one of the most beautiful and picturesque valleys the eye ever beheld, abounding in springs of clear water, flowers and grass in abundance."⁶ In sharp contrast to many other more arid regions of the West, this comparatively

²Merrill G. Burlingame, Gallatin County's Heritage: A Report of Progress, 1805-1976 (Bozeman, Montana: Gallatin County Bicentennial Publications, 1976), 2.

³Meriwether Lewis, quoted in (Burlingame 1976, 2)

⁴William Clark, quoted in (Burlingame 1976, 2)

⁵For an overview of agricultural development in the region see M.L. Willson, "The Evolution of Montana Agriculture in its Early Period," Proceedings of the Mississippi Valley Historical Association for 1915-1918 7 (1917-19): 431-434; Robert G. Dunbar, "The Economic Development of the Gallatin Valley," Pacific Northwest Quarterly 47 (October 1956): 117-123; and, Michael Meader, "Dependency and Disenfranchisement: The Frontier Thesis and Agricultural Development in the Gallatin Valley, Montana 1863-1893, 1993" [Photocopy] Used with permission of the author, Bozeman, Montana.

⁶(Burlingame 1976, 22)

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fruitful local environment served as a powerful magnet for settlement and economic development. As Alderson's diary noted, for example, farmers came to the Bozeman area "expecting to make money," and most were not disappointed.⁷

The draw of the Gallatin Valley was strong enough that by September of 1864, The Montana Post reported that the area was "being fast settled up with farmers, many of whom came to Montana as a better class of miners and after...quitting their original pursuits secured 160 acres of land on which they...go to work in true farmer fashion." Valley residents soon marketed potatoes, beets, carrots, rutabagas and parsnips in the mining camps they had formerly occupied. By 1867, however, focus expanded to include the cultivation of wheat, oats and barley, and the roots of an extension agricultural industry in the region were planted.⁸ Thanks to the safety guaranteed by the nearby establishment of Fort Ellis, the town of Bozeman grew quickly, becoming the county seat in that same year.⁹

The Economic Legacy of the Nelson Story Family

The life of Nelson Story Sr.(1838-1926), epitomizes the means and manner in which capitalism was introduced and eventually flourished in the American West during the late nineteenth and early twentieth centuries. Indeed, more than any other single individual, Story molded the community of Bozeman in its infancy, playing a prolonged and significant role in its transformation from a frontier town to a thriving center of commerce and cultural refinement. His influence, together with that of his decedents, dramatically shaped the architectural and historic character of the region, and particularly the Northern Pacific/Story Mill Historic District.

Born in Megis County, Ohio, in 1838, Story eventually traveled west and made a fortune gold mining in Virginia City, Montana in 1863. Determined to build an economic empire and always perceiving the opportunity to further this end, Story recognized the desperate need for beef in Montana's gold camps, purchased 600 longhorns in Texas and proceeded to drive the first substantial herd of cattle into Montana Territory in 1866. Successfully completing one of the longest cattle drives in American history and the first north of the Platte River, Story laid the foundation for the development of Montana's vast stock-raising industry.¹⁰ While the majority of his cattle grazed in the Yellowstone River Valley and on the Crow Reservation, Story located his ranch headquarters in Bozeman, in the northern portion of the Northern Pacific/Story Mill Historic District. Following Story's example, local ranchers soon developed large operations in the Gallatin Valley and surrounding ranges.¹¹

⁷William Alderson, "William Alderson Diary," Manuscript Collection #708, Burlingame Special Collections, Renne Library, Montana State University, Bozeman, Montana.

⁸(Willson 1917-19, 431-34)

⁹(Burlingame 1976, 5-6)

¹⁰See M.L. Leeson, History of Montana: 1739-1885 (Chicago: Warner, Beers and Company [1885]), 163-65 and "The Story of a Family" The Gallatin Tribune and Belgrade Journal, 26 February 1970, 15.

¹¹Malcolm Story, interview by author, 7 June 1993, Bozeman, Montana, tape recording in possession of the author, Bozeman, Montana.

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In the next three decades, "Montana's earliest cattle king" worked actively to advance Bozeman's economic growth and development.¹² A president of the Yellowstone Transportation Company, Story purchased a fleet of ten, 15-ton boats that were used for shipping commodities down river to area military installations and Indian reservations.¹³ With the sizable profits he obtained from providing this essential transportation and the lucrative contracts that it made possible, Story acquired great bodies of land in the region. As Bozeman's preeminent citizen, Story's investments rapidly expanded throughout the West and he enjoyed a statewide reputation as "one of the business princes of Montana."¹⁴

While economic and geographic obstacles postponed the coming of the iron horse until March of 1883, those possessing the financial means, particularly Nelson Story, busied themselves in preparation for its imminent arrival. In 1882, he became the principal owner and president of the Gallatin Valley National Bank--"the only bank in eastern Montana, previous to the entrance of the Northern Pacific into the Territory."¹⁵ Perceiving the material benefits of the forthcoming railroad, Story also initiated construction of a large flour milling complex near the mouth of Bridger Canyon, where Rocky Creek, Bozeman Creek and Bridger Creek merge to form the East Gallatin River. During the summer of 1882, he financed the excavation a two-mile canal system and eventually diverted water from all of these streams to power his mill. Using equipment from the Tomlinson Mill at Salesville, which Story had recently foreclosed upon, the original Valley Mills of Nelson Story and Company consisted of four interconnected frame buildings, including a mill, a flour warehouse, a grain warehouse and office space. The complex had an initial milling capacity of 100 bushels a day and was unique in that water power was used for milling purposes until 1956, when it finally became more costly to maintain the canals than to purchase electricity.¹⁶

The consummate capitalist, Story also made arrangements to sell a right-of-way across a large tract of his land to the Northern Pacific, for the construction of what remained the Valley's longest and most heavily used industrial spur--commonly referred to as the Story Mill Spur Line.¹⁷ When the Northern Pacific steamed into Bozeman the following year, the Story Mill became the first local business directly serviced by the railroad and no one more than Story profited from the business advantages it presented. By 1885, he was operating "the largest flour mill in Montana."¹⁸ Well into the twentieth century, Story's business employed approximately forty persons and was reputed to be the largest private employer in the region.¹⁹

¹²"Montana's Earliest Cattle King," Bozeman Courier 6 May 1938, 3.

¹³(Leeson 1885, 1163-69)

¹⁴Progressive Men of the State of Montana (Chicago: A.W. Bowen and Company, 1938): 256.

¹⁵(Progressive Men of Montana [1938], 620)

¹⁶(Burlingame 1976, 22 and 33)

¹⁷Warren McGee, interview by author, 15 June 1993, Bozeman, Montana, tape recording in possession of the author, Bozeman, Montana.

¹⁸"The Northwest on Wheels: Bozeman as a Summer Resort," The Northwest 3 (August 1885): 8.

¹⁹Orval Owen, interview by author, 13 September 1993, Three Forks, Montana, tape recording in possession of the author, Bozeman, Montana.

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Following the devastating winter of 1886-87, Story divested his interests in the stock-raising industry and sold approximately 13,000 head of cattle in what was then one of the largest livestock transactions in the history of northwest ranching.²⁰ With the capital gained from this transaction, he retired from the active details of his diverse enterprises and invested heavily in southern California real estate, building the Los Angeles Stock Exchange and spending his winters in warmer climates. The summers of "Montana's first millionaire" were spent in an opulent mansion at 558 West Main Street in Bozeman, which was, for a time, considered to be "the finest home west of St. Paul."²¹ This residence was unfortunately demolished in 1938, to make room for the Willson School--a WPA project.

More than playing a pivotal role in laying the foundation for the region's economic development, Nelson Story was instrumental in the 1893 establishment of Montana State College in Bozeman. Like the advent of the railroad, Montana's attainment of statehood in 1889 provided further impetus for development of every variety as Bozeman struggled to prove itself a worthy for the state capitol. While Helena was eventually chosen by Montana voters for this role, Bozeman was selected as the site for Montana State College. When fund-raising for the new land grant institution proved difficult, however, Nelson Story contributed most of the land and funding necessary to establish the campus of the college on grounds optimistically designated as Capitol Hill. Records show that he also made large contributions several times when the institution was in a crisis situation.²²

Of all of Nelson Story's legacies, perhaps the most significant has been his decedents who built upon his investments. Following his father's retirement, Thomas Byron Story managed the families local farmland and real estate, including the Story Mill which he took over in 1900, and eventually renamed the Bozeman Milling Company. Within a decade the younger Story had built a grand mansion at 811 South Willson Avenue. In time, T. Byron Story had broadened his interests to include sheep ranching and had created the Story-Work Sheep Company and profited handsomely during World War I, when governmental demands artificially inflated market prices. Story reputedly owned nearly 53,000 head of sheep at this time, producing 13,000 lambs and as much as 225,000 pounds of wool annually--approximately ten percent of Montana's total wool production during the era--for federal food and clothing contracts.²³

With the sudden arrival of Armistice Day in 1918, however, the sheep business suddenly collapsed--a development that rocked the Story empire. "My father had to sell a lot of good land to pay off this bank in Saint Paul," remembered T. Byron's Son, Malcolm, because the price of wool went from 75 cents to 15 cents a pound." Consequently, although the prosperous Bozeman family was "making it all the time," it was forced to sell the Bozeman Milling Company in 1919 to Montana Flour Mills Company--a conglomerate with flour mills in Great Falls, Harlowton and Lewiston, Montana--for \$350,000. The extravagant Story Mansion on South Willson was sold to the SAE fraternity shortly afterwards.²⁴

Despite these losses, the Story family continued to exert considerable economic influence in the Gallatin Valley and beyond. As late as 1938, they owned considerable portions of land and real estate throughout Bozeman, including the

²⁰(Progressive Men of Montana [1938], 1257)

²¹Robert G. Raymer, Montana: The Land and People (Chicago: The Lewis Publishing Company, 1930), 15-18.

²²(Burlingame 1976, 99)

²³T. Byron Story to D. W. Raymond, 1 August, 1918, Typed transcript, Manuscript file #669, Burlingame Special Collections, Renne Library, Montana State University, Bozeman, Montana.

²⁴(Story 1993)

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lands immediate west of the Story Mill, which Nelson Story's grandson, Malcolm, eventually developed into the Bozeman Livestock yards.

Railroads and the Historical Development of the Gallatin Valley

On July 2, 1864, President Abraham Lincoln signed legislation to establish the Northern Pacific Railroad Company and finance the construction of a railroad and telegraph line from Lake Superior to Puget Sound. Ultimately awarding approximately sixty million acres to facilitate the venture, the charter provided the largest land grant ever given to a railroad and made the Northern Pacific "the single greatest American corporate undertaking of the nineteenth century," according to historian Robin W. Weeks.²⁵ In time, the endeavor profoundly impacted the economic, demographic and geographic character of virtually every place it had contact with, including Montana's Gallatin Valley.

Following the prevailing economic stagnation of the 1870s, the Northern Pacific Railroad desperately sought local markets and natural resources to help offset the huge costs of its transcontinental expansion.²⁶ Eventually, the Gallatin Valley's established reputation as "the granary of Montana", together with its geographic proximity to Bozeman Pass and the coal reserves of the neighboring Trail Creek area, attracted the attention of the railroad.²⁷ On January 9, 1882, the Northern Pacific purchased a large tract of land located northeast of Bozeman from Perry and William McAdow and began construction of a six stall, masonry roundhouse to accommodate helper engines for pushing eastbound trains over Bozeman Pass--the highest point on the railroad. A small masonry oil house, light maintenance yard and modest frame freight and passenger depot were also erected.²⁸ In a matter of months, Bozeman became the oldest town on Montana's Northern Pacific line.²⁹

Although Bozeman was unusual in that it did not owe its life to the railroad, the Northern Pacific dramatically changed the Gallatin Valley, even prior to its arrival there. Until the coming of the railroad, the valley's commerce with the rest of the nation was possible only by freighter--south to Corinne, Utah, on the Union Pacific Railroad, or north to Fort Benton, Montana, on the Missouri River.³⁰ Thus, following confirmation that the railroad would traverse the valley on its trek to the West Coast, local anticipation reached a fevered pitch. Area farmers and ranchers, many of whom had become painfully aware of the economic disadvantages of their geographic isolation from eastern population centers, perceived the railroad as nothing less than the key to progress for the Bozeman area.³¹

²⁵Robin W. Weeks, Frederick Billings: A Life (New York: Oxford University Press, 1991), 187

²⁶(McGee 1993)

²⁷(Leeson 1885, 608)

²⁸Historical Research Associates, "Report of the Historical Findings, Northern Pacific Roundhouse Site, Bozeman, Montana" (Missoula, Montana: Historical Research Associates, 1988), 23.

²⁹Henry J. Winsler, The Great Northwest: A Guidebook and Itinerary for the Use of Tourists and Travelers over the Lines of the Northern Pacific Railroad (New York: G. P. Putnam and Sons, 1883), 181.

³⁰(Dunbar 1956, 118)

³¹(Meader 1993, 12)

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Almost immediately, local expectations were fulfilled as railroad optimism sparked a prolonged redefinition of the region's character, appearance and quality of life. Confident that the railroad's arrival would spark a major building and settlement boom in Bozeman, Story and local partners Walter Cooper and John Dickerson platted Park Addition, one of the largest subdivisions on Bozeman's affluent southern side. The East Side (later Hawthorne) School at 114 North Rouse, the Masonic Lodge at 137 East Main, the Lamme Building at 29 East Main, and the Spieth and Krug Brewery at 240-246 East Main were constructed in 1883.³² The City of Bozeman was incorporated later that same year in celebration of the fact that the region was no longer circumscribed by the limitations of geographic isolation. "We may now feel that we are part of the great world's business activities," proclaimed Judge H.N. Maguire and, indeed, to many local residents the possibilities seemed endless.³³

As is the case in other communities, the advent of the Northern Pacific marks a watershed in the developmental history of the Gallatin Valley. The arrival of the railroad brought the first efficient, all-weather transportation to southwestern Montana and tied it into the nation's industrial economy. Prior to when motorized vehicles and improved roads became common in the 1920s and 1930s, the Northern Pacific, and later the Milwaukee Road, were essential for passenger, mail express and freight transportation.³⁴

With the railroad's assistance, Bozeman rapidly moved toward economic and demographic stabilization. Local population levels increased dramatically from 867 in 1880 to approximately 3,000 in 1885.³⁵ Simultaneously, rail connections with markets in the thriving mining areas of Butte and Anaconda, Montana, as well as more distant markets, bolstered prosperity among local farmers, merchants and manufacturers. Closer to home, the railroad provided cheap and reliable transportation to the Valley's manufacturing centers. Thus, despite the hardships of a widespread economic depression that gripped the nation, the Valley's agricultural economy grew at a swift pace in the latter decades of the nineteenth century.

Efforts to promote settlement by advertising the region's economic potential were soon sponsored by the Northern Pacific, who desired to sell excess lands previously granted to them by the federal government. Seeking not only native born settlers but also foreign immigration, the railroad distributed over 600,000 pamphlets in English, Swedish, Dutch, Danish, and Norwegian in 1882 alone, which praised the fertility of places like the Gallatin Valley.³⁶ Eventually the railroad expanded their settlement campaign, running demonstration trains with farm products from the states it traversed and offering special one-way rates for homesteaders.³⁷

³²(McDonald, 1984, 121-26)

³³(McDonald 1984, 49)

³⁴Mark Hufstetler, Interview by author, 9 September 1994, Bozeman, Montana, tape recording in possession of the author, Bozeman, Montana.

³⁵(McDonald 1984, 122-23)

³⁶Richard White, "It's Your Misfortune and None of My Own": A New History of the American West (Norman, Oklahoma: University of Oklahoma Press, 1991), 196.

³⁷K. Ross Toole, Twentieth-Century Montana: A State of Extremes (Norman, Oklahoma: University of Oklahoma Press, 1972), 48.

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Because the railroad could cheaply deliver previously unavailable implements from eastern industrial centers, it also facilitated the gradual mechanization of local agriculture which, in turn, encouraged a fuller utilization of the land and corresponding increases in settlement. This, in turn, increased the importance of local mills as the purchasers of agricultural products.

Due largely to the interrelated influences of the railroad and the equally important growth of local markets like the Story Mill, Montana census reports document that the number of farms in Gallatin County expanded from 175 in 1880 to 950 in 1900.³⁸ As significantly, the average size of farms in the Valley increased from 305 acres to 380 acres in the same period.³⁹ Wheat rapidly assumed a position as the premiere cash crop in the Valley, and by 1900 the amount of wheat acreage had soared to 25,173 acres, as remote bench lands near the mountains were cultivated and made accessible by the railroad for the first time.⁴⁰

As the numbers and production levels of area growers increased, so did their dependence on the Northern Pacific to transport the fruits of their labors, and on local agribusinesses to purchase and process them. Similarly, local manufacturers began to rely heavily on the railroad to deliver grains, cereals, flour and cattle to many of the region's Indian Reservations and military installations, and continued to increase his fortune and influence thanks to steady supplies and regular demands of these reliable markets. Within a decade after its establishment in 1882, for example, the Story Mill had doubled its milling capacity and was proudly advertising "the most thoroughly equipped mill in Montana" to meet his suppliers needs. Manufacturing "Saskatchewan" and "Montana Belle" flour, the mill became the largest consistent payroll of any private enterprise in the Gallatin Valley and it remained so for several decades.⁴¹

Following the initial architectural transformation that took place in the Northern Pacific/Story Mill Historic District immediately prior to and after the arrival of the railroad in 1883, years passed before sparks from passing steam engines ignited separate fires that again redefined the architectural character of the district. The first fire damaged the original Northern Pacific passenger/ freight depot in 1891. While the original frame depot was still functional, increasing settlement and tourism in the Bozeman area, as well as a substantial escalation in the freight traffic to and from the Valley, justified the construction of a new, 30-x-92 foot brick passenger depot at 829 Front Street from standardized specifications supplied by the railroad.⁴² The repaired frame depot was utilized solely for freight services until 1909.

On August 27, 1901, a spark from another steam engine ignited a devastating fire which destroyed the original Story Mill Complex. After the fire, the Story's merged with E. B. Lamme's Bozeman Milling Company at 1227 North Rouse Avenue,

³⁸Compare Matt W. Alderson, Bozeman: A Guide to its Places of Recreation and a Synopsis of its Superior Natural Advantages, Industries and Opportunities (Bozeman, Montana: Privately Printed, 1882), 9 with William R. Merriam, Agriculture Parts I and II, Twelfth Census of the United States of America (Washington, D.C.: United States Census Office, 1902), 100-101.

³⁹Compare Francis A. Walker and Charles W. Seaton, Report on the Production of Agriculture as Returned to the Tenth Census, 1 June 1880 (Washington, D.C.: United States Census Office, 1883), 197 with William R. Merriam, Agriculture Part II: Crops and Irrigation, Twelfth Census, 1900 (Washington, D.C.: United States Census Office, 1902), 375.

⁴⁰(Meader 1993, 14)

⁴¹(Story 1993)

⁴²See R. H. Polk Bozeman [Montana] City Directory, Including Gallatin County (Butte, Montana: R.H. Polk and Company, 1892-93, 1901), n.p. and Sanborn Fire Insurance Maps. Bozeman, Montana. (New York: Sanborn Fire Insurance Company, 1892, 1904) n.p.

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and eventually bought out their chief competitor three years later. They then reconstructed their original business, "right on the foundation of the old burned mill, just taking the foundation down 2-3 ft. wherever it was necessary and building up new, according to T. Byron Story."⁴³ Two large brick warehouses, a brick boiler room, a 90,000 bushel grain elevator and a frame office building were incorporated into the complex. The Story's then removed the milling machinery from their recently purchased North Rouse mill and moved it to the new brick flour mill. Within a year they had converted what became known as the upper mill into a cereal mill, which manufactured rolled wheat and oats for breakfast cereal in packages and in bulk. When the new lower mill resumed flour production in 1904, it operated day and night with a milling capacity of 650 bushel barrels daily. Company President T. Byron Story renamed their entire operation the Bozeman Milling Company and possessed a virtual monopoly on milling in the Bozeman vicinity.⁴⁴

When the effects the depression of the late nineteenth century had subsided, Bozeman entered a period of renewed prosperity and local transformation. The advent of dry land farming techniques, coupled with an ongoing homestead boom, dramatically increased Bozeman's population from 3,450 in 1900 to 8,000 in 1910.⁴⁵ These demographic changes, in turn, reaffirmed Bozeman's advantageous position as a regional supply center, inspiring numerous changes in the architectural character of the Northern Pacific/Story Mill Historic District. Sanborn Fire Insurance maps document that several railroad-dependent businesses were attracted to the Northern Pacific Main Line as early as 1904. These included: the F. L. Benepe at 1010 North Wallace Avenue, and Farmer's Alliance grain elevators on Front Street, which were subsequently destroyed by fire sometime prior to 1927; the Lindsay Fruit and Vegetable Company at 720 Front Street, the John Mitchell General Warehouse at 706 Front Street, the Ellis Brandley and Company implement warehouse at 725 East Cottonwood Street and various other warehouse distributors. Together these Civic Phase businesses reinforced the linear appearance of the rail corridor and dramatically increased its importance as a locus of economic activity.⁴⁶

The constant transformation of railroad technology during Bozeman's Civic phase of development also inspired numerous changes in the architectural character of the Northern Pacific/Story Mill Historic District. By 1907, a brick extension to the Northern Pacific Roundhouse was constructed to accommodate larger helper engines. A 1909 fire destroyed the existing frame depot at 506 Front Street and freight services had increased enough to warrant the construction of a 40' x 300' brick freight depot replacement from the railroad's standardized plans.

The following year, the Chicago, Milwaukee and Saint Paul Railway "gained access to Bozeman by taking over and connecting up with the Gallatin Valley Electric Railroad," according to railroad expert Rufus Cone.⁴⁷ The Milwaukee based its operations on East Main Street and a smaller commercial center gradually developed there. To better compete with the Milwaukee, the Northern Pacific built yet another nearly identical 40' x 240' freight warehouse at 6 North Wallace

⁴³T. Byron Story to T. Byron Story Jr., 2 December 1944, Typed transcript, Manuscript File, Gallatin County Pioneer Museum, Bozeman, Montana.

⁴⁴(T. Byron Story 1944)

⁴⁵(McDonald 1984, 126-7)

⁴⁶R. H. Polk Bozeman [Montana] City Directory; Including Gallatin County (Butte, Montana: R.H. Polk and Company, 1902-09) and Sanborn Fire Insurance Maps. Bozeman, Montana. (New York: Sanborn Fire Insurance Company, 1892, 1904 and 1912)

⁴⁷Rufus Cone, interview by author, 29 June 1993, Bozeman, Montana, Tape recording in possession of the author, Bozeman, Montana.

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Avenue, which handled local and outgoing freight for the railroad after 1912.⁴⁸ The Northern Pacific also constructed a branch line to its East Main Warehouse, which served as a geographic linkage between the Main Line and the East Main District. In time, this rail corridor was utilized by both local railroads.

The volume of agricultural and railroad activity in the Valley continued to intensify during the 1913-1929 Progressive Era thanks in large measure to the growth of MSC's Agricultural Experiment Station--which encouraged dry land farming techniques and the application of "industrial principles to agricultural expansion."⁴⁹ As early as 1907, a surplus of hard milling wheat was, for the first time, available for shipments to markets outside of Montana and, in a mere thirteen years, grain storage capacity in the Bozeman area had increased by 1,400,000 bushels.⁵⁰ This rapid expansion in grain cultivation was, undoubtedly, was partially facilitated by the Northern Pacific Railroad, which sold 1,313,472 acres of Montana land in 1916 alone.⁵¹

In advocating the scientific management of farming, the Agriculture Experiment Station also promoted crop diversification and, following 1911 soil tests, 17,000 acres of peas were planted in the Valley. The obvious success of the experiment, coupled with the fact that legume cultivation was a natural soil enricher and pea vines could be used as animal fodder, influenced the development of four local seed pea companies. The incredible success of Bozeman's seed pea industry stimulated the incorporation of the Bozeman Canning Company on North Rouse Avenue. Soon the Gallatin Valley was producing seventy-five percent of the seed peas raised in the United States and Bozeman was referred to as the "Sweet Pea Capital of the Nation."⁵² The industry thrived in the Gallatin Valley until the mid-1950s, employing hundreds of local residents, particularly women.⁵³

The rail-dependent pea industry was well represented in the Northern Pacific/Story Mill Historic District. The Peninsular Seed Company occupied the abandoned Northern Pacific Freight Depot at 506 Front Street, sometime prior to 1916, after the railroad relocated its freight services to East Main Street.⁵⁴ This business was eventually taken over by the more successful Brotherton/Kirk Seed Company, which occupied at least a portion of the former Northern Pacific freight house until the 1950s. That portion of the warehouse not utilized by the Brotherton/Kirk Seed Company was utilized as a regional wool house during the early summer months and buyers from Boston frequently traveled to Bozeman to purchase

⁴⁸"Railroad Buildings," Bozeman Daily Chronicle, 26 December 1911, 3.

⁴⁹E.L. Courier, "Farm Management in the Gallatin Valley," Agriculture Experiment Bulletin 97 (Bozeman, Montana: Montana Agricultural Experiment Station, 1914), 119.

⁵⁰Francis Yager, "Cooperative County Elevators in Montana," United States Department of Agriculture Report #64 (Washington, D.C.: Government Printing Office, 1959), 1-21.

⁵¹(Toole 1972, 60)

⁵²"Gallatin County is the Center," Bozeman Daily Chronicle, 27 June 1912, 7.

⁵³Anthony Gafke and Lewis Uhlrich, Interview by author, 7 July 1993, Bozeman, Montana, Tape recording in possession of the author, Bozeman, Montana.

⁵⁴R. H. Polk, Bozeman [Montana] City Directory; Including Gallatin County (Butte, Montana: R.H. Polk and Company, 1916-17), 370

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the local commodity for several decades.⁵⁵ Prior to 1927, the Benepe warehouse on the corner of Front and Tamarack Streets was also used as a seed house, as was the warehouse at 704 Front Street.

Increasing demand for local rail services, led to the proliferation of functionally specific support structures in the Bozeman locomotive terminal. In 1917 a bucket hoist, water tank, stand pipe and cinder pit were constructed in order to expand the Bozeman yard's usefulness for steam powered engines.⁵⁶ These features were based on standardized designs provided by the Northern Pacific and symbolized the railroad's attainment of a dominant and financially secure position in the transportation industry during the heyday years of the early twentieth century.⁵⁷ By 1924, increasing passenger service at the Bozeman station due in part to the growth of Montana State College and the local tourism industry, also justified the remodeling and enlargement of Northern Pacific Passenger Station at 826 Front Street. In an effort to project an image of prosperity and stability, the railroad hired local architect Fred Willson to redesign the entire facility, rather than relying on stock plans to accomplish their goals. Willson designed a large rectangular addition and incorporated design elements of the Craftsman and Prairie School styles. The entire facility was then covered in brown, combed wire-struck brick.⁵⁸ The following year a turning wye was added, when the larger Z-4 and Z-5 engines were introduced because the local turntable was too short to handle them without being hazardous.⁵⁹

Competition between the Northern Pacific and Milwaukee Road during the early decades of the twentieth century also fostered the continued modification of the district's architectural character. Recognizing the increasing transportation demands of the Story Mill, which despite the fire of 1901, had expanded to the point where its growing markets could not be supplied with Gallatin Valley grain alone, the Milwaukee Road announced plans to build a second spur line to the mill.

Realizing that this development would connect the mill with the abundant grain-producing region's along the Milwaukee's central Montana Main Line, T. Byron Story initiated yet another series of expansions at the mill complex. Elevator capacity was expanded to 500,000 bushels and popular local architect Fred Willson was commissioned to design a large flour warehouse, which was capable of simultaneously servicing the Northern Pacific and the Milwaukee Road, which reached the mill in 1914. Less than a year after these significant developments, the productive capacity had increased to 1000 bushel barrels daily. One of the largest and most successful business in Montana, the Company regularly shipped flour and cereals throughout the Northwest and occasionally sent products as far as Boston, New York, Philadelphia, and Japan.⁶⁰ By 1918,

⁵⁵(Gafke and Uhlrich 1993)

⁵⁶GCM Services, Final Cultural Resource Inventory of the Idaho Pole Site, Bozeman, Montana, 59715 (Butte, Montana: GCM Services, Inc., 1990), 5-6.

⁵⁷See Rebecca Conard, "Once I Built A Railroad: Viewing History from the Platform," Public Historian 14 (Spring 1992): 39-41.

⁵⁸Fred F. Willson, "Architectural Drawing 1130 #30," Burlingame Special Collections, Renne Library, Montana State University, Bozeman, Montana.

⁵⁹(Historical Research Associates 1988, 23)

⁶⁰(Story 1993)

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the Company also possessed elevators in Menard and Belgrade.⁶¹ The following year, it was sold to the Montana Flour Mills Company for \$350,000.

Drought conditions prevailed throughout the 1920s, but Gallatin County fared relatively well in comparison to other counties in eastern Montana. Manufacturing "It's the Wheat" Flour and "Ceretana" Cereals, Montana Flour Mills was generally considered to be a good company to work for because, as Joseph Schwab remembered, "they had steady, year round work, they paid well...and they were dependable."⁶² Although little construction took place in the Story Mill Historic District during the 1920s, Montana Flour Mills followed the expansion precedent established by the Storys and erected six attached eight-story concrete grain storage units at the mill complex. This expansion enabled the Company to better handle its increased volume of grain traffic due to the presence of a second transcontinental railroad in Bozeman. The community also reaped the rewards of an active tourist economy during the 1920s as thousands of pleasure seekers flooded through area train stations, further helping to ease the economic tensions caused by agricultural depression in the 1920s.

Due largely to the established relationship between agricultural pursuits and the Valley's two transcontinental railroads, the Bozeman area survived the Great Depression better than most, and continued its historic precedent of economic expansion throughout its 1930-1950 Nationalization Phase of Development. On New Year's Day in 1930, the Chronicle headlines proclaimed: "All signs point toward continuance of prosperity...Nothing in the present situation that is menacing or pessimistic...Agriculture is in better condition than ever."⁶³

When Montana's economy was at its lowest point, Bozeman witnessed a new relationship with the Federal government which again transformed the architectural character of the Northern Pacific/Story Mill Historic District. While drought conditions continued to hinder agricultural pursuits and forced many Montana counties to seek federal assistance during the Depression years, many area farmers and related businesses, such as the Montana Flour Mills Company, profited by providing flour and cereal products for Roosevelt's New Deal assistance programs. Toward the end of the Depression era, Bozeman's economy was quite healthy relative to other areas in Montana. This fact is illustrated by the sizable developments in the district at this time.

Following a land purchase from T. Byron Story, the Vollmer and Sons masonry slaughter house was constructed during the summer of 1938 for a cost of \$6,500. Operation began the following fall. Joseph Vollmer Sr. selected the site because it was on the well-traveled Bridger Canyon Road. "It had two railroad tracks (the Northern Pacific and the Milwaukee) coming in, one on each side of us; and we thought that triangle was probably an opportune piece at that time," remembers Joseph Vollmer, Jr. Moreover, the slaughterhouse was located near Rocky Creek, which provided ready disposal for the operation's blood. By 1949 a pumice block addition to the slaughterhouse was constructed to make a change room, storage area and boiler room, and that same year a two-story masonry rendering plant was constructed on the site, to dispose of

⁶¹R.H. Polk, Bozeman [Montana] City Directory; Including Gallatin County (Butte, Montana: R.H. Polk and Company, 1918-19), 288.

⁶²Joe McCay and Joseph Schwab, Interview by author, 2 August 1993, Bozeman, Montana, Tape recording in possession of author, Bozeman, Montana.

⁶³John Mengel, "Locals Survived Depression Better Than Most," Bozeman Daily Chronicle, 29 March 1983, 16.

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the operation's offal. The following year, the Vollmers built a short rail spur off the Story Mill spur, so that their growing enterprise could be easily serviced by the railroad.⁶⁴

Supplied largely by the neighboring Gallatin Valley Auction Yards, which were developed the following year, the Vollmer slaughterhouse complex processed a monthly average of 200 head of beef, 400-500 hogs and a few sheep for local distribution. Essentially two operations in one, the plant typically employed eight people and was designed to utilize all parts of the animal. The tallow was shipped in tank car lots, meat meal was used by local mills for preparation of livestock feeds and the hides were shipped in bulk to tanneries.⁶⁵

The Gallatin Valley Auction yard was developed on Story land directly across from the Story Mill complex by Nelson Story's grandson, Malcolm. The yards were originally the locus of Story's livestock operation in the region. "Our ranch headquarters was right where the auction yard is," remembered Malcolm Story. "We took the chaff and the residue from the flouring and brought it over and put it in the dust houses and fattened the cattle on it. Hell, grandfather was hitting it from all sides," he declared. The area contained a variety of corrals and barns that had been utilized by the family following the construction of the mill and, like the Vollmer slaughter house, possessed access to both the Story Mill Spur and Rocky Creek. "Those barns were there at the same time the mill was built in the eighties," Story continued. Although Story incorporated many of these original structures into his 1939 stockyard operation, a 1951 fire consumed some of these original structures. Nonetheless, Malcolm Story rebuilt the yards the same year, following the original design closely and utilizing recycled materials whenever possible.⁶⁶ The evidence of fire is present on the majority of wood structures on the site.

Initially managed by Howard Raser "a dean of auctioneers in fourteen states," the Gallatin Valley Auction yards were historically significant because, prior to their establishment in 1939, there were no stockyards in southwestern Montana. "All of the cattle from the Gallatin Valley went to Chicago," remembered area rancher Anthony Gafke. "After the thirties come, they got yards out in the country...and that stopped the shipping to Chicago," forcing the buyers to travel to their suppliers. "It was a great thing for the farmers when these little stockyards came in," Gafke concluded.⁶⁷ Trains on the Story Mill Spur shipped livestock to the Midwest, and Joseph Vollmer recalled that as many as fifty rail carloads of animals were shipped on a single sale day during the heyday of the yards. "The train was running clear back up toward town," he remembered.⁶⁸

The presence of the Montana Flour Mills Company and the Gallatin Valley Auction yards, coupled with MSC's Agricultural Extension Service, made Bozeman the principle actor in Montana's New Deal farm policy activity. The capability of the College to offer technical solutions to problems facing Montanans, together with Bozeman's already

⁶⁴Joseph H. Vollmer, Interview by author, 29 June 1993, Bozeman, Montana, Tape recording in possession of author, Bozeman, Montana.

⁶⁵"Vollmer Slaughter House Necessity in Everyday Living," Bozeman Daily Chronicle 26 March 1956, 8.

⁶⁶(Story 1993)

⁶⁷(Gafke and Uhlrich, 1993)

⁶⁸(Vollmer 1993)

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established significance as an agricultural marketplace, underscored Bozeman's role as the "de facto capitol of rural Montana."⁶⁹

With the bombing of Pearl Harbor in December of 1941, Bozeman's economy again benefited from Federal demands. Mechanisms were already in place to provide the nation's armed forces with locally produced agricultural commodities, such as flour, wool and meat. Mill Superintendent Orval Owen, for example, maintained that "during the War the mill ran seven days a week, twenty-four hours a day" and remembered that "there were days and days of nothing but governmental flour going out." Montana Flour Mills Company records during the Second World War confirm Owen's recollections, showing an "abnormally large volume of business," which averaged over \$2,000,000 a month.⁷⁰

Although it was not the largest mill owned by Montana Flour Mills, the Bozeman operation also made flour for some of the nation's largest distributors, including: Pillsbury, Safeway Stores, Roman Meal and Wonder Bread. "They seemed to like our flour from the Bozeman Mill better than some of the other Montana Flour Mills," continued Owen. "It just seemed to bake better when it was milled in this Valley." Due to the popularity of Montana's hard red, high gluten content wheat, the Bozeman Mill eventually shipped flour to nearly every state in the union, including Alaska, where Gallatin Valley Flour was frequently delivered by dog sled. "We had to have the railroads," Owen continued, because the grain "was all brought in by rail and all the flour went out by rail. So, we were dependent upon the railroads."⁷¹

The mill's storage capacity was again dramatically increased in 1950 to the present phase of Bozeman's development, when a large metal-sheathed grain warehouse was erected by Montana Flour Mills Company in the mid-1950s. A small metal penthouse was added to the mill's two-story flour boiler room for unknown reasons. Neither of these elements can be considered as contributing elements in the district because of their age.

Following the Second World War, technological changes and diminishing railroad business led to the abandonment and demolition of many railroad resources in the Bozeman area. The advent of diesel-electric motor power replaced steam locomotives during the 1950s, eliminating the need for water tanks and coaling towers spaced at regular intervals as well as further reducing the number of engine servicing and repair points. Bozeman eventually lost its status as a helper base for the Northern Pacific and several historic functions of the rail yard were rendered obsolete and discontinued or transferred to Livingston, Montana, some twenty-five miles to the east.

The physical expression of this development was the demolition of a variety of functionally specific structures in the Bozeman locomotive terminal and rail yard, which the Northern Pacific removed in an effort to reduce maintenance costs and tax bills. These include: the Northern Pacific's roundhouse and turntable, coaling dock, water tower, section house and track scale. A tangible manifestation of this era of changing railroad technology can still be found in the Northern Pacific wye structure, which was laid following the removal of the turntable as a means of turning the larger steam engines. Aside from these architectural modifications, decreasing passenger and freight traffic to motor vehicles as well as an

⁶⁹(McDonald 1984, 112)

⁷⁰C.R. McClave to N. B. Holter, 21 December 1943, A.M. Holter Papers, Manuscript Collect 80, Montana Historical Society, Helena, Montana.

⁷¹(Owen 1993)

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emphasis on bulk and containerized cargo also negatively impacted the extent to which railroads were utilized in the post-war era.⁷²

Not surprisingly, these dramatic transformations in the nature of local railroading eventually had a corresponding influence upon several rail-dependent enterprises. "Business here in Bozeman had depreciated considerably," remembered Harry Wolfe, who worked for the Northern Pacific during the period. "The Milwaukee was... starting to close out. The flour mill was in the process of getting ready to close out. The feed plant had slowed down...About the only thing that was going fairly strong was the stockyard in the fall."⁷³ The simultaneous decline of local railroads and their major business confirms their codependent relationship and mutual significance for Bozeman, especially in the 1882-1945 period.

Conclusion

The ongoing construction of the Northern Pacific and the Milwaukee Road were, in all likelihood, the largest construction projects undertaken in the Gallatin County during its historic period. Consequently the construction of either is, in itself, an act of sufficient magnitude to give the Northern Pacific/Story Mill Historic District significance.

Railroading in Gallatin County has produced far more dramatic historic impacts, however. As a direct consequence of the construction of the Northern Pacific and, later, the Chicago, Milwaukee and Saint Paul railroads, agricultural settlement and production in the Valley dramatically increased, most of the county's townsites were platted, and the level of business activity rose substantially. In addition, the geographical pattern and architectural character of this new settlement and activity was directly and consciously guided by these transcontinental railroads, through their choice of routes and townsite locations. Ultimately, the Valley's diverse agricultural economy remained almost completely dependent upon railroads to carry its products to local, regional and national markets, throughout the 1882-1945 period.

Thus, despite post-war modifications to the Northern Pacific rail yard which, according to railroad historian Dale Martin, have "severed the historic, functional connections of railroading between the ruins of the engine servicing area and the Main Line corridor," the Northern Pacific/Story Mill Historic District is comprised of a historically and architecturally significant concentration of resources that retain a high degree of integrity overall.⁷⁴ The remaining architecture and physical configuration of the district visually conveys several broad patterns of development that played a central role, not only in Bozeman's history, but in that of the American West in general. The district's features also visually convey the historical significance of Nelson Story and his descendants in the economic development of the region as well as the architectural significance of the district.

Indeed, the vast majority of the district's resources contribute to its overall character, and some of its noncontributing elements can be enhanced or will eventually become of qualifying age. The recent purchase of the long-abandoned mill complex and the continued use of the Main Line by Montana Rail Link and Burlington Northern indicate that the district will remain a potent reminder of the region's economic development between 1882 and 1945. This fact does not belie the

⁷²Dale Martin and Joan Brownell, The Milwaukee Road: Judith Gap Glengarry, A Determination of Eligibility for the National Register of Historic Places (Butte, Montana: Renewable Technologies, Inc., 1989), 6-7.

⁷³Harry Wolfe, Interview by author, 30 June 1993, Bozeman, Montana, Tape recording in possession of the author, Bozeman, Montana.

⁷⁴Dale Martin, quoted in GCM Services, Final Cultural Resource Inventory of the Idaho Pole Site, Bozeman, Montana, 59715 (Butte, Montana: GCM Services, Inc., 1990), 6-7.

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historic significance of district as a whole, nor the substantial degree of architectural integrity remaining directly south of the Main Line and all along the Story Mill Spur.

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BUILDING LIST

<u>#</u>	<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Style</u>	<u>Status</u>
1.	1883 rebuilt c. 1919	Northern Pacific Main Line Passing Siding and Switchyard (structure)	Northern Pacific R/W	NA	P
a.	ca.1883 rebuilt c. 1926	Mill Creek Bridge (structure)		NA	C
b.	ca.1919 rebuilt c. 1950	Low Line Bozeman Creek Bridge (structure)		NA	C
c.	post 1945	Main Line Bozeman Creek Bridge (structure)		NA	NC
2.	ca.1914	Milwaukee Dry Creek Branch Line Grade (structure)	Milwaukee R/W		C
3.	1909	Northern Pacific Freight House (building)	506-526 Front St.	Standardized	P
4.	pre-1904	Ellis Brandley & Company Warehouse (building)	725 E. Cottonwood	Vernacular	C
5.	pre-1908	General Warehouse (building)	704 Front Street	Vernacular	C
6.	pre-1908	John Mitchell Warehouse (building)	706 Front Street	Vernacular	C
7.	pre-1904	Lindsay Fruit Company Warehouse (building)	720 Front Street	Vernacular	C
8.	1892,1924	Northern Pacific Passenger Depot (building)	820 Front Street	Prairie/Craftsman	P
9.	pre-1904	Benepe Elevator Warehouse (building)	East Tamarack/Front	Vernacular	C
10.	1883-1989	Northern Pacific Rail Yard	Northern Pacific R/W		
a.	pre-1926	Scale House/Track Scale Remains (site)	" "	Standardized	NC
b.	pre-1926	Domestic Trash Dump (site)	" "	NA	C
c.	ca.1910	N.P. Branch Line to East Main Warehouse (building)	" "	Standardized	C
d.	ca.1945	Northern Pacific Wye (structure)	" "	Standardized	C
e.	ca.1883	Water Tower Remains (site)	" "	Standardized	NC
f.	ca.1917	Coaling Dock Remains (site)	" "	Standardized	NC
g.	ca.1883, 1926	Roundhouse Remains (site)	" "	Standardized	NC
h.	ca.1883	Oil Lube Shed (building)	" "	Standardized	C
i.	pre-1945	Train Order Stand (structure)	" "	Standardized	C
j.	post-1945	Section Supply Yard (building)	" "	Standardized	NC
k.	1919	N.P. Low Line (structure)	" "	Standardized	C
l.	ca.1883-1945	N.P. Pole Line (structure)	" "	Standardized	C
11.	1883-1926	Northern Pacific Story Mill Spur Line (structure)	Story Mill Spur R/W	Standardized	P
a.	ca.1883	Rocky Creek Bridge (structure)		NA	C
b.	ca.1883	Canal Spillway Ditch Bridge (structure)		NA	C
12.	1938-50	Vollmer & Sons Slaughterhouse Complex:	Mill Spur/Rocky Creek		
a.	1938	Vollmer & Sons Slaughterhouse (building)		Vernacular	C
b.	1949	Vollmer & Sons Rendering Plant (building)		Vernacular	NC
c.	1938	Vollmer Livestock Yard (site)		Vernacular	C
d.	1950	Slaughterhouse Spur Line (structure)		Standardized	NC
13.	ca.1882, 1939-1952	Gallatin Valley Auction Yards Complex:	1018 E. Griffin Drive		
a.	1882-1939	Gallatin Valley Auction Yards (structure)		Vernacular	C
b.	pre-1940	Stockyard Barn (structure)		Vernacular	C
c.	ca.1939	NP Railroad Loading Gates (structure)		Vernacular	C
d.	ca.1939	Stockyard Cafe (building)		Vernacular	C
e.	ca.1950-52	Stockyard Headquarters (building)		Vernacular	NC

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BUILDING LIST

<u>#</u>	<u>Date</u>	<u>Name</u>	<u>Address</u>	<u>Style</u>	<u>Status</u>
14.	1882-1950	Story Mill Complex:	2150 South Story Mill Rd.		
a.	1882-1892	Story Canal/Power Ditch & Water Line (structure)		Vernacular	P
b.	ca.1882	Story Canal Spillway (structure)		Vernacular	C
c.	ca.1882	Story Canal Headgate (structure)		Vernacular	C
d.	ca.1883-68	NP/Milwaukee Mill Rail Yard (structure)		Standardized	C
e.	ca.1883	East Warehouse (building)		Western-Commercial	C
f.	1883,pre-1904	Mill Building (building)		Western-Commercial	C
g.	pre-1904	Boiler Room/Administration/Labratory (building)		Western-Commercial	C
h.	1912	Flour Warehouse (building)		Western-Commercial	C
i.	ca.1902	Grain Scales (building)		Vernacular	C
j.	ca.1903	Grain elevator (structure)		Vernacular	C
k.1)	pre-1927	Concrete Grain Silo (structure)		Vernacular	C
2)	pre-1927	Concrete Grain Silo (structure)		Vernacular	C
3)	pre-1927	Concrete Grain Silo (structure)		Vernacular	C
4)	pre-1927	Concrete Grain Silo (structure)		Vernacular	C
5)	pre-1927	Concrete Grain Silo (structure)		Vernacular	C
6)	pre-1927	Concrete Grain Silo (structure)		Vernacular	C
l.1)	ca.1943	Steel Grain Bin (structure)		Vernacular	C
2)	ca.1943	Steel Grain Bin (structure)		Vernacular	C
3)	ca.1943	Steel Grain Bin (structure)		Vernacular	C
4)	ca.1943	Steel Grain Bin (structure)		Vernacular	C
m.	1892	Head Miller's Residence (building)		Queen Anne	P
n.	1892	Story Mill Carriage House (building)		Vernacular	C
o.	pre-1927	Pump House (building)		Vernacular	C
p.	ca.1950	Flat Storage Warehouse (structure)		Vernacular	NC

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

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

10. Geographical Data

Acreeage of Property:

UTM References:	Zone	Easting	Northing
A	12	498820	5058600
B	12	498720	5058480
C	12	497720	5059550
D	12	498180	5060460
E	12	498600	5060540

Legal Location (Township, Range & Section(s)): T2S, R6E, NW¼ NW¼ NW¼ of Section 5, E½ of Section 6, NW¼ NW¼ NW¼ of Section 8, T1S, R6E, SW¼ SW¼ SW¼ of Section 32

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title: Derek Strahn
organization: Bozeman-City County Planning Office
street & number: PO Box 640
city or town: Bozeman state: MT
date: October 1994
telephone: (406)586-3321
zip code: 59715

Property Owner

name/title: Multiple
street & number:
city or town: state: MT telephone:
zip code:

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Vertical Files

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City/County Building/Engineering Department
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Northern Pacific Addition, Bozeman, Montana, 1883.

Northern Pacific Right-of-Way Map, 1926.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10

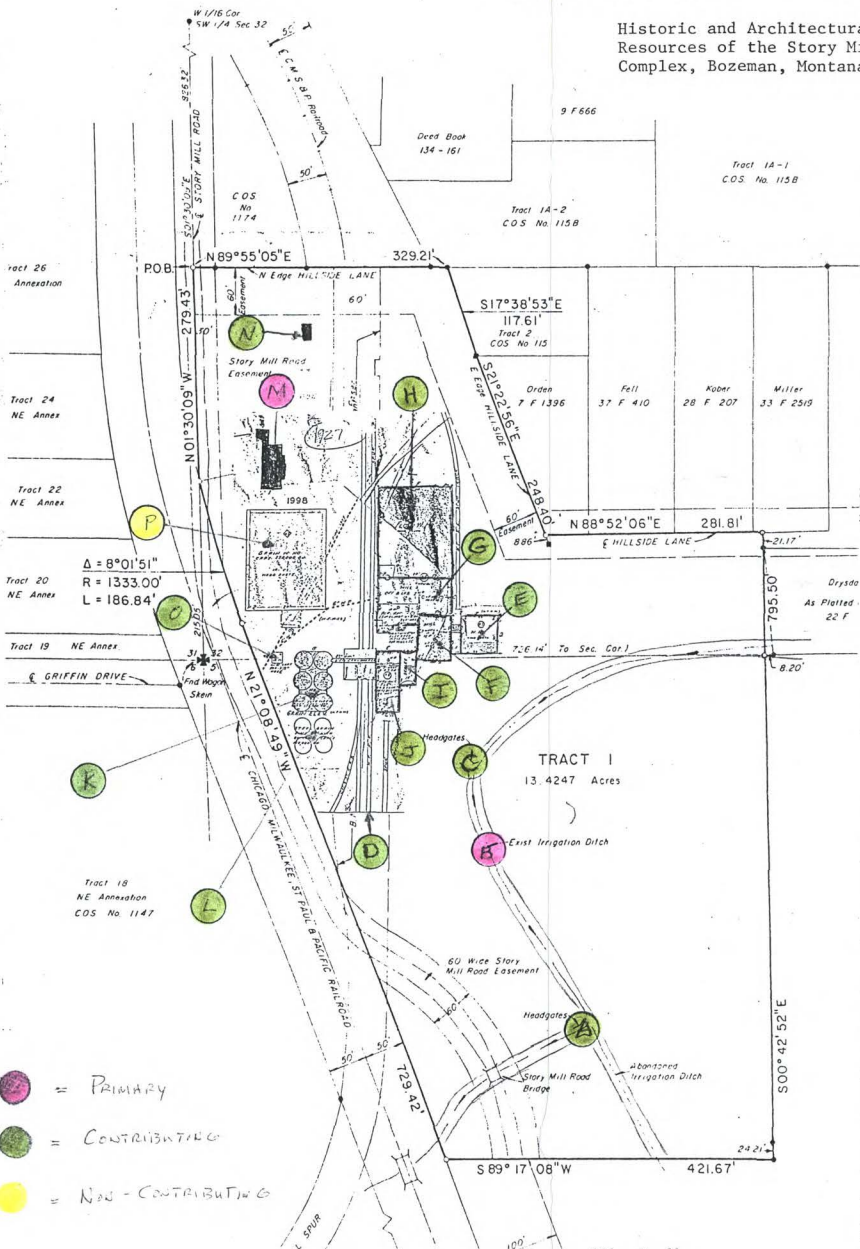
Northern Pacific/Story Mill Historic District
Gallatin County, MT

Page 1

The southern arm of the district extends along a portion of the Northern Pacific Main Line. It includes the boundaries of the original 400' Northern Pacific right-of-way in Bozeman and generally follows the alignments of Pear and Front Streets of the Northern Pacific Addition, as platted in 1883. The eastern border of the district's southern arm is the Milwaukee Road's Dry Creek Branch Line grade--a distinct geographic feature that runs perpendicular to the Northern Pacific Main Line and once crossed the tracks on a girder bridge that was removed by Montana Rail Link in 1990. The western boundary of this arm is that spot where the Main Line crosses Bozeman Creek. Added to these parameters are lots 5, 6, 7, and 8 in block 103 of the Northern Pacific Addition.

Once leaving the Main Line, the boundaries of the district's northern arm conform to that of the 100' Story Mill Spur right-of-way. Approximately 2800 feet north of the Main Line, the District boundaries expand to include an irregular parcel of land in the NW¼ NE¼ of Section 5, Township 2 South, Range 6 East MPM, as described in deed book 105 page 560 in the Gallatin County Courthouse, as well as Certificate of Surveys 1147 and 1224, upon which the Vollmer Slaughterhouse, Gallatin Valley Auction Yards and the Story Mill complexes are located.

Historic and Architectural Resources of the Story Mill Complex, Bozeman, Montana



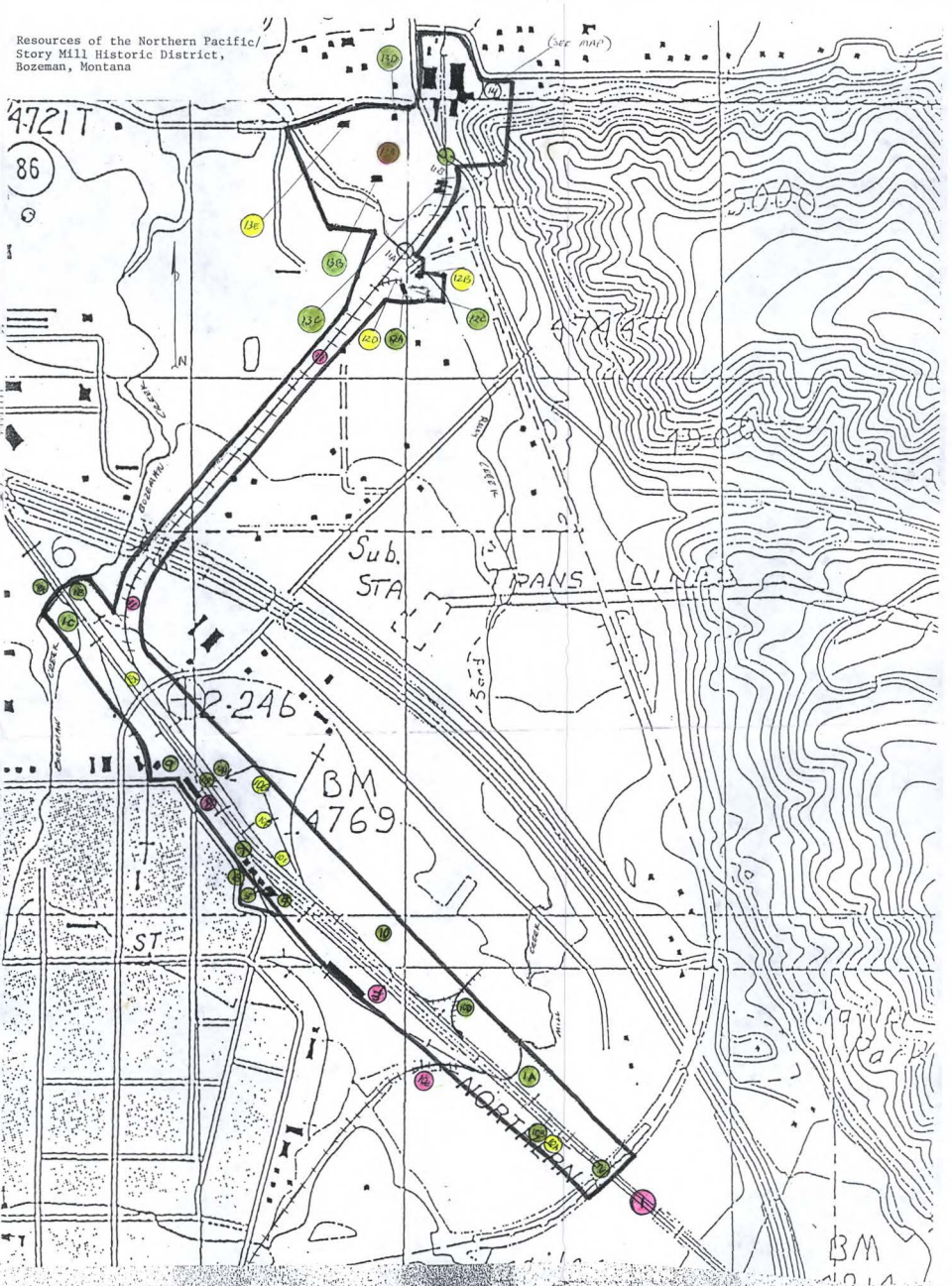
$\Delta = 8^{\circ}01'51''$
 $R = 1333.00'$
 $L = 186.84'$

Tract 18
 NE Annexion
 COS No 1147

TRACT I
 13.4247 Acres

- = PRIMARY
- = CONTRIBUTING
- = NON-CONTRIBUTING

4721T
86



BM
4769