

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Monarch Depot Historic District

Other names/site number: Montana Central Railway Depot at Monarch; Great Northern Railway Depot at Monarch; 24CA0653

Name of related multiple property listing: N/A

2. Location

Street & number: 10 Montana Avenue

City or town: Monarch State: Montana County: Cascade

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

X A B X C D

Signature of certifying official/Title:	Date
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>2</u>	<u>0</u>	structures
<u> </u>	<u>0</u>	objects
<u>4</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE: museum, visitor center

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS:

Bungalow/Craftsman

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _____

Foundation: Concrete

Roof: Asphalt shingles

Walls: Wood (weatherboard)

Other: Brick (chimney)

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Belt Creek rises in central Montana's Little Belt Mountains near King's Hill and flows northwesterly through a narrow valley past the historic mining towns of Neihart, Monarch, Armitage, and Belt before its confluence with the Missouri River about fifteen miles north of Great Falls. Between 1891 and 1945, a branch line of the Central Montana Railroad roughly paralleled the creek between Neihart and Armitage, and through the town of Monarch. The Monarch Depot Historic District parallels Cascade Avenue near the intersection of Cascade and Montana avenues. Constructed in 1901, the Craftsman-style building is the second depot built on the property. Fire engulfed the original 1891 depot on September 29, 1900, and the railroad company completed the current depot, nominated here, on February 11, 1901. The depot was built using the same plans as the original depot and rests just east of the previous building. The depot's identical footprint and design as the original caused confusion in earlier historical documentation; up until this document, previous reports considered the Monarch Depot to be the 1891 building. The current building sits in a slightly northwest-southeast orientation, following both the streetscape of Cascade Avenue and the (now removed) train tracks. Vegetation grows

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only on the south side, between the depot and outhouse. East of the property, a fence screens several modern Montana Department of Transportation storage buildings from view. Montana Avenue bounds the property to the north, and to the west is a restored 1902 Northern Pacific Railway Drover Car Caboose sitting on a reintroduced bed and section of track placed on the original grade.

Narrative Description

The historic mining town of Monarch, Montana lies in the north central part of the state, nestled at the north end of Belt Creek Canyon in the Little Belt Mountains. The town sits immediately west of U.S. Highway 89, often called the “Park to Park Highway,” which winds its way north-south through the canyon, roughly following the narrow corridor forged by Belt Creek, and paralleling the historic railroad grade. Settlers established Monarch on the creek’s east bank, beside a towering cliff of Mississippian Madison limestone to the north, and steep mountainsides covered in coniferous trees to the south, east, and west.

The Central Montana Railroad Depot at the Monarch property contains a stripped Craftsman-style railroad depot, duplex-style privy, a reintroduced section of track and bed, and a bay window caboose. Within the property, each resource’s orientation runs slightly northwest to southeast, and this nomination describes the northwest elevations as north, the northeast as east, the southeast as south, and the southwest as west.

Description of Resources:

The Monarch Depot (1901, one contributing building)

The depot building’s predominantly rectangular plan measures 24 feet wide by 48 feet long, and rests on a concrete wall foundation. The west elevation, considered the façade, has a centered half-hexagonal bay that extends from the otherwise flush exterior wall. A brick chimney pierces the side-gable roof off-center to the south at the west slope’s ridgeline. The eaves extend approximately three feet beyond the walls, supported by wood knee brackets. The roof also extends over the bay, giving slight irregularity to the otherwise rectangular building shape. Recently replaced asphalt shingles top the roof. The walls are covered in simple overlapping drop boards with larger baseboard around the entire base and all corners covered in trim. The walls, fascia and doors are painted a wine red. All door and window trim is painted black. Modern wood-frame replacement windows that match the original design appear throughout the building.¹ A formed concrete foundation supports the depot.

West Elevation

The western elevation faces Cascade Avenue and the track once ran directly past the front façade, between the road and the building. The west elevation retains its original fenestration pattern, with a projecting central bay, slightly south of center, used as a ticket window when the depot operated in its original capacity. The side-gabled roof is covered with modern bitumen shingles, replacing the original wood shingles. A brick chimney pierces the southern half of the

¹ All windows described in Section 7 are referred to by the number of lights they present; however, all the windows are modern wood frame replacement units with interior applied muntins that provide the appearance of historically accurate six-over-six lights.

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roof. Eaves extend approximately three feet beyond the façade, extending slightly further over the bay portion. A freight door exists towards the northernmost point of the west elevation. The door, rebuilt based on images of the original, is made from simple overlapping drop boards laid vertically backed with plywood and lumber framing. Above the freight door, the restored original seven-light transom provides light into the interior. The central bay projects approximately three feet from the façade and holds paired four-over-four double-hung windows in keeping with the originals; the north and south walls of the bay hold a single narrow two-over-two double-hung window. Directly south of the protruding bay is a single, slightly recessed, five-panel wood pedestrian door with the restored three-light transom above. A six-over-six double-hung window immediately south of the door allows light into this section of the depot. Black door and window trim offer contrast to the otherwise red depot. A rebuilt platform conforming to the original fronts the building, extending twelve feet out from the north, west, and south elevations.

South Elevation

The gabled south elevation of the Monarch Depot holds two centered six-over-six double-hung windows. The gable eave features six timber elbow brackets, below which and centered under the gable ridge, hangs a rectangular reproduction depot sign, white with black capitalized lettering that reads “MONARCH”. A small louvered gable vent allows ventilation. Preserved on the far west edge of the elevation is the etched cursive signature of “Harold Dibbs 1908.” A few other initials also adorn this area. This inscription, once viewed as vandalism, is now protected with wood-framed Plexiglas.

East Elevation

The east elevation of the Monarch Depot features three evenly spaced six-over-six wood-frame, double-hung replacement windows. A freight door immediately north of the windows mimics that of the same style door on the west elevation in placement, design, and appearance. Future plans include restoration of the original seven-light transom above the door, currently covered with plywood. A modern utility box with power meter attaches to the elevation between two of the windows, and modern flood lights attach at the upper corners of the eaves.

North Elevation:

The north elevation required a partial reconstruction to return it to its original appearance. After the Montana Department of Transportation purchased the building from the Great Northern Railway in 1947, they cut twin bay entries in the elevation. During the restoration, the two wood-paneled roll-up garage-type doors were removed and replaced with in-kind drop siding that matches the original historic cladding. While in-kind materials were used, the restored section is differentiable due to the texture of the wood. Echoing the south elevation, six elbow brackets connect the fascia diagonally to the building and a rectangular “MONARCH” sign, black lettering on a white background, attaches to the wall under the gable ridge. A small louvered gable vent allows ventilation above the sign.

Interior

The interior of the Monarch Depot retains its historic layout with four rooms. The largest room occurs on the north side of the building and historically served as the freight and baggage room. The room sports pocket-style freight doors evenly spaced on the front and rear elevations that allowed large luggage to move from one side of the building to the other unimpeded. A small

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ticket office occupies the center of the building, encroaching into the freight and baggage room and extending three feet beyond the otherwise flush west elevation, thus creating the projecting bay. The southern portion of the building is divided into two rooms. The smaller of the two, towards the rear elevation, served as living quarters for the station agent; the larger room, situated toward the front, was the waiting room. There is an intact chimney in the waiting room.

Interior finishes vary throughout the building; original finishes are mostly bead board, with some shiplap. Thin strips of board molding line the ceilings and most of the original walls. In the stationmaster's living quarters, the beadboard runs horizontally from the ceiling to the chair rail, at which point its application is vertical to the floor, serving as wainscoting. Rebuilt partition walls display unfinished pine shiplap covering the studs. A poured concrete floor painted gray replaced the earlier hardwood that required removal due to severe degradation.

Privy (circa 1901, one contributing building)

Immediately southeast of the depot stands a double outhouse. Railroad station plat maps of Monarch dating from 1914 and 1933 show a 3 ft. x 8 ft. toilet (WC), not the present 6 ft. x 6 ft. configuration. However, an overview photo from 1909 that includes the depot and privy suggests the outhouse presently standing near the depot bears a strong resemblance in size and appearance to that in the photograph.² A later photo taken from a similar vantage in 1920, shows the privy and depot with no physical change from the earlier image, though sporting a different paint scheme.³ Such images suggest, that while the railroad plans called for a 3 ft. x 8 ft. privy, the building actually constructed more strongly resembled the 6-foot x 6-foot structure occupying the property now. Although the exact date of construction of the privy remains unknown, its design and materials strongly suggest it dates to around the time of construction of the present depot. The privy exhibits a standard 6-foot by 6-foot design detailed in "Great Northern Double Privy for Use at Depots," plans. A front gable roof covered with the same asphalt shingles and metal flashing that appear on the depot tops the wood frame building. The same overlapping horizontal drop boards and corner trim as the depot clad the exterior. Two openings on the western elevation separated by a partition are assigned for use by either men or women. A porch with wood lattice screen extends across the entry; interestingly, such lattice screens appear on the Station Plat maps as "privacy walls."⁴ The north and south elevations each hold a small window for light. The privy lacks a foundation, but appears to sit in its original location, based on early photographs.

Caboose (2014, counted as one contributing structure)

The Drover car caboose measures 42 feet in length. The exterior is covered in thin vertical wood boards, painted the same wine red as the depot and privy. The east and west elevations are

² Cascade County Historical Society, *Cascade County Album: Our History in Images* (Great Falls: Cascade County Historical Society, 1999), pg. 136.

³ Sharon Lenington Bodkins, *A Light At The End Of The Canyon* (Monarch: Monarch Centennial Committee, @1989), pg. 111.

⁴ Jon Axline, *Monarch Depot (24CA0653) Montana Historic Property Record form* (2012), on file at the Montana State Historic Preservation Office, Helena, MT; Station Plat map for "Great Northern Railway, Butte Division, Armington-Neihart Section, MONARCH, CASCADE CO. MONT., SEC. 33 T.16, N., R.7 E., Map mar. 1915 Val. Div., Survey July 1914 Val. Div.", found at: <https://www.mdt.mt.gov/other/mdtexrepo/rrplans/STATION%20PLATS/>, accessed 29 June 2020.

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almost identical, with two almost square single-light windows set symmetrically on each side of a projecting canted bay. The bay holds three windows including a central rectangular window and one narrow fixed widow in the canted elevations on each side of the bay. All windows are framed in wood and painted black. The west elevation also holds a small window near the north end of the car. Lettering, "NP 999998 DROVER CAR," is painted in white on both long elevations. The north end of the car features a centrally placed wood door trimmed in black, with the number "1565," and "NP 999998" painted in white letters above the door. The south wall of the car holds a similarly placed door and identical lettering. In addition, a small square window is placed just to the right, east of the door. Both doors are approached by the original metal railroad platform decks overlain with wood and secured by metal railroad handrails.

The caboose sits on two trucks, one on the north end and one on the south end. All truck parts, including wheels, side frames, plates, and axle, are painted black. The steel support bar that runs the length of the train car between the trucks is painted black. The platforms on either end of the caboose and accompanying handrails and coupling equipment are also painted black.

The caboose was originally built in 1902 as a boxcar by the American Steel Foundry for the Northern Pacific Railway. It was later converted into a bay window caboose; the exact date is unknown, but such conversions were common in the late 1930s, when railcar manufacturers began turning away from the familiar caboose cupola due to safety reasons. Bay windows were cheaper, gave better clearance, and in many cases, provided better vantage points to their conductors.⁵ In 1969, the caboose was refurbished as a Drover car and occupied by the handlers of livestock on cattle trains, where it was used in the Flathead and Mission valleys south of Missoula for many years. In the 1970s, the Burlington Northern Santa Fe Railway sold the decommissioned car to the town of Belt in Cascade County, Montana, where it was then used as a concession stand in the local park. The caboose arrived in Monarch in December 2014.⁶

Although this exact caboose never ran along the Monarch line, similar cabooses did. Because this style of caboose operated during the period of significance for the district, and because of its important historic interpretational value to the overall district, the caboose is considered a contributing structure to the district.

Interior

The interior of the caboose is lined with shiplap, painted yellow. The ceiling and interior of the bay windows are covered in a board lining, possibly a hard cardboard, also painted yellow. A mottled patterned linoleum covers the plywood floor boards.

Track/bed (2014, counted as one contributing structure)

The 80-foot segment of railroad track upon which the caboose sits is not historic but was reconstructed from the 1899 Great Northern Railroad plans for the depot. The bed and tracks are historically accurate and were laid according to the specs provided in the original plans, including the elevation of the bed. No difference exists between the alignment of the present

⁵ "The Classic Caboose: An American Legend," American-Rails.com, found at www.american-rails.com/cbse.html, accessed 10 July 2020.

⁶ "Railroad and the Reclaimed and Restored Drover Car Caboose," Monarch-Neihart Historical Group, Inc., found at <http://www.mnhg.org/railroadrestored-caboose.html>, accessed 29 June 2020.

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track and bed compared to the historic tracks that hosted the passage of locomotives from 1890 to 1945. The tracks impart an authentic visual aid as a static display to the Northern Pacific caboose and the larger Monarch Depot Historic District.

The faithful reconstruction of the track segment is considered a contributing structure to the Monarch Depot Historic District.

In addition to the above discussed resources, the Monarch Depot Historic District displays several smaller artifacts related to the operation of railroads, including an active-style cross-buck crossing sign with lights and two switches. These small-scale resources are not included in the total resource count.

Integrity

The Monarch Depot Historic District displays good integrity. The integrity of design, workmanship, materials, and location are very evident in that the depot building presents its original architectural detailing, footprint, and features standard to the design developed by the Great Northern Railroad for combination depot buildings. The fenestration is intact, though all openings hold one-over-one sash windows wood replacement units, with the exception of the transom windows over the freight doors. During its history, the depot experienced a major loss of design integrity when the Department of Transportation acquired the building and altered it for their use. However, through the efforts of the Monarch-Neihart Historical Group, the depot was restored back to its original design using in-kind materials and seeking out comparable, historically accurate hardware. This restoration included rebuilding much of the lower half of the north elevation, which suffered MDT's introduction of two oversized vehicle entries. Much of the freight and baggage room was reconstructed, whereas much of the ticket office and waiting room walls boast their original beadboard. The depot retains excellent integrity of location as it stands where originally constructed. The setting lost some integrity with the introduction of modern construction and associated loss of some historic buildings in town; however, these introductions and losses do not overly detract from the overall setting. The depot and privy share distinction as original buildings, along with the Monarch Garage directly across Cascade Avenue, the false-fronted Red Shed, the heavily-altered post office, and a few residences, including a Greek Revival-style dwelling that dates to 1891. In fact, enough historic elements remain, including those related to the natural setting, to easily evoke the feeling of when the Monarch Depot Historic District operated serving its intended purpose. Such integrity of feeling is enhanced by additional interpretation made possible by the Monarch-Neihart Historical Group (MNHG) that faithfully reintroduced a section of rail bed and track in front of the depot building where it historically lay, and bought and installed an historic rail car from the same era as a static display.

In addition to the depot, the restored historic two-stall privy remains, which also displays excellent integrity after its restoration. The privy retains excellent integrity of location, design, setting, materials, workmanship, feeling, and association for the same reasons discussed above for the depot. It is one of only two remaining Great Northern depot privies from the era still standing in Montana.

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Although the caboose has been altered from its original manufacture, its present configuration, sitting on appropriate tracks and bed in front of the depot, conforms to when such cabooses traveled the rails through Monarch and the Little Belt Valley. Restoration of the caboose, and the bed and track that it sits on, to a coeval period with the depot and privy enhances the district's interpretive value. The fine restoration of the caboose and the reintroduced section of bed and track allow for retention of integrity of design, materials, and workmanship, while also possessing integrity of association, setting, and feeling similar to that described above for the depot and privy. The placement of the caboose in front of the depot on a section of reintroduced, yet accurately reconstructed bed and track, is historically appropriate. Integrity of location is less a factor, as the caboose is rolling stock, and meant to be mobile. The bed and track add an authentic visual aid to the static display of the caboose. Construction of rail beds and track have changed very little through their history. The small section of reintroduced bed and track differs little from that which historically lay in this location.

The group plans to make the depot into a visitor's center for the Little Belt camps and have been collecting relevant artifacts and display cases to house them.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Transportation
Community Development
Architecture

Period of Significance

1901-1945

Significant Dates

1901
1945

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

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Period of Significance (justification)

The Period of Significance begins with the year the depot was constructed in 1901 and ends in 1945, when the Great Northern Railway ceased operations of its Little Belt Mountains spur lines, bringing an end to the era of rail in the Belt Creek Valley.

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Monarch Depot Historic District is eligible for listing in the National Register of Historic Places under Criterion A and Criterion C. It is eligible under Criterion A for its association with historic transportation and the town of Monarch's development. As the hub from which goods and services entered and left the town, the depot served the important mining industry of the area, the local populace, and also people from neighboring towns engaged in the burgeoning tourist industry promoted by the railroad. From its construction in 1901 (replacing an earlier depot that burned) to its closure in 1945, the Monarch Depot Historic District proved essential to the lives of the town's citizenry. The Monarch Depot, a creation of the Montana Central Railway (later Great Northern Railroad) allowed for the construction of spur lines to the mining towns of Barker, Hughesville, and Neihart. The discovery of rich deposits of silver-bearing lead carbonates and smaller amounts of gold in the Little Belt Mountains in 1879 destined Monarch to serve as a hub of goods and services to the surrounding communities. The recent addition of a period-correct Northern Pacific Railroad caboose and reconstructed section of track in their historically appropriate location and railroad-related setting bolster the interpretive value of the district, standing depot, and outhouse.

The depot district gains additional significance under Criterion C for its architectural merit. The Monarch Depot Historic District represents one of the few remaining examples of Great Northern standardized depot and privy construction in the area. The stripped Craftsman-style buildings reflect increasingly rare property types, as many branch line depots no longer stand. The Monarch Depot's unique roof features include open eaves, bracketing, and an extended roofline beyond the ticket booth. Further, the privy represents one of only a handful of railroad duplex outhouses known in the state. Though moved to the property recently, the Northern Pacific caboose that sits on an historically accurate reconstructed segment of track where the original bed and rails once lay, represents an important 1930s-era shift in caboose design, consisting of a converted boxcar with projecting bay. The caboose, not the main focus of the district, is a portable resource and sits within a historically appropriate setting on historically accurate bed and track.

The Monarch Depot Historic District displays vernacular simplicity, representative of a typical small-town railroad depot in rural Montana built around the turn of the century. Few examples survive today in the state. The Kevin Depot (1903) is the only other example of a frame Craftsman-style train depot in Montana placed in the National Register of Historic Places.⁷

⁷ Pam Porter, *Kevin Depot National Register of Historic Places Nomination Form* (listed 11 August 1980, NR #800002433), on file at the Montana State Historic Preservation Office, Helena, MT.

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Criterion Consideration B and E—Moved Properties and Reconstructed Properties

The recent addition of a period-correct Northern Pacific Railroad caboos and reconstructed section of track standing in their historically appropriate location and railroad-related setting require a short discussion. Per National Register Bulletin 15, the caboos need not meet the Criterion Consideration (B) for moved properties⁸. The caboos sits on tracks within its natural setting in a completely compatible location with its historic use, is the only resource in the district that was moved (and indeed, moves due to it being rolling stock), and as it is part of a larger complex, the Monarch Depot Historic District, but not the main focus of the district.

The section of track and associated railroad bed meet Criterion Consideration E, for reconstructed properties. The bed and tracks are an historically accurate reconstruction based on the 1899 Great Northern Railroad plans for the depot. The reconstructed bed and tracks lie in the exact location as the original historic alignment, reflecting the exact placement and association with the depot and privy, with all retaining integrity. The reconstruction went so far as to execute the bed elevation dictated in the plans. The tracks (and attendant caboos) occupy a “suitable environment,” per National Register Bulletin 15.⁹ While historically accurate, it is obvious the small segment of track is a recreation due to its truncated nature.

Together, the orientation of the caboos and track upon which it sits, display orientation, setting, and environment virtually unchanged over 100 years. The addition of the track segment and caboos are not artificial creations to the district, but in fact, represent compatible historic elements that originally existed in this exact location (the bed and rails) or stopped and rolled past (the caboos) the front of the historic Monarch Depot. The track and caboos together hold important interpretational value to the Monarch Depot Historic District.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The St. Paul, Minneapolis & Manitoba, Great Northern, and Montana Central Railways in Montana, or How Three Became One

The story of James J. Hill and the Great Northern Railway began in the town of Guelph, Ontario. Reared in a family of modest means, Hill came to America at the age of 18 with a drive to succeed. His early employment began in St. Paul, a small community at the time, as a shipping clerk for a forwarding and commission business. From there, he eventually gained experience as an agent for the La Cross & Milwaukee Railroad in Chicago. This launched him to begin his own commission agency in St. Paul, providing him with an understanding of both railroad and river traffic, experience that eventually led to the organization of the Great Northern Railway.¹⁰

⁸ National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (National Park Service, revised 1995) pg. 29.

⁹ National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (National Park Service, revised 1995) pg. 37.

¹⁰ Ralph W. Hidy, Muriel E. Hidy, and Roy V. Scott, *The Great Northern Railway, A History* (Boston: Harvard Business School Press, 1988), pg. 17.

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The organization of the Great Northern differed from other major railroads as it included only one large predecessor, the St. Paul, Minneapolis & Manitoba Railway Company, but nearly 60 smaller operations through which it operated.¹¹ Its early origins consisted of subsequent acquisitions by one railroad company after another, beginning with the construction of the Minnesota & Pacific Railroad Company in 1857, the year the Minnesota legislature granted a charter that included a land grant to construct a railroad west.¹² Only five years later, in 1862, the St. Paul & Pacific Railroad Company acquired the rights to the Minnesota & Pacific Railroad Company. Poor management, economic troubles, and litigation eventually led to the acquisition of the St. Paul & Pacific (and the associated land grants) by the newly organized St. Paul, Minneapolis & Manitoba Railway Company in 1879, spearheaded by James J. Hill, George Stephen, Donald Smith, and Norman Kittson.¹³ Two years later, in 1881, the St. Paul, Minneapolis & Manitoba acquired the charter of the Minneapolis and St. Cloud Railway Company, an acquisition that also included an associated land grant from Minnesota for 10 sections per mile, helping fortify the finances of the company.¹⁴

Not long after taking over the management of the St. Paul, Minneapolis & Manitoba Railway Company, Hill, always one who harbored grand plans, envisioned a line to the Pacific. Such a task involved complications not faced by earlier transcontinental railroads—a complete lack of federal government land grants or loans, such as those provided to the Union Pacific, Central Pacific, and Northern Pacific.¹⁵

Likely with his vision of extending the St. Paul, Minneapolis & Manitoba to the west firmly established in his mind, Hill and several eastern investor friends purchased stock in 1885 in three related companies in Montana. One of these companies being the Montana Central Railway Company, which played a central role in the Monarch Depot Historic District story.¹⁶

Hill remained undaunted regarding the lack of federal land grants for the planned push west and Minot, North Dakota served as Hill's jumping off point. Construction began on April 2, 1887. The employment of 8000 men and 6600 horses toiled the miles away grading the route. The tracks reached Great Falls on October 16, 1887, connecting the line to the existing Montana Central Railway. Prior to pushing the line further west, Hill pursued other opportunities within Montana, including building a line south to Helena (beginning the very next day after the track was laid in Great Falls); this resulted in the construction of 97 miles of the Montana Central only a month later.¹⁷ Work south continued again in the spring and the tracks reached Butte in April

¹¹ Donald B. Robertson, *Encyclopedia of Western Railroad History, Volume II* (Dallas: Taylor Publishing Company, 1991), pg. 303.

¹² Lloyd J. Mercer, *Railroads and Land Grant Policy: A Study in Government Intervention* (New York: Academic Press, 1982), pgs. 59-60.

¹³ Hidy et al., pgs. 28-31, 34.; Robertson, pgs. 25-36.

¹⁴ Mercer, pgs. 59-60.

¹⁵ Robertson, pg. 303.

¹⁶ Hidy et al., pg. 57.

¹⁷ Hidy et al., pg. 60.

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of 1888.¹⁸ Within a few years, other smaller spurs were built in the mountains southeast of Great Falls, leading to the mining camps and towns of Monarch, Barker, Hughesville, and Neihart.¹⁹

During the construction of the rail line through the Belt Creek Valley to Monarch and Neihart, Hill, who apparently never suffered a lull in his energy, organized the Great Northern Railway Company on September 18, 1889. Without owning any physical property from its date of organization until July 1, 1907, the Great Northern Railway Company operated the property of other companies, which it later acquired, including the St. Paul, Minneapolis & Manitoba Railway Company.²⁰ Similarly, in 1907, the Montana Central Railway became part of the Great Northern. Later, in 1970, the Northern Pacific, Great Northern, and Chicago, Burlington and Quincy railways merged to become the Burlington Northern Railway Company.

The Barker Mining District and the Arrival of the Montana Central Railway in the Belt Creek Valley

The arrival of the Montana Central Railway to the Belt Creek Valley and Monarch likely would never have occurred without the prior discovery of precious metals in the area. In 1879, Buck Barker and P.H. Hughes arrived at the East Fork of Belt Creek to prospect. Their success resulted in hundreds of miners rushing to the area, searching the surrounding gulches for deposits.²¹ Several new camps sprouted up within the now referred to Barker Mining District with the occupants all searching for galena (lead ore), gold, and silver. Determined miners flooded the area following arduous routes, none that included a railroad.²²

The Barker Mining District initially consisted of three main towns and numerous camps, the dominant being Hughes City (Hughesville), Galena City, and Leadville. Other early population centers soon included Gold Run, Poverty Flat, and Tiger.²³ By 1881, as the district continued to grow, it sported its own smelter, called the Clendenin Mining and Smelting Company.

Other strikes in the area followed. With the discovery of silver at the headwaters of Belt Creek in June 1881 by John C. O'Brien, Richard Hartley, and J.L. Neihart, the "Queen of the Hills" sobriquet was born and prospectors flocked to this soon-to-be named settlement of Neihart.²⁴

Initially, ore from these burgeoning mines was packed out on horseback in small amounts to the smelter in Barker. The steady production of these mines resulted in a large number of small silver mining outfits operating in the area through 1882. The following year, larger companies

¹⁸ Robertson, pg. 322.

¹⁹ After the St. Paul, Minneapolis & Manitoba's incursions to central Montana, work again commenced on the main line to the west. In 1890, under the newly organized Great Northern Railway Company moniker, the great push resumed from Havre, Montana, crossing through Idaho in 1892, with main line headings joined in 1893 at Scenic, Washington. Robertson, pg. 303; In 1896, the Great Northern acquired the Northern Pacific lines south of the Canada/U.S. border in Montana.

²⁰ Robertson, pg. 303.

²¹ Donna Wahlberg, *So Be It, A History of the Barker Mining District, Hughesville & Barker, Montana* (self-published, @1989), pgs. 2, 3; Bodkins, pg. 12.

²² Wahlberg, pgs. 3, 4.

²³ Wahlberg, pgs. 4, 8; Taylor, Bill Taylor and Jan Taylor, *The Montana Central Railway: Copper, Coal and the Empire Builder* (Missoula: Pictorial Histories Publishing Company, Inc, 2013), p. 128.

²⁴ John Dimke and Kate Hampton, *Neihart School National Register of Historic Places nomination form* (2002), on file at the Montana State Historic Preservation Office, Helena, MT.

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backed by outside financiers with serious capital took note of the success of the area mines. One of these, the Hudson Mining Company, purchased Mt. Chief Mine and the surrounding six claims near Neihart, just over 10 miles south of the future town of Monarch. Work proved so promising that the company expanded operations to include the construction of a concentrator and smelter in 1885-1886, saving Hudson significant money by avoiding the need to ship ore out of the area. Amazingly, the smelter operated only one year before shutting down in 1887, but not before approximately 1000 tons of concentrates and \$50,000-60,000 worth of bullion was processed with the new machinery.²⁵ However, the easily obtained and higher content surface ores belied the drop in silver content at greater depths. Because the costs to acquire non-surface ore and the difficulty in transporting it proved economically unfeasible, mine property prices began to fall after 1885, as did nearby Neihart's population.²⁶

Although mining slowed around Neihart, work did continue throughout the greater area, including in the Barker District, east of Monarch. Travel to the district now included a route from Charlie Martin's ranch at the Dry Fork of Belt Creek, known as "the Junction" due to its location as a crossroads; Martin's ranch was locally known as a resting place for visitors *en route* to and from the camps of Hughesville, Barker, and Neihart. This "junction" later became the location of the town of Monarch in 1889.²⁷

Despite, or more aptly because of, the depressed mining market, Hill, along with several other well-heeled men, including Charles Broadwater and Paris Gibson, bought into some of the area mines once the easily worked deposits played out and the mine properties' values dropped.²⁸ It seemed the only limitation to making money through mining was by the ease, or lack thereof, transiting the ore out of the camps. Hill held the perfect answer to this dilemma with the Montana Central Railway under his purview.

In 1888, Hill approved a 56-mile extension of the of the Sand Coulee Branch of the Montana Central from Allen to Neihart through the Belt Creek Valley, past the present location of Monarch.²⁹ The first ten miles lay over relatively easy terrain, but the 15-mile stretch through "Sluice Box Canyon" was extremely difficult. The line would potentially split at Dry For, with an 11-mile segment running to the left leading to the Barker Mining District, and a 13-mile segment to the right leading to Neihart. The ore from the mines would then travel 66 miles to the smelter in Great Falls, custom designed to refine Barker and Neihart ores. After some delays, the line eventually reached Neihart in late autumn of 1891 after circumstances conspired against any additional construction beyond Monarch in 1890.³⁰

Physical work on the road began in December, reached the coal mines at Belt by February, Armington by April, and finally Monarch on May 16, 1890, a date that proceeded the construction of a depot at that town.³¹ Depot or no depot, on May 18, 1890, the train from Great

²⁵ Paul A. Schafer, "Geology and Ore Deposits of the Neihart Mining District," Montana Bureau of Mines and Geology, 1935, p. 3; Dimke and Hampton, narrative statement of significance.

²⁶ Taylor and Taylor, pg. 115; Dimke and Hampton, Section 8, pgs. 3 and 4.

²⁷ Bodkins, pgs. 3, 5, 28.

²⁸ Taylor and Taylor, pgs. 115, 120.

²⁹ Taylor and Taylor, pgs., 115, 120, 123, 132.

³⁰ Taylor and Taylor, pgs., 115, 120, 123, 132.

³¹ Taylor and Taylor, pgs. 121-123.

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Falls departed and traveled for the first time to the new town of Monarch on the “Noble Iron Highway.”³² Although barely a dot on a map in May of 1890, Monarch was at that point the terminus of the Montana Central Railway. Hill held reservations about extending the lines to the camps further into the Little Belts beyond Monarch until they demonstrated an increase in production.³³

Hill’s initial reluctance was expressed in an article published in the *Great Falls Tribune*.³⁴ Despite his initial hesitancy, Hill and a small group of companions from St. Paul travelled to Great Falls in June where he was met by Paris Gibson. Following a tour of the town, Hill and his companions clambered aboard the train to Monarch, where they stayed the night. In the morning, the group traveled by stage to Barker and Neihart, where along with Gibson, “Doc” Armington, and C.O. Parsons, they toured the mine sites and interviewed the residents, gauging the commercial potential of extending the lines. Hill then returned to Great Falls and on to Helena and Butte. Although Hill failed to address the press during the whirlwind trip, Gibson stated to the *Tribune* that it was a very satisfactory trip.³⁵

Apparently convinced of the worthiness of extending the lines, surveyors scouted the terrain in July and August for new spurs to the Barker and Neihart mining districts. The survey was not without mishap, however, as extreme drought in July 1891 created issues for the railroad extensions. Massive forest fires in the Belt Creek drainage caused destruction of lumber mills, and miners-turned-firefighters protected their mine buildings. Survey continued and Hill agreed to pay to upgrade the wagon road between the now hub of Monarch and Barker for railroad construction purposes. The contractors who accompanied Hill on his recent gauging trip, Shepard & Siems, won the bid, which entailed building 10.6 miles of track from Monarch for the Barker line and 13 miles of track for the Neihart line. Such news prompted property increases as Hill’s intention to construct the lines became firm.³⁶ The construction of these spurs resulted in Monarch and its new railroad depot to assume the role of an important distribution center and junction point serving the surrounding mining districts.

The Establishment of Monarch

With Hill’s approbation of the 56-mile extension of the Sand Coulee Branch from Allen to Neihart, Monarch’s die was cast. The tracks arrived at the budding townsite on May 16, 1890, despite the lack of a depot to manage railroad business.³⁷ Even before the tracks arrived, lots for sale were advertised and the advantages of Monarch trumpeted: “Monarch is the terminus of the Belt Mountain Railroad...immediately (sic) tributary to it the richest agricultural district in Montana... down grade from Neihart, Barker and Carbonate mining districts... is to have public sampling works... reduction works... elevator... bank.”³⁸ It didn’t take long for Monarch to

³² “Great Falls to Monarch,” *Great Falls Tribune*, 20 May 1890.

³³ Taylor and Taylor, pg. 123.

³⁴ “Develop The Mines,” *the Great Falls Tribune*, 24 May 1890.

³⁵ “All Favorably Impressed,” *Great Falls Tribune*, 13 June 1890; Taylor and Taylor, pg. 127.

³⁶ Taylor and Taylor, pg. 130.

³⁷ Taylor and Taylor, pgs. 121-123.

³⁸ “Monarch,” *Great Falls Tribune*, 5 May 1890; “The Monarch Townsite,” *Great Falls Tribune*, 3 May 1890.

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embrace its new role as the center of commerce for the burgeoning area, moving a variety of goods via the railroad, including those related to agriculture, timber, and mining.³⁹

Its tenure as a railroad town resulted in Monarch boasting many conveniences not afforded other towns its size. From 1901, when the Monarch Depot was rebuilt (the subject of this nomination), to 1945, when the train ceased service to Monarch, over 80 businesses operated in the small town that provided services and goods to locals and those in the surrounding area. Luther Howe opened the first store, a major convenience, when he began selling flour and grain out of a boxcar, a practice that lasted until he built his first small store next to Belt Creek in 1891. As demand and stock grew, Howe built and operated the Monarch Mercantile Company, which he sold to A.T. Luther of Belt in 1907. A drug store opened in 1891 that also sold clothes and groceries. The first saloon opened in 1890, predating most businesses, a common occurrence of the time; this business was later called “The Great Northern Saloon.” The town boasted a newspaper, the *Monarch Advance*, published in the 1890s, an indication the town had come of age. In 1901, Henry Johnstone opened the Monarch Hotel and Livery. Other businesses included a notary, barber, physicians, lumber companies, blacksmiths, and restaurants.⁴⁰ A short-lived stucco mill that opened in 1908 operated for a few years just north of Monarch. Limestone was quarried and fired in a kiln less than a mile from Monarch on Dry Fork Road.⁴¹

Monarch also supported two churches and a school. The Methodist church was built in 1890 and later a Catholic church was constructed in 1921. Several homes and business served as a substitute for a schoolhouse beginning in 1891 until an actual schoolhouse was constructed in 1915-1916. It closed permanently in 1972.⁴²

Monarch first began receiving power from the generating plant of the Neihart Power and Light Company in 1910. In 1927, the town received an electric substation, which allowed Hughesville, 14 miles away, to tap into the power for the operation of the Block P. mines and mill. The cost to run the line to Hughesville wasn’t cheap, coming with a price tag of \$40,000.⁴³ The year 1927 also witnessed the introduction of telephone service from Monarch to Neihart.⁴⁴

Of course, the economic well-being of Monarch and its ability to host a variety of businesses and services was predominately reliant on the success of the nearby mines. Profitable mines also dictated the need and success of the rail line to Monarch, and by default, the need for a depot. Visitation from those who lived outside the area also contributed economically to the town.⁴⁵ For decades, Monarch rolled with the punches associated with an ever-changing economic landscape. However, by 1939, only 66 people called Monarch home. The continual decline in mining, the substantial drop in tourism, especially via the railroad, and the cessation of service

³⁹ Bodkins, pg. 11; Cascade County Historical Society, pg. 137.

⁴⁰ Bodkins, pgs. 15, 18, 19, 20.

⁴¹ Bodkins, pgs. 22, 39, 41, 43.

⁴² Bodkins, pgs. 22, 39, 41, 43.

⁴³ Wahlberg, pg. 109; “Montana Power Builds Line To Serve Hughesville Mine,” *Great Falls Tribune*, 19 June 1927.

⁴⁴ “Monarch to Neihart Telephone Line Now Being Surveyed,” *Great Falls Tribune*, 4 November 1927.

⁴⁵ “1950 Census of Population: Volume 1 Number of Inhabitants,” found at <https://www2.census.gov/library/publications/decennial/1950/population-volume-1/vol-01-29.pdf>, accessed June 15, 2020.

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by the mining-dependent rail line of the Great Northern in 1945 proved a costly blow to the town and depot.

During the 1950s and through the 1980s, various attempts have occurred to reopen some of the nearby mines or conduct exploration work, which would have brought new workers and their families to Monarch. A few of these companies included AMAX, Exxon, and the U.S. Minerals Exploration Company.⁴⁶ The Environmental Protection Agency also worked in the mountains around Monarch, including the Barker and Hughesville area, examining mining impacts.

Today, Monarch serves predominately as a base for people who come to the area to recreate. Camping, hiking, cross country skiing, hunting and fishing attract visitors to the surrounding hills. Highway 89, which passes through Monarch, is designated a Scenic Highway.

The Monarch Depot

Eloquently expressed by Hufstetler and Bedeau, "The most visible railroad-related resource in most communities was the depot or station building. Depots were a prime focus of community life throughout the historic period, and in many cities the depot was among the most prominent and visible buildings in town."⁴⁷ It often served as the location where mail was delivered and telegraph service occurred. Depending on its location, it hosted stump speeches and "formal welcoming and departing ceremonies, as well as thousands of personal greetings and good-byes. The depot was the gateway to and from the outside world. As such, it provided the first impression of a community for arriving passengers... The railway companies themselves also took an interest in the appearance of their depots, since each depot was a local symbol of corporate identity. The uniform color schemes found on most wooden depots served as one reflection of this image, as did the standardized designs of many of the depots themselves."⁴⁸

A Second Depot Replaces the First

Construction of a depot became a necessity once the tracks arrived in Monarch in May of 1890, predating the actual construction of a depot building. A depot would have no doubt been convenient when the first train from Great Falls to the fledgling town arrived on May 18.⁴⁹ Despite the need, however, it took until 1891 before one was built, despite rumors suggesting, "the railroad depot nearly finished..." in August of 1890.⁵⁰ In fact, while no building existed for several months, the town did have a depot agent, Mr. Nye, who lived in a tent until the building was completed.⁵¹

Once the original depot was constructed, it served the community well for nine years, welcoming trains to Monarch. The presence of the train in Monarch recalled fond memories from Maude (Collins) Simonton:

⁴⁶ Wahlberg, pgs. 132-135.

⁴⁷ Mark Hufstetler and Michael Bedeau, *South Dakota Railroads: An Historic Context* (Pierre, South Dakota State Historic Preservation Office, 1988, revised 2007), pg. 34.

⁴⁸ Hufstetler and Bedeau, pg. 34.

⁴⁹ "Great Falls to Monarch," *Great Falls Tribune*, 20 May 1890.

⁵⁰ "Progress At Monarch," *Great Falls Tribune*, 6 August 1890.

⁵¹ Bodkins, pg. 5.

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My earliest memories of Monarch are those of a little five year old girl whose Papa...was the depot agent. The biggest thrill for my sister, Opal, and myself was the arrival of the train in the morning.

When more than the usual number of people gathered on the platform and in the waiting room, and the telegraph key became noisy in Papa's inner sanctum...we knew it was close to time for the train to whistle... when a long 'whoooo' came from down the canyon we rushed out, dodging legs and arms with packages, to stand in front of the bay window, close to the building...

...Slowly the engine came puffing and its big brass bell was swinging and clanging a warning as it approached the platform.

...The wheels grew bigger as they came until they were taller than Opal by the time it reached the platform, which vibrated from the weight on the rails as it moved along...

The noise of the clanging bell, the hissing steam as it rushed out from under the engine, was deafening and frightening. The smell of hot oil and grease filled the air.

We pushed ourselves tight against the station...frightened enough to run, but pressed tighter against the building too thrilled by the bigness of the engine to leave.⁵²

On September 29, 1900, the *Great Falls Tribune* reported that at 2:00 a.m. "the Montana Central depot is on fire." The entire town turned out to fight the blaze and prevent it from spreading to the rest of the town.⁵³ Their efforts proved successful as the fire failed to engulf the entire town, limiting its wrath to the consumption of the railroad depot, then moving into the timbered areas of the canyon.⁵⁴ The fire appeared to have begun in the freight room of the depot.

By January 1901, plans for a new depot were in motion. The construction of the new building occurred near that of the old, "east of the old building, between the two tracks."⁵⁵ Whereas there appeared to be little rush associated with the construction of the original depot, January plans for a second depot, the subject of this nomination, reached fruition only a month later. The placement of the new depot met the approval of the *Great Falls Tribune* correspondent who stated the depot "...is much better located than the old one."⁵⁶ The new depot contained space for living quarters for an agent, a benefit to the railroad as married agents tended to be more reliable, fire insurance rates tended to be less due to continued occupancy around the clock, and occupied depots discouraged burglary, a concern because of the cash receipts kept in the depot building.⁵⁷ Very little fanfare accompanied the depot's construction and opening despite its importance to the town and the railroad. However, by 1905, the depot assumed enough

⁵² Bodkins, pg. 7.

⁵³ "In Danger," *Great Falls Tribune*, 29 September 1900.

⁵⁴ "The Monarch Fire," *Great Falls Tribune*, 30 September 1900.

⁵⁵ "Spray of the Falls," *Great Falls Tribune*, 26 January 1901.

⁵⁶ "New Depot At Monarch," *Great Falls Tribune*, 11 February 1901.

⁵⁷ H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America* (Sioux Falls: The Center For Western Studies, 1988), pg. 70.

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prominence to serve as a point of reference when providing directions to other buildings in town.⁵⁸

Mining

A significant amount of traffic and service running through the Monarch Depot emanated from the numerous mines that operated in the nearby mountains around Barker and Hughesville, several which predated the presence of the railroad in Monarch.⁵⁹ The arrival of the railroad, however, greatly stimulated mining activity in the area with the first load moved over the rails in the fall of 1891.⁶⁰

Productivity of the mines vacillated as economic and political conditions shifted. The silver panic of 1893 decelerated the movement of ores and resulted in the closure of many mines. New mines opened, old mines closed, and closed mines sometimes re-opened, with the result that ore continued to move through the Monarch Depot. A few of the mines that operated in the area included the Tiger Mine, east of Monarch, which opened in the 1890s and continued operations for several decades; and the Block P, that emerged in 1911 and consisted of the previously existing Barker, and Wright and Edwards mines.

By November of 1921, the Barker-Hughesville area supported the employment of 40 workers who managed to ship 40 tons of ore daily to Monarch.⁶¹ In 1922, the Block P, the largest operation in the mining district, continued to haul 12 tons of ore to Monarch each day for shipment.⁶² A year later, Block P employed a crew of 80 men, five trucks, and four horse teams to transport the ore shifting to a sled and four horse team in the winter.⁶³ By 1925, Barker mining flourished, as 100 men were employed. Block P used 12 trucks to haul ore to Monarch, day and night.⁶⁴ The Liberty was another mining operation that worked from 1915 to 1920.⁶⁵

In 1928, the Monarch Silver & Lead Mining Company worked a large vein of ore at the head of the Blankenship Trail with the ore shipped via rail through Monarch to East Helena for smelting.⁶⁶

In addition to ores being moved out, mining required materials being moved in. Lumber to build the mine infrastructure was needed, arriving at the Monarch Depot by the carful, and then loaded on trucks for the Barker-Hughesville area.⁶⁷

The St. Joseph Lead Company mine acquired the Block P in 1927 and immediately began improvements for the property.⁶⁸ It was a massive operation that constructed numerous buildings and employed 200 men by October 1928. The company decided to re-utilize the Great Northern spur (abandoned in 1903) to Hughesville to further their mining operations, with the

⁵⁸ "Monarch," *Great Falls Tribune*, 1 June 1905.

⁵⁹ Bodkins, pgs. 12, 13.

⁶⁰ Bodkins, pg. 13.

⁶¹ Wahlberg. pg. 98.

⁶² Wahlberg. pg. 98.

⁶³ Wahlberg. pgs. 99, 100.

⁶⁴ Wahlberg. pg. 102.

⁶⁵ Bodkins, pg. 13.

⁶⁶ Wahlberg. pg. 111.

⁶⁷ Wahlberg, pg. 111.

⁶⁸ Wahlberg. pgs. 109, .

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construction being done by the Great Northern. The plan included the Great Northern moving the mine's freight out to the main line to Monarch and the depot for a fixed amount. Rebuilding the spur entailed 44 carloads of steel and other materials, all transported to the Monarch Depot via rail for reconstruction of the spur in 1928.⁶⁹ Operations at the St. Joseph Lead Company mine progressed in 1929 with the plant reaching capacity and employing 375 men. However, with the drop in silver prices, 1930 witnessed the mine receiving orders to close down.⁷⁰

Mining activity again increased in 1937 when the Tiger Mine found ore assaying 55 percent lead. With the high content, the ore was trucked to Monarch and the depot for shipment to East Helena.⁷¹ Optimistically, the St. Joseph Lead Company initiated reopening in 1941 but by late 1943 announced its closure once again, marking one of the final last gasps of large scale mining in the area. Reasons cited included the low-grade ore and the manpower could be used in other places.⁷²

Goods and Services

The Monarch Depot was the hub for incoming and outgoing goods and materials throughout its association with the railroad.⁷³ Great Northern Railway Company bills of lading (1906-1915) for the Great Falls firm of Bateman and Switzer, a wholesale liquor store, still exist today and likely reflect much of the types of goods that passed through the Monarch Depot over its history. Bateman and Switzer shipped kegs of whiskey, wine, soda water, flasks, Rothschild cigars, "king clays" (poker chips), and other "notions" to local saloon and hotel proprietors via rail and all through the Monarch Depot. In addition to merchandise found at local businesses, the depot served as the shipping point for agricultural products, timbers, and cordwood.⁷⁴

Tourism

The construction of rail spurs through small communities, such as Monarch, generally focused initially on providing service to large enterprises and businesses, such as the surrounding mining interests. The spurs also permitted locals to easily travel outside of town, and conversely, allowed businesspeople from outside to travel to the new town.

The railroads, however, were also savvy enough to understand the potential profit associated with the spurs through tourism, providing transportation to people that otherwise couldn't visit certain areas. The introduction of the train now allowed visitors, especially those in Great Falls, to embark on day trips to visit previously hard-to-access places, like Monarch. Almost immediately the railroad offered scenic trips to the little town, extolling the "glorious scenery on the way."⁷⁵

Excursion trains, which operated for decades, first originated in 1890 and gained popularity as the decade rolled into the twentieth century.⁷⁶ A trip to Monarch via the railroad and alighting at the Monarch Depot became a destination for visiting luminaries from out of state. In June of

⁶⁹ Wahlberg, pg. 116.

⁷⁰ Wahlberg, pgs. 118, 119.

⁷¹ "Rich Strike In Lead Ore Near Barker," *Great Falls Tribune*, 14 March 1937.

⁷² Wahlberg, pgs. 124, 125.

⁷³ Cascade County Historical Society, pg. 137.

⁷⁴ Private collection of Andrew Finch.

⁷⁵ "Great Falls to Monarch," *Great Falls Tribune*, 20 May 1890.

⁷⁶ "Great Falls to Monarch," *Great Falls Tribune*, 20 May 1890.

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1890, a group of agricultural editors and businessmen from St. Paul and Minneapolis, "...the most accomplished parties of gentlemen that ever visited Montana—not one dolt or scrub among them," arrived in Great Falls to view potential business opportunities. While Great Falls may have been their reason to visit, "the trip to Monarch, however, seemed to be the consummation of their highest anticipations."⁷⁷

By the turn of the twentieth century, a trip to Monarch became an event in itself. Many Great Falls residents partook the three-hour journey, to view the beautiful landscape along the route, visit the little town nestled in the valley, and disembark at the Monarch Depot, which welcomed the visitors who rode the rails to town.⁷⁸ While the scenic trips that began almost immediately upon the completion of line into town were common fare for many years, flourishes were occasionally added to distinguish them, as noted by a July 1902 advertisement for the "Excursion to Monarch" that included the Black Eagle Band.⁷⁹

Soon excursions blossomed to encompass entire groups of the Great Falls business world. By 1913, plans were afoot for an engine to pull a minimum of 10 coaches from Great Falls to Monarch for a "Commercial Day Excursion," with the stores in Great Falls closing for the occasion. The day's events included "...plenty of fresh air" and "...free fruit and ices..." dispensed to passengers on the trip.⁸⁰ The event proved more popular than anticipated as nearly 600 adults and about 300 children embarked on the adventure. The turnout required the full ten coaches, one combination baggage car, and a smoking car pulled by two locomotives. Additional people boarded the train at Belt and Armington. Many people also journeyed to Monarch via automobiles for the event and were "at the Monarch station to greet the train on its arrival..."⁸¹

These trips soon drew the interest of fraternal organizations. In July of 1915, the Knights of Columbus travelled to Monarch by a special train with eight coaches for their annual picnic. After disembarking at the depot and partaking of their planned events, the group took in a baseball game between the Knights of Columbus team and the Monarch team.⁸²

With the absorption of the Montana Central Railway and the Monarch line by the Great Northern Railway in 1907, the number of trains heading to Monarch increased to three a day, which yielded additional riders detraining at the Monarch Depot. The introduction of special-function trains destined for Monarch further increased the numbers of those disembarking at the depot. One of these specialty trains was the annual summer Fish Train. Belt Creek was considered one of the finest trout streams in the country at that time, prior to mining operations in the nearby hills contaminating the waterways and destroying the future fishing opportunities for years to

⁷⁷ "Marvelous Things Seen by the Agricultural Editors and Twin City Excursionists," *Great Falls Tribune/the Independent Record* (Helena), 21 June 1890.

⁷⁸ Taylor and Taylor, pgs. 126-127, 130; "Excursion to Monarch," *Great Falls Tribune*, 14 July 1902; "Train Leaves Depot At 7:30," *Great Falls Tribune*, 19 August 1913; "Crowd Of 1000 On Annual Excursion," *Great Falls Tribune*, 21 August 1913; "Big Excursion Leaves At 8:30," *Great Falls Tribune*, 25 July 1915. Great Falls sits just over 40 miles northwest of Monarch.

⁷⁹ "Excursion to Monarch," *Great Falls Tribune*, 14 July 1902.

⁸⁰ "Train Leaves Depot At 7:30," *Great Falls Tribune*, 19 August 1913.

⁸¹ "Crowd of 1000 On Annual Excursion," *Great Falls Tribune*, 21 August 1913.

⁸² "Big Excursion Leaves At 8:30," *Great Falls Tribune*, 25 July 1915.

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come.⁸³ The initial run of the “Fish Train” began the summer of 1914, a convenience to both the anglers and sportsmen of Great Falls who had “...been subjected to a handicap in reaching the fishing streams for a day’s outing...”⁸⁴

The special train proved a benefit economically to the businesses of the Little Belt towns as well as to the residents who relished eating fish. As recalled by Del Brick: “Excitement ran high when the Fish Train came to town. They would advertise when it was due to arrive. People would come in wagons and cars to get the free fish (Dad would be one of the first ones there).”⁸⁵

The popular Fish Train ran every Sunday. The schedule noted several stops on the trip prior to arriving at Monarch. After departing Great Falls at 6:15 a.m., the train stopped at Armington at 8:15, Riceville at 8:55, Albright at 9:15, and Logging Creek at 9:30 before arriving at Monarch at 10:00 a.m., where it remained before starting its return journey at 5:00 p.m.⁸⁶ As the popularity of the Fish Train increased, Neihart, south of Monarch, was added as one of the stops.⁸⁷ This popular service ran from 1914 to 1919. In August of 1919, declining ridership prompted the Great Northern to run an ad in the paper announcing that unless ridership increased for the scheduled August 17 Fish Train, the service would be discontinued for the remainder of the summer.⁸⁸ Low water levels in Belt Creek likely contributed to the decrease in fishermen utilizing the service.⁸⁹ The paper’s readership failed to increase the ridership and the service was cancelled, with the result, that that the final Fish Train to ever run and stop at the Monarch Depot occurred in August of 1919. It remains unknown if the railroad knew this was the final fishing excursion to the Little Belts or if they anticipated a resumption of the service come 1920.

Similar to most depots, in addition to catering to activities involving business, tourism, and general visitation, the Monarch Depot also witnessed its share of events related to the unpleasant aspects of life. One such instance, noted in the *Billings Gazette*, occurred when an unknown man met his demise when a powder keg he carried under his arm ignited from a spark from a still-lit miner’s candle he wore on his head. What little remained of the fellow, based on the article title, “Blown to Atoms By an Explosion,” was taken to the Monarch Depot by men on the train.⁹⁰

The Monarch Depot also greeted those who arrived in town to assist in times of emergency, such as those associated with the threat of fire. Fire was a constant threat for mountain towns, and Monarch’s history with fire is no different. In fact, fire caused the loss of the original railroad depot, replaced by the present depot in 1891. In August of 1910, fire broke out in the hills surrounding the town. Fifty firefighters were sent to Monarch on a special train to combat the

⁸³ The effects of mining pollution to Belt Creek were noted early with Monarch residents voicing opposition to the contaminants released into the creek from the Neihart concentrator. “A Vigorous Protest,” *Great Falls Tribune*, 11 December 1901; Bodkins, pg. 6.

⁸⁴ “Fish Train Is Provided,” *Great Falls Tribune*, 30 June 1914.

⁸⁵ “Fish Train Is Provided,” *Great Falls Tribune*, 30 June 1914; Bodkins, pg. 6.

⁸⁶ “Fish Train Is Provided,” *Great Falls Tribune*, 30 June 1914.

⁸⁷ “Fish Train To Run To Neihart,” *Great Falls Tribune*, 3 July 1914.

⁸⁸ “May Lose Fish Train,” *Great Falls Tribune*, 16 August 1919.

⁸⁹ “Fish Train Cancelled,” *Great Falls Tribune*, 20 August 1919.

⁹⁰ “Blown To Atoms By An Explosion,” *Billings Gazette*, 6 November 1907.

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menace, arriving at the Monarch Depot before venturing into the timber.⁹¹ Conversely, the depot also welcomed those same firefighters as they boarded the train to return to their homes.

In August of 1919, another large fire broke out in the hills surrounding Monarch, nearly forcing its way into the town and buildings on Main Street. At one point, the fire completely surrounded Monarch with all avenues of escape closed except via the railroad, boarding at the depot. The size and intensity of the fire necessitated recruiting men from the mill and mines, and those camping in the area, to assist fire-fighting efforts. Women and children of the camping parties were brought to the Monarch Depot and taken by train to Great Falls and ranches along the route to remove them from harm's way. Many who waited for the train reposed on the depot platform. The intensity and proximity of the fire forced townspeople to wet roofs throughout the day, including railroad property, to avoid possible ignition from embers.⁹²

Fire again threatened Monarch on October 9, 1921, when the town experienced the most devastating conflagration in its short history. It began at the Monarch Mercantile Company store across from the depot at 1:30 a.m. on a Sunday, and quickly spread to the surrounding wood structures.⁹³ The intensity and proximity of the fire was such that the Monarch Depot agent reported the fire to the Great Northern in Great Falls that he was moving the depot's records and concerned about the fire reaching the building.⁹⁴ The damage to the town was estimated to be \$50,000. Not only was the mercantile destroyed, but also a butcher shop, two "soft drink parlors," the post office, a blacksmith shop, and two residences. The Monarch Depot, garage, and the Park-to-Park Hotel were the only buildings on the block left unscathed by the fire. Amazingly, no one was injured.⁹⁵

End of the Line for the Monarch Dept

As significant as mining was to the area, including Monarch, economic downturns often roiled the mining industry. Exemplifying this, St. Joseph Lead Co. was working at full capacity and employed 375 men in their mines, mills, and offices in 1929, yet only one year later, they shut down operations due to the low price of lead, silver, and zinc, laying off 350 men, a severe blow to the area economy.⁹⁶ As mining slowly declined in the districts around Monarch, the services once offered in the mining towns, such as Barker and Hughesville, left, leaving Monarch to fill the void as the nearest place to acquire goods and services no longer available in the dwindling camps. Central to this role was the Monarch Depot, which continued to serve as the hub for goods moved in and out of the town and nearby area.

As the mining industry faced a mostly-downward spiral in the Barker and Hughesville area, and as tourism related to the railroad also faltered due to the increased popularity of the automobile, the Great Northern Railway weighed its options. The reality was that continued operation of the line to Monarch and Neihart was a financially unviable option. On November 3, 1945, the last

⁹¹ "Fire In Hills Near Monarch," *Great Falls Tribune*, 26 August 1910.

⁹² "Save Monarch After Exciting All-Day Fight," *Great Falls Tribune*, 20 August 1919.

⁹³ "\$50,000 Loss When Monarch Is Fireswept," *Great Falls Tribune*, 10 October 1921.

⁹⁴ "\$50,000 Loss When Monarch Is Fireswept," *Great Falls Tribune*, 10 October 1921.

⁹⁵ "\$50,000 Loss When Monarch Is Fireswept," *Great Falls Tribune*, 10 October 1921.

⁹⁶ Wahlberg, pgs. 118, 119, 120. The year 1941 witnessed an attempt to resurrect the St. Joseph property; four years later, the operation was shuttered; "Hughesville Road Work Is Requested," *Great Falls Tribune*, 20 June 1941; Wahlberg, p. 124, 125.

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run of the "511" occurred to and from Monarch, Montana, ending a 54-year run. Many locals at the time boarded and rode that last train, gathering final memories.⁹⁷ The tracks were quickly removed and only the depot and privy remained.

Montana Department of Transportation Ownership

Less than two years later, in March 1947, the Montana Department of Transportation (MDT) bought the depot property in an early case of adaptive reuse, albeit, somewhat injurious to the building's integrity. MDT immediately converted the Monarch Depot into a garage/machine shop. The north elevation, originally a windowless wall, was altered when MDT cut two large bay entries with wood-paneled roll-up doors to admit and store vehicles. The exterior drop siding was encapsulated with corrugated metal siding.⁹⁸

In 2000, the MDT released a Cultural Resource Inventory and Assessment report regarding the depot. The report concluded that the depot site retained poor integrity, and therefore was not recommended eligible for listing in the National Register of Historic Places.⁹⁹ The State Historic Preservation Office responded, stating that while the depot had lost integrity, it still retained a sufficient amount to be considered eligible.¹⁰⁰

By 2002, Monarch residents complained to the Great Falls-Cascade County Historic Preservation Officer about the slow degradation of the loved Monarch Depot. In June 2012, the MDT announced plans to build a new maintenance facility in Monarch. By this time, the Monarch Depot had long fallen into disrepair. Photographs show that the original wood shingles had come off in some areas, exposing the planking beneath, some of which displayed signs of rot. Holes appeared in the corrugated metal siding and the original six-over-six double hung wood windows were beyond repair. The hardwood floors in the interior were rotted on the south side of the building, and the poured concrete floor on the north side (likely installed by MDT) displayed cracking and degrading. The ceiling on the south side of the building was collapsing.

Cascade County and the Monarch-Neihart Historical Group

In June 2013, Cascade County acquired the property from MDT for the fee of \$1,850.00. Cascade County then bestowed the property upon the 501c3-incorporated Montana non-profit corporation, the Monarch-Neihart Historical Group, Inc. (MNHG). In addition, MDT donated \$25,000 for Monarch Depot building preservation efforts.¹⁰¹ Under the watchful care of the MNHG, the Monarch Depot has gained a second life. The MNHG replaced the quickly failing cedar shingle roof with more practical and fireproof (an obvious concern) asphalt shingles. They poured a new concrete foundation, replaced the drop siding in-kind on those portions of the walls where it was rotted and unsalvageable, and rebuilt the north wall converted in the 1940s for vehicle entry. They also replaced the wood windows in-kind. Interior walls and freight doors removed by MDT were reconstructed following original Great Northern Railway plans for

⁹⁷ Bodkins, pg. 8.

⁹⁸ Jon Axline, *Montana Historic Property Record Form for the Monarch Depot*, Smithsonian Number 24CA0653, on file at the Montana State Historic Preservation Office, Helena, MT.

⁹⁹ Jon Axline, *Cultural Resource Inventory and Assessment: FHP 32-A(5), D(4) GNRR/Monarch Maintenance Site MDT Excess Land Tract*, Montana Department of Transportation, September 2000, on file at the Montana State Historic Preservation Office, Helena, MT.

¹⁰⁰ Letter from Joseph Warhank, MT SHPO to Jon Axline, MDT Historian dated 10 October 2000.

¹⁰¹ Email from Jon Swartz, MDT Administrator to Jane Weber, County Commissioner dated 17 May 2013.

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“Freight and Passenger” depots from 1899. The wraparound platform was rebuilt. MNHG salvaged all the original materials possible.

Today, the Monarch Depot continues to welcome people that travel through the town. While these people arrive by car, and not train, the Depot continues to stand as a local landmark. Now, fully restored to its pre-MDT condition, the Monarch Depot can welcome visitors for another 100 years.

Architectural Significance

The Monarch Depot is architecturally significant as an extremely well-restored example of a standard plan wood-frame Great Northern Railroad Depot dating to the early twentieth century. The stripped-Craftsman style echoes the standard plans of the combination Great Northern depots constructed from the early 1880s to 1906 in small communities in the West.

Depots constructed in smaller towns or in areas handling less volume were often based on a railroad’s standardized plans.¹⁰² Many of these small town depots constructed at venues that didn’t require separate buildings for passenger and freight, instead incorporating both services into a single building, were referred to a “combination” depots. These depots were generally operated by a single individual with clerical work conducted in a single office. Living quarters were a common addition to this style of depot.¹⁰³ These small-town turn-of-the-century depots often exhibited many of the same visual cues, layouts, and similar footprints, regardless of railroad company affiliation. The buildings were often modest in design, some more so than others, and often displayed stylistic cues from the Victorian, Arts and Crafts, and Tudor Revival. The buildings tended to be wood frame clad with wood siding, or brick, commixing well with the other wood-frame buildings in town.¹⁰⁴

Combination depots were constructed with the long axis aligned with the tracks, which allowed for identifiable separate passenger and freight areas. The building was usually defined by a central office space for the sale of passenger tickets and freight bills, flanked by a freight room on one end and a passenger waiting area at the other. These combination depots nearly always exhibit a distinctive projecting bay on the track-side of the building that allowed the agent to view both the track and the platform from inside the building. A loading platform that paralleled the long axis of the depot fronted the building.¹⁰⁵

The Great Northern differentiated itself from other railroads by their limited variety of standardized depot plans. Variation and creativity took a back seat to functionality, justified by the company in 1902 because, “Depots are constructed to necessary and economical styles. The unnecessary and extravagant are ignored.”¹⁰⁶

¹⁰² Grant and Bohi, pgs. 69-70.

¹⁰³ Walter Gilman Berg, *Buildings and Structures of American Railroads* (New York: John Wiley & Sons, 1893), pg. 247.

¹⁰⁴ Andrew J. Schmidt and Andrea C. Vermeer, “Railroads in North Dakota 1872-1956, Multiple Property Document” Page 127, found at <https://www.history.nd.gov/hp/PDFinfo/Railroads%20in%20North%20Dakota,%201872-1956.pdf> , accessed June 22, 2020.

¹⁰⁵ Schmidt and Vermeer, pg. 127; Hufstetler and Bedeau, pgs. 37-39.

¹⁰⁶ Grant and Bohi, pg. 122.

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The frugality practiced by the Great Northern resulted in two basic drawing plans. The first style adopted and built from the early 1880s to as late as 1906, featured a gable roof with a short extension on each end. True to the Great Northern's styling intent, the buildings are simple and austere in presentation. Cladding varied but could include lap siding or board-and-batten; the use of lap siding, however, was costlier and used one-third more nails and a quarter more wood.¹⁰⁷ While the smaller depots of this style reportedly did not contain living quarters, exceptions apparently occurred based on the presence of such quarters in the Monarch Depot. The second style generally constituted a larger building that included living quarters and larger rooms for freight and passengers.

The Monarch Depot displays all the characteristics of the small standardized combination depot constructed by the Great Northern Railroad. The Monarch Depots presents itself in a business-like manner, simple with little ornamentation, yet handsome. Although functional in its appearance, the Monarch Depot was constructed using lap siding, versus the more economical board-and-batten option, providing it a degree of heightened style. The Monarch Depot literally stands as the last remaining building of the Great Northern Railroad line that ran from Great Falls to Neihart.

¹⁰⁷ Grant and Bohi, pg. 122.

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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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

Monarch Depot Historic District
Name of Property

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Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property .258 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| 1. Latitude: 47.099020 | Longitude: -110.838500 |
| 2. Latitude: 47.099130 | Longitude: -110.838240 |
| 3. Latitude: 47.098680 | Longitude: -110.837870 |
| 4. Latitude: 47.098570 | Longitude: 110.838170 |

Verbal Boundary Description (Describe the boundaries of the property.)

The Monarch Depot Historic District occupies a small parcel of land that was surveyed and allocated from a greater Montana Department of Transportation (MDOT) property for preservation in 2013. The north and west boundaries are demarcated by Montana Avenue and Cascade Avenue, respectively. A chain link fence delineates the majority of the east boundary. Where the fence turns to the west at its southern end marks the southeast corner of the property. This east-west trending section of fence marks about half of the south boundary. Although the fence only extends half way across the southern boundary, the boundary itself continues west until its intersection with Cascade Avenue. See attached map in Section 9 page 37; reference to aerial view confirms that boundary.

The legal description of the property is: S33, T16N, R07E, Acres TR 1 COS #4845, IN SE4 MK 5-R1.

Boundary Justification (Explain why the boundaries were selected.)

Boundaries correspond to the legal description associated with the property, the Certificate of Survey from June 14, 2013. The MDOT transferred the parcel of land to Cascade County [Project ID: FHP 32-A(5), D(4) – “GNRR”], who then transferred the parcel over to the Monarch-Neihart Historical Group.

Monarch Depot Historic District
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11. Form Prepared By

name/title: Kate McCourt/Great Falls-Cascade County Historic Preservation Officer
organization: City of Great Falls Community & Planning Development
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e-mail: KHampton@mt.gov
telephone: (406) 444-7742
date: July 2020

name/title: John Boughton
organization: National Register Coordinator
street & number: 1301 E. Lockey
city or town: Helena state: MT zip code:59620
e-mail: jboughton@mt.gov
telephone: (406) 444-3647
date: July 2020

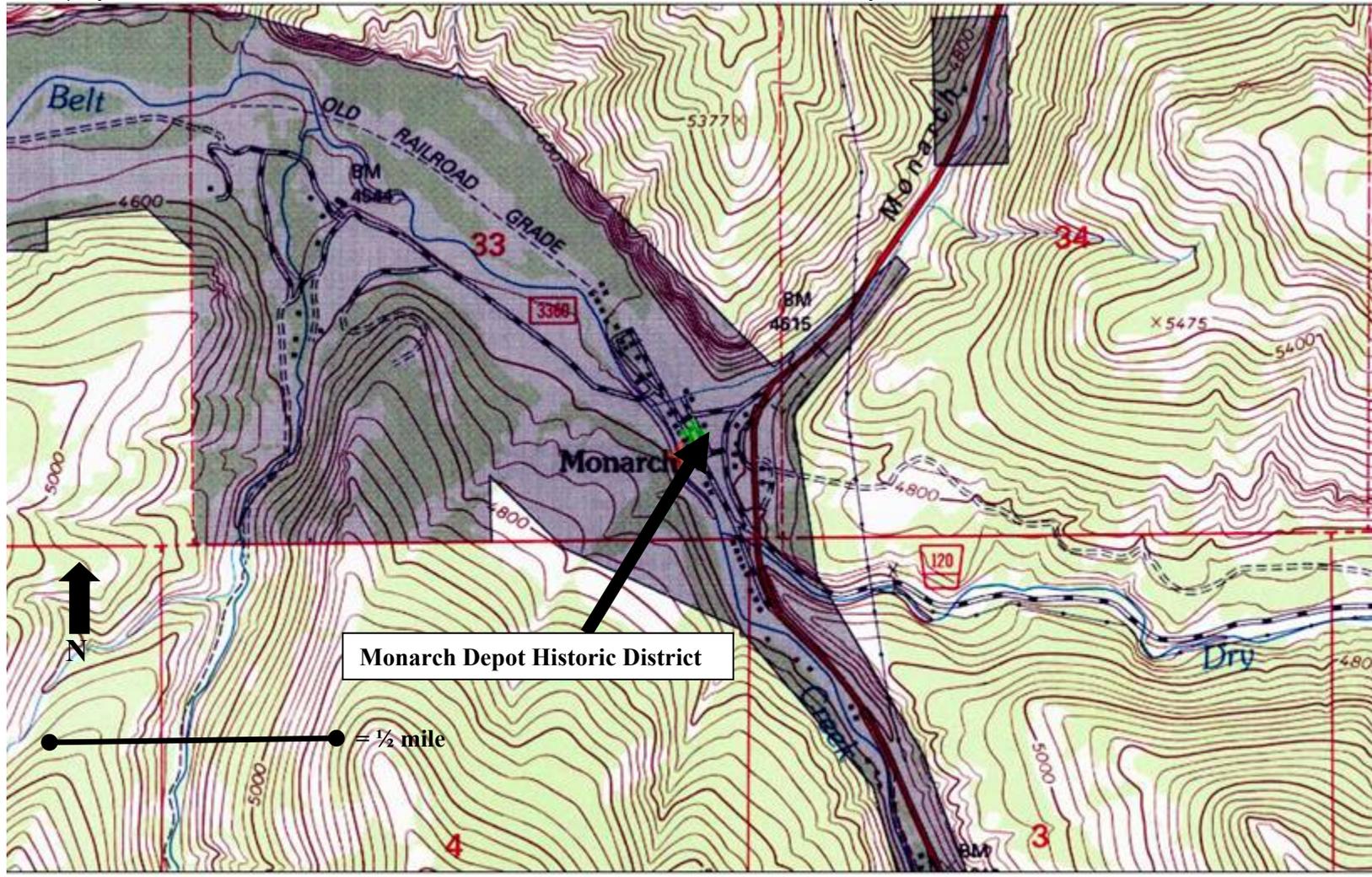
Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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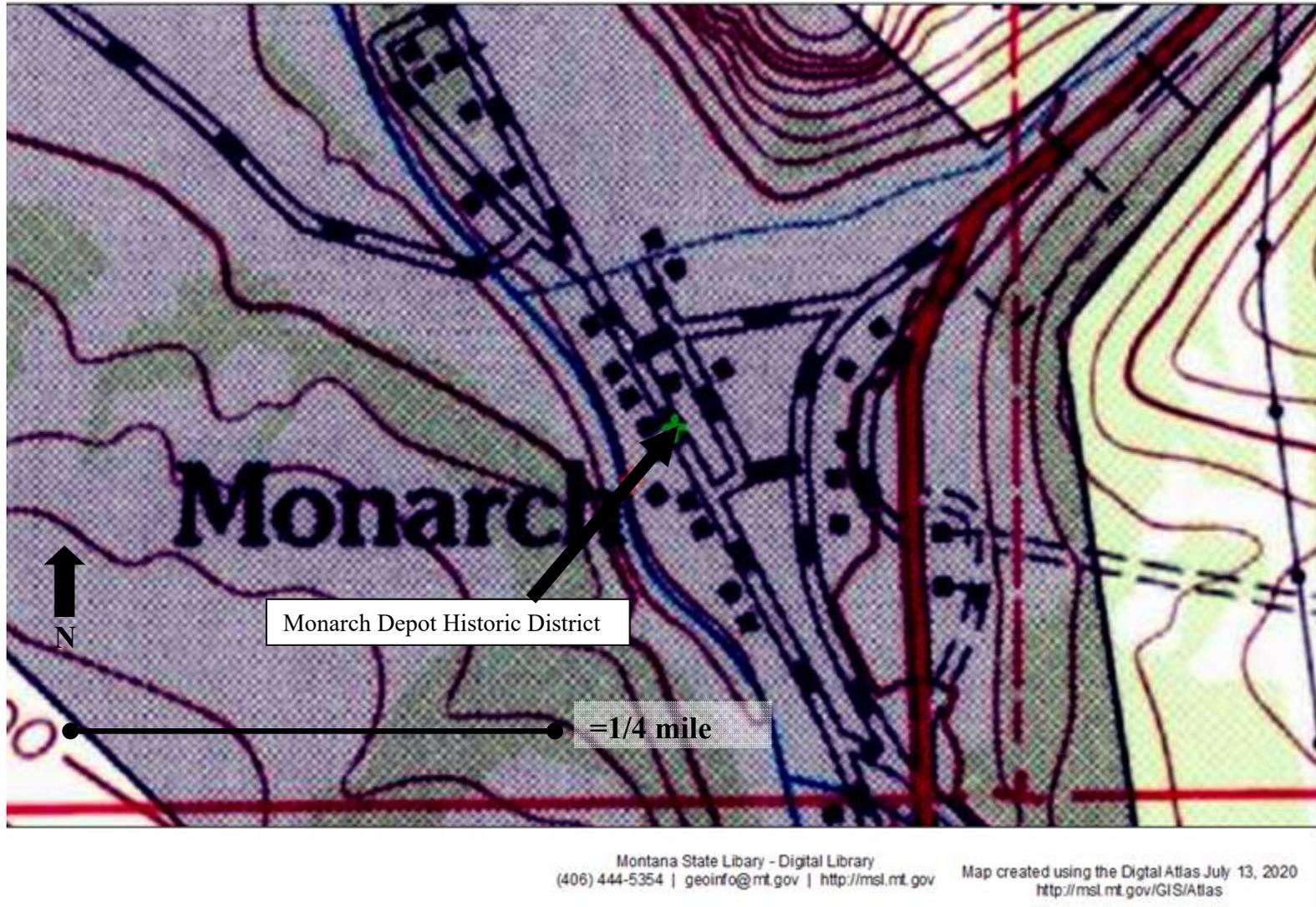


Montana State Library - Digital Library
(406) 444-5354 | geoinfo@mt.gov | http://msl.mt.gov
Map created using the Digital Atlas July 13, 2020
http://msl.mt.gov/GIS/Atlas

Location of the Monarch Depot Historic District, found on the Monarch 7.5' quadrangle map.

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Close-up of Location of the Monarch Depot Historic District, found on the Monarch 7.5' quadrangle map.

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Montana State Library - Digital Library
(406) 444-5354 | geoinfo@mt.gov | <http://msl.mt.gov>

Map created using the Digital Atlas July 13, 2020
<http://msl.mt.gov/GIS/Atlas>

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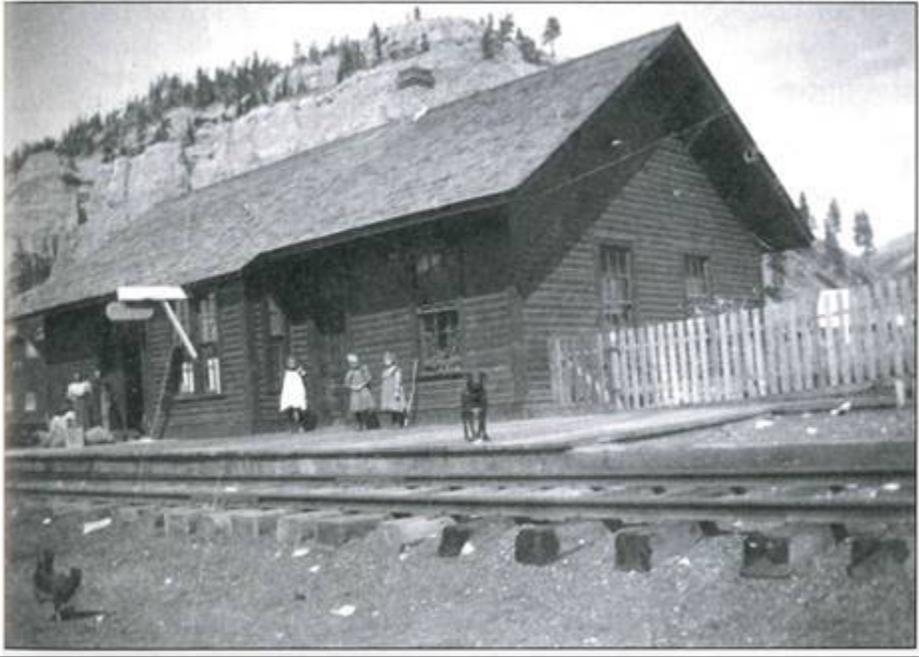
Historic Photographs



Overview of Monarch and Monarch Depot Historic District, circa 1900. From Bill Taylor and Jan Taylor, *The Montana Central Railway: Copper, Coal and the Empire Builder* (Missoula: Pictorial Histories Publishing Company, Inc, 2013).

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Monarch Depot, circa 1910. From Bill Taylor and Jan Taylor, *The Montana Central Railway: Copper, Coal and the Empire Builder* (Missoula: Pictorial Histories Publishing Company, Inc, 2013).

Monarch Depot Historic District
Name of Property

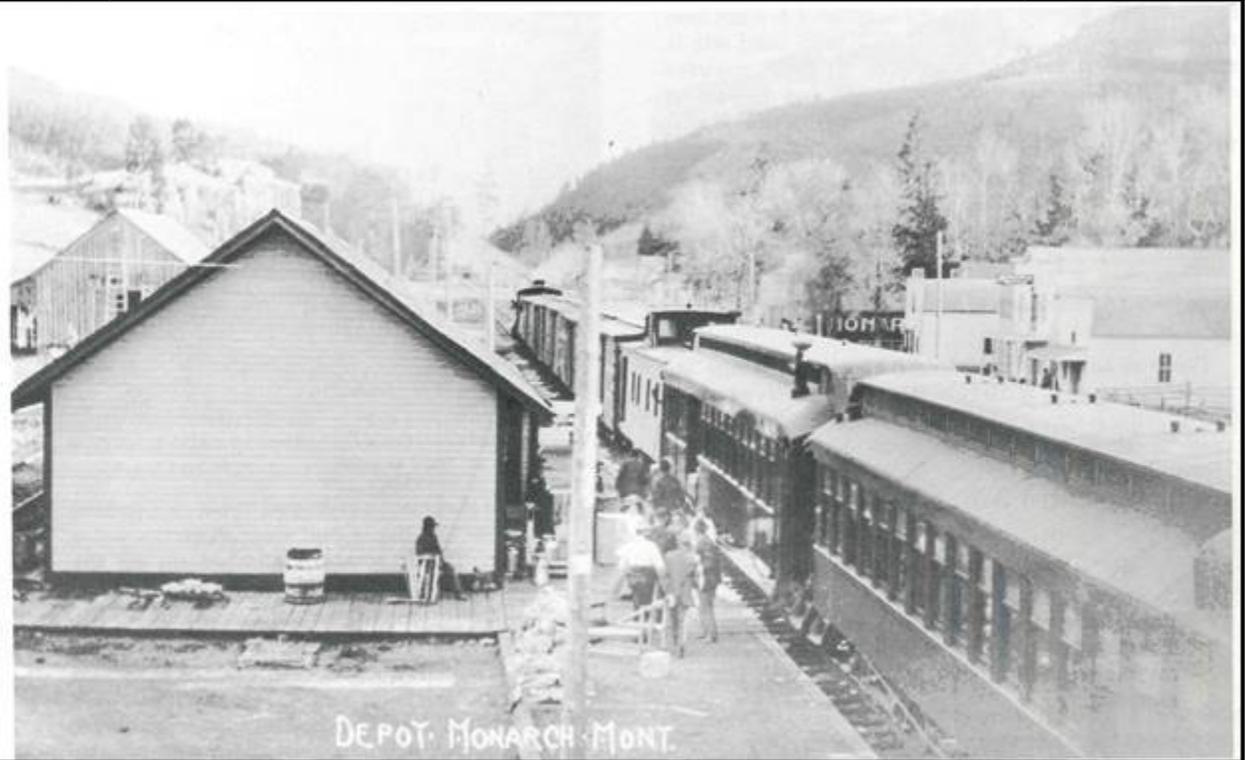
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View of Monarch with Monarch Depot in center of photo, 1920. From Sharon Lenington Bodkins, *A Light At The End Of The Canyon* (Monarch: Monarch Centennial Committee, @1989).

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Monarch Depot, undated photo. From Sharon Lenington Bodkins, *A Light At The End Of The Canyon* (Monarch: Monarch Centennial Committee, @1989).

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Train through Monarch, undated photo. From Sharon Lenington Bodkins, *A Light At The End Of The Canyon* (Monarch: Monarch Centennial Committee, @1989).

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger.

National Register Photographs

Photo Log



Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: West (façade) elevation of Monarch Depot, facing east
MT_CascadeCounty_MonarchDepotHistoricDistrict_0001.

Monarch Depot Historic District
Name of Property

Cascade County, MT
County and State



Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: South elevation of depot, taken from corner of privy, facing north

MT_CascadeCounty_MonarchDepotHistoricDistrict_0002.

Monarch Depot Historic District

Cascade County, MT

Name of Property

County and State



Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: East elevation, facing northwest

MT_CascadeCounty_MonarchDepotHistoricDistrict_0003.

Monarch Depot Historic District
Name of Property

Cascade County, MT
County and State



Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: North elevation, facing southwest

MT_CascadeCounty_MonarchDepotHistoricDistrict_0004.

Monarch Depot Historic District
Name of Property

Cascade County, MT
County and State



Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: Double privy, north elevation, facing south

MT_CascadeCounty_MonarchDepotHistoricDistrict_0005.

Monarch Depot Historic District
Name of Property

Cascade County, MT
County and State



Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: Double privy, south and east elevations, facing northwest

MT_CascadeCounty_MonarchDepotHistoricDistrict_0006.

Monarch Depot Historic District
Name of Property

Cascade County, MT
County and State



Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: Caboose, tracks and rail bed, north and west elevations, facing southeast

MT_CascadeCounty_MonarchDepotHistoricDistrict_0007.

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Name

Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: Caboose, east elevation, facing west

MT_CascadeCounty_MonarchDepotHistoricDistrict_0008.

Monarch Depot Historic District
Name of Property

Cascade County, MT
County and State



Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade Co

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: Caboose, tracks and railbed, north and west elevations, facing southeast
MT_CascadeCounty_MonarchDepotHistoricDistrict_0009.

Monarch Depot Historic District
Name of Property

Cascade County, MT
County and State



Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

County: Cascade Co

State: MT

Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: Overview of Monarch Depot Historic District, facing northeast

MT_CascadeCounty_MonarchDepotHistoricDistrict_0010.

Monarch Depot Historic District
Name of Property

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Name of Property: Monarch Depot Historic District

City or Vicinity: Monarch

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Photographer: Kate Hampton

Date Photographed: November 2019

Description of Photograph(s) and number, include description of view indicating direction of camera: Overview of Monarch Depot Historic District, facing northeast

MT_CascadeCounty_MonarchDepotHistoricDistrict_0011.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.