

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Northside Missoula Railroad Historic District

other name/site number:

2. Location

street & number: roughly bounded by the southern tracks of the Northern Pacific Railroad (Rail-Link) and including the Orange Street Underpass on the south, to Interstate 90 on the north, "C" Street on the east, and Worden Avenue on the west, including Whittier School.

not for publication: n/a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

city/town: Missoula state: Montana code: MT county: Missoula code: 063 zip code: 59801

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Mike F. Kaumber, Interim SHPO
Signature of certifying official/Title

3/31/95
Date

Montana State Historic Preservation Office
State or Federal agency or bureau

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

Signature of commenting or other official

Date

State or Federal agency and bureau

Northside Missoula Railroad Historic District
Name of Property

Missoula County, Montana
County and State

4. National Park Service Certification

I, hereby certify that this property is:

Signature of the Keeper

Date of Action

 entered in the National Register

 see continuation sheet
 determined eligible for the

 National Register
 see continuation sheet
 determined not eligible for the

 National Register
 see continuation sheet
 removed from the National Register

 see continuation sheet
 other (explain):

5. Classification

Ownership of Property: private

Category of Property: district

Number of Resources within Property:

Contributing	Noncontributing
<u>232</u>	<u>159</u> building(s)
<u> </u>	<u> </u> sites
<u> </u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u>236</u>	<u>159</u> Total

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

Name of related multiple property listing: n/a

6. Function or Use

Historic: Domestic/Single Dwelling: Multiple Dwelling (Secondary Structure, Motel)
Commerce/Trade: Warehouse
Education: School
Religion: Religious Facility
Transportation, Rail-related
Transportation, Road-related
Current: Domestic: Single Dwelling, Multiple Dwelling (Secondary Structure)
Commerce/Trade: Warehouse
Industry/Processing/Extraction/Factory
Religion: Religious Facility
Transportation, Rail-related
Transportation, Road-Related
Health Care: Medical Center

7. Description

Architectural Classification: Late Victorian: Queen Anne, Italianate
Late 19th & 20th Century American Movements: Craftsman Bungalow
Other: Pyramidal Cottage, Gable-Front, Gable-Front-and-Wing, American Four-Square

Materials: foundation: stone, concrete
roof: asphalt, wood, metal
walls: weatherboard, brick, shingles, concrete, tin

NARRATIVE DESCRIPTION

The Northside Missoula Railroad Historic District contains 390 one to two-and-one-half-story wood frame, brick, and stucco buildings and outbuildings erected between 1889 and 1993. Heavy industrial rail yards are included at the south end of the district, along with a commercial warehouse section (Sun Mountain Sports factories), running for the most part along the south side of North First Street East and North First Street West from Ryman to Grand with two businesses, "Stensrud Signs," in the historic Keim Building, and "Ford's Jewelry" (in home) located on the north side of North First Street West between Woody Street and North Orange. Another commercial area bordering the district is located on the west side of North Orange from the Orange Street underpass to North Sixth Street. While approximately 2% of the buildings within the district are commercial blocks, 54% are detached single or multi-family residences, 2% are apartment buildings, and 40% are garages, or other ancillary outbuildings. There is one historic school, a church, and a sports accessory manufacturing and distribution plant utilizing historic buildings within the district. There is also a partially buried foundation of a 1923 railroad roundhouse, a functioning rail turntable from that same era, and a vehicular underpass.

Approximately twenty-two city blocks are encompassed within the Northside Missoula Railroad Historic District. Most blocks measure 300 feet by 280 feet in dimension. Some of the blocks within the district are smaller and oddly shaped due to the convergence of two subdivisions with differing orientations and the restrictions due to the Interstate 90 boundary on the north. Residential blocks are divided into twenty 30-foot-wide lots. Most residential buildings have surrounding yards and respect common setbacks from the sidewalk. Residential streets are lined with mature maple, black locus, box elder, elm, cottonwood and linden trees, except for the Historic District's southern edge which is industrial and has no trees. There is a large apricot tree, estimated by Missoula's Urban Forester, to be between 60 and 100 years old located at the northeastern corner of "A" Street and North Second Street East. This may be the last remaining reminder of the original A.J. Urlin orchard. There is a line of linden trees about a block long located in front of the Providence Center (between North Second and North First on Orange Street). These trees were planted after the 1911 photo of that area from Waterworks Hill was taken by Ashel Curtis. That photo shows a line of Lombardi poplars in that location. The Historic District is divided in a north/south manner by the Orange Street Underpass located at the Northern Pacific (Rail-Link) tracks at Orange Street.

The Northside Historic District consists of a variety of historic buildings, most of them single-family or multi-family residences built between 1884 and 1944. An historic commercial building appears on North First Street West between Woody and Orange and four historic commercial buildings line the southern edge of North First Street between Ryman and Grand along the railroad tracks. These large buildings all have loading docks both on the North First Street side and the southern track elevation. With the exception of the building to the east of Woody, all of these buildings have little or no setback from North First Street and they are either connected physically or have minimal distances between each other. The relationship to the rail yards and the closeness to the street create an industrial warehouse feel to this section of the Northside Historic District.

A row of two-story multi-family houses extends east from this warehouse section along the north side of North First Street West between Woody and Ryman. To the west of the commercial strip, which is transversed by the Orange Street Underpass at its western end, is a number of small hipped-roofed pyramidal cottages lining the north side of North First Street West. These cottages are indicative of the style and size of "railroad worker" housing produced during the expansion period (1904-1916) of the Northern Pacific Railroad, and variations of these can be seen throughout the historic district. On some blocks, such as the south side of the 500 block of North Second Street West, these pyramidal cottages establish a

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rhythmic stylistic pattern that is repeated in somewhat lesser concentrations on other blocks throughout the Northside Historic District.

North Second Street from the western boundary of the Historic District to the "A" Street on the east, has boulevards lined with mature maple trees which form a canopy over the street during the summer and fall months. These trees were planted prior to 1911. Other streets throughout the Historic District have similar concentrations of trees with a mixture of species represented.

The western boundary of the Historic District is the western border of the Umlin Addition marked by Worden Avenue with a jog to include the Whittier School, which is across the street in School Addition but is included because it served as the primary educational facility for the Northside Historic District during the historic period.

All but 27 of the 188 major buildings in the Historic District were constructed before 1944 and most contribute to the significance of the district. Fifty-four of the existing major buildings were constructed between 1884 and 1900, 110 between 1900 and 1920, and 24 between 1920 and 1944. The district is predominately a mixture of single-family and multi-family buildings, representing various architectural styles and historic periods. Among the largest buildings are the commercial warehouse or factory buildings located along the railroad tracks and North First Street and the Keim Building on the north side of that same street. There are also some large historic residences along North Second Street West in the same block as the Keim (Stensrud Signs) Building, including a large brick Queen Anne style apartment building on the corner of Woody and North Second Street West. Other large residences appear sporadically throughout the district, usually on corner lots. These buildings are primarily Gable-Front with some Queen Anne detailing present.

The medium-to-small size single-family residences illustrate a variety of architectural forms and styles, but most fall into either the late nineteenth century vernacular styles including the Gable-Front or Gable-Front-And-Wing. The vernacular Pyramid Cottages that dominate the district mostly date back to the early 1900s building boom, though some appear before the turn of the century. There are relatively few large apartment buildings in the district, the most notable exceptions being the Warwick Apartments at 823 Wolf, the brick apartments at the corner of North Second Street and Woody, and the old Missoula County Courthouse building (431-435 North Third Street West) that was converted to apartments when it was moved to that location.

The general appearance of the district is residential, though commercial encroachment has occurred on its north-central portion with the construction of a mini-mall, a convenience store-gas station and a motel, all situated along Orange Street to serve the traveling public that enters the area from the Orange Street Interstate-90 off-ramp. A modern medical facility occupies most of a two block area along Orange Street across from these commercial establishments. This medical facility is in the same general location as the old Northern Pacific Hospital. The interstate highway to the north of the district and the rail yards on the southern boundary act together to form a sort of pincher confining the residential to the area between.

The residential feeling of the sections to the east and west of Orange Street is enhanced by the mature boulevard trees and common setbacks for the residences. Many of the earlier Lombardi poplar trees, planted shortly after the district was platted in 1883, have been replaced by silver maple and box elder trees. Three mature cottonwood trees appear on the property at the northeast corner of North Second Street West and Worden Avenue. The fruit orchards that are visible at the corner of North Third Street West and Woody in the 1911 Ashel Curtis photo from Waterworks Hill have disappeared as a result of the interstate grading. Individual fruit trees are present in backyards throughout the district. Properties were evaluated as contributing or non-contributing based on their association with the period of significance (1883-1944), on the developments, events, and stylistic influences which characterized that period, and on their degree of

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architectural integrity. The result is that there is a variety of contributing buildings, in terms of style, scale and function, within an historic district that evolved over a 61-year time period. The general conditions of the buildings is good.

Non-contributing buildings were defined as those not built within the period of significance, or that had experienced a significant loss of architectural integrity. The ratio of non-contributing buildings, sites and structures to the total number of resources is 153:220. The major noncontributing buildings are modern medical facilities, a motel, and gas stations located along Orange Street between the Orange Street Underpass and the interstate. Of the major noncontributing buildings that intrude upon the northcentral section of the Historic District, both the medical center (Providence Center) and the motel (Orange Street Inn) occupy blocks that were historically utilized for those same purposes; the Providence Center on the site of the original Northern Pacific Hospital and the Orange Street Inn on some of the lots used by the Russ House, the large boarding house/hotel of the 1890s. Consequently, though they represent intrusions because of modern design, they do present a continuity of historical uses.

Most of the historic garages are located at the back of the lots along alleyways and provide a tangible feeling of association with the period of significance, especially the 1920s when many of the garages were constructed. Though many of the historic garages have received alterations, especially to the main vehicle entry doors and siding, for the most part they have retained their recognizable definition and character necessary for essential architectural integrity given the role they played as auto storage buildings. Some of the historic garages have maintained the feel of both the era when their main function was as a stable and the later automobile period.

Primary residential contributing buildings, classified by property type include Queen Anne and Pyramidal Cottage Vernacular. Building materials for these primary resources are brick and pre-cast concrete, wood and stucco. Primary commercial buildings are of a vernacular style and constructed with brick, wood, and wood frame with brick veneer. Trim on the Keim Building (Stensrud Signs) is gray granite, probably originating at the Ten Mile granite quarries west of Helena.

The most important contributing buildings in the Northside Missoula Historic District include a number of commercial buildings such as the Keim Building (Stensrud Signs) at 314 North First Street West, the Lindsay Fruit Company Building (Sun Mountain Sports), which straddles the Orange Street Underpass at 313 North First Street West, the Day Produce Building (Sun Mountain Sports) at 301 North First Street West, and the Wright Paper Company Building (Sun Mountain Sports) at 235 North First Street West. Other primary contributing buildings include two large apartment buildings; the Warwick Apartments with its unusual pre-cast concrete exterior at 823 Wolf Avenue, and the large Queen Anne brick apartment house at 827-837 Woody.

Important primary structures within the Historic District include the Northern Pacific (Rail-Link) railroad yard and tracks from Worden Avenue on the west to "C" Street on the east. The rail yard is a defining factor in the historic district's character, both physically as a barrier from the rest of Missoula and economically as the primary place of employment for the residents of the district during the period of significance. The 1923 railroad roundhouse foundation located between "A" Street and "C" Street on the east end of the Historic District is an important feature of those rail yards, as is the turntable from 1923, which is still in use. The 1923 roundhouse foundation is concrete 40 inches above ground and 18 inches wide were it is visible. Approximately one fourth of the structure's circle is still visible.

Another primary structure within the Historic District is the Orange Street Underpass which follows Orange Street under the rail yards. Constructed in 1939, the Underpass is a 30 feet wide by 395 feet long concrete structure composed of 15 separate sections with 5 foot wide sidewalks on both sides and the roadway (Orange Street) in the center. It passes under two city streets (North First Street West and Railroad Street), five sets of railroad track and an historic building, the

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Lindsay Fruit Building (Sun Mountain Sports). The Orange Street corridor just south of the Underpass was recently widened to a 4-lane. Plans call for an extension of the 4-lane through the Northside Historic District. If this plan is followed both the Orange Street Underpass and the Lindsay Building (Sun Mountain Sports) would be threatened with removal or demolition.

The appearance of the Northside Missoula Railroad Historic District evolved considerably during the historic period and during the years since 1944. By 1881, most of the land surrounding the original townsite of Missoula, which was located near Front Street and Higgins Avenue, just north of the Clark Fork River, was in the hands of four private owners: C.P. Higgins, Frank Worden, W.J. McCormick and Alfred J. Urlin. Higgins had secured a patent to 160 acres north of the original townsite. In the 1870s W.J. McCormick, an attorney, had obtained a patent on another 160 acres to the west of the Higgins land. Alfred J. Urlin, had acquired title to land north of where the Northern Pacific tracks would eventually run and to the bottom of Indian Hill, which is now called Waterworks Hill and is located on the hillside north of the Historic District. Urlin's ranch was located between the original townsite and Waterworks Hill (S.W.1/4, Sec.15, T.13, R.19). As an enticement for the Northern Pacific Railroad to run its tracks through Missoula and to locate repair shops at that site, the major landowners agreed to offer the railroad a considerable amount of land. Though Higgins and McCormick gave the greater share of lots to the railroad, A.J. Urlin played the most significant role in the development of what would become Missoula's residential Northside.

The Northside Missoula Railroad Historic District includes most of what was platted as Urlin's Addition, the northwestern portion of Railroad Addition which was owned by Higgins, and one building, Whittier School, located in the School Addition. The development of these additions took place simultaneously with the transfer of several hundred lots from the ownership of Higgins, McCormick, Worden and Urlin, to the Northern Pacific Railroad in 1883.

This land acquisition by the Northern Pacific, in exchange for locating its division headquarters along the property given, virtually assured that Missoula's economic future would be bright. The location of a depot and repair shops at Missoula was correctly seen as the beginning of an era of unprecedented growth both in population and economic activity for the city. With this decision to locate in Missoula, the railroad provided a solid economic underpinning for the city's economy, an element that had been absent prior to this time. Incorporated as a town just the month before the railroad land transaction was finalized, Missoula now moved into a new era of expansion that would be unsurpassed in scope. The area north of the Northern Pacific's tracks and south of the hillsides in that direction, would provide the setting for workers' housing necessary for such an economic and population growth to occur.

Up to the time of its incorporation as a town in 1883, Missoula had concentrated its buildings near the original Missoula Mills located on the north side of the Clark Fork River. Businesses and residences spread from that terminus both east and west along the old Mullan Trail which became Front Street, and north toward Cedar (Broadway). A few residences were located north of Cedar along East Pine Street. Some dwellings and ranches existed south of the Clark Fork River. Similarly, a minimal number of farm houses, including that of A.J. Urlin, had located north of the area that would accommodate the rail line.

A.J. Urlin had a lumber mill in operation by mid-August 1883, advertising the sale of "Dressed Lumber, Siding, Flooring, Moldings, etc.," and offering to "furnish entire bill of materials for Buildings, Store Fronts, Counters, Shelving, Etc.,." Urlin also claimed to have "500,000 Feet of Dry Finishing Lumber," for building houses on the Northside. Lots began to be sold in the Urlin Addition, and houses soon appeared.

The "Bird's Eye View of Missoula, Montana - 1884" map, produced by the Northern Pacific Railroad, is an excellent indicator of the construction that first appeared on Missoula's Northside. The illustrative map shows the area north of the

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Northern Pacific tracks containing only 15 buildings, two of which are business structures: Urlin's Missoula Lumber Company, and a hotel with J.D. Matthews (correct spelling Matthus), listed as proprietor. Both Urlin's mill and the hotel were located on block 97 between Urlin Avenue (Orange) and Grand, and North First and North Second streets. Urlin's mill was situated directly behind and to the north of the hotel. Matthus would expand the hotel, which is listed as the Arlington Hotel on the 1888 Sanborn Fire Insurance Map, to become the Russ House, the largest boarding house on the Northside. Mathews also listed "General Merchandise, Saloon and Billiard Hall" at this location in 1884. By 1890, over 137 Missoulians, most of whom were railroad workers, claimed the Russ House as their residence and its facilities covered an area of over half a block and included the building originally called the Arlington and several other buildings. The Gold Dust Hotel (renamed the California in 1891), located across Urlin Street to the east of the Russ House at 162 North First, was home to 51 Missoulians, again mostly railroad employees. As a result, the majority of people living north of the tracks resided in these two large hotels/boarding houses. The construction of the Rose Avenue House on the same block as the California House would further concentrate those workers along North First Street West.

In addition to the Russ House and the Urlin Mill, the 1884 map shows a horseshoe shaped clustering of buildings on the eastern end of the Northside, situated between the tracks, North Second Street and "B" and "D" Streets. These buildings were identified as "N.P.R.R. Round Houses," and they approximate the wooden-framed detached structures shown in a photograph of that era taken from Waterworks Hill, which also identifies the structures as the roundhouses. An insert drawing at the bottom left corner of the 1884 "Bird's Eye" map indicates "Rail Road Shops To Be Built This Summer," with a one-piece roundhouse structure appearing to be similar to the building that eventually did replace the wooden detached round house structures. Five structures that appear to represent houses are located just to the north of the roundhouse location on the main map. This is the only cluster of houses on the Northside at the time of the drawing. The original wooden roundhouse was replaced by a new structure by 1889 with additions constructed in 1906, and a new brick complex immediately to the west of the old structure completed in 1923. During the 1960s, the older roundhouse was dismantled. The 1923 roundhouse was demolished in the early 1980s. The 1923 roundhouse foundation and the turntable are present, though the foundation is partially covered with dirt.

A.J. Urlin's dream of supplying the hundreds of houses that would be needed for the railroad work force went up in smoke in October of 1885 when a fire destroyed his planing mill (Missoula Lumber Company). Urlin was not insured and announced that he would not rebuild. Thus ended A.J. Urlin's Northside residential building project. This was the second business disaster for Urlin who lost his downtown insurance building to fire the previous year. Despite these setbacks, Urlin continued to play a significant role in the development of the Northside Historic District through real estate transactions and as a city alderman for that area. In September of 1890, he constructed a two-story brick 30'X 50' commercial building across the railroad tracks, west of Woody Street. This building later became the Troy Steam Laundry operated by Louis Mott, and stood until its demolition in the early 1970s. Mott was convicted of murdering his wife, and despite pleas for a lesser penalty by some of the leading citizens of Missoula, he became the seventh man to be legally hanged in Missoula County.

At the same time that the Troy Steam Laundry was being built, Levi F. Keim, constructed a brick building of the same dimensions two lots to the east at 314 North First Street West. The Keim Building (Stensrud Signs), with its impressive metal cornice, is the only commercial building from that era that still stands today.

The nine year period from 1884 to 1893 saw a flurry of construction activity on Missoula's Northside, including the erecting of several large commercial buildings. While the Northern Pacific Hospital was set back two blocks north of the tracks, most of the commercial buildings were located along North First Street West, or as in the case of the Missoula Steam Laundry, on Worden, and the Taxidermist building on Wolf and North Second, in close proximity to the rail tracks. Block 96, between North First Street West and North Second Street West, and Urlin and Rose, was the site of four large

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buildings: the Gold Dust Hotel, the Keim building (Stensrud Signs) which became a drug storage center, a grocery store and the Rose Avenue House. The only commercial building of this era along North First that remains today is the Keim Building (Stensrud Signs) at 314 North First Street West, which was owned by Levi Keim. The Taxidermist building at the southwest corner of Wolf and North Second Street West was converted into a residence and is still in use. Another residence of that period that still stands is the large brick apartment house at the southwest corner of Second Street West and Rose (Woody), part of the same block as the Keim (Stensrud) Building.

Most of the earliest housing tended to cluster around some of the older farm houses such as Urlin's, near the northeast edge of the Northside Historic District along North Third. Block 86 and Block 87 located between Ryman and "B" Street and between North Second and North Third, both contained 12 houses by 1891 and the next block west (85) contained 10 houses. These were the blocks leading up to the Northern Pacific Hospital. Block 85 on the northwestern corner of the district (Worden and Fifth) had 9 house by 1891. Most of the houses in these blocks were either the larger, two-story, gable-front, rectangular massed National Folk Style houses with steep-pitched roofs, or the classical box-shaped Italianate with its wide eaves, large roof brackets and tall windows, and later the American Four-Square style with medium pitched pyramid hipped roof, and square or near square massing. A good example of a mix between the Italianate style and the American Four-Square is the residence (ca. 1890) located at 918 "A" Street. That house features boxed eaves, tall, thin windows, curved brackets and an ornately carved wood front door. Typical of the American Four-Square with Italianate detailing, this house has a one-story front porch which extends across the facade of the building's core with a hipped roof that echoes that of the main roof. This dwelling is one of the few in this northeastern section of the district that escaped either demolition or removal when the interstate highway was constructed during the mid-1960s.

The two-story Gable Front houses of the early period, usually had a shed roof open front porch with simple columns and detailing; however, some did exhibit spindlework porch detailing, turned columns and patterned shingles in the gable, a carryover from the contemporary Queen Anne style. These houses also often contained a one-story rear gable addition and a connecting shed addition beyond the gable section.

The late 1880s and early 1890s also saw the appearance of the vernacular architectural variations of the Pyramid Cottage, a style frequently built in company-towns for workers' housing. Two examples of this Pyramid Cottage style were constructed along "A" Street close to the railroad tracks at 825 and 837 "A" Street (both ca. 1890), and are still present on the scene. These one-story houses exhibited a simple square ground plan with the pyramid form of hipped roof. Both have small front porches and shed roofed rear additions. This style became the predominant style of housing on the Northside during the second major phase of house construction which occurred after the turn of the century.

Another concentration of early Northside buildings appeared just to the north of the tracks-between Urlin (Orange) and "A" Street and North First and North Second in blocks 94-96. These were located to the south and west of the Urlin homestead cluster. While the side immediately north of the tracks in block 96 was commercial to a large degree, with the California Hotel, the North Missoula Bakery and the Wash Cong Laundry at 9 Rose Avenue, the remainder of the block contained residences. A total of 10 structures appeared by 1893, with the Rose Avenue House serving as a boarding house on the corner of First and Rose Avenue. Block 95, just to the east, contained 9 buildings by 1893 and Block 94 contained 6, somewhat limited because of the configuration of the block and its proximity to the railroad shops. Block 86, between "A" Street and Ryman and North Second Street West and North Third Street West, located northeast of Block 94, had thirteen houses on it by 1891. Eight of these were the two-story, front-gable style. The remainder were smaller, mostly hip-roofed dwellings.

A third concentration of early residences appeared in the western and northwestern section of the Northside Historic District. Six of the houses constructed in the late 1880s to early 1890s located along the 600 block of North Fourth Street

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West are still standing today. The earlier houses along North Third Street West represented a continuation of the Urlin development situated to the east of Urlin Avenue. Other groups of houses appeared in close proximity to the Northside School, located on Worden. Together, with the Urlin homestead cluster, and the blocks along North First and North Second Street West, this western section formed the core of what could be called the first Northside neighborhood.

The second recognizable phase of construction came during the first decade of the new century and continued during the 1906-1916 period which corresponded with Northern Pacific's expansion and straightening of its main line to compete for passenger service with its newly arrived rival, the Chicago, Milwaukee and St. Paul Railroad (the Milwaukee). During this period, the railroad employed hundreds of laborers to build the new tracks. Many were immigrants, with an especially large number of Greeks residing for a time in the boarding houses on the Northside. Others lived on the work trains. The 1910 U.S. Census record shows over 65 Greek laborers employed by the railroad living along North First and North Second and a group of nine Italians at one address on North Second. A substantial number of workers of Japanese and German nationality are also listed as living in close proximity to the Northern Pacific rail yards. Most of the Japanese, it appeared, resided in the Gold Dust Hotel, at 324-327 North First Street West, which was designated "Jap Boarding" on the 1912 Sanborn Fire Map.

With this influx of workers and the construction of a second Northern Pacific track, Missoula's economy thrived. New money brought into the city purchased supplies and labor, and consequently, deposits in local banks increased from \$1,687,000 in 1905 to \$4,653,000 at peak construction in 1908. The floods of that year only added to the need for both supplies and labor. For a time in 1908, the Northern Pacific had as many as thirty-eight work trains running out of Missoula. Large numbers of workers were added to the Missoula shops during this time. By 1910 the Missoula shops employed over 300 people.

Though most of the laborers moved on upon completion of the construction, many did not, and these naturally looked to the Northside for a place to live. The lots that remained in that area were soon sold and housing built to accommodate the increased labor force. In many instances, those railroad workers who had become established in Missoula at an earlier period now purchased existing dwellings or built houses for themselves and rental housing for the new work force. The vast majority of houses constructed during this "boom" period from 1900-16, became identifiable to the average person as "railroad worker houses." These houses were mostly one-story and considerably smaller than the majority of residences built shortly after the railroad first arrived. For the most part, the "railroad worker houses," were constructed close together, because of the increased value of real estate. While a few of the houses reflected some Queen Anne architectural styling such as the brick dwelling at 422 North Second West (ca. 1901), most were wood-framed, with a pyramidal hip roof format. The floor plan of these dwellings was square with the roof forming a pyramid shape above the walls. Most front facades carried out a symmetrical theme with center entrance and a double-hung window on each side. Often-times these houses were built in groups or rows along a street. Individualization was accomplished by adding a front porch of varying size and configuration. Larger families incorporated gable or hip dormers into the main massing to allow for increased square footage. However, the basic plan remained, simple to build and easy to maintain: the perfect worker housing.

While much of the new housing was spread throughout the Northside Historic District, with representations on nearly every block, concentrations of these "railroad worker" houses, sometimes referred to as Pyramid Cottage style, did occur. These clusters are especially noticeable in a five block area (Blocks 97, 98, 83, 82, and 77) located between North First Street West and North Fourth Street West, and Orange and Wolf. In this area, 27 out of 56 houses can be identified as this style. There are also pockets of the Pyramid Cottages along the 700 block of North Fourth (Block 68) and along the far eastern limits of the Northside between Ryman and "B" Street and North First and North Third West. These concentrations, combined with the examples where they fill between the older era Foursquare style and simple front gable

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style houses, and the more modern styles, give the Northside Historic District a particular historical "feel" or atmosphere that outwardly reflects its blue-collar, railroad worker heritage.

Commercial growth in the Northside Historic District was primarily concentrated in a strip just north of the Northern Pacific tracks. This area was a logical area for such development because of its proximity to the railroad tracks and the Woody Street crossing, the principle access point both to and from the Northside. Woody Street provided a direct access to the Northern Pacific Hospital after its construction in 1891. Hotels and large boarding houses such as the Rose Avenue House appeared on the north side of North First Street West. The expansion of the wholesale grocery business from the Woody Street area south of the tracks after the turn of the century, precipitated the construction of a number of large warehouses along the south side of North First Street West. While the Russ House (Orange and North First), the Gold Dust in the block to the east, and the Rose Avenue House (North First and Woody) have all disappeared from the scene, the Lindsay Fruit Building at 313 North First West, the Hardesty Manufacturing Building at 309 North First West, the Day Produce/Missoula Mercantile Warehouse Building at 725 Woody (later 301 North First Street West), and the Wright Paper Company Building at 235 North First West, stand as reminders of that era of commercial expansion. All of these buildings are being utilized by Sun Mountain Sports, which manufactures golf bags, assorted other golf accessories, and sports apparel.

With the building of the Orange Street Underpass in 1939 the major thoroughfare and access across the rail yards to the city proper became Orange Street. As Urlin Street, this street had dead-ended at the Northern Pacific Tracks. Woody Street, one block to the East of Urlin was the major transportation route over the tracks until the underpass was completed. At that time, Woody was closed to through traffic at the railroad tracks.

The construction of Interstate 90 in the early to mid-1960s disrupted the northern edge of the Northside Historic District. At least 58 houses were moved and numerous others demolished. The interstate and its right-of-way cut a swath through some of the oldest residential sections containing dozens of oldest housing stock within the Northside Historic District, effectively compressing the boundaries to the south by eliminating most of North Third Street East, North Fourth Street, North Fifth Street, and North Sixth Street. During this process, much of the rural character, which included fruit orchards and early farm homesteads located on that northern edge was lost, to be replaced by commercial establishments and the interstate road embankment. The Healy House at 334 North Third Street West is the sole survivor of the Interstate project on the 300 block of North Third West.

Name of Property

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: Locally

Applicable National Register Criteria: A,C	Areas of Significance: Commerce, Architecture, Settlement
Criteria Considerations (Exceptions): n/a	Period(s) of Significance: 1883-1944
Significant Person(s): n/a	Significant Dates: 1883, 1906-1916,
Cultural Affiliation: n/a	Architect/Builder: n/a

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Northside Missoula Railroad Historic District is one of the oldest residential areas of Missoula. Its development is significant in the history of Missoula, Montana because it represents the first major expansion of the city to occur away from the city center. This residential neighborhood, located north of the original Northern Pacific Railway tracks, was created to supply housing for immigrant railroad workers brought to Missoula to build the Northern Pacific line in 1883, and to maintain its equipment in the repair shops after that time. Other blue collar workers joined the railroaders to live on the Northside and to supply the labor for Missoula's most significant period of economic growth (1880-1920). By the end of the Northern Pacific's expansion period of 1906-1916, the Northside Historic Railroad District had completed most of its residential development. The concentration of railroad workers residing in the Northside was greater than any other section of the city and has remained so throughout its history. Housing was for the most part, utilitarian in nature, and in areas, reminiscent of "company towns" with its repetition of the pyramid cottage form of architecture.

NEIGHBORHOOD DEVELOPMENT

The individual most responsible for the initial development of the Northside District was Alfred J. Urlin. Born in Ontario, Canada, A J. Urlin arrived in the Missoula Valley in 1870, by way of Colville and Walla Walla, Washington; Florence, Idaho; Bannack, Montana and Cedar Gulch, Montana. During the years 1864 - 69, he was treasurer of the county government at Bannack. Ever in search of investment opportunities, he left Bannack for Cedar Gulch where he remained for a year. 1870 found him employed as bookkeeper for Worden & Company at Missoula Mills, a position he kept for the next seven years. On October 21st of 1870, he joined with 83 other pioneer property owners in petitioning for the designation of Missoula as a Town Site under the provisions of the town site Act of 1867.

During the period from his arrival in Missoula in 1870 until he left for a time in 1879, Urlin engaged in a number of business activities including farming on the 160 acres (Sec. 15, T13 N, R19W) that he had acquired by a patent dated June 30, 1876, under the provisions of the Homestead Act of 1862. The Missoulian reported as early as June of 1872, Urlin had "a ranch near town, with a ditch running from the Rattlesnake." His farming activities included raising produce for sale in town, operating a twice-weekly delivery service of eggs and chickens and establishing the "Montana Nursery," which specialized in fruit trees and shrubbery. In November of 1874, Urlin purchased ten acres, located between the garden and the river for a wood yard from Cyrus McWhirk.

By 1875, Urlin was recognized as the business manager for Worden & Company. In 1877, he announced his intention to build on the lot next to Eddy Hammond & Company (West Front). That fall he had Billy Sperenberg move two houses that he owned from land adjacent to Eddy Hammond & Company. Advertisements in the Missoulian from that era show Urlin as a "notary public and conveyancer" who would "make collections," with an office located in the County Treasurer's Office on Main Street in 1871; to a seller of eggs and poultry in 1874; to proprietor of the Missoula Nursery in 1876. By 1879, he was discussing the formation of a partnership with real estate investors, W.K. Dougan and G.A. Wolf.

That same year, the lure of quick riches drew Urlin away from Missoula to Glendale, where the Hecla Silver mines were starting to boom. While in Glendale, Urlin operated a store and soon married Olive M. Olsen. He also purchased placer mining claims in the Nine Mile Valley, west of Missoula. Upon hearing of the railroad's intention of running its track

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through the Missoula Valley, Urlin returned to that town in February of 1882. Seven months earlier, T.F. Oaks, Northern Pacific Vice President, had made it known that the railroad would run its line over Pipestone Pass into Butte and through Deer Lodge toward the coast, a direction that would necessarily bring it through the Missoula Valley. On April 21, 1882 the Missoulian reported that the Northern Pacific tracks would go from, "a point in front of the A.J. Urlin ranch and cross over the prairie below town." By January of 1883, A.J. Urlin was busy preparing his land holdings for platting a subdivision. On the nineteenth of that month, the Missoulian announced that "after Ed Stone had selected lots for the Northern Pacific in the area north of the railroad between the Rattlesnake and the school section, Urlin will open the rest to the public. The area described in that article became Missoula's Northside.

Urlin and the Northern Pacific soon began selling the lots for both speculation and for residential construction. In fact, speculation regarding the lots created within the Urlin Addition had taken place even before the subdivision had been created allowing Urlin to mortgage a major portion of the lots as early as March of 1883. On March 3rd, Urlin negotiated a bond with J.M. Tierman whereby Tierman would take possession of 300 lots for \$30,000. These lots were to be chosen from those remaining after the railroad had selected its 100 lots (limited to only 10 per block, the rest reserved for private use) and secured a "right-of-way to the Hill." This agreement was stipulated to occur on May 5, 1883 after Tierman delivered the \$30,000 to the Missoula National Bank by May 1, 1883.

Some of the first construction on the northside after the railroad arrived included the Russ House by J.D. Matthus. This huge boarding house was located at the corner of Urlin and North First Street West. Matthus made arrangements with the Northern Pacific Railway to supply the families needed to reside in and maintain the railroad's section houses that were built by 1885. To do so, Matthus had to travel to Helena to recruit families. Matthus also gained the contract with the railroad to furnish supplies for the section hands, trainmen and meals for passengers.

In 1883, the Northern Pacific directed L.C. Wallace to supervise the building of the section houses, water tanks (from California redwood) and the Missoula depot. In August of that same year, Wallace announced that the depot would be located at the "head of Harris Street" (Orange Street south of the tracks) and that the building would be two story wood frame with dimensions of 185' x 30'. The lower level would contain a 120' section for freight and areas for a men's room, a ladies room, baggage room and a ticket agent's cubicle. The upper story would measure 66' x 30' and contain ten offices.

By August of 1883, A.J. Urlin had his steam powered lumber mill in operation at the corner of Urlin (Orange) and North Second Street West. For the next two years, until a fire destroyed the plant, Urlin supplied the materials needed to build affordable working class housing on Missoula's Northside.

Hotels and large boarding houses were constructed along North First Street and Rose Avenue (Woody). In addition to the Russ House, the Gold Dust Hotel (later called the California Hotel) at 324 North First Street West and the Rose Avenue House appeared. The latter was a three-story wood frame building established by Rose E. Wolcott and located at the northwest corner of North First West and Rose (Woody). Mrs. Wolcott played an important role in the development of the Northside, by not only providing lodging at her boarding house, but also by acquiring lots throughout the district and constructing laborer housing. Born in Glen Castle, County Mayo, Ireland, she arrived in Missoula County in 1889 and soon became a business woman of some renown. The Rose Avenue House, which contained boarding rooms on the upper two floors and commercial space on the ground level floor, became a Northside landmark. At one time, a Chinese laundry was attached to the northeast end of the building. Between 1908 and 1916, when the second housing boom was occurring on the Northside, Rose Wolcott purchased at least fifteen lots throughout the district. Modest houses either existed or soon appeared on these lots. Rose's husband, Thomas Caulfield, was a carpenter, and possibly constructed these houses. Title, however, remained in Rose's name. Upon her death in 1922, Rose Merrick (Wolcott, Caulfield) left much of her Northside property to her niece, Kate Sharpe. The Rose Avenue House was purchased by Minerva Ferguson in 1907. She

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operated a grocery store in the first floor commercial area until 1936, when the building was purchased by Myron C. Johnson and his wife, Ida. Mr. Johnson was a painter who had followed the railroad west earning a living by painting the railroad's water towers and depots. He arrived in Missoula in 1889. When the Rose Avenue House was demolished in 1967, it was still owned by members of the Johnson family.

By 1889, while the area south of the Clark Fork River was just being platted as the Knowles Addition, the Northside had become a significant population center. As such, it was the home of the labor force that built the rest of Missoula. While vast majority of Northside residents were employed by the Northern Pacific Railway, there were also carpenters, stone masons, teamsters, cooks, nurses, bartenders, and a range of other blue collar occupations represented north of the tracks. The expansion and modernization of the Northern Pacific line starting in 1907, brought more workers to live in this area of Missoula.

By 1891, the need for a public school on the Northside was evident. That spring, a bond issue was passed to retire the existing indebtedness, remodel Central School and build two new schoolhouses; one on the northside and the other south of the river. Architects Gailbraith and Fuller were hired to design a two-story brick building for the Northside, with four rooms on each floor and playrooms in the basement. The building was to be steam heated. A.J. Gibson, a self-trained architect who had established his reputation by designing St. Patrick's Hospital and who would later design the Missoula County Courthouse, was contracted to build the school for a total of \$15,000. While the Northside school was under construction in the fall of 1891, children attended classes in Owens Hall located across from the Northern Pacific Hospital on North Second Street West.

On December 7, 1891 the Northside School was opened at the corner of Worden and Phillips. There were exercises in honor of John Greenleaf Whittier's birthday, but no mention of the school being called Whittier School until 1902. That year the school trustees decided to rename Central School as Irving School; call the Northside School, Whittier, the Southside School, Willard; the West Side School, Lowell; and the East Side School, Prescott. In 1921, Whittier School was replaced by the building that remains there today.

By 1895, an area just east of the Northside Historic District's eastern boundary was the site of the city's main brewery, the Garden City Brewery. Located at the base of Waterworks Hill, just west of present Van Buren Street exit, this brewery sold the Highlander brand of beer after prohibition was repealed. With the construction of the interstate highway in the mid-1960s, the brewery buildings were demolished. While the Northside had a brewery it is interesting to note the complete absence of neighborhood taverns throughout its history.

COMMERCE

The development of Missoula's Northside Historic Railroad District as defined as that area east of Worden, south of Interstate 90, west of "B" Street and north of the Rail-Link (Northern Pacific) railroad tracks was primarily a result of the arrival of the Northern Pacific Railroad and the location of its division headquarters and repair shops in Missoula. Those shops employed over 300 workers by 1910, making the railroad the largest employer in Missoula at that time, with a monthly payroll estimated at \$185,000 -- \$75,000 more than its nearest competitor, the A.C.M. Lumber Company at Bonner. Most of the laborers at the railroad shops resided on the Northside.

In the decade from 1900-1910 Missoula remained a wholesale and retail trade and distribution center. A measure of the economic expansion during that period is evidenced by the doubling of trade volume on the part of the Missoula Mercantile, and the four fold increase in freight delivered by the Northern Pacific Railway during that same time. The

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number of dwellings city-wide increased nearly 300 percent in the same time period. The majority of remaining lots within the Northside district were sold and built upon during this decade.

The School Addition, located immediately to the west of the Northside district, was established in 1891 with the southern half platted in 30'x 100' lots while the northern half was divided into 5 acre tracts. The establishment of the White Pine and Sash Company, located at the west end of the School Addition, which occurred in 1917, had a direct effect of populating much of this area, though the earlier houses, most of which are located closer to Worden than to the White Pine and Sash Company site can be attributed to the need for railroad housing. Because the development of much of the School Addition took place at a later date than in Urlin's Addition, the housing stock there is noticeably newer and of a different style. This visual difference creates a noticeable western boundary for the Northside District at Worden Street. Whittier School, though across the street from the Urlin addition, has always been utilized by the residents of the Northside, and therefore can justify its inclusion as part of the Northside Historic District.

The Northside Historic Railroad District is significant in that it represents the first major expansion of the town away from the original townsite. That expansion was created to fulfill a need for basic housing for immigrant railroad employees. While the railroad did own a number of the lots on the Northside as a result of its land transaction with A.J. Urlin in 1883, it did not build the worker housing, but instead sold the lots at reasonable prices for others to construct the housing. Though a number of private developers built the housing, much of it took on the appearance of "company housing" because of the similarity of design. This is especially noticeable with the Pyramid Cottage style of worker housing which is often clustered along a street or within a block.

The housing that remains within the Northside District is some of the oldest in Missoula. An extremely high percentage of the houses have a history of occupation and ownership by railroad employees. This pattern continued at a somewhat declining rate from the time that the railroad came through the city in 1883 until well into the 1930s. Of the homes built between 1883 and 1920, over 95% had occupancy or ownership by railroad employees at one time or another. These high rates of railroad worker associations create a situation similar to that in many company towns; that is a neighborhood made up almost totally of persons with the same occupation, living side by side - year after year.

As a result of the importation of foreign born laborers, especially during the 1906-16 expansion period, the Northside gained an ethnicity that was lacking in other areas of the city. Greek and Italian workers became an integral part of the Northside, arriving alone and later bringing their families over to settle. Groupings of Italian immigrants were especially evident in blocks 81 (located along North Second West and North Third West between Wolf and Kennett) and block 77 (located along North Third West and North Fourth West between Grand and Wolf) where families such as Coulombe, Presta, Ricci, Scalise, Piccinni and Cocchiarella resided. Many of the Italian immigrants were forced to anglicize their surnames upon entry to this country and as a result, their ethnic heritage is not that readily identifiable by name. Some of these families, such as Rose, Henes and Hatchers, came and joined their fellow countrymen and other immigrants as part of the Northside neighborhood. These ethnic bonds, coupled with the occupational cohesiveness of railroad employment, lent the Northside a sense of neighborhood identity that was perhaps the strongest in Missoula. The Northside Historic Railroad District's perception of physical isolation from the rest of Missoula due to the rail track barrier and lack of adequate crossing accesses, similarly added to a forced independence from the community as a whole.

The issue of access to greater Missoula has been a unifying factor for the Northside since the 1890s and continues to be so today. When the City Council of 1895 proposed to locate the new Northern Pacific Depot at the junction of North Higgins and Railroad, effectively blocking access to the Northside, A.J. Urlin protested, claiming that the original agreement with the railroad called for the depot to be located "at some point between Higgins avenue and the school section." Continuing his remarks to the Missoula Evening Republican of June 18, 1895, Urlin stated the following:

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"The proposed building of the new depot, lying across and east of Higgins avenue, is a direct violation of the contract made years ago, which is still in full force and effect.

"Aside from this, it must be apparent to any one acquainted with the situation that the council is a rank injustice to a large number who live on this side of the tracks. There is no proper crossing from Higgins avenue east to the Rattlesnake, and those who wish to cross at a safe place must hereafter go to Woody street, entailing great loss of time and working serious inconvenience, not only to all our people, but to residents of other parts of the city who may have to visit the north side."...

"Much of the land on this side of the track has been purchased and homes erected thereon, with the distinct understanding that Higgins avenue should always remain open, and to close it now is to make many of our best citizens the victims of misplaced confidence."...

Urlin further maintained that the locating of the depot at the proposed location was, "merely an excuse to close the avenue," that he had crossed for twenty years. In closing, Urlin threatened to sue the city if it proceeded with its plans. Despite Urlin's protest, the city proceeded with their plans, with one alderman stating that the plans called for a pedestrian walk "ten feet wide across the tracks." Still, it appeared that Urlin had lost his battle to maintain the road access to his area of the Northside located between Woody and the Rattlesnake.

The council's action would not be the last act in the drama. Emotions continued to run high in regard to the avenue closing. On July 9, 1896, an arson-suspected fire destroyed the Missoula Mercantile warehouse located next to the newly constructed depot. Freight cars, which blocked access to the nearest hydrants located on the north side of the tracks, forced firefighters to attach to hydrants at Pine and Higgins and at Woody. The distance to the fire from these hydrant hookups resulted in a severe lack of efficiency in the area of water pressure. The building burned to the ground as firefighters turned their efforts to saving the adjacent depot building.

Three days after the warehouse fire, the new depot and its contents burned. The Evening Republican reported the fire was "thought to be the work of firebugs..." The building which had been occupied by I.N. Plummer, superintendent of car repair for the Northern Pacific, was still owned by F.G. Higgins at the time of the fire, the transfer to the railroad not yet having been finalized. Higgins had no insurance and the loss was estimated at \$10,000. A new depot, constructed with bricks was built at the same location four years after this fire. Urlin did not live to see its completion. He died on May 24, 1897, leaving his still substantial landholdings to his wife, Olive.

The Woody Street crossing that Urlin referred to during his arguments before City Council was the main access point between the Northside and the rest of the city. Another grade-level crossing located at Owen Street two blocks west of Woody was also important, especially for residents of the west side. Because of its central location, however, the Woody Street crossing was primary. This crossing provided access to the Northern Pacific Hospital, the Catholic and City cemeteries and the main commercial and residential areas north of the tracks.

Throughout the years, the railroad moved to close the grade-level access points to the Northside. After the Higgins Avenue crossing was blocked by the construction of the second and third depots, the railroad built a wooden pedestrian crossing over the tracks at Montana Street (Ryman) north of the tracks to a point near the west end of the depot between Higgins and Ryman. In 1913, the city, citing a lack of use of the bridge, required that it be moved to a site at Waverly Street just east of Scott Street and five blocks west of Owen. Two years prior, the City Council had declared another grade-level crossing at Scott Street.

By 1921, the Scott Street grade-level crossing had been abandoned with the bridge taking its place. In 1939, the Orange Street Underpass connecting what was then Harris Avenue on the south side of the tracks to Urlin on the north side, was

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constructed using Federal Aid Grade Crossing funds. Despite popular resistance, including a threatened injunction by Northside residents, the grade-level crossings at Woody and at Owen Street were closed at this same time.

With the completion of the Orange Street interchange of Interstate 90 in 1966 and the subsequent increase in traffic on Orange Street, the east and west sections of the Northside were fragmented. The east end of the Northside, which had traditionally been the entrance via the old Woody Street to Rose Avenue crossing, was now increasingly isolated from both the western section of the Northside and from the city to the south of the tracks. To access and leave this eastern section of the Northside, many residents began to use North First Street West over the top of the Orange Street underpass, and continue to do so today.

The pedestrian overpass located at Waverly was removed after an accident involving a Burlington Northern train in 1972. After considerable public discussion and advocacy of a grade-level crossing at Scott Street, the city instead chose to build a vehicular and pedestrian overpass at that location. Because of the steepness of this structure, the lack of a pedestrian lane on its east side, and the inconvenience of its location so far from the downtown, Northside residents frequently crossed the tracks at grade level at various locations to the east of Scott Street. For a variety of reasons, the railroad fenced most of its right-of-way through that part of the city. As the condition of the Orange Street Underpass deteriorated, making pedestrian traffic both unpleasant and possibly dangerous, Northside residents organized to promote a more centrally located grade-level crossing and an overpass to provide better access to the city center. Negotiations for both are in process at this time.

From its beginning, the Northside has been the home for railroad and other blue collar workers. As a result, it has accommodated the lower socio-economic strata of Missoula. In 1890, 54% of those listed in the city directory with Northside addresses worked for the railroad. This percentage continued to drop from that time forward, but remained greater than in any other section of the city. In 1901, 38% worked for the railroad; in 1940, 20%; in 1961, 9%; and by 1992 less than 1% reported that they were employed by the railroad. Other blue collar employment gradually took the place of the railroad. Excluding railroad workers, the blue collar categories amounted to 16% in 1890, 27% in 1901, 24% in 1940, 33% in 1961 and 13% in 1992. Correspondingly, there has been a steady increase (except between 1901 and 1940) in the percentage of professional employees who reside in the Northside District. 1890 reported .03% professionals. This increased to 2% by 1901, dropped back to 1% in 1940, rose to 3% by 1961 and reached 11% by 1992. The percentage of semi-skilled workers or those who needed limited special training for their jobs, started at 8% in 1890, rose to 17% by 1901, dropped to 14% by 1940, and continued to decline to 16% in 1961 and to 9% by 1992.

Home ownership figures taken from the city directories indicate that 46% of the residents living within the Northside Historic Railroad District boundaries, owned their homes in 1940. By 1961, 64% stated that they owned their home. By 1993, this home ownership figure had dropped to 40%

Missoula has historically been a trade and distribution center with manufacturing assuming only a minor role in the economy. Consequently, the city's residential centers have remained fairly cohesive without interruption by large industrial complexes. The most important exception to this pattern is the Northern Pacific Railroad with its tracks cutting a swath through the north section of the city. An understanding of the impact of that industrial giant and its creation of the first neighborhood apart from the city center is crucial in understanding Missoula's development. For not only was the Northside separated physically by the tracks and the industrial buildings associated with the railroad, it was distinctive for its identification with one particular socio-economic strata and occupation. The arrival of the Northern Pacific Railway and the creation of a new node of settlement near the station and repair shops resulted in a basic division in the town's physical character. While the development of the areas immediately south of the Clark Fork River, the other major physical demarcation, would also alter the pattern of development around the original town site, that development would

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be later and could not be so unilaterally identified with a particular class or occupation. The Northside appeared as new housing for new residents, while the Southside was more of an exodus of existing residents. More importantly, the Northside retained its unique identity long after the Southside and other areas had lost any particular socio-economic pattern associated with early settlement. From its formation as a refuge for immigrating railroad workers in the 1880s, the Northside has been dominated by workers of low social status, a pattern that has begun to change only recently.

The Northside represented the first major expansion of the town away from the original townsite. A study of the distribution of different categories of occupations in Missoula from 1890 to 1965 using the Duncan Socioeconomic Index showed that Category 4 (the lowest socio-economic category) concentrations remained the greatest in the Northside during all of the years examined. "Category 4" related to "Laborers and helpers," as compared to Category 3, "Carpenters, auto mechanics, and similar workers," Category 2, "Proprietors of various types of establishments, and Category 1, "Various professional people." Category 4 was further broken down to include an assigned socio-economic index value.

In the socio-economic analysis of Missoula, the Northside pattern is one of the most stable and definitive found. The Northside has always provided housing for the city's lower class workers. The location of the flouring mill near the Clark Fork River and Rattlesnake Creek, and later, the route taken by the Northern Pacific Railroad were probably the two most critical factors in Missoula's development because of their respective roles in establishing trends and priorities in land use.

The Northside District is unique in its social context in that it historically acted as a haven for minorities such as the Chinese, the Japanese and African-Americans. Many of the latter had come to Missoula as part of the "Buffalo Soldiers" brigade stationed at Fort Missoula. Perhaps the most significant of these soldiers and Northside residents was Ephram Dorsey. After his marriage in 1885, Ephram joined the army and was assigned to the 25th Infantry Regiment, Company H. He reenlisted at Fort Snelling, Minnesota September 6, 1887, and by the time of his second discharge, he was stationed at Fort Missoula as a musician. He resigned from the service August 6, 1894 in order to take up a trade of shoe-maker. Ephram also participated in the intervention of labor strikes with Federal forces. In 1892, Dorsey and his comrades travelled over to the Coeur d' Alene mining district to arrest striking union men who were battling non-union and company detectives. For a time, the black soldiers took up camp along the Northern Pacific tracks in Missoula.

By 1900, Ephram Dorsey had retired from the army to take up residence at 229 North Second Street West in Missoula, where he also worked as an upholsterer. The Dorseys were a part of a small black enclave numbering 15, that existed in Missoula at that time. Ephram and Laura were the only married couple. They took in two single black borders named Jim Whealand and John Haines. Both were day laborers in their twenties. Susana Millers, a widow with four children, lived at 205 North Second Street East. The occupations of the remaining nine men counted in the 1900 census included day laborers, dishwashers, porters, farmers and two barbers. It is not known how many of these men had been soldiers at the fort before entering the civilian work force. Nevertheless, the Fort Missoula connection was strong within Missoula's Northside. Alexander Pillow, the post quartermaster who was stationed at the fort from 1894 to 1902 retired in Missoula where he spent the rest of his life. He worked as a yardman for the Northern Pacific Railroad. One of Ephram's comrades, Samuel Lundy, company H, retired from the service and took up residence next to the Dorseys at 231 North Second Street West. Samuel was married and like the Dorsey's, he and his family were Catholics. He became a porter and lived the rest of his life in Missoula. Another ex-soldier, Benjamin Johnson, worked as a laborer and lived in the rear of the Miller's house at 225 North Second Street East.

Not all blacks lived on Block 95 of the Northside. From 1915 to 1945, Ephram Dorsey's brother, Solomon, and his wife, lived at 817 Wolf. Solomon had come to Missoula to live with his brother, Ephram, and to work in Ephram's upholstery business. After Ephram's death, Solomon became a janitor for various firms throughout the city, and was able to buy his

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own home at 817 Wolf. While living on the Northside on block 95, the Ephram Dorseys rented from Rose Caulfield, the principal landowner of that block. In 1905, the Dorseys moved to Cedar street and purchased a house. Former sheriff, miner, stage coach operator and land speculator, Frank Keim, also owned property on this block, and rented to the recently retired soldiers from Fort Missoula. Missoula's history of racial tolerance had a firm beginning on the Northside.

During the period from 1915 to 1945, Ephram Dorsey's son, James, became the second African-American to play football for the University of Montana and in 1929 the first black to graduate from the university law school. After graduation, James Dorsey moved to Milwaukee where he practiced law and distinguished himself by becoming the first black federal judge there and president of the Milwaukee chapter of the National Association for the Advancement of Colored People.

The Northside District also offered opportunities for women to become active in the commercial areas, especially real estate. Of 12 blocks analyzed to gender ownership through the first four transactions as they appear on the titles, one can find a substantial number of women involved in land speculation on the Northside. A total of 34 women whose names appear on the titles owned 95 lots. The most prominent example of female gender entrepreneurship was Rose Wolcott. She was married three times and thus her name appears on the deeds as either Wolcott, Caulfield or Merrick. She owned a total of 18 lots out of the 12 blocks analyzed. Nine of those lots were sold to her niece, Kate Sharpe, between 1910 and 1922. Olive Urlin, who administered the estate of her husband Alfred, held single ownership of 17 lots. Amanda Keim, the wife of Levi Keim, who died in 1910, supervised and held title to five lots within the Northside.

Twelve other women each owned two to three lots within a twelve block area north of the tracks. Nine of the women owned adjacent lots. Pearl Snow owned two boarding houses which supplied furnished rooms. Mae Freeman owned another boarding house until 1929, when she sold the property to Glade Peterson who opened up a beauty shop. Of the female entrepreneurs, Rose Wolcott was certainly the most proficient and visible. Her management of the Rose Avenue House, located on the southeast corner of Rose (Woody) and North First Street West, made her a well-known figure throughout the city. Built in 1891, the three story wood-frame Rose Avenue House, with its boarding rooms on the two upper floors and a grocery store on the ground floor, became a Northside landmark. A Chinese Laundry was located in the building immediately to the north of the Rose Avenue House. Rose Wolcott managed the Rose Avenue House for a number of years during which she also purchased property, especially vacant lots throughout the Northside. These lots were then developed for railroad housing.

The Rose Avenue House, which served as home to so many railroaders through the years, was sold to another woman, Minerva Ferguson around the time of the railroad expansion (ca. 1908). Mrs. Ferguson, with help from her son, Arvin, a railroader, operated the business until the mid-1930s when Myron C. and Ida Johnson purchased it. Later, their son, Harry, and his wife Dortha, bought the building, owning it until its demolition in 1967.

There were a few small scale neighborhood corner grocery stores located throughout the Northside. These included, among others, the Llewellyn Grocery Store at 1020 Worden, Bertelson Grocery (later Shaffer's Market) at 800 North Fourth Street West and Woodworth's Food Mart, located at 601 North Third Street West. Through the years all of these closed, often as a result of the rise of large "supermarkets" and convenience stores, which took their place. Most of these original corner grocery stores have been remodeled and now serve as housing.

The construction of Interstate-90 in the mid-1960s had a tremendous effect on the Northside neighborhood. Some of the earliest houses north of the tracks, including the Urlin House, were either razed or moved. The neighborhood stretching east along the 100 block of North Third Street West was destroyed. In all, 14 residences were impacted, changing the northern edge of the district from a residential area to a major transportation lane.

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Very little residential construction occurred after 1925. This trend continued, with the exception of the large commercial medical building just outside of the district for medical offices and a treatment center, a motel, a gas/convenience center and a commercial mall. There has been some residential construction in the form of low income housing such as that at 1024 Worden and several duplexes located just outside of the district across from Northside Park. These are mostly square rectangular split-level residences. Examples of modern ranch style construction appear infrequently within the district.

ARCHITECTURAL SIGNIFICANCE

Missoula's Northside Historic Railroad District contains twenty-three full or partial blocks of predominately blue-collar worker housing and a commercial area bordering the railroad tracks. All but two of these blocks are dominated by worker's housing, which primarily represents two construction eras: the years immediately following the arrival of the Northern Pacific Railroad in 1883, and the period of 1906-16 when the same railroad expanded its line and its Missoula workforce. The architectural styles represented in the district for the most part reflect a practical elevation of form over style. Yet, the vast majority can best be described and recognized as falling into the national category of American folk housing which followed the railroads across the continent during the 1850 to 1890 period. Within the national "Folk Houses" category are four variations that appear frequently throughout the Northside district. These are the "Pyramid Cottage", "Gable-Front", "Gable-Front-And-Wing", and "American Foursquare." The "American Foursquare" is sometimes listed as a subcategory within the Pyramidal family along with the "Pyramid Cottage." For the most part, these four variations of folk building, make up the "worker" housing that defines the Northside Historic Railroad District. There are a few representations of "Victorian," "Craftsman," and "Modern" styles within the district, but these are the exception. Of the four major styles, the "Pyramid Cottage," dominates the district and is most representative of what has become known locally as "railroad worker housing."

The concern with function over style is readily evident in the housing that makes up the Northside. The first priority was a basic design to provide shelter at a reasonable cost. Yet, the houses represented by the simple, honest "Pyramid Cottage" pattern, like the larger "Foursquare" still evoke the character of a solid working class environment. The simplicity of design not only made construction relatively easy, even for the untrained carpenter, but also allowed for additions and if desired, flourishes such as classically influenced and bracketed porches. The very clarity of form of the basic structure made any detailing that much more effective and noticeable than that added to the more complex, cluttered styles such as the Victorian Queen Anne which appeared throughout the more affluent sections of Missoula.

A working definition of the "American Foursquare," sometimes known as the "Cornbelt Cube," would incorporate the stripped-down form of Georgian block and square Italianate houses. Visual clues include its two-story height, a medium pitched pyramidal or hipped roof, and a one-story front porch with a roof that mimics the main roof mass. The floor plan usually contains four rooms with a vestibule and hall. The more elaborate versions may have dormers on all sides. "Foursquares" are usually built in frame or stuccoed frame.

A "Gable-Front" house is usually tall, narrow and deep, with a relatively steep pitched roof. Such a design, while common in the country, was also easily adaptable to smaller city lots. It is usually one-and-one-half to two-stories high, with the former more frequently seen in working class neighborhoods like Missoula's Northside. The "Gable-Front" shape was more representative of the earlier period of development in that area. A part of the Greek Revival movement, which influenced most design throughout the United States during the 1830 to 1850 period, it often included detailing such as porch spindlework and patterned shingles.

A Gable-Front-And-Wing house, especially common in rural areas, added a side-gabled wing at right angles to the gable front plan to give an L-shape to the plan. The coming of the railroad and the resultant abundant lumber supplies along

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with the development of balloon framing, allowed simple I-house plans to be expanded to two stories with the wing additions. One-story variations became common throughout the mid-west and eventually became more popular than the two-story versions. There are examples of both within the Northside district. Many of the gable-front houses included a pedimented temple shape, a carryover from the Greek Revival movement.

The "Pyramid Cottage" variation of the "American Foursquare" is a one-story, massed or simple square with a pyramid form of hipped roof. Floor plans vary from a single room up to four room configurations with a central hall. Front facades usually contain a symmetrically located door with a one-over-one, double-hung window on each side. Exterior siding is usually beveled or beaded lap board. The pyramidal-roofed cottages customarily included central brick chimneys. Open front porches, either partial or full-width, are often present, some with turned columns and detailing such as brackets, spindles and balustrades. The Pyramid Cottage style of housing was commonly used in company-towns for worker housing.

Of the four types of housing mentioned above, the Pyramid Cottage tends to dominate the district. Modern styles occur infrequently. A majority of the buildings that can be identified as falling into any particular category are captured in the Pyramid Cottage definition with Front-gable and Foursquare close behind in numbers. Groupings of the Pyramid Cottages define entire blocks, possibly representing early rental or speculative properties, but certainly establishing recognizable architectural patterns along streets within the district. Pyramid Cottages dominate the following streetscapes: North First Street West between Grand and Wolf Avenues; North Second Street West between Grand and Wolf Avenues; Grand Avenue between North Second Street and North Third Street; "A" Street and North Second. A mixture of Front-gable and Foursquares are apparent along North Second Street between Woody Street and "C" Street, and North Third Street between Kennett and Wolf Avenues. They also line North Fifth Street for two blocks between Worden Avenue and Kennett Avenue.

During the 1920s, the Craftsman or Bungalow style gained popularity resulting in the construction of a few houses of this design throughout the Northside district. The finest example in the district is the ca. 1921 residence at 1011 Wolf Avenue. This one-story house is rectangular in plan, has an offset projecting porch, and features exposed rafter tails, half-timbering of the front elevation of the house or porch gable and triangulated wood brackets that decorate the gable ends. A solid porch rail supports square wooden columns. The house has shingle siding. As with most examples of the "Craftsman Bungalow," this house can be recognized by its long, low, profile and spacious front porch located under the main roof structure. A garage of wood frame construction with similar siding and roof features, and hinged doors on the gable end wall is located at the back of the property. Other Craftsman Bungalow examples are located at 705 North Third Street West (clapboard), 730 North Fourth (beaded clapboard) and 735 North Fifth (clapboard). A number of existing houses within the district adopted porches reflecting this craftsman style.

There are excellent examples of the Pyramid Cottage style of folk houses and its variations throughout the district. Some are frame residences with beveled board siding and almost full front porches with turned spindle porch support posts such as those at 910 and 916 Grand. Two brick variations, both with arched doorways and front porches with square support posts are located at 512 and 516 North First Street West. Another variation of frame construction which includes centered front gable dormers can be seen at 501, 519, and 522 North Second Street West and one of masonry construction at 537 North Second Street West. Even more elaborate versions are to be found, such as the Christian House, a one-story, brick, layered hip roof house with corner recessed porch with turned spindle support posts at 422 North Second Street West (ca. 1901). This house has a Queen Anne feel to it with its front-facing pedimented gable roof bay, relief arched windows with concrete sills, and stretcher belt courses at the top and bottom of the sills.

Many of the gable/temple front residences of both brick and frame are located along North Second Street West and North Third Street West. Two distinctive, one and one-half story, temple-front brick cottages are located at 213 and 219 North

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Second Street West. The lots for these homes were first owned by Rose Wolcott who probably had the house at 219 built in 1900. In 1907 she sold both lots to Warren Boals, an engineer for the railroad, who lived at 213 and rented 219 out to other railroaders. These residences are a mirror image of each other with front-facing gables with partial gable returns, gable roof bay windows, hip roof front porches with Neo-classical style support columns with wood railings, arched, double-hung windows, brick belt courses underneath the windows and stone foundations. There are one and one-half story, frame-gabled/temple-front cottages, including one of the oldest in the district, located at 530 North Second Street West (ca. pre-1891) and the beveled-board-sided Coulombe House at 616 North Second Street West (ca. 1907). This latter residence has elaborate design with gable apex shingles, recessed windows, partial gable returns and full front porch with square support posts.

Other distinctive residences include a narrow, gable-front, frame I-house with decorative shingle work in the gable ends at 116 North Second Street West, the two-and-one-half-story house at 232 North First Street West (ca. 1905) and the two-story dwelling at 226 North First Street West, both of which have a hip roof, a temple front and projecting hip roof porches with square (232) or bracketed octagonal (226) support columns.

Some of the larger buildings that serve as apartments are also distinctive such as the Folk Victorian, two-and-one-half-story, frame, double-front bay, hip roof apartment building with front-facing gables above each bay, full front porch with Neo-classical style support posts, geometric patterned windows, and beaded clapboard siding located at 234 North First Street West (ca. 1905). The large two and one-half story, brick, Queen Anne influenced apartment building with tiered hip roof with side pedimented gables over two-story wings, a large molded, dentilated cornice and relief and flat arches over the first floor windows located at 837 Woody is a landmark to Northside residents. This impressive building can be seen in the ca. 1891 Myrta Wright Stevens photograph of the area taken from Waterworks Hill.

There are also identical, two and one-half story frame, gable/temple front, Folk Victorian apartment buildings with beveled board siding, full, open, hip roof front porches with decorative, turned spindle porch support columns at 509/511 and 513/515 North Fourth Street West. Both have east-facing, two-story polygonal bays. These two apartments are visible from Interstate-90 and give the traveler an indication that this is one of the earlier neighborhoods in Missoula.

Perhaps one of the most impressive apartment buildings in Missoula is located at 823/825 Wolf (ca. 1907 Warwick Apartments). This rectangular shaped, two-story concrete block building has unusual pre-cast decorative Neo-classical columns set on recast sills and support lintels which flank its entry way and its double-hung windows. The front door contains an elongated, oval, glass pane. The concrete block construction mimics granite. Additional detailing includes four courses of flat faced block, two of which are set immediately above the entry door transom, with the first and third courses banding just below the cornice. The block course at the level of the first floor joists extends delicately beyond the face of the building by two inches.

Whittier School, located within the School Addition, is the only building within that subdivision to be included in the Northside historic district. The school is associated with the Northside as its primary educational facility until it was closed as a neighborhood school in 1985, and students were bused outside of the district to either Lowell in the west side or to Rattlesnake School in the upper Rattlesnake. The Whittier building is still used for Head Start programs and for Northside Community meetings. The playground is used by Northside district children. The present Whittier School was constructed in 1921 as a three-story brick building with gable-shaped centered parapet, crenelation, five bays demarcated by vertical polychrome patterning, and a two-story high entryway with large pilasters. It is the same design as that used for the Willard School at 901 South Sixth Street West and Paxson School which was demolished in 1992.

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A zone of turn-of-the-century commercial buildings is situated just north of the railroad tracks along North First Avenue West. These large brick and frame buildings retain a good deal of their architectural integrity from an era 1910-15 when the commercial produce distributors utilized the rail facilities to transport their goods. The commercial strip along North First is a continuation of a similar development to the south of the tracks. One building, from the initial railroad development era (1883-93) which pre-dates the buildings mentioned above is the Stensrud Building at 314 North First Street West. This 1891, two-story brick commercial building with centered pedimented gable with dentilation on top of a large metal bracketed cornice, also features granite surrounded Romanesque-arched windows, and stands as the lone commercial reminder of that era of railroad establishment in Missoula's history.

In addition to the Stensrud Building there are several other commercial buildings of note situated along North First Street West. These include the Carpenter Paper Building (Ryan Fruit Company) at 235 North First Street West with its rectangular shape, stretcher bond smooth brick, arched windows with brick header sills, double hung windows, ornamental header above front entrance with the carved date "1915" and the "Wright Paper Company - a Division of Carpenter Paper Company" writing on the brick.

Across the street to the west of the Wright Paper company building is the Day Produce Company building (later Missoula Mercantile Company Wholesale Grocery Building). This ca. 1910 three-story brick warehouse with three-tiered arched windows has an address of 301 North First Street West. A massive building with "Missoula Mercantile Co. Wholesale Grocery - Distributors of Red and White and Delmonte Quality Products" painted on the south facade, along with the "Delmonte" logo, and "Wholesale Drugs," can be seen from the south side of the tracks, and is an impressive visual reminder of the commercial heyday of the produce business in Missoula. To the west of the Day Produce Building is the Hardesty Manufacturing Company located at 309 North First Street West. This is a wood frame building with corrugated metal siding which was constructed in 1911. It has "Hardesty Mfg." painted on the north side of the building. A newer (ca. 1921) section of similar shape and metal siding is connected to the west end of the Hardesty Building.

Just west of the Hardesty Building is the Lindsay Fruit Commission Building, also called the Pacific Fruit Company Building. Located at 313 North First Street West, this brick warehouse with its three-tiered arched windows and twelve bays sits atop the Orange Street Underpass establishing itself as a landmark building at Missoula's most historic gateway entrance. What appears to be original ca. 1909 lettering for "Lindsay Fruit Company" can be seen on the east wall of the building.

The concentrated presence of so many of the pyramid cottage variation of vernacular architectural style, which exemplified worker's homes constructed during the late-19th and early 20th centuries, provides the Northside district with a clearly visible statement as to its heritage. These houses, built for the lower-middle and lower classes, were designed and popularized for their value in terms of function rather than form. The Northside contains more of this type of housing than any other section of Missoula, and its presence is also a reminder of one of the most significant periods in the city's history -- a time when Missoula emerged as a powerful trade center for the surrounding valleys.

As a whole, the Northside Historic Railroad District retains a high degree of historic architectural integrity. The major alterations evident include new supporting members for porches and replacement of wooden porch decks with concrete pads because of deterioration of wooden elements. Typically, the smaller homes have seen the greatest degree of change, including porch enclosures, re-siding with non-original materials, and the addition of rooms or additional exterior entrances to accommodate occupation by more than one family.

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The complete dominance of worker style houses within the project area clearly establishes the case for a viable historic district. Continuous streetscapes are formed by repetitive patterns of architectural styles, especially the "Pyramid Cottage." While a significant number of these houses have been altered, overall massing of most remains, as does the visual certainty that defines them as "worker housing" from the railroad era. The four major character-defining elements of the working class, single-family residences found within the Missoula Northside Historic Railroad District include form and massing; windows and fenestration patterns; exterior sheathing material, which most commonly consisted of beveled siding with shingle work at times used to enliven gable ends; and commodious front porches featuring decorative woodwork, often turned spindles and support posts. When one or more of this major elements has been altered, the individual building has been carefully evaluated to determine if sufficient historic fabric and integrity of design remain to allow that residence to make a positive contribution to the historic character of the district. Siding changes, in and of themselves, were not found to seriously undermine architectural integrity because the buildings generally continued to possess a clear association with the historic time period. Siding changes are also easily reversible. However, when siding alterations were combined with window replacement and porch removal or enclosure, a residence most often has been evaluated as non-contributing. Generally, residences that have experienced change to only one of the major character-defining elements have been listed as contributing resources while those that have endured major change or two or more elements have been deemed non-contributing. The presence of non-contributing elements, such as severely altered houses and modern buildings, is far outweighed by the number of contributing elements within the district.

This nomination of the Northside Historic Railroad District for listing in the National Register of Historic Places was sought by the Northside representative on the Missoula Historic Preservation Advisory Commission and the Northside Neighborhood Association. A concern and awareness about the importance of preserving historic buildings is growing in this neighborhood. Evidence of this includes the recent rehabilitation of the Pyramid Cottage at 501 North Second Street West, the restoration of the exterior balcony and the brick repointing at 837 Woody, and the concern shown by the community when a rumor of possible sale and demolition of the Stensrud Building resulted in that building being declared a "Missoula Cultural Resource" by the Missoula Design Review Board and the Missoula Historic Preservation Advisory Commission in 1993.

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NORTHSIDE MISSOULA RAILROAD HISTORIC DISTRICT BUILDING and PHOTOGRAPH LIST

P = Primary
C = Contributing
NC = Non-Contributing
* = Previously Listed on the National Register

214 N.1st W.	residence	Pyramid Cottage	c.1912	C
▪	garage	Vernacular	c.1960	NC
226 N.1st W.	residence	Amer/4-Square	c.1890	C
▪	garage	Vernacular	c.1920	C
232 N.1st W.	residence	Vernacular	c.1905	C
234-6 N.1st W.	residence	Vernacular	c.1907	C
235 N.1st W.	Wright Paper Co. Sun Mnt. Sports	Commercial	1915	P
300 N.1st W.	residence	Vernacular	c.1970	NC
301 N.1st W.	Day Produce Co. Sun Mnt. Sports	Commercial	c.1910	P
306-8 N.1st W.	residence	Vernacular	c.1912	C
▪	shed	Vernacular	c.1912	C
▪	garage	Vernacular	c.1960	NC
309-311 N.1st W.	Hardesty Mfg Co. Sun Mnt. Sports	Commercial	c.1911	C
313 N.1st W.	Lindsay Fruit Co. Sun Mnt. Sports	Commercial	c.1909	P

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▪	shed	Vernacular	c.1950	NC
138 N.2nd E.	residence	Gable-Front-and-Wing	c.1890	C
210 N.2nd E.	apartments	Gable-Front (moved)	c.1888 1980	C
102 N.2nd W.	residence	Pyramid Cottage	c.1948	NC
110 N.2nd W.	Anderson House	Ranch	c.1955	NC
▪	shed	Vernacular	c.1955	NC
111 N.2nd W.	residence	Vernacular	c.1955	NC
▪	garage	Vernacular	c.1955	NC
116 N.2nd W.	residence	Gable-Front	c.1895	C
▪	shed	Vernacular	c.1980	NC
120 N.2nd W.	residence	Pyramid Cottage	c.1891	C
▪	shed	Vernacular	c.1912	NC
124 N.2nd W.	residence	Gable-Front	c.1891	C
▪	shed	Vernacular	c.1950	NC
129 N.2nd W.	residence	Mobile Home	c.1950	NC
▪	garage	Vernacular	c.1902	NC
130 N.2nd W.	Borman House	Cross-Gable/ Colonial Revival Cottage	c.1891	C
▪	garage	Vernacular	c.1960	NC
▪	shed	Vernacular	c.1960	NC
131 N.2nd W.	Moncure House	Vernacular	c.1932	C

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		remodel	c.1950	
333 N.2nd W.	Larson House	American 4-Square	c.1890	C
333 1/2 N.2nd W.	residence	Gable-Front	c.1940	C
414 N.2nd W.	Lehsou House	Transitional Queen Anne/Colonial Revival	c.1911	C
416 N.2nd W.	residence	Craftsman Cottage	c.1929	C
422 N.2nd W.	Christian House	Queen Anne Cottage	c.1901	C
▪	garage	Vernacular	c.1912	NC
▪	shed	Vernacular	c.1912	C
430 N.2nd W.	residence	Pyramid Cottage	c.1903-06	C
▪	garage	Vernacular	c.1903-06	C
501 N.2nd W.	residence	Pyramid Cottage	c.1890	C
▪	shed	Vernacular	c.1922-50	NC
504 N.2nd W.	residence	Queen Anne Cottage	c.1900	C
▪	shed	Vernacular	c.1912	C
508 N.2nd W.	residence	Pyramid Cottage	c.1903	C
▪	shed	Vernacular	c.1902	NC
509 N.2nd W.	Broman House	Pyramid Cottage, altered	c.1907-12	C
▪	garage	Vernacular	c.1921	C
515 N.2nd W.	Olson House	Pyramid Cottage	c.1907-11	C
▪	shed	Vernacular	c.1907-12	C
516 N.2nd W.	residence	Pyramid Cottage	c.1896	C

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▪	shed	Pre-fab	c.1960	NC
610 N.2nd W.	residence	Vernacular	c.1891	NC
▪	shed	Vernacular	c.1921-50	NC
613 N.2nd W.	residence	Vernacular	c.1939	NC
▪	garage	Vernacular	c.1939	NC
614 N.2nd W.	residence	Vernacular	c.1908-12	C
▪	garage	Vernacular	c.1921	NC
616 N.2nd W.	Coulombe House	Gable-Front	c.1907	C
617 N.2nd W.	Mansolf house	Vernacular	c.1893	NC
▪	garage	Vernacular	c.1893	C
622 N.2nd W.	Newman House	Vernacular/ I-House	c.1907	C
▪	garage	Vernacular	c.1907	C
624 N.2nd W.	residence	Vernacular	c.1921	C
▪	shed	Vernacular	c.1950	NC
117 N.3rd W.	residence	Gable-Front (moved)	c.1891	C
▪	garage	Vernacular	c.1912	C
121 N.3rd W.	residence	Gable-Front Gable-Front	c.1891	C
▪	garage	Vernacular	c.1912	C
125 N.3rd W.	residence	Vernacular	c.1929	C
▪	garage	Vernacular	c.1929	NC
334 N.3rd W.	Healy House	Gable-Front	c.1891	C

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526 N.3rd W.	Sorheim House	Vernacular	c.1917-12	C
▪	shed	Vernacular	c.1907-12	C
527 N.3rd W.	residence	Vernacular	c.1914	C
▪	garage	Vernacular	c.1921-50	C
530 N.3rd W.	Presta House	Vernacular	c.1891	C
▪	shed	Vernacular	c.1950	NC
531 N.3rd W.	residence	Vernacular	c.1893-99	C
▪	garage	Vernacular	c.1950	NC
535 N.3rd W.	residence	Queen Anne Cottage	c.1907	C
▪	garage	Vernacular	c.1907	C
538 N.3rd W.	McIntosh House	Vernacular	c.1902	C
▪	garage	Vernacular	c.1950	NC
606 N.3rd W.	residence	Vernacular	c.1893	C
609 N.3rd W.	residence	Vernacular	c.1905	C
▪	garage	Vernacular	c.1950	NC
610 N.3rd W.	residence	Vernacular	c.1912	NC
▪	garage	Vernacular	c.1921	NC
613 N.3rd W.	residence	Gable-Front	c.1905	C
615 N.3rd W.	residence	Gable-Front	c.1905	C
▪	garage	Vernacular	c.1950	NC
616 N.3rd W.	Dickman House	Vernacular	c.1905	NC
▪	shed	Vernacular	c.1905	C
▪	garage	Vernacular	c.1921	NC

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525 N.4th W.	Latrielle House	Craftsman Cottage remodel	c.1891 1915	C
▪	shed	Vernacular	c.1970	NC
526 N.4th W.	residence	Vernacular	c.1980	NC
▪	shed	Vernacular	c.1980	NC
530 N.4th W.	Poplinski House	Vernacular	c.1938	C
538 N.4th W.	Goldbrand House	Vernacular	c.1921-50	NC
▪	garage	Vernacular	c.1921-50	NC
600 N.4th W.	residence	Vernacular	c.1951-55	NC
▪	shed	Vernacular	c.1951-55	NC
601 N.4th W.	Pentacostal Assemblies of God Church	Church	c.1893	NC
608 N.4th W.	residence	Vernacular	c.1903	NC
611 N.4th W.	residence	Pyramid Cottage	c.1910	C
▪	garage	Vernacular	c.1921	C
612 N.4th W.	residence	Pyramid Cottage	c.1914	C
613 N.4th W.	residence	Vernacular	c.1891	C
▪	garage	Vernacular	c.1912	C
621 N.4th W.	residence	Vernacular	c.1891	NC
▪	garage	Vernacular	c.1893	NC
622 N.4th W.	Jacobson House	Vernacular	c.1902-12	C
▪	shed	Vernacular	c.1902-12	C
625 N.4th W.	residence	Vernacular	c.1891	NC
▪	garage	Vernacular	c.1921	NC

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▪	shed	Vernacular	c.1909	C
738 N.4th W.	residence	Craftsman	c.1911	C
▪	garage	Vernacular	c.1911	C
800 N.4th W.	Bertelson Grocery	Commercial	c.1929	NC
603 N.5th W.	Brill House	Vernacular	c.1903	C
▪	garage	Vernacular	c.1970	NC
609 N.5th W.	Reynold's House	Vernacular	c.1894	NC
617 N.5th W.	Mase House	Vernacular	c.1902-07	NC
▪	garage	Vernacular	c.1921-50	NC
620 N.5th W.	warehouse	Vernacular	c.1975	NC
621 N.5th W.	Rose House	Vernacular	c.1912-21	NC
▪	garage	Vernacular	c.1912-21	C
629 N.5th W.	Love House	Vernacular	c.1912-1921	C
▪	shed	Vernacular	c.1912-1921	C
630 N.5th W.	residence	Vernacular	c.1943	NC
632 N.5th W.	residence	Vernacular	c.1945	NC
▪	shed	Vernacular	c.1951	NC
635 N.5th W.	Evans House	Vernacular	c.1912-21	C
▪	garage	Vernacular	c.1922	NC
▪	shed	Vernacular	c.1950	NC
701 N.5th W.	residence	Craftsman	c.1922	C
▪	garage	Vernacular	c.1922	C
▪	garage	Vernacular	c.1922	C

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▪	shed	Vernacular	c.1951	NC
812 N. 5th W.	residence	Gable-Front	c.1924	NC
▪	garage	Vernacular	c.1924	NC
▪	shed	Vernacular	c.1951	NC
813 N.5th W.	residence	Craftsman Cottage	c.1938	C
▪	garage	Vernacular	c.1950	NC
838 N.5th W.	Setser House	I-House	c.1917	C
▪	garage	Vernacular	c.1922	C
▪	garage	Vernacular	c.1922	C
717 N.6th W.	residence	Pyramid Cottage	c.1948	NC
▪	shed	Vernacular	c.1948	NC
730 N.6th W.	apartments	Garrison Colonial	c.1985	NC
733 N.6th W.	residence	Gable-Front	c.1900	C
733 1/2 N.6th W.	residence	Vernacular (moved)	c.1920 1969	NC
735 N.6th W.	residence	Vernacular (moved)	c.1965	NC
735 1/2 N.6th W.	residence	Vernacular (moved)	c.1965	NC
817 N.6th W.	residence	Vernacular	c.1934	NC
821 N.6th W.	residence	Vernacular	c.1921	C
▪	shed	Vernacular	c.1951	NC
827 N.6th W.	residence	Vernacular	c.1938	C
▪	garage	Vernacular	c.1938	C

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▪	shed	Vernacular	c.1951	NC
902 N. Grand	residence	Pyramid Cottage	c.1902-11	NC
▪	garage	Vernacular	c.1950	NC
910 N. Grand	residence	Pyramid Cottage	c.1902-12	C
916 N. Grand	residence	Pyramid Cottage	c.1912	C
817 Wolf Ave.	Dorsey House	Vernacular	c.1915	NC
▪	garage	Vernacular	c.1915	NC
823 Wolf Ave.	apartments	Pre-cast Concrete	c.1907	P
825 Wolf Ave.	apartments	Vernacular	c.1893	C
931,933 Wolf Ave.	Woodford's Grocery	Vernacular	c.1891	C
▪	garage	Vernacular	c.1921	C
▪	garage	Vernacular	c.1950	NC
1011 Wolf Ave.	residence	Craftsman Bungalow	c.1921	C
▪	garage	Vernacular	c.1921	C
1114 Wolf Ave.	residence	Vernacular	c.1933	NC
1021 Wolf Ave.	residence	Pyramid Cottage	c.1890	C
1022 Wolf Ave.	residence	Pyramid Cottage	c.1907	C
	garage	vernacular	c.1920	C
1028 Wolf Ave.	residence	Pyramid Cottage	c.1907	C
1034 Wolf Ave.	residence	Pyramid Cottage	c.1907	C
1026 Kennett Ave.	residence	Vernacular	c.1950	NC
1116 Kennett Ave.	residence	Vernacular	c.1912-21	C
▪	garage	Vernacular	c.1912-21	C
1119 Kennett Ave.	residence	Gable-Front	c.1919	C

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1221 Kennett Ave.	residence	Vernacular	c.1938	C
1231 Kennett Ave.	residence	Vernacular	c.1966	NC
▪	garage	Vernacular	c.1966	NC
1235 Kennett Ave.	Kahn House	Vernacular	c.1902	C
▪	garage	Vernacular	c.1921	C
1236 Kennett	Weldon Sanatorium	Craftsman (moved)	c.1925	C
▪	garage	Vernacular (moved)	c.1925	C
1120 Butte Ave.	residence	Vernacular	c.1979-80	NC
1123 Butte Ave.	residence	Vernacular	c.1907	C
1137 Butte Ave.	Tracey House	Vernacular	c.1907	NC
1237 Butte Ave.	apartments	modern	c.1985	NC
▪	shed	Vernacular	c.1951	NC
1320 Butte Ave.	apartments	modern	c.1985	NC
906 Worden St.	Strothman House	Gable-Front-Wing	c.1899	C
▪	garage	Vernacular	c.1921	NC
1016 Worden St.	residence	Vernacular	c.1921	NC
1020 Worden St.	residence	Vernacular	c.1912	NC
▪	garage	Vernacular	c.1921	NC
1024 Worden St.	residence	Vernacular	c.1984	NC
1130 Worden St.	residence	Vernacular	c.1940	NC
▪	garage	Vernacular	c.1940	NC
1320 Worden St.	residence	Vernacular	c.1917-18	NC
▪	garage	Vernacular	c.1917-18	NC