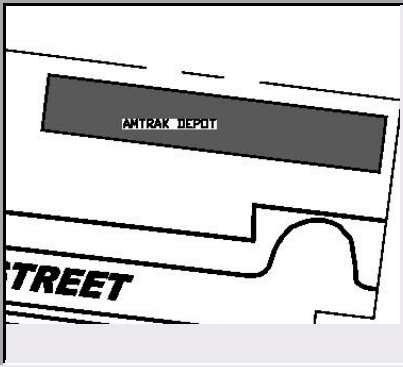


Havre Railroad District

Historical and Architectural Inventory

Legal Description	SCT: 09 T: 32 N R: 16 E Original Townsite	Site:	24HL1288					
Address	235 Main St							
Current Owner	BNSF Railway Company							
Private	<input checked="" type="checkbox"/>	Current Owner Address	2500 Lou Menk Dr, Fort Worth, TX 76131-2828					
<input type="checkbox"/> NAD 83	<input checked="" type="checkbox"/> NAD 17	Historic Name	Great Northern Railroad Depot					
Zone: ##	Easting: 597589	Northing: 5378566	Common Name	Burlington Northern Santé Fe Railroad Depot				
<input type="checkbox"/> Moved?	<input type="checkbox"/> Estimated	<input checked="" type="checkbox"/> Documented	Date of Construction	1904	Estimated	<input type="checkbox"/>	Documented	<input checked="" type="checkbox"/>
Date of Move:								
Quad Name:								
Building Changes	1910 remodel, 1929 added landscape, 1949 remodel							
Footprint:								
Architect								
Builder	1949 remodel O'Neil, Riordan, and Anderson Construction							
Original Owner	Great Northern Railroad							
Original Use	Depot							
Present Use	Depot							
Foundation:	Stone							
Exterior Walls:	Brick							
Roof:	Composite							
Other Materials:	Limestone, granite							

Bibliography [Tax Records, Hill County Courthouse: Sewer and Water Permits, Public Works, Havre](#)
[Havre Hill County Library:](#)
[Grits, Guts, and Gusto. A History of Hill County.](#)
[Polk Directories and Sanborn Fire Insurance Maps.](#)
[Havre Daily News, various years.; The Plaindealer, various years.; The Promoter, various years.; The Havre Daily Promoter, various years.](#)
[Gary Wilson, private collection.](#)

Physical Description The BNSF and Amtrak Depot is a two-story brick building with red brick at the ground level and blond brick with brown brick banding on the upper level. The banding runs across the exterior at the second story in line with the sills and lintels of the window openings, as well as decorative single-course bands placed at the 1/3 and 2/3 window heights. Limestone banding appears across the sill level of the first story, and another defines the first and second stories. The primary south façade of this expansive building extends west from the intersection of Third Avenue almost all the way to Second Avenue with a main level projection or bump out from the main façade which is centered on Third Avenue. The main level is a mix of single and double width window openings. The single width units are a combination picture/awning unit with the vent unit at the bottom. The double width units are either a similar picture/awning unit or equal-size two-light picture units with a size ratio of 1/3 bottom, 2/3 top. Entrances are aluminum – framed modern units with equal-sized sidelights flanking a single, full-glass entry door and three-light transom glass which matches the width of the door/sidelite units below. The west portion of the south façade has a more industrial flavor with overhead doors and clerestory windows indicating warehouse space within.

The upper level is articulated by a continuous pattern of equal size windows which are currently configured with a single center mull dividing the glass into tall, equal-size lights. As described above, the window pattern is further accentuated by four continuous bands of brown brick; two bands associated with the top and bottom of the windows and two bands separated by four courses at the center of the window. Brick pattern at the upper level is common bond in opposition to the running bond at the lower level. The entire south façade is bisected horizontally by a substantial green awning extending from the sill brick of the second story windows to the elevation of the header brick of the main level openings. The awning also wraps the corner of the depot to the west elevation.

Historical Significance The first depot on the newly constructed Great Northern rail line was located in a boxcar at the Bull Hook Siding (Havre) Station in 1887. A second depot was constructed in 1890 or 1891 and replaced in 1894 by a depot that was 36 feet by 196 feet. That building became the division offices when a new depot was constructed on an adjacent lot in December of 1904.

The building was trimmed with granite from a local quarry, and landscaped with a small park, trees, and flowers. This 1904 depot was remodeled in 1910 for the Great Northern Railway as part of a \$13,000 improvement project to accommodate increased rail traffic attributed, in part, to the influx of homesteaders. The building was 200 feet long with a hipped roof, tile floors, mosaic trim, and mission style chandeliers and was noted as the most elegant depot on the line. The dedication on March 25, 1910, featured the Hill's ten-piece orchestra, and guests danced in the large waiting areas. While the musical program was in progress, a train load of passengers unloaded to be surprised by the music and about 500 people stood, listening, on the boulevard. On July 26, 1926, Great Northern announced they would build an industrial

section on the west end of town on Shorty Young's property and requested the city vacate land from Main Street to west of Montana Avenue.

In May of 1949, a major depot remodel costing \$150,000 and lasting nine months was completed, producing a combined passenger station and office building as one 36-foot by 232-foot building. The second floor offices were constructed with blond brick imported from St Paul, Minnesota. The hipped roof was replaced by a flat roof, and the entrances were glass bricked on the ground floor. The waiting areas were separate for men and women. The women's waiting area is now the east-end Amtrak offices. The same year a new 23 locomotive stall roundhouse and machine shop were constructed at a cost of over \$400,000 and with over 1.5 million bricks.

Integrity The BNSF and Amtrak Depot building is well preserved having only received only minor alterations to openings and a canvas canopy since 1949. Considering the key role the railroad has played in the economic and architectural development of Havre through the twentieth century, the Depot building is one of the most significant buildings in Havre's downtown. This significance is accurately conveyed as the building retains a high degree of integrity from the historic period.

Statement of Significance This building is historically significant because the railroad has been crucial to the success of the area in moving goods and people continuously for over 100 years. It is interesting architecturally because it is a compellation of several buildings/depots which gives one a mirror into the past and attempt to modernize in the 10s, 20s, and 40s.

Form Prepared By

Preparer Address

Date Entered

Picture:



