Appendix J:

Cultural Resource Survey

Cultural Resources Inventory in Support of a Bozeman Yellowstone International Airport Environmental Assessment – Extend and Widen Runway 11-29 and Construct North General Aviation Area, Gallatin County, Montana.

Submitted to:
Morrison-Maierle, Inc.
2880 Technology Blvd. W.
Bozeman, MT 59718

Submitted by:
Brian Herbel, MA
Rabbitbrush Archaeological Services, LLC
170 S. 2nd Street, Suite C
Hamilton, MT 59840

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Abstract

Rabbitbrush Archaeological Services, LLC provided cultural resources services to Morrison-Maierle, Inc for cultural resource investigations in aide to an Environmental Assessment (EA) of 1,534 acres regarding a proposed expansion of the Bozeman Yellowstone International Airport (BZN). The proposed expansion is relative to modifications to Extend and Widen Runway 11-29 and Construct North General Aviation Hangar Area, among other ancillary modifications. The current undertaking, an area of potential effect (APE) of approximately 4,700 acres (Figures 1.1, 1.2), also involved defining and evaluating the potential for a BZN Historic District (supplemental to the EA) with a complete architectural evaluation and history of BZN, its buildings, structures, and grounds by RBAS, The Federal Aviation Administration (FAA) will serve as the lead federal agency.

Fieldwork was conducted to Class III inventory standards in several field sessions in October of 2023. A total of 16 resources were identified during field inventory including 11 historic-era architectural sites, 2 historic-era irrigation resources, 1 historic-era road alignment, 1 prehistoric site, and 1 prehistoric isolate. A total of 12 of these resources are recommended as not eligible for inclusion in the NRHP and that no further work is necessary. A total of 4 sites are recommended as eligible for inclusion in the NRHP with 1 of those, the 1951 BZN Terminal (24GA1654) recommended that the proposed BZN expansion project will not have an adverse effect to these resources. The VOR (24GA2322), has the potential for an adverse effect should future BZN plans impact the site, to which HABS/HARE photography could be a potential mitigation. The remaining 2, the Spain-Ferris Ditch (24GA0743) and the Low Line Spur of the Northern Pacific (24GA1096) are recommended as having non-contributing segments within the APE.

Specifically, to BZN, as a historic district (24GA2357), the airport possesses very few remaining historic structures. NRHP eligible historic structures at BZN include only 1951 BZN Terminal (24GA1654), and the VOR (24GA2322), with the remaining historic era resources lacking individual architectural distinction or integrity.

Following the *National Register Bulletin*, Guidelines for Evaluating and Documenting Historic Aviation Properties (Milbroooke et al. 1998), it is the recommendation of RBAS that the BZN historic district (24GA2357) be considered not eligible for inclusion in the NRHP given that is has very few historic structures, with those that are present lacking individual distinction, with the exception of the VOR (24GA2322) and the 1951 BZN Terminal (24GA1654). While Runway 12-30 (as part of 24GA2321) has a bearing that reflects the original bearing of the 1940s construction, the runway has been altered from its original length position which compromises its integrity of setting (Milbrooke et al. 1998).

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1. Introduction

Project Name: Cultural Resources Inventory in Support of a Bozeman Yellowstone International Airport Environmental Assessment – Extend and Widen Runway 11-29 and Construct North General Aviation Hangar Area, Gallatin County, Montana.
Agency Name: Federal Aviation Administration
Report Author and Principal Investigator: Brian Herbel, MA
Date: February 2025
County: Gallatin County, Montana
Legal Descriptions: Township 1N, Range 4E Section 36; Township 1N, Range 5E Section 31; Township 1S, Range 5E Sections 5, 6, 7, 8, 17

Rabbitbrush Archaeological Services, LLC (RBAS) provided cultural resources services to Morrison-Maierle, Inc (MMI) for cultural resource investigations in aide to an Environmental Assessment (EA) of 1,534 acres regarding a proposed expansion of the Bozeman Yellowstone International Airport (BZN). The proposed expansion is relative to modifications to Extend and Widen Runway 11-29 and Construct North General Aviation Hangar Area, among other ancillary modifications. The current undertaking, an area of potential effect (APE) of approximately 4,700 acres (Figures 1.1, 1.2), also involved defining and evaluating the potential for a BZN Historic District (supplemental to the EA) with a complete architectural evaluation and history of BZN, its buildings, structures, and grounds by RBAS, The Federal Aviation Administration (FAA) will serve as the lead federal agency.

Recent investigations by Hope (2020, 2021) examined 63-acres and 643.5-acres of the same APE and have been previously reported. This report covers the comprehensive review of the approximate 4,700-acre APE, as well as reevaluating those resources identified by Hope (2020, 2021).

The following cultural resource inventory report is for cultural resources investigations that are in accordance with the regulations (36 CFR Part 800) that implement Section 106 of the National Historic Preservation Act of 1966, as amended, and meet all state and federal guidelines.

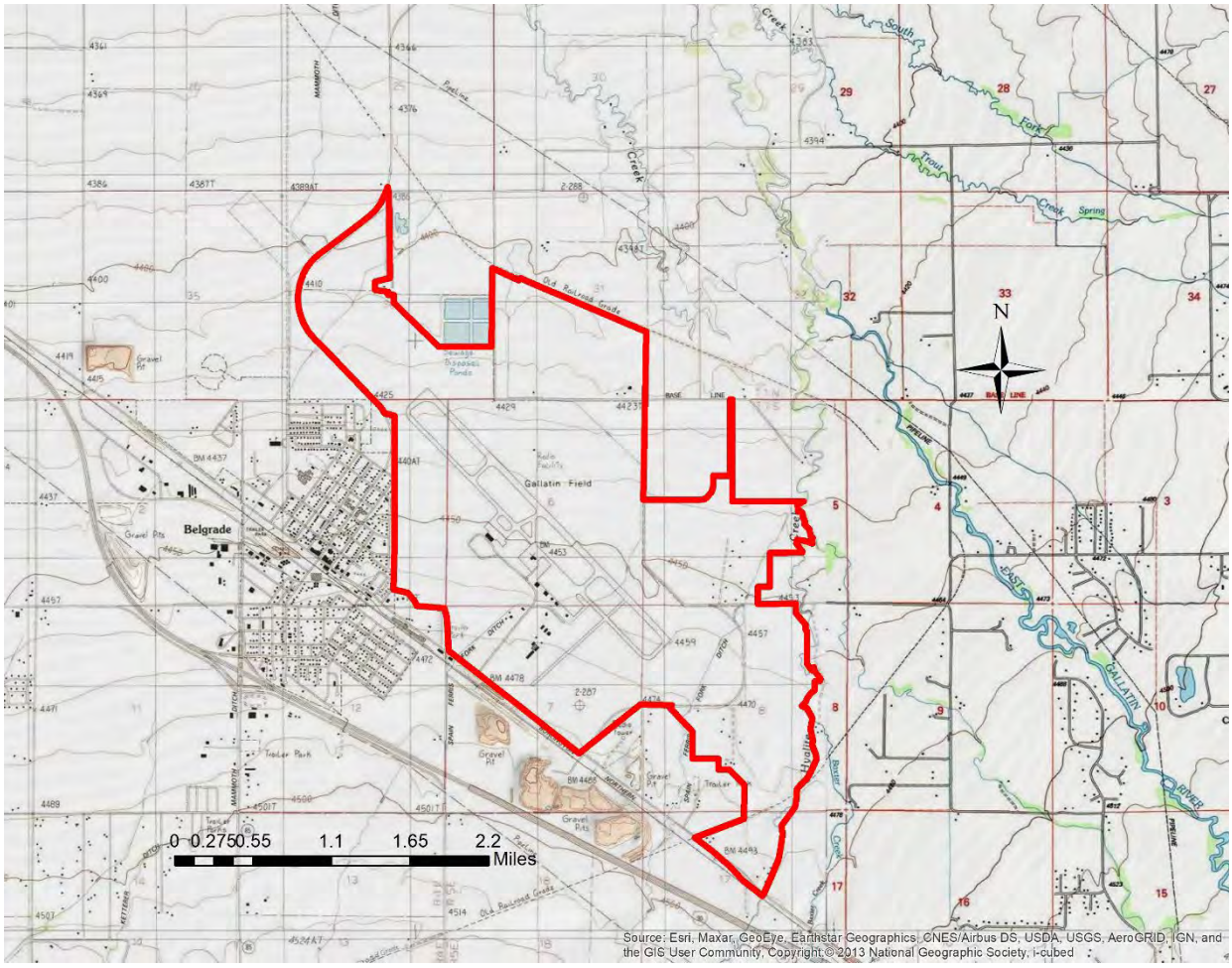

Figure 1.1 Project location APE in red, USGS 1:50,000.

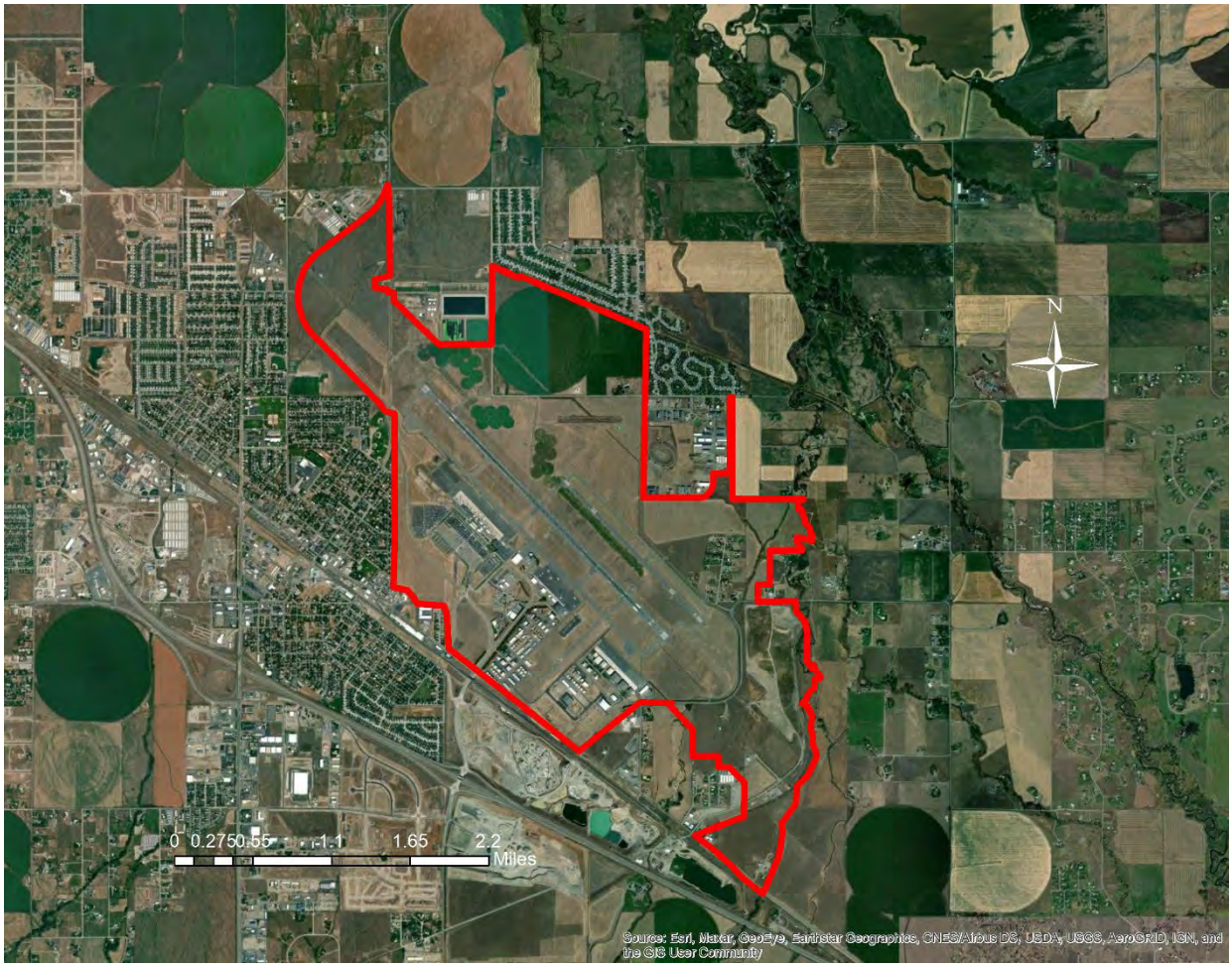

Figure 1.2 Project location APE in red, aerial photo.

Organization of this report

Linear distances and project specifics are presented in standard measurements, while site specific measurements will be limited to standard for historic resources and metric for pre-contact resources. Section 1.0 of this report provides introductory information regarding the Project while Sections 2.0 and 3.0 detail the environmental and cultural contexts for the Project area, respectively. Section 4.0 summarizes previous investigations and Project methodology. Project inventory results are summarized in Section 5.0.

Inventory results are presented by county from west to east with Section 6.0 presenting BZN Resources and Section 7.0 Ancillary Resources. Cultural resources isolates are presented in Section 8.0. Project management recommendations are found in Section 9.0. Section 10.0 is all references cited within the body of this report.

There are three appendices to the report. Appendices A, B, and C document previously recorded sites, newly recorded cultural sites, and isolate forms, respectively.

2. Environmental Context

This area (Figures 2.1-2.3) is distinguished as the Bridger Mountains and Foothills ecological unit M332Dp with mountains and foothills that formed in sedimentary and metasedimentary bedrock. Elevations range from 4,425[1] to 9,000 feet above sea level (absl). Drainage density is moderate (Nesser et al. 1997:57). The potential vegetation of the region, prior to urban development would consist of those species associated with Douglas-fir Forest/Western spruce-fir forest/Foothills prairie (Nesser et al 1997). The immediate landform is characterized as abandoned channels on flood plains of stream channels, some of which are ephemeral only. Hyalite Creek, a tributary of the Gallatin River, serves as the eastern extent of the EA boundary. The Gallatin River is approximately 1.5 miles to the east.

Figure 2.1. Hyalite Creek, in T1S, R5E, Section 5. View to the north.

[1] BZN runways are at 4425 ft absl at their lowest

Figure 2.2. Overview near the southeastern end of Runway 12-30. View to the north.

Figure 2.3. Overview near the northwest end of Runway 12-30. View to the southwest of an aircraft on final approach.

Local vegetation observed during the late fall (October 2023) inventory includes spotted knapweed, cheatgrass, brome grasses, sedges, fescues, bluebunch wheatgrass, alfalfa/timothy hay (in cultivation). Trees and shrubs include black cottonwood and red willow.

The majority of the soils present in the project area are those of the Beaverell-Beavwan complex[2] (cobbly loam/clay loam) derived from alluvial parent material and is designated as "farmland of local importance," despite being predominately a cobbly and clayey loam. Mean annual precipitation varies greatly between 25 to 80 inches annually (10-14 inches in the valleys) with 60 percent of that falling as snow in the higher elevations (Nesser et al. 1997:57). The topography consists of ranges and valleys with colluvial fans derived from sandstone, shale, limestone, and volcanic parent material (Nesser et al. 1997:57).

3. Cultural Context

While much of this project is regarding historic-era resources, there are precontact resources present within the project area and the area would most certainly have seen significant use prior to the historic-era. A brief precontact context will be provided here followed by a presentation of the general history of the region and more specifically BZN.

Precontact Cultural Context

The BZN property is located within the Northwestern Plains culture area of the larger Great Plains Region (Aaberg et al. 2006), but also on the edge of the Plateau and Intermountain and Mountain Zones. Some researchers link the area to the Eastern Plateau Culture Area (Roll and Hackenberger 1998). The general sequence of cultural change on the Northwestern Plains indicates shifts from early Paleo-Indian big game hunters/broad-spectrum foragers of the Early Prehistoric period, to broad-spectrum foragers with varying subsistence strategies during the Archaic period, to specialized nomadic bison hunters during the Late Prehistoric period (MacDonald 2012).

[2] https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

Paleoindian Period (12,000±-7000 BP)

On the Northwestern Plains, the Early Prehistoric (Paleoindian) period is most often denoted by occurrences of large, fluted Clovis and Folsom spear points, followed by a diverse collection of stemmed points, including Agate Basin, Hell Gap, Scottsbluff, Alberta, Eden, Lusk, and Frederick points. Clovis and Folsom variants have now been observed, both in surface occurrences and in stratified sites, across the Plains from New Mexico to Alberta, and into the Plateau (Richey-Roberts and Lind Coulee sites). On the Plains, evidence suggests that Paleoindians were predominantly big game hunters. Deaver and Deaver (1986: 85) suggest that, in intermountain and mountain zones, Paleoindians were instead broad-spectrum foragers who relied less on big game, a characteristic like Paleo-Indian economies of the Plateau. While excavated sites with preserved material are lacking in Western Montana, it is assumed that the human occupants followed a seasonal settlement and subsistence pattern based primarily on available plant and animal resources (MacDonald 2012). Large herbivores may have included mammoth, moose, deer, and elk, and a large number of small herbivores would have been present. In addition, a wide variety of edible plants would have been available (MacDonald 2012).

Archaic Period (7000-1500 BP)

The Archaic period is best understood when separated into early, late, and middle phases. In general, this period is characterized by the introduction of corner- and side-notched projectile points that may indicate the introduction of atlatl and dart technology. The sub-phases of the Archaic are indicated by more minor shifts in projectile point form. Archaic sites are quite common in the region west of the Continental Divide along Douglas Creek, Cottonwood Creek, and Flint Creek, and in the Avon Valley (MacDonald 2012).

Human settlement and resource exploitation patterns seem to focus in and around grassland areas both in valley bottoms and mountainside exposures. Roll and Hackenberger (1998) hypothesize increased exploitation of plant resources due to the decrease in animal resources during the middle archaic period. Of importance to the evolution of human occupation of the region during the Archaic tradition was the major climatic change that reached a climax around 7000 B.P. (Knight 1989). Once known as the Altithermal Interval, but now referred to as the Atlantic Episode, the northwestern Plains and flanks of the Rocky Mountains were witness to an extended period of warmer and drier temperatures between about 8500 and 5000 B.P. It is believed that this climatic change resulted in a shift in the bison populations of the Plains to the north and east, and the western margins of grasslands to the foothills of the Beartooth Mountains (MacDonald 2012).

The Early Archaic was a time of adaptation to the climatic event known as the Altithermal interval. Spanning the period of 7,500–5,000 B.P. (Antevs 1955), this event produced drier and windier conditions in the interior United States, which in turn resulted in a decrease in the amount of forage available to plains bison (Alley et al. 1997). As grassland communities contracted to the western margin of the plains, the bison followed (MacDonald 2012). During this period, the last of the Pleistocene megafauna, *Bison antiquus*, became extinct, while the smaller *Bison bison*, was able to adapt to the new conditions. A reduction in the large herd animals may have caused people to favor individual over group hunting. Hunting technology evolved to fully embrace the use of the atlatl resulting in the use of distinctive large, side-notched dart points (Macdonald 2012).

The predominant early Archaic period point types for the Northwestern Plains region include Oxbow and Mummy Cave/Bitterroot points. Site types associated with this period include a few open-air campsites, high-altitude sites, and bison kills. Pronghorn exploitation at the Sun River site near Great Falls (Greiser et al. 1983), bighorn sheep exploitation at high-altitude sites, and bison kills (including the early cultural levels at Head-Smashed-In in Alberta) suggest a broadening of economic enterprises during the early Archaic (Aaberg et al. 2006, Greiser 1984:41-43). Aaberg (et al. 2006:172) points out that bison kill sites, at this time, indicate communal hunting. Most kill sites appear to have taken place during the fall or winter.

During the Middle Archaic, the hot, dry, windy conditions of the Altithermal began to wane: cooler temperatures and increased precipitation led to an expansion of grasslands, which once again supported large herds of modern bison (Beery and Herbel 2017). However, it appears that subsistence strategies of the Middle Archaic remain similar to those of the Early Archaic. MacDonald notes that the Middle Archaic sites continue to "yield a diverse array of foods, some including bison, others not. Deer, pronghorn, bighorn sheep, small mammals and even insects were important foods" (MacDonald 2012:74).

The Middle Archaic period is further distinguished by the appearance of McKean and Duncan points, followed later by Hanna points. Traits commonly associated with McKean/middle Archaic are an increase in site types and feature types, including open campsites, rock shelters, sites in interior basins, open-plains communal kills, and sites with a variety of ground stone tools, roasting pits, and hearths and ovens (Aaberg et al. 2006:173).

The Late Archaic period is believed by some to represent a dramatic increase in human population, as indicated by an increase in representative sites. Represented predominantly by corner-notched Pelican Lake points, settlement patterns and subsistence strategy are much more

discernable beginning with this period of human prehistory (Frison 2010). The Pelican Lake projectile point, with its triangular shape, straight sides, and corner notches is one of the most common point types found in the northwestern plains. Following the end of the warmer and possibly drier climatic conditions of the Atlantic Episode, bison appear to have made a return to the plains in great abundance. In spite of the increased exploitation of bison, Frison et al. (2010:23-24) and others have noted "the broader spectrum of faunal utilization" in the Pelican Lake Complex with frequent examples of pronghorn, bison, mollusks, rabbit, catfish, deer, birds, fox, and canids. Evidence of the regular use of floral species comes from the occurrence of grinding stones and digging sticks (Frison 2010).

Late Prehistoric (1500-250 BP)

The Late Prehistoric period is marked by the introduction of bow and arrow technology in the Northwestern Plains, beginning around 1500 BP. Besant and some smaller Pelican Lake-style points (also referred to as Keaster II in Greiser 1994 and as Tunaxa by others) continue to persevere through the initial stages of the period, but these are soon replaced by a number of smaller arrow point styles. Arrow points include Avonlea, Prairie Side-Notched and Corner-Notched, Late Plains Tri-Notched (Intermountain Tradition), and Late Plains Side-Notched (Old Woman's Phase) (Aaberg et al. 2006, Dyck and Morlan 2001). The general consensus of archaeologists is that the introduction of the horse to the region around 300 B.P. substantially increased mobility and brought about social and cultural change, but that the subsistence patterns remained relatively similar to the preceding periods (Frison 1991; MacDonald 2012).

Throughout the Late Prehistoric period, evidence supports both the continued use of the region by indigenous populations (classified by Besant and the smaller Pelican Lake style Keaster II points), by intrusions of later Woodland/Mississippian peoples from the eastern fringes of the Plains, and by the Shoshone from the southwest (Greiser 1994: 54-55). Overall, the Late Prehistoric period is characterized by increasing contact between groups from the Plains, Woodlands, Great Basin, and Plateau (Duke and Wilson, 1994:70).

General site types documented from this period include campsites, kill sites, quarry sites, and stone features. According to Frison et al., tipi rings are very common during the latter half of the Late Prehistoric Tradition, "with over half of the excavated examples in Montana producing diagnostics of this phase" (1996:29). Linear alignments of stone, thought to be drive lines for hunting herd animals, are also believed to date to the late portion of the Late Prehistoric Tradition.

Stone cairns, rings, and other symbolic forms of rock alignments, such as the Bighorn Medicine Wheel, located in the Bighorn Mountains of western Wyoming, may have been used in association with individual and group ceremonial and religious activities (Herbel et al. 2007). As with the complex arrangement of pre-contact groups, the association of these archaeological cultures with known historic Native American groups has proved to be very difficult. A number of different proposals have argued for associations with the Blackfeet, Kootenai, Salish, Athabascan, Shoshone, and Crow peoples (Greiser 1994).

Protohistoric and Ethnographic Periods (250± -100 BP)

Very few European trade items appear in the archaeological record of Montana prior to the initiation of the Historic Period. The introduction of the horse surely constitutes a significant event, fostering changes in the cultural patterns of indigenous people. Horses permitted larger tribal gatherings, created wealth differences among tribal members, allowed for expanded knowledge of the region, facilitated the faster and wider spread of diseases, and increased the incentive and methods to engage in warfare and raiding (Walker and Sprague 1998:139). "By 1800 the Northern Plains had become a scene of perpetual equestrian conflict as the mounted Shoshone left the Great Basin to pursue a life of raiding and buffalo hunting, ultimately going as far as Canada. The Blackfoot, with both firearms and horses, began their own campaign of expansion and drove the Shoshone to the south and west, thereby establishing their dominance in the Northwestern Plains by 1750-1800" (Walker and Sprague 1998:139).

Protohistoric sites are easily confused with Late Prehistoric sites if they lack horse bone, trade beads, metal tools and hard hammer points and knives (Greiser 1984:48). Overall, Late Prehistoric projectile points continue to appear in the archaeological record throughout the Protohistoric period. It should be noted that even though there is little cultural intrusion of Euroamerican culture during these times except for a few trade items, disease surely had major economic and cultural effects upon indigenous populations of the region.

General Historic-era Cultural Context

Euroamerican exploration, transportation improvements, and agricultural settlement all influenced its history. Euroamerican activity in Montana may have occurred as early as the sixteenth century, when Spanish explorers reportedly passed through the region. French explorers likely followed. By the early nineteenth century, however, documented accounts of Euroamerican

travels in Montana became increasingly common. The most notable of these parties is the Lewis and Clark Expedition (1804–1806), which was the first known group of Euroamericans to navigate the Missouri River above the mouth of the Yellowstone River (Toole 1959, Hamilton 1970). On July 25, 1805, the Lewis and Clark expedition arrived at the Three Forks of the Missouri:[3]

> On July 25, 1805, the expedition finally reached the headwaters of the Missouri River. It was here that Sacagawea had previously been kidnapped by the Hidatsa during a raid on a Shoshone camp. Clark, who led a scouting party ahead of the main body, wrote, "we proceeded on a few miles to the three forks of the Missouri those three forks are nearly of a Size, the North fork [Jefferson River] appears to have the most water and must be Considered as the one best calculated for us to ascend middle fork [Madison River] is quite as large about 90 yds. wide. The South fork [Gallatin River] is about 70 yds wide & falls in about 400 yards below the middle fork. those forks appear to be verry rapid & Contain Some timber in their bottoms which is verry extinctive." Lewis arrived two days later and wrote, "believing this to be an essential point in the geography of this western part of the Continent I determined to remain at all events until I obtained the necessary data for fixing it's latitude Longitude &c." They spent several days exploring the area and making observations while the company hunted, rested, and refitted. Initially uncertain, Lewis and Clark determined the Jefferson River their best route forward in anticipation of meeting the Shoshone and gaining their assistance. Clark camped at the forks again on July 13-14, 1806, while enroute to the Yellowstone River valley during the return journey.

The discovery of the Bannack and Virginia City mines in the early 1800's brought a stampede of gold seekers into Montana, many of whom were unable to secure claims after they arrived. With farm products scarce, and prices high, several of them sought land and found it in the fertile Gallatin Valley. The first settlement in Gallatin County was made in the fall of 1862 at the mouth of the Gallatin. An association called the Gallatin Town Company was formed to lay out a townsite which became known as Gallatin City (often called East Gallatin). The company was chartered, and the town incorporated by the first legislature in 1865. The county seat was located at Gallatin City but was changed to Bozeman by vote of the people on Christmas day 1867 (SEO 1953a).

[3] https://www.nps.gov/places/three-forks-of-the-missouri-mt.htm

BZN Historic-era Context – MMI 2020, Chapter 1:1-2-1-16[4]; with photo additions: 1920s-1930s

Belgrade's first airport, Seifert Airport, named in recognition of Gallatin County aviation pioneer Wayne Seifert, was built in 1928 near Belgrade (west of present-day Jackrabbit Lane, south of the railroad) (Figure 3.1 – Location A, Table 3.1), but subsequently relocated because of high-tension wires. Siefert, together with E.R. Kahla, secured land for the relocated airport (see Belgrade Airport – upper left of Figure 3.1 – Location B, see Table 3.1) through a lease agreement with the State of Montana and the Belgrade Chamber of Commerce. Located one-half mile north of Belgrade near the current site of BZN and City of Belgrade sewer lagoons (see Figure 3.1) opened in 1929 with six grass runways 100 feet (ft) wide and 1,200 to 1,300 ft long.

[4] Quoted item citations here can be found in MMI 2020.

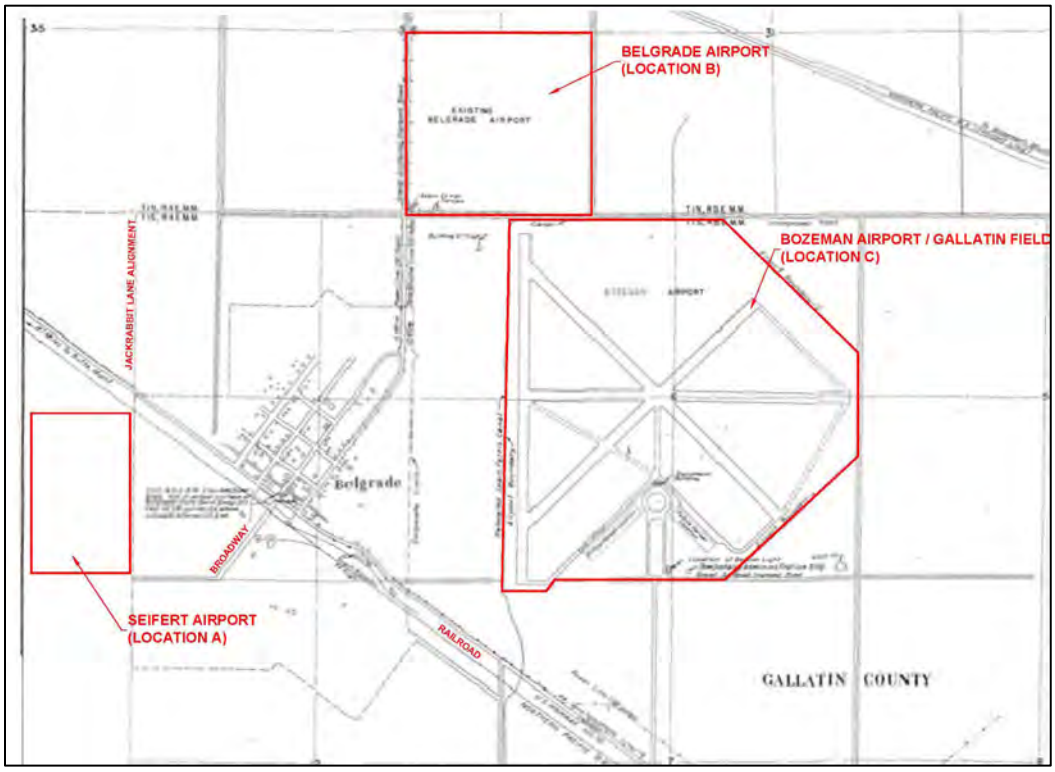

Figure 3.1. Nov. 15, 1941 U.S. Engineer Office "Bozeman Airport" plan on File GCCR, Misc. Maps. Showing reference to the "Existing Belgrade Airport."

Table 3.1. Airport Location Progression Synopsis

Year	**Location/Disposition**
1928	Seifert Airport (Fig. 3.1 – Location A) constructed
1929	Airport relocated/renamed to site of Belgrade Airport (Fig. 3.1 – Location B)
July 23, 1942	Bozeman Airport renamed Gallatin Field (Fig. 3.1 – Location C)
October 10, 1942	Gallatin Field Dedication Day (Fig. 3.1 – Location C). Belgrade Airport (Fig. 3.1 – Location B) use was discontinued following Gallatin Field's opening with structures being relocated to the new airport location.

By 1937, two generations of Americans had grown accustomed to incredible aviation accomplishments. Lindberg and the Wright Brothers were history, "aviators" were now known as "pilots," and "those daring young men in their flying machines" were now flying "airliners." World War II was just around the corner, and the aviation industry was about to revolutionize transportation and the progress of man in unimaginable fashion.

The vision of individuals in Bozeman and the Gallatin Empire was equal to that of men the width and breadth of America. The Bozeman Chamber of Commerce, Bozeman City Commission, Montana State College, and local service clubs began steering towards realization of a major air facility for Gallatin County.

1940s

On October 23, 1940, Bozeman City Manager August H. Lake called a meeting to advise those present that they had been appointed to serve on the Bozeman Airport Commission. The new members were: Dean Chaffin, Ernest Anderson, Gardner (Pete) Waite, Eric Therkelsen, and Frank Hoey. There was some discussion regarding the desirability of having an airport for Bozeman. Mr. Lake said that the City of Bozeman had taken a lease from the State of Montana on a small portion of land at the site of the Belgrade Airport (see Figure 3.1 – Location B) and had constructed a hangar on this ground for the benefit of the Civilian Pilot Training Program[5] (CPTP)[6] offered by Montana State College. Mr. Waite was authorized to check the ownership of adjoining lands and interview the owners to see if additional land might be purchased.

Within the next two weeks, the airport commission met several times. Chaffin, Therkelsen, and Waite traveled to Butte for a meeting with Mr. Paul Morris of the Civil Aeronautics Administration where they were informed that some federal funding might be available for their airport if they could finalize the land purchases and airport plans before November 22nd.

Mr. Morris authorized the Army Engineers at Fort Peck to send a crew to Bozeman to survey the site and assist with the necessary drawings. Options to purchase the necessary land were obtained

[5] National Museum of the United State Air Force – Civilian Pilot Training Program

[6] On June 27, 1939, President Franklin D. Roosevelt signed the Civilian Pilot Training Act of 1939 into law. The law not only strengthened our national defense prior to entering World War II, but also opened up pilot training to many who would never have had an opportunity to learn to fly. The act allowed the FAA's predecessor agency, the Civil Aeronautics Authority (CAA), to expand an experimental program, authorized in December 1938, to train civilian pilots through educational institutions. "The CAA Helps America Prepare for World War II" Theresa L. Kraus, FAA Historian – information provided by the FAA

and on November 22, 1940, Mr. Morris traveled to Bozeman to meet with the Airport Commission. Following a luncheon meeting at the Baxter Hotel, the group adjourned to the lounge where maps were spread on the table and Mr. Morris and his associates studied the entire proposal.

After studying the wind rose chart, he laid out four prospective runways. He then gave instructions to the Army Engineers present on how to fill out the government application forms and left for Spokane. The Bozeman Airport Commission met the filing deadline and on December 19, 1940, received official word that Bozeman had been allotted $47,000 in federal funds for construction of the basic airport (see "Bozeman Airport"; Figure 3.1 – Location C).

The Civil Aeronautics Administration (CAA) financed construction of the airport (see "Bozeman Airport;" Figure 3.1 – Location C) in 1941 in order to provide a training school for pilots just prior to World War II. In 1941, plans for the airport included four paved runways (counted each end of Runway 16-34 and Runway 12-30 as a runway). A turf runway (Runway 3-21) was planned to address crosswinds. John F. Lynch and his brother, Charles offered the initial Fixed Base Operator (FBO) service to the airport. In late 1941, John Lynch took charge of the fastest growing air school in Montana.

During the spring of 1941, plans for the new airport (see Figure 3.1; Location C) were progressing well. To help promote the facility, the Bozeman Airport Commission decided to hold an Aviation Week at the Belgrade Airport (see Figure 3.1; Location B). In addition to promoting the new airport, it was hoped that the event would show the County Commissioners how important the airport was to the community and pave the way for some county funding.

At a meeting held at the Baxter Hotel on May 7, 1941, it was suggested that a name be chosen for the new airport. The name 'Sacajawea Field' was suggested but it was felt that the name "Sacajawea" belonged more or less to Three Forks and that it might be better to choose the name 'Gallatin Field.' After quite a little discussion, it was duly moved and carried that they name the current location (originally Bozeman Airport) Gallatin Field (see Figure 3.1; Location C).

The Aviation Week was held June 9 to 15 and was a huge success. Seventy people attended the banquet and nearly 5,000 attended the Field Day program at the Belgrade Airport (see Figure 3.1; Location B). Northwest Airlines had a twenty-one passenger Douglas Airliner on the field and made several complimentary flights. John Lynch did some aerial acrobatics and there were many planes on the field during the day.

It soon became apparent that the City (of Bozeman) alone could not maintain the airport. On July 8, 1941, a special meeting was called for the Airport Commission to appear before the County Commission to present a budget for an airport fund. The group went to the Commissioners' office and was given a hearing.

All possible arguments were used in making a request that the Commissioners levy at least a portion of one mill for the purpose of maintaining the newly named Gallatin Field (see Figure 3.1; Location C). The County Commission consisted of P.H. Gaffney, Chairman, Wm. Alberda, and Lee Frank. Mr. Gaffney did all of the talking for the Board and he flatly refused to listen to any of their arguments, saying that they would refuse to make any levy for airport purposes.

The group returned to Mr. Chaffin's office and decided that the results of this meeting should be given some publicity throughout the county. They further clarified the name on July 23, 1942 (see Table 3.1) and "It was moved and carried that this commission recommend to the new Airport Board that the airport be named "Gallatin Field." Gallatin Field became a city-county airport in 1942 (Figure 3.2 – see also see Figure 3.1; Location C).

Figure 3.2. Photos from Dedication Day, October 10, 1942, Photos courtesy of the Gallatin Airport Authority.

The early 1940s (1941-1942) heralded the beginning of the airport's major construction era and included 5,200 ft of paved Runway 12-30, 5,100 ft of paved Runway 16-34, turf Runways 3-21 (4,700 ft) and 7-25 (4,700 ft), Taxiways A and B. The apron and lighting on Runways 16-34, 12-30 and Taxiways A and B were also completed during the 1940s (see Figure 3.1 – Location C, Figure 3.3). On November 22, 1942, Jim Stradley and his passenger Helen McLain made the first official landing at Gallatin Field. With the opening of Gallatin Field, the use of the facilities at the Belgrade Airport (see Figure 3.1; Location B) were discontinued with structure(s) being relocated

(Figure 3.4) to Gallatin Field. In 1945, Gallatin County purchased one-half interest in the land. By 1947, a 35-ft by 75-ft Quonset (Figure 3.5) hut was built as a temporary "depot" for Northwest Airlines, which began regular commercial service in June of that year. With the inception of regular airline service, the designator 'BZN' was implemented by the airlines to provide easy three letter identification for the Airport to reduce possible confusion with other airports that may have similar name convention in the airline system.

Figure 3.3. Runway grading in 1942, photo courtesy of the Gallatin History Museum, Photo 39.

Figure 3.4. Communications, Service Buildings, and Beacon from Belgrade Airport (Fig. 3.1 – Location B), moved to Bozeman Airport (Fig. 3.1 Location C) (renamed Gallatin Field)), ca. 1940s, Photo Courtesy of the Gallatin History Museum, Photo 3313.

Figure 3.5 Gallatin Field temporary depot for Northwest Airlines, ca. 1948 (MMI 2020:1-3)

1950s

An airport administration building and terminal, designed by Fred Willson, was constructed for $153,000 in 1950-1951 and was officially opened in 1952. This building (Figure 3.6), originally funded by a county bond issue, was expanded, and remodeled in 2005 with federal funding.

Figure 3.6. BZN Terminal and Flight Service Station, ca. 1952 (MMI 2020:1-5).

It currently houses Aircraft Rescue and Fire Fighting (ARFF) operations and U.S. Customs. Gallatin County levied a 0.9 mill tax for airport construction and maintenance throughout the 1950s.

1960s

New construction, to meet the growth of Gallatin Field, was made possible by an airport bond issued in 1960. The bonds funded a project that consisted of the reconstruction of 150-ft by 5,410-ft (5,200-ft of reconstruction with 210-feet of extension) Runway 12-30 including new medium-intensity lighting, a new 120-ft by 640-ft general aviation apron, air carrier apron reconstruction, and expansion and reconstruction of Taxiway "A". The reconstruction was a result of larger and heavier commercial jet traffic aircraft use of pavements that were not originally designed for that traffic in the early 1940's. Runway 12-30 was extended to 6,500 ft in 1963, permitting use of the airport by transport aircraft such as the Douglas DC-6 and Lockheed Electra. Taxiways "C" and "D," were constructed in 1965. A number of improvements were made in the late 1960s to accommodate jet service. The main Runway 12-30 was extended to 9,000 ft; Taxiway "C" was widened and strengthened, including new lighting, and the air carrier apron was again expanded and overlaid.

The $606,000 for the improvements was paid for by a bond issue and the Federal Aviation Administration. The Airport was additionally supported by a City and County tax levy for maintenance, operations, and administration.

1970s

A FAA planning grant in 1972 resulted in development of the first Master Plan for Gallatin Field as a culmination of prior events (Table 3.2). As part of the Master Plan, paved Runway 16-34, the North-South Runway (see left side of Bozeman Airport in Figure 3.1), was abandoned due to lack of use and cost of maintenance. Taxiway B, which exclusively served Runway 34 was also abandoned at this time. The Montana Legislature passed legislation authorizing the establishment of Airport Authorities in Montana, and by November 1972, the Gallatin Airport Authority was established for Gallatin Field. The Gallatin Airport Authority sold revenue bonds in 1974 to finance a new FBO building, relocate Federal Aid Secondary (FAS) 290, now known as Dry Creek Road, relocate the existing FBO buildings, and construct a new general aviation apron. The turf crosswind Runway 3-21 was relocated east of the General Aviation apron to allow for the anticipated construction of a new terminal building.

Table 3.2. Events at Gallatin Field/BZN in the Historic-Era[7] (Morrison Maierle 2020),

1941-1942	Initial construction of Gallatin Field
November 1942	First official landing at Gallatin Field
1947	Northwest Airlines' first regularly scheduled commercial air service to BZN with a Martin 202, Northwest begins Douglas DC-3 service to BZN (Billings, Butte)
1949	Bozeman Daily Chronicle delivered on Sunday by Lynch Flying Service Pilot Al Newby
1950	Gallatin Flying Service begins
1951	Gallatin Flying Service begins renting the 24' x 60' temporary administration building built in 1947
1952	BZN Terminal and Flight Service Station designated by Fred Willson opens (2 Ground level gates), New airline terminal apron opens (2 aircraft capacity)
1953	Lt. Thomas Deams lands first F-80 jet fighter at BZN
1954	Vice President Nixon visits BZN arriving on a United Air Lines Convair 340
1956	Newby-Anderson Flight Line begins service
1958	Northwest begins first DC-4 service to BZN
1959	Newby-Anderson Flight Line purchases Lynch Flying Service, National Guard facility constructed and leased
1960	Airport closed to aircraft over 12,500 lbs. due to pavement failures (March), Pavements improved to accommodate larger DC6, Lockheeds, 727s and other

[7] 50 years or older (pre-1974)

	jet traffic, Montana State College Co-op was the first flying club.
1961	Northwest begins first DC-6 service to BZN.
1964	Northwest begins first Lockheed Electra service to BZN.
1967	Northwest operates first 727 into BZN Frontier Airlines begins Convair 580 service to BZN (Missoula, Salt Lake City)
1968	Northwest begins regularly scheduled 727 jet service to BZN
1973	New Instrument Landing System (ILS) commissioned, Frontier begins first Boeing 737 jet service to BZN, Enplanements surpass 25,000 for the first time.

In 1976, the Authority again sold $2,400,000 of revenue bonds to construct a new 40,000 square foot terminal building (Figure 3.7); build a new air carrier apron; widen, strengthen, and extend taxiways; construct a new terminal access road; and extend water and sewer utilities to the terminal buildings. The Authority provided land to the Town of Belgrade for construction of a sewage treatment facility (lagoons) and shared in the cost of a 500,000-gallon water tank with the town. Total cost of the project was $4,400,000. Gallatin Field was the recipient of a regional award for environmental design presented by the FAA in 1978 for its new terminal. M.M. Martin, FAA director stated, "The building is highly functional and an outstanding example of the use of design, art, and architecture to enhance the compatibility of airport structures with their surrounding environment."

Figure 3.7. 1977 Terminal, photo courtesy of the Gallatin History Museum, Photo 14001.

BZN Modern Context – MMI 2020, Chapter 1:1-2-1-16:

1980s

The 1980s were a decade of continued growth for Gallatin Field. The FAA's Airport Improvement Program (AIP) provided a maximum of 90 percent of the funding for airport improvements. In addition to runway, taxiway, apron, and access road improvement projects, a 36-ft by 56-ft fire station was built, an addition to the snow removal equipment building was constructed, and a passenger terminal door replacement project was completed. The Gallatin Airport Authority also acquired snow removal equipment and additional land, installed security fencing, upgraded the taxiway lighting system, and purchased a second emergency standby generator to serve the airline terminal.

1990s

Population expansion in the Gallatin Valley during the 1990s caused continued growth to Gallatin Field. Major projects included rental car parking lot expansion, Phases I & II of the Terminal Expansion, construction of a holding bay on Taxiway A, employee and pay parking lot expansion, and construction of deicing fluid storage on the commercial apron. These projects were paid for with AIP funds, Passenger Facility Charge (PFC), and local funding provided by the Airport Authority. Additionally, the air traffic control tower was constructed in 1997.

2000s

From 2000 to 2007, Gallatin Field continued to grow rapidly. Federal funding under the Airport Improvement Program changed whereby the FAA would provide a maximum of 95% of the funding for airport improvements. Gallatin Field constructed over $32,500,000 of improvements during this period.

This growth resulted in numerous airside and landside expansions from 2000-2007, including two expansions to the commercial apron, a concourse expansion to the terminal building, a new general aviation tie down apron, and the construction of the East Apron and a cargo apron. General aviation hangar construction also resulted in several taxi lane construction projects including sewer, water, and utility construction. The funding for these enhancements was through the AIP funding, PFC, and local funding provided by the Airport Authority.

Since the 1993 Master Plan, passenger enplanements from 1993-2007 increased 92% or 4.7% annually, on average from 175,042 in 1993 to 335,276 in 2007. The total number of aircraft operations increased from 47,100 in 1993 to 80,606 in 2007, an increase of 71% or 3.9% annually. From 1993 to 2007, based aircraft increased 159% from 113 to 293, a 7.1% annual increase.

During the 2000s, Gallatin Field also experienced a change in the type of aircraft operated by the commercial airlines. Gallatin Field saw the last Boeing 727 commercial service aircraft in 2002. This marked a shift to the Airbus A319, the A320, and 50 to 70 seat regional jets. Commercial airlines provided non-stop flights from Bozeman to Atlanta, Chicago, Denver, Detroit, Las Vegas, Minneapolis/St. Paul, Salt Lake City, San Francisco, and Seattle/Tacoma. Gallatin Field was served in 2007 by six airline brands: Allegiant, Delta, Frontier, Horizon, Northwest, and United.

FBO service at the Airport was provided by Arlin's Aircraft and Yellowstone Jet Center. Gallatin Field produced a level of service recognized throughout the Northwest by the flying public and the businesses located at the airport.

From 2010 – 2020, the airport continued to grow at a rapid pace. Federal funding by the FAA provided 90% of the cost of allowable airport improvements. Beginning in 2009, discussions began around a desire to tie 'international airport' together with 'Yellowstone Park' for regional identification and internet marketing searchability. This resulted in the airport name being updated in 2011 from 'Gallatin Field' to 'Bozeman Yellowstone International Airport at Gallatin Field' (BZN). BZN constructed over $138,000,000 of improvements during this period.

Growth from 2010-2020 included significant airside and landside improvements, including expansion of the commercial apron; new access roads and an interchange from Interstate 90 to access the airport; expansion of the airport's pay parking lots; construction of a concrete East Apron; construction of a new parallel Runway 11-29 and associated taxiways; rehabilitation of Runway 12-30; a large terminal expansion (growing the facility from 4 gates to 12 gates) and associated TSA baggage system modifications; boarding bridge acquisitions and commercial apron expansion; construction of deicing aprons; Snow Removal Equipment acquisition; the extension of Taxiway "U"; Water/Sewer/Electrical rehabilitation projects; the construction of a 1,100 stall Parking Garage for rental car vendors and pay parking; and construction of East Hangar Area taxilanes.

In the time-period of 2010-2019, the total number of passenger enplanements increased from 365,210 in 2010 to 785,706 in 2019 (an increase of 215% or 8.9% annually. Total number of aircraft operations increased from 72,447 in 2010 to 97,867 in 2019 (an increase of 35% or 3.4% annually).

The year 2020 reflected a drastic downturn in passenger traffic as a result of the COVID-19 Pandemic that severely impacted the world with lockdowns, quarantines, and otherwise. April 2020 passenger traffic at BZN was down nearly 96.7% and slowly rebounded in the follow-on months. Concourse B was completed with three new boarding bridges in 2020. BZN ranked 95th in the nation in terms of passengers.

Following the downturn with passenger traffic in 2020 (yearend enplanement total of 446,409), full passenger recovery was experienced in April 2021 with record passenger traffic continuing through the remainder of the year (2021 yearend enplanement total of 973,699). Record

passenger enplanements and tower operations were accompanied by General Aviation and Business Aviation record hangar development. 60 acres of land were leased for hangar development in the southeast hangar areas between April 2020 and September 2021. Construction also began on the northside flight school hangar development.

Momentum continued into 2022 with BZN surpassing 2 million passengers in a 12 consecutive month period (February 1, 2021 – January 31, 2022). Yearend enplanements totaled 1,135,681, an increase of 16.6% over 2021. Improvements in expanding pay parking stalls, expanding the terminal ramp for additional hold bays on the west side, as well as construction beginning on the $22 million in-line baggage screening system occurred. Passenger enplanements surpassed 1,100,000 for the first time with BZN ranking 92nd in the nation in terms of passengers.

The in-line baggage system was completed in 2023, along with expansion and rehabilitation of the General Aviation Ramp, East Ramp, and Tie-down Ramp. The end of 2023 reflected a BZN passenger enplanements total of 1,231,915 (an increase of 8.5% over 2022), total operations of 129,755 (an increase of 16.8% over 2022), and holding on to it's ranking of 92nd in the nation in terms of passengers.

In 2024, construction of the next terminal expansion to the east began with demolition of a portion of the existing terminal fronting the airside apron. Enplanements continue the record setting growth with 1.3 million passengers in the September 2023 – August 2024 twelve-month period. Airfield construction also continued with the relocation and completion of Taxiway G, as well as work beginning on Taxiway B connecting the northside to crosswind runway 3-21 between the two parallel runways.

Civilian Pilot Training Program

In the 1930s several European nations built up their air forces in part by training civilians as pilots in anticipation of possible conflict. On June 27, 1939, President Franklin D. Roosevelt signed the Civilian Pilot Training Act of 1939 into law. The law not only strengthened national defense prior to entering World War II, but also opened pilot training to many who would never have had an opportunity to learn to fly. The act allowed the FAA's predecessor agency, the Civil Aeronautics Authority (CAA), to expand an experimental program, authorized in December 1938, to train

civilian pilots through educational institutions[8]. President Franklin D. Roosevelt supported the Civilian Pilot Training Program (CPTP)'s plan to train 20,000 civilian pilots a year because this would create a pool of potential military pilots that he believed the country would need soon.[9]

The CPTP eventually operated at 1,132 colleges and universities and 1,460 flight schools, and CPTP-trained pilots did well in further training at USAAF schools. Recording nearly 12 million flying hours, the CPTP trained 435,165 pilots from 1939 to 1944[10].

Trainees from the CPTP entered the Army Air Forces Enlisted Reserve. Many went on to further instruction and commissioned service as combat pilots. Others became service, liaison, ferry and glider pilots, instructors, or commercial pilots in the Air Transport Command. As it became clear that Axis forces would eventually be defeated and fewer pilots would be required in the future, the services ended their agreement with the CPTP/War Training Service (WTS) in early 1944. The program itself was abolished in 1946.[11]

The CPTP was initially instated in 1939 in Butte with about 20 students,[12] with additional programs approved in Bozeman,[13] Helena, and Havre[14] the same year. Applicants pledged to attend flight training in either the Army or Navy "when needed." At the Belgrade Airport, in October of 1940, the Gallatin County Tribune/Belgrade Journal notes: "Work on the two hangers being erected at the local airport is being rushed to completion and the hangars are to be ready by October 15 in order to meet requirements for the approved course to be offered at Montana State College for civilian pilot training. The work is under supervision of Construction Foreman Tom Moen."[15]

1941 also saw the program move to Gallatin Field (Figure 3.8) under the Lynch Brothers Flying Service (Figure 3.9) where "what is reputed to be the most flourishing air school in Montana will

[8] "The CAA Helps America Prepare for World War II Theresa L. Kraus, FAA Historian

[9] National Museum of the United State Air Force – Civilian Pilot Training Program

[10] National Museum of the United State Air Force – Civilian Pilot Training Program

[11] Ibid.

[12] "Flight Instruction for Mines Students Under Way in Butte" – *Three Forks Herald*, Friday, November 16, 1939, Page 5

[13] "News Briefs" – *Three Forks Herald*, Friday, October 19, 1939, Page 4

[14] "Schools Approved" – *Three Forks Herald*, Friday, October 12, 1939, Page 1

[15] "News Briefs" – *Gallatin County Tribune/Belgrade Journal*, Thursday, October 10, 1940, Page 1

take a new lease on life next September when the Civilian Pilot Training courses now being given at the old Belgrade Airport are transferred to the adjacent new field now under construction on the Pondera Tract."[16] While no opening date for Gallatin Field is known, on the date of November 22, 1942, Jim Stradley and his passenger Helen McLain made the first official landing at Gallatin Field. It is presumed that the Civilian Pilot Training courses were transferred shortly thereafter and that the original September date was delayed due to construction schedule.

Figure 3.8. Gallatin Field (n.d.), photo courtesy of the Gallatin History Museum, Photo 14001.

Figure 3.9. Lynch Flying Services hangars circa 1950, image courtesy of the Gallatin History Museum, Image 17313.

[16] "Air School Here Fastest Growing" – *The Bozeman Courier*, Friday, June 13, 1941, Page 1

Additionally in 1941, the program (consisting of 40 hours of flight training and 72 hours of ground school training), logged a perfect safety record since its inception on October 14, 1940 at the Belgrade Airport noting: "Since the course was started 85 students have been trained and during this time the students have flown a total of 341,000 miles without so much as a scratch being received by students or instructors. The only damage to planes has been the breaking of tail wheels because of the rocky surface of the landing field."[17] By the end of 1941 there would be CPTP approved flight schools in Bozeman, Miles City, Butte, Great Falls, Missoula, Lewistown, Helena, and Billings.[18]

At Gallatin Field, the effort was largely related to training fixed wing as well as glider pilots beginning with a class size of 60 in 1942 with about 1/3rd of that class participating in the glider program[19] which entailed an additional 100 hours of flight training.

In 1943, with World War II in full swing, the CPTP was replaced with a pre-flight training of US Army aircrew cadets at the Montana State College with that year also producing a "mighty good hay crop."[20] By 1944 the program was in decline with the army beginning to close CPTP flight schools given an excess in pilots.[21] The program at Gallatin Field ended that same year.

Gallatin Field Title History

The title history of Gallatin Field is related primarily to Township 1 South 5 East, Section 6, and the portion of Section 7 north of the Northern Pacific Railroad (24GA1096).

Section 6

The majority (Lots 3-7, SENW, ESW) of Section 6 was originally patented to Lavina R. Brady as a 292.12 cash entry sale (Serial Patent No. MTMTAA 043062, www.glorecords.blm.gov accessed March 11, 2024) issued on July 9, 1895. The remainder 319.88 acres (Lots 1-2, SE, SNE) of Section 6 patented to Nellie Brady (Serial Patent No. MTMTAA 043073, www.glorecords.blm.gov

[17] "Civil Pilot Program Has Perfect Safety Mark" – *The Bozeman Courier*, Friday, November 28, 1941, Page 8

[18] "Montana Center of Air Training" – *Gallatin County Tribune/Belgrade Journal*, Thursday, October 16, 1941, Page 4

[19] "Army Speeds up Work of CPT Schools" – *The Bozeman Courier*, Friday, July 10, 1942, Page 1

[20] "Airport is Yielding a Big Hay Crop" – *The Bozeman Courier*, Friday, June 25, 1943, Page 1

[21] "Plenty of Trained Pilots" – *The Bozeman Courier*, Friday, January 28, 1944, Page 2

accessed March 11, 2024) issued on November, 20, 1899. The patent documents note that the patents were granted for "the heirs of John L. Brady of Missoula County, Montana."

The next entry for lands in Section 6 shows the Byron and Harriet Stanton[22] selling the W ½ (including the aforementioned lots) of Section 6 to F.L. Benepe on January 5, 1905 (GCCR Deed Book [DB] Book 35-Page 360). F.L. and Jannetta Benepe sold the W ½ to Ellen Jump[23] (Benepe) on June 13, 1905 (GCCR DB 35-203).

On November 6, 1920, the E ½ of Section 6 passed by decree to Dr. Clyde and Charles Jump (GCCR Order/Decree 4-221) (Figure 3.10) following the passing of David Jump.[24] The Jumps sold the land to the City of Bozeman on December 30, 1940 (GCCR DB 84-526), with the W ½ having been transferred to the City of Bozeman two days prior, on December 28, 1940, as a deed between George VanHoorn[25] (widower) and the City of Bozeman (GCCR DB 84-480).

[22] It is unclear in the records how the Stanton's acquired the property from Lavina Brady

[23] Married Dr. Clyde Jump June 16, 1905 – "Well Attended Wedding in Bozeman – *Butte Daily Miner*, Friday June 16, 1905, Page 3

[24] It is unclear in the records how the Stanton's acquired the property from Nellie Brady

[25] Ellen and Clyde Jump divorced on June 10, 1912. While there are no records, it can be surmised that Ellen remarried to Van Hoorn and passed away prior to 1920 as she no longer appears in US Census Records.

Figure 3.10. Section 6. (GCCR:Plat Books Old/Oldest County Book T1S, R5E, n.d.).

Section 7

Section 7 was originally patented to the Northern Pacific Railroad (Serial Patent No. MTMTAA 000142, www.glorecords.blm.gov accessed March 11, 2024; GCCR DB 59-1)) issued on April 4, 1896. Byron Stanton (Figure 3.11) purchased Lots 1-4 of the East ½ West ½, SE, and W ½ NE of Section 7 from the Northern Pacific on February 23, 1907 (GCCR DB 38:55) as well as the E ½ NE on the same day (GCCR 38:56). The Stanton's sold their holdings in Section 7 to Daniel Boyle, June 16, 1913 (GCCR DB 48:600) and September 9, 1915 (GCCR DB 53:148).

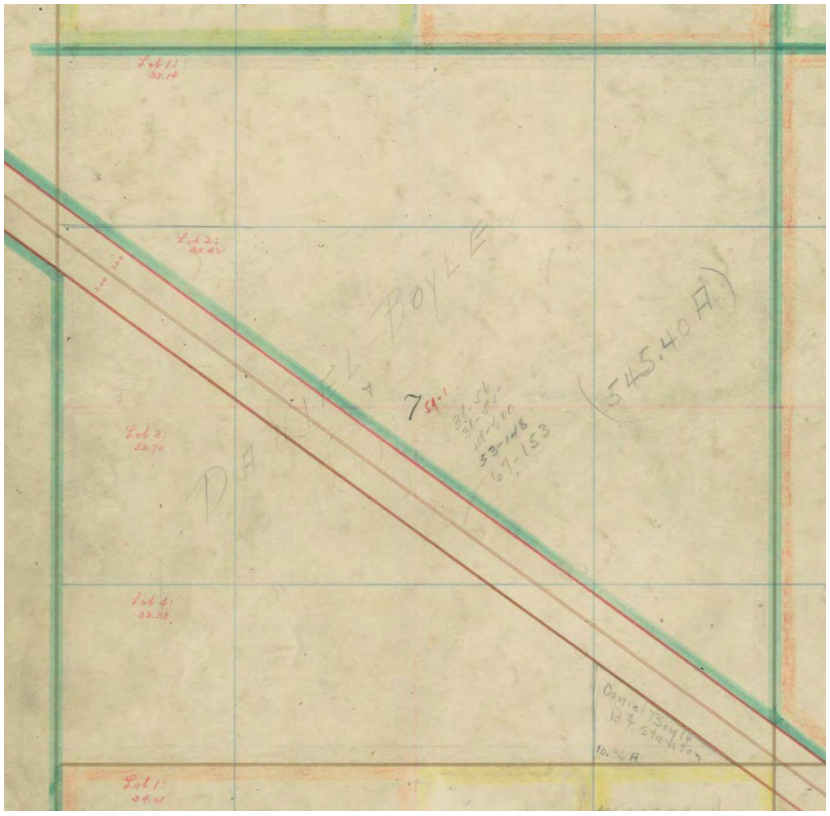

Figure 3.11. Section 7. (GCCR:Plat Books Old/Oldest County Book T1S, R5E, n.d.).

The next available records regarding the future Gallatin Field property in Section 7 show an October 4, 1930 transaction between Pondera County[26] and the City of Bozeman for everything in Section 7 "north of State Hwy. 10" (GCCR DB 83-149).

Gallatin Field

The final warranty deed regarding Gallatin Field lists those aforementioned lands in Section 6 and Section 7 as a forever undivided half interest deed between the City of Bozeman and Gallatin

[26] It is unclear how Pondera County acquired this parcel from Daniel Boyle.

County (GCCR DB 93-185) for the "operation and maintenance of said lands and improvements as an Airport…" (see Figure 3.1).

Roland J. Iverson[27] recalls:

> The City has a map showing the Pondera Tract which the City purchased a few years ago for airport purposes. This map was studied by the group with the view of possibly obtaining adjoining land so as to enlarge the Pondera Tract so that it would be large enough for a satisfactory airport in the future. Secretary Waite was authorized to check the ownership of adjoining lands and, if possible, to inter- view the owner and see if additional land might be purchased.
>
> At a special meeting of the City Airport Commission two days later on October 25th, the City Commissioners and the Airport Commission met to discuss the advisability of acquiring additional land adjoining the Pondera Tract for airport purposes. At that meeting, the Airport Commission recommended that Bozeman's City Commissioners purchase additional land. Gardner C. "Pete" Waite was authorized to act as agent for the City to secure options on the section of land just north of the Pondera Tract. He was authorized to pay up to $50 for each option, and the City agreed to pay any reasonable expense.
>
> The Army engineers from Fort Peck determined that the natural ground formation, wind and snow conditions, and visibility were exceptionally favorable at the location north of Highway 10 just one mile east of Belgrade on the Pondera Tract. During the next few months, considerable amounts of land were purchased and added to the Bozeman airport ground at a very nominal cost largely through the efforts of Board Members Chaffin and Pete Waite. Nearly 1200 acres of airport ground were now ready and waiting for the first contracts of airport construction to begin in 1941.

4. Methodology and Literature Review

The requisite file search with the Montana State Historic Preservation office (MTSHPO) (File search #2021101402) was conducted prior to fieldwork. Results of the records search indicated

[27] "Fast Action Required to Obtain Ground and Funds for Original Gallatin Field" Interview on file at the Gallatin History Museum, Bozeman, MT.

that there are 15 previously recorded sites (Table 4.1) present within a 1-mile radius of the project area, 6 are present in the EA project APE or on BZN grounds (see Table 4.1 in bold).

A total of 20 previous cultural resource inventories (Table 4.2) have occurred within adjacent sections, 7 of which apply directly to the proposed undertaking (see Table 4.2 in bold). The inventory and evaluation were conducted by Secretary of Interior qualified personnel walking systematic transects appropriate for the field conditions, but no greater than 30-meters apart. Given the nature of the project, shovel probes were not excavated.

Table 4.1. Previously Recorded Sites within a 1-mile radius of the Project APE.

Site	Site Type	NRHP Status	Relationship to Project Area
24GA1096	**Historic Railroad – Northern Pacific Railroad (Low Line Spur)**	**Eligible**	**Inside**
24GA0391	Historic Residence – Thomas Quaw House	NR Listed	Outside
24GA0394	**Historic Homestead/Farmstead – Coscik Farmstead**	**Unresolved**	**Inside**
24GA0423	**Precontact Lithic Material Concentration**	**Unresolved**	**Inside**
24GA0741	**Historic Irrigation System – Mammoth Ditch**	**Ineligible**	**Inside**
24GA0743	**Historic Irrigation System – Spain Ferris Ditch**	**Eligible**	**Inside**
24GA0768	Historic Industrial Development – Belgrade City Hall and Jail	NR Listed	Outside
24GA1570	Fossil Mammal	Undetermined	Outside
24GA1654	**Historic Aviation – 1951 BZN Terminal Building**	**Eligible**	**Inside**

Table 4.1. Previously Recorded Sites within a 1-mile radius of the Project APE.

Site	Site Type	NRHP Status	Relationship to Project Area
24GA1901	Historic Exploration - Lewis and Clark National Historic Trail Great Falls to Three Forks	Undetermined	Outside
24GA2225	Historic Commercial Development – Town and Country Food	Ineligible	Outside
24GA2226	Historic Commercial Development – Rocky Mtn Supply	Ineligible	Outside
24GA2293	Historic Commercial Development – Gallatin Farmer's Co.	Undetermined	Outside
24GA2294	Historic Barn	Undetermined	Outside
24GA2295	Historic Residence – Gallatin Valley Milling Co., Employee Housing	Undetermined	Outside

Table 4.2. Previous cultural resource investigations in the study area.

Author	Year	Report	Report No.
Roll	7/11/1978	Cultural Resource Reconnaissance and Preliminary Inventory for Proposed Bozeman Sewage Treatment Improvement Project	GA 6 3448
Karsmizki	1/1/1983	Gallatin Valley Homestead Survey (Springhill Township, Volumes I And II)	GA 6 3459
Hay	10/20/1989	Cultural Resource Survey of The Interstate 90 Belgrade Interchange (Final Report)	GA 4 3439
Wood	**4/16/1992**	**Gallatin Airport Authority - Gallatin Field Airport**	**GA 6 13613**
Axline	3/13/1995	Two Miles East of Belgrade	GA 4 16871

Author	Year	Report	Report No.
Wood	7/28/1997	Alaska Road Gravel Source	GA 4 18977
Ferguson	5/18/2000	Proposed Belgrade Microwave Tower Site, Gallatin County, Montana	GA 6 22897
Ferguson	7/10/2000	A Cultural Resources Inventory of Proposed Development at The Belgrade Wastewater Treatment Facility, Gallatin County, Montana	GA 6 23044
Mayer	**4/1/2002**	**An Intensive Cultural Resource Inventory of Gallatin Fields Proposed Expansion Area, Gallatin County, Montana**	**GA 6 37748**
Passmann	8/30/2002	Alderman Spring Future Fisheries in Gallatin County Montana Cultural Resource Inventory	GA 6 25168
Wood	3/20/2003	Alaska Road Gravel Pit Expansion in The Gallatin County Montana	GA 4 25930
Ferguson	**4/14/2004**	**Documentation And NRHP Assessment of The Old Gallatin Field Terminal Building, Gallatin County, Montana**	**GA 6 27180**
Fandrich	4/11/2006	Cultural Resource Inventory of The Belgrade Interchange in Gallatin County, Montana	GA 4 28445
Rennie	7/1/2007	Cultural Resources Inventory of a Portion of Section 36, T1N, R4E, Gallatin County, Montana	GA 5 29498
Ferriman	**6/18/2013**	**Intensive Cultural Resource Inventory of the ATT Excelis Bozeman Yellowstone International Airport Sv167-08 Monopole Tower Location, Gallatin County, Montana**	**GA 6 34224**
Leary	**7/31/2014**	**A Cultural Resource Inventory and Visual Effects Analysis for The Proposed 'MT8 Bozeman Airport' Monopole Cellular Telecommunications Facility, Bozeman, Gallatin County, Montana**	**GA 6 37117**

Author	Year	Report	Report No.
Hope	**1/22/2020**	**Morrison-Maierle, Inc.: Bozeman Yellowstone International Airport Improvement Project, Gallatin County, Montana.**	**GA 6 40295**
Hope and Moore	**2/2021**	**Morrison-Maierle, Inc.: Bozeman Yellowstone International Airport Improvement 2021 Project, Gallatin County, Montana.**	**Not on file at the MTSHPO**
Lee	7/6/2022	A Class III Cultural Resource Inventory for The Belgrade-Urban Improvements Project in Gallatin County, Montana.	GA 4 41518
Holtkamp	8/10/2022	Sebil00071B, Telecommunications Site	GA 6 41500

RBAS also examined appropriate historic maps and resources including, but not limited to, General Land Office plats, aerial photographs[28], and any other appropriate historical documents identified during the research phase. RBAS also consulted, regarding BZN and ancillary architectural resources, with the Gallatin County Clerks and Recorders Office (GCCR), the Gallatin History Museum,[29] and with those files and photographs present at BZN and on file at MMI.

NRHP Evaluation and Integrity

National Register of Historic Places (NRHP) eligibility recommendations are developed for archaeological/architectural sites using the appropriate aspects of the cultural background developed above. Site eligibility is based on property type, resource(s) present, and association with Time, Place, and Themes important to local, state, or national history.

The Keeper of the Register (National Park Service [NPS]) noted, "The significance of a historic property can be judged and explained only when it is evaluated within its historic context. Historic contexts are those patterns or trends in history by which a specific occurrence, property,

[28] https://earthexplorer.usgs.gov/

[29] https://www.gallatinhistorymuseum.org/

or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear" (Andrus and Shrimpton 2002: Part V, No. 1). A historic property is "any prehistoric or historic district, site, building, structure, or object included in the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and the national register criteria" (Advisory Council on Historic Preservation 2004: 36 CFR Part 800.16(l) (1):14).

As defined in 36 CFR Part 60.4 and stipulated in the NPS guidelines for a site to be eligible for the NRHP, a property must be at least 50 years old and meet at least one of four criteria (Andrus and Shrimpton 2002: Part II). The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

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

Integrity of a property — the ability of a resource to convey its importance — is also considered to determine eligibility. There are seven aspects of integrity (Andrus and Shrimpton 2002: Part VIII):

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened.

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning,

engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. A property must retain the key exterior materials dating from its historic period.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.

Feeling is a property's expression of the aesthetic or historic sense of a particular period. It results from the presence of physical features that, taken together, convey the property's historic character.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

Because Feeling and Association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the NRHP. If an archaeological resource meets the above criteria, it is termed a "historic property."

5. Results of Inventory

Fieldwork was conducted to Class III inventory standards[30] in several field sessions in October of 2023. A total of 16 resources were identified during field inventory including 11 historic-era

[30] https://mhs.mt.gov/Shpo/docs/ConsultingWith/MTSHPO_ConsultationGuide2023.pdf

architectural sites, 2 historic-era irrigation resources, 1 historic-era road alignment, 1 prehistoric site, and 1 prehistoric isolate (Table 5.1).

Table 5.1. Total cultural resources present

Site Number	Name	Site Type	Recommended NRHP Status
BZN Resources			
24GA2322	VOR - 1951	Historic Aviation	Eligible
24GA1654	1951 BZN Terminal - 1951	Historic Aviation	Eligible
24GA2321	BZN Runway/Taxiway/Apron System - 1941	Historic Aviation	Not Eligible
24GA2319	Hangar 6 – Gallatin Flying Service – 1950s	Historic Aviation	Not Eligible
24GA2320	Hangars 8-10 – Lynch Flying Service - 1942	Historic Aviation	Not Eligible
24GA2318	GAA Hangar Building – 1970s	Historic Aviation	Not Eligible
24GA2316	National Guard Armory - 1959	Historic Military	Not Eligible
24GA2343	1977 BZN Terminal - 1977	Historic Aviation	Not Eligible
Ancillary Resources			
24GA0741	Mammoth Ditch - 1866	Historic Irrigation	Not Eligible
24GA2317	Secondary Route 290 – 1945	Historic Transportation	Not Eligible

Site Number	Name	Site Type	Recommended NRHP Status
24GA0423	Precontact Camp – Unknown date	Precontact	Not Eligible/Destroyed
24GA0743	Spain-Ferris Ditch - 1886	Historic Irrigation	Eligible – Non-contributing Segment
24GA1096	Northern Pacific Low Line Spur - 1919	Historic Railroad	Eligible – Non-contributing Segment
24GA0394	Coscik Place - 1922	Historic Farmstead	Not Eligible
24GA2327	Heinrich Farmstead - 1914	Historic Farmstead	Not Eligible
BH-ISO-1	Lithic Material – Unknown date	Precontact Isolated Find	Not Eligible

Of the total of approximate 4,700 acres within the APE (see Figures 1.1, 1.2) recent investigations by Hope (2020, 2021) examined 63-acres and 643.5-acres of the same APE and have been previously reported on. This report covers the comprehensive review of the current APE, as well as reevaluating those resources identified by Hope (2020, 2021).

Much of the project area in the eastern half of Section 8, T1S, R5E is former gravel (Figure 5.1) that is significantly disturbed and is being actively used for deposition of fill for a future eastern runway protection zone (RPZ) for any possible expansion of Runway 12-30. The remaining acres consisting of runway aprons, active runways, access roads, infiltration beds for treated affluent, and areas of hay/alfalfa production. Visibility was good (70% +) in all areas, particularly those areas recently having been cut for hay/alfalfa (Figure 5.2), as such no shovel probes were excavated.

Figure 5.1. Abandoned gravel pit, in T1S, R5E, Section 8. View to the north.

Figure 5.2. Alfalfa production in T1N, R5E, Section 31. View to the north.

Resources will be presented below in a general west to east fashion with those resources directly related to BZN presented first (Section 6), including the built environment located outside of the EA boundary/APE, followed by resources ancillary to BZN (Section 7).

6. Results of Inventory – BZN Resources

Of the 137 structures[31] present in the General Aviation portion of BZN (Figure 6.1), all but 4 of them have been built in the modern era, with the entirety of the east apron and all associated buildings built in the mid 2000's (Figures 6.2-6.4), with hangar construction still underway. All hangar buildings south of Taxiway M were built in the late 1990's to early 2000's (Figure 6.5). Similarly, of the 25 structures present on the Commercial Aviation area of BZN (Figures 6.6, 6.7) all but two (the 1951 BZN Terminal [24GA1654] and the 1977 BZN Terminal [24GA2343]) are of the modern era. The runways/taxiways/aprons (24GA2321) have all been updated in the modern era as well will numerous extensions (see Section 3 of this report). A modern radar interrogator beacon (Figure 6.8) was built in 2006 and a new flight school (Figure 6.9) is currently being constructed on what will be the North Apron.

[31] All structures were photographed as part of the inventory, however, given the breadth of modern development, representative photos only are included here.

Figure 6.1. General Aviation overview, view to the east from the control tower.

Figure 6.2. East Apron front line, view to the south.

Figure 6.3. Modern hangars at Taxiway W from Taxiway X, view to the west.

Figure 6.4. Modern hangars at TLY South, East Apron, view to the north.

Figure 6.5. Modern hangars at Taxiway Q, West Apron, view to the west.

Figure 6.6. Commercial Aviation overview, view to the west from the control tower.

Figure 6.7. Modern (1997) control tower, view to the south.

Figure 6.8. North Apron Flight School under construction, view to the east.

Figure 6.9. Modern radar interrogator beacon, view to the west.

Numerous structures date to the late '70s but are not yet considered to be historic era resources, these include the present-day 1977 terminal building[32] (with significant additions in 1996 and 2011, Figure 6.10) and hangars 5, 11, and 28/39 (Figures 6.11-13). The segmented circle was removed in 2003 (Mark Maierle, personal communication 2023).

[32] The terminal building will be recorded as part of the current effort and is presented as part of the results below at the request of the FAA.

Figure 6.10. Western end of the modern terminal from the Terminal Apron, view to the southeast.

Figure 6.11. Hangar 5 on the front line of the GA Apron, view to the south.

Figure 6.12. Hangar 11 from Taxiway J, view to the northeast.

Figure 6.13. Hangar 28/39 from Taxiway J, view to the south.

A total of 8 historic era resources (Figure 6.14), all architectural, were identified at BZN including one previously recorded resource, 24GA1654, the 1951 BZN Terminal. These resources will be presented and discussed below with the conclusion of this section presenting a discussion relative to a possible NRHP Historic District at BZN.

Figure 6.14. BZN Historic Resources.

24GA2322 – Very High Frequency Omni-Directional Range

Field Site: VOR

Site Type: Historic Aviation

Temporal Component: 1951

Ownership: Federal Aviation Administration

NRHP Recommendation: Eligible, Criterion A

The site (Figure 6.15) consists of the Very High Frequency Omni-Directional Range (VOR) facility. Of the VOR, the FAA states:[33]

> VOR operates in the 108.0 MHz–117.95 MHz band to provide aircraft avionics ability to determine the azimuth (direction/compass heading) the aircraft would have to fly to the VOR, or the azimuth the aircraft is flying from a VORs.
>
> VORs are transmitters that support non-precision (lateral guidance only) approach and enroute procedures. VORs support the low-altitude Victor Airways, high- altitude Jet Routes, conventional-STARs and Departure Procedures (DPs), and Instrument Approach Procedures (IAPs). VORs are also used to define Class B airspace sectors - that is, a volume of airspace controlled by an air traffic controller.

At BZN, the VOR cone sits on an approximately 40 ft diameter circle with a square metal sided building below (Figures 6.16, 6.17). There are two separate entry doors on the south elevation. There are no windows. The cone was upgraded in the mid 1980's (Ted Mathis, former BZN manager, personal communication 2024).

[33] https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/techops/navservices/gbng/vor

Figure 6.15. Site map for 24GA2322/VOR.

Figure 6.16. VOR at BZN, view to the north.

Figure 6.17. VOR at BZN, view to the south.

Historical Development (Figure 6.18)

(Milbroooke et al. 1998:17) note two important dates relative to VOR devices, first in 1948:

> The Radio Technical Commission for Aeronautics issued a report recommending a common civil-military navigation system consisting of very-high-frequency omniranges (VORs) and distance measuring equipment (DMEs), as well as airborne transponders, ground-based radar for airport surveil-lance (ASR) and precision approach (PAR), and instrument landing system (ILS).

And again in 1950 when "the first very-high-frequency omnirange (VOR) air-ways, called Victor airways, became operational" (Milbroooke et al. 1998:17).

Figure 6.18. Example of VOR, circa1970s.[34]

The VOR at Gallatin Field was built in 1951 (Figure 6.19) with construction beginning[35] on April 1 of that year with two transmitters located in the building, one for constant use, and another as a backup that is "kept in readiness on standby basis." The VOR was flight tested between September

[34] https://airwaysmuseum.com/VOR%20early%20type.htm

[35] "New VOR Cont." – *The Bozeman Courier*, Friday, August 24, 1951, Page 8

1 and December 1 of 1951 and then was used by pilots to make instrument approaches to the field[36].

New VOR Navigational Aid Placed In Operation at Gallatin Field

Have you wondered what is the purpose of the bee-hive shaped building erected recently near the east-west runway on Gallatin Field, a short distance north of the new administration building?

Under its plastic dome is housed the five antennas from which radiate signals of the new very high frequency omni-directional radio range which was commissioned last weekend by CAA authorities as an enroute navigational aid for planes flying through this area, according to Ben Hespen, maintenance technician-in-charge.

The plastic dome, eight feet in diameter and tapering upward almost an equal distance, is securely bolted to a steel counterpoise which serves as the roof of the concrete and sectional steel building in which is housed the transmitters and other equipment of VOR.

Similar in purpose to the low frequency range which it eventually will supplant, VOR has the added advantage of being static free and is able to provide an infinite number of courses instead of the four to which the low frequency range is limited.

The continuous signals emitting from the VOR antennas (which would put the noise of a beehive to shame, if you could hear them) are picked up by navigational equipment now carried in all but the smallest planes and serve to guide the pilot on the course he has set.

Similar VOR stations are situated on an average of 50 miles apart on flight lanes all over the United States, as are the low frequency stations, to assure con-

(Continued on back page)

Idaho Cattlemen to Tour Gallatin Valley Saturday

More than 225 members of the Idaho Cattlemen's association are expected to arrive in Bozeman tonight for a tour of the Gallatin Valley on Saturday.

The visitors will be guests of Gallatin cattlemen at a breakfast Saturday morning at Hotel Baxter and then will be taken on a two-hour tour of the Montana State college agriculture department.

The group then will go to the Ernest Monforton Hereford ranch southwest of Bozeman where the tour will end.

The Idaho Cattlemen association members, including representatives of all breeds, conduct similar tours each year. It will be the first time they have visited the Gallatin Valley.

Figure 6.19. Excerpt from the *Bozeman Courier*, Friday August 24, 1951 Page 1.

NRHP Recommendation

RBAS recommends the VOR, site 24GA2322, be considered eligible for inclusion in the NRHP recommending the site eligible for the NRHP under Criterion A for its association with early commercial air travel. The site retains good integrity having retained its original position and

[36] "New VOR Cont." – *The Bozeman Courier*, Friday, August 24, 1951, Page 8

function at Gallatin Field/BZN. Furthermore, the VOR was placed at Gallatin Field at the beginning of the timeframe (early 1950s) that they were available to public airports, allowing an important technology to the then blossoming commercial air travel at Gallatin Field. The mid-1980s cone upgrade does not diminish the sites integrity and is consistent with general facility maintenance.

RBAS additionally recommends,[37] should future plans at BZN impact the site, that this would represent an adverse effect to this resource and that mitigative actions such as HABS/HARE documentation be considered in the generation of a mitigation plan with the FAA and the MTSHPO.

24GA1654 – 1951 BZN Terminal[38]

Field Site: 1951 BZN Terminal

Site Type: Historic Commercial

Temporal Component: 1951-1976

Ownership: Gallatin Airport Authority

NRHP Recommendation: Eligible, Criterion A, B, C

Site 24GA1654 (Figure 6.20), the circa 1951 BZN Terminal (Figure 6.21-6.24) was recorded by Ferguson (2004) where he described the building as:

> The old Gallatin Field Airport Terminal was built in 1950-1951. It is a vaguely "C"-shaped, two-story concrete and frame structure with a full basement. The basement and first f1oor are of concrete and cover 6,637 square feet each, while the second floor is framed and covers 2,856 square feet. The "wings" of the structure are 77 feet long by 50 feet wide. The central part is 60 feet long. The central part originally housed a lobby and waiting room and ticket office. The wings housed a hallway, baggage room, lunchroom and parking space for five vehicles. The second floor housed the control room.

[37] Should the FAA and MTSHPO agree with the RBAS recommendation.

[38] The building is also referred to as the "administration building" as the building served both purposes - admin, and passenger terminal. For the sake of brevity, it will be referred to here as the 1951 BZN Terminal.

> The building is sided with white-painted concrete and white-painted asbestos shingles. The interior dividing walls are sheet rock. The ceilings are acoustical tiles. The public entrance was on the south side, through a metal store-front door that faces the paved parking lot. The outer curve of the structure (north and west sides) faces the tarmac and runways. The north and west sides are a wall of large observation windows with anodized aluminum frames that are probably replacements. Most of the windows are fixed, one-light or one-over-one light. Smaller office windows on the building have wood casement and sash that are probably original. Some of these are double-hung, or one-over-one light. The structure has flat, or built-up roof treated with roof sealant. The structure has conduit wiring, hot water heating and both fluorescent and incandescent lighting.
>
> The multi-faceted building shape was designed with function as its only concern. The view of the air field is maximized with the bank of windows on the outside of the "C", while a semi-protected parking and entrance area is defined by the inside of the 'C." There are few vernacular design elements to consider, the structure being reminiscent of warehouse or military design, where function and cost effectiveness are emphasized and aesthetic design is of little consideration.

It currently houses Aircraft Rescue and Fire Fighting (ARFF) operations and U.S. Customs. The AARF facility was built adjacent to the terminal in 2004. Additional 2004 modifications include removing the main entry doors that were added in the 1980s to expose the original columns and leaving the entry doors in their original location (MTSHPO 2004). The current inventory found the site (Figures 6.21-24) to have changed little from the 2004 recordation, with the exception of the now complete AARF station/addition.

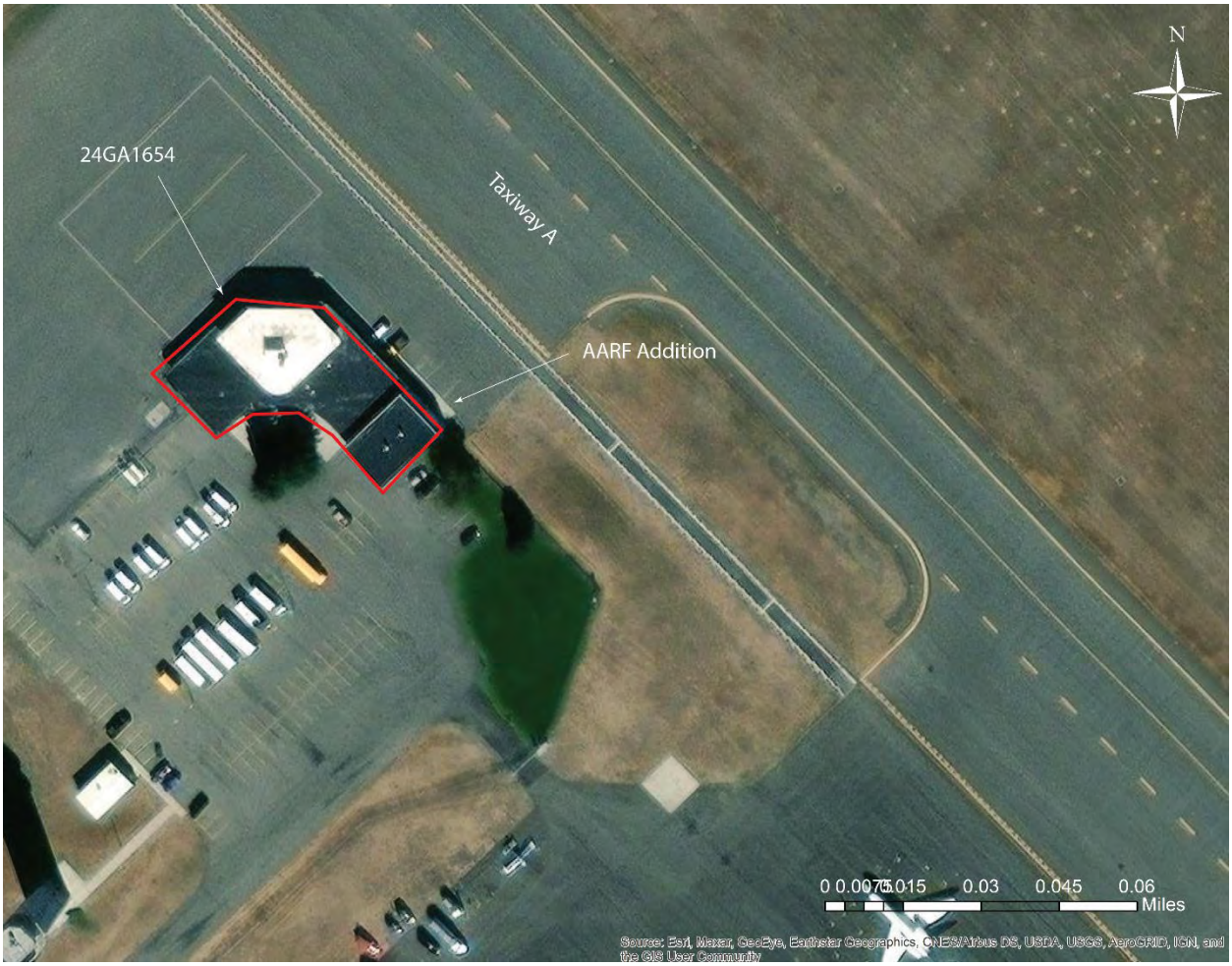

Figure 6.20. Site map for 24GA1654/1951 BZN Terminal.

Figure 6.21. 24GA1654, north elevation, view to the south.

Figure 6.22. 24GA1654, northeast elevation, view to the southwest.

Figure 6.23. 24GA1654, northwest elevation, view to the southeast.

Figure 6.24. 24GA1654, overview from the control tower, view to the north.

Historical Development (Figure 6.25)

Figure 6.25. Circa 1976 photo of the terminal entryway, photo by Florence Shoebridge, courtesy of the Gallatin History Museum, Photo 16071-232.

Ferguson (2004) provides a historical development for the terminal, stating:

> The Gallatin Field Airport Terminal was built in 1950-1951. It was designed by Fred Willson and was constructed at a cost of $153,000, funded through a county bond issue and a Civil Aeronautics Administration grant. The builder and main contractor was Haggarty-Messmer Co.
>
> Subcontractors were Sundberg Plumbing and Electric, of Butte, (electrical); Ray Anderson (millwork); F. L. Dye (plumbing and heating); Bozeman Sheet Metal Works (roofing) and Beley and Frood (painting). The structure was originally used as general airport administration and housed the Federal Aviation Administration Flight Service Station (air traffic control).

Ronald Iverson[39] (n.d) elaborates:

> On February 16, 1950, at a special meeting of the Gallatin Field Board held at the Gallatin County Courthouse, a general contract bid in the amount of $104,044 was awarded to Haggerty-Messmer Contractors of Bozeman as general contractors for the construction of the permanent administration building at Gallatin Field. Plumbing, heating and ventilating contracts and electrical contracts totaled another $25,000, making the total bid for the new airport terminal at less than $130,000. Within three weeks, the Airport Board received verification from the CAA that the plans were approved, that the bids were approved, and that work could begin shortly on construction of the building.
>
> The new administration building, meanwhile, was to be occupied by Northwest Airlines as an airline passenger terminal and ticket sales, and by the CAA, who occupied the entire second floor of the building with their radio and traffic control operation under the direction of Mr. John Vickrey, who had been chief of CAA operations at Gallatin Field since 1942 and who had given the earliest weather reports and traffic instruction at Gallatin Field since that time.
>
> The new building was also occupied by the Airport Manager as official headquarters for the Airport Manager and as a facility for equipment storage for various types of fire equipment, rescue units and field maintenance.

NRHP Recommendation

Ferguson (2004) has recommended the site as not eligible for inclusion in the NRHP. The MTSHPO disagreed,[40] recommending the site eligible for the NRHP under Criterion A for its association with early air travel, Criterion B for its association with "noteworthy Bozeman architect Fred Willson[41]," and under Criterion C "as an example of international style architecture, which is relatively plain in terms of architectural details, and was popular throughout the 1950s and 60s." The FAA agreed with this recommendation (MTSHPO 2004).

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[39] "First Administration Building and Passenger Terminal also Housed CAA - 1951" Interview on file at the Gallatin History Museum, Bozeman, MT.

[40] July 8, 2004 Letter from Pete Brown to John Styba (US DOT), MTSHPO, Site 1654 Correspondence File.

[41] Between 1910 and his death in 1956, Willson was responsible for at least 330 architectural projects in Bozeman and other cities of Montana. Many of his projects are now listed on the National Register of Historic Places. His papers and many of his drawings are now held by Archives and Special Collections at the Montana State University Library.

The recommendations were in regard to the then proposed Gallatin Field Fire Station which would be an addition to the original terminal building. Through communication between BZN, FAA, and the MTSHPO (2004) a design was proposed for the fire station that included:[42]

> 1.) The addition backed off of the old terminal building roofline approximately four feet so that the fascia is not visually or physically impacted by the new work.
>
> 2.) The first and second story rooflines of the old terminal carried over to the addition in the form of horizontal bands. The bands on the new structure will contrast with the building base color to provide the desired horizontal effect.

The design considerations resulted in a finding of no adverse effect with Pete Brown of the MTSHPO (2004) stating:[43] "Thank you for working with us to avoid adverse effects to the National Register Eligible Gallatin Field Airport Building. We believe the fire station building that you propose for the airfield represents no adverse effect to National Register properties."

RBAS agrees with the determination on file at the MTSHPO that the site is eligible for inclusion in the NRHP. RBAS further recommends that proposed BZN expansion relative to this project/EA will not result in an adverse effect to 24GA1654.

24GA2321 – BZN Runway/Taxiway/Apron System

Field Site: Gallatin Field Taxiway and Runway

Site Type: Historic Commercial

Temporal Component: 1941-1976

Ownership: Gallatin Airport Authority

NRHP Recommendation: Not Eligible

The circa 1941 Taxiway A, Taxiway B and Runway 12-30, Runway 16-34, comprise Site 24GA2321 (Figure 6.26). Runway 16-34 and Taxiway B exists as remnants only while Runway 12-30 and

[42] August 12, 2004 Letter from Ted Mathis, Airport Director to Pete Brown, MT SHPO, Site 1654 Correspondence File.

[43] August 13, 2004 Letter from Pete Brown, MTSHPO to Ted Mathies, Airport Director, Site 1654 Correspondence File.

Taxiway A has been significantly modified. The 1941 alignment of turf crosswind Runway 3-21 no longer exists as the runway was relocated in the 1970s in anticipation of the construction of the 1977 terminal. Taxiway B was approximately 40 ft wide and 1700 ft long on a northeast/southwest bearing. The taxiway accessed the original north/south runway that was 150 ft wide and 5,100 ft (just shy of 1 mile) in length. Modern Airway Blvd. crosses both with a roundabout just north of their intersection. The historic alignment of Runway 12-30 remains unchanged; however, the runway was subject to numerous reconstructions and multiple extensions in the 1960s. A further extension is planned for Runway 12-30.

Figure 6.26. Site map of 24GA2321 (in red).

The historic Taxiway B has been largely subsumed by modern road development (Figures 6.27-29), rental car parking, and the rental car washing facility while the runway has been subsumed by the current airport parking lot, westward expansion of the modern terminal, as well as continued development of the Runway 12-30, Taxiways A-C, and Runway 11-29 as part of the greater system (Table 6.1). A complete accounting of existing runways/taxiway/aprons can be found at bozemanairport.com[44].

Table 6.1 BZN Runways.

Runway Designation	**Dimensions / Surface**	**Year Built/Modified**
Runway 3-21	2650 by 75 ft / Asphalt	1941, Relocated and Paved 1976, 2024
Runway 16-34	5100 by 80 / Paved	1941, Abandoned 1972
Runway 12-30	8994 by 150 ft / Asphalt	1941, Reconstructed and extended 1960 and 1963
Runway 11-29	5050 by 75 ft / Asphalt	2010s
Runway 11G-29G	2802 by 80 ft / Turf	2010s

[44] https://bozemanairport.com/the-airfield

Figure 6.27. Taxiway "B" near its intersection with Airway Blvd., view to the north.

Figure 6.28. Runway 16-34 near its intersection with Airway Blvd., view to the south from Airway Blvd.

Figure 6.29. Runway 16-34, view to the north with Airway Blvd in the foreground.

Historical Development _ MMI 2020:1-4, 1-6, 1-9

The 1940s (Figures 6.30, 6.31) heralded the beginning of the airport's major construction era and included 5,200 feet of paved Runway 12-30, 5,100 feet of paved Runway 16-34, turf Runways 3-21 (4,700 feet) and 7-25 (4,700 feet), Taxiways A and B. The apron and lighting on Runways 16-34, 12-30 and Taxiways A and B were also completed during the 1940s. A 35-foot by 75-foot Quonset hut was built in 1947 as a temporary "depot" for Northwest Airlines, which began regular commercial service in June of that year.

Figure 6.30. Circa 1946 USGS air photo of Gallatin Field. [45]

[45] https://earthexplorer.usgs.gov/

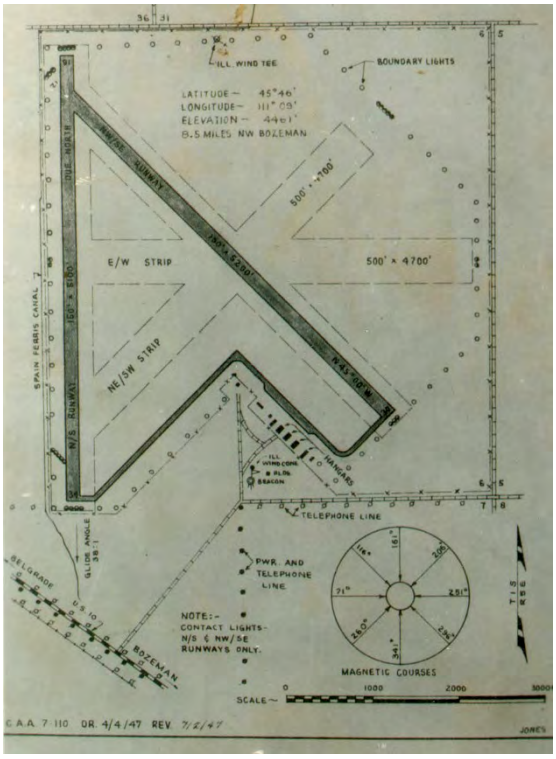


Figure 6.31 1947 Runway layout map, photo courtesy of the Gallatin History Museum, Image 17314.

New construction, to meet the growth of BZN, was made possible by an airport bond issue in 1960. The bonds funded a project that consisted of the reconstruction of 150-foot by 5,410-foot Runway 12-30 including new medium-intensity lighting, a new 120-foot by 640-foot general aviation apron, air carrier apron reconstruction and expansion and reconstruction of Taxiway "A". Runway 12-30 was extended to 6,500 feet in 1963, permitting use of the airport by transport aircraft such as the Douglas DC-6 and Lockheed Electra. Taxiways "C" and "D," were constructed in 1965. A number of improvements were made in the late 1960s to accommodate jet service. The main Runway 12-30 was extended to 9,000 feet; Taxiway "C" was widened and strengthened, including new lighting, and the air carrier apron was again expanded and overlaid. The $606,000 for the improvements was paid for by a bond issue and the Federal Aviation Administration. The Airport was additionally supported by a City and County tax levy for maintenance, operations, and administration.

A FAA planning grant in 1972 resulted in development of the first Master Plan for Gallatin Field. Runway 16-34, the N-S Runway, was abandoned due to lack of use and cost of maintenance.

Taxiway B was also abandoned at this time since it exclusively served the southern end of Runway 34. The 1941 alignment of turf crosswind Runway 3-21 no longer exists as the runway was relocated in the 1970s in anticipation of the construction of the 1977 terminal.

NRHP Recommendation

The runway/taxiway/apron system (24GA2321) is significant for its association with early aviation in the region, however; it lacks sufficient integrity to be considered eligible under Criterion A. Further, the system is not associated with persons significant to the past, as such, not eligible under Criterion B. The runway/taxiway/apron system lacks components that are representative of a particular type, period, or method of construction. Nor do they represent unique engineering or architecture. As such, the system, is recommended not eligible under Criterion C. The system lacks potential to address historic research issues as it pertains to the history of aviation in the region or at a local level, and is not eligible for inclusion in the national register under Criterion D.

The site suffers from a lack in integrity possessing the element of location only. Both Runway 16-34 and Taxiway B were abandoned in 1972 and have since been enveloped in modern construction and layout of the current BZN configuration. The 1941 alignment of turf crosswind Runway 3-21 no longer exists as the runway was relocated in the 1970s in anticipation of the construction of the 1977 terminal. While Runway 12-30 has a bearing that reflects the original bearing of the 1940s construction, the runway has been altered from its original length position which compromises its integrity of setting (Milbrooke et al. 1998).

RBAS recommends that site 24GA2321 be considered as not eligible for inclusion in the NRHP. No further cultural resource work is recommended for this site.

24GA2319 – Hangar 6 – Gallatin Flying Service

Field Site: Gallatin Flying Service

Site Type: Historic Commercial

Temporal Component: 1950-2022

Ownership: Private

NRHP Recommendation: Not Eligible

Site 24GA2319 (Figure 6.32), originally the Gallatin Flying Service hangar is now home to Million Air,[46] a private flight service. The cinder block hangar held a position on the western extend of the 1950s front line, just to the right of the administration Quonset that was present at that time (Figure 6.33).

Figure 6.32. Site map for 24GA2319.

[46] https://www.millionair.com/locations/bzn/

Figure 6.33. Circa 1950 Front Line, photo courtesy of the Gallatin History Museum, Photos courtesy of the Gallatin Airport Authority.

The hangar was moved to the eastern most extent of the current front line (see Figure 6. 14 and 6.32) in 1974 as part of the expansion of the General Aviation (GA) Apron that year (Mark Maierle, personal communication 2024).

The hangar is an 85 by 64 ft, 5,440 square ft, one-story, 18-course cinder block hangar with a simple two-unit plan oriented perpendicular to the GA Apron. The northeast elevation is the second unit of the plan and is an addition to the original hangar. The cinder block addition has a single glass entry door, a 2-lite slider window, and two bay windows that comprise the northeast corner (Figure 6.34). Additionally, there is a wood framed glass double entry door on the northwest elevation of the addition.

Figure 6.34. 24GA2319, east corner, view to the west.

The southeast elevation has been modified to accommodate an entry door with a steep side-gabled cover. There is a fixed pane window to the left of the door and the elevation retains three of the four original 6-lite fixed windows with a brick sill. The southwest elevation has a bifold hangar door (Figure 6.35). It is unclear if this is the original hangar opening with a new door, which would indicate the hangar had apron/taxiway orientation reversed when it was moved in 1974. The northwest elevation retains all four original 6-lite fixed windows with a brick sill.

Figure 6.35. 24GA2319, south corner, view to the north.

The addition has corrugated metal flashing to its shed roof line while the barrel roof of the hangar itself is also corrugated metal. Wood soffit below the roof line (Figure 6.36) is also an addition with the possibility that the entire roofline has been raised 2-courses to accommodate the bifold hangar door.

Figure 6.36. 24GA2319, north corner, view to the south.

Historical Development

On November 22, 1942, Jim Stradley and his passenger Helen McLain made the first official landing at Gallatin Field (MMI 2020). The Gallatin Flying Service was created in 1950 by Don Wright and Jim Stradley, a self-taught pilot from Idaho. His sons Roger and David began flying in 1961[47] and helped to maintain the public flying service as well as being flight instructors, air ambulance pilots, mechanics, among others. The brothers were well known in their efforts at counting wildlife for the Fish Wildlife and Parks as well and the US Fish and Wildlife Service. David passed away in 2017 and Roger in 2013. The hangar passed out of the Stradley's ownership when Million Air acquired it in December of 2022.

Ronald Iverson[48] [49]states of the Gallatin Flying Service:

> At the May 9th meeting, the Board authorized rental of the soon to be vacated temporary administration quarters at the Quonset hut to Jim Stradley and Don Wright, who a year previously had established the Gallatin Flying Service. The Gallatin Flying Service was Gallatin Field's second permanent, fixed base operation of small aircraft, crop spraying, charter flight and general aviation service.
>
> James D. Stradley came to Gallatin Field in 1941 and remained to start his own operation. Gallatin Flying Service has the distinction of being one of Montana's longest continuous aviation operations and has been operated for years by Jim Stradley and his two sons, David, and Roger.

NRHP Recommendation

Hangar 6 (24GA2319) is significant for its association with early aviation in the region, particularly the Gallatin Flying Service, however; it lacks sufficient integrity to be considered eligible under Criterion A. While generally associated with Don Wright and the Stradley family, important persons in the history of local aviation, modifications and the relocation of the hangar have greatly impacted its integrity. As such, the hangar is not eligible under Criterion B. The hangar lacks

[47] "Bozeman Pilot Watches, Counts Wildlife from Above" – *The Independent Record,* Tuesday, April 21, 1992, Page 11

[48] "First Administration Building and Passenger Terminal also Housed CAA - 1951" Interview on file at the Gallatin History Museum, Bozeman, MT.

[49] "Local Flying Services and Civilian Pilot Training Started in 1940" Interview on file at the Gallatin History Museum, Bozeman, MT.

components that are representative of a particular type, period, or method of construction. Nor do they represent unique engineering or architecture. As such, is recommended not eligible under Criterion C. The hangar also lacks potential to address historic research issues as it pertains to the history of aviation in the region or at a local level, and is not eligible for inclusion in the national register under Criterion D.

The hangar has been moved from its original location and while still on the front line of hangars, has reversed its hangar door and has been modified with an addition to the northeast elevation. While the new location is historically appropriate, it has nonetheless affected the hangar's integrity of setting (Milbrooke et al. 1998:32). Similarly, its integrity of location was affected by the move and remodeling and reconfiguration of the hangar have affected its historic integrity of materials, design, workmanship, feeling, and association (Milbrooke et al. 1998).

RBAS recommends that site 24GA2319 be considered at not eligible for inclusion in the NRHP. No further cultural resource work is recommended for this site.

24GA2320 – Hangars 8-10 – Lynch Flying Service

Field Site: Lynch Flying Services Quonsets

Site Type: Historic Commercial

Temporal Component: 1942-1974

Ownership: Private

NRHP Recommendation: Not Eligible

Hangars 8-10 are the original three Lynch Flying Service Quonset Hangars that were on the front line of Gallatin Field following its construction in 1942 (Figures 6.37, 6.38). Each hangar is identical in dimension (100 by 50 ft) and are 5,000 square ft in area and are considered a resource unto themselves given that they were constructed identically and used as a singular entity in conjunction with each other. They are vertical sidewall hangars with barrel rooves and exposed metal sheathed side supports that give the hangar an appearance of the Quonset style. Each long side of the hangar has 11 side supports set into trapezoidal medium aggregate cement footings.

Figure 6.37. Site map of 24GA2320.

Figure 6.38. Circa 1946 USGS air photo of Gallatin Field. [50]

[50] https://earthexplorer.usgs.gov/

The three hangars were moved in 1974 from their original position on the front line to where they currently reside just north of Taxiway G. It is unclear if the hangars were relocated in the same order/series. The hangars are not located on the current frontline of the GA apron. Each hangar has an identical singular tilt-up canopy hangar door on the northeast elevation (Figure 6.39).

Figure 6.39. Overview of Hangars 8-10 from Hangar 10. View to the east.

Hangar 8

Hangar 8 (Figures 6.40, 6.41) is the easternmost of the three and is light blue in color. It has two standard size entry "man doors" one at the northeast corner and one at the southeast corner. The northeast corner door has a metal panel over the side supports to provide shade. Hangar 8 does not retain the two supports present on the short end (southwest elevation) opposite of the singular tilt-up canopy hangar door. Hangar 8 does retain a bank of windows on the southwest elevation though the original rectangular six-lite windows have been replaced with a bank of modern slider windows. The southwest elevation also has two vertical rectangle air vents near the barrel roof line. The northwest elevation is windowless. The hangar is clad in modern metal siding.

Figure 6.40. 24GA2320, Hangar 8, east corner, view to the west.

Figure 6.41. 24GA2320, Hangar 8, west corner, view to the northeast.

Hangar 9

Hangar 9 (Figures 6.42, 6.43) is the central of the three and is white/tan in color. All elevations are without features, except for the northeast singular tilt-up canopy hangar door where there is also a standard door adjacent (to the west) to the hangar door. There are no windows or vents and while it does retain the southwest elevation side supports, the windows have been covered or removed. The hangar is clad in modern metal siding.

Figure 6.42. 24GA2320, Hangar 9, north corner, view to the south.

Figure 6.43. 24GA2320, Hangar 9, west corner, view to the northeast.

Hangar 10

Hangar 10 (Figures 6.44, 6.45) is the westernmost of the three and is light red in color with some alternating white panels. All elevations are without features, except for the northeast singular tilt-up canopy hangar door where there is also a standard door adjacent (to the east) to the hangar door. There are no windows or vents and while it does retain the southwest elevation side supports, the windows have been covered or removed. The hangar is clad in modern metal siding.

Figure 6.44. 24GA2320, Hangar 10, east corner, view to the west.

Figure 6.45. 24GA2320, Hangar 10, west corner, view to the northeast.

Historical Development (see also Section 3 of this report)

The Lynch Flying Service began as part of the civilian pilots training program beginning in October, 1940 until the program was discontinued in June of 1944.[51] The operation saw steady and consistent growth offering not only the civilian pilots training but also charters and other flight services (Figures 6.46, 6.47). The service maintained $12,000 inventory of spare parts and had a fleet of 44 aircraft ranging from Piper Cubs to twin engine Cessnas. Newby-Anderson of Flight Line purchased Lynch Flying Service in 1959 (MMI 2020). Flight Line operated charter flights, field spraying and an air ambulance service.[52] The hangars in the new position off the front line are currently privately owned.

Figure 6.46 Advertisement in the *Three Forks Herald*, Thursday, October 19, 1944, Page 6.

[51] "Growth of Lynch Flying Service Symbolizes the New Age of Aviation" – *The Bozeman Courier*, Friday, June 27, 1947, Page 3

[52] "Newby-Anderson Flight Line" – *The Three Forks Herald* - Thursday, September 19, 1957, Page 12

Figure 6.47. Overview of the Lynch Flying Service hangars around 1943, photo courtesy of the Gallatin History Museum, Photo 6400.

NRHP Recommendation

The Lynch Flying Service hangars (24GA2320) are significant for their association with the Civilian Pilot Training Program, however; they lack sufficient integrity to be considered eligible under Criterion A. Further, the hangars are not associated with persons significant to the past, as such, not eligible under Criterion B. The hangars lack components that are representative of a particular type, period, or method of construction. Nor do they represent unique engineering or architecture. As such, are recommended not eligible under Criterion C. The hangars also lack potential to address historic research issues as it pertains to the history of aviation in the region or at a local level, and are not eligible for inclusion in the national register under Criterion D.

The Lynch Flying Service hangars have been moved from their original location in 1974 and are no longer on the GA front line of hangars. While the new location is historically appropriate, it has nonetheless affected the hangars integrity of setting (Milbrooke et al. 1998:32). Similarly, their integrity of location was affected by the move and residing and modifications (windows removed, modern materials) of the hangars have affected their historic integrity of materials, design, workmanship, feeling, and association (Milbrooke et al. 1998). Their association with the Civilian

Pilot Training Program, an important facet of WWII efforts to train pilots for the war effort has also been lost.

RBAS recommends that site 24GA2320 be considered as not eligible for inclusion in the NRHP. No further cultural resource work is recommended for this site.

24GA2318 –Gallatin Airport Authority (GAA) Hangar

Field Site: Public Hangar for Private Lease

Site Type: Historic Commercial

Temporal Component: 1970s

Ownership: Private

NRHP Recommendation: Not Eligible

Site 24GA2318 (Figure 6.48), the Gallatin Airport Authority (GAA) Hangar[53] is an unremarkable 22-course cinder block building built in the mid-1970s. It is 125 by 50 ft (6,250 square ft) with a total of 5 hangar spaces that are currently leased. The roof is a very low pitch end gable. The northeast elevation (Figure 6.49), end gable face, is Hangar 12. Hangar 12 has what appears to be a bi-fold hangar door with a man door on the lower bifold with an additional door to the west of the hangar door.

[53] The hangar is designated as the GAA Hangar on the BZN hangar address list provided by M-M.

Figure 6.48. Map of Site 24GA2318.

Figure 6.49. 24GA2318, north corner, view to the south.

The southeast elevation (Figure 6.50) has another entry door to Hangar 12 as well as two bifold hangar doors (Hangars 13, 14) identical to the Hangar 12 bifold. The southwest elevation does not have features, while the northwest elevation has a garage bay and standard entry door to the south end of the elevation, with two more identical bifold hangar doors (Hangars 21 and 22) as well as a small three-over-four panel bay door at the northern end of the elevation. There are no windows save those found on the bifold doors.

Figure 6.50. 24GA2318, west corner, view to the east.

NRHP Recommendation

The GAA hangar (24GA2318) is not significant for its association with early aviation in the region or other events that have made a significant contributions to the broad patterns of our history, therefore would be considered not eligible under Criterion A. Further, the hangar is not associated with persons significant to the past, as such, not eligible under Criterion B. The hangar lacks components that are representative of a particular type, period, or method of construction. Nor do they represent unique engineering or architecture. As such, is recommended not eligible under Criterion C. The hangar also lacks potential to address historic research issues as it pertains to the history of aviation in the region or at a local level, and is not eligible for inclusion in the national register under Criterion D.

The hangar is unremarkable in design and cannot be confidently associated with any aspect of the early history of Gallatin Field as it was built in the late 1970s and is a utilitarian hangar only. The hangar retains its integrity, but it lacks any kind of individual distinction to the extent that it does not satisfy NHRP eligibility Criterion.

RBAS recommends that site 24GA2318 be considered as not eligible for inclusion in the NRHP. No further cultural resource work is recommended for this site.

24GA2316 – National Guard Armory

Field Site: Armory

Site Type: Historic Armory

Temporal Component: 1970s

Ownership: Private

NRHP Recommendation: Not Eligible

Site 24GA2316 (Figure 6.51), the former National Guard Armory, BZN Building 504, at 411 Wings Way, was built in 1959 and currently houses the BZN FAA Airway Facilities. The original building was approximately 70 by 40 ft (2800 square ft) with a 40 by 20 ft (800 square ft) addition built in 1990. Scott Bell (MMI, personal communication 2024) states:

> The National Guard moved out leaving their garage to the airport in 1989 to 1990 – was a land swap for their existing site along Airport Road. The airport then added the restrooms and office space to the east side of the garage for the FAA FSO to move into in 1990.

Figure 6.51. Map of Site 24GA2316.

The one and a half story, flat roof building is cinder block in construction with three vehicle bays on the southwest elevation. The northeast elevation has a bank of five 4 by 4 ft 12-lite windows with brick sills (Figure 6.52). An identical window is present on the northwest elevation where there is a windowless cinder block addition[54]. The 1990 FAA offices addition (Figure 6.53) extends the northeast corner/elevation and while constructed with cinder blocks has modern window styles that include a vertical two-lite awning window with a brick sill on the northeast elevation and three side-by-side slider windows and a heavy security style entry door on the southeast elevation.

[54] The addition is not present on the 1981 air photo and is assumed to be contemporaneous with the 1990 office addition.

An identical entry door and singular two-lite slider window with brick sill are present on the southwest elevation of the 1990 addition (Figure 6.54).

Figure 6.52. 24GA2316, north corner, view to the south.

Figure 6.53. 24GA2316, east corner, view to the west.

Figure 6.54. 24GA2316, southwest elevation, view to the north.

Historical Development

Ronald Iverson[55] (n.d) elaborates:

> Other improvements at Gallatin Field in 1959 were prepared by Howard Nelson, Secretary of the Airport Board, in the leasing of one and a half acres of ground at Gallatin Field to the National Guard for a maintenance facility for National Guard vehicles and armored equipment. Nelson for years had been interested in obtaining the use of Gallatin Field acreage as the National Guard facility. The Montana National Guard has operated a very impressive facility at Gallatin Field since that original lease of 1959.

NRHP Recommendation

The former National Guard Armory (24GA2316) is not significant for its association with early military history in the region or other events that have made a significant contribution to the broad patterns of our history, therefore would be considered not eligible under Criterion A, additionally the armory has several aspects of integrity that have been compromised retaining location and setting only. Further, the armory is not associated with persons significant to the past, as such, not eligible under Criterion B. The armory lacks components that are representative of a particular type, period, or method of construction. Nor do does it represent unique engineering or architecture. As such, is recommended not eligible under Criterion C. The armory also lacks potential to address historic research issues as it pertains to the region or at a local level, and is not eligible for inclusion in the national register under Criterion D.

The armory is unremarkable in design and has been significantly altered. Further the 1990 addition to the cinder block armory effected its integrity of materials, design, workmanship, feeling, and association. The building retains its integrity of location and setting only but it lacks any kind of individual distinction to the extent that it does not satisfy NHRP eligibility Criterion.

RBAS recommends that site 24GA2316 be considered as not eligible for inclusion in the NRHP. No further cultural resource work is recommended for this site.

[55] "Improved Air Traffic into Gallatin Field Required Runway Reconstruction Projects and Airport Expansion" Interview on file at the Gallatin History Museum, Bozeman, MT.

24GA2343 – 1977 BZN Terminal Building

Field Site: Terminal

Site Type: Historic Terminal

Temporal Component: 1977

Ownership: Private

NRHP Recommendation: Not Eligible

Site 24GA2343 is the BZN terminal building (Figures 6.55-6.58). It was originally built in 1977. The terminal was expanded in 1994 as a Phase I effort with Martel Construction again serving as the general contractor and Pro Builders Corp (Missoula, MT) as the 1996 Phase II contractors. Prugh & Lenon Architects (Bozeman, MT) produced the design. 2011 saw another expansion (growing the terminal from 4 gates to 12) with Martel again as the general contractor and Prugh & Lenon Architects along with Reynolds, Smith, and Hills Inc (Denver, CO) on the design team. An 82,000 square foot, 5 gate expansion of Terminal B was completed in 2020, with further terminal expansions planned as part of the East Terminal Expansion Project[56]. The terminal currently has 12 gates (A1-5, B1-7) and two concourses, A and B[57]. The 1977 portion of the BZN terminal is now home to the ground transportation/rental car lobby. A 440,000 square ft, 1,100 space, 4-level parking garage was built immediately east of the terminal and opened in 2023.

[56] https://bozemanairport.com/projects

[57] https://bozemanairport.com/the-airfield

Figure 6.55. Site map of 24GA2343.

Figure 6.56. 24GA2343, modern Concourse B.

Figure 6.57. 24GA2343, overview showing the modern parking structure to the left, the 1977 terminal in the center, 1996 expansion to the right.

Figure 6.58. 24GA2343, entryway to the 1977 portion of the BZN terminal, now the ground transportation wing. View to the northwest.

Historical Development

In 1976, the Gallatin Airport Authority sold $2,400,000 of revenue bonds to construct a new 40,000 square foot terminal building (Figures 6.59, 6.60), build a new air carrier apron; widen, strengthen, and extend taxiways; construct a new terminal access road; and extend water and sewer utilities to the terminal buildings. The Authority provided land to the Town of Belgrade for construction of a sewage treatment facility (lagoons) and shared in the cost of a 500,000-gallon water tank with the town. Total cost of the project was $4,400,000. The terminal was completed in 1977 with Martel Construction Inc, of Bozeman serving as the general contractor with Cushing, Terell & Associates Architects-Engineers (Billings, MT) and TRA Consultant Architects (Seattle, WA) as the architects.

Figure 6.59. 1977 Terminal, photo courtesy of the Gallatin History Museum, Photo 14001.

Figure 6.60. 24GA2343, circa 1993 prior to the first expansion, photo provided by GAA.

NRHP Recommendation

The 1977 BZN Terminal (24GA2343) is not significant for its association with early aviation history in the region or other events that have made a significant contribution to the broad patterns of our history, therefore would be considered not eligible under Criterion A, additionally the terminal has several aspects of integrity that have been compromised retaining location and setting only. Further, the terminal is not associated with persons significant to the past, as such, not eligible under Criterion B. The terminal, while praised in 1977 for its design, art, and architecture, now lacks components that are representative of a particular type, period, or method of construction with much of the 1977 design altered by modern remodeling and additions. Nor do does it represent unique engineering or architecture. As such, is recommended not eligible under Criterion C. The terminal also lacks potential to address historic research issues as it pertains to the region or at a local level, and is not eligible for inclusion in the national register under Criterion D.

BZN was the recipient of a regional award for environmental design presented by the FAA in 1978 for its new terminal. M.M. Martin, FAA director stated, "The building is highly functional and an outstanding example of the use of design, art, and architecture to enhance the compatibility of airport structures with their surrounding environment." While praised for its design and use of local materials at that time, numerous significant expansions have compromised (as part of the logical expansion of an airport) much of the 1977 integrity. The site retains integrity of location and setting only.

RBAS recommends that site 24GA2343 be considered as not eligible for inclusion in the NRHP. No further cultural resource work is recommended for this site.

NRHP Recommendation relative to a BZN Historic District (24GA2357)

BZN, as a historic district (24GA2357, Figure 6.61), possesses very few remaining historic structures. The VOR (24GA2322), 1951 BZN Terminal (24GA1654), Hangar 6 (24GA2319), Hangars 8-10 (24GA2320), the GAA hangar (24GA2318) at the corner of Taxiway H and J, and the former National Guard Armory (24GA2316), represent the lone historic architectural

elements save the faint segmented remains of Runway 16-34 and Taxiway B within the greater runway/taxiway/apron system (24GA2321), which also includes Runway 12-30 and Taxiway A.

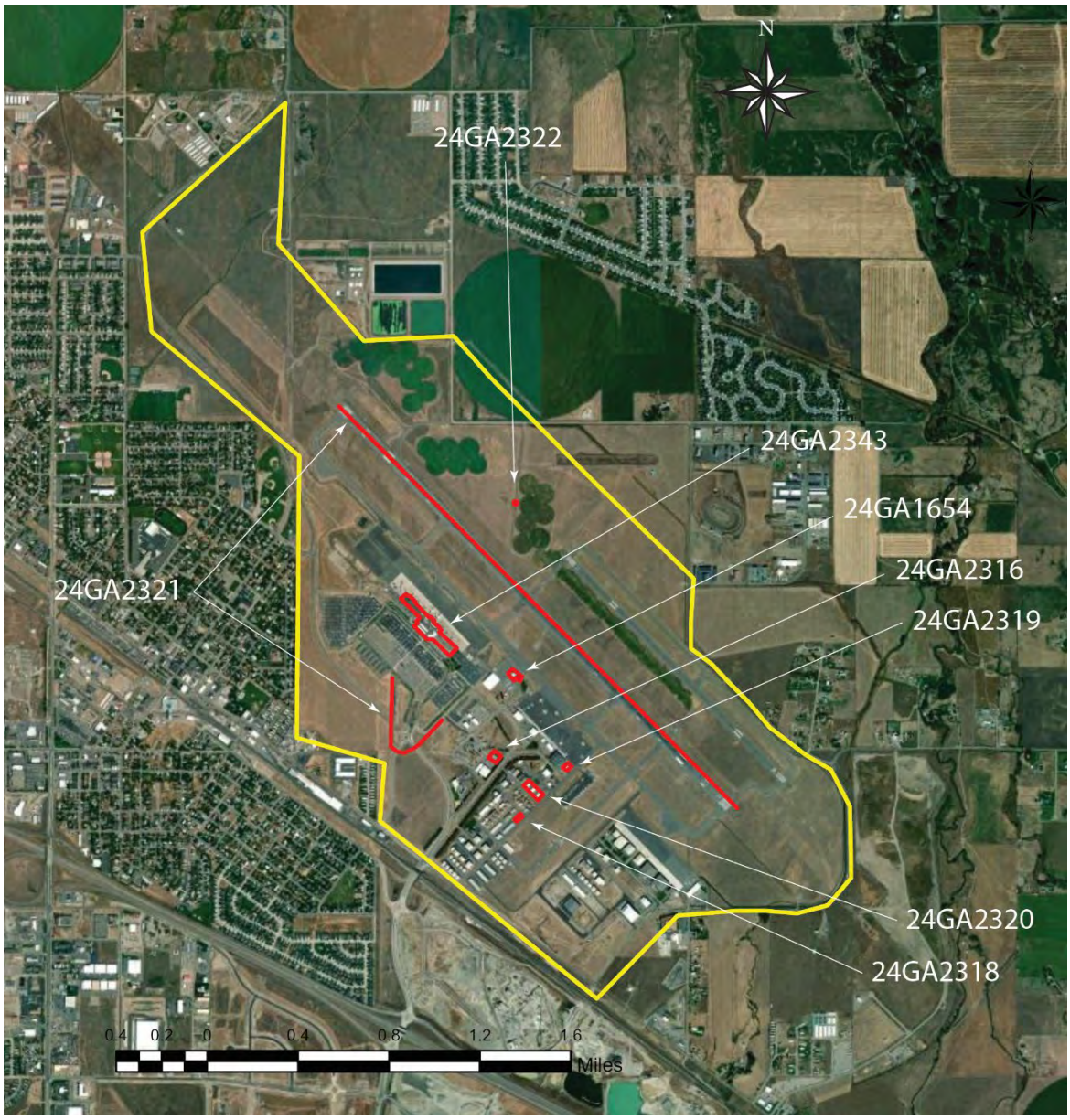


Figure 6.61. Site map of 24GA2357.

NRHP eligible historic structures at BZN include only the 1951 BZN Terminal (24GA1654), and the VOR (24GA2322), with the remaining historic era resources (see Table 9.1) lacking individual architectural distinction or integrity.

The airport is significant for its association with early aviation in the region; however, as a historic district (24GA2357), it lacks sufficient integrity to be considered eligible under Criterion A.

The airport is associated with Fred Willson[58], a noted Bozeman architect (there have also been well known local figures in the airport's administration). However, there lacks buildings or structures that clearly date from the period of his involvement in the construction of the airport, except for the 1951 BZN Terminal (24GA1654), which is eligible for the NRHP individually for his design. As such, the airport as a historic district (24GA2357), is not eligible under Criterion B.

The airport lacks buildings or structures that are representative of a particular type, period (with the exception of the VOR [24GA2322]), or method of construction. Nor do they represent unique engineering or architecture, with the exception of the 1951 BZN Terminal (24GA1654). As such, the airport as a historic district (24GA2357), is recommended not eligible under Criterion C.

The airport lacks potential to address future historic research issues as it pertains to the history of aviation in the region or at a local level, and as a historic district (24GA2357), is not eligible for inclusion in the national register under Criterion D.

Integrity:
The majority of the airport's elements of integrity come from the location itself, its orientation, relationship to the original layout in 1942.

The airport retains fair integrity of:

- location for its place where it was constructed as a public airport;
- design for its combination of elements that create the form, plan, and style; feeling for its expression of the property's aesthetic as a public airport;

Following the moving of the hangar front line in 1974 the aspect of setting was compromised (Milbrooke et al. 1998:36). Evolution of the airport grounds and reconfiguring of the runways

[58] Between 1910 and his death in 1956, Willson was responsible for at least 330 architectural projects in Bozeman and other cities of Montana. Many of his projects are now listed on the National Register of Historic Places. His papers and many of his drawings are now held by Archives and Special Collections at the Montana State University Library.

have affected the integrity of original materials, though such modifications to airports are commonplace and a matter of general safety and maintenance.

Following the *National Register Bulletin*, Guidelines for Evaluating and Documenting Historic Aviation Properties (Milbroooke et al. 1998), it is the recommendation of RBAS that the BZN historic district (24GA2357) be considered not eligible for inclusion in the NRHP given that is has very few historic structures, with those that are present lacking individual distinction, with the exception of the VOR (24GA2322) and the 1951 BZN Terminal (24GA1654). While Runway 12-30 (as part of 24GA2321) has a bearing that reflects the original bearing of the 1940s construction, the runway has been altered from its original length position which compromises its integrity of setting (Milbrooke et al. 1998).

RBAS further recommends that the historic-era resources that are present at BZN, namely the runaway/taxiway/apron environment (24GA2321) and the 1977 BZN Terminal (24GA2343), as well as the National Guard Armory (24GA2316), Hangar 6 (24GA2319), Hangars 8-10 (24GA2320), and the GAA hangar (24GA2318), when considered as individual resources, also be considered not eligible for the aforementioned reasons. Additionally, they are unremarkable in their design and cannot be associated with the Airport's period of significance, namely its construction in 1941.

7. Results of Inventory – Ancillary Resources

A total of 7 historic era resources and 1 precontact isolate comprise the ancillary resources identified as a result of inventory (see Table 5.1, Figure 7.1). These resources will be presented and discussed below with the precontact isolated find addressed in Section 8. These resources are all previously recorded except for FAS 290 (24GA2317) and the Heinrich Farmstead (24GA2327).

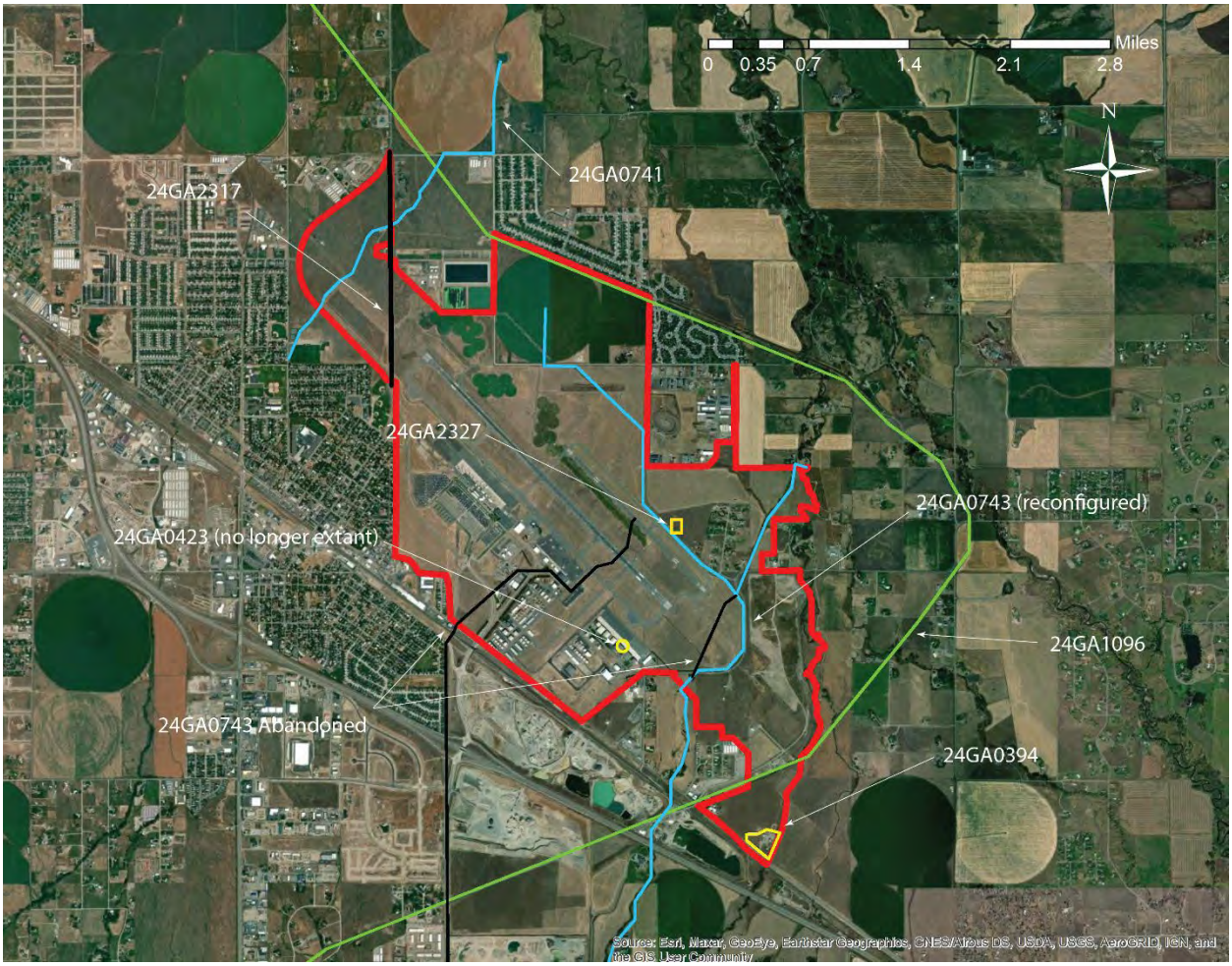


Figure 7.1. BZN Ancillary Historic Resources (location for Site 24GA0234 is approximate).

24GA0741 – Mammoth Ditch[59]

Field Site: Mammoth Ditch

Site Type: Historic Irrigation

Temporal Component: 1866/1904-1985

[59] This evaluation pertains only the portion of the ditch within the project APE

Ownership: Private

NRHP Recommendation: Not Eligible

Site 24GA0741 is well documented with its initial recordation in 1985 (Moore 1985a) with updates in 1993, 1999, 2018 by Jon Axline, 2017 by Lynn Peterson, and then twice in 2022 by Jennifer Lee as well as Andrew McElroy who all have consistently recommended the resource as not eligible for inclusion in the NRHP[60].

Within the project area (Figure 7.2) the ditch crosses under the West ARFF road, at the northwest extent of Runway 12-30, via a corrugated metal culvert. The ditch runs roughly northeast/southwest here and can convey water to its terminus in Thompson Creek in Township 1 North, Range 5 East, Section 19 (SESENW). The ditch here (Figures 7.3, 7.4) is overgrown by grasses and is approximately 3 ft wide and 2-2.5 ft deep. The ditch spans the BZN boundary for a length of 0.52 miles.

[60] The site is considered by the MT SHPO to be not eligible for inclusion in the NRHP.

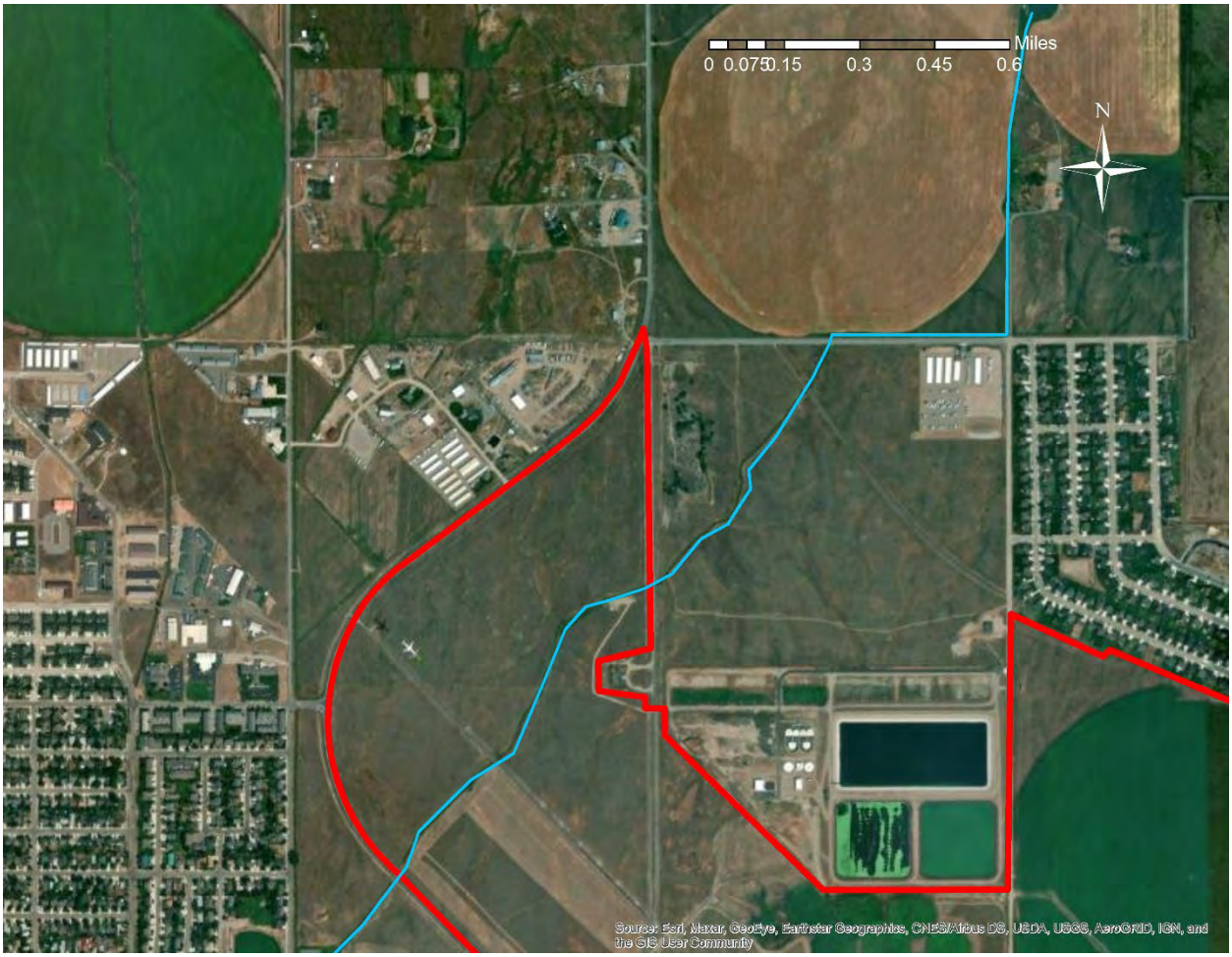


Figure 7.2. Map of Site 24GA0741, the Mammoth Ditch.

Figure 7.3. 24GA0741 at the AARF Road, northwest end of Runway 12-30, view to the north.

Figure 7.4. 24GA0741 at the AARF Road, northwest end of Runway 12-30, view to the south.

Historical Development

Axline (1999:2), as part of MDT Historic Irrigation Ditch Survey states as to the history of the ditch:

> The Mammoth Ditch was constructed in June 1866 by Charles Waterman, C.H. McDonald, and Frank Benepe. The ditch had a capacity of 2,631miner's inches with a flow equivalent to 59.02 cubic feet per second (cfs). The ditch was enlarged in May, 1884 by Frank Benepe, a Bozeman implement dealer, grain broker, and rancher and Belgrade area rancher C.H. McDonald. The ditch was modified to carry an additional 579 miner" inches with a flow of 14.47 cfs. Users of the ditch incorporated as the Mammoth Ditch Company in mid-May,1904. A dispute over water rights in 1909, forced a group headed by W. D. Bell to sue the corporation; the corporation was represented by Gallatin Valley rancher and Ninth Judicial District Judge Francis K. Armstrong (Water Resources Survey I, 1953: 42; Stout 11,1921: 6-7; Progressive Men 1902: 43-44; Leeson 1885:1103; Raymer II, 1930:381).
>
> The Mammoth Ditch Company reincorporated in February, 1927 for a period of 40 years with capital stock worth $26,000. The stock was divided into 52 shares with a par value of $500 per share. The shares were distributed among 14 users. Each share represented 50 miner's inches. In 1952, the Mammoth Ditch system irrigated 2,854 acres in the Belgrade vicinity (Water Resources Survey I, 1953: 42).

And by McElroy (2022:5):

> Previous research and site forms have noted that the Mammoth Ditch started in 1866 however reliable sources have not confirmed this originating date (Axline 1993, 1999, 2018; Moore 1985; Peterson 2017).
>
> Given the issues for confirming this early date, the history of the ditch seems to begin in 1904 with the formation of the Mammoth Ditch Company (Axline 2018; Peterson 2017). The purpose of this ditch was to provide water for farming and ranching by users. The company reincorporated in 1927 and by 1952 the ditch carried water for 2,854 acres in the Belgrade area (Axline 2018; Water Resources Survey II 1953). The company dissolved in 1985 but reincorporated in 1998 and still exists as of this form (Axline 2018; Business Entity Search).

NRHP Recommendation

The site is considered not eligible for the NRHP by the MTSHPO (File search #2021101402) based on all previous recordation. Examples coming from Axline (2018:4):

> Although the Mammoth Ditch was reportedly associated with the agricultural development of the Gallatin Valley beginning in 1866, there is no reliable historical information to confirm it. For all intents and purposes, the history of the ditch begins in 1904 when a small group formed the Mammoth Ditch Company. The ditch undoubtedly had an impact on farming and ranching, but only served a few water users. The ditch has, moreover, been the victim of the late twentieth and early twenty-first residential and commercial development of Belgrade and the surrounding area. It is currently sandwiched in between the roadway and extensive commercial developments and for long stretches has been enclosed in pipes. This segment of the Mammoth Ditch, therefore, fails to convey the significance of the facility to Gallatin County's history and is ineligible for the National Register of Historic Places.

And McElroy (2022:4):

> This site does not retain sufficient integrity of feeling and association to be considered under any NRHP criteria. The ditch has no sense of association with the early agricultural community due to modern residential and commercial development. The site cannot be associated with a specific event important to history (Criterion A) nor with a known person important to history (Criterion B), nor does the site include any structures or examples of design, type, artistic or engineering values (Criterion C). This site exhibits a low potential for a significant archaeological component and is therefore recommended not eligible for the National Register of Historic Places under Criterion D.

Regarding the segment of the ditch within the APE (see Figures 1.1, 1.2), RBAS agrees with the McElroy (2022) recommendation and further recommends that no additional cultural resource investigation be required as the project will have no effect to this historic property.

24GA2317 - Secondary Route 290[61]

Field Site: FAS290

[61] This evaluation pertains only the portion of the route within the project APE.

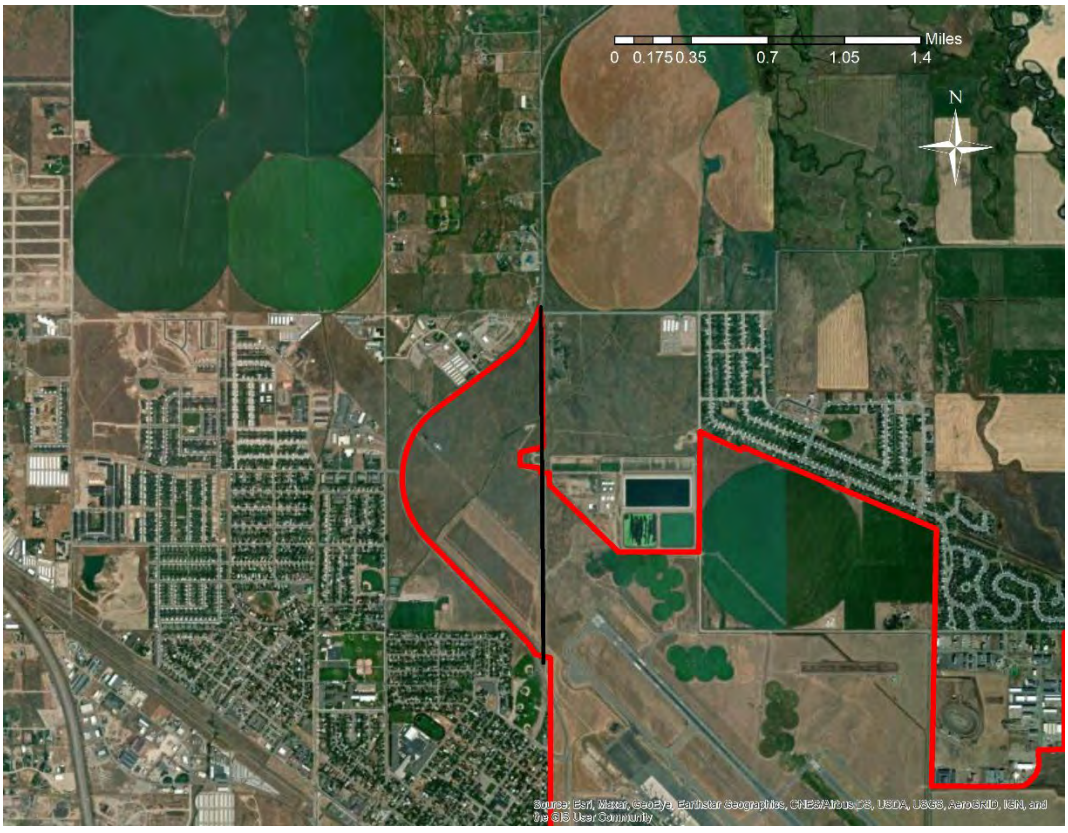
Site Type: Historic Transportation, Secondary Highway

Temporal Component: 1945

Ownership: Gallatin Airport Authority

NRHP Recommendation: Not Eligible

Site 24GA2317 (Figure 7.5) is an abandoned alignment of Montana Federal Aid[62] Secondary Route 290. The north-south route is still paved (Figure 7.6), except for where it was covered and reseeded (Figure 7.7) at the end of Runway 12-30 to accommodate the 500 by 1000-ft Runway Safety Area. The abandoned route on BZN property is approximately 1-mile long and approximately 18-ft wide.



[62] Montana Code: Apportionment Of Funds to Secondary Highway System

Figure 7.5. Map of Site 24GA2317, in black.

Figure 7.6. Overview of 24GA2317 from near Penwell Bridge Road, view to the south.

Figure 7.7. Overview of 24GA2317 at the safety area for Runway 12-30, view to the south.

Historical Development

As stated in the BZN 2020 Master Plan Update (2020:1-9): "The Airport Authority sold revenue bonds in 1974 to finance a new FBO building, relocate Federal Aid Secondary (FAS) 290, now known as Dry Creek Road, relocate the existing FBO buildings and construct a new general aviation apron." The route was originally paved, from Belgrade to milepost 0.4 in 1953 and milepost 0.4-8.0 in 1957, constituting the first MDT maintenance work to the route created in 1945 (Jon Axline, Montana Department of Transportation, personal communication, 2024).

NRHP Recommendation

The segment of FAS 290 within the APE (24GA2317) is not significant for its association with early history in the region or other events that have made a significant contribution to the broad patterns of our history, therefore would be considered not eligible under Criterion A, additionally the road segment has several aspects of integrity that have been compromised retaining location

only. Further, the segment is not associated with persons significant to the past, as such, not eligible under Criterion B. The site lacks components that are representative of a particular type, period, or method of construction. Nor do does it represent unique engineering or architecture. As such, is recommended not eligible under Criterion C. The road also lacks potential to address historic research issues as it pertains to the region or at a local level, and is not eligible for inclusion in the national register under Criterion D.

This previous alignment of FAS 290, while possessing integrity of location, retains little else in regards to integrity as it serves a primary function to BZN rather than a route of public transportation. The route has been abandoned, seeded over in one segment, and no longer conveys its purpose as a secondary state highway. to the extent that it does not satisfy NHRP eligibility Criterion.

Regarding the segment of the road within the APE (see Figures 1.1, 1.2), RBAS recommends that site 24GA2317 be considered as not eligible for inclusion in the NRHP. No further cultural resource work is recommended for this site.

24GA0423

Field Site: 24GA0423

Site Type: Precontact Camp

Temporal Component: Unknown

Ownership: Gallatin Airport Authority

NRHP Recommendation: Not Eligible/Destroyed

Site 24GA0423 was a small low density lithic scatter/habitation site consisting of chert and basalt debitage, one projectile point fragment, one obsidian flake, two chert cores, and one basalt core. Additionally possible fire-cracked rock was reported. The site was originally recorded in June of 1978 by Marylin Baily (Baily 1978). At the time of the 1978 no NRHP recommendation was offered nor is a report present on file at the MTSHPO (Meyer 2002:3).

The site was revisited by Gar Wood and Associates in 1992 as part of proposed 548-acre Gallatin Field expansion project. Wood (1992) noted its location only and is not clear if the site was revisited nor was a site form update filed with the MTSHPO.

Garren Meyer of GCM Services revisited the site in 2002 as part of proposed 200-acre Gallatin Field airport expansion project. Meyer (2002:5) notes of the site: "The reported location of the one previously recorded site within the survey area, 24GA423, was very intensively examined; however, nothing was found. Most of this site was surface collected when it was recorded in 1978 (Bailey 1978)."

The MTSHPO does not have location information for the site and as reported by Meyer (2002) the site is no longer exists as recorded by Baily (1978). Location information provided by Baily (1978) places the site under the current East Apron/modern East Side Hangar developments north of Aviation Lane.

NRHP Recommendation

Site 24GA043 has been previously listed as having "unresolved" eligibility for inclusion the NRHP (MTSHPO File search #2021101402). The site was fully surface collected by Baily in 1978 and was not able to be relocated by Meyer (2002), nor by the current investigation. RBAS recommends this resource as being Not Eligible for inclusion in the NRHP as it is no longer extant and its purported location under existing modern development. RBAS recommends no additional cultural resource investigation be required regarding 24GA0423, as such, the project will have no effect to this historic property.

24GA0743 – Spain-Ferris Ditch [63]

Field Site: Spain-Ferris Ditch

Site Type: Historic Irrigation

Temporal Component: 1886

Ownership: Private

[63] This evaluation pertains only the portion of the ditch within the project APE

NRHP Recommendation: Eligible, No Adverse Effect

Site 24GA0743 (Figure 7.8) is well documented with its initial recordation in 1985 (Moore 1985b) with updates in 2002 by Crofutt and Green, 2006 by Axline, and most recently by Shane Hope in 2020 (Hope 2020, Hope and Moore 2021). The site continues to convey water (Figures 7.9, 7.10) except for those segments that have been abandoned (see Figure 7.8, 7.11, 7.12). Moore (1985b) recommended the site as not eligible for inclusion, as did Crofutt and Green (2002). Axline (2006), recommended the site as eligible for inclusion in the NRHP and received SHPO concurrence. The site form completed by Hope (2020) recommended that work at BZN in regard to the resource would not pose an adverse effect.

The most recent effort by Hope (2020, 2021[64]) summarizes the known aspects of the ditch and how the development of BZN has affected its alignment through runway expansions, storm water management, and alfalfa production with significant changes in the 1980s and 2010.

[64] This report is not on file with the MTSHPO.

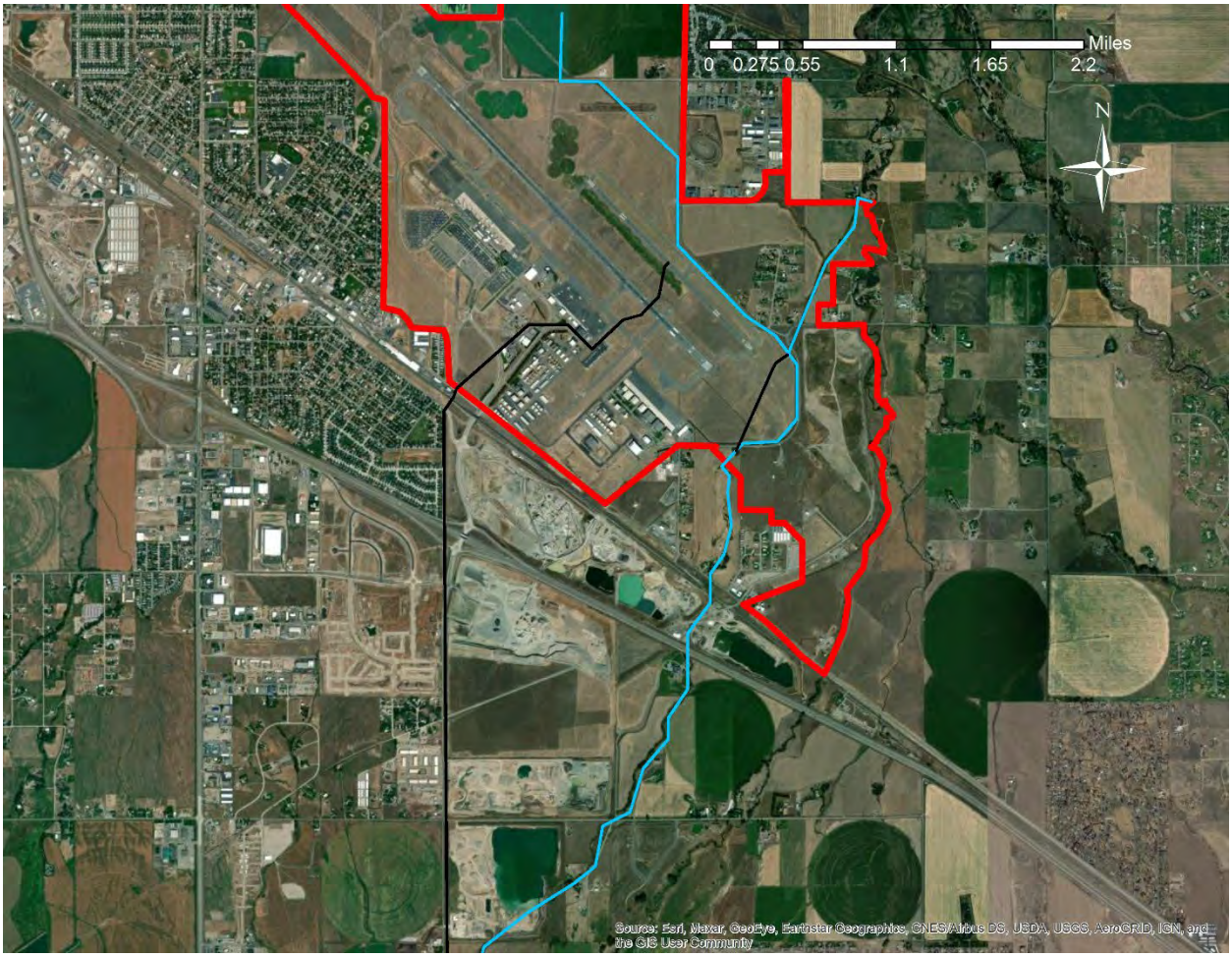


Figure 7.8. Site map of 24GA0743, abandoned segments in black.

Figure 7.9. 24GA0743 at its crossing under Airport Road, view to the northwest.

Figure 7.10. 24GA0743 at its crossing under Airport Road near the intersection of Tubb Road, view to the southeast with the GA East Apron in the background.

Figure 7.11. 24GA0743 abandoned segment at Taxiway "H," view to the east.

Figure 7.12. 24GA0743 abandoned segment west of Wings Way, view to the northeast.

The following is excerpted from Hope (2021[65]:17-29):

> The site consists of the Spain-Ferris Fork Ditch, a historic irrigation ditch which has been is continual use since it was constructed in 1886. The Spain-Ferris Ditch begins on the east floodplain of the Gallatin River about 0.8 miles southwest of Four Corners near Bozeman, Montana, and flows northeast toward the town of Belgrade, Montana. Dry Creek lies 1/2 mile to the east of the ditch, with the Mammoth Ditch and Ketterer Ditch to the west. The feature lies on, and is surrounded by, flat floodplain terraces in all directs. The only notable change in vegetation is near the Gallatin River. Here, the ditch flows within grass pastures and cultivated land and near some subdivisions. The irrigation feature is 14.47 ditch miles long and from its intake to its discharge cover a straight-line distance of about 10.15 miles" (Crofutt and Green 2002).
>
> In September of 1914, the lateral of the Spain-Ferris ditch that diverts from the main canal in the SW ¼ of Section 19 (2.5 miles south of the current airport grounds) broke ground (The Butte Miner 1914). This lateral followed the sections lines north to the vicinity of Belgrade and the modern location of the Bozeman Yellowstone International Airport. In March of 1927 the Spain-Ferris Ditch company of Belgrade, then owned by Ed Ross, George Heck, and C. D. Grant, invested another $50,000 into the ditch to pull additional water from the Gallatin River (then identified as the "West Yellowstone" river) (The Independent Record 1927).
>
> The earliest aerial photos showing the Spain-Ferris Ditch (1941) in relation to then "Bozeman Airport" indicates the ditch being rerouted up the west side of Section 6 and the portion of the lateral crossing to the east side of Section 6, the northeast corner of Section 7, and the northwest corner of Section 8 (and within the current project area) does not appear to be existent by this time (Figure 7)(Corps of Engineers 1941).
>
> By the time the State Engineer's Office published the Water Resources Survey for Gallatin County in 1953 their mapping showed the main canal of the ditch flowing from the SW corner of Section 19 and proceeding northeast until it terminated at Middle Creek/Hyalite Creek (Figure 8). The lateral indicated on the 1941 map the same location of the Spain-Ferris along the west side of Section 6 and the airport; however, the 1953 map shows another lateral proceeding up the west side of Section 5 (east of Tubb Road) to facilitate the water needs of ditch users north of Baseline Road.

[65] This report however is on file with MMI, please see this report for map figures.

By 1965 the Spain-Ferris Ditch had been rerouted along the east side of Section 6 and within the airport grounds and in a similar location to where it is today, presumably in 1963 to facilitate the extension of the airport runway to 6,500 ft in length (Figure 9) (Aerial for the Bozeman Yellowstone International Airport 1965). Since the construction of the Gallatin Field Airport (then name of the Bozeman Yellowstone International Airport) and terminal building took place in 1950-1951, the reroute of the Spain-Ferris Ditch lateral from the west side of Section 6 to the east side of Section 6 sometime between 1953 and 1965 corresponds well with the documentary history of the ditch (Ferguson 2004). After crossing the end of Runway 12-30 encased in an underground pipe, the open ditch now ran up the west side of Tubb road in section 6 before turning northwest to cross Baseline Road and continue to serve the property north of Baseline Road. The lateral that was displayed east of Tubb Road on the 1953 map was likely combined into this lateral.

In 1967 Runway 12-30 was extended again to a length of 9,000'. To accommodate the extension of the runway, a portion of Airport Road was abandoned and relocated around the southeast end of the runway into section 8, generally as it exists today (Figure 10). A portion of Tubb Road running north-south between sections 5 and 6 as well as 7 and 8 was also abandoned with the project. The Main Spain-Ferris Ditch was also rerouted south east of the extended runway 12-30. Culverts were installed in the channel where it crossed the realigned Airport Road. At this time the Lateral ditch was piped under the extension of runway 12-30.

By 1979 the General Aviation Apron (GA Apron) was expanded, Runway 12-30 was at its current length of 9,000 ft, and a full-length parallel taxiway had been constructed. No modifications are known to have occurred to the main channel since the time of the 1967 aerial above. The lateral was impacted by the expansion on the GA Apron and the parallel taxiway construction. Potions of the lateral were relocated and piped under the taxiways (Figure 11).

Over the next 20 years the airfield grew with minimal impacts to the lateral ditch. In 1985 a project on the southeast end of runway 12-30 relocated the Main Spain-Ferris Ditch into its current location along Airport Road to improve the runway safety area. The lateral was completely piped under the parallel taxiway and runway area during this time (Wood 1992) (Figure 12). The impacts to both ditches are displayed in the 1999 aerial photo (Figure 13).

By 2005 the airport had added a short, 3,200' Turf Runway northeast of Runway 12-30. The runway required the installation of culvert in the lateral ditch where it crossed the new Turf Runway. The city of Belgrade also installed Infiltration and Percolation (IP) beds across the lateral north of Runway 12-30 requiring another section of the ditch to be piped (Figure 14).

During the time between 2005 and 2018, three projects impacted the lateral ditch. The first was the construction a residential subdivision north of the airport. The lateral was cut off in the airport property north of baseline road by the subdivision, which began construction in approximately 2007. A drywell was installed south of the subdivision to prevent excess irrigation water from flowing into the subdivision property. This work was not done by the Gallatin Airport Authority.

The second project to impact the lateral took place in 2014 when Montana Department of Transportation constructed the East Belgrade Interchange. The Environmental Assessment (EA) for the project identified the abandonment of a large portion of the lateral ditch to allow for the interchange access roads to proceed under the interchange and existing railroad tracks near the frontage road. By lowering the grade at the interstate and frontage roads this project no longer allowed the irrigation lateral to continue through that area. The project resulted in 2,200 ft of the ditch directly south of the project area being abandoned and filled in to create a visual and audible berm for local residence to mitigate the public effect of creation of the interchange. This action permanently ended the irrigation function of the lateral north through the Airport Property (Figure 15).

The work was coordinated with SHPO [MTSHPO] and the Spain Ferris Ditch company. The SHPO [MTSHPO] agreed that the abandonment and removal of the lateral would have no adverse effect on the NRHP eligible site. During these proceedings, the Spain Ferris Ditch Company did not acknowledge the lateral ditch was their property, but rather it was owned by the users who owned Spain Ferris Ditch shares. Through the Right of Way (ROW) acquisition portion of the project, the Spain Ferris shareholders who had the right to use the lateral released their shares and acknowledged the abandonment of the lateral. Owners of ditch shares south of the interstate could still use irrigation water out of the main ditch to serve their properties. To continue to provide irrigation water to the north of the airport property, a new lateral ditch was installed from the Main Ditch along Airport Road near the intersection of Tubb Road. The remaining portion of the lateral ditch through the airport was left in place to collect stormwater (Figure 16).

In 2016, the Airport completed the construction of parallel Runway 11-29 and its taxiway system. By this time, the lateral ditch had been abandoned for irrigation purposes. Pipes were installed in the lateral to allow it to continue to serve in a stormwater drainage capacity. Two 2018 aerial photos (Figures 15 and 16) show the area of the lateral near the interchange and the impacts by the subdivision to the north of the airport. As indicated in Figure 14 the 2016 addition of Runway 11-

29 and Taxiway C resulted in the placement of portions of the Spain-Ferris Ditch into underground pipes underneath the airport features.

The Spain-Ferris Main Ditch and laterals have been subject to constant modification and maintenance since their initial construction and large portions of the ditch have rerouted over the years and other portions have been buried underground and/or completely filled and abandoned. Since the 2002 documentation of the site by Crofutt and Green the ditch has undergone significant modifications in and around the current project area.

In the early 2000's the Spain-Ferris Ditch Company users had ceased to use this lateral of the ditch (which currently extends onto airport grounds) and the ditch company formally abandoned the lateral by 2012 (Axline 2014). At this time the Montana Department of Transportation determined that filling in and removing this stretch of the Spain-Ferris Ditch would have no adverse effect on the NRHP eligible site and the Montana SHPO [MTSHPO] concurred with this assessment (Ore 2014).

In addition, and as demonstrated in this document, large sections of the ditch within the airport grounds have been filled in, encased in unground pipes, or rerouted to accommodate growth and development both within and outside the airport grounds (Figure 19). This lateral of the Spain-Ferris Ditch no longer functions as an active irrigation feature and has not been used by ditch company users for approximately 20 years.

Historical Development

Crofutt and Green (2002) state of the history of the Spain-Ferris Ditch:

> The Spain-Ferris Fork Ditch was constructed in 1886 as a diversion from the Gallatin River (Bates 1994). The ditch was one of several irrigation ditches and canals that were constructed in the Gallatin Valley about this time. The ditch continues to carry irrigation water, although the supply is generally shut-off during the first three weeks of July each year, depending on the amount of Gallatin River flow. E. Myron Ferris was granted a land patent on July 3, 1890 for the entire 640 acres of Section 12, Township 1 South, Range 4 East (Document # 142, Serial # MTMTAA042464, Bureau of Land Management, General Land Office record archives). The Spain-Ferris Fork Ditch runs along the east border of this section. Mr. Ferris was a Gallatin Valley entrepreneur with agricultural interests in the area as well as interests in coal deposits and other minerals in southwestern Montana (Gallatin County Clerk and Recorder's Office - various deed books). He also

acquired the hot springs near Four Corners that would eventually become Bozeman Hot Springs (called Ferris Hot Springs during his ownership). Mr. Ferris erected new buildings at the hot springs and made more effort at developing a market for the hot springs than had previous owners.

At this point in research, it is not known if Mr. Ferris was one of the original developers of the Spain-Ferris Ditch or if the ditch was named after Ferris Hot Springs. The Spain family also had agricultural interests in the valley and William W. Spain owned land to the north northeast of the project area. As with Ferris, research to date has been unsuccessful in determining the relationship of the Spain family with the ditch. It appears that the ditch was first constructed by an individual or group of unincorporated individuals. As agriculture developed and more water use requests arose, owners of the Spain-Ferris Ditch incorporated.

The Spain-Ferris Ditch Company was formed on December 12, 1905, when the users of the ditch filed Articles of Incorporation. Initial capitalization of the ditch company amounted to $42,000 at $10 per share. Water rights were exchanged for shares of stock in the corporation. One share of ditch company stock entitled users/members to one miner's inch of water per year.

The initial term of incorporation for the Spain-Ferris Ditch Company was for twenty years after the date of filing. In March of 1927, new Articles of Incorporation were filed for an additional 40-year period. This filing retained all of the lands previously claimed within the old corporation.

Along with the water and water rights entitled to users/members of the Spain-Ferris Fork Ditch Company, the ditch also carried water for three other users. In 1894, as a matter of convenience for landowners with irrigable lands in the area, 638 miner's inches of water were transferred from the Beck Border Ditch (approximately 1.8 miles east) to the Spain-Ferris Ditch.

In 1952, 3,784 acres of land were irrigated from the Spain-Ferris Fork Ditch and an additional 313 acres of potentially irrigable land were identified. (Water Resources Survey, Gallatin County, 1952)" (Crofutt and Green 2002).

NRHP Recommendation

The site is considered to be eligible for inclusion in the NRHP by the MTSHPO (File search #2021101402). In regards to those portions of the mainline and associated laterals found on the BZN grounds, RBAS found the resource to have the same placement and disposition as noted by Hope (2021:32) where they state regarding potential effects:

> While the Spain-Ferris Ditch is significant to early economic development and population settlement locally, the current lateral was not placed until at least 68 years after the initial construction of the ditch mainline, which lays to the east of the ditch portion involved in the current undertaking. This portion of the ditch has also been moved and modified several times since its construction and it lacks the historic integrity required to be considered a contributing feature to the Spain-Farris Ditch site (24GA0743).
>
> The changes made to the site by the construction of Runway 11 -29 and Taxiway C, as well as the proposed north apron development, have not and will not result in an adverse effect on the NRHP eligible site.

RBAS agrees with the Hope (2021:32) recommendation and further recommends the segments of the 24GA0743 located on the BZN grounds no longer contribute to the sites greater eligibility given a complete loss of integrity through reconfiguration and modifications, as such should be considered as non-contributing features to the 24GA0743. No additional cultural resource investigation for this resource is recommended.

24GA1096 – Northern Pacific Low Line[66]

Field Site: 24GA0999

Site Type: Historic Railroad

Temporal Component: 1910-1957

Ownership: Private

NRHP Recommendation: Eligible

Site 24GA1096, the Northern Pacific Low Line (Figure 7.13) was originally recorded by the Soil Conservation Service (1992) as site 24GA0999. Following the original recordation the MTSHPO subsumed the GA0999 Smithsonian site number under the greater 24GN1096 trinomial to give the Northern Pacific Railroad, and its spur lines, one Smithsonian trinomial number within Gallatin County (Damon Murdo, MTSHPO, personal communication 2024).

[66] This evaluation pertains only the portion of the route within the project APE

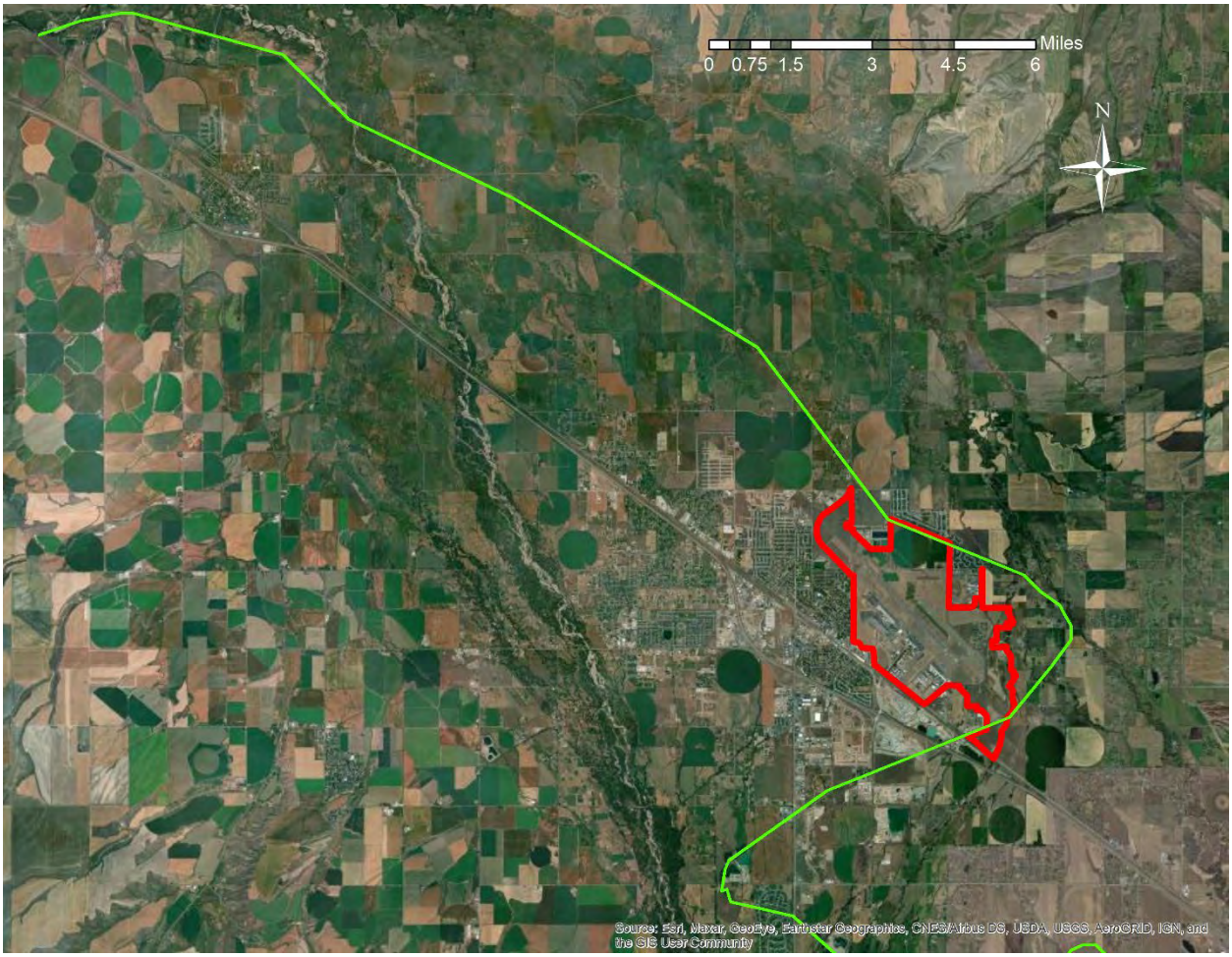


Figure 7.13. Site map of 24GA1096, the Low Line Spur only.

Within the APE the Low Line is present at the northern extent where it has been largely erased (Figure 7.14) as well as to the southeast near Dollar Drive where the railbed prism still exists (Figures 7.15, 7.16). The prism is approximately 10 ft high with borrow ditches on either side. The railbed is approximately 100 ft wide ditch to ditch with the prism crest approximately 25 ft wide. The rails, ties, spikes, and signage are no longer present. The railbed in the vicinity of Dollar Drive has been breached as well, likely to facilitate water drainage from the property to the north. The line largely disappears past this point due to suburban development and agricultural practices.

Figure 7.14. 24GA1096 previous location in T1N, R5E, Section 31, view to the southeast.

Figure 7.15. 24GA1096 railbed near Dollar Road, view to the northeast.

Figure 7.16. 24GA1096 railbed near Dollar Road, view to the southwest.

Historical Development

The Soil Conservation Service (1992:3-4) provides the following context:

> The Northern Pacific Low Line was an alternate route between Bozeman and Logan. This 32.83-mile segment was nine miles longer than the original line and was completed in April, 1919. The purpose of the segment was to reduce the need for helper engines between Logan and Bozeman and to serve grain elevators scattered across the Gallatin Valley. The service to grain elevators probably was an after the fact event that occurred as a result of the new line segment.
>
> The Chicago, Milwaukee, St. Paul, and Pacific railroad built a branch line between Three Forks and Bozeman in 1910. There were grain elevators along the Milwaukee track south of Belgrade, so the laying of track south of Belgrade by the Northern Pacific to capture part of the grain hauling market may have entered into the original decision to build the alternative route.
>
> The primary purpose of the alternate route between Bozeman and Logan was to eliminate the need for helper engines on east bound trains. The Northern Pacific had access to cheap Rosebud County

coal, so they were slow to make the transition to diesel. All improvements to the system were geared to improving the operation of steam engines. Water purification systems were installed in western North Dakota and eastern Montana to prolong the life of steamers between overhauls. The track built in Gallatin County was a similar minded improvement.

The engine house in Bozeman had four stalls. Three Z-4 class 2-8-8-2's and one 2-8-2 were housed there. The 2-8-8-2's were built in 1923 and had a traction effort of 107,300 pounds. The 2-8-2 was built in 1904 and had a traction effort of 46,600 pounds. The engine house at Logan had five stalls.

Westbound trains used the original line that was built in 1883. This line was called the High line and had a grade of 1 percent between Bozeman and Logan. Eastbound trains used the Low line which had a grade of .04 percent.

During the 1930's and 1940's the Northern Pacific purchased primarily 4- 8-4's and 2-8-8-4's steam locomotives. The 4-8-4's had a traction effort of 65,700 pounds while the 2-8-8-4's had a traction effort of 145,930 pounds. The last steam engine was purchased in 1944.

The first diesel electric locomotives purchased by the Northern Pacific was in 1938. The EMC type NW was a switch engine to be used in switching cars in railyards. The Northern Pacific still had no plans to convert to diesel locomotives for over the road hauls. In 1944-45 the Northern Pacific purchased 11 FT road diesel sets. These sets had four locomotives attached together and produced 5400 horsepower which generated 240,000 pounds of traction effort. These diesel engines were purchased primarily to handle traffic in areas where steam engines had problems (going through long tunnels or up steep grades). The diesel engines were used primarily in the west.

In the early 1950's the Northern Pacific started to phase out their steam locomotives. A decision was made in 1954 to have all the steam locomotives phased out of the system within five years.

In June, 1956 the last steam engine was overhauled. With the passing of the steam engines the usefulness of the Low Line was limited. The Northern Pacific filed for abandonment and it was approved by the Interstate Commerce Commission in 1956. Use of the line was discontinued on January 1, 1957.

NRHP Recommendation

The Low Line Spur of the Northern Pacific Railroad (24GA1096) is considered to be eligible for inclusion in the NRHP as it is part of the greater Northern Pacific entity present in Gallatin County.

Regarding the portion of the Low Line Spur present at BZN within the APE the site has been largely destroyed save a small segment of railbed prism only. RBAS recommends the segments of the Low Line Spur located on the BZN grounds no longer contribute to the sites greater eligibility given a complete loss of integrity through removal and development, as such should be considered as non-contributing segment to the 24GA1096. No additional cultural resource investigation for this resource is recommended.

24GA0394 – Coscik Place

Field Site: 24GA0394

Site Type: Historic Farmstead

Temporal Component: 1868-1995

Ownership: Private

NRHP Recommendation: Eligible, Criterion A, C

Site 24GA0394 was originally recorded in 1995 by Jon Axline[67] of MDT as part of MDT Safety Improvement Project STPHS 205-1(15)23; "Two Miles East of Belgrade" (Axline 1995). Axline (1995) observed:

> The site includes seventeen features, eight were constructed during the historic period and have retained integrity of design, workmanship and feeling. Despite the encroachment of modern residences and light industrial facilities, the site also retains its association with the agricultural development of the Gallatin Valley in the early 20th century.

The Features as described by Axline (1995) are as follows:

[67] With help from Steve Aaberg.

Feature 1 is a 1½ story Craftsman residence that was constructed in 1922. The dwelling faces south and rests on a concrete foundation with a daylight basement. The rectangular plan is covered by a gable roof with asphalt shingles. The roof has exposed rafters and purlin-style brackets. The walls are sheathed in narrow reveal clapboard and there is wood shingle siding on the gable-ends. There is an interior brick chimney with a metal stack cap. Windows on the second story facade are tripled 1/1 double-hung. There is a single 1/1 double-hung window on the rear gable-end. A full-length, open-air recessed porch is located on the facade; it rests on a wood post foundation with a lattice veneer. It is supported by wood posts with cobblestone piers. The porch is reached by a centrally-located porch flanked by cobblestone piers; it is enclosed by a wood railing. The primary entry is centrally located on the facade and is reached through the porch. The entry has a lighted wood door. The entry is flanked by paired 1/1 double-hung windows.

There is a shed roof bay on the east elevation of the residence. It has tripled 4/1 double-hung windows and exposed rafters. A single-lite casement window is located adjacent to the bay on the right. A bulkhead door to the cellar is located below the casement window. There are three 1/1 double-hung windows on the west elevation. There are three casement windows on the west elevation's daylight basement.

A shed roof vestibule is attached to the rear of the facade of the residence. It has novelty and clapboard siding. The entry is central to the vestibule and has a modern wood door with aluminum storm addition. It is reached by concrete steps. The vestibule rests on a wood post foundation. The entry is flanked by single-lite casement windows. There are two 2-lite casement windows located on the east and west elevations of the vestibule.

Feature 2 is a one-story vernacular-style residence that was constructed in 1951.The building rests on a concrete foundation and faces south. The gable roof covers a rectangular plan. The roof is sheathed in asphalt shingles and the walls are clad in asbestos shingles. There is an interior brick chimney. Windows throughout are 1/1 double-hung or casements. A shed roof addition is attached to the left rear facade. The addition has three fixed windows and is reached by concrete steps. The entry has a wood paneled door with two fixed lights. The primary entry is centrally located on the facade and is reached by a concrete stoop. The entry is sheltered by a gable roofed hood. The entry has a lighted wood door with a storm addition.

Feature 3 is a single-bay garage facing south. It has a gable roof covering a rectangular plan. The roof is sheathed in rolled asphalt and the walls are clad in asphalt siding. The building rests on a wood post foundation. The bay entry has a double leaf vertical board and batten door attached to an

exterior sliding track. The door is strengthened with cross bracing. The track is extended on the left to accommodate the doorway.

Feature 4 consists of a single-story bunkhouse. The building faces south and is located behind Feature 1. The gable roof covers a rectangular plan. The roof is sheathed in rolled asphalt and the walls are clad in asphalt siding with corner boards. The building rests on a concrete foundation and there is an interior brick chimney.

The primary entry is centrally located on the facade. It has a tongue-in-groove door and is flanked by two 4-lite fixed windows. There is a single 4-lite fixed window located on the west elevation. A louvered vent is located below the rear gable-peak.

Feature 5 is a one-story log outbuilding (possibly also a bunkhouse) located northeast of Feature 1. The building faces south and rests on a concrete foundation. The roof is sheathed in asphalt shingles, some of which have broken away to reveal the horizontally-laid rafter boards. The peeled logs are square-notched with mud chinking. The building has corner boards and there is an interior brick chimney. The west gable-end is sheathed in wood shingles. The primary entry is located on the right facade of the feature. It has a wood paneled door; one of the panels has been removed to accommodate a single fixed window. There are tripled 1/1 double- hung windows on the left facade. There are two double-leaf doors with cross-bracing on the east elevation. The right door has a 4-lite fixed window with a screen addition. On the west elevation, there is a tripled combination casement/fixed window. On the rear facade is a double multi-lite fixed window.

Feature 6 is a 1½ story wood frame barn located east of Feature 5. The barn faces south and rests on a dry-laid rubblestone foundation. Two shed roof additions are attached to the walls. The gable and shed roofs are sheathed in sheet metal. The walls are clad in novelty siding with corner boards. A ventilator/cupola is centrally located on the gable ridgeline. It has a pyramid roof, novelty siding with corner boards and wood slat louvers. The primary entry to the barn is centrally located on the facade. It has double-leaf sliding doors; the doors are strengthened with cross bracing and composed of novelty siding. Two double-leaf secondary entries flank the primary entry; they have crossed braced doors. Two 4-lite fixed windows are located on the second-floor facade. The east and west walls have three 6-lite fixed windows with lug surrounds. On the left of the rear facade is a double Dutch-style door composed of diagonal tongue-in-groove siding. There is a hay lift extended from the ridgeline over an access portal. There is also one fixed and one 4-lite fixed window in the rear facade.

Feature 7 is a modem steel storage shed located north of Feature 5. It opens to the east and has a gable roof. The storage building rests on a 2 x 4 foundation buttressed with gravel fill. An interior metal stovepipe pierces the roof. Overlapping, double sliding metal rail doors are located on the east facade. A secondary entry is located on the right south elevation; it has a wood door.

Feature 8 is a square concrete pad foundation located west of Feature 5. The former location of a silo, a single concrete step is located on the north side of the foundation.

Feature 9 is a small shed roof outbuilding. The building faces south and is located northwest of Feature 8. The roof is sheathed in sheet metal and the walls are clad in novelty siding with comer boards and decorative "bracing." The feature rests on a wood foundation. The entry is centrally located on the facade and consists of double-leaf doors with novelty siding and "Z"-type decorative bracing. An entry on the east elevation consists also of novelty siding.

Features 10 & 11 consist of two cylindrical metal grain storage bins with conical tops. Feature 10 rests on a wood foundation and has a double-leaf steel door on the south. A roof access ladder is located on the south side. Feature 11 has a single metal door. The foundation is constructed of 2 x 4' s with gravel fill. The storage bin is buttressed with steel I-beams on the northeast and sides and by a metal cable running from just beneath the roof to the comers of the foundation.

Feature 12 is a wood frame pumphouse located east of Features 9 - 11. The gable roofed building faces south. The roof is sheathed in sheet metal. The building rests on a log foundation. The siding on the west elevation of the pumphouse consists of sheet metal. An entry composed of horizontal flush wood with a wood latch is located just below the peak of the roof on the west. The remaining walls are horizontal wood boards that are decomposing, leaving gaps in the walls. An entry on the south is centrally located on the facade; it has a wood paneled door. A recessed rectangular portal is located above this entry on the facade. To the left of the entry is a boarded over window. Above this window is a second recessed portal.

Feature 13 is a modem metal storage shed located east of Feature 12. It has a gable roof and opens to the east. The walls and roof are metal-clad and the building rests on a concrete foundation. The bay opening has a double-leaf door mounted on an exterior track.

Feature 14 is a post and beam hay shelter located northeast of Feature 13. The gable roof rests on ten, peeled log columns. The roof is further supported by 2 x 4 braces. The roof is sheathed in sheet metal. Low scrap lumber walls enclose the lower zone of the feature and are about five feet high. A gate is located on the west and is delineated by two log uprights.

Feature 15 is a one story shed/garage located north of Feature 2. The gable roof is sheathed in asphalt shingles and the walls are clad in novelty siding with corner boards. The building rests on a concrete foundation. On the west facade are two doors mounted on exterior tracks. There is a 6-lite fixed window on the rear (east) facade.

Feature 15a is located behind Feature 15 and consists of a small shed roof outhouse with novelty siding. The outhouse opens to the west; the door is brace with decorative "Z" bracing.

Feature 16 is a storage shed located north of Feature 2. The building has a shed roof and opens to the west. The walls are clad in novelty siding with corner boards and roof is sheathed in sheet metal. A paneled wood door is located on the west side. The building rests on a log foundation.

The site is delineated by shelter belts on the east and west. Hyalite Creek also defines the east boundary of the site.

Site 24GA0394 (Figures 7.17) has been significantly altered in the time since its original recordation. Features 1, 3, 9-11, 12, 14 are no longer present. Features 3 and 4 (Figure 7.18) have been moved and Feature 13 (Figure 7.19) has a very recent addition. Feature 5 is still present (Figure 7.20). Feature 2, the 1951 residence is still on site but has been recently remodeled with a mud room addition, vinyl siding, and vinyl windows (Figure 7.21). The main house retains some asbestos siding and few original windows, though the south elevation has been resided with vinyl. Feature 6, the wood frame barn, is still present as well (Figure 7.22).

Figure 7.17. Map of Site 24GA0394, boundary in black.

Figure 7.18. Feature 4 at Site 24GA0394, view to the north.

Figure 7.19. Feature 13 at Site 24GA0394, view to the north.

Figure 7.20. Feature 5 at Site 24GA0394, view to the west.

Figure 7.21. Feature 2 at Site 24GA0394, west elevation, view to the east.

Figure 7.22. Feature 6 at Site 24GA0394, southeast corner, view to the north.

Historical Development

Axline (1995:7-8) provides the following:

> Don L. Byam purchased 320 acres in this section March and April, 1872 (Receipt Nos. 222 and 741; Montana Land Tract Books). The General Land Office map, however, indicates that Byam was living on this property in 1868. The U.S. Census, moreover, lists Byam, his wife and three sons farming this property in 1870. A road appears on the GLO map on the approximate alignment of the existing Northern Pacific (now MRL) Railroad line (24GA1096). No improvements are shown on Byam's property.
>
> Don and Francise Byam and their three sons arrived at Alder Gulch from Colorado in 1863. He was soon elected the Miner's Court judge and presided over the trial of road agent George Ives in December, 1863. Thomas Dimsdale later eulogized him by stating that "Judge" Byam "will never be forgotten by those in whose behalf he courted certain deadly peril and probable death." He served as the Miner's Court judge until his removal to the Gallatin Valley (Dimsdale, p. 108; Montana Daily Record, 27 February 1905; Northwest Tribune, no date).

Byam's efforts as a farmer were not entirely successful. Although he purchased seed from Salt Lake City and the benefit of two nearby creeks for irrigation, his crops failed because of repeated grasshopper infestations. Blaming his problems on the "vicissitudes of early ranch experiences", Byam borrowed a large sum of money from his friend and fellow vigilante, James Williams. Luckily for Byam, Williams committed suicide shortly thereafter and the loan was never repaid. The money, however, was not used to repay his creditors. The property was sold to John Watson at a Sheriff's Sale in September, 1875. In 1873, Byam had named Watson as a grantee for the property, perhaps as collateral for a loan or for supplies (Watson was a grocer in Helena). After losing the property to Watson, the Byams relocated to Emigrant. He died in 1882 from complications following a stroke (U.S. Census, 1870; Deed Books; Northwest Tribune, no date; Bozeman Avant-Courier, 31 March 1882; Miller, pp. 141-142).

In March, 1893, Watson mortgaged the property to Sarah F. Guthrie of Helena for $1,500; she was the widow of Montana Livestock Association member William H. Guthrie. By March, 1899, Alden and Susie Priest had acquired the property along with the mortgage issued by Watson. They sold it to John B. Corrie later that month. He retained it for only three months before selling it to William and Jesse Caldwell in June. Caldwell was "among the progressive farmers and stockgrowers of Gallatin County." He arrived in Bozeman in 1879 and worked at a brickyard before leasing a farmstead in the vicinity of this property. He purchased a 240-acre farmstead in 1885. When he purchased this property in 1899, he added an additional 265 acres to his already considerable holdings. Progressive Men of the State of Montana stated in 1902 that Caldwell “has secured excellent results from the cultivation of his fertile land, he made the best of permanent improvements, and is now preparing to devote more particular attention to the raising of high grade stock.”

The tome also mentions a "commodious and attractive residence" built by Caldwell. A 2½ story Colonial Revival-style farmhouse located about one-half mile west of this site fits the Progressive Men description. This portion of the Caldwell property does not appear to have had any improvements (Deed Books; Helena City Directory; Progressive Men, p. 1015).

The Caldwells sold their holdings to David and Maggie Gilchrist in March, 1905. They obtained a second mortgage on the property from Jesslyn McNaughton in September, 1912. Sometime between 1912 and 1916, they transferred ownership of the property to A. T. and Celia Rutledge; McNaughton, however, retained the second mortgage (Deed Books).

> The Rutledges sold the property to J.T. Powell of Lakefield, Minnesota in September, 1916. He retained it until October, 1919 when it was sold to E.O. Holm and Robert Boucher. It was during their tenure that Features 5,6 and 14 were constructed. The residence (Feature 1) is the closest structure on the site to the existing roadway. It does not appear on the original 1921 "As-built" plans for the highway. The assessor's estimate of a 1922 construction date is probably accurate (Deed Book; County Assessor's Records).
>
> Boucher had obtained full ownership of the property by early 1931. In October of that year, he sold it to Andrew and Anna Coscik. In January, 1944, Andrew and Anna transferred ownership to their sons, Joseph Elmer and Andrew Earl Coscik. Anna continued to live in Feature 1 after Andrew's death in the late 1940s. The second residence {Feature 2) was constructed in 1951. Andrew, Jr. obtained full ownership of the property in April, 1964. Just prior to his death in late 1994, Andrew initiated the sale of the property to Patricia Townsend of Billings {Deed Books).

In 1995 Townsend sold the property to Carol Garovec (GCCR DB 156:3140). The property is currently owned by Genmar Enterprises, Inc. of Bozeman.

NRHP Recommendation

Site 24GA0394 has been previously determined to be eligible for inclusion in the NHRP under Criteria A and C. Axline (1995:3) states:

> Although the land surrounding the Coscik Place has been under cultivation since the late 1860s, the farmstead itself was not developed until 1919. The site is associated with the last major period of agricultural development in the Gallatin Valley. The eight historic period buildings remaining on the site are obviously associated with early 20th century architectural styles common to these small farmsteads throughout Montana. The Coscik Place is recommended eligible for the NRHP under Criteria A and C.

Since the sites recordation by Axline (1995) significant alterations to the site have occurred, most notably the removal of Feature 1, the 1922 Craftsman home. Other features have been removed or relocated to the point that the site no longer conveys its association with the “last major period of agricultural development in the Gallatin Valley” (Criterion A) nor does it represent an “early 20th century architectural styles common to these small farmsteads throughout Montana” (Criterion C)

(Axline 1995). The site retains integrity of location only and no longer satisfies NRHP eligibility criteria.

The site in its current state is no longer conveys its association with early history in the region or other events that have made a significant contribution to the broad patterns of our history, therefore would be considered not eligible under Criterion A. Further, the segment is not associated with persons significant to the past, as such, not eligible under Criterion B. The site, having had buildings removed, in particular, the 1922 craftsman home, lacks components that are representative of a particular type, period, or method of construction. Nor do does it represent unique engineering or architecture. As such, does not satisfy Criterion C. The site also lacks potential to address historic research issues as it pertains to the region or at a local level, and is not eligible for inclusion in the national register under Criterion D.

RBAS recommends the site no longer eligible for inclusion in the NRHP citing a complete loss of integrity and features that had contributed to the site's eligibility under Criterion A and C. No additional cultural resource investigation for this resource is recommended.

24GA2327 – Heinrich Farmstead

Field Site: 1461 Tubb Road

Site Type: Historic Farmstead

Temporal Component: 1914

Ownership: Private

NRHP Recommendation: Not Eligible

The site (Figure 7.23) consists of the Heinrich Farmstead, which includes a modern shop, storage shed, and the farmhouse only. The property is clearly visible in a 1947 ariel photograph of the property. The compound plan (576 sq ft) National folk style farmhouse was built in 1914[68] (Figures 7.24, 7.25). The attached garage (n.d.) was remodeled in 2001 to include an upper floor above the garage. The two-story farmhouse is cross gabled (gable front and wing) with a varied/moderate pitch roof line. An attached garage is likely not original to the 1914 National folk

[68] Montana Cadastral Property Card

style/period and was likely added on possibly in the 1940s when the outbuildings were constructed (GCCR 2024/Montana Cadastral[69]). The south elevation of the house has a covered front partial porch and solarium with a single gabled dormer window on the story above the solarium. The windows are all one-over-one double hung vinyl sash windows with the except of 3 fixed-pane ganged cottage windows on the south elevation of the house. A modern 35 by 25 ft (875 sq ft) shop/garage (Figure 7.26) was added to the property in 2018.

Figure 7.23. Map of Site 24GA2327, boundary in red. Map image is from 2021.

[69] 1461 Tubb Lane, Belgrade, MT

Figure 7.24. 24GA2327, south elevation, view to the north.

Figure 7.25. 24GA2327, north elevation, view to the south.

Figure 7.26. 24GA2327, modern shop, northeast corner, view to the south/southwest.

The lone remaining outbuilding (see Figure 7.23) is a small (6 by 10 ft) single story, cross gabled storage shed (Figure 7.27) with a steep pitch roof and composite shingles. There is a single-entry door on the south elevation and a fixed pane square window on the east elevation. The siding appears to be asbestos. Other outbuildings present on site were removed in 2022 (Figure 7.28).

Figure 7.27. 24GA2327, gabled storage shed, view to the northwest.

Figure 7.28. 24GA2327, former location of outbuildings, view to the northeast.

The original farm house has seen significant modification with modern vinyl siding and windows, an historic-era attached garage addition, a modern shop, and removal of outbuildings. A lateral branch of the Spain-Ferris Ditch (24GA0743) clips the very southeastern portion of the farmstead (see Figure 5.23).

Historical Development

The first land entry for the south half of Township 1 South, Range 5 East, Section 5 is a for Austrian immigrant[70] F.W. Heinrich who purchased the 320 acres from C.M. and Myrtle Richards on December 24, 1905 (GCCR DB 40:194), As part of the deed, Heinrich also assumed the mortgage the Richards were under, indebted to Mary B. Elling for a sum of $7500 (GCCR Mortgage Book 15:466). F.W. Heinrich died on October 2, 1929 in Linn County, Iowa and the property was distributed to his children Alfred E., Harriett, and Clara with the estate settled by decree (GCCR Decree 9:330).

The Heinrichs[71] began granting easements to the Gallatin Airport Authority first in the 1964 (GCCR Misc 21:315) and again in 1965 (GCCR Misc 22:187). Alfred passed away in Cedar Rapids, Iowa in 1961 followed by Harriett in 1964, and Clara in 1973[72]. Charles Vandenhook served as the administrator of their respective wills to settle their estate in Montana (GCCR Film 4:273, 4:277, 26:965) and managed the sale of much of the south half of Section 5 to Richard and Patricia Thompson. However, before her 1973 death, in October of 1968, Clara Heinrich sold the 4.59-acre lot (GCCR COS 167) where the farmhouse is located, to George W. Keil of Belgrade (GCCR Film 33:1657).

Dorothy Keil[73] sold the 4.59-acre parcel to John and Darla Joyner in February of 1986 (GCCR DB 91:35), The Joyner's sold to Deborah and Louis Moro in November of 1995 (GCCR DB 158:232). The current owner, the Gallatin Airport Authority, purchased the 4.59-acre homesite from the Moro's in July of 2020 (GCCR Deed 2688510).

[70] F.W. Heinrich - Ancestry.com

[71] Little is known regarding the Heinrichs who by available records resided entirely in Cedar Rapids, Iowa despite owning 320 acres in Montana. It is possible that the property was leased as a working farm.

[72] Clara Heinrich - Ancestry.com

[73] Dorothy was the daughter of George W. Keil who passed away in 1973. Dorothy Keil - Ancestry.com

NRHP Recommendation

The Heinrich Farmstead (24GA2327) is not significant for its association with early history in the region or other events that have made a significant contribution to the broad patterns of our history, therefore would be considered not eligible under Criterion A. Further, the site is not associated with persons significant to the past, as such, not eligible under Criterion B. The site lacks components that are representative of a particular type, period, or method of construction. Nor do does it represent unique engineering or architecture. As such, is recommended not eligible under Criterion C. The site also lacks potential to address historic research issues as it pertains to the region or at a local level, and is not eligible for inclusion in the national register under Criterion D.

The residence retains its integrity of location and setting only but it lacks any kind of individual distinction to the extent that it does not satisfy NHRP eligibility Criterion. The homes to the west on Timothy Lane were all moved there or built in place post 1978 when the greater property began to be parceled out under iterations of Gallatin County Certificate of Survey (COS) 311 (GCCR COS 311A), specificality Tract 6 where the Timothy Lane neighborhood would be developed. Significant remodeling, loss out outbuildings, and residential development of what were agricultural lands associated with the farmstead has compromised much of the site's integrity. The residence retains its integrity of location and setting only but it lacks any kind of individual distinction to the extent that it does not satisfy NHRP eligibility Criterion.

RBAS recommends that site 24GA2317 be considered as not eligible for inclusion in the NRHP. No further cultural resource work is recommended for this site.

8. Isolated Finds

A total of one isolated find (BH-ISO-1) was recorded as part of the project. Cultural isolated finds lack context or association with other archeological materials and do not satisfy NRHP eligibility criteria. As such, isolates are considered to be not eligible for inclusion in the NRHP. Recordation exhausts the information potential, and no further investigation or avoidance measures are recommended for isolated finds.

Isolated find BH-ISO-1 (Figures 8.1-8.3) is the proximal fragment of a tertiary, basalt bifacial thinning flake. The flake is 3.1 centimeters (cm) in length, 2.9 cm in width, and is 0.3 cm thick. It

was found on an alluvial terrace of Hyalite Creek. Surface visibility here approximately 70 percent and no other artifacts were identified at this locality or on the surrounding landforms.

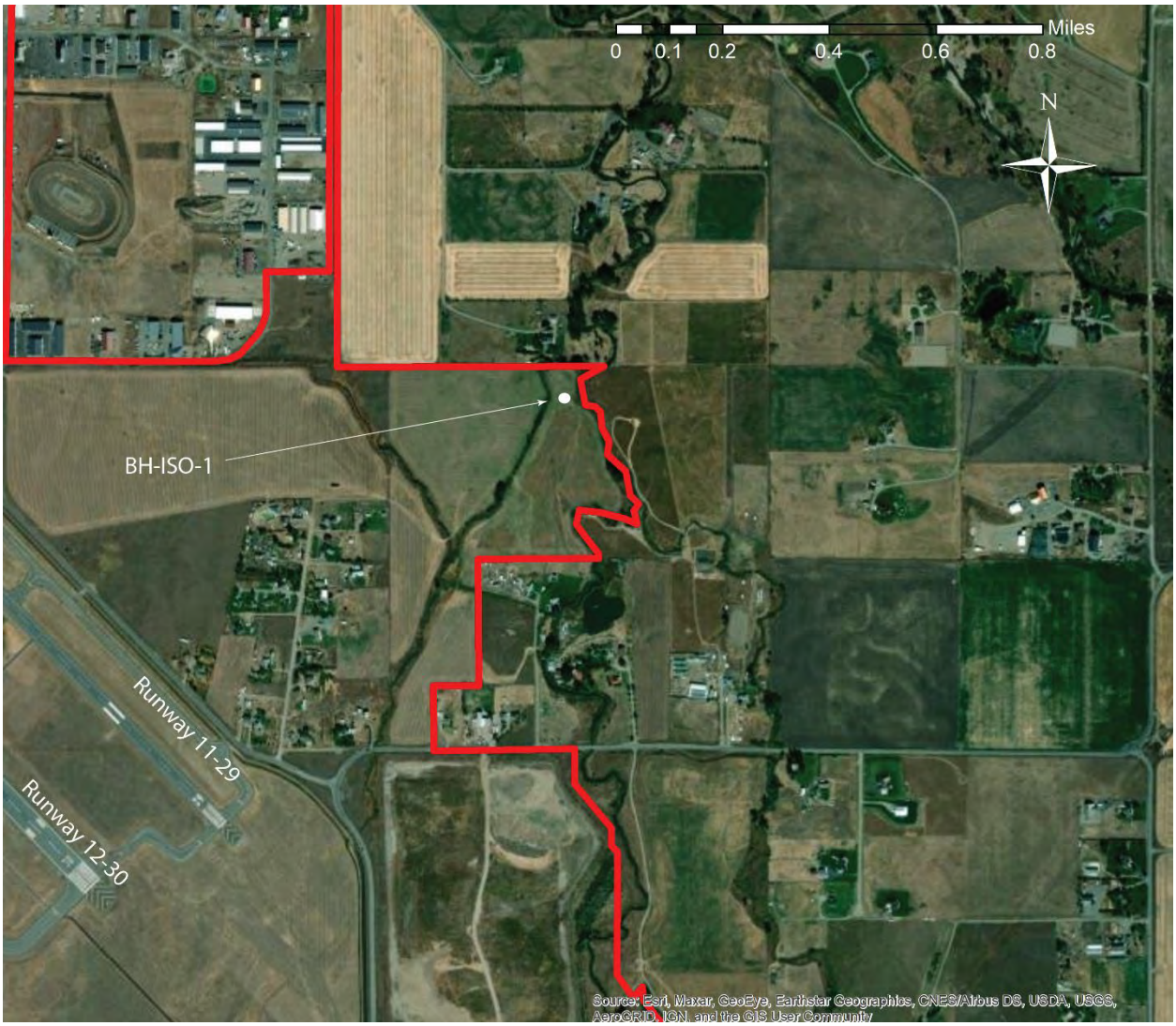


Figure 8.1. Location of BH-ISO-1.

Figure 8.2. Ventral view of BH-ISO-1.

Figure 8.3. Dorsal view of BH-ISO-1.

9. Recommendations

Fieldwork was conducted to Class III inventory standards[74] in several field sessions in the October of 2023. A total of 16 resources were identified during field inventory including 11 historic-era architectural sites, 2 historic-era irrigation resources, 1 historic-era road alignment, 1 prehistoric site, and 1 prehistoric isolate. A total of 12 of these resources are recommended as not eligible for inclusion the NRHP and that no further work is necessary. A total of 4 sites are recommended as eligible for inclusion in the NRHP with 1 of those, the 1951 BZN Terminal (24GA1654) recommended that the proposed BZN expansion project will not have an adverse effect to these resources. The VOR (24GA2322), has the potential for an adverse effect should future BZN plans impact the site, to which HABS/HARE photography could be a potential mitigation. The remaining 2, the Spain-Ferris Ditch (24GA0743) and the Low Line Spur of the Northern Pacific (24GA1096) are recommended as having non-contributing segments within the APE.

Table 9.1. Total cultural resources present with management recommendations.

Site Number	**Name/ Construction Date**	**Site Type**	**Recommended NRHP Status**	**Project Recommendation**
BZN Historic-era Resources				
24GA2322	VOR - 1951	Historic Aviation	Eligible, Criterion A	**Avoid or Mitigate Potential Adverse Effect (HABS/HARE Photography)**
24GA1654	1951 BZN Terminal - 1951	Historic Aviation	Eligible, Criteria A, B, C	**No Adverse Effect**
24GA2321	Old Gallatin Field Taxiway and Runway - 1941	Historic Aviation	Not Eligible	**No Further Work Recommended**

[74] https://mhs.mt.gov/Shpo/docs/ConsultingWith/MTSHPO_ConsultationGuide2023.pdf

Site Number	Name/ Construction Date	Site Type	Recommended NRHP Status	Project Recommendation
24GA2319	Hangar 6 – Gallatin Flying Service – 1950s	Historic Aviation	Not Eligible	**No Further Work Recommended**
24GA2320	Hangars 8-10 – Lynch Flying Service - 1942	Historic Aviation	Not Eligible	**No Further Work Recommended**
24GA2318	GAA Hangar Building – 1970s	Historic Aviation	Not Eligible	**No Further Work Recommended**
24GA2316	National Guard Armory - 1959	Historic Military	Not Eligible	**No Further Work Recommended**
24GA2343	1977 BZN Terminal - 1977	Historic Aviation	Not Eligible	**No Further Work Recommended**
Ancillary Resources				
24GA0741	Mammoth Ditch - 1866	Historic Irrigation	Not Eligible	**No Further Work Recommended**
24GA2317	Secondary Route 290 – 1945	Historic Transportation	Not Eligible	**No Further Work Recommended**
24GA0423	Precontact Camp – Unknown date	Precontact	Not Eligible/Destroyed	**No Further Work Recommended**
24GA0743	Spain-Ferris Ditch - 1886	Historic Irrigation	Eligible - Criterion A	**Non-Contributing Segment, No Further Work Recommended**

Site Number	Name/ Construction Date	Site Type	Recommended NRHP Status	Project Recommendation
24GA1096	Northern Pacific Low Line Spur - 1919	Historic Railroad	Eligible – Criteria A, B	**Non-Contributing Segment, No Further Work Recommended**
24GA0394	Coscik Place - 1922	Historic Farmstead	Eligible – Criteria A, C	**Not Eligible, No Further Work Recommended**
24GA2327	Heinrich Farmstead - 1914	Historic Farmstead	Not Eligible	**No Further Work Recommended**
BH-ISO-1	Lithic Material – Unknown date	Precontact Isolated Find	Not Eligible	**No Further Work Recommended**

Specifically, to BZN, as a historic district (24GA2357), the airport possesses very few remaining historic structures. The VOR (24GA2322), 1951 BZN Terminal (24GA1654), 1977 BZN Terminal (24GA2343), Hangar 6 (24GA2319), Hangars 8-10 (24GA2320), the GAA hangar (24GA2318) at the corner of Taxiway H and J, and the former National Guard Armory (24GA2316), represent the lone historic architectural elements save the faint segmented remains of Runway 16-34 and Taxiway B within the greater runway/taxiway/apron system (24GA2321), which also includes Runway 12-30 and Taxiway A.

NRHP eligible historic structures at BZN include only the 1951 BZN Terminal (24GA1654), and the VOR (24GA2322), with the remaining historic era resources (see Table 9.1) lacking individual architectural distinction or integrity.

Following the *National Register Bulletin*, Guidelines for Evaluating and Documenting Historic Aviation Properties (Milbroooke et al. 1998), it is the recommendation of RBAS that the BZN historic district (24GA2357) be considered not eligible for inclusion in the NRHP given that is has very few historic structures, with those that are present lacking individual distinction, with the exception of the VOR (24GA2322) and the 1951 BZN Terminal (24GA1654). While Runway 12-

30 (as part of 24GA2321) has a bearing that reflects the original bearing of the 1940s construction, the runway has been altered from its original length position which compromises its integrity of setting (Milbrooke et al. 1998).

RBAS further recommends that the historic-era resources that are present at BZN, namely the runaway/taxiway/apron environment (24GA2321) and the 1977 BZN Terminal (24GA2343), as well as the National Guard Armory (24GA2316), Hangar 6 (24GA2319), Hangars 8-10 (24GA2320), and the GAA hangar (24GA2318), and precontact isolate BH-ISO-1, when considered as individual resources, also be considered not eligible for the aforementioned reasons. Additionally, they are unremarkable in their design and cannot be associated with the Airport's period of significance, namely its construction in 1941.

Inadvertent Discovery

In the event that archaeological deposits are inadvertently discovered during construction in any portion of the APE, ground-disturbing activities should be halted immediately in an area large enough to maintain integrity of the deposits, and MTSHPO, interested tribes, the FAA, and MMI project managers should be immediately notified.

If the find were to include or consist of human remains, then all activity that may cause further disturbance to those remains must cease, and the area of the find must be secured and protected from further disturbance. In addition, the finding of human skeletal remains must be reported to the county coroner and local law enforcement in the most expeditious manner possible. In the case of human remains found on federal or tribal lands the discovery would fall under Native American Graves Protection and Repatriation Act[75] and the appropriate federal agencies would need to be contacted. The remains should not be touched, moved, or further disturbed.

The county coroner would assume jurisdiction over the human skeletal remains, and decide whether those remains are forensic or non-forensic. If the county coroner determines the remains are non-forensic, they will report that finding to the MTSHPO. MTSHPO will then take jurisdiction over those remains. The State Physical Anthropologist will make a determination of whether the remains are Indian or non-Indian, and report that finding to any appropriate

[75] https://www.nps.gov/subjects/nagpra/index.htm

cemeteries and the affected tribes. MTSHPO will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

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