

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.

Appendix A - Previously Recorded Site Form Updates



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

As of July 2022, this AE-R (Architecture and Engineering Record) form replaces Montana SHPO's HPR (Historic Property Record) form for recording historic structures in Montana. Visit <https://mhs.mt.gov/shpo/forms> to download the most recent versions of SHPO forms and instructions. If you are uncertain about which form to use, please contact Montana SHPO Cultural Records staff at (406) 444-4724, kylar.mozell@mt.gov

REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO) [^]
Coscik Place	24GA0394

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
March, 1994	Axeline/Aaberg			

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin	Parcel 6		22823 Frontage Road, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
489715E, 5066742N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	17	SWSWNE						

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP

Private

CURRENT USE

Residential

- Public
 Private

ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP

Private

ORIGINAL/HISTORIC USE

Residential

- Public
 Private

4. Historic Property/Architecture Description

PROPERTY TYPE*

Historic Farmstead

ARCHITECTURAL STYLE

TIME PERIOD

1900s

ARCHITECT NAME/FIRM

Jesse Caldwell

ARCHITECT CITY, STATE

BUILDER NAME/COMPANY

BUILDER CITY, STATE

CONSTRUCTION DATE

1902

STATUS

NOTES ON STATUS CHANGE

- Original location
 Addition/alteration
 Moved/relocated
 Destroyed
 Other

See below

NARRATIVE DESCRIPTION OF PROPERTY

Site 24GA0394 was originally recorded in 1995 by Jon Axline 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:

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 modern 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 corner 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 corners 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 modern 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 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 have been moved and Feature 13 has a very recent addition. Feature 5 is still present. Feature 2, the 1951 residence is still on site but has been recently remodeled with a mud room addition, vinyl siding, and vinyl windows. 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.

HISTORY OF PROPERTY

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.

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property Meets criteria as a contributing element to a historic district
 Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA ⁺		ARGUMENT FOR OR AGAINST EACH NR CRITERION
A – Events	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	For association with the last major period of agricultural development in the Gallatin Valley.
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is not associated to persons important to history
C – Characteristics	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	associated with early 20th century architectural styles common to these small farmsteads throughout Montana
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site, while historic, would not contribute a greater knowledge of history of the area.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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 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.

POSSIBLE IMPACTS TO THE SITE

Additional development

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Axline, Jon

1995 Site form for 24GA0394. On file with the State Historic Preservation Office, Helena, MT.

7. List of Photos and Maps

IMPORTANT: DO NOT insert images for photos, maps, and other figures to this document. Supporting photographs, maps, and other figures referenced in the table below need to be formatted, saved, and submitted according to SHPO’s *Guidelines and Samples for CSR/AER Form Attachments*. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA0392, USGS 7.5’ Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 17.		
2	Topo location map for Site 24GA0394, close up, USGS 7.5’ Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 17.		
3	Site map of 24GA0394.		
4	Feature 4 at Site 24GA0394, view to the north.	Brian Herbel	10/18/23
5	Feature 13 at Site 24GA0394, view to the north.	Brian Herbel	10/18/23
6	Feature 5 at Site 24GA0394, view to the west.	Brian Herbel	10/18/23
7	Feature 2 at Site 24GA0394, west elevation, view to the east.	Brian Herbel	10/18/23
8	Feature 6 at Site 24GA0394, southeast corner, view to the north.	Brian Herbel	10/18/23

(tab from last cell to add rows to photos and maps table)

[^] See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

AER FORM 1

ARCHITECTURE & ENGINEERING RECORD

PAGE
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* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records.**

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation.** National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

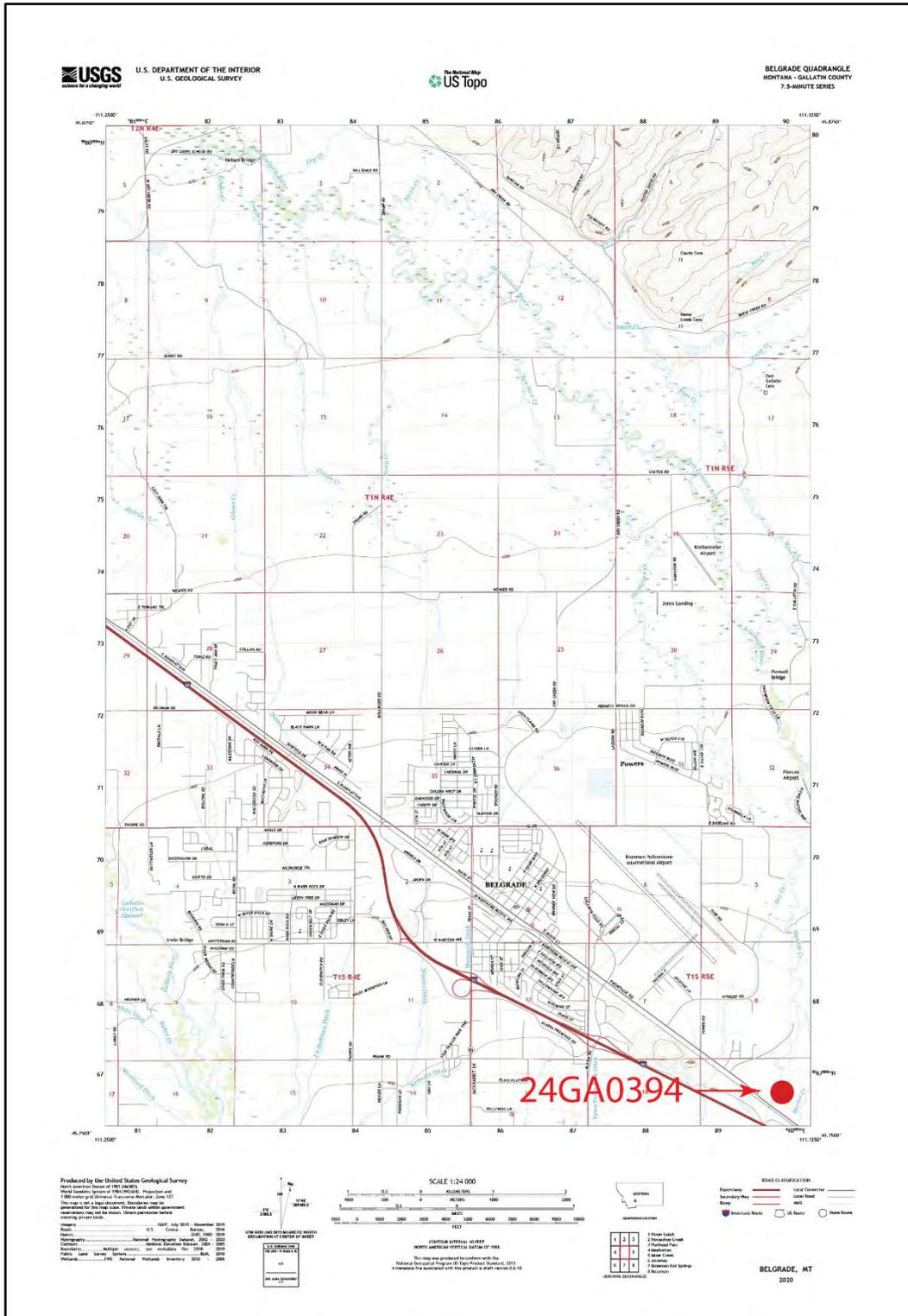


Figure 1. Topo location map for Site 24GA0394, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 17.

CSR Form Attachments for 24GA0394



Figure 2. Topo location map for Site 24GA0394, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 17.



Figure 3. Site map of 24GA0394.



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



Figure 5. Feature 13 at Site 24GA0394, view to the north.



Figure 6. Feature 5 at Site 24GA0394, view to the west.



Figure 7. Feature 2 at Site 24GA0394, west elevation, view to the east.



Figure 8. Feature 6 at Site 24GA0394, southeast corner, view to the north.

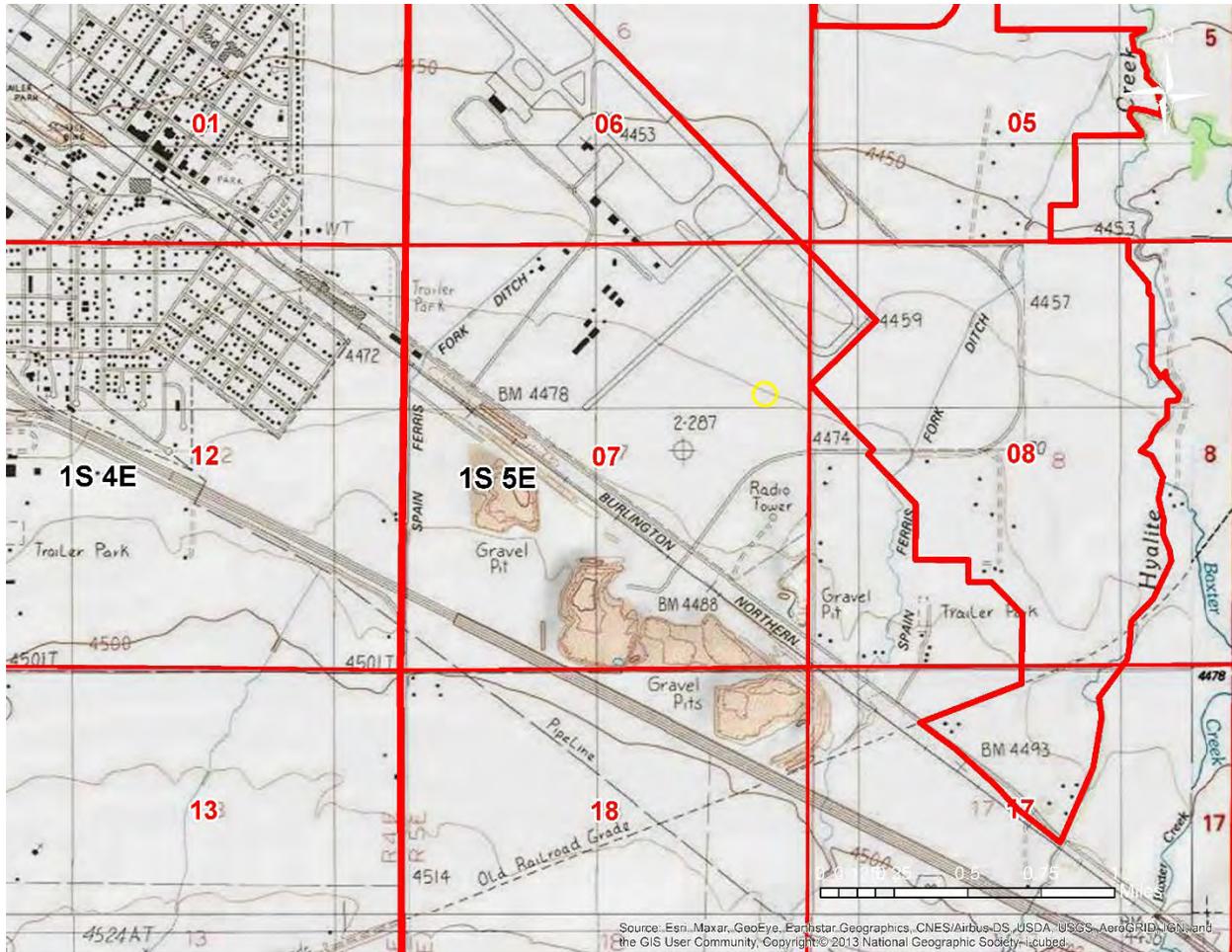


Figure 1. Topo location map for Site 24GA0423 (in yellow),
USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South,
Range 5 East, Section 7.



Figure 2. Air photo location map for Site 24GA0423 (in yellow).



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

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REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO)^
Precontact Camp	24GA0423

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
June, 1978	Marilyn Baile7			

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			22823 Frontage Road, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
488563E, 5068237N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	07	SENE						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP		CURRENT USE	
Private		Airport	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private
ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP		ORIGINAL/HISTORIC USE	
Private		Airport	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Historic Property/Architecture Description

PROPERTY TYPE*	ARCHITECTURAL STYLE		TIME PERIOD	
Precontact Camp			1900s	
ARCHITECT NAME/FIRM	ARCHITECT CITY, STATE	BUILDER NAME/COMPANY	BUILDER CITY, STATE	CONSTRUCTION DATE
Jesse Caldwell				1902
STATUS	NOTES ON STATUS CHANGE			
<input type="checkbox"/> Original location				
<input type="checkbox"/> Addition/alteration				
<input type="checkbox"/> Moved/relocated				
<input checked="" type="checkbox"/> Destroyed				
<input type="checkbox"/> Other				

NARRATIVE DESCRIPTION OF PROPERTY

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 Marilyn Baily (Baily 1978). At the time of the 1978 no NRHP recommendation was offered nor is a report present on file at the MTSHP (Meyer 2002:3). The site was revisited by Gar Wood and Associates in 1992 as part of proposed 548-acre Gallatin Field Airport 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 MTSHP.

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.

HISTORY OF PROPERTY

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).

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property Meets criteria as a contributing element to a historic district
 Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

APPLICABLE NR CRITERIA ⁺		ARGUMENT FOR OR AGAINST EACH NR CRITERION
A – Events	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is destroyed as does not satisfy any NRHP criteria
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is destroyed as does not satisfy any NRHP criteria
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is destroyed as does not satisfy any NRHP criteria
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is destroyed as does not satisfy any NRHP criteria

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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.

POSSIBLE IMPACTS TO THE SITE

N/A

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Baily, Marylin

1978 Site form for 24GA0423. On file with the State Historic Preservation Office, Helena, MT.

Wood, Gar

1992 Cultural Resource Management Report, Gallatin Airport Authority - Gallatin Field Airport. Report prepared for the Gallatin Airport Authority, Belgrade, MT. On file with the State Historic Preservation Office, Helena, MT.

Meyer, Garren

2002 An Intensive Cultural Resource Inventory of Gallatin Fields Proposed Expansion Area, Gallatin County, Montana. Report prepared for Morrison-Mariele, Inc, Bozeman MT. On file with the State Historic Preservation Office, Helena, MT.

7. List of Photos and Maps

IMPORTANT: DO NOT insert images for photos, maps, and other figures to this document. Supporting photographs, maps, and other figures referenced in the table below need to be formatted, saved, and submitted according to SHPO's *Guidelines and Samples for CSR/AER Form Attachments*. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA0423 (in yellow), USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.		
2	Air photo location map for Site 24GA0423 (in yellow).		

(tab from last cell to add rows to photos and maps table)

[^] See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.
 Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

^{*} See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.
 Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

⁺ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.
 Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

CSR Form Attachments for 24GA0741

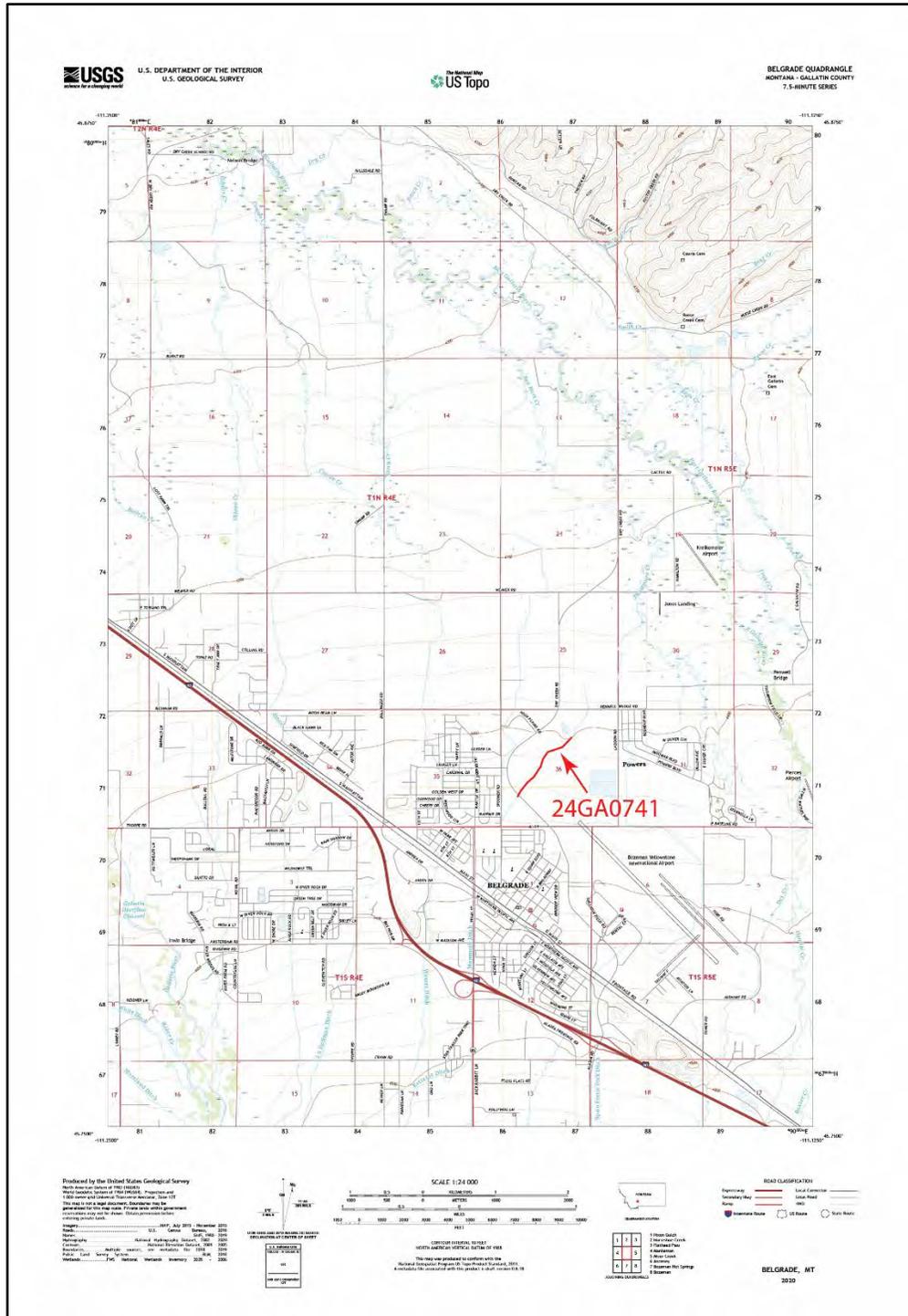


Figure 1. Topo location map for Site 24GA0741, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 North, Range 4 East, Section 36.



Figure 4. 24GA0741 at the AARF Road, northwest end of Runway 12-30, view to the north.



Figure 5. 24GA0741 at the AARF Road, northwest end of Runway 12-30, view to the south.

NEW FORMS AND INSTRUCTIONS

As of July 2022, this **CSR (Cultural Site Record) Update form** replaces Montana SHPO's CRIS (Cultural Resource Information System) Site Update Form for recording cultural resources in Montana. Visit <https://mhs.mt.gov/shpo/forms> to download the most recent versions of SHPO forms and instructions. If you are uncertain about which form to use, please contact Montana SHPO Cultural Records staff at (406) 444-4724, kylar.mozell@mt.gov

REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

SITE UPDATE GUIDANCE

Offering elaboration on Consulting with the Montana SHPO Guidelines and Procedures:

"19. complete and typed Montana CRIS forms (see Appendix 4) or equivalent must be included for all sites located by the survey. Updated site forms should be included for previously recorded sites in the APE as well as those relocated to determine that they were outside the APE. For architectural properties, the Montana Historical and Architectural Inventory form is recommended. Paleontological localities should be recorded on the appropriate paleontological form. "(Step Two: Identify Historic Properties, D: Reporting Survey Results)

The SHPO office expects every recorded site, regardless of eligibility status, within the project's area of potential effect to be discussed in the report and updated. In some circumstances, the site update requirement may be waived. Any such circumstances must be discussed with SHPO staff prior to the cultural inventory. These discussions must have written documentation showing SHPO staff approval and be summarized in the final inventory report.

If the original site form or prior site update is older than 10 years, a new Cultural Site Record (CS-R) or Architecture and Engineering Record (AE-R) Form should be completed. When this applies, inventory reports should include a completed CS-R or AE-R form with all sections completed and GIS shapefiles showing the site boundary.

If the original site form or prior site update was completed within the last 10 years, then only the changes to the site need to be documented in the update. It is NOT necessary to complete the entire CS-R or AE-R for all site updates. However, if the original site form left sections of the CS-R form blank, they should be completed as part of the update process. Contextual information consistent with the original form does not need to be redocumented. This would most likely include the site's elevation, available water sources, environmental setting, and historical context. The update should focus on a description of the site/features, any changes observed since the last site recording, new research or information, current photos, and current maps. An example modified site update form can be found on our website. We suggest using this **CS-R Update Form** for situations where the original site form or prior site update was completed within the last 10 years.

1. Identification

SITE NAME/FIELD DESIGNATION		SMITHSONIAN NUMBER (issued by SHPO) [^]			RECORD TYPE
Mammoth Ditch		24GA0741			XX UPDATE
UPDATED BY	DATE	PHONE (000) 000-0000	EMAIL	ADDRESS	
Brian Herbel – Rabbitbrush Archaeological Services, LLC	04/10/24	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875	

2. Location

COUNTY		LOT/BLOCK				STREET ADDRESS			CITY / TOWN (NEAREST)		
Gallatin									Belgrade		
TOWNSHIP	N/S	RANGE	E/W	SECTION	QUARTER	TOWNSHIP	N/S	RANGE	E/W	SECTION	QUARTER
1	N	4	E	36	SW	1	N	4	E	36	NE

(tab from last cell to add rows to the TRS table)

3. Ownership

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP	CURRENT USE
Private	Irrigation <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Site Description / Conditions

SITE/PROPERTY TYPE* (SEE RECOMMENDED SITE TYPE LIST; TYPE ALL THAT APPLY)

Historic Irrigation

DESCRIPTION OF SITE/PROPERTY (OVERVIEW OF SITE, FEATURES, ARTIFACTS, AND CONDITION)

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. Within the project area 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 is overgrown by grasses and is approximately 3 ft wide and 2-2.5 ft deep. The ditch spans the BZN airport boundary for a length of 0.52 miles.

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



Update for Cultural Sites and Architectural/Engineering Records

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).

CHANGES SINCE LAST RECORDING

None

CURRENT CONDITION / INTEGRITY

Same as prior recordation

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, listed Unknown

ELIGIBILITY PROCEDURES / JUSTIFICATION*

The site is considered not eligible for the NNRHP by the MTSHP (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, 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.

6. Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM

Axline, Jon

1993 Site form Update for 24GA0741. On file with the State Historic Preservation Office, Helena, MT.

McElroy, Andrew

2022 Site form Update for 24GA0741. On file with the State Historic Preservation Office, Helena, MT.

7. List of Updated Photographs and Maps Attached to this Form

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA0741, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 North, Range 4 East Section 36.		
2	Topo location map for Site 24GA0741, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 North, Range 4 East Section 36.		
3	Site map of 24GA0741, in blue.		
4	24GA0741 at the AARF Road, northwest end of Runway 12-30, view to the north.	Brian Herbel	10/18/23
5	24GA0741 at the AARF Road, northwest end of Runway 12-30, view to the south.	Brian Herbel	10/18/23

(tab from last cell to add rows to the photos and maps table)

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Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

^{*} See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

⁺ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

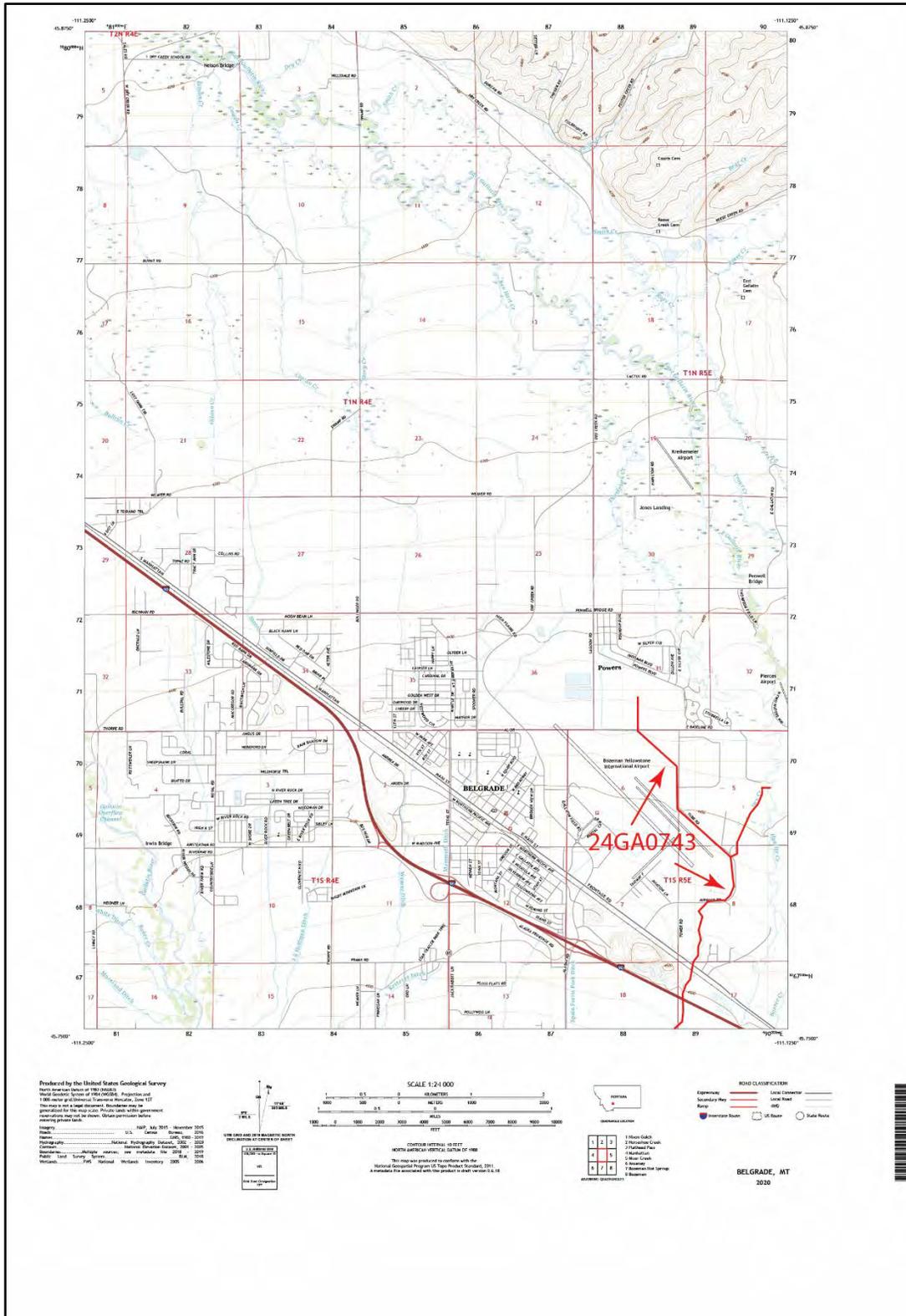


Figure 1. Topo location map for Site 24GA0743, USGS 7.5' Quad, Belgrade, MT 2020.

CSR Form Attachments for 24GA0743

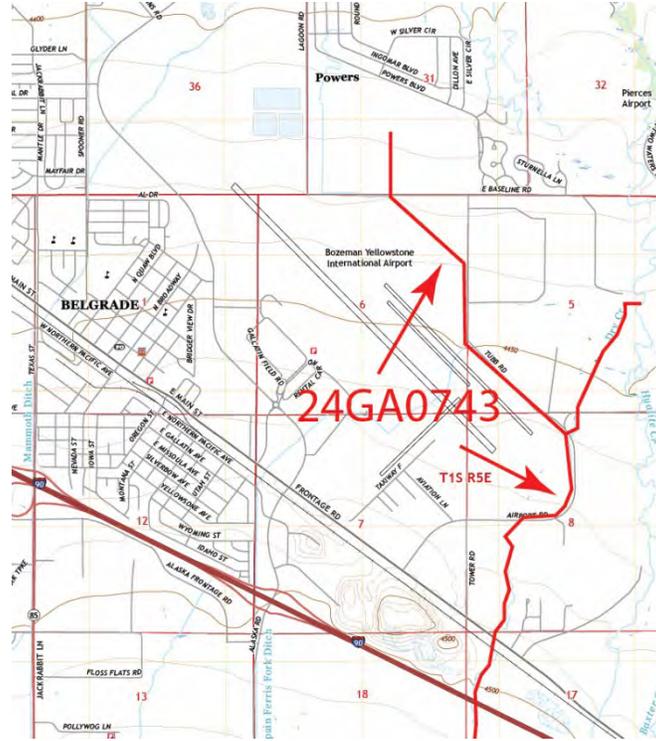


Figure 2. Topo location map for Site 24GA0743, close up, USGS 7.5' Quad, Belgrade, MT 2020.

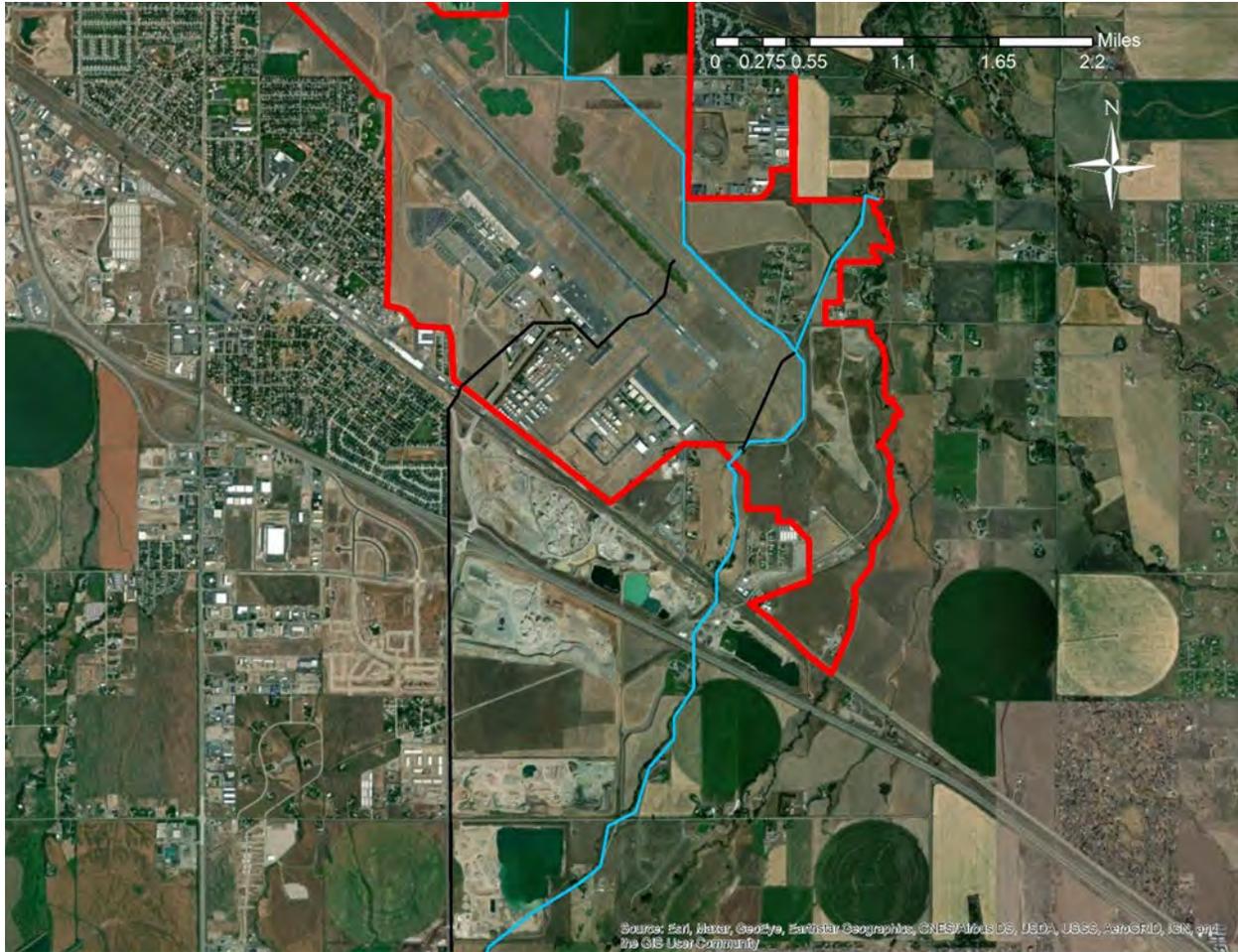


Figure 3. Site map of 24GA0743, abandoned segments in black.



Figure 4. 24GA0743 at its crossing under Airport Road, view to the northwest.



Figure 5. 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 6. 24GA0743 abandoned segment at Taxiway "H," view to the east.



Figure 7. 24GA0743 abandoned segment west of Wings Way, view to the northeast.

NEW FORMS AND INSTRUCTIONS

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REMINDERS

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SITE UPDATE GUIDANCE

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"19. complete and typed Montana CRIS forms (see Appendix 4) or equivalent must be included for all sites located by the survey. Updated site forms should be included for previously recorded sites in the APE as well as those relocated to determine that they were outside the APE. For architectural properties, the Montana Historical and Architectural Inventory form is recommended. Paleontological localities should be recorded on the appropriate paleontological form. "(Step Two: Identify Historic Properties, D: Reporting Survey Results)

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1. Identification

SITE NAME/FIELD DESIGNATION		SMITHSONIAN NUMBER (issued by SHPO) [^]			RECORD TYPE
		24GA0743			XX UPDATE
UPDATED BY	DATE	PHONE (000) 000-0000	EMAIL	ADDRESS	
Brian Herbel – Rabbitbrush Archaeological Services, LLC	04/10/24	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875	

2. Location

COUNTY		LOT/BLOCK				STREET ADDRESS			CITY / TOWN (NEAREST)		
Gallatin									Belgrade		
TOWNSHIP	N/S	RANGE	E/W	SECTION	QUARTER	TOWNSHIP	N/S	RANGE	E/W	SECTION	QUARTER
1	S	5	E	06	Center	1	S	5	E	05	S1/2
1	S	5	E	08	W1/2						

(tab from last cell to add rows to the TRS table)

3. Ownership

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP	CURRENT USE
Private	Airport <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Site Description / Conditions

SITE/PROPERTY TYPE* (SEE RECOMMENDED SITE TYPE LIST; TYPE ALL THAT APPLY)

Precontact

DESCRIPTION OF SITE/PROPERTY (OVERVIEW OF SITE, FEATURES, ARTIFACTS, AND CONDITION)

Site 24GA0743 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 except for those segments that have been abandoned. 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) 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.

The following is excerpted from Hope (2021 :17-29):
 The site consists of the Spain-Ferris Fork Ditch, a historic irrigation ditch which has been in 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 directions. 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).

Update for Cultural Sites and Architectural/Engineering Records

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.

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. Portions 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.

CHANGES SINCE LAST RECORDING

None

CURRENT CONDITION / INTEGRITY

Destroyed

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, listed Unknown

ELIGIBILITY PROCEDURES / JUSTIFICATION⁺

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.

6. Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM

Axline, Jon

2006 Letter from the Montana Department of Transportation and the Montana State Historic Preservation Office (2006112006).

Crofutt, C. and J. Green

2002 Site form Update for 24GA0743. On file with the State Historic Preservation Office, Helena, MT.

Hope, Shane

2002 Site form Update for 24GA0743. On file with the State Historic Preservation Office, Helena, MT.

2020 Bozeman Yellowstone International Airport Improvement Project, Gallatin County, Montana. Report prepared for Morrison-Mariele, Inc, Bozeman MT. On file with the State Historic Preservation Office, Helena, MT.

Hope, Shane and Amanda Moore

2021 Bozeman Yellowstone International Airport 2021 Project, Gallatin County, Montana. Report prepared for Morrison-Mariele, Inc, Bozeman MT.

7. List of Updated Photographs and Maps Attached to this Form

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA0743, USGS 7.5' Quad, Belgrade, MT 2020.		
2	Topo location map for Site 24GA0743, close up, USGS 7.5' Quad, Belgrade, MT 2020.		
3	Site map of 224GA0743, abandoned segments in black.		
4	24GA0743 at its crossing under Airport Road, view to the northwest.	Brian Herbel	10/19/2023
5	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.	Brian Herbel	10/19/2023
6	24GA0743 abandoned segment at Taxiway "H," view to the east.	Brian Herbel	10/19/2023
7	24GA0743 abandoned segment west of Wings Way, view to the northeast.	Brian Herbel	10/19/2023

(tab from last cell to add rows to the photos and maps table)

IMPORTANT: DO NOT insert images into this document. Supporting photographs, maps, and other figures referenced in Table 7 need to be formatted, saved, and submitted according to SHPO's *Guidelines and Samples for CSR/AER Form Attachments*. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

^ See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

NEW FORMS AND INSTRUCTIONS

As of July 2022, this **CSR (Cultural Site Record) Update form** replaces Montana SHPO's CRIS (Cultural Resource Information System) Site Update Form for recording cultural resources in Montana. Visit <https://mhs.mt.gov/shpo/forms> to download the most recent versions of SHPO forms and instructions. If you are uncertain about which form to use, please contact Montana SHPO Cultural Records staff at (406) 444-4724, kylar.mozell@mt.gov

REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

SITE UPDATE GUIDANCE

Offering elaboration on Consulting with the Montana SHPO Guidelines and Procedures:

"19. complete and typed Montana CRIS forms (see Appendix 4) or equivalent must be included for all sites located by the survey. Updated site forms should be included for previously recorded sites in the APE as well as those relocated to determine that they were outside the APE. For architectural properties, the Montana Historical and Architectural Inventory form is recommended. Paleontological localities should be recorded on the appropriate paleontological form. "(Step Two: Identify Historic Properties, D: Reporting Survey Results)

The SHPO office expects every recorded site, regardless of eligibility status, within the project's area of potential effect to be discussed in the report and updated. In some circumstances, the site update requirement may be waived. Any such circumstances must be discussed with SHPO staff prior to the cultural inventory. These discussions must have written documentation showing SHPO staff approval and be summarized in the final inventory report.

If the original site form or prior site update is older than 10 years, a new Cultural Site Record (CS-R) or Architecture and Engineering Record (AE-R) Form should be completed. When this applies, inventory reports should include a completed CS-R or AE-R form with all sections completed and GIS shapefiles showing the site boundary.

If the original site form or prior site update was completed within the last 10 years, then only the changes to the site need to be documented in the update. It is NOT necessary to complete the entire CS-R or AE-R for all site updates. However, if the original site form left sections of the CS-R form blank, they should be completed as part of the update process. Contextual information consistent with the original form does not need to be redocumented. This would most likely include the site's elevation, available water sources, environmental setting, and historical context. The update should focus on a description of the site/features, any changes observed since the last site recording, new research or information, current photos, and current maps. An example modified site update form can be found on our website. We suggest using this **CS-R Update Form** for situations where the original site form or prior site update was completed within the last 10 years.

1. Identification

SITE NAME/FIELD DESIGNATION		SMITHSONIAN NUMBER (issued by SHPO) [^]			RECORD TYPE
Northern Pacific RR – Lowline		24GA1096			XX UPDATE
UPDATED BY	DATE	PHONE (000) 000-0000	EMAIL	ADDRESS	
Brian Herbel – Rabbitbrush Archaeological Services, LLC	04/10/24	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875	

2. Location

COUNTY		LOT/BLOCK				STREET ADDRESS			CITY / TOWN (NEAREST)		
Gallatin									Belgrade		
TOWNSHIP	N/S	RANGE	E/W	SECTION	QUARTER	TOWNSHIP	N/S	RANGE	E/W	SECTION	QUARTER
1	N	5	E	31	SW	1	S	5	E	17	NW
1	S	5	E	08	SE						

(tab from last cell to add rows to the TRS table)

3. Ownership

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP	CURRENT USE
Private	Abandoned <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Site Description / Conditions

SITE/PROPERTY TYPE* (SEE RECOMMENDED SITE TYPE LIST; TYPE ALL THAT APPLY)

Historic Railroad

DESCRIPTION OF SITE/PROPERTY (OVERVIEW OF SITE, FEATURES, ARTIFACTS, AND CONDITION)

Site 24GA1096, the Northern Pacific Low Line 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).

Within the EA APE the Low Line is present at the northern extent where it has been largely erased as well as to the southeast near Dollar Drive where the railbed prism still exists. 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.

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 2-8-2's and one 2-8-2 were housed there. The 2-8-2'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.

CHANGES SINCE LAST RECORDING

Within the APE (see maps in red) the Low Line is present at the northern extent where it has been largely erased as well as to the southeast near Dollar Drive where the railbed prism still exists. 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.

CURRENT CONDITION / INTEGRITY

Same as prior recordation

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, listed Unknown

ELIGIBILITY PROCEDURES / JUSTIFICATION*

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.

6. Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM

Soil Conservation Service

1992 Site form for 24GA0999 (24GA1096). On file with the State Historic Preservation Office, Helena, MT.

7. List of Updated Photographs and Maps Attached to this Form

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA1096, 1:200,000 scale.		
2	Site map of 24GA10965, Low Line Spur only, in green.		
3	24GA1096 previous location in T1N, R5E, Section 31, view to the southeast.	Brian Herbel	10/18/23
4	24GA1096 railbed near Dollar Road, view to the northeast.	Brian Herbel	10/18/23
5	24GA1096 railbed near Dollar Road, view to the southwest.	Brian Herbel	10/18/23
6			

(tab from last cell to add rows to the photos and maps table)

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[^] See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

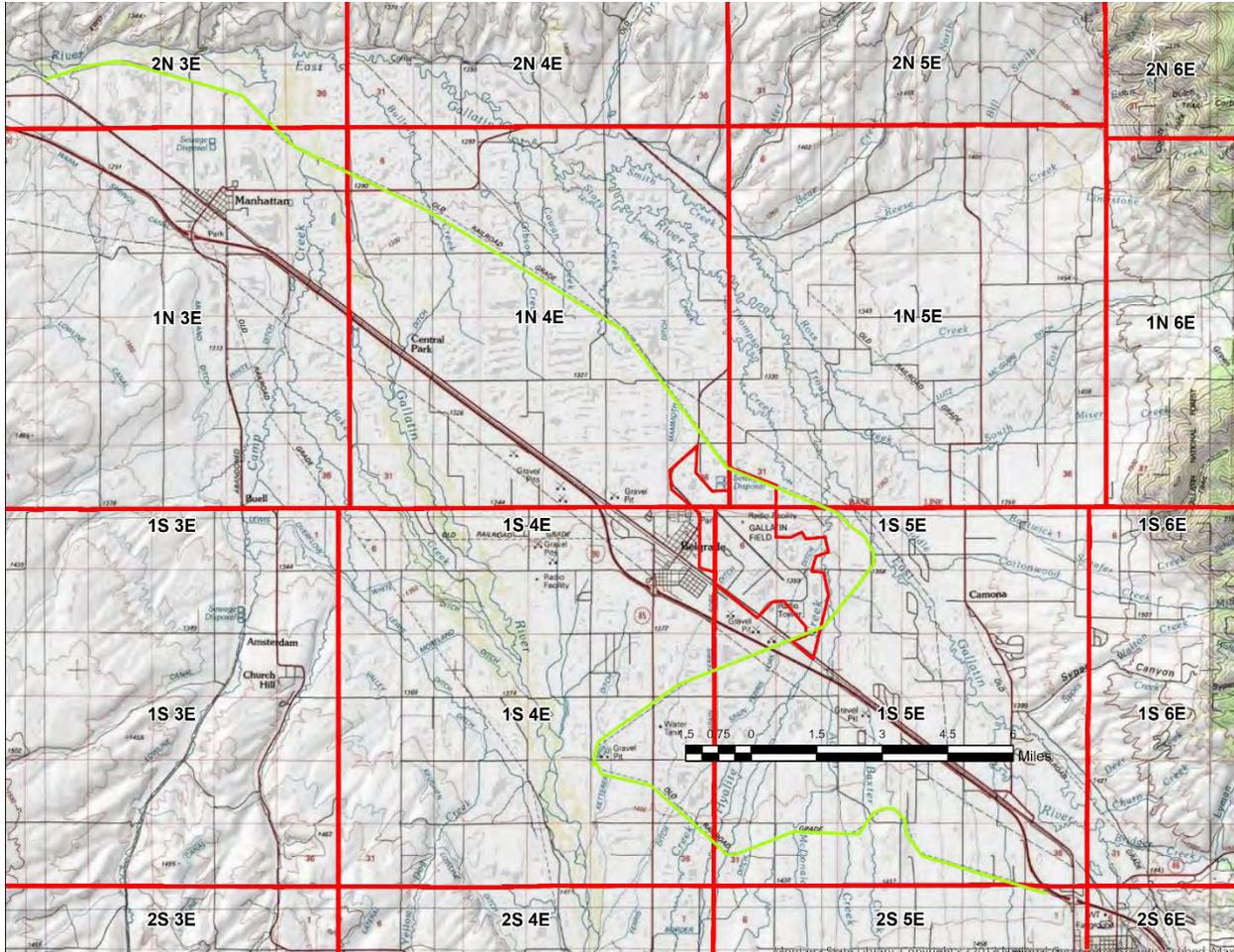


Figure 1. Topo location map for Site 24GA1096, Low Line spur only, 1:162,000 scale.

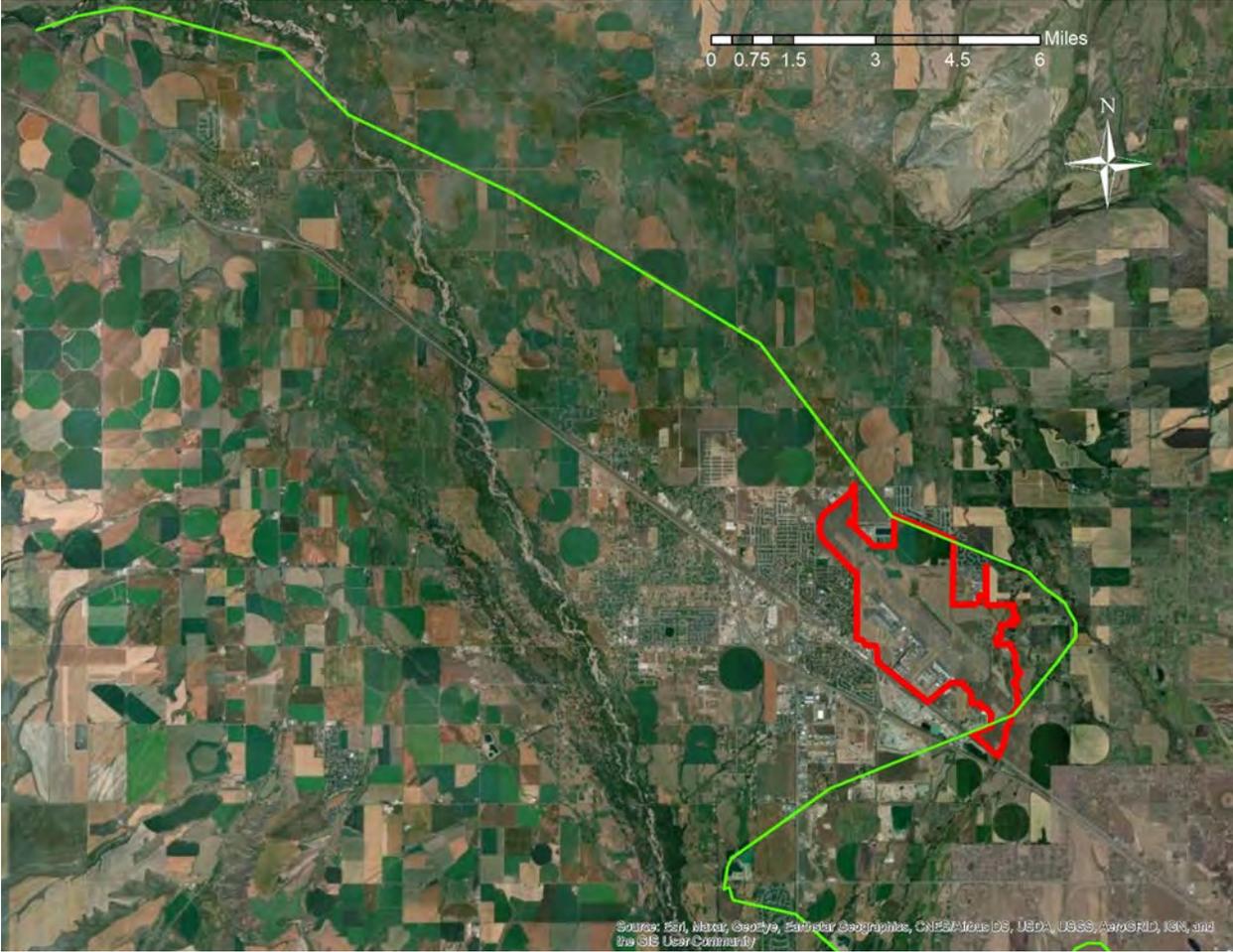


Figure 2. Site map of 24GA1096, the Low Line Spur only.



Figure 3. 24GA1096 previous location in T1N, R5E, Section 31, view to the southeast.



Figure 4. 24GA1096 railbed near Dollar Road, view to the northeast.



Figure 5. 24GA1096 railbed near Dollar Road, view to the southwest.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

As of July 2022, this AE-R (Architecture and Engineering Record) form replaces Montana SHPO's HPR (Historic Property Record) form for recording historic structures in Montana. Visit <https://mhs.mt.gov/shpo/forms> to download the most recent versions of SHPO forms and instructions. If you are uncertain about which form to use, please contact Montana SHPO Cultural Records staff at (406) 444-4724, kylar.mozell@mt.gov

REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO)^
Gallatin Field Terminal Building	24GA1654

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
2004	Dave Ferguson/GCM	406-723-4387		

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			662 Wings Way, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
487904E, 5069206N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	06	NENESE						

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP

Private

CURRENT USE

Airport

- Public
 Private

ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP

Private

ORIGINAL/HISTORIC USE

Airport

- Public
 Private

4. Historic Property/Architecture Description

PROPERTY TYPE*

Historic Aviation

ARCHITECTURAL STYLE

TIME PERIOD

1951

ARCHITECT NAME/FIRM

ARCHITECT CITY, STATE

BUILDER NAME/COMPANY

BUILDER CITY, STATE

CONSTRUCTION DATE

STATUS

NOTES ON STATUS CHANGE

- Original location
 Addition/alteration
 Moved/relocated
 Destroyed
 Other

See below

NARRATIVE DESCRIPTION OF PROPERTY

Site 24GA1654, the Old Gallatin Field Terminal Building 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 floor 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.

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.



ARCHITECTURE & ENGINEERING RECORD

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.

HISTORY OF PROPERTY

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 Froot (painting). The structure was originally used as general airport administration and housed the Federal Aviation Administration Flight Service Station (air traffic control).

Ronald Iverson (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 Haggarty-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.

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

- No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

- Meets criteria as an individual property Meets criteria as a contributing element to a historic district Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

Table with 2 columns: APPLICABLE NR CRITERIA+ and ARGUMENT FOR OR AGAINST EACH NR CRITERION. Rows include A - Events, B - Persons, C - Characteristics, and D - Information.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

Ferguson (2004) has recommended the site as not eligible for inclusion in the NRHP. The MTSHPO disagreed, 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 Wilson,” 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).

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:

- 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: “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.

POSSIBLE IMPACTS TO THE SITE

Additional development

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Ferguson, Dave

2004 Site form for 24GA1654. On file with the State Historic Preservation Office, Helena, MT.

Montana State Historic Preservation Office (MTSHPO)

2004 Site form 24GA1654 Correspondence File. On file with the State Historic Preservation Office, Helena, MT.

7. List of Photos and Maps

IMPORTANT: DO NOT insert images for photos, maps, and other figures to this document. Supporting photographs, maps, and other figures referenced in the table below need to be formatted, saved, and submitted according to SHPO’s *Guidelines and Samples for CSR/AER Form Attachments*. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA1654, USGS 7.5’ Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 6.		
2	Topo location map for Site 24GA1654, close up, USGS 7.5’ Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 6.		
3	Site map of 24GA1654.		
4	24GA1654, north elevation, view to the south.	Brian Herbel	10/18/23
5	24GA1654, northeast elevation, view to the southwest.	Brian Herbel	10/18/23
6	24GA1654, northwest elevation, view to the southeast.	Brian Herbel	10/18/23
7	24GA1654, overview from the control tower, view to the north.	Brian Herbel	10/18/23
8	Circa 1976 photo of the terminal entryway, photo by Florence		

AER FORM 1

ARCHITECTURE & ENGINEERING RECORD

PAGE
5 of 5

Shoebridge, courtesy of the Gallatin History Museum, Photo 16071-232.

(tab from last cell to add rows to photos and maps table)

^ See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

CSR Form Attachments for 24GA1654

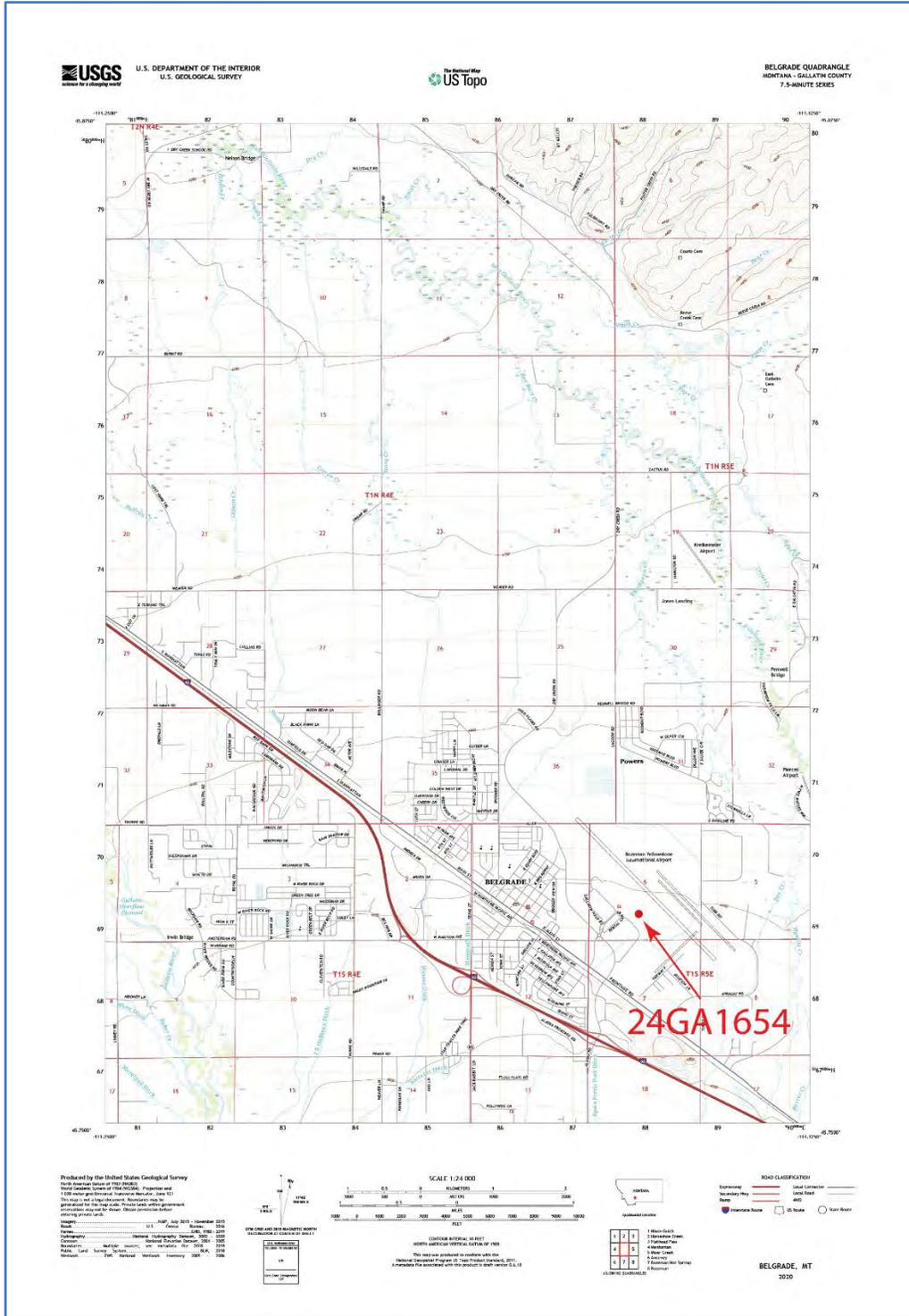


Figure 1. Topo location map for Site 24GA1654, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 6.

CSR Form Attachments for 24GA1654



Figure 2. Topo location map for Site 24GA1654, close-up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 6.

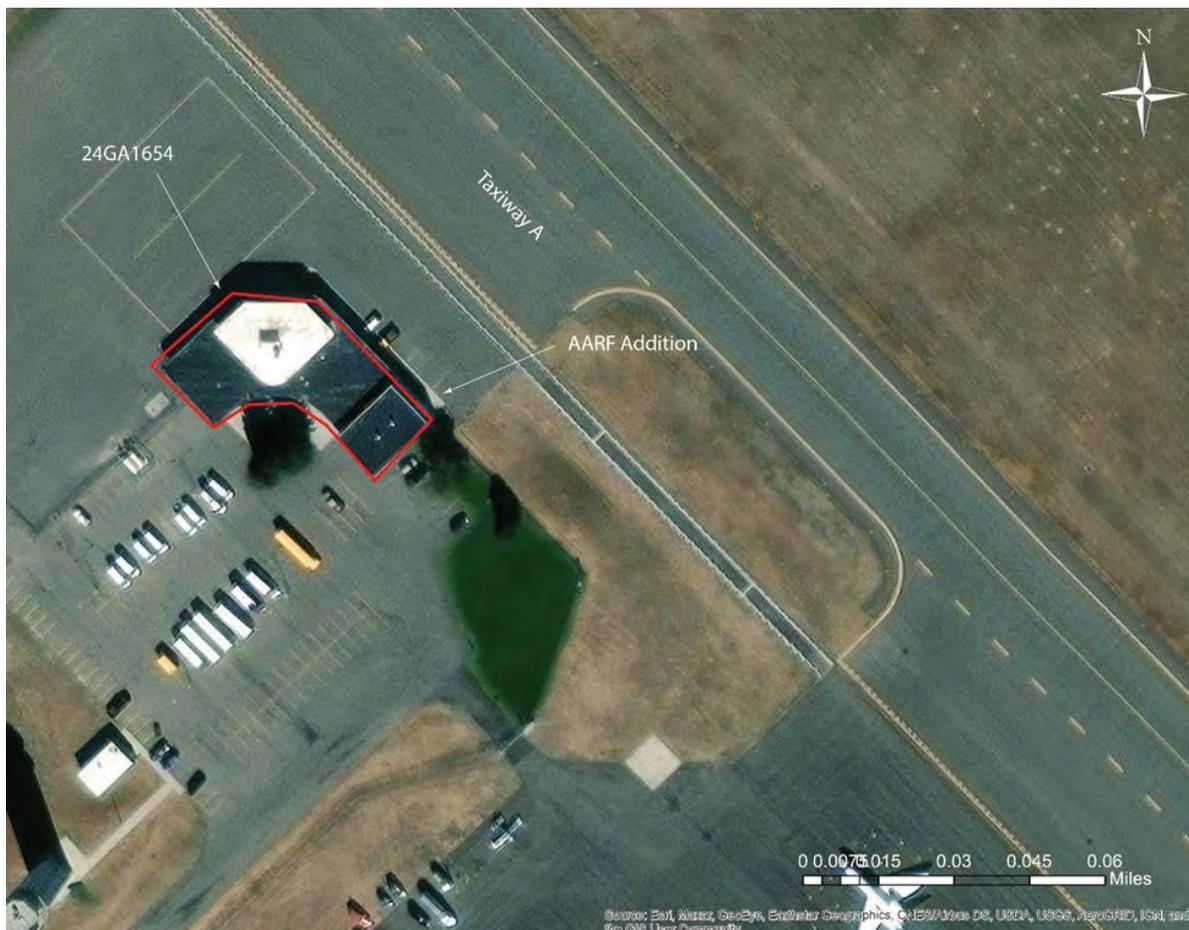


Figure 3. Site map of 24GA1654.



Figure 4. 24GA1654, north elevation, view to the south.



Figure 5. 24GA1654, northeast elevation, view to the southwest.



Figure 6. 24GA1654, northwest elevation, view to the southeast.



Figure 7. 24GA1654, overview from the control tower, view to the north.



Figure 8. Circa 1976 photo of the terminal entryway, photo by Florence Shoebridge, courtesy of the Gallatin History Museum, Photo 16071-232.

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.

Appendix B - Newly Recorded Cultural Sites



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

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REMINDERS

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1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO) [^]
National Guard Armory	24GA2316

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			411 Wings Way, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
487827E, 5068815N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	07	NENW						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP	CURRENT USE
Private	Hangar <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private
ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP	ORIGINAL/HISTORIC USE
Private	Hangar <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Historic Property/Architecture Description

PROPERTY TYPE*	ARCHITECTURAL STYLE	TIME PERIOD		
Historic Military		1942		
ARCHITECT NAME/FIRM	ARCHITECT CITY, STATE	BUILDER NAME/COMPANY	BUILDER CITY, STATE	CONSTRUCTION DATE

STATUS	NOTES ON STATUS CHANGE
<input checked="" type="checkbox"/> Original location	
<input checked="" type="checkbox"/> Addition/alteration	The original building was approximately 70 by 40 ft (2800 square ft) with a 40 by 200 (800 square ft) addition built in 1990.
<input type="checkbox"/> Moved/relocated	
<input type="checkbox"/> Destroyed	
<input type="checkbox"/> Other	

NARRATIVE DESCRIPTION OF PROPERTY

Site 24GA2316, 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 200 (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. 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. An identical window is present on the northwest elevation where there is a windowless cinder block addition. The 1990 FAA offices addition 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. An identical entry door and singular two-lite slider window with brick sill are present on the southwest elevation of the 1990 addition.

HISTORY OF PROPERTY

Ronald Iverson (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.

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property Meets criteria as a contributing element to a historic district
 Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

A – Events	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	While the site is representative of the early elements of Gallatin Field, its integrity has been compromised by the 1990 remodel
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is not associated with historic persons that would satisfy this criterion.
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site does not embody characteristics that would satisfy this criterion.
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site, while historic, would not contribute a greater knowledge of history of the area.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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.

POSSIBLE IMPACTS TO THE SITE

Continued development

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Milbrooke, Anne with Patick Andrus, Jody Cook, and David Whipple

1998 Guidelines for Evaluating and Documenting Historic Aviation Properties. National Register Bulletin. US Department of the Interior, National Park Service, National Register of Historic Places.



AE-R FORM 1 ARCHITECTURE & ENGINEERING RECORD

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

7. List of Photos and Maps

IMPORTANT: DO NOT insert images for photos, maps, and other figures to this document. Supporting photographs, maps, and other figures referenced in the table below need to be formatted, saved, and submitted according to SHPO’s *Guidelines and Samples for CSR/AER Form Attachments*. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.		
2	Topo location map, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.		
3	Site map of 24GA2316		
4	24GA2316, north corner, view to the south.	Brian Herbel	10/20/23
5	24GA2316, east corner, view to the west.	Brian Herbel	10/20/23
6	24GA2316, southwest elevation, view to the north.	Brian Herbel	10/20/23

(tab from last cell to add rows to photos and maps table)

^ See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.
 Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.
 Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.
 Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

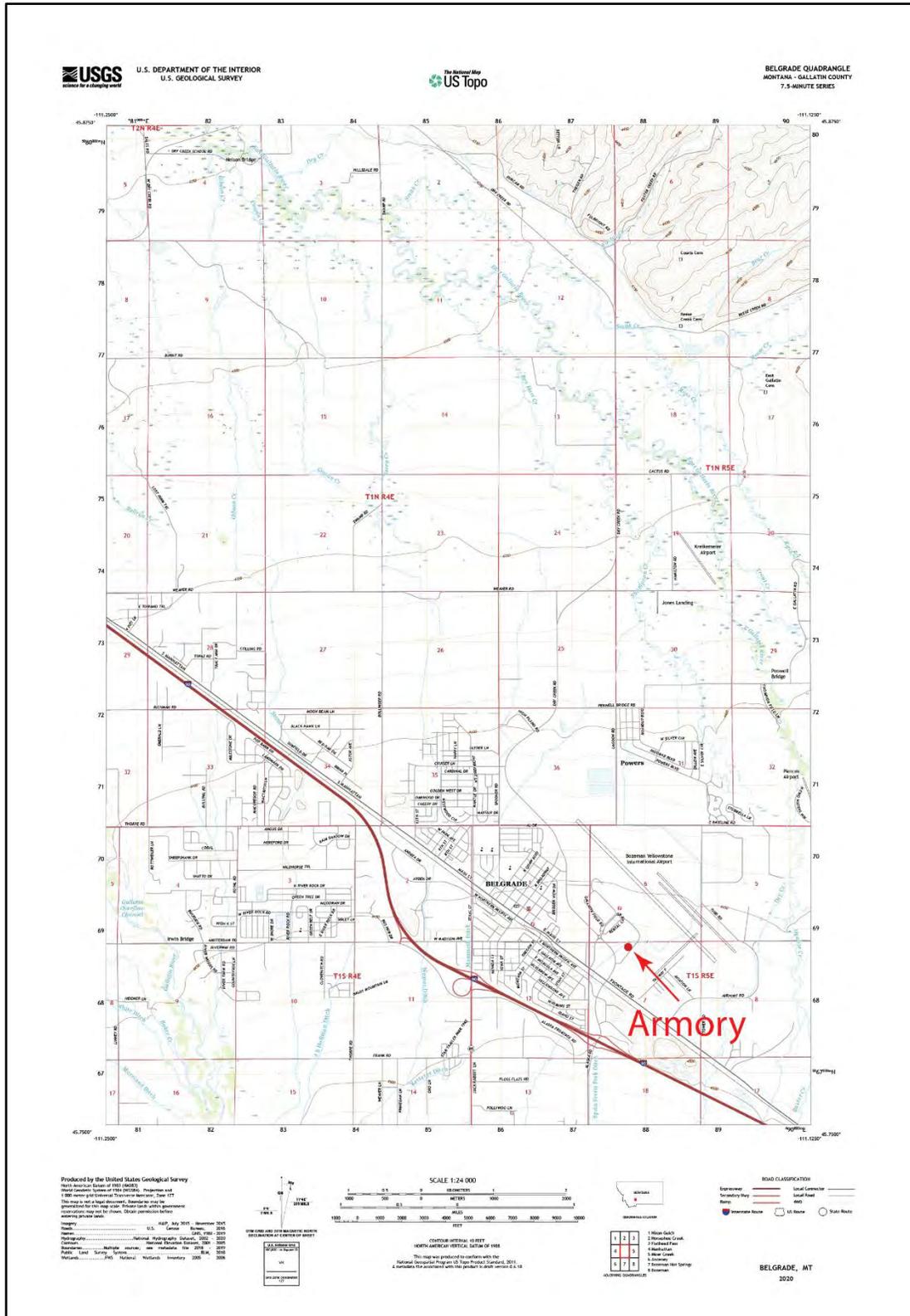


Figure 1. Topo location map for Site 24GA2316, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.

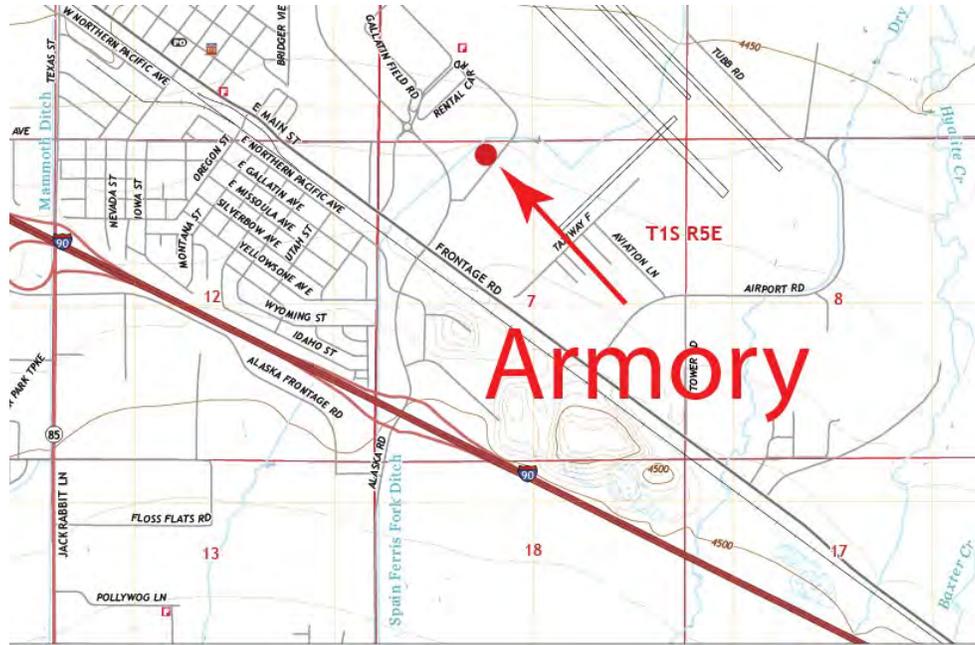


Figure 2. Topo location map for Site 24GA2316, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.



Figure 3. Site map of 24GA2316.



Figure 4. 24GA2316, north corner, view to the south.



Figure 5. 24GA2316, east corner, view to the west.



Figure 6. 24GA2316, southwest elevation, view to the north.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

As of July 2022, this AE-R (Architecture and Engineering Record) form replaces Montana SHPO's HPR (Historic Property Record) form for recording historic structures in Montana. Visit <https://mhs.mt.gov/shpo/forms> to download the most recent versions of SHPO forms and instructions. If you are uncertain about which form to use, please contact Montana SHPO Cultural Records staff at (406) 444-4724, kylar.mozell@mt.gov

REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO)^
Secondary Route 290 Segment	24GA2317

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
486801E, 5070289N to 486793E, 5072073N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	N	4	E	36	Is ½ the section line						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP

Private

CURRENT USE

Road

- Public
 Private

ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP

State

ORIGINAL/HISTORIC USE

Road

- Public
 Private

4. Historic Property/Architecture Description

PROPERTY TYPE*

Historic Transportation

ARCHITECTURAL STYLE

TIME PERIOD

1942

ARCHITECT NAME/FIRM

ARCHITECT CITY, STATE

BUILDER NAME/COMPANY

BUILDER CITY, STATE

CONSTRUCTION DATE

STATUS

NOTES ON STATUS CHANGE

- Original location
 Addition/alteration
 Moved/relocated
 Destroyed
 Other

NARRATIVE DESCRIPTION OF PROPERTY

Site is 24GA2317 is an abandoned alignment of Montana Federal Aid Secondary Route 290. The north-south route is still paved, except for where it was covered and reseeded 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.

HISTORY OF PROPERTY

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).

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

- No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

- Meets criteria as an individual property Meets criteria as a contributing element to a historic district
 Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

A – Events	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The resource has not made a significant contribution to the broad patterns of our history
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is not associated with historic persons that would satisfy this criterion.
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site does not embody characteristics that would satisfy this criterion.
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site, while historic, would not contribute a greater knowledge of history of the area.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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, 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.

POSSIBLE IMPACTS TO THE SITE

Erosion

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

(Jon Axline, Montana Department of Transportation, personal communication, 2024).
 Morrison-Maierle 2020 Bozeman Yellowstone International Airport 2020 Master plan update.
<https://bozemanairport.com/content/documents/Introduction.pdf>

7. List of Photos and Maps

IMPORTANT: DO NOT insert images for photos, maps, and other figures to this document. Supporting photographs, maps, and other figures referenced in the table below need to be formatted, saved, and submitted according to SHPO's *Guidelines and Samples for CSR/AER Form Attachments*. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA2317, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 North, Range 4 East, Section 36. Township 1 South, Range 4 East, Section 1.		
2	Topo location map for Site 24GA2317, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 North, Range 4 East, Section 36.		

AER FORM 1

ARCHITECTURE & ENGINEERING RECORD

	Township 1 South, Range 4 East, Section 1.		
3	Site map of 24GA2317, in black.		
4	Overview of 24GA2317 from near Penwell Bridge Road, view to the south.	Brian Herbel	10/17/23
5	Overview of 24GA2317 at the safety area for Runway 12-30, view to the south.	Brian Herbel	10/17/23

(tab from last cell to add rows to photos and maps table)

^ See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

CSR Form Attachments for 24GA2317

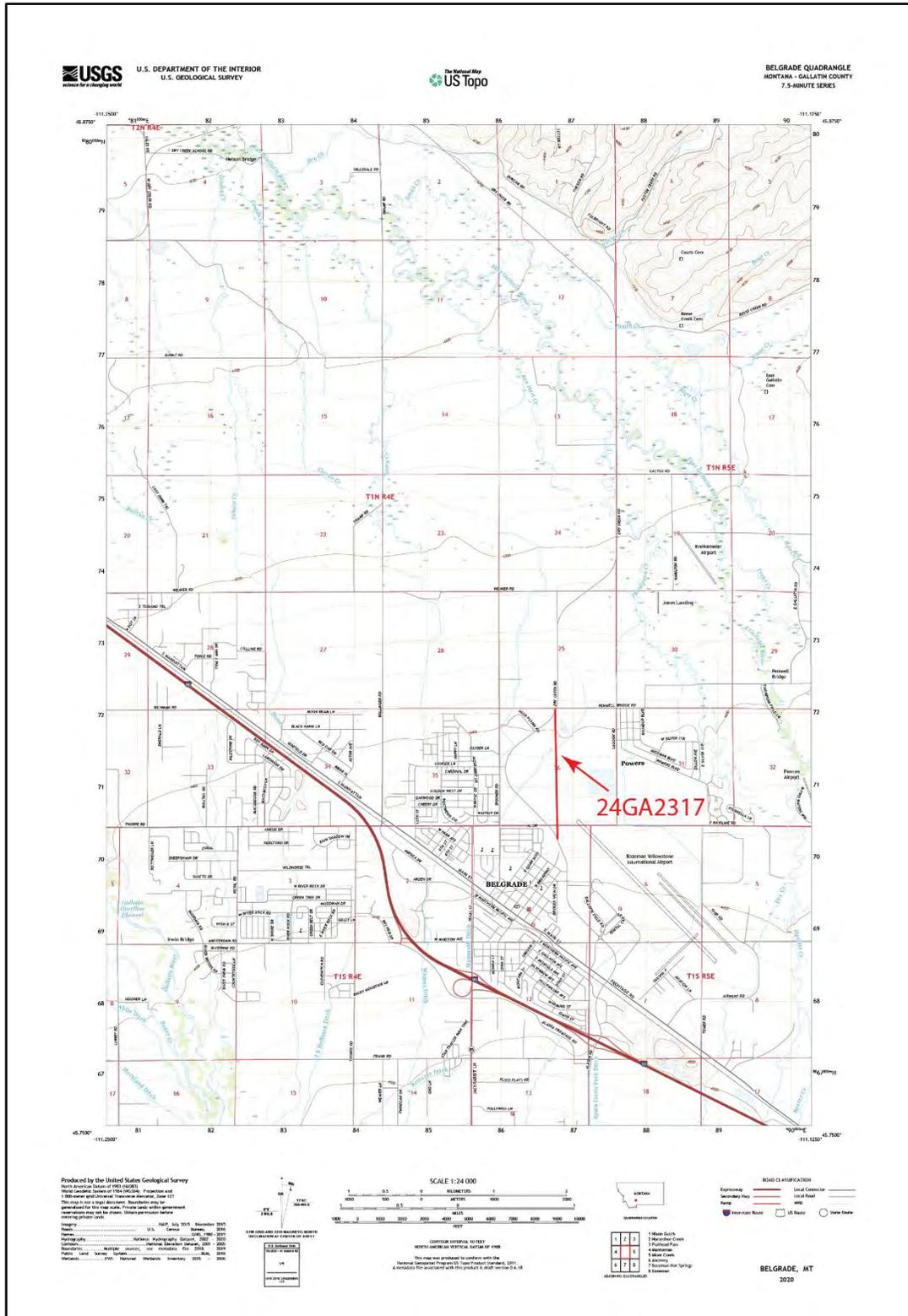


Figure 1. Topo location map for Site 24GA2317, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 North, Range 4 East, Section 36. Township 1 South, Range 4 East, Section 1.



Figure 2. Topo location map for Site 24GA2317, close-up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 North, Range 4 East, Section 36. Township 1 South, Range 4 East, Section 1.



Figure 3. Site map of 24GA2317, in black.



Figure 4. Overview of 24GA2317 from near Penwell Bridge Road, view to the south.



Figure 5. Overview of 24GA2317 at the safety area for Runway 12-30, view to the south.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

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REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO) [^]
GAA Hangar	24GA2318

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			259 Taxiway H, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
487927E, 5068498N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	07	SENENW						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP

Private

CURRENT USE

Hangar

- Public
 Private

ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP

Private

ORIGINAL/HISTORIC USE

Hangar

- Public
 Private

4. Historic Property/Architecture Description

PROPERTY TYPE*

Historic Aviation

ARCHITECTURAL STYLE

TIME PERIOD

1942

ARCHITECT NAME/FIRM

ARCHITECT CITY, STATE

BUILDER NAME/COMPANY

BUILDER CITY, STATE

CONSTRUCTION DATE

STATUS

NOTES ON STATUS CHANGE

- Original location
 Addition/alteration
 Moved/relocated
 Destroyed
 Other

NARRATIVE DESCRIPTION OF PROPERTY

Site 24GA2318, a GAA Hangar is an unremarkable 22-course cinder block building built in the early-1970s. It is 125 by 50 ft (6,250 square ft) with a total of 5 hangar spaces. The roof is a very low pitch end gable. The northeast elevation, 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. The southeast elevation 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.

HISTORY OF PROPERTY

N/A

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination
 Yes, determined NOT eligible
 Yes, determined eligible
 Yes, NR listed
 Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property
 Meets criteria as a contributing element to a historic district
 Does not meet criteria
 Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

A – Events	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The hangar retains its integrity, but it lacks any kind of individual distinction to the extent that it does not satisfy NHRP eligibility Criterion.
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is not associated with historic persons that would satisfy this criterion.
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site does not embody characteristics that would satisfy this criterion.
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site, while historic, would not contribute a greater knowledge of history of the area.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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.

POSSIBLE IMPACTS TO THE SITE

Continued development

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Milbrooke, Anne with Patick Andrus, Jody Cook, and David Whipple

1998 Guidelines for Evaluating and Documenting Historic Aviation Properties. National Register Bulletin. US Department of the Interior, National Park Service, National Register of Historic Places.

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

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AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.		
2	Topo location map, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.		
3	Site map of 24GA2318		
4	24GA2318, north corner, view to the south.	Brian Herbel	10/20/23
5	24GA2318, west corner, view to the east.	Brian Herbel	10/20/23

(tab from last cell to add rows to photos and maps table)

-
- ^ See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.
Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>
 - * See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.
Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf
 - + See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.
Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

CSR Form Attachments for 24GA2318



Figure 2. Topo location map for Site 24GA2318, close-up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.



Figure 3. Site map of 24GA2318.



Figure 4. 24GA2318, north corner, view to the south.



Figure 5. 24GA2318, west corner, view to the east.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

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REMINDERS

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1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO) [^]
Gallatin Flying Service	24GA2319

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			450 Gallatin Field Rd, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
488178E, 5068761N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	07	NWNWNE						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP	CURRENT USE
Private	Hangar <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private
ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP	ORIGINAL/HISTORIC USE
Private	Hangar <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Historic Property/Architecture Description

PROPERTY TYPE*	ARCHITECTURAL STYLE	TIME PERIOD		
Historic Aviation		1942		
ARCHITECT NAME/FIRM	ARCHITECT CITY, STATE	BUILDER NAME/COMPANY	BUILDER CITY, STATE	CONSTRUCTION DATE
STATUS	NOTES ON STATUS CHANGE			
<input type="checkbox"/> Original location				
<input type="checkbox"/> Addition/alteration				
<input checked="" type="checkbox"/> Moved/relocated	The cinder block hangar held a position on the western extend of the 1950s hangar front line, just to the right of the administration Quonset that was present at that time. The hangar was moved to the eastern most extent of the current front line in 1974 as part of the expansion of the General Aviation (GA) ramp/apron that year (Mark Maierle, personal communication 2024).			
<input type="checkbox"/> Destroyed				
<input type="checkbox"/> Other				

NARRATIVE DESCRIPTION OF PROPERTY

Site 24GA2319, originally the Gallatin Flying Service hangar is now home to Million Air, a private flight service. The cinder block hangar held a position on the western extend of the 1950s hangar front line, just to the right of the administration Quonset that was present at that time. The hangar was moved to the eastern most extent of the current front line in 1974 as part of the expansion of the General Aviation (GA) ramp/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 ramp. 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. Additionally, there is a wood framed glass double entry door on the northwest elevation of the addition. 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.



ARCHITECTURE & ENGINEERING RECORD

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 ramp/taxiway orientation reversed when it was moved in 1974. The northwest elevation retains all four original 6-lite fixed windows with a brick sill. The addition has corrugated metal flashing a 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.

HISTORY OF PROPERTY

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 and helped to maintain a public flying service as well as flying for the service as well as being flight instructors, air ambulance pilots, mechanic, among others. The brothers were well known in their efforts at counting wildlife for the Fish Wildlife and Parks as well and the UFS 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 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.

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

- ☑ No formal determination ☐ Yes, determined NOT eligible ☐ Yes, determined eligible ☐ Yes, NR listed ☐ Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

- ☐ Meets criteria as an individual property ☐ Meets criteria as a contributing element to a historic district ☑ Does not meet criteria ☐ Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

Table with 2 columns: APPLICABLE NR CRITERIA+ and ARGUMENT FOR OR AGAINST EACH NR CRITERION. Rows include A - Events, B - Persons, C - Characteristics, and D - Information.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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 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.

POSSIBLE IMPACTS TO THE SITE

Continued development

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Milbrooke, Anne with Patick Andrus, Jody Cook, and David Whipple

1998 Guidelines for Evaluating and Documenting Historic Aviation Properties. National Register Bulletin. US Department of the Interior, National Park Service, National Register of Historic Places.

7. List of Photos and Maps

IMPORTANT: DO NOT insert images for photos, maps, and other figures to this document. Supporting photographs, maps, and other figures referenced in the table below need to be formatted, saved, and submitted according to SHPO's *Guidelines and Samples for CSR/AER Form Attachments*. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.		
2	Topo location map, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.		
3	Site map of 24GA2319		
4	24GA2319, east corner, view to the west.	Brian Herbel	10/18/23
5	24GA2319, south corner, view to the north.	Brian Herbel	10/18/23
6	24GA2319, north corner, view to the south.	Brian Herbel	10/18/23
7	Circa 1950 Front Line, photo courtesy of the Gallatin History Museum, Photos courtesy of the Gallatin Airport Authority.		

(tab from last cell to add rows to photos and maps table)

[^] See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

CSR Form Attachments for 24GA2319

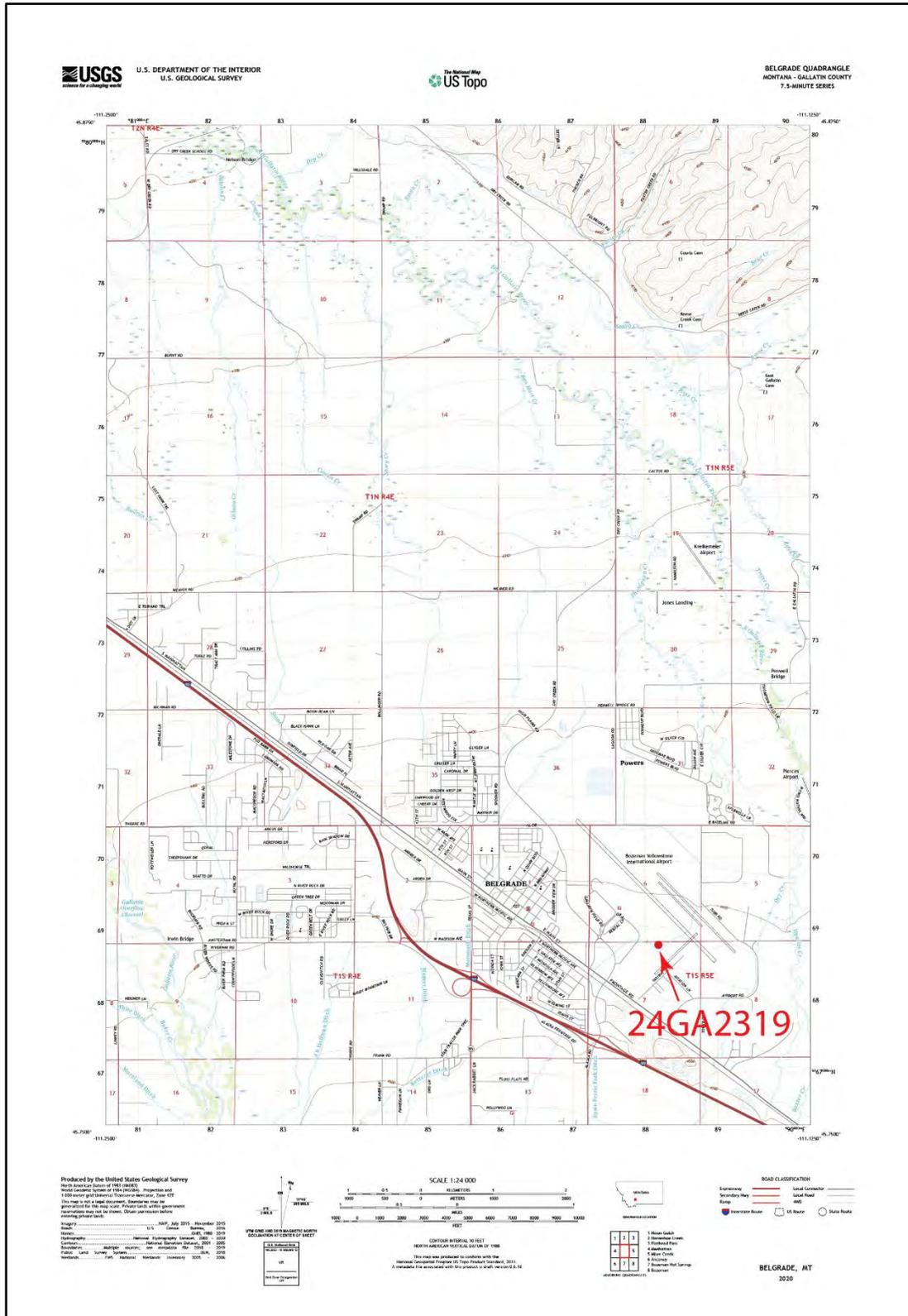


Figure 1. Topo location map for Site 24GA2319, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.

CSR Form Attachments for 24GA2319



Figure 2. Topo location map for Site 24GA2319, close-up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.

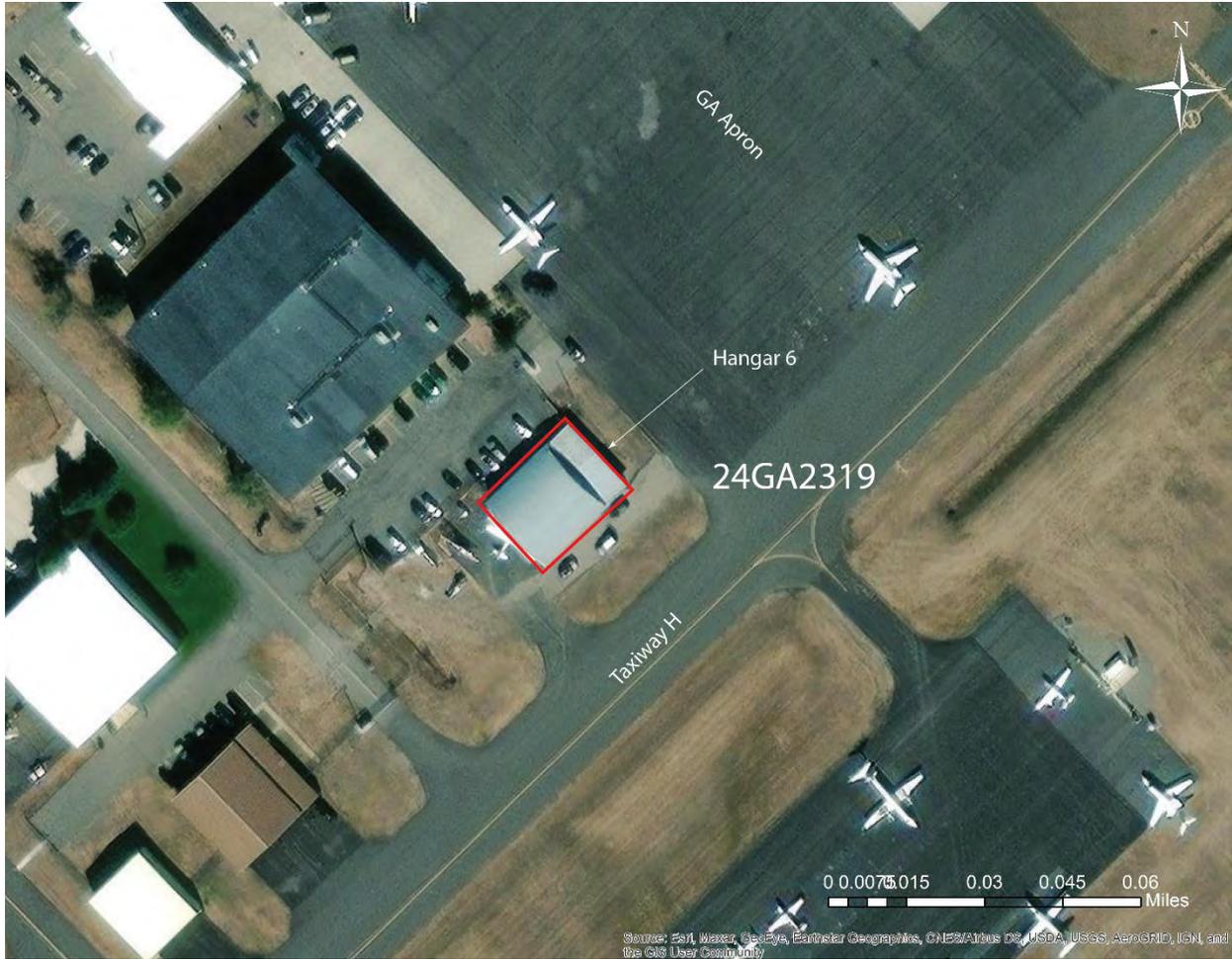


Figure 3. Site map of 24GA2319.



Figure 4. 24GA2319, east corner, view to the west.



Figure 5. 24GA2319, south corner, view to the north.



Figure 6. 24GA2319, north corner, view to the south.



Figure 7. Circa 1950 Front Line, photo courtesy of the Gallatin History Museum, Photos courtesy of the Gallatin Airport Authority.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

As of July 2022, this AE-R (Architecture and Engineering Record) form replaces Montana SHPO's HPR (Historic Property Record) form for recording historic structures in Montana. Visit <https://mhs.mt.gov/shpo/forms> to download the most recent versions of SHPO forms and instructions. If you are uncertain about which form to use, please contact Montana SHPO Cultural Records staff at (406) 444-4724, kylar.mozell@mt.gov

REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO) [^]
Lynch Flying Service	24GA2320

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			450 Gallatin Field Rd, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
488004E, 5068638N Zone 12T (center hangar)	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	07	NENENW						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP	CURRENT USE
Private	Hangar <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private
ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP	ORIGINAL/HISTORIC USE
Private	Hangar <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Historic Property/Architecture Description

PROPERTY TYPE*	ARCHITECTURAL STYLE	TIME PERIOD		
Historic Aviation		1942		
ARCHITECT NAME/FIRM	ARCHITECT CITY, STATE	BUILDER NAME/COMPANY	BUILDER CITY, STATE	CONSTRUCTION DATE
STATUS	NOTES ON STATUS CHANGE			
<input type="checkbox"/> Original location				
<input type="checkbox"/> Addition/alteration				
<input checked="" type="checkbox"/> Moved/relocated	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.			
<input type="checkbox"/> Destroyed				
<input type="checkbox"/> Other				

NARRATIVE DESCRIPTION OF PROPERTY

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. Each hangar is identical in dimension (100 by 50 ft) and are 5,000 square ft in area. 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. 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.

Hangar 8

Hangar 8 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.

Hangar 9

Hangar 9 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.

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.

HISTORY OF PROPERTY

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. 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. The hangars in the new position off the front line are currently privately owned.

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property Meets criteria as a contributing element to a historic district
 Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

A – Events	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	While the site is representative of the early flying services at Gallatin Field, its integrity has been compromised
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is not associated with historic persons that would satisfy this criterion.
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site does not embody characteristics that would satisfy this criterion.
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site, while historic, would not contribute a greater knowledge of history of the area.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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.

POSSIBLE IMPACTS TO THE SITE

Continued development

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Milbrooke, Anne with Patick Andrus, Jody Cook, and David Whipple

1998 Guidelines for Evaluating and Documenting Historic Aviation Properties. National Register Bulletin. US Department of the Interior, National Park Service, National Register of Historic Places.

7. List of Photos and Maps

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FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.		
2	Topo location map, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.		
3	Site map of 24GA2320		
4	24GA2320, Hangar 8, east corner, view to the west.	Brian Herbel	10/20/23
5	24GA2320, Hangar 8, west corner, view to the northeast.	Brian Herbel	10/20/23
6	24GA2320, Hangar 9, north corner, view to the south.	Brian Herbel	10/20/23
7	24GA2320, Hangar 9, west corner, view to the northeast.	Brian Herbel	10/20/23
8	24GA2320, Hangar 10, east corner, view to the west.	Brian Herbel	10/20/23
9	24GA2320, Hangar 10, west corner, view to the northeast.	Brian Herbel	10/20/23
10	Advertisement in the Three Forks Herald, Thursday, October 19, 1944, Page 6.		
11	Overview of the Lynch Flying Service hangars around 1943, photo courtesy of the Gallatin History Museum, Photo 6400.		

(tab from last cell to add rows to photos and maps table)

[^] See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

AER FORM 1

ARCHITECTURE & ENGINEERING RECORD

PAGE
5 of 5

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records.**

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation.** National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

CSR Form Attachments for 24GA2320



Figure 2. Topo location map for Site 24GA2320, close-up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 7.



Figure 3. Site map of 24GA2320.



Figure 4. 24GA2320, Hangar 8, east corner, view to the west.



Figure 5. 24GA2320, Hangar 8, west corner, view to the northeast.



Figure 6. 24GA2320, Hangar 9, north corner, view to the south.



Figure 7. 24GA2320, Hangar 9, west corner, view to the northeast.



Figure 8. 24GA2320, Hangar 10, east corner, view to the west.



Figure 9. 24GA2320, Hangar 10, west corner, view to the northeast.



Figure 10. Advertisement in the *Three Forks Herald*, Thursday, October 19, 1944, Page 6.



Figure 11. Overview of the Lynch Flying Service hangars around 1943, photo courtesy of the Gallatin History Museum, Photo 6400.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

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REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO) [^]
Gallatin Field Taxiway B and Runway 16-34	24GA2321

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			850 Gallatin Field Rd, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
48733E, 50668834 Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	06	SWSW						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP		CURRENT USE	
Private		Airport	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private
ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP		ORIGINAL/HISTORIC USE	
Private		Airport	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Historic Property/Architecture Description

PROPERTY TYPE*		ARCHITECTURAL STYLE		TIME PERIOD	
Historic Aviation				1942	
ARCHITECT NAME/FIRM	ARCHITECT CITY, STATE	BUILDER NAME/COMPANY	BUILDER CITY, STATE	CONSTRUCTION DATE	
STATUS		NOTES ON STATUS CHANGE			
<input checked="" type="checkbox"/> Original location					
<input type="checkbox"/> Addition/alteration					
<input type="checkbox"/> Moved/relocated					
<input type="checkbox"/> Destroyed					
<input type="checkbox"/> Other					

NARRATIVE DESCRIPTION OF PROPERTY

The 1941 Taxiway B and Runway 16-34, Site 24GA2321, exists as remnants only. The taxiway is 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 taxiway has been largely subsumed modern road development, rental car parking, and the rental car washing facility while the runway has been subsumed by the current airport parking lot as well as westward expansion of the modern terminal as well as continued development of the Runway 12-30.

HISTORY OF PROPERTY

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. 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

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property Meets criteria as a contributing element to a historic district
 Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

A – Events	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	While the site is representative of the creation of Gallatin Field, its integrity has been compromised
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is not associated with historic persons that would satisfy this criterion.
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site does not embody characteristics that would satisfy this criterion.
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site, while historic, would not contribute a greater knowledge of history of the area.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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.

POSSIBLE IMPACTS TO THE SITE

Continued development

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Milbrooke, Anne with Patick Andrus, Jody Cook, and David Whipple

1998 Guidelines for Evaluating and Documenting Historic Aviation Properties. National Register Bulletin. US Department of the Interior, National Park Service, National Register of Historic Places.

7. List of Photos and Maps

IMPORTANT: DO NOT insert images for photos, maps, and other figures to this document. Supporting photographs, maps, and other figures referenced in the table below need to be formatted, saved, and submitted according to SHPO's *Guidelines and Samples*

for CSR/AER Form Attachments. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 6.		
2	Site map of 24GA2321		
3	Taxiway "B" near its intersection with Airway Blvd., view to the north.	Brian Herbel	10/18/23
4	Runway 16-34 near its intersection with Airway Blvd., view to the south from Airway Blvd.	Brian Herbel	10/18/23
5	Runway 16-34, view to the north with Airway Blvd in the foreground.	Brian Herbel	10/18/23
6	Circa 1946 USGS air photo of Gallatin Field.		
7	1947 Runway layout map, photo courtesy of the Gallatin History Museum, Image 17314.		
8			

(tab from last cell to add rows to photos and maps table)

^ See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

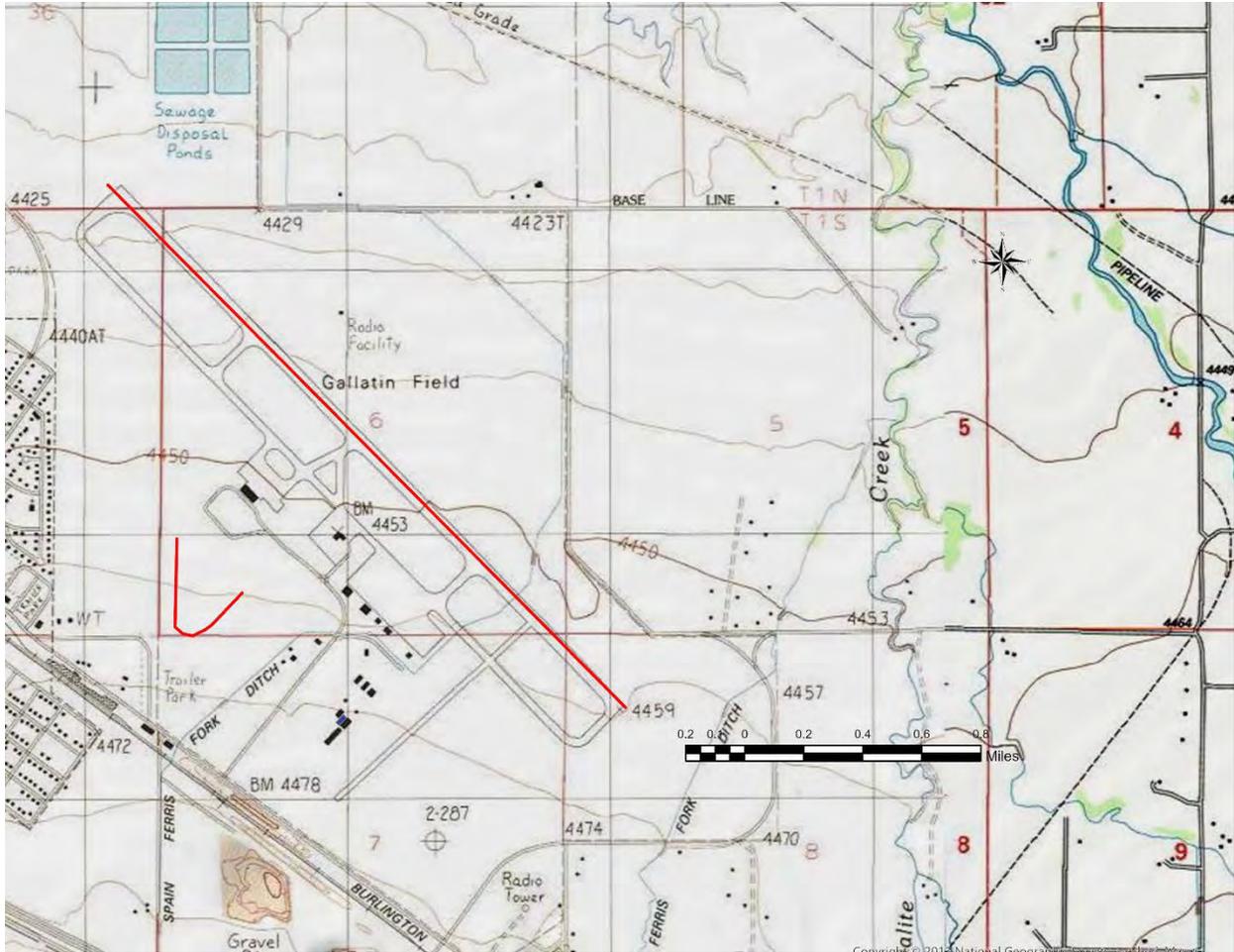


Figure 1. Topo location map for Site 24GA2321, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 6.



Figure 2. Site map of 24GA2321.



Figure 3. Taxiway "B" near its intersection with Airway Blvd., view to the north.



Figure 4. Runway 16-34 near its intersection with Airway Blvd., view to the south from Airway Blvd.



Figure 5. Runway 16-34, view to the north with Airway Blvd in the foreground.



Figure 6. Circa 1946 USGS air photo of Gallatin Field. ¹

¹ <https://earthexplorer.usgs.gov/>

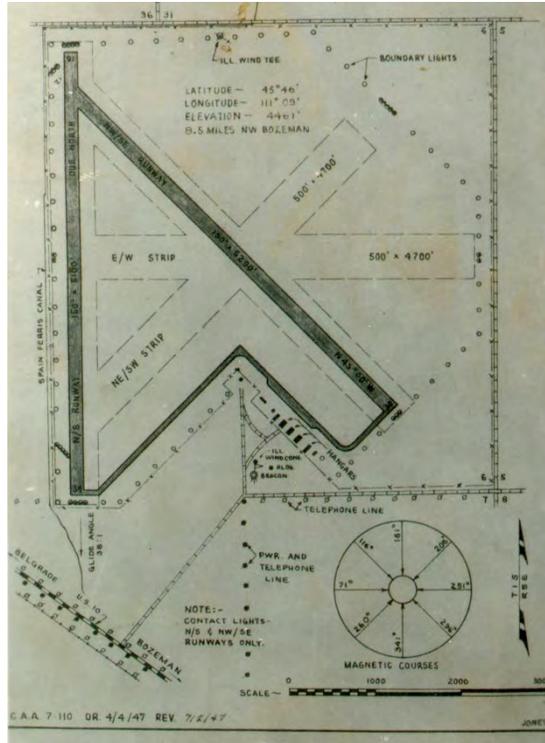


Figure 8. 1947 Runway layout map, photo courtesy of the Gallatin History Museum, Image 17314.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

As of July 2022, this AE-R (Architecture and Engineering Record) form replaces Montana SHPO's HPR (Historic Property Record) form for recording historic structures in Montana. Visit <https://mhs.mt.gov/shpo/forms> to download the most recent versions of SHPO forms and instructions. If you are uncertain about which form to use, please contact Montana SHPO Cultural Records staff at (406) 444-4724, kylar.mozell@mt.gov

REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO) [^]
Very High Frequency Omni-Directional Range (VOR)	24GA2322

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			850 Gallatin Field Rd, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
487913E, 5070052N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	06	SENEW						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP	CURRENT USE
Private	Airport <div style="float: right; margin-top: 5px;"> <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private </div>
ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP	ORIGINAL/HISTORIC USE
Private	Airport <div style="float: right; margin-top: 5px;"> <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private </div>

4. Historic Property/Architecture Description

PROPERTY TYPE*	ARCHITECTURAL STYLE	TIME PERIOD		
Historic Aviation		1951		
ARCHITECT NAME/FIRM	ARCHITECT CITY, STATE	BUILDER NAME/COMPANY	BUILDER CITY, STATE	CONSTRUCTION DATE
STATUS	NOTES ON STATUS CHANGE			
<input checked="" type="checkbox"/> Original location				
<input type="checkbox"/> Addition/alteration				
<input type="checkbox"/> Moved/relocated				
<input type="checkbox"/> Destroyed				
<input type="checkbox"/> Other				

NARRATIVE DESCRIPTION OF PROPERTY

The site consists of the Very High Frequency Omni-Directional Range (VOR) facility. Of the VOR, the FAA states: 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. There are two separate entry doors on the south elevation. There are no windows.

HISTORY OF PROPERTY

(Milbrooke 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 surveillance (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” (Milbrooke et al. 1998:17). The VOR at Gallatin Field was built in 1951 with construction beginning 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 1 and December 1 of 1951 and then was used by pilots to make instrument approaches to the field.

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property Meets criteria as a contributing element to a historic district
 Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

A – Events	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	For association with early commercial air travel
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is not associated with historic persons that would satisfy this criterion.
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site does not embody characteristics that would satisfy this criterion.
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site, while historic, would not contribute a greater knowledge of history of the area.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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 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, 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 MTSHP.

POSSIBLE IMPACTS TO THE SITE

Relocation

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Milbrooke, Anne with Patick Andrus, Jody Cook, and David Whipple

1998 Guidelines for Evaluating and Documenting Historic Aviation Properties. National Register Bulletin. US Department of the Interior, National Park Service, National Register of Historic Places.

“New VOR Cont.” – The Bozeman Courier, Friday, August 24, 1951, Page 8

7. List of Photos and Maps

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AE-R FORM 1 ARCHITECTURE & ENGINEERING RECORD

for CSR/AER Form Attachments. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA2322, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 6.		
2	Topo location map for Site 24GA2322, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 6.		
3	Site map of 24GA2322.		
4	VOR at BZN, view to the north.	Brian Herbel	10/18/23
5	VOR at BZN, view to the south.	Brian Herbel	10/18/23
6	Example of a VOR, circa 1970s		
7	Excerpt from the Bozeman Courier, Friday August 24, 1951 Page 1.		

(tab from last cell to add rows to photos and maps table)

^ See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

CSR Form Attachments for Site 24GA2322

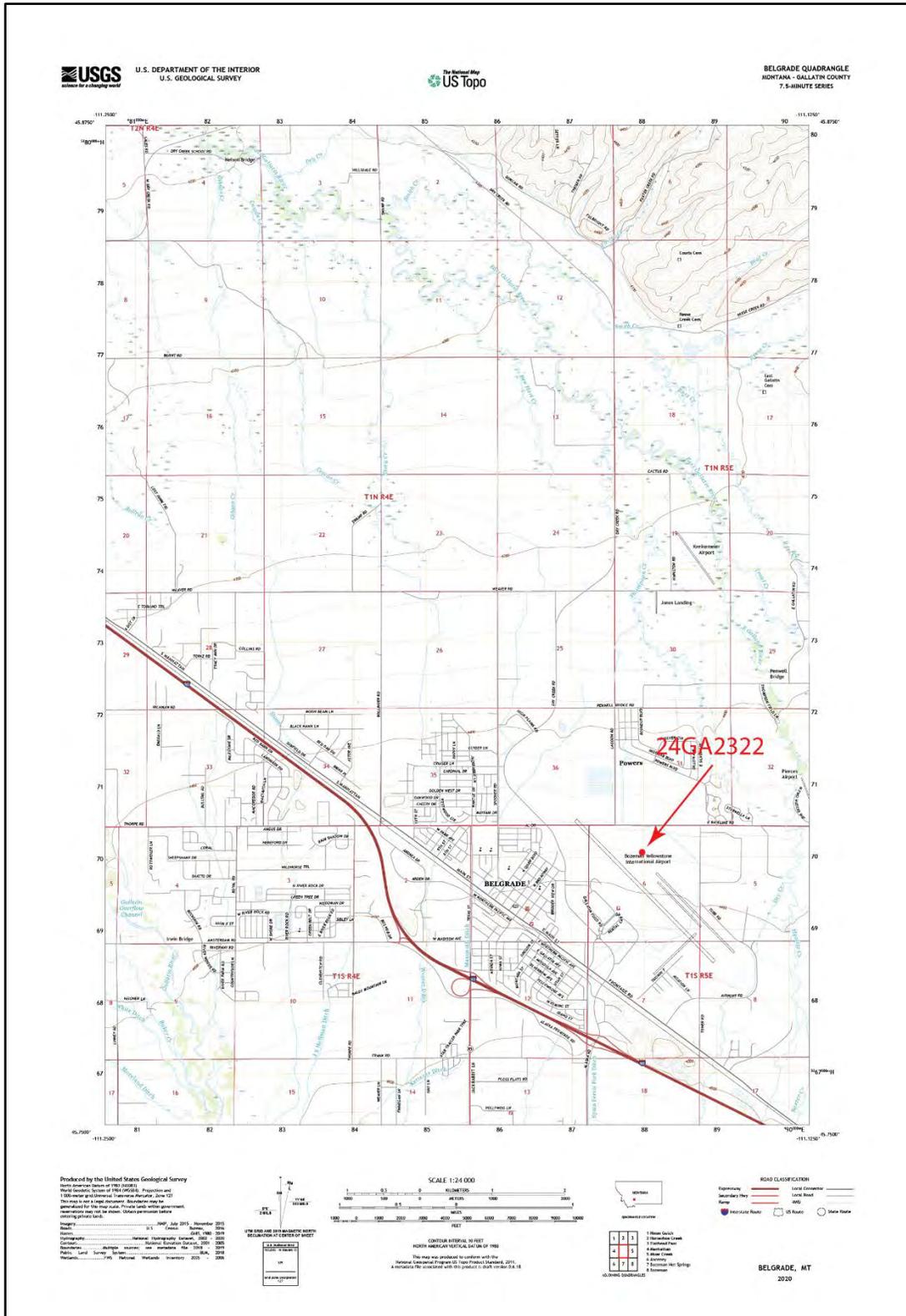


Figure 1. Topo location map for Site 24GA2322, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 6.

CSR Form Attachments for Site 24GA2322



Figure 2. Topo location map for Site 24GA2322, close-up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 6.



Figure 2. Site map of 24GA2322.



Figure 3. 24GA2322, the VOR at BZN, view to the north.



Figure 4. 24GA2322, VOR at BZN, view to the south.



Figure 5. Example of VOR, circa 1970s.¹

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 nav-

igational 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.

¹ <https://airwaysmuseum.com/VOR%20early%20type.htm>

Figure 6. Excerpt from the *Bozeman Courier*, Friday August 24, 1951 Page 1.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

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REMINDERS

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1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO) [^]
FW Heinrich Property	24GA2327

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			1461 Tubb Road, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
489505E, 5068873N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	05	SESESW						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP		CURRENT USE	
Private – Gallatin Airport Authority		Residence	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private
ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP		ORIGINAL/HISTORIC USE	
Private		Residence	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Historic Property/Architecture Description

PROPERTY TYPE*	ARCHITECTURAL STYLE		TIME PERIOD	
Historic Farmstead			1914	
ARCHITECT NAME/FIRM	ARCHITECT CITY, STATE	BUILDER NAME/COMPANY	BUILDER CITY, STATE	CONSTRUCTION DATE
STATUS	NOTES ON STATUS CHANGE			
<input checked="" type="checkbox"/> Original location				
<input checked="" type="checkbox"/> Addition/alteration	The original building 1914 building was significantly remodeled in 2001.			
<input type="checkbox"/> Moved/relocated				
<input checked="" type="checkbox"/> Destroyed	The circa 1940 barn and outbuildings were removed in 2022			
<input type="checkbox"/> Other				

NARRATIVE DESCRIPTION OF PROPERTY

The site consists of the Heinrich Farmstead, which includes a modern shop and the farmhouse only. The property is clearly visible in a 1947 ariel photograph of the property. The circa 1914 compound plan (576 sq ft) National folk style farmhouse with attached garage 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 style/period and was likely added on possibly in the 1940s when the outbuildings were constructed (GCCR 2024/Montana Cadastral). 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 was added to the property in 2018. The lone remaining outbuilding is a small (6 by 10 ft) single story, cross gabled storage shed 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. The original farm house has seen significant modification with modern vinyl siding and window, 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.

The first land entry for the south half of Township 1 South, Range 5 East, Section 5 is a for Austrian immigrant 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 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. Charles Vandenhook served as the administration 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 to George W. Keil of Belgrade (GCCR Film 33:1657).

Dorothy Keil sold the 4.59-acre parcel to John and Darla Joyner in February of 1986 (GCCR DB 91:35), The Joyner's sold in 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).

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property Meets criteria as a contributing element to a historic district
 Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

A – Events	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site does not embody characteristics that would satisfy this criterion.
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is not associated with historic persons that would satisfy this criterion.
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site does not embody characteristics that would satisfy this criterion.
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site, while historic, would not contribute a greater knowledge of history of the area.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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 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), specifically Tract 6 where the Timothy Lane neighborhood would be developed. Significant remodeling, loss of 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.

POSSIBLE IMPACTS TO THE SITE

Continued development

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Gallatin County Clerk and Recorders Office

7. List of Photos and Maps

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FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 5.		
2	Topo location map, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 5.		
3	Site map of 24GA2327		
4	24GA2327, south elevation, view to the north.	Brian Herbel	4/26/24
5	24GA2327, north elevation, view to the south.	Brian Herbel	4/26/24
6	24GA2327, modern shop, northeast corner, view to the south/southwest.	Brian Herbel	4/26/24
7	24GA2327, former location of outbuildings, view to the northeast.	Brian Herbel	4/26/24
8	24GA2327, gabled storage shed, view to the northwest.	Brian Herbel	4/26/24

(tab from last cell to add rows to photos and maps table)

^ See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

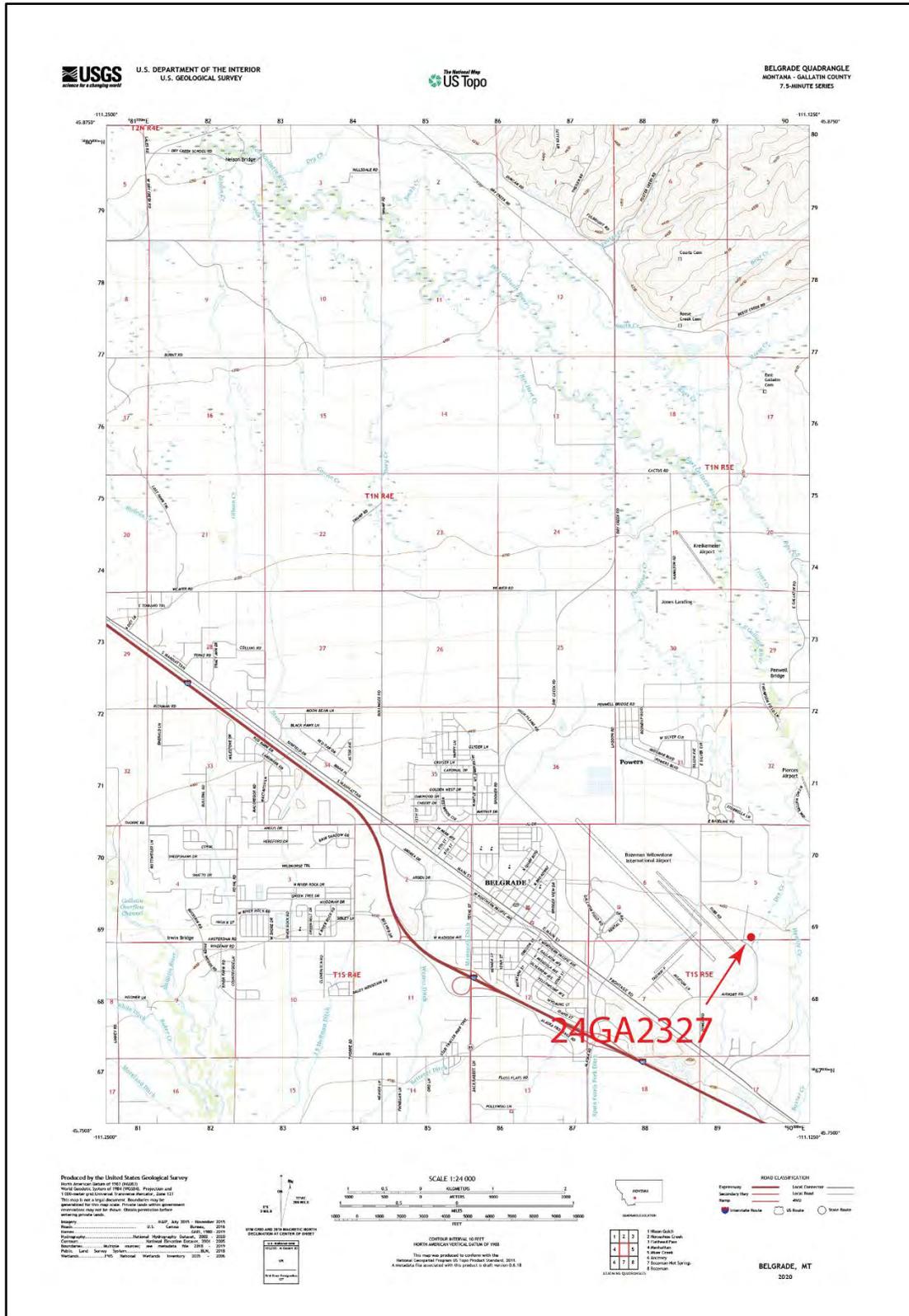


Figure 1. Topo location map for Site 24GA2327, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 5.

CSR Form Attachments for 24GA2327



Figure 2. Topo location map for Site 24GA2327, close-up USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 5.



Figure 3. Site map of 24GA2327.



Figure 4. 24GA2327, south elevation, view to the north.



Figure 5. 24GA2327, north elevation, view to the south.



Figure 6. 24GA2327, modern shop, northeast corner, view to the south/southwest.



Figure 7. 24GA2327, former location of outbuildings, view to the northeast.



Figure 8. 24GA2327, shed, view to the northwest.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

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REMINDERS

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1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO)^
BZN Terminal Building	24GA2343

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
2004	Dave Ferguson/GCM	406-723-4387		

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
4/1/2024	Brian Herbel	406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			662 Wings Way, Belgrade, MT 59714	Belgrade, MT

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
487904E, 5069206N Zone 12T	NAD27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	S	5	E	06	NWSW						



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

662 Wings Way, Belgrade, MT 59714

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP

Private

CURRENT USE

Airport Terminal

- Public
 Private

ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP

Private

ORIGINAL/HISTORIC USE

Airport Terminal

- Public
 Private

4. Historic Property/Architecture Description

PROPERTY TYPE*

Historic Aviation

ARCHITECTURAL STYLE

TIME PERIOD

1951

ARCHITECT NAME/FIRM

ARCHITECT CITY, STATE

BUILDER NAME/COMPANY

BUILDER CITY, STATE

CONSTRUCTION DATE

STATUS

NOTES ON STATUS CHANGE

- Original location
 Addition/alteration
 Moved/relocated
 Destroyed
 Other

See below

NARRATIVE DESCRIPTION OF PROPERTY

In 1976, the Gallatin Airport Authority again sold \$2,400,000 of revenue bonds to construct a new 40,000 square foot terminal building, 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.

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. The terminal currently has 12 gates (A1-5, B1-7) and two concourses, A and B. 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. <https://bozemanairport.com/visitor-information/etep2030>

HISTORY OF PROPERTY

In 1976, the Gallatin Airport Authority again sold \$2,400,000 of revenue bonds to construct a new 40,000 square foot terminal building, 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. The building was made entirely of steel and dressed (interior and exterior) with nearly 300 tons of locally quarried stone. The circa 1977 terminal itself had a final price tag of \$1,680,000. A massive new parking garage was completed in July of 2019, just east of the 1977 terminal building.

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination Yes, determined NOT eligible Yes, determined eligible Yes, NR listed Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property Meets criteria as a contributing element to a historic district
 Does not meet criteria Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name:

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

A – Events	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	While the site is representative of the late 1970s elements of Gallatin Field, its integrity has been compromised by numerous significant remodels
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site is not associated with historic persons that would satisfy this criterion.
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site does not embody characteristics that would satisfy this criterion.
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The site, while historic, would not contribute a greater knowledge of history of the area.

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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.

POSSIBLE IMPACTS TO THE SITE

Future growth and expansion.

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Morrison_Mairele Inc. (MMI)

2020 BZN Bozeman Yellowstone International Airport 2020 Master Plan Update, Chapter 1; Inventory.

<https://bozemanairport.com/content/documents/Introduction.pdf>

Great Falls Tribune - July 9, 1978

7. List of Photos and Maps

IMPORTANT: DO NOT insert images for photos, maps, and other figures to this document. Supporting photographs, maps, and other figures referenced in the table below need to be formatted, saved, and submitted according to SHPO's *Guidelines and Samples for CSR/AER Form Attachments*. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA2343, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 6.		
2	Topo location map for Site 24GA2343, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 6.		
3	Site map of 24GA2343.		
4	1977 Terminal, photo courtesy of the Gallatin History Museum, Photo 14001.		
5	24GA2343, circa 1993, photo provided by GAA.		
6	24GA2343, existing 1977 rock work.	Brian Herbel	10/18/23
7	24GA2343, modern Concourse B.	Brian Herbel	10/18/23
8	24GA2343, overview showing the modern parking structure to the right, the 1977 terminal center, 1996 expansion to the right.	Brian Herbel	10/18/23
9	24GA2343, overview showing the modern expansions, view to the south.	Brian Herbel	10/18/23

(tab from last cell to add rows to photos and maps table)

[^] See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

CSR Form Attachments for 24GA2343

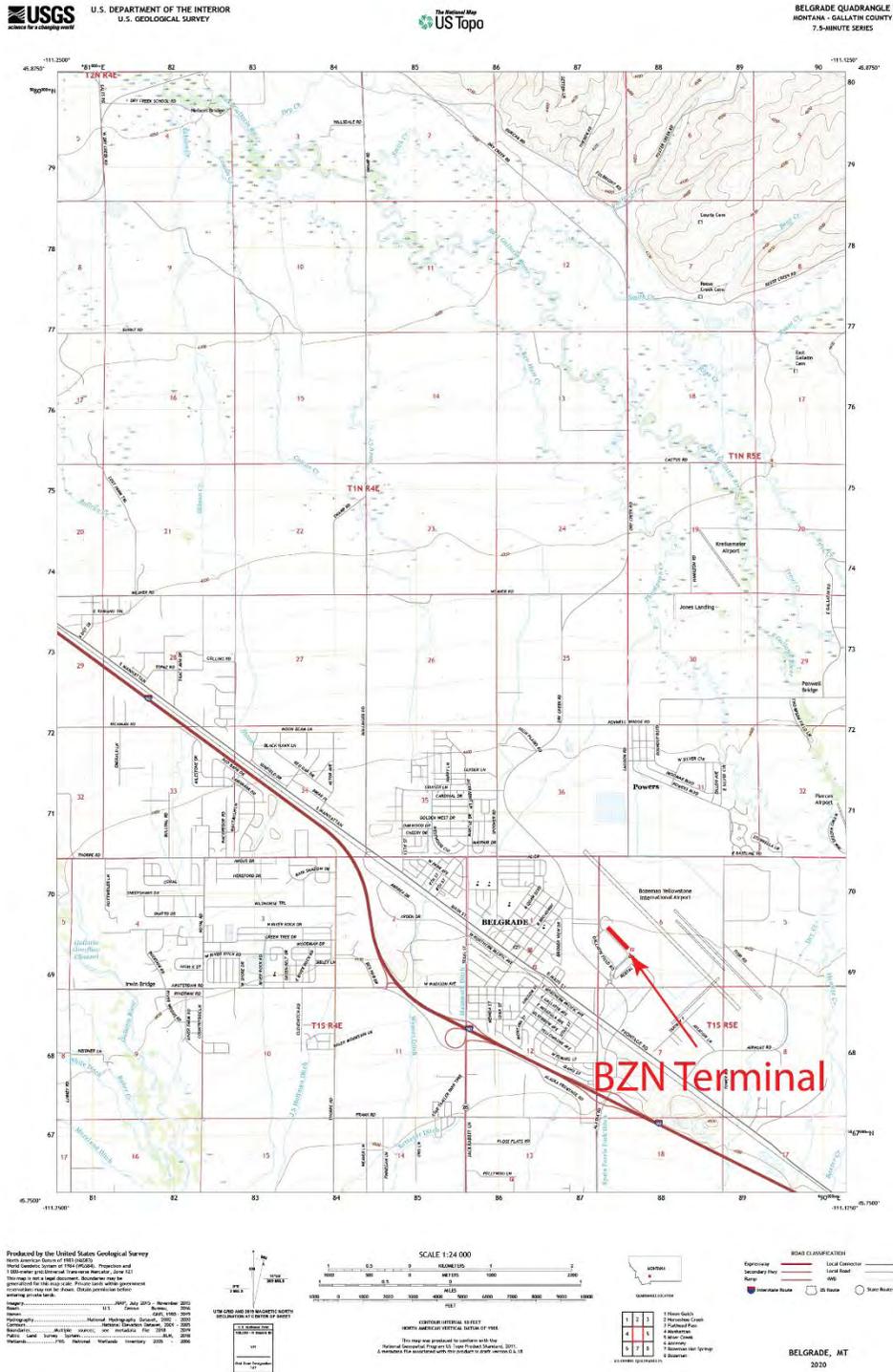


Figure 1. Topo location map for Site 24GA2343, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 6.

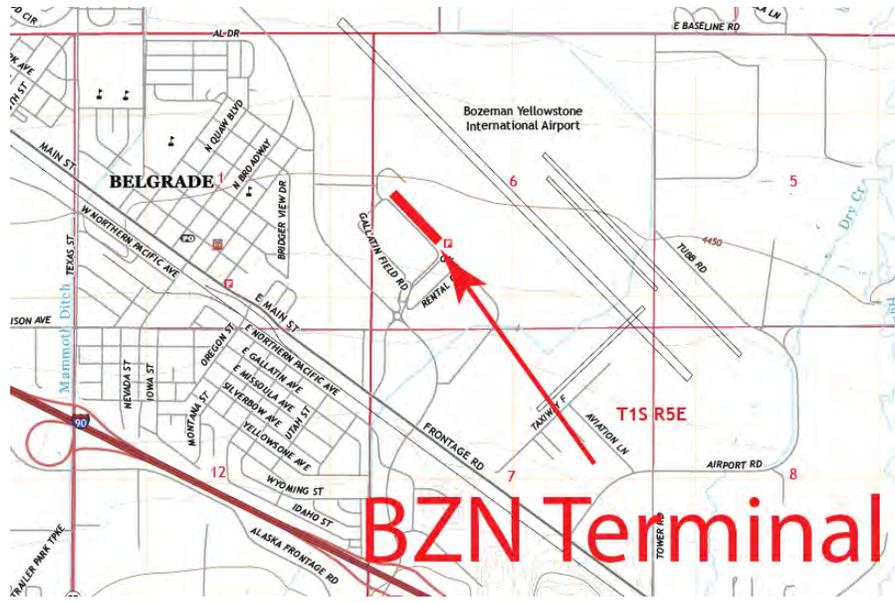


Figure 2. Topo location map for Site 24GA2343, close-up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East, Section 6.



Figure 3. Site map of 24GA2343.



Figure 4. 1977 Terminal, photo courtesy of the Gallatin History Museum, Photo 14001.



Figure 5. 24GA2343, circa 1993, photo provided by GAA.



Figure 6. 24GA2343, existing 1977 rock work.



Figure 7. 24GA2343, modern Concourse B.



Figure 8. 24GA2343, overview showing the modern parking structure to the right, the 1977 terminal center, 1996 expansion to the right.



Figure 9. 24GA2343, overview showing the modern expansions, view to the south.



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

New Forms and Instructions

As of July 2022, this AE-R (Architecture and Engineering Record) form replaces Montana SHPO's HPR (Historic Property Record) form for recording historic structures in Montana. Visit <https://mhs.mt.gov/shpo/forms> to download the most recent versions of SHPO forms and instructions. If you are uncertain about which form to use, please contact Montana SHPO Cultural Records staff at (406) 444-4724, kylar.mozell@mt.gov

REMINDERS

The Principal Investigator is responsible for ensuring that the information in this form is complete and accurate as per the Montana SHPO's data standards. Please consult the [Montana SHPO Consultation Guide, 2023](#) for standards for recording cultural and architectural resources in Montana.

1. Identification

HISTORIC / PROPERTY NAME	SMITHSONIAN NUMBER (issued by SHPO)^
Bozeman International Airport (BZN)	24GA2357

PROJECT NAME	PROJECT NUMBER
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.	

DATE	FIRST RECORDED BY	PHONE (000) 000-0000	EMAIL	ADDRESS
01/05/25		406-360-1060	bherbel@rbasmontana.com	Box 745, Victor, MT 59875

DATE	UPDATED BY	PHONE (000) 000-0000	EMAIL	ADDRESS

2. Location

COUNTY	LOT/BLOCK	SUBDIVISION	STREET ADDRESS	CITY / TOWN (NEAREST)
Gallatin			850 Gallatin Field Road	Belgrade, MT 59714

UTM COORDINATES OR LAT-LONG FOR THE CENTER OF THE SITE, TO THE 6 TH DECIMAL	DATUM (E.g., NAD27, WGS84, etc.)
487818E, 5069422N Zone 12T	NAD 27

TOWNSHIP	N/S	RANGE	E/W	SEC	QTR	TOWNSHIP	N/S	RANGE	E/W	SEC	QTR
1	N	4	E	36	S1/2	1	S	5	E	01	E1/2
1	S	5	E	06	All	1	S	5	E	05	S1/2
1	S	5	E	07	N1/2	1	S	5	E	08	N1/2



AE-R FORM 1

ARCHITECTURE & ENGINEERING RECORD

(tab from last cell to add rows to TRS table)

NARRATIVE / NOTES ON ACCESS (OPTIONAL)

3. Ownership and Use

CURRENT ADMINISTRATIVE/SURFACE OWNERSHIP	CURRENT USE
Gallatin Airport Authority	Airport <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private
ORIGINAL ADMINISTRATIVE/SURFACE OWNERSHIP	ORIGINAL/HISTORIC USE
Gallatin Airport Authority	Airport <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private

4. Historic Property/Architecture Description

PROPERTY TYPE*	ARCHITECTURAL STYLE	TIME PERIOD		
Airport		1941-1977		
ARCHITECT NAME/FIRM	ARCHITECT CITY, STATE	BUILDER NAME/COMPANY	BUILDER CITY, STATE	CONSTRUCTION DATE
				1941-present
STATUS	NOTES ON STATUS CHANGE			
<input checked="" type="checkbox"/> Original location	See narrative below			
<input checked="" type="checkbox"/> Addition/alteration	See narrative below			
<input checked="" type="checkbox"/> Moved/relocated	See narrative below			
<input type="checkbox"/> Destroyed				
<input type="checkbox"/> Other				

NARRATIVE DESCRIPTION OF PROPERTY

BZN, as a potential historic district, 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. Individually NRHP eligible historic structures at BZN include only the 1951 BZN Terminal (24GA1654), and the VOR (24GA2322), with the remaining historic era resources lacking individual architectural distinction or integrity.

HISTORY OF PROPERTY

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. 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 were discontinued with structure(s) being relocated to Gallatin Field. In 1945, Gallatin County purchased one-

half interest in the land. By 1947, a 35-ft by 75-ft Quonset 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.

For a complete history of BZN, see technical report - **Herbel, Brian – 2025 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.** Report on file at the Montana State Historic Preservation Office, Helena, MT.

5. National Register Evaluation and Assessment

HAS A FORMAL ELIGIBILITY DETERMINATION BEEN PREVIOUSLY ISSUED FOR THIS SITE/PROPERTY?

No formal determination
 Yes, determined NOT eligible
 Yes, determined eligible
 Yes, NR listed
 Unknown

PROVIDE YOUR ASSESSMENT OF THE SITE'S/PROPERTY'S ELIGIBILITY FOR THE NATIONAL REGISTER

Meets criteria as an individual property
 Meets criteria as a contributing element to a historic district
 Does not meet criteria
 Does not meet criteria, and is a non-contributing element to a historic district

Historic District Name: BZN Historic District

APPLICABLE NR CRITERIA⁺

ARGUMENT FOR OR AGAINST EACH NR CRITERION

APPLICABLE NR CRITERIA ⁺		ARGUMENT FOR OR AGAINST EACH NR CRITERION
A – Events	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	See discussion below
B – Persons	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	See discussion below
C – Characteristics	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	See discussion below
D – Information	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	See discussion below

INTEGRITY (LOCATION, DESIGN, SETTING, MATERIALS, WORKMANSHIP, FEELING, ASSOCIATION)

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

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

The airport is associated with Fred Willson, 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, which is eligible for the NRHP individually for his design. As such, the airport as a potential historic district, 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), 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 potential historic district, 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 potential historic district, 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 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 (Milbrooke et al. 1998), it is the recommendation of RBAS that BZN be considered not eligible as a historic district for inclusion in the NRHP given that it 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.

POSSIBLE IMPACTS TO THE SITE

Continued development

6. Information Sources

LIST CITATIONS FOR INFORMATION SOURCES USED TO COMPLETE THIS FORM.

Herbel, Brian – 2025 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. Report on file at the Montana State Historic Preservation Office, Helena, MT.

7. List of Photos and Maps

IMPORTANT: DO NOT insert images for photos, maps, and other figures to this document. Supporting photographs, maps, and other figures referenced in the table below need to be formatted, saved, and submitted according to SHPO's *Guidelines and Samples for CSR/AER Form Attachments*. For more detailed mapping and photography standards, please review *Montana SHPO Consultation Guide, 2023*.

FIGURE NUMBER	DESCRIPTION / CAPTION	PHOTOGRAPHER	PHOTO DATE
1	Topo location map for Site 24GA2357, USGS 7.5' Quad, Belgrade, MT 2020.		
2	Site map of 24GA2357, boundary in yellow.		
3	24GA1654, north elevation, view to the south.	Brian Herbel	10/23/23
4	24GA2316, east corner, view to the west.	Brian Herbel	10/23/23
5	24GA2318, north corner, view to the south.	Brian Herbel	10/23/23
6	24GA2319, south corner, view to the north.	Brian Herbel	10/23/23
7	Overview of 24GA2320. View to the east.	Brian Herbel	10/23/23
8	Overview of 24GA2321, Taxiway "B" near its intersection with Airway Blvd., view to the north.	Brian Herbel	10/23/23

AER FORM 1

ARCHITECTURE & ENGINEERING RECORD

PAGE
5 of 5

9	24GA2322, VOR at BZN, view to the north.	Brian Herbel	10/23/23
10	24GA2343, entryway to the 1977 portion of the BZN terminal, now the ground transportation wing. View to the northwest.	Brian Herbel	10/23/23

(tab from last cell to add rows to photos and maps table)

^ See **Checklist 2: Submitting Site Records and Requesting Smithsonian Numbers** (Appendix D.2) and **Documenting Sites** (section 2.3) of the Montana SHPO Consultation Guide, 2023.

Online: <https://mhs.mt.gov/Shpo/Archaeology/ConsultingWith>

* See **Site/Property Types, Time Periods, and Diagnostic Types for Cultural and Architectural-Engineering Records**.

Online: https://mhs.mt.gov/Shpo/docs/CSR_AER_Codes.pdf

+ See **How to Apply National Register Criteria for Evaluation**. National Park Service, National Register Bulletin. 1997.

Online: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

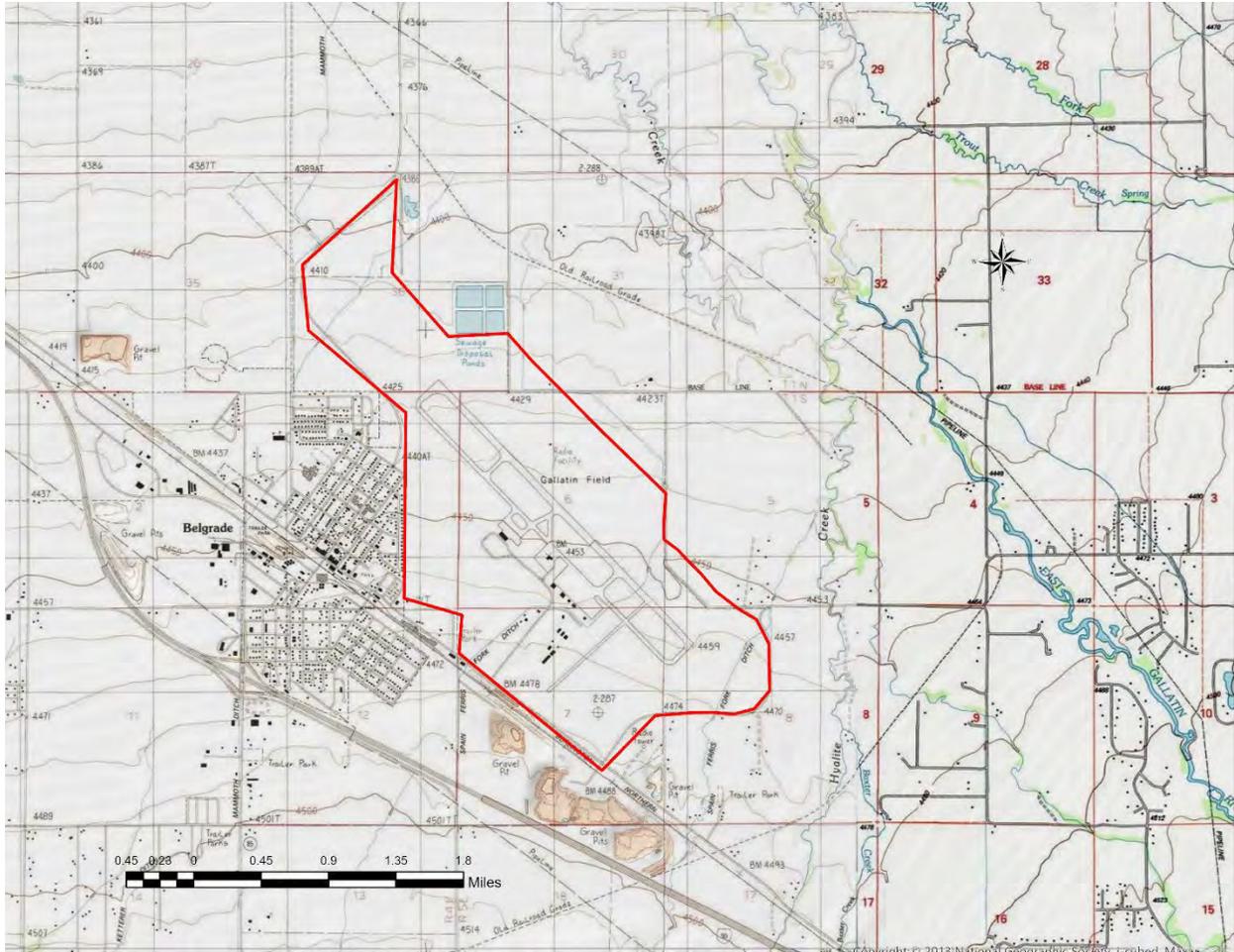


Figure 1. Topo location map for Site 24GA2357, USGS 7.5' Quad, Belgrade, MT 2020.

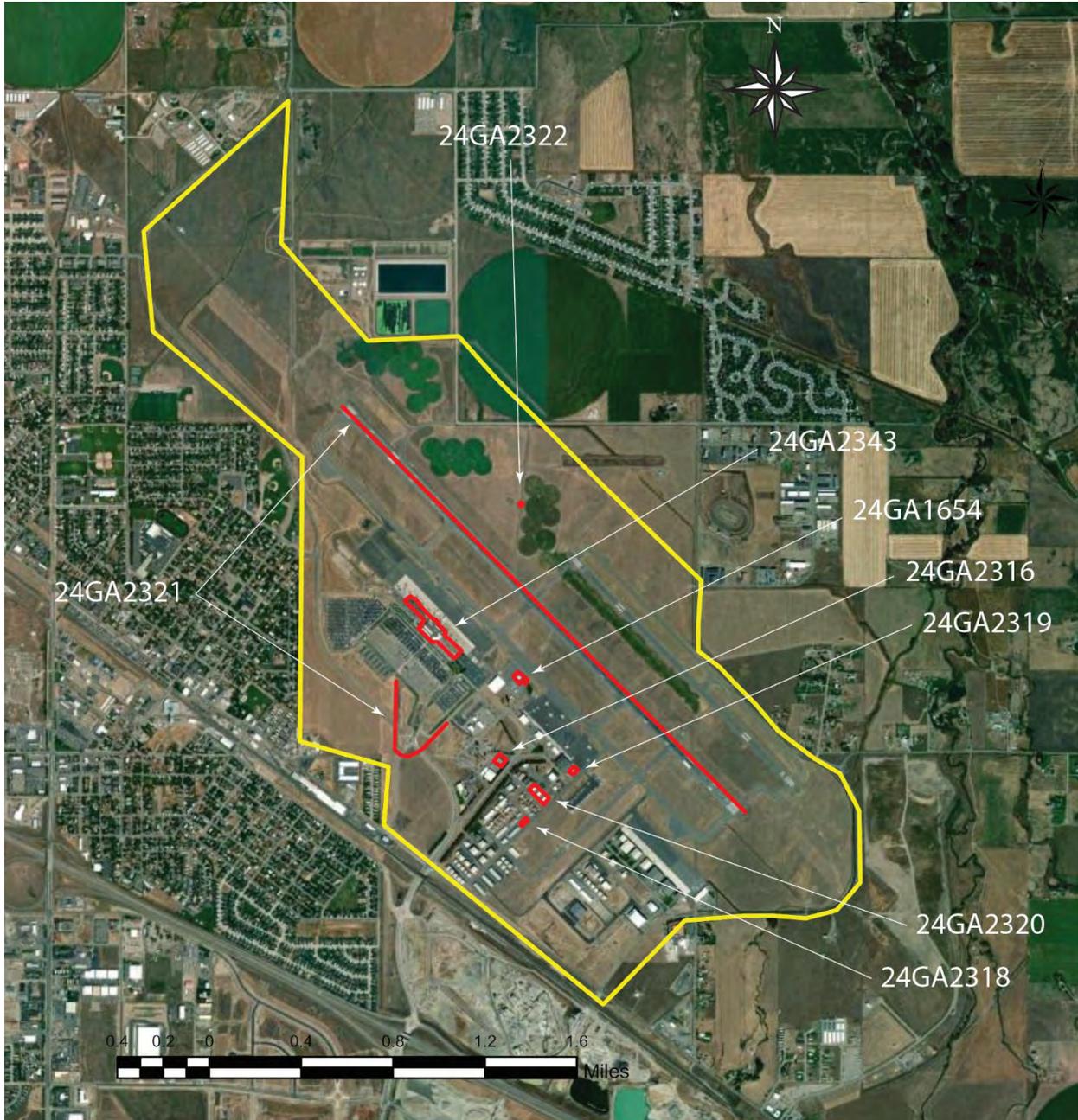


Figure 2. Site map of 24GA2357, boundary in yellow.



Figure 3. 24GA1654, north elevation, view to the south.



Figure 4. 24GA2316, east corner, view to the west.



Figure 5. 24GA2318, north corner, view to the south.



Figure 6. 24GA2319, south corner, view to the north.



Figure 7. Overview of 24GA2320. View to the east.



Figure 8. Overview of 24GA2321, Taxiway "B" near its intersection with Airway Blvd., view to the north.



Figure 9. 24GA2322, VOR at BZN, view to the north.



Figure 10. 24GA2343, entryway to the 1977 portion of the BZN terminal, now the ground transportation wing. View to the northwest.

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.

Appendix C - Isolated Find Form



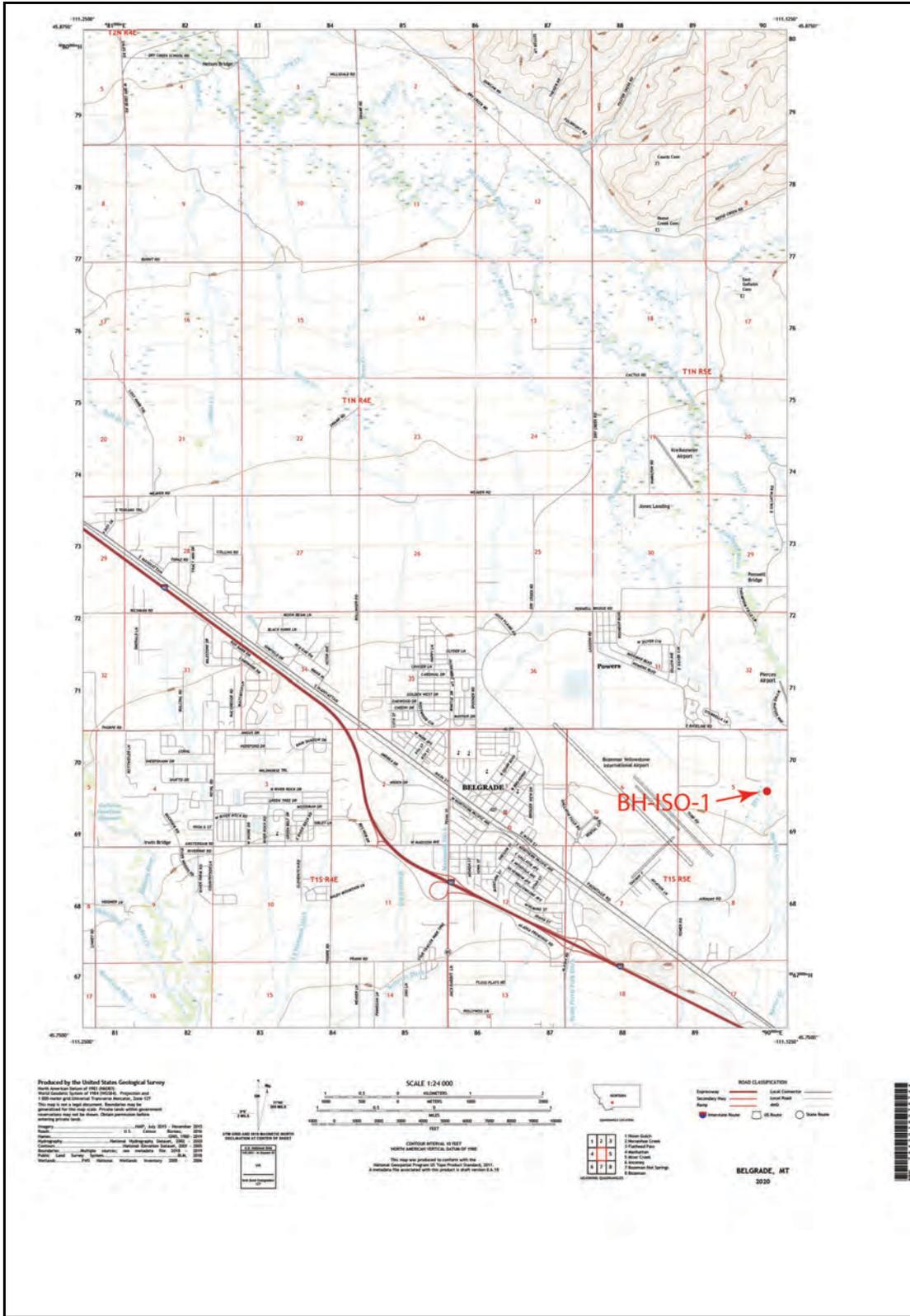
Ventral



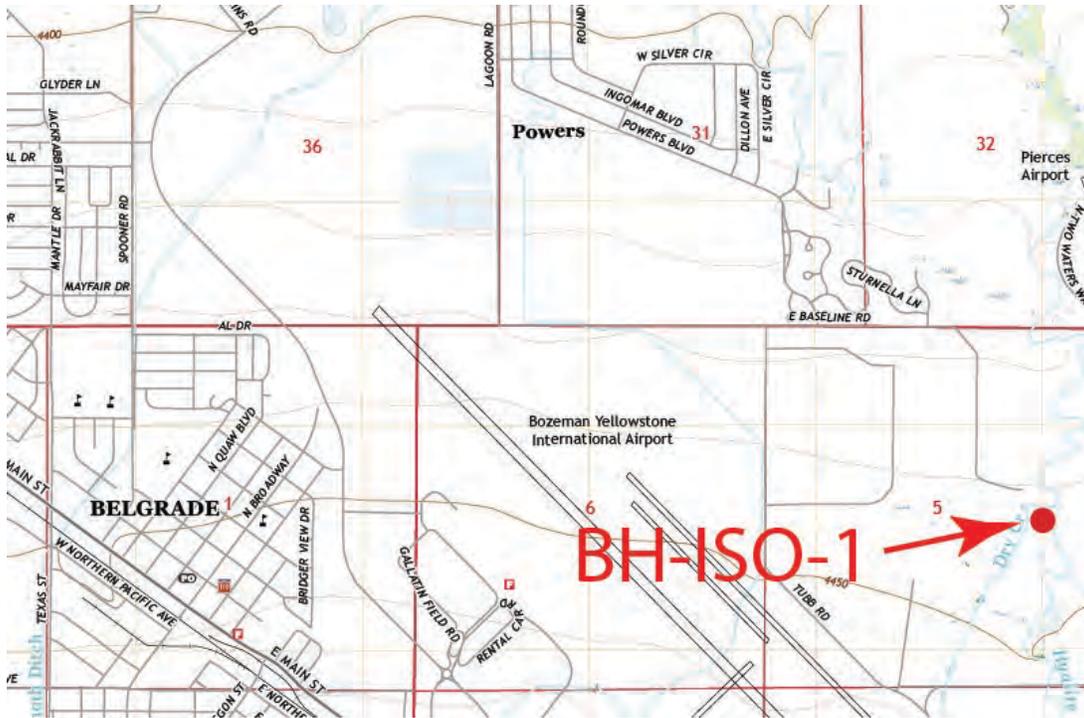
Dorsal

10) Environmental Location (Topography/Vegetation/Soils and
Deposition/Slope/Water Sources: Alluvial terrace of Hyalite Creek

11) Attach Copy of USGS Location Map



Topo location map for BH-ISO-1, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 5.



Topo location map for BH-ISO-1, close up, USGS 7.5' Quad, Belgrade, MT 2020. Township 1 South, Range 5 East Section 5.