

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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982

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Historic Resources of Livingston
(Partial Inventory: Historic and Architectural Properties)

AND/OR COMMON

Livingston Commercial Historic District

2 LOCATION

STREET & NUMBER The incorporated limits of Livingston and the City-County Planning Area.

CITY, TOWN

NOT FOR PUBLICATION

Livingston

CONGRESSIONAL DISTRICT

STATE

Montana

VICINITY OF

First

CODE

30

COUNTY
Park

CODE

067

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input checked="" type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input checked="" type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT
<input checked="" type="checkbox"/> Multiple Resource	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> MUSEUM
			<input checked="" type="checkbox"/> PARK
			<input checked="" type="checkbox"/> PRIVATE RESIDENCE
			<input checked="" type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME Multiple Ownership

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Park County Courthouse

STREET & NUMBER

CITY, TOWN

Livingston

STATE

Montana

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Montana Historic Preservation Plan With Historic Sites Compendium

(Includes: Livingston Passenger Depot, St. Andrew's Episcopal Church & Benson's Landing)

DATE

July, 1975

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

Montana Historical Society

CITY, TOWN

Helena

STATE

Montana

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Livingston, Montana sits beside the Yellowstone River at a point along the course from its origins in the mountains south of Yellowstone National Park to the Missouri River (Map A). Here it makes a bend eastward and has created a broad basin at 4,491 feet above sea level, which is ringed by mountain ranges, whose peaks reach over 10,000 feet. The Northern Pacific Railroad line, constructed in 1882, followed the Yellowstone River bed westward to this point and then continued in that direction over the Bridger Range, through Bozeman Pass, to the Gallatin Valley, and thence to the Pacific Coast (Map A). The form of the city, which grew up around the railroad's division headquarters, was determined by this route, running more or less parallel to the river (Map B). The original townsite, laid out by Northern Pacific surveyors, encompasses a full section. The tracks and yard bisect the section at a 45° angle, and its corners are cut by the west channel of the Yellowstone at the south and by bluffs to the north. Streets were platted at right angles and parallel to the tracks, on both sides. Quarter section additions -- Park, Palace, and Riverside (which included the original settlement, Clark City)--were made in 1883. In 1884, the city was extended to the north with Minnesota Addition. These lands, originally held almost entirely by the railroad company (in addition to its 400' right of way), were sold off rapidly to developers and other private owners. This early platting provided more than sufficient commercial and home sites until the present day. Some land on the fringes is still semi-rural, as the city's population has remained fairly constant since 1914. Platted areas to the northwest have not been developed because they cover the steep grade of the bluff. A few small additions were platted and annexed more recently. Some new growth is occurring here and outside the city limits.

The Multiple Resource Area encompasses land within four-and-a-half miles of the existing city limits (Map B). This boundary defines the extent of the City-County Planning Board's jurisdiction. Within the area, only buildings and structures were surveyed. An inventory of archeological resources was not within the survey team's purview.

Livingston and the adjacent territory within the Multiple Resource Area experienced one steady growth period, namely between 1882 and about 1915. Most of the original structures from the late 19th and early 20th century remain (Map C). In many respects, the city's pre-World War I character is intact, since only a relative few intown buildings have been replaced with newer ones or by park-lots, and recent construction is mostly on the fringes. The Area contains a full range of building types from the 1882-1915 period: civic and commercial structures, churches, intown houses, ranch houses and outbuildings and the dominant railroad depot, but only a fragment of the early railway shops.

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8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Tourism
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Livingston, Montana, is a relatively well-preserved western railroad town situated in an area of rich agricultural, scenic, and mineral value. The significance of its architectural resources is derived from their grouping, from the sense of the distinct neighborhoods or districts they create together. These public, commercial, residential, and agricultural structures merit recognition as records of the life patterns of the ordinary people who settled here in the late 19th and early 20th centuries. Only the Northern Pacific Railroad Company could afford to bring in sophisticated architects and technicians. Other Livingstonians made use of local building talent and materials. The structures they created reflect their basic needs -- for shelter and livelihood -- as well as their cultural and social aspirations.

The upper Yellowstone Valley in southwestern Montana was well-known to wandering Indian bands, but never accommodated permanent settlement. The first recorded exploration by whites occurred in 1806 when Captain William Clark and his party passed through the area on their return trip from the Pacific coast. Clark camped at what is now Livingston on July 15, 1806, and then continued east until his party joined Merriwether Lewis and his men at the confluence of the Yellowstone and Missouri Rivers. After Clark's brief visit, only occasionally did fur trappers, prospectors, and traders traverse the area. In the 1860s, gold strikes in the upper Yellowstone Valley, the opening of 5 million acres of former Crow Reservation lands, and the establishment of Yellowstone National Park prompted increased activity, but no town founding.

The Northern Pacific Railroad's push west across the upper tier of the country in the 1880s not only brought the city of Livingston into being, but determined its character. In July, 1882, representatives of a company contracting to supply construction crews set up a tent camp on the Yellowstone northeast of the present town center near what is now E. Clark Street. Merchandise hauled on oxen-drawn wagons arrived, and on August 1, the store opened. Six months later, Clark City, as the new settlement was named, boasted numerous businesses and thirty saloons to serve the needs of railroad crews. It was a tent town, with only a few frame buildings. Commercial opportunities there had attracted entrepreneurs also wishing to profit from the construction activity.



9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet (pp. 7 - 8)

10 GEOGRAPHICAL DATA See District and Individual Property Nominations

ACREAGE OF NOMINATED PROPERTY _____

QUADRANGLE NAME _____

QUADRANGLE SCALE _____

UTM REFERENCES

A	_____	_____	_____
ZONE	EASTING	NORTHING	
C	_____	_____	_____
E	_____	_____	_____
G	_____	_____	_____

B	_____	_____	_____
ZONE	EASTING	NORTHING	
D	_____	_____	_____
F	_____	_____	_____
H	_____	_____	_____

VERBAL BOUNDARY DESCRIPTION

See Continuation Sheet (p. 8)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

David Leavengood, Architect

ORGANIZATION

Kommers, McLaughlin & Leavengood

DATE

June, 1979

STREET & NUMBER

120 East Callender Street

TELEPHONE

(406) 222-1626

CITY OR TOWN

Livingston

STATE

Montana 59047

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

David Leavengood

TITLE

DATE

6/22/79

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
	DATE
	DATE
ATTEST: KEEPER OF THE NATIONAL REGISTER	DATE
CHIEF OF REGISTRATION	

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 1

The structure of Livingston is simple, the obvious result of economic and geographic patterns. The commercial core, along Main, 2nd, Callender, and Lewis Streets, lies adjacent to the depot, across the tracks from the railroad shops. Railroad workers and others of modest means built houses in the blocks north of the tracks and on the eastside, both areas being immediately adjacent to the shops. Livingston's wealthier citizens constructed their more substantial residences on the westside, especially along S. Yellowstone Street, which was wider than all but Main Street. Early ranch structures within the Multiple Resource Area were often built by men with interests, and even homes, within city limits.

Like many other western towns of unpretentious origins, Livingston's buildings can be characterized as modest adaptations of nationally popular styles, as well as simple vernacular structures. The vast majority use local materials -- wood, brick, and sandstone -- and only a handful were architect designed. Commercial buildings and hotels, mostly one- and two-story brick structures, line the grid of streets at the core. Detailing is simple, usually limited to the mason's art, but some buildings display metal cornices or pediments. A number retain their original glass spandrels and pressed metal ceilings, although the inevitable ground-floor remodelings have occurred. Public buildings in the core are simple brick versions of Romanesque, Classical, and Gothic revival styles.

Residential streets intown are lined with tall trees, but not with wires, which run above gravelled alleys running NW-SE. With a few exceptions, Livingstonians live in detached houses. Set-backs insure generous front yards, often with low fences, but distances vary from the norm of about twenty feet, so monotony is avoided. Eastside and northside houses are commonly one- or one-and-a-half-story wood frame buildings covered with clapboard or stucco, sitting on one or two 25' x 140' lots. Roofs are gabled or hip. Most residences have generous porches and extremely simple detailing. More westside houses are two-stories, occupy two or more lots, and have varied materials and richer embellishments. One can find houses which could be labeled Queen Anne, Shingle style, Classical revival, Prairie style, bungalow, and even Spanish colonial revival, as well as those which can only be called vernacular. Building materials include wood, shingles, clapboard, stucco, brick, local sandstone, and cast concrete "stone," used in a variety of combinations.

With its tree-lined residential streets, all of Livingston stands out as a sort of oasis on the relatively barren plateau on which it sits. But the city also possesses two distinctive landscaped open spaces (Map D). Entering town from Interstate 90, one

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 2

drives northeast along Park Street, parallel to the tracks on their southeast side. A belt of railroad land, containing fine big trees, grass, and hedges, separates the roadway from the tracks up to and just beyond the depot. On Livingston Island between the west and east channels of the Yellowstone River, the latter of which is now the main channel, are Sacajawea and Miles Parks and Livingston Lagoon. The character of this area, with its tall trees, stone bridge and retaining walls along the lagoon, contrasts markedly with the adjacent built up area of the town.

Land use figures for the City-County Planning Board Jurisdictional Area, which is contiguous with the Multiple Resource Area, are only available for 1966. At that time, developed land constituted 5.1% of the total of 31,014 acres. Land use on this developed portion was as follows: residential, 14.9%; business, 2.2%; industrial, 14.3%; railroad, 8.3%; public and semi-public buildings, 1.2%; parks and other developed open space, 6.5%; streets and highways, 52.6%.

The survey of the Multiple Resource Area was conducted during April, May, and June, 1979, by Kommers, McLaughlin & Leavengood, Architects, Livingston, Montana, under the direction of David Leavengood, registered architect. Assisting were: Warren Hampton, registered architect, who works for Mr. Leavengood; Dr. Joan Draper, architectural historian and assistant professor, School of Architecture, Montana State University, Bozeman, who worked as a consultant; and Marilyn McMillan, M.A. (English) and master's degree candidate in history, M.S.U., who also worked as a consultant. All structures within the city limits were inspected, but only those along major routes between that border and the 4½ mile planning area boundary (Map C) were examined. This limitation was imposed because of accessibility problems and was sanctioned by the City of Livingston. No archeological surveying or testing was carried out, as per the agreement with the Montana Historical Society and the City. Buildings were rated according to a system derived from National Register criteria. Evaluated were: architectural design and construction type (uniqueness and quality); age; environment (single property and streetscape); historical significance (person, event, and pattern); and integrity. Buildings were finally grouped in the following categories: primary, secondary, contributing, non-contributing, and intrusive (Map D).

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Officials of the Northern Pacific in St. Paul, 1008 miles to the east, set the ultimate location, configuration, and economic base of the city. They designated a section of land about a mile northwest of Clark City as the official townsite and named it Livingston in honor of Johnston Livingston, a Northern Pacific director and the major stockholder. This section was surveyed in November, 1882, and the plat map filed in Bozeman, county seat of Gallatin County, in December. Livingston was to be an important division point, in fact, Headquarters of the Yellowstone Division. Back and car shops, subsequently making up the largest repair facility along the line between St. Paul and Tacoma, were located here. Engines pulling trains on the long run from Minnesota were exchanged for others continuing over the mountains to the coast. Additionally, a spur line was constructed from Livingston to Yellowstone Park in 1883.

Once the townsite had been firmly established and the rail lines from west and east joined in August, 1883, the new city grew rapidly. From the beginning, its character was determined not only by the presence of the Northern Pacific Shops, but also by its other functions. Livingston was the trading center of a rich mining (coal, gold, silver) and agricultural (grain, cattle, sheep) area and the embarkation and outfitting point for Park tourists. Clark City was abandoned as the railroad company sold lots in Livingston. Naturally, the following years saw the establishment of the usual community institutions: schools, churches, fraternal organizations, civic government and services. Several devastating fires and floods encouraged early construction of permanent masonry structures, particularly in the commercial district. With population increases, agitation began in 1887 for the creation of a separate county from the eastern portion of Gallatin County. The next year, Livingston became the seat of Park County, and the following year, its municipal government was formally organized. The town was hit hard by both the 1893 depression and the 1894 American Railway Union strike, but had recovered sufficiently in the next few years to erect a city hall and county courthouse. The Northern Pacific Railroad Company made more investments as well. In 1901-1902, a \$200,000 enlargement of the shops doubled employment, and in 1902, the passenger depot, costing \$75,000 was completed. By 1905, the population had climbed to nearly 5000.

Since the first decade of the century, the history of Livingston has reflected the fortunes of the rest of the state as well as that of the railroad. The population grew to 7000 in 1914, when both agriculture and railroading enjoyed good times. The city and county constructed a great number of roads, anticipating the future impact

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of tourism. The 1920s and 1930s brought a general depression to Livingston as to the state as a whole. Drought and economic troubles drove many people from Montana. In the 1940s, the exodus to coastal shipyards further decreased population. However, railroad employment remained steady. As locomotives grew larger and more sophisticated, crews grew smaller, but maintenance and supportive services increased. When seventy-five new locomotives were brought into service in 1943-1945, the shops were enlarged again. With the switch from steam to diesel power in 1957, more building took place. Passenger service to the Yellowstone Park entrance at Gardiner, was discontinued in 1948, however, having been outmoded by private transportation. Livingston's population has remained stable through the years at about 7800, although it dropped somewhat in the 1960s and rose again in the 1970s. The railroad, Burlington Northern since 1970, employs about one-third of the total labor force of the city, and so continues to be a major factor in its life, while agricultural and tourist activities are still important.

The four districts and ten individual properties chosen for nomination mostly date from Livingston's one growth period, 1882-1915, and they reflect the activities and interests of its citizens and visitors at that time. The primary role of the railroad in the city's history is reflected most strikingly by the Passenger Depot. Indicative of the impact of this transportation route on the town are the cluster of downtown hotels, such as the Murray, directly opposite the Depot, where Park visitors ate and slept. The red-light district on B Street nearby also catered to transients, as well as to residents. Tourists outfitted themselves at such establishments as Thompson Brothers, General Merchandise on Main Street and A. W. Miles' Hardware Store on 2nd. Of course, these stores, whose buildings remain, also served town residents as well as ranchers and miners from the surrounding region. Livingston's merchants, bankers, and professional people had settled and built here at the time of the initial 1882-83 boom brought on by construction of the rail line. Many stayed to profit from the second spurt of Northern Pacific building beginning in 1901 and from the continuing custom of Park tourists and railroad shop workers. These men who built up the commercial core, were, along with railroad officials, the leading citizens and also supported churches, schools, lodges, the waterworks, and other civic institutions. With the exception of a cigar factory and flour mill (both now demolished), Livingston had few structures devoted to manufacturing other than those associated with the construction industry. The single major economic force intown was (and is) the railroad.

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CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 5

Agricultural interests in Park County are represented by individual property nominations. The Ebert ranch house was the home of a county commissioner and prominent breeder of cattle and horses. The Trowbridge farm buildings originally sheltered horses and later, a dairy, one of several in the area. Mining in Park County took place outside the Livingston Multiple Resource Area.

Architecturally, the nominated buildings are significant as local builders' versions of nationally popular models of the 1880s through the 1920s. These simple structures form harmonious groups or districts, each of which is united by similar scale and massing, by repetition of common materials, such as brick, and of simple detail, such as turned posts, and by a general lack of intrusions. With the exception of the Passenger Depot, a sophisticated work by a firm soon to undertake Grand Central in New York, only a few buildings, mostly public, were designed by architects, none of whom resided in Livingston. Livingston's architectural resources consist of straightforward wood and masonry structures, more interesting for the persisting pattern of their development than for their individual forms.

Preservation and restoration activities in the Multiple Resource Area are minimal and exclusively in the hands of private property owners at this writing. Numerous older buildings have been remodeled. Most of these transformations were unsympathetic to the original architectural character, but not many have been drastic. Some owners have expressed interest in rehabilitating commercial and residential properties, but it remains to be seen whether or not these activities can be termed preservation and restoration.

Districts and individual properties chosen for nomination reflect the characteristic aspects of everyday life in Livingston and vicinity as they developed before 1915. Districts include (1) the more affluent Westside District, a residential neighborhood; (2) the Commercial District; (3) the B Street District, the red-light district; and (4) the blue-collar Eastside District, a residential neighborhood. Within boundaries are to be found the most typical, best designed, and best preserved buildings of each of these city districts. No northside residential district was defined or nominated because the older buildings there are similar to those on the eastside, but their concentration and architectural quality are lower. Development was slower and less extensive there, since the tracks cut the district off from downtown and because the bluffs prevented building on about half the platted land. The

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railroad shops, although they have played a central role in the history of Livingston, were not nominated because nearly all existing structures are of recent date and only a small fragment of the old roundhouse remains. Individual properties nominated reflect important persons, activities, and building types. Statements of significance and explanations of district boundaries are to be found in the accompanying documentation.

Results of this survey will be integrated into the new Livingston master plan for which funds are now being sought. As a part of their contract with the city, Kommers, McLaughlin & Leavengood are formulating planning goals related to preservation. The new document will replace a 1965 plan (see bibliography), which makes no reference to historic resources.

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Interviews (all April-June, 1979)

Ethel Alt
Ken Colby
Betty Freund
Jay Gleason
Bill Gordon
Mrs. John Grady

Warren McGee
Walter Nicholson
Mrs. Larry Taylor
Neil Trowbridge
George Urbach
Doris Whithorn

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"Northern Pacific Railroad Station, Livingston, Mont. Reed & Stem Architects, New York, N.Y." American Architect and Building News, LXXXIV (April 16, 1904), 26-27, plate No. 1477.
Livingston Enterprise, June 6, 1883-present.

Item Number 10 -- Verbal Boundary Description

Description of Jurisdictional Area

Sections One (1), Two (2), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), South Half (S $\frac{1}{2}$) of Seventeen (17), North Half (N $\frac{1}{2}$) of Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), East Half (E $\frac{1}{2}$) of Twenty-seven (27), Thirty-five (35), and West Half (W $\frac{1}{2}$) of Thirty-six (36) all in Township Two (2) South, Range Nine (9) East

West Half (W $\frac{1}{2}$) of Two (2), Southwest Quarter (SW $\frac{1}{4}$) of Two (2), Sections Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), West Half (W $\frac{1}{2}$) of Twenty-three (23), West Half (W $\frac{1}{2}$) of Twenty-eight (28), Twenty-nine (29), and Thirty (30), all in Township Two (2) South, Range Ten (10) East

Twenty-eight (28), Twenty-nine (29), Thirty-one (31), Thirty-two (32), Thirty-three (33), Thirty-four (34), all in Township One (1) South, Range Ten (10) East

Thirty-five (35) and Thirty-six (36) all in Township One (1) South, Range Nine (9) East

West Half (W $\frac{1}{2}$) of One (1) and all of Two (2), East Half (E $\frac{1}{2}$) of Eleven (11) and West Half (W $\frac{1}{2}$) of Twelve (12) all in Township Three (3) South, Range Nine (9) East

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District 2
Commercial
District

CONTINUATION SHEET

ITEM NUMBER

PAGE 24

1. Name: Commercial District
Livingston, Montana
2. Location: Bounded by the south side of the Burlington Northern Railroad tracks, B and C Streets, the property lines between Lewis and Clark Streets, the alley between S. 2nd and S. 3rd Streets, N. 3rd Street, the alleys behind Park Street and the landscaped verges of Park and U.S. 10. Approximately 13 blocks, plus railroad lands, centered on Park and Main Streets. (See Maps C & D)
3. Classification: District
Public and Private Ownership
Occupied
Accessible
Present Uses: Commercial
Entertainment
Government
Private Residence
Transportation
Park
4. Owner of Property: Multiple Ownership
5. Location of Legal Description: See Historic Resources of Livingston form
6. Representation in Existing Surveys: See Historic Resources of Livingston form
7. Description:

Livingston's commercial core developed in the blocks southeast of the Northern Pacific tracks. Unlike most Montana towns, which have linear retail districts, development here was compact. Businesses were concentrated first on Park, running parallel to the tracks, at its intersection with Main. This latter artery owes its importance to the fact that it formerly crossed and then went under the tracks and also joins up with the old county road by way of a bridge across the river. Second Street, terminating at the Depot; B Street; and the cross streets, Callender and Lewis, also form part of the core grid. The District has been extended along these streets to include



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intact downtown buildings from the 1930s and earlier. Edge buildings include Goughnour's Lumber Company, 218 S. 2nd Street, and Farmers Creamery, 116 W. Lewis Street. Park Street has developed commercially beyond Main in both directions, particularly since the 1930s. Development at its extremities is generally spotty and auto oriented. The District includes only the western arm because it encompasses a number of older dwellings and the landscaped railroad lands. This belt on Park forms the entrance way to Livingston from Interstate 90. It is marked by the John Bozeman monument, at Park and Callender, erected in 1926.

The business and hotel blocks of the core which date from 1883 - c. 1915 are most commonly two-story structures built up to the property lines. The rhythm of Main and adjacent streets is punctuated frequently by one-story buildings and the occasional three- or four-story block. The alley system, down which run utility lines, further complicates the pattern. But a common scale and density is generally maintained. Major breaks occur where parking lots or newer construction intrude and around public buildings which are set back from the street, including the Post Office on N. 2nd (1912)(Photo #28), the Carnegie Library on W. Callender (1903)(Photo #26), and Lincoln School on E. Lewis (1914)(Photo #41). However, the former City Hall and Fire Station on E. Callender (1896)(Photo #40), an asymmetrical structure which has lost its tower, was built up to the sidewalk line.

Brick is the most common building material downtown, some buildings having been painted or stuccoed over. Facades are generally symmetrical and articulated with brick or metal cornices and belt courses. Shop facades at ground level have often been remodeled, but some retain original display windows and glass spandrels, including parts of the Callender facade of the A. W. Miles Block (100 S. Main, rebuilt 1913), the Callender facade of the Lehrkind Block (101 S. Main, c. 1907-1917) and the Thompson Block (101 N. Main, c. 1884)(Photo #35). Upper levels have regularly spaced tall vertical windows with flat or arched lintels. Detailing here is limited to brick pilasters, quoins, blind arches, or simple patterning in relief or a lighter material. Two metal pediments remain: on the Combination Block (115-119 S. Main, 1904)(Photo #38), which also has two bay windows, but has been one-third truncated, and on the Harvat Building (110 N. Main, c. 1890) (Photo #34).

Three brick, classical revival public buildings of the early twentieth century are the only stylistically classifiable buildings downtown, with the exception of the faintly Tudor Lincoln School.



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(Photo #41). These are the Post Office and Carnegie Library mentioned above, and the Northern Pacific Passenger Depot (1901-1902)(Photos #22, #23). This latter building consists of a large, three-story office and waiting room structure and two, lower wings containing the baggage room and a cafe, all connected by a curved colonnade. The composition recalls a Palladian villa. Terra cotta ornamentation is richly plastic, especially in the colonnade pediments, where N.P. "monads" are treated as cartouches. The Depot is the most prominent landmark in the city because of its location, size, and design quality.



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8. Significance:

Livingston's commercial core developed rapidly after the city's grid of streets had been laid out by Northern Pacific surveyors in 1882. The railroad shops were established on the northside between the tracks and the bluffs, and here, too, were the first modest passenger depots. But the city proper developed along the wider belt of land to the south between the tracks and the river. Merchants and saloon keepers located at Park and Main, a point convenient for tourists, future town residents, and also for people coming in from outlying areas along the County and Bozeman Roads (U.S. 10). Some even hauled wood-frame structures from Clark City, the first settlement, but immediately, masonry structures appeared. Brick yards and lime kilns were soon established in the immediate vicinity. A series of fires up to 1886 encouraged the trend.

The commercial district experienced another burst of building activity after 1900 as a result of new N.P. construction. The shop additions doubled employment there, and thus patronage. The new Depot further encouraged centralization. Moving passenger facilities from the north to the south side of the tracks made access easier since it was no longer blocked by freight trains. But to accommodate new track, 2nd, 3rd, and Yellowstone, where they crossed from north to south had to be vacated by the city. Thus Main Street became more important as a through street. Substantial hotels were constructed in the District to cater to tourists. Other business blocks extended south on Main, east and west on Park. Second Street became decidedly urban as a result of a friendly rivalry between leading merchants, A. W. Miles and the Hefferlin brothers. Miles owned property on 2nd and the Hefferlins held much of Main. Each tried to outbuild the others. Their substantial commercial blocks remain. Several cigar factories also numbered among Livingston enterprises, the most successful of which was that of Charles Garnier and his "Sport" brand, first produced in 1886. Garnier's factory has burned, but the Garnier-Miles block (116-124 W. Callender)(Photo #29), a broad 2-story brick building with a pedimented doorway, is a testament to the pride and prosperity of businessmen in the new city.

Also indicative of the characteristic boosterism of western frontier towns are the substantial public buildings in this District, constructed between 1896 - 1914. After many attempts, leading citizens convinced taxpayers to fund a County Courthouse and City Hall both built in 1896, only a few years after their respective governmental



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entities had been established. The Courthouse has been replaced by a new complex, but City Hall, on W. Callender, now partly vacant, remains as a monument to early civic pride.

The Northern Pacific's interest in Livingston, its Yellowstone Division headquarters and departure point for Park tourists, is evinced by construction of the monumental Passenger Depot between 1901 and 1902. To design it, the company employed Reed and Stem of St. Paul, an architectural firm which specialized in railway stations. While Livingston's Depot was under construction, Reed and Stem, with Warren and Wetmore, undertook the design for Grand Central Station, New York City. Other Reed and Stem commissions include depots or stations in Tacoma, Missoula, Bismark, Troy, and Scarsdale. The Livingston Depot is an architectural work of national significance for both the quality of its design and as a relic of the great age of American railroading. Burlington Northern maintains offices in the building today.

9. Bibliographical References:

See Historic Resources of Livingston form

10. Geographical Data:

Acreege 44 acres

UTM Reference

A.	1 2	5 3,4 3 1,0	5 0 5,5 9,9,0
B.	1 2	5 3 4 1,0,0	5 0 5,6 2,4 0
C.	1 2	5 3 3 5,5,0	5 0 5,5 7,2 0
D.	1 2	5 3 3 5,4,0	5 0 5,5 9,8,0
E.	1 2	5 3 4 3,8,0	5 0 5,6 5,9,0
F.	1 2	5 3 4 6,6,0	5 0 5,6 2,4 0

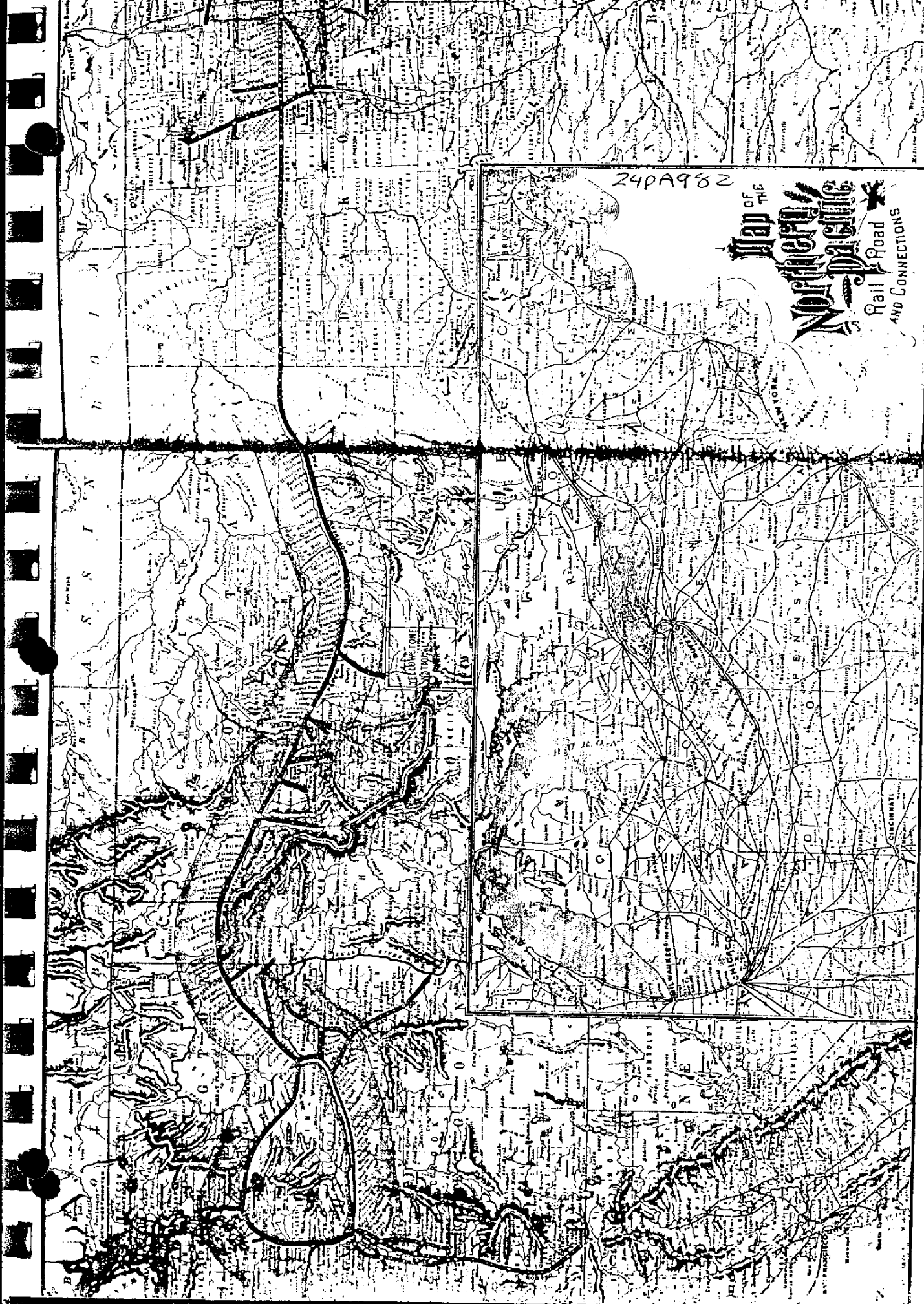
Verbal Boundary
Description

zone easting northing
See Maps C & D

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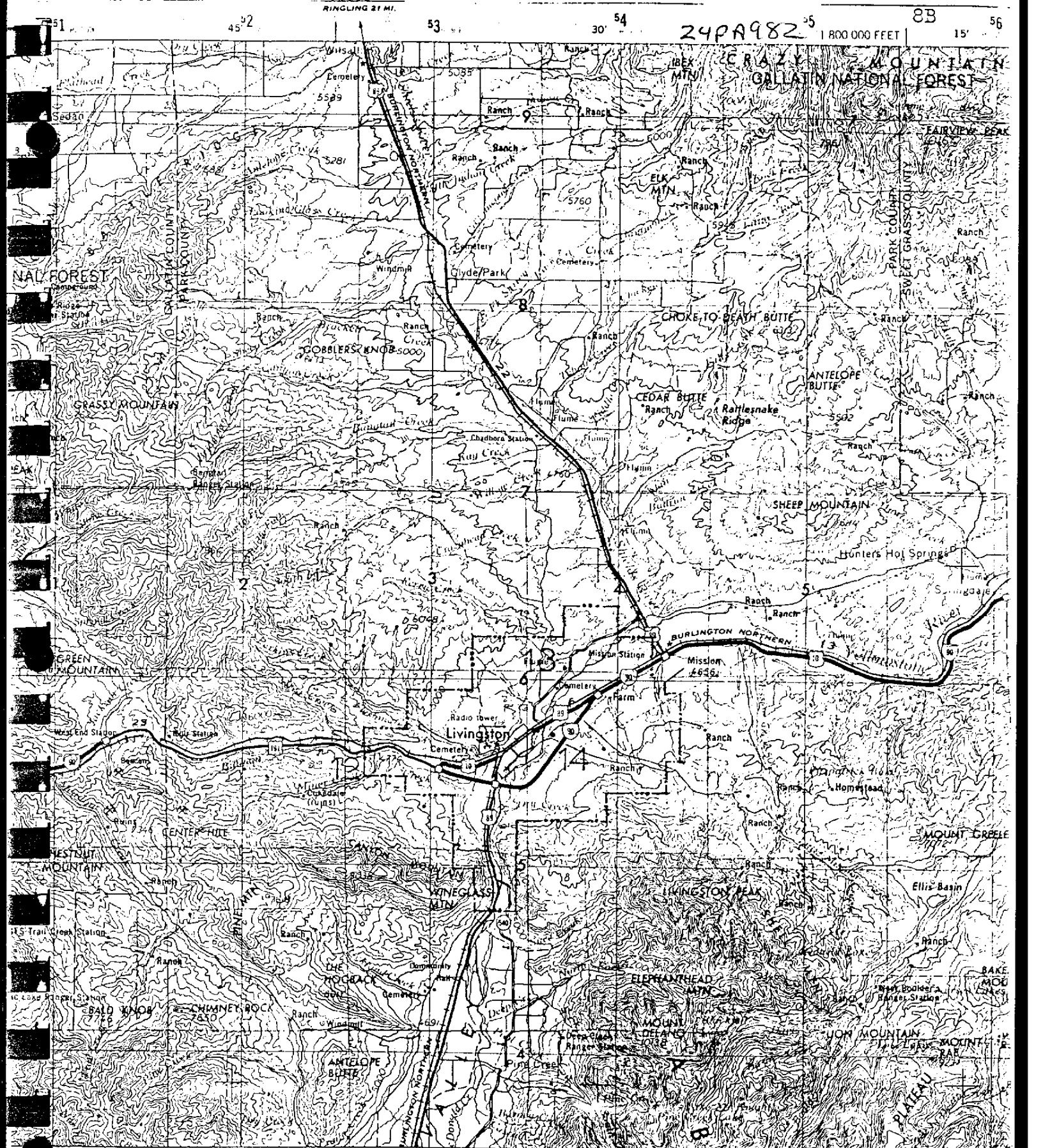
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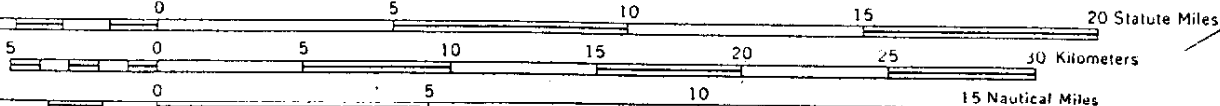


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Map of the
Northeastern
Rail Road
AND CONNECTIONS



Scale 1:250,000 SURVEY BOUNDARIES



CONTOUR INTERVAL 200 FEET **LIVINGSTON MULTIPLE RESOURCE AREA**

MAP B

