FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

24PA 988

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET Individual Property ITEM NUMBER PAGE 56

Name: KPRK Radio
Map number: Maps C & D #9 Photo #56
Location: On U.S. 89, east of Livingston
Owner and address: KPRK Radio Station
c/o Ken Colby
Box 110
Livingston, Montana 59047

25- 10E - Sec 7

Construction date: 1947
Style: Moderne
Verbal Boundary description: T 2S, R 10E, Section 7
Acreage: less than 1 acre
U.T.M. reference: |1,2| |5|3,5|8|4,0| |5|0,5,7|5,8,0|
Bibliography: Oral interview, Ken Colby, May, 1979.
Bill and Doris Whithorn, Photo History of Livingston, Montana (Livingston, 1966).

Description:
The station building is a 1-story, detached wood-frame white stuccoed structure of rectangular plan, approximately 50' x 20'. Projecting to the front is an asymmetrically placed semi-circular vestibule, crowned with a four-tiered, round roof structure, whose concentric levels diminish in diameter toward the top. Above is a miniature simulated radio tower, a tripod circled by bands of black metal. Glass block fills vestibule windows and the narrow vertical openings at the corners of the main structure. Stylized call-letters and a lightning bolt appear in gold-leaf on the front door glass and larger letters appear in black sheet metal along the top of the front facade over large plate-glass windows. Above and below these windows are smooth bands, once bright red, as was the front door. Originally, the call letters and lightning bolts were repeated in neon on the roof. Planters flanking the door are additions.

Significance:
Architect William Fox of Missoula, Montana, designed this structure in 1947 for Livingston's first radio station, KPRK. It continues as such.

This structure meets the following National Register criteria:

C. This building is a popular, if belated, interpretation of the Moderne style. The design draws upon futuristic imagery perpetuated by radio and film media in the 1930s and 1940s. It is whimsical, consciously "modern," and belongs in the context of the world outside Livingston, unlike nearly every other structure in town, except the Depot. It sits like a 3-D billboard along the developing Park Street strip, having been constructed the year before the NP discontinued passenger service to Yellowstone Park. Although the KPRK Station building is less than fifty years old, it merits inclusion in the Multiple Resource District as an individual property because it is a locally unique example of this style and very well preserved.

Form No. 10 300 REV. (9/77)

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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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:

2 LOCATION

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

__NOT FOR PUBLICATION

CITY, TOWN: Livingston __VICINITY OF

CONGRESSIONAL DISTRICT: First

STATE: Montana CODE: 30 COUNTY: Park CODE: 067

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	X AGRICULTURE	X MUSEUM
__BUILDING(S)	X PRIVATE	__UNOCCUPIED	X COMMERCIAL	X PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	X EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	X ENTERTAINMENT	X RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	X GOVERNMENT	__SCIENTIFIC
X Multiple Resource	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__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 Passeng Depot, St. Andrew's Episcopal Church & Benson's Landing)

DATE: July, 1975 __FEDERAL X STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS: Montana Historical Society

CITY, TOWN: Helena STATE: Montana

24PA 988

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	X DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	_ RUINS	X ALTERED	_ MOVED DATE_____
X FAIR	_ 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.

24PA 988

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

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A				B			
C				D			
E				F			
G				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
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 [signature]

TITLE

DATE 6/22/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST: KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION

24PA 988

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	X AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
X 1800-1899	X COMMERCE	X EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Tourism
		__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 architecturalresources 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 occassionally 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.

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 adaptions 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

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).

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

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.

Agricultural interests in Park County are represented by individual property nominations. The Ebert ranch house was the home of a county commissioner and prominant 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

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.

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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_____. Photo History of Livingston, Montana. Livingston, [1966].

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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

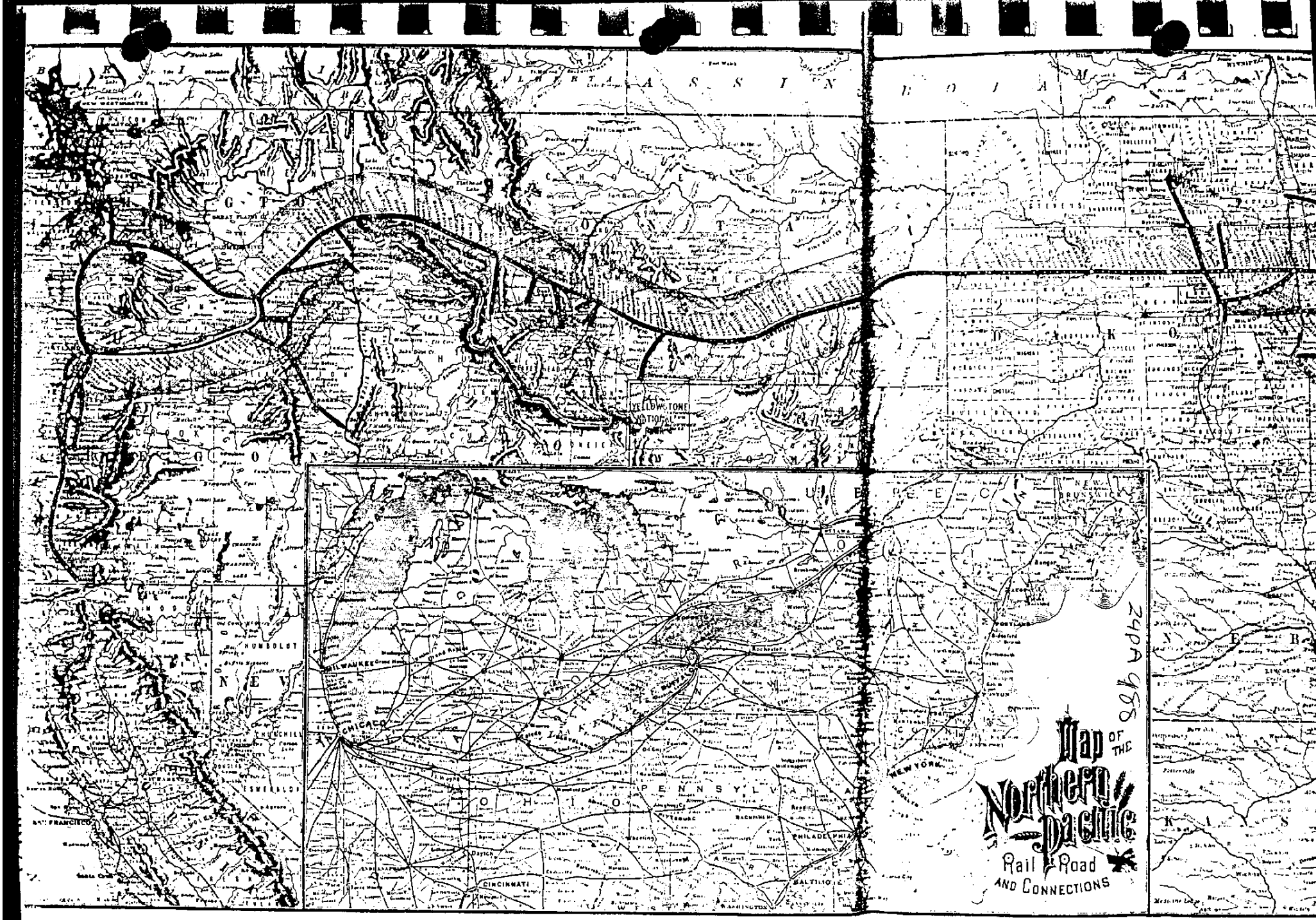
Sections One (1), Two (2), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), South Half (S½) of Seventeen (17), North Half (N½) of Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), East Half (E½) of Twenty-seven (27), Thirty-five (35), and West Half (W½) of Thirty-six (36) all in Township Two (2) South, Range Nine (9) East

West Half (W½) of Two (2), Southwest Quarter (SW¼) 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 (W½) of Twenty-three (23), West Half (W½) 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

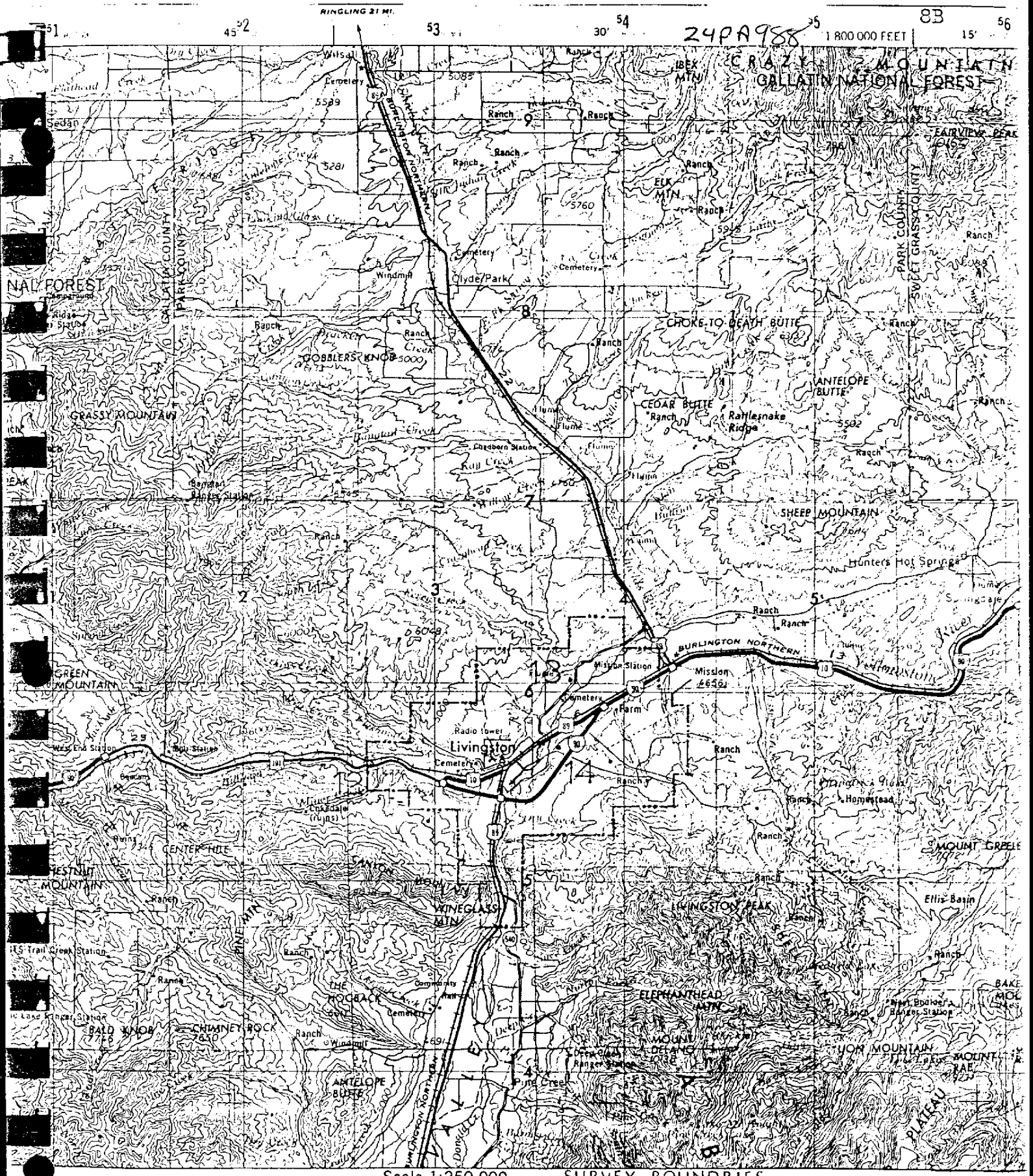
Thirty-five (35) and Thirty-six (36) all in Township One (1) South, Range Nine (9) East

West Half (W½) of One (1) and all of Two (2), East Half (E½) of Eleven (11) and West Half (W½) of Twelve (12) all in Township Three (3) South, Range Nine (9) East



MAP A REGIONAL

LIVINGSTON HISTORICAL SURVEY



MAP B

CONTOUR INTERVAL 200 FEET

LIVINGSTON MULTIPLE RESOURCE AREA

SITE FORM AMENDMENT

SITE NUMBER: 24PA988

UTM: Zone 12 5057580 N 0535840 E

LEGAL: NESESW1/4 Section 7, Township 2 South, Range 10 East

DATE OF ORIGINAL FIELDWORK: July 1975

DATE OF CURRENT FIELDWORK: April 2003

DATE OF AMENDMENT AND AUTHOR: April 24, 2003 John O. Pouley

NEW OR CORRECTED INFORMATION:
Within the project area, a National Register of Historic Places (NRHP) listed property exists along the south side of State Primary Route 11/US 89. The property was listed in 1979 under criterion C. Under said criterion, the building is described as a popular yet belated interpretation of the *Moderne* style.

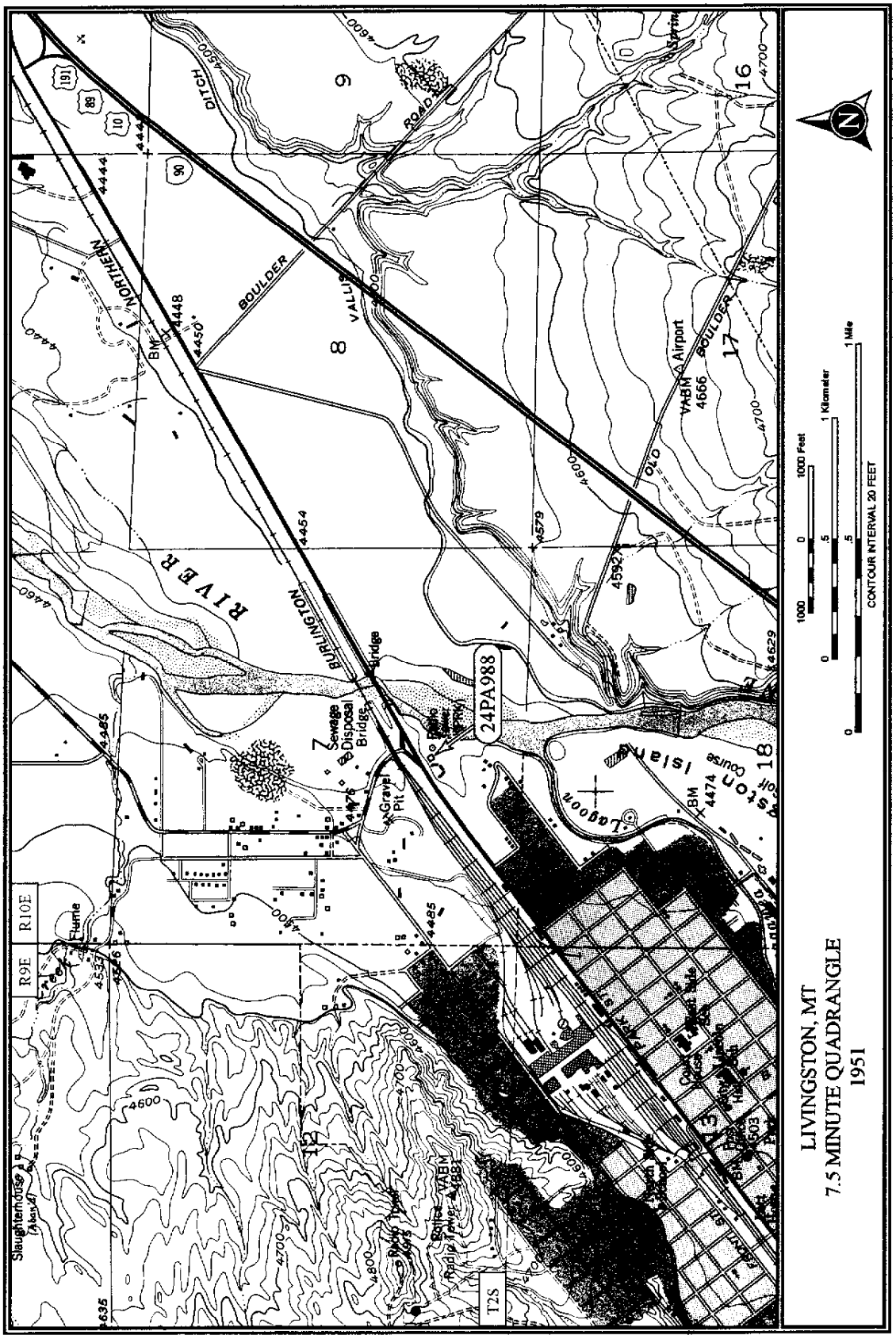
The home of KPRK 1340 AM was designed in 1946 by Architect William Fox of Missoula, Montana. The building was completed in 1947. Since that time, the structure has always served as a radio station. The building is described as an 1-story wood-frame white stucco structure approximately 50 feet by 20 feet. The building contains an asymmetrical semi-circular vestibule crowned with a four-tiered round roof structure with concentric discs of increasing size from the top to the bottom. Projecting from the concentric discs is a miniature simulated radio tower, a tripod circled by six black metal bands that continue the sequence of diminishing in size towards its apex. The vestibule windows are glass blocks as are the vertical windows at the corners of the rectangular building. The door is flanked on both sides by planters, which were later additions, based on a comparison between a 1947 photograph and a 2003 site visit. The original owner of the station was Paul McAdam. Jack Hinman became the next owner in 1963 until his death in 1977. His widow sold the station to Bill Holter in 1978. Bill's daughter Jan became the owner/operator in 1985.

Recommendation

The only new or corrected information relates to the operation of the radio station. According to the On-Air personality, Ranger Marty, the radio station only recently switched over from 8-track players to compact disc (CD) players. There have been no significant changes to the overall integrity of this site since its listing on the NRHP in 1979. Construction activities are not expected to impact the structure, however, care should be taken to insure that no incidental impacts occur.

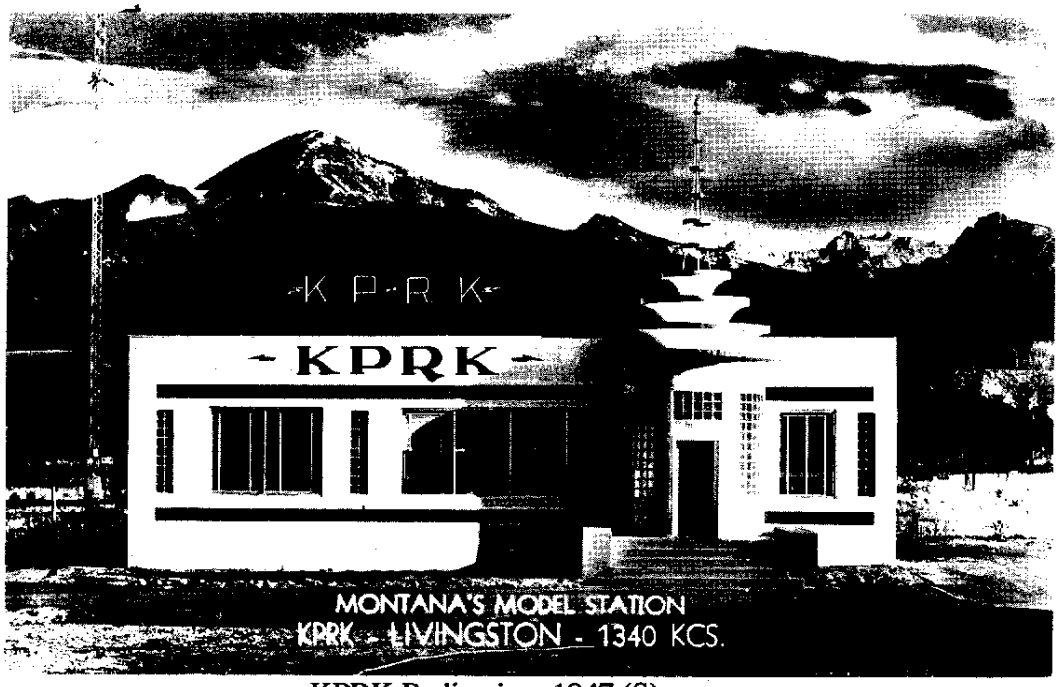
MONTANA CULTURAL RESOURCES INFORMATION SYSTEM FORM

Form No. 6 **Topographic Map** **Site No:** 24PA988



24PA988

PHOTOGRAPHS



KPRK Radio circa 1947 (S)

KPRK Radio 2003 (S)