



Science Department on the southwest corner grew in response to both World Wars and the Cold War.
Continue riding south on 11th Avenue through MSU's campus. Turn left on West Grant Street and ride east.

10. Montana State College Campus

The Morrill Land Grant Act of 1862 gave federal land to states in order to establish agricultural and mechanical colleges. Bozeman entrepreneur Nelson Story donated much of the Montana State College, later Montana State University, sits on. New York architect Cass Gilbert designed much of the original layout, although little of it remains today. Montana Hall, Romney Gymnasium, Linfield Hall, Lewis Hall Herrick Hall, Hamilton Hall, Roberts Hall, the Student Union Building and Traphagen Hall all form a potential historic district. Post war student population expansion, funded by the GI Bill, meant some students lived in Quonset huts until new dormitories, classroom and service buildings could be built.

11. Thompson's Farm

The white craftsman style house on South Willson Avenue is the last remaining structure of the Thompson Farm. Just outside the City Limits on South Willson Avenue, which remained a dirt road until the 1970's, the Thompsons ran about 240 purebred cattle. Their property abutted the Milwaukee Railroad line, which discontinued passenger service for freight in 1932.

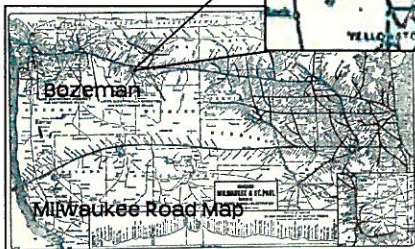
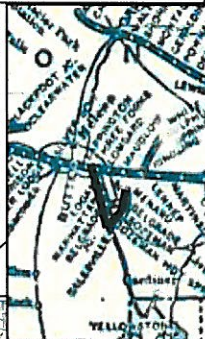
Cross South Willson Avenue and continue east on Mason Street. At the bottom of the hill look for the trail head on the north side of Mason Street. Ride north on the Gallagator Trail and follow it back to the Bozeman Public Library.

12. Milwaukee Road railbed/ Gallagator Trail

Now a part of the Bozeman trail system, the Milwaukee Road bed passed Langohr Flower Company . and had a spur line to the San Diego Fruit and Produce Company on its way to the passenger depot on East Main Street. The Milwaukee Road began trans-continental expansion in 1905 and was a pioneer in rail electrification. In order to increase their freight and passenger revenues the Milwaukee Road extensively advertised Montana's agricultural potential. As a result the population in Montana increased by an estimated 60,000 people.

1919 brought drought which lead to an agricultural depression. Decreased revenues and an mounting debt, a result of buying out existing railroads, like Bozeman's Gallatin Valley Electric Railroad, forced the Milwaukee line into bankruptcy in 1925. The Milwaukee Road survived the Depression, but consolidation of the Northern Pacific and Burlington lines doomed the railroad. In 1979 they abandoned all track west of Minneapolis.

Gallatin Valley Electric Railroad, bought by Milwaukee Road in 1909



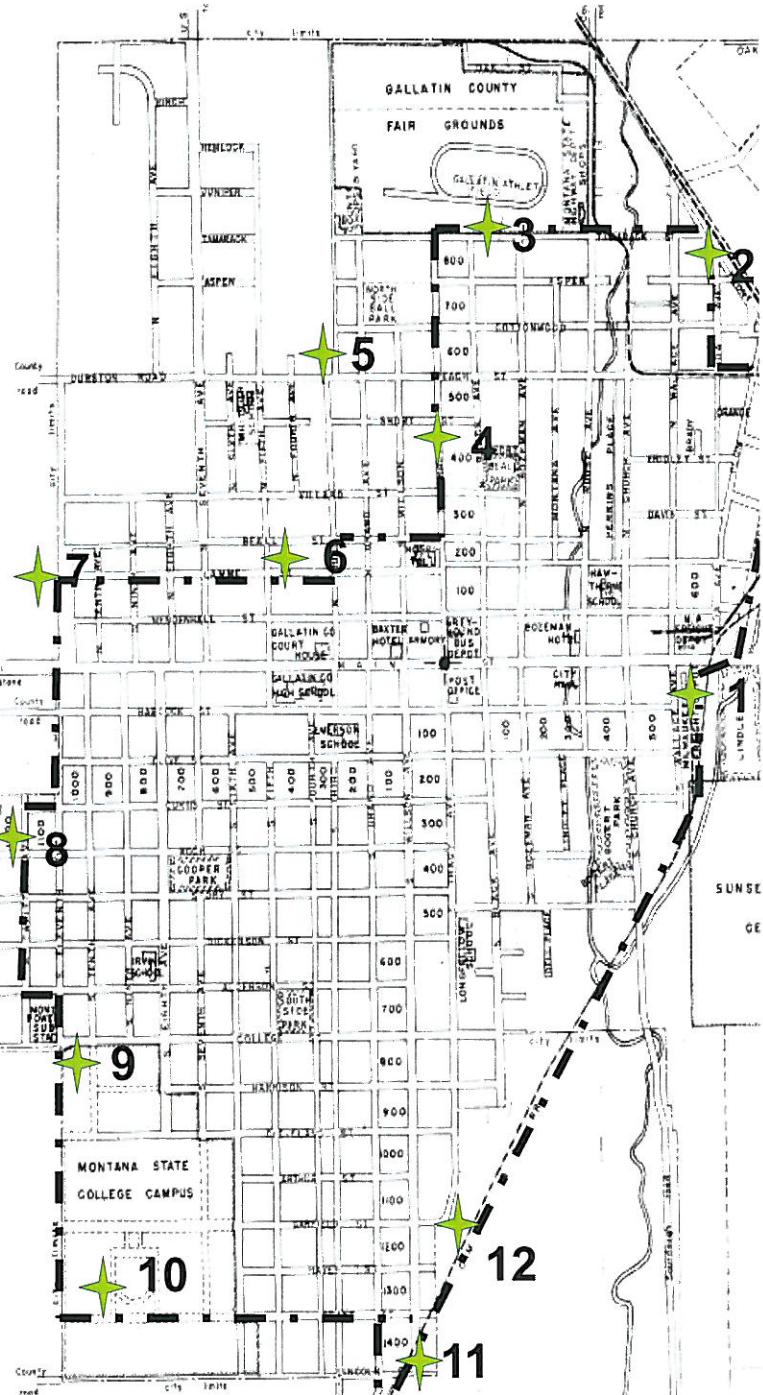
The Bozeman Historic Preservation Advisory Board is committed to ensuring a dynamic historic legacy for present and future generations. The BHPAB engages the community though education and advocacy to cultivate awareness, appreciation and stewardship of our historic resources. We envision an Bozeman in which every citizen knows about and appreciates his or her community's unique contribution to Montana's heritage, and takes pride in maintaining and protecting that heritage.

www.preservebozeman.org



Biking Bozeman's Boundaries

A self-guided bicycle tour of Bozeman's 1954 City Limits



1954 City Limits Map Courtesy of the Pioneer Museum, Bozeman MT

Created by the Bozeman Historic Preservation Advisory Board as part of Preservation 365, a yearlong series of events which strive to bring awareness to Bozeman's historic and cultural resources.

This self guided bicycle tour roughly follows the city limits of Bozeman in 1954 and may be completed in one ride or a series of shorter jaunts. Where possible, the tour follows bicycle routes but bikers should wear a safety helmet, be aware of their surroundings and obey all traffic signals.

As you ride through town, consider how Bozeman grew and changed in the years after World War II. Observe the change in housing types and the effect growth had on Bozeman. Think about how the GI Bill influenced expansion of Montana State College, later renamed Montana State University, and the impact increased student enrollment had on Bozeman. And have fun exploring Bozeman!

1. Bozeman Public Library/ Milwaukee Road Depot

In the spring of 1909 the Gallatin Valley Electric Railroad completed its track between East Main Street and Salesville, later renamed Gallatin Gateway. Locally financed by subscriptions and donated land, the GVER investors sold its 17 miles of track to the expanding Chicago, Milwaukee, St. Paul & Pacific Railroad in the fall of 1909. The Milwaukee Road built and operated a passenger depot on this site between 1912 and 1932. When the tracks were removed in 1982 part of the rail bed became the Gallagator Trail. The depot was dismantled to make room on the site for the Bozeman Public Library, finished in 2007.

From the front of the Library, ride east on Main Street, then turn left and ride North on Broadway. Observe the combination of simple houses in close proximity to industrial uses. This area was platted by Bozeman's first mayor, John Bogert, just prior to the arrival of the Northern Pacific Railroad in 1883. At the end of North Broadway, turn left on East Avocado, then right on North Ida, riding north towards the NPRR Depot.

2. Northern Pacific Rail Road & Bozeman Brewery Historic Districts

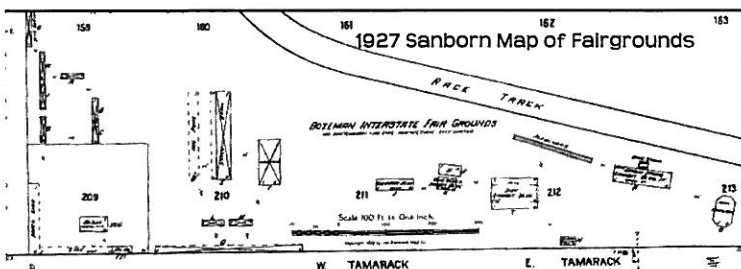
The railroad hub made Bozeman the commercial and industrial center of southwest Montana between 1883 and 1945. The Story Mill, Vollmer slaughterhouse complex and Gallatin Valley Auction Yards kept railcars full of the Gallatin Valley's agriculture goods that were shipped as far as Japan, Alaska, and Boston. The NPRR Depot was built at the time of Bozeman's bid for state capital in 1892 and modified in 1924 by Fred Willson. The roundhouse and turntable, coaling dock, water tower, section house and track scale were demolished in the 1950's to reduce maintenance costs and tax bills.

In 1895 Julius Lehrkind's Bozeman Brewery joined the Depot on the northeast side of Bozeman to take advantage of the close proximity to the Northern Pacific Railroad, whose tracks onto the property brought in wheat and barley and shipped beer produced on the site. The enterprise grew to include breweries in Silesia and Red Lodge, Montana, as well as saloons and an ice company. Prohibition in 1919 shifted the business to ice and coal delivery, as well as soft drink production until 1932 when Prohibition was repealed. The Brewery Historic District includes the Brewery Building, built 1895, the Julius Lehrkind House, 710 North Wallace, built 1898; the Henry Lehrkind House, 707 North Wallace, built 1908; the Edwin Lehrkind House, 701 North Wallace, built 1912 and the Bottling Plant, 802 North Wallace Avenue, built 1925. Redevelopment includes mixed use residential, office and commercial space.

Ride West on Tamarack past the Brewery. Cross Rouse and keep riding west to the entrance of the Gallatin County Fairgrounds at the end of North Black Avenue.

3. Gallatin County Fairgrounds

Established in 1903, the Fairgrounds reflect Gallatin County's agricultural heritage. Exhibit buildings, show pens and stock corrals served the



Bozeman Roundup and continue to be used during the Gallatin County Fair in the summers, as well as for a variety of year round events. A race-track and grandstand was removed in the mid-20th century. Ride one more block west on Tamarack then turn left and ride south on Tracy Avenue.

4. North Tracy Historic District: 300-500 blocks of N. Tracy

In response to Bozeman's growth after the NP Railroad arrived in 1883 William Beall platted this area in 1885 and 1891. This historic district is an example of the vernacular style- houses based on traditional forms and built without an architect's expertise- which once extensively characterized Bozeman's working class residential district north of Main Street. Particularly notable in this small district is the brick home built in 1890 by African American carpenter and stone mason George Harrison at 322 North Tracy Avenue.

Turn right and ride west on Beall Street for one block. Stop at the intersection of Beall and South Third and look north.

5. Westlake Dairy (South 3rd Ave. and West Peach St)

The white Gothic Revival House at the end of South Third Avenue is the Westlake House. The Westlake Dairy was one of many local dairies that operated on the outskirts of Bozeman through the 1950's. The property is likely eligible for the National Register of Historic Places because the house retains its Vergeboard decorative trim, eclectic diamond paned double hung windows and lap siding. It likely originally had a full length front porch.

Ride one block south on Third. Turn right and ride west on Lamme to North 7th Avenue

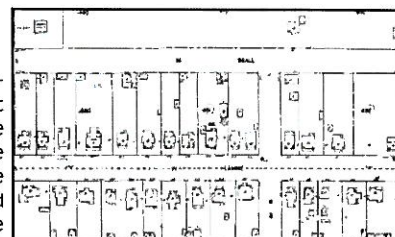


An Example of the Gothic Revival Style

6. West Lamme Potential Historic District

Although many of the structures on West Lamme Street date to the late 19th century, the neighborhood remained the northern edge of town until the mid-20th century. Alteration and material changes prevented the area from historic district status during the 1984 survey but appropriate re-investment over the past ten years has revitalized the potential district. An updated survey would indicate if the neighborhood has been restored to its late 19th century appearance. Alfred Lycan, a local builder, built 312, 316, 320 and 418 West Lamme between 1889 and 1890 as investment rental properties.

Carefully cross North 7th Avenue and continue riding west on Lamme. Pay attention to the shift in building styles as you move west towards Bozeman Senior High School. This area developed after World War II, when the GI Bill made no money down, low interest home loans available to returning servicemen and women.



1934 Sanborn of West Lamme St. Note the lack of development one block to the north on West

7. Bozeman Senior High School, built 1957

By the mid 20th Century Bozeman High outgrew its location in the Depression-Era Gallatin County High School on West Main Street. In 1957 construction began on the new Bozeman Senior High School on a county road west of the city limits. The pavement ended at the Main Street and South 8th Avenue intersection.

Turn left and ride south on 11th Avenue. Cross Main Street at the light and continue riding south to West Curtis Street. Turn right and ride west on Curtis to South 12th Avenue. Turn left and ride south on South 12th.

8. South 12th Avenue Modern Houses: 301 & 313 South 12th Avenue

The National Register of Historic Places recognizes structures 50 years or older as potentially historic, thus the architecture of the 1950's and '60's is becoming increasingly scrutinized. 301 S. 12th exemplifies the American International Style while 313 S. 12th is in the Shed style. Since they are both outside of the City of Bozeman's Neighborhood Conservation Overlay District, they are not protected from alteration which would endanger their historic integrity. Should they be protected? Should they be preserved?

Continue riding south on 12th to West Koch. Turn left and ride one block east, returning to south 11th Avenue. Turn right and ride south to the intersection of South 11th and West College.



An Example of American International Style

9. South 11th Avenue and West College

The City Limits ended at south 11th in 1954. West College continued into the county, where it joined Huffine Road to go to Four Corners. MSU's Military