

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Billy Miles & Bros. Grain Elevator

Other names/site number: Teslow Grain Elevator

Name of related multiple property listing: N/A

2. Location

Street & number: Intersection of East Park Street (Highway 89 Business) and North G Street

City or town: Livingston State: MT County: Park

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

Signature of certifying official/Title:	Date
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

COMMERCE/TRADE: warehouse
AGRICULTURE/SUBSISTANCE: storage

Current Functions

VACANT/NOT IN USE

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7. Description

Architectural Classification

INDUSTRIAL: Grain Elevator

Materials:

WOOD

METAL

Narrative Description Summary Paragraph

The Billy Miles & Bros. Grain Elevator is located on East Park Street, in the heart of the railroad district just east of downtown Livingston. The elevator stands within seven feet of a pair of abandoned railroad tracks, and within 20 to 30 feet of in-use tracks, cordoned off with a chainlink fence. The building's shape is of the traditional iconic elevator design common across the plains of the United States, thus easily recognized for its function as an agricultural hub. The main mass stems from the rectangular footprint that rises 51 feet 6 inches above grade to the eaves of the shed roofs that engage the Head House. The ridge of the side-gabled Head House's is 73 feet above grade.

The first floor walls are of heavy timber framing that support wood cribbing and grain storage bins above the open area originally used for the transfer and storage of grain. The cribbing decreases in size at the upper walls, supplanted with wood stud framing in the Head House. The walls and roofs are finished with corrugated galvanized sheet metal siding. The east elevation bears the shading from a non-extant previously-attached gable roofed one-story building. A shed-roof one-story drive-through was added c. 1982 to the south side of the building, located over the floor hatch that facilitated grain delivery to the basement. It is a wood-framed structure clad with vertical metal siding. The elevator is in good condition and displays few alterations that denigrate its integrity.

Narrative Description

Setting and Location

Livingston Montana lies along the Yellowstone River where the Paradise Valley meets the western end of the Yellowstone Valley. Located on the eastern side of Bozeman Pass where it crosses the Continental Divide, Livingston was platted as a major hub and railyard by the Northern Pacific Railroad, along its transcontinental route through the northern United States. The NPRR built through Montana in the 1880s, reaching Livingston in 1882.

Livingston is a classic railroad T-town and the Billy Miles & Bros. Grain Elevator stands by the railroad tracks along Park Street near the east end of the railroad industrial district. Buildings lining the railroad tracks on this edge of town are primarily railroad warehouses and industrial buildings, and like the elevator, built here in the late 19th and early 20th centuries on land leased from the railroad.

The Billy Miles & Bros. Elevator and the Yellowstone Elevator across Park Street to the southeast, served as the prime shipping points for grain farmers in this region. They were erected to take in truckloads of grain from area farmers, store the grain in the upper elevator bins, and then load it onto railcars for shipment. The Billy Miles & Bros. Elevator sits back from Park Street. The northeast end of the building originally had a chop house and office attached with a projecting roof to cover trucks as they pulled up alongside the elevator for grain delivery.

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Billy Miles & Bros. Grain Elevator

The Billy Miles & Bros. Grain Elevator (also known locally as the Teslow Grain Elevator) has a rectangular footprint that rises to enclose multiple wooden storage bins. The building generally consists of three stories (above the basement) with a fourth, narrower level for the Head House. This top floor represented the “brains” of the operation. Grains were conveyed up to the Head House for distribution via spouts down to train cars below. The two lower stories divide into equal bays defined by the heavy timber wood framing that supports the cribbed walls and bins above. The bays – five aligned east-west and three in the other – define the bin areas. The basement and the east 3/5 of the first floor are open spaces from which the bottom of sloped bins are visible. Most of the bins encompass a full bay. The bin walls slope down to shared wooden troughs that direct the grain to wooden delivery chutes. In contrast, the northeast second level bay and the third level bays each feature a V-shaped bin that directs grain down to north-south troughs centrally located at the base of the bin. The bins are constructed of stacked nominal 2” x 4” wood planks. The inside corners of the bins are reinforced intermittently with either iron rod or wood plank cross members diagonally connecting the perpendicular walls.

The basement is defined by the poured concrete foundation walls and exposed footings. The exterior foundation is visible in heights varying from mere inches to three feet above grade. The board forms are visible on the interior and exterior faces of the nearly 9-foot-high walls that support the wooden beams and wooden floor joists. The basement is replete with the heavy timber wood columns and beams needed to support the heavy grain weight in the bins above. The lower sloped portions of the cribbed bins are visible, as are the axles, pulleys, and gears used to move the grain up to the Head House. Parts of the basement floor are of poured concrete; other parts are of tongue-and-groove wood. Knob-and-tube wiring is distributed throughout, presumably to provide power to the equipment and lighting fixtures. Gears, belts, and pulleys remain at large equipment remaining in the basement.

The east three bays of the first floor contain an open space, the floor finished with tongue-and-groove fir, supported by heavy timber columns and beams that the cribbed bins and exterior cribbed walls bear upon. The beams are approximately 11’-6” above the finished floor. The space is copious, with ceiling formed by the sloped bottoms of the storage bins above. The west two bays of the first floor are comprised of six storage bins. The sloped bottoms of these six bins are visible in the west end of the basement and inaccessible from the eastern three-fifths of the first floor. A ladder opening at the east end of the first floor provides access to a set of narrow wooden stairs that extends up to the Head House.

The five bays of the first floor serve two different functions. The east three bays are open, with a ceiling height that allowed for workers to move within the structure and gain access via a steep stairway that leads up to the various bins. The two west bays appear to be dedicated to storage bins, the bottom slope of which are visible in the basement. With the exception of the volume in the main first floor area, the remaining interior volumes are not immediately evident. Some bins are visible from below, some from the stairs, and some from the Head House. The bins are of the cribbed wood construction and sloped to wooden chutes located throughout the building. From the interstitial space below the Head House floor framing, the variety of bin sizes is generally discernable. It appears that there are two bins per bay along the north wall, with larger single bay bins to in the two south bay rows. Thus, approximately ten bays occur along the north wall, four large bins centered under the length of the Head House, and five large bins along the south wall of the Head House. All bins are constructed of stacked 2” x 4” wood plates neatly stacked

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atop each other and lapped at adjoining walls and corners. Some of the bin corners are reinforced with steel rods and others reinforced with wood 2" x 4" members.

The structure of the elevator is all wood, with heavy timber at the basement and first floors. The basement columns and beams range in size, with 12" x 18" prevalent. The beams support equipment and the 3½" x 12" floor joists, spaced 16½" on center. Twelve-inch-wide floor planks, 1½" thick, span east-west as a substrate for the tongue-and-groove flooring of the first floor. The heavy timber framing extends to 11 feet 6 inches above grade. Above this level, cribbed wood extends up to 23 feet 6 inches above grade and is comprised of 1-5/8" x 7-3/8" wood plates laid flat and lapped at wall intersections and corners. Above this height, the cribbing is of 1-5/8" x 3-5/8" wood planks.

The Head House is of typical wood frame construction with 1½" x 5½" studs located 20" on center and sheathed on the exterior only, with the exception of interior plywood sheathing at the rebuilt walls at the west and east ends of the Head House. The 2" x 10" floor joists bear north-south into these studs. The elevator shaft is centered on the east side, connected to an auger in the basement that moved grain up. An additional auger in the Head House moved grain horizontally within the structure. The Head House is a fully open space without obstructions. Plywood sheathing has been laid over the original tongue-and-groove wood flooring. The volume of the Head House was reinforced with new members, following wind damage in 2016. This included rebuilding the roof framing, and the addition of interior sheathing at the east and west end walls, to enhance resistance to shear forces. This Head House space is well illuminated with natural lighting via regularly spaced double-hung wood windows.

The exterior walls and roofing are clad with corrugated galvanized sheet metal panels. The wall cladding – laid horizontally with 27-inch wide by 10-foot long sheets, with 2¼" – 2½" laps – fastens directly to the wood; no felt paper is used behind it. The sheets have eight ½"-deep corrugations per width. The siding is painted silver and the corners trimmed with roll caps similar to those used for roof ridges.

The building is fitted with wood double-hung windows, four each on the north and south walls of the Head House. A smaller fixed pane window allows western light through the west wall of the Head House and a tall double-hung window in the center of the east façade provides light for the vertical access (ladder and stairs) between floors. Two man doors provide access at the east end of the building: one opens to the main space of the first floor of the elevator and the second into the drive-through portion. The north elevation exhibits an oversized door opening infilled with plywood at the east end and a second smaller opening that contains a pair of double doors that have been fixed in place. A small window opening between these two openings has been infilled with wood covered with plain sheet metal.

The drive-through features a concrete floor slab to support truck traffic. A grate-covered opening in the concrete floor is connected to conveying belts in the basement via a hole in the foundation wall. This cavity was called the "boot," which was fitted out with a lift system to hoist the grain up to the Head House. From there, it was gravity fed into storage bins, sorted according to product and grade.

Interior Operation

The interior of the grain elevator is dedicated to its original function of delivery and upward distribution from the basement level to the Head House, with processing and packing on the first floor, storage within grain bins of various configurations, and delivery from the Head House through wooden chutes to railway cars on the tracks below. The basement and upper levels maintain the same footprint, until the building's width narrows at the Head House. The structural system transfers the loads from three bays (north-south)

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by five bays (east-west) to four bays north-south below the Head House. This transfer area is generally concealed, with glimpses provided at the center stairway bay squeezed into the east end of the building. This alteration in bay configuration provided for more storage bins at the upper portion of the elevator and for a wider (two-bay) Head House.

The aging Billy Miles Elevator was threatened with demolition in 2016 when a windstorm ripped the head house roof off the top of the structure. A developer purchased the elevator with the intention to demolish and salvage the wood in the structure. News of the pending demolition spread, sparking an urgent effort by concerned local residents to rescue the elevator from that fate. Save the Teslow, (later the Teslow Group) joined with many supporters to purchase, repair and preserve the iconic elevator that has marked the eastern entrance to the town for over a century.

The repairs focused on reconstructing the head house roof and stabilizing the upper portion of the damaged elevator. Local engineering firm AE Dynamics designed the project, reconstructing missing portions of the head house on the ground, then lifting it to place it back on top of the structure in Feb 2017.

Integrity of the Billy Miles & Bros. Grain Elevator

The building was last used in the 1980s, after which the office was removed. The integrity of elevator is impacted by these changes, although it draws its character primarily from the towering elevator and grain bin structure, which remains intact and holds high levels of integrity on all counts. Design and materials are original, setting and feeling of this original location have not been altered, and the historical associations with the railroad and the agricultural community are still readily apparent. The removal of the chop mill/office is a matter of replacement on a comparatively small scale and readily achievable. The industrial setting, structural design and associations with nearby railroad tracks and warehouse district remain as original. Those patterns of commercial activity in this area of town have changed little since the time of construction in 1906. This elevator no longer functions but the railroad remains an active transportation corridor through the town along the original tracks.

The building stands today as a reflection of the importance of agriculture and railroad history to the community of Livingston, at the end of a railroad-related historic district platted to parallel the tracks.

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8. Statement of Significance

Applicable National Register Criteria

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

Agriculture
Engineering

Period of Significance

1906-1971

Significant Dates

1906, 1918, 1952

Significant Person

Cultural Affiliation

Architect/Builder

Statement of Significance Summary Paragraph

The 1906 Billy Miles & Bros. Grain Elevator (commonly referred to as the Teslow Grain Elevator) was an active part of agricultural economy in Livingston throughout the 20th century. Built at the east end of the town's railroad district, the elevator served as a shipment point for agricultural production in the area for over 100 years, linking grain producers from the surrounding farming region with outside markets.

The wooden Billy Miles & Bros. Grain Elevator represents a century of agricultural history and a building type fast disappearing from the plains and grain growing states across North America. In Montana alone, there were once well over 400 such elevators in active use. Today that number has been dramatically reduced. As a well-preserved elevator that symbolizes that history and the economic importance of agriculture and railroad transportation in the history of the town, the Billy Miles & Bros. Grain Elevator holds historic significance and qualifies for listing in the National Register of Historic Places under Criterion A.

Further, the Billy Miles & Bros. Grain Elevator is an intact, well preserved example of the iron-clad wooden elevator constructed throughout Montana and the plains of North America during the first half of the 20th century. For this reason, it stands as an example of a structural building type of historical importance and lends eligibility for listing in the National Register of Historic Places under Criterion C.

The Period of Significance begins in 1906, with the construction of the grain elevator, and ends in 1971, when Walter and Dick Teslow, the last of the long-term owners, sold to the Peavey Company, an elevator company based in Minnesota. Significant dates include the year the elevator was constructed, 1906, the year 1918, when Gary Hay and Grain Company purchased the holdings of Bill Miles & Brother, and 1952 when the Teslows purchased the elevator.

Narrative Statement of Significance

The Northern Pacific Railway and the Establishment of Livingston, Montana

Following the Civil War, the push for a transcontinental railroad sparked competition to connect the rail system in the eastern half of the nation, through the Great Plains and Rocky Mountain West to the Pacific Coast. The first to achieve this was the Union Pacific-Central Pacific, which completed a route between Omaha, Nebraska and Sacramento, California in 1869. To span the northern territories, the Northern Pacific Railway (NPRR) was granted a charter by Congress in July 1864.¹

¹ Michael P. Malone and Richard B. Roeder, *Montana: A History of Two Centuries* (Seattle & London: University of Washington Press, 1976), pgs. 129-130.

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Financed by Jay Cooke and Company, the Northern Pacific Railway began construction in 1870, building west from Pacific Junction, Minnesota. Construction came to a standstill with the Panic of 1873, and the NPPRR's subsequent bankruptcy. While they regrouped, the Utah & Northern succeeded in building a line connecting from Corinne, Utah to Dillon (1880) and then Butte, Montana (1881). A branch of the Union Pacific, it opened to much celebration in the growing Montana Territory.

A resurrected Northern Pacific was destined to be the second transcontinental railroad line through Montana, after reorganizing and beginning construction anew in 1879. In 1881, Henry Villard staged a hostile takeover of the company, and took control as the railroad's new president. With renewed vigor the rail crews built their way across Montana.

Anticipating the arrival of the Northern Pacific, a small settlement developed where the Yellowstone River turned east as it exited the Paradise Valley. The town stocked up on supplies for the rail crews ahead of their arrival; it was named "Clark City" for Heman Clark, the lead contractor building the Northern Pacific line across the northern plains. Clark City grew to include 500 people, with "6 general stores, 2 hotels, 2 restaurants, 2 watchmakers, 2 wholesale liquor dealers, 2 meat markets, 3 blacksmiths, 1 hardware store, and 30 saloons."²

The railroad reached near Clark City on November 22, 1882, but bypassed the settlement by roughly a mile, pushing on to a point just to the northwest. Incorporated on December 21, 1882, the newly-platted townsite, that became the NPPRR's Yellowstone Division headquarters, was named for Johnston Livingston, NPPRR director and associate of NP president Henry Villard. The first Northern Pacific train reached Livingston on January 15, 1893, leaving Clark City residents to move upriver to the new town of Livingston, abandoning their earlier settlement.

Located just east of Bozeman Pass, the highest stretch of the line, Livingston was soon a major hub with a stately passenger depot and extensive railyard with shops for servicing locomotives and other rolling stock on the line. Livingston, along with Billings to the east, became division points and served as both an important passenger station and a midway point for servicing the trains running between Minneapolis and Seattle. The railyards at Livingston included a round house and shops for working on steam engines and cars, which expanded in 1901, while Livingston's prominence as a passenger gateway was marked in 1902 with the construction of a Renaissance Revival depot (the third and by far the grandest in the town's history) designed by the firm of Reed & Stem. By 1909, the Northern Pacific employed 1,178 workers at Livingston and it was the railroad's largest shop complex between Minnesota and the west coast.³

The location of Livingston situated it well to become a trading center as a major rail site with good access to rich mining regions in the surrounding mountains and a broad agricultural region to the north and east. Its location also enabled it to tap into the new, but growing tourism associated with Yellowstone National Park (YLP) to the south. The construction of a branch line to Cinnabar in 1883, allowed it to serve as a gateway and northern access to the Park; the branch line, which paralleled the Yellowstone River through the Paradise Valley south to the Park's north entrance, eventually was extended to reach Gardiner, Montana. By 1900, Livingston's population stood at 2778, by 1910 it reached 5359, and in 1920 it gained another one

² Wikipedia, Livingston, Montana.

³ Carroll Van West, *Capitalism on the Frontier: Billings and the Yellowstone Valley in the Nineteenth Century* (Lincoln, NE: University of Nebraska Press, 1993), p. 208.

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thousand people boasting a population of 6311. Never a large community, the population remained roughly around 7,800 through the 20th century.⁴

Throughout its history, the railroad provided the town with a steady economy, which gave resiliency to the community through years of hardship following drought and bust of the homestead movement in the late 1910s-1920s, and the nationwide Great Depression of the 1930s. While shipyards and cities on the West Coast drew some of the population away, the continued need for skilled railroad mechanics and yard workers helped with worker retention. The shops expanded over time to service diesel engines and more rolling stock. The railyards consistently employed about a third of the city's labor force, a stabilizing factor through various changes in the economy, including abandonment of the rail line to YNP in 1948.

While manufacturing never served as a major industry of the town, facilities for production and distribution of goods, and storage and shipping of agricultural commodities stood near the railyard. City directories and Sanborn maps reveal that these included a flour mill, grain elevators, livestock and stone dealers, cigar manufacturing, and more.

The development of Livingston followed a typical pattern of railroad towns, with the railroad platting the location of the depot as the central feature of the burgeoning townsite and commercial district. Nearby, an industrial and warehouse district grew in proximity to the town and the tracks; in Livingston this included the railroad car, boiler and machine shops, coal sheds and auxiliary structures for water, oil and ice, and a few private storage and distribution facilities, including the Billy Miles & Bros. Grain Elevator, and its neighboring marble and granite works.⁵

Agriculture in and around Livingston

Mining camps, military forts and Indian agencies often sparked the first agricultural pursuits as EuroAmerican settlement culture spread into the Montana Territory. The upper tributaries of the Yellowstone River created high-elevation valleys conducive to both mining and agriculture. The earliest record of agriculture in the upper Yellowstone drainage occurred at the Emigrant mining camp, south of present-day Livingston, in 1864, when miner Ben Strickland planted wheat there. Though the mining claims were soon depleted, Boteler's Ranch at the mouth of the gulch became an early center for agriculture and trading.⁶

An initial wave of homesteaders settled in Montana as a result of the Homestead Act of 1862. Many lacking the requisite experience to successfully farm had to learn the intricacies by trial and error. Agriculture moved westward and up the Yellowstone Valley along with steamships in the 1870s and the Northern Pacific rail line through the territory in 1880s. Perched on the western rim of the Yellowstone Basin, Livingston became a shipment point for grain and livestock. Flour milling started in the Yellowstone Basin by P.W. McAdow in the Billings area; the eastern end of the basin was far more open and conducive to farming, but the higher valleys in the Livingston area were also productive. In 1882, Billy Miles opened a livery and sale stable in the new town, using \$75 in cash to purchase and fix up a barn on lower Main Street

⁴ U.S. Department of the Census, 1900 – 1980.

⁵ Sanborn Maps for Livingston, Montana, 1907, 1927.

⁶ Chere Jiusto and Christine Brown, *Hand Raised: The Historic Barns of Montana*, p. 218; Jessie Nunn, *the Frederick and Josephine Bottler House National Register Nomination*, listed 2 February 2020, NR #SG100004940, on file at the Montana State Historic Preservation Office, Helena, MT.

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and buying the stable's first bale of hay and a sack of oats.⁷ The business was well located to provide feed for the Northern Pacific stockyards and for growing businesses in Yellowstone Park.⁸

By 1900, northern Park County, the area of the Shields Valley just north of Livingston, began to find its footing from its agriculture potential. Soils rich from the Yellowstone and Shields rivers produced high agricultural yields, which attracted not only farmers, but also ranchers.⁹ The passage of the Enlarged Homestead Act of 1909 followed by the reduced "proving up time" from five to three years in 1912, spurred the arrival of more immigrants into Montana, many encouraged by the railroads and their propaganda campaigns. The number of entries in Montana alone rose from 7,500 in 1909 to almost 22,000 in 1910.¹⁰ The same year, the combination of high crop prices, heavy rainfall, and the continued promotion of the state by the railroads helped drive Montana's population from just over 243,000 to over 376,000 people with a corresponding increase of the aggregate number of farms and ranches rising from over 13,000 to 26,000.¹¹ The fiscal year of 1913-1914 witnessed 20,662 homestead filings in the state.¹² These numbers remained relatively high even after the boom as the 1920 census recorded nearly 550,000 Montanans, with over 57,000 farms and ranches in the state.¹³ With the increase in population and agricultural productivity, construction of grain elevators, such as the Billy Miles & Bros. elevator, to hold and help move grain, proved important to the surrounding area and local communities.

Today, much of southern portion of Park County, and a few areas near the Yellowstone River around Livingston remain areas of good to high productivity agriculturally, though much of the county is considered low to limited.¹⁴

Since Livingston's birth with the arrival of the Northern Pacific and its establishment as a local hub, the town has maintained, for the most-part, a steady economic and living environment. The general depression of the 1920s and 1930s affected Livingston as it did most of the country, with the result that many left the area and the state. The presence of the railroad, however, lessened the economic impact to the town despite the move of many during the 1940s to work at the coastal shipyards, which resulted in further population loss. The arrival of 75 new locomotives from 1943 to 1945 meant the enlargement of the shops used for maintenance and the switch from steam to diesel in 1957 also contributed to shop expansion. Population through the 1960s and 1970s rose and fell, but not dramatically either way. Although the

⁷ Michael A. Leeson, *History of Montana. 1739-1885* (Chicago: Warner, Beers & Company, 1885), p. 1146.

⁸ *Ibid.*

⁹ Historic Communities, *Atlas of Park County, Montana*, found at <https://www.arcgis.com/apps/MapJournal/index.html?appid=b196d9c262b64eb0855ea677bbd6aa96>, accessed December 31, 2019.

¹⁰ Homestead Act: 12 Stat. 392 (37th Congress, 2nd Session, Chapter 75), approved May 20, 1862; Enlarged Homestead Act: 35 Stat. 639 (60th Congress, 2nd Session, Chapter 160), approved February 19, 1909; Amended "proving" time: 37 Stat. 123 (62nd Congress, 2nd Session, Chapter 153), approved June 6, 1912; Greg Bradhire, "How the West was Settled," *Prologue Magazine*, Winter 2012, pg. 35, accessed August 4, 2017, <https://www.archives.gov/publications/prologue/2012/winter>.

¹¹ Michael P. Malone and Richard B. Roeder, *Montana: A History of Two Centuries* (Seattle & London: University of Washington Press, 1976), p. 186.

¹² "Business Done by Land Office," *Fergus County Democrat*, 31 December 1914.

¹³ Michael P. Malone and Richard B. Roeder, *Montana: A History of Two Centuries* (Seattle & London: University of Washington Press, 1976), p. 186.

¹⁴ Soil Productivity, *Atlas of Park County, Montana*, found at <https://www.arcgis.com/apps/MapJournal/index.html?appid=b196d9c262b64eb0855ea677bbd6aa96>, accessed December 31, 2019.

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railroad fell under the ownership of Burlington Northern in 1970, and later became the Burlington Northern Santa Fe, it remained a major employer for the area, along with tourism and agriculture.¹⁵ Today, while the presence of the railroad remains important, other economic drivers have garnered a greater share including educational services, accommodations and food services reflecting the increased role of tourism, and health care. The highest paying industry of the town is now Mining, Quarrying, and Oil and Gas.¹⁶

History of the Billy Miles & Bros. Grain Elevator

From the beginning of commercial agriculture in the Great Plains, the iron-clad wood elevator was the primary hub for the grain storage and shipping industry. Railroads often provided land (right-of-way) for its construction as well as grain cars suited for transporting locally produced grain to distant markets.
- George O. Carney, "Grain Elevators" in *An Encyclopedia of the Great Plains*¹⁷

The Billy Miles & Bros. Grain Elevator appears first on the Sanborn Maps of 1907, as the Bill Miles & Bros Grain Elevator and Chop Mill. Billy Miles was a native Texan, from Freestone County. An 1885 biography of Billy recorded that he was born in 1853, where he grew up with livestock, working as a cattle drover in the open range era before barbed wire, driving cattle through Texas and nearby Colorado, Arizona and New Mexico. In 1881, he traveled north to the Black Hills, and from there went to Clark City, Montana, which became Livingston later that same year. By all accounts, he became Park County's largest grain dealer, and reportedly the county's largest landowner at the turn of the 20th century.

In 1882, one of Miles early ventures included opening a livery and sale stable in the new town. He invested \$75 in cash to buy and fix up a barn on lower Main Street and purchase the stable's first bale of hay and a sack of oats.¹⁸ Miles selection of Livingston was strategic to access and provide feed for the Northern Pacific stockyards and for growing businesses in Yellowstone Park. In addition, Miles business included boarding horses for ranchers, and buying and selling horses in a time when horses literally powered agriculture, transportation, and military operations in the U.S. and abroad.

From December 1884 through January of 1887 the Livingston Enterprise ran a regular ad for Billy Miles Feed Corral on Lower Main Street where baled hay, chop feed, wheat and oats were all offered at retail and wholesale quantities. Starting February of 1887, Billy Miles was joined in the business by his brother Tom, and the business from that time forward until the start of the new century was named Billy Miles & Bro. From 1900 to 1908, the directories listed a third brother, Boyd, with an associated name change of the business to Billy Miles & Bros.

In mid-June 1901, Billy Miles & Bros "shipped 125 head of horses to British buyers and expected to have another 150 ready for them July 1st," for mounted cavalry in South Africa.¹⁹ The sale stable was located at 327 S Main Street, and feed was presumably sold from the grain elevator on Park Street.

¹⁵ David Leavengood, *Historic Resources of Livingston, Livingston Multiple Resource Area*, 1979, on file at the Montana State Historic Preservation Office, Helena, MT, Section 8, p. 4.

¹⁶ Livingston, MT *Economy*, found at <https://datausa.io/profile/geo/livingston-mt/>, accessed December 31, 2019.

¹⁷ George O. Carney, Grain Elevators, in *An Encyclopedia of the Great Plains*, David Wishart, editor (Lincoln, NE: University of Nebraska Press, 2004), p. 84.

¹⁸ Michael A. Leeson, *History of Montana. 1739-1885*, p. 1146.

¹⁹ Photo history of Livingston, Doris Whithorn.

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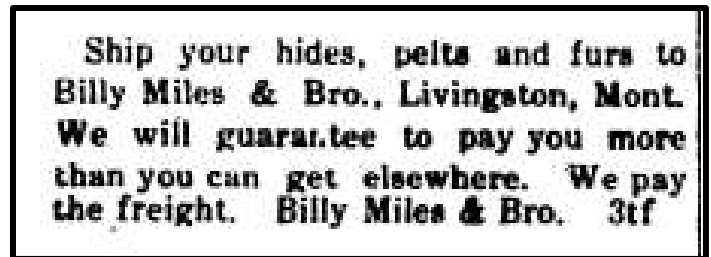
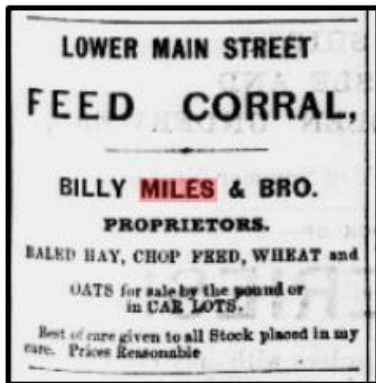
Billy Miles & Bros. Grain Elevator
Name of Property

Park Co, Montana
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Planned construction of a new grain elevator for the town of Livingstone was followed closely. In May of 1906 the Improvement Bulletin, a journal for building trades professionals, reported that Billy Miles & Bros. planned to erect an elevator in Livingston, Montana.²⁰ The following month, the Livingston Enterprise newspaper gave an update that “The concrete foundation for the elevator of Billy Miles & Bros, which is being erected on the right of way of the Northern Pacific at the intersection of G Street with the company yards, was completed Tuesday afternoon. Work will be started at once on the building proper and the promoters of the elevator are confident that they will have it completed in ample time to handle this year’s crop.”²¹

Completion of a grain elevator was an important advancement for the rail side community, and by August, the newspaper eagerly reported that “The frame work for the elevator of Billy Milles [sic] and Bros., is now finished and work on the interior will be started at once. Word was received a short time ago that the machinery has been shipped from the east and there is no doubt that the elevator will be ready for the fall grain crop.”²²

In 1907, this “iron-clad” grain elevator and chop mill appears for the first time on Sanborn Fire Insurance maps when the mapping extended finally to the railroad district; the maps shows it just a few hundred yards from the NP Locomotive Round House. Labeled Billy Miles & Bro., the partnership advertised their feed corral, various feeds, and occasionally as dealer in animal hides and furs for just over 30 years.



From the Livingston Enterprise, Thursday May 16 1916, p.2, Pioneer Classified ad

From the Livingston Enterprise, March 10, 1888, p.1

Billy Miles worked his way to up the social ladder to become a respected citizen of the town. Over the years of his time in Livingston, his livery and grain business were mainstays of the community. His patronage to his town included, in 1901, purchasing a group of lots on Lower Main Street, and donating them to the city for a park. The properties included the oldest cabin in Livingston, which served as a former home to Calamity Jane during her time in town. During its heyday, Billy Miles Park boasted a band shell and newly

²⁰ *The Improvement Bulletin*, Chapin Publishing Company, Minneapolis, Minnesota. V. XXXII, No. 24, May 12, 1906, 19, accessed on Google Books October 5, 2019.

²¹ *Livingston Enterprise*, “Local Layout,” 2 June 1906.

²² *Livingston Enterprise*, 11 August 1906.

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Billy Miles & Bros. Grain Elevator
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planted trees that shaded the park for over three decades. Unlike his namesake grain elevator, however, the park met its fate in 1955 when it was torn up and eventually replaced by the Moose Hall.²³

The Miles brothers' elevator and warehouse continued in operation until 1918, when the Gary Hay and Grain Company purchased the holdings of Bill Miles & Brother. Based in Bozeman, Gary Hay and Grain set about increasing the 75,000-bushel capacity of the elevator and warehouse to 1,000 – 2,000 tons of hay. The increase occurred under the supervision of Martin A. Gary who moved to Livingston that year to take over the company offices at 327 South Main with the elevator nearby on Park Street.²⁴

Martin A. Gary was born in Michigan in 1876 to Irish parents, John and Sarah (O'Hara) Gary. In 1889, his father, a cattle buyer and farmer, moved the family to Big Timber, and from there to Bozeman in 1894. In 1897, Martin and his brother John P. founded the Gary Brothers, "dealers in groceries, hay and grain." In 1909, they purchased the Bozeman Elevator Company, and its 100,000-bushel elevator and a 50-car warehouse came under John's management. In 1917, they incorporated as Gary Hay and Grain Company of Bozeman and Livingston, with prominent merchant T.C. Power of Helena as the president. The Gary brothers were listed among the officers, John as treasurer and manager, Martin as assistant manager. The following year they bought out Bill Miles & Brother, and assumed control of the company. Three years later, reports indicated they would construct new offices and warehouses adjoining what became known as the Gary Hay and Seed Elevator.²⁵ At some point in time, operation of the Gary Hay and Seed Elevator was renamed the Livingston Milling and Elevator Co.²⁶

In 1947, the Teslow Grain Elevator Company organized in Manhattan, Montana. Walter Teslow, the president of the company, formerly served as the eastern division manager for the Missoula Mercantile Co., at one time the largest such dry goods firm between Minneapolis and Seattle. With a large service area and an agricultural base, the company in 1921 created a separate holding, the Missoula Feed and Grain Company, also known as MISCO. The company operated throughout western Montana, helping to expand agricultural production by offering feed and goods for all kinds of livestock and marketing a special MISCO feed throughout the region.²⁷

As Walter Teslow served as the eastern division manager for the Missoula Mercantile Company, he garnered extensive experience from his time in the grain industry. He was born in Alberta, Minnesota and traveled west in his youth aboard the Great Northern Railway. He was married in San Antonio, Texas in 1918, then enrolled in Montana State College in Bozeman that year. He purchased his first elevator from F&M, and renamed the business "Swift Feed and Grain Co." The Swift Grain Co. advertised in the Bozeman

²³ Yellowstone Gateway Museum, Metadata for George Simon residence photograph, Bill Whithorn Collection, 2006.044.2730.

²⁴ Grain and Feed Review, 1918, vol. 8, p. 57.

²⁵ Thomas Stout, editor, *Montana: Its Story and Biography, A History of Aboriginal and Territorial and three decades of statehood*, vol. 2, (Chicago and New York: The American Historical Society, 1921), pgs.408-409; Machinery and Supply Bulletin for Millers and Grain Dealers, vol. 6, Western Grain Journal, 1921, p. 20.

²⁶ This entity applied for a business permit in 1921.

²⁷ Minie Smith, *The Missoula Mercantile: The Store that Ran an Empire*, (Charleston, SC: The History Press, 2012), found at <https://books.google.com/books?isbn=1614236739>, accessed October 4, 2019.

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Chronicle in 1927: "Office in Elevator W. M. TESLOW, Manager We sell poultry, hog and dairy feeds; also coal."²⁸ Teslow operated there until 1939 when the Swift elevator burned down.

While employed with the Missoula Mercantile Company in the mid-1900s, Walter Teslow oversaw construction of more than one Misco elevator including the Misco elevator at Bozeman, one of the last large-scale wooden cribbed elevators constructed in Montana. He left the Mercantile's employ in 1946, and the following year, founded an independent company – Teslow, Inc.²⁹

Walter and Rose Teslow had three children. Their son, Richard M. Teslow (married that year to Collette Myers) served as vice president of the Teslow company, and son-in-law Cory Dogterom (married to daughter Marjorie Teslow) served as sec-treasurer.³⁰ It was a family business that grew as they acquired elevators on the western side of the state, as far west as Idaho and as far east as Richey, Montana. The Teslow's acquired the Billy Miles elevator (by then known as the Livingston Milling and Elevator Co.) in 1952, and the Misco Elevator in Bozeman in 1956. In 1957, Teslow formed Teslow Inc., Missoula, and purchased the Misco elevators when the Mercantile closed that arm of its operations. Five years later, Teslow Inc., Dillon formed, and more elevators were added to the company, including the elevator they built at the Holland siding of the Milwaukee Railroad south of Manhattan.³¹

At the peak, in the late 1950s-1960s Teslow Inc. operated 18 elevators in Montana and Idaho, and provided grain storage, feed mixing, steam rolling and seed grain under a "one-stop station" model that included grain, feed, hay, seed, fertilizer, and chemicals. Their diversified operations included "molassitizing" equipment and trucks to "better serve the farmers from plant to farms in any way the farmer requires."³²

Walter and Dick Teslow ran the company until 1971 when they sold to the Peavey Company, an elevator company based in Minnesota. The Teslow elevator remained in operation until 1980, after which time it appears to have stood vacant and unused.

End of an Era

In 1957, a profile of the Country Elevators of Montana for the USDA recorded a total of 415 country grain elevators in the state, primarily in the central and eastern regions. "Approximately 96 percent of the storage capacity erected before 1941 was wooden cribbed structures. Since 1941 approximately 63 percent of the storage capacity built has been wooden cribbed, 29 percent steel, and 8 percent concrete. In the past two decades, development of trucks, improved roads, and new technology have contributed to the reorganization of the physical facilities of many country grain elevators."³³

As the 20th century continued, rising costs of insuring wooden grain elevators against fire and other disasters led to a shift toward concrete multi-silo structures of a similar scale. Even these became obsolete

²⁸ *Bozeman Daily Chronicle*, 14 October 1927.

²⁹ Misco Grain Elevator, Bozeman National Register Sign Text.

³⁰ Obituaries: for Marjorie Louise (Teslow) Dogterom, *Bozeman Chronicle*, 10 November 2017; for Frances Teslow Fagrelus, *Bozeman Chronicle*, 8 June 2016.

³¹ Peavey Company collection, finding aids, Minnesota Historical Society.

³² Missoula Centennial, "Teslow Inc. Operates Widely in Montana," *The Missoulian*, August 29, 2016, Section E, p. 9; Misco National Register Sign text. Interesting to note that Walter Teslow supervised construction of the Misco elevator in 1933 for the Missoula Mercantile.

³³ Francis Yager, "Cooperative County Elevators in Montana," United States Department of Agriculture Report #64 (Washington, D.C.: Government Printing Office, 1959), p.4.

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in the latter 20th century, as farming and transportation became increasingly consolidated and larger corporate grain terminals replaced numerous smaller grain shipping facilities along the rail lines.

Conclusion

Since the people of Livingston rallied to save the Teslow Grain Elevator, it has become an inspiration and a symbol for preserving a now highly endangered property type. In the words of the Teslow Group:

“As a stunning example of vernacular architecture, the Teslow is a monument to the industries that built Livingston: farming, ranching, and the railroad. It’s not simply a building, but a grand wooden machine. Livingston’s “prairie skyscraper” that for a century has magnificently reflected sunrises and sunsets to the delight of artists and passers-by. Sadly, grain elevators like it are vanishing at an alarming rate across agricultural America. This makes the Teslow all the more valuable each year it stands.”

Engineering Significance

Wooden Grain Elevators in Montana

At the height of the homesteading era, the numbers of grain elevators proliferated across the plains states, and numerous publications on feed and grain, and milling tracked the industry through the early 20th century. In Montana, grain elevators piercing the skyline became a signature feature of newly formed communities along the rail lines. A system of grain production and storage developed, with country elevators throughout the agricultural region, connected by branch lines to main rail lines and grain terminals.

Farmers grew and harvested grain crops, particularly wheat and barley, delivering them by truck to the elevators where they hoped their timing to the market would yield the highest return per bushel. Elevators were equipped with scales and once weighed, the grains conveyed to the top of the elevator and dropped into its bins. Most always owned by a private company, or a farmers’ cooperative, each elevator had a manager who sorted the grains by type and grade, and when the market was up and enough grains collected to fill a railcar, the grain was loaded onto freight cars and shipped out to market.

Iron-Clad Country Elevators

The Billy Miles & Bros. Grain Elevator in Livingston represents a distinctive “iron-clad” or metal-sided sub-type. Clad with lapped wooden siding and then receiving an outer cladding of metal protected it from the elements with the extra advantage of fireproofing the building from sparks from passing trains.³⁴

Some common design features included a work house containing as many as 20 cribbed bins of various capacities for storing and blending the grain, surmounted by a headhouse approximately 15 to 20 feet high.

“Gable roofs are common for both workhouse and headhouse. Internal features include up to as many as twenty cribbed bins of various capacities, the boot pit (the central dump that receives the grain), the wood elevator leg (the shaft that houses the belt and-bucket conveyor system), the distributor wheel that directs movement of grain to various bins, and the wood spouting system that channels grain to bins or load-out chutes. Depending upon the size of the structure, total storage capacity ranges from 10,000 to 50,000 bushels.”³⁵

³⁴ The “iron-clad” elevator was a distinct form seen widely across the plains. The 1907 Sanborn Map labels the elevator as “ir-clad,” however, it appears to be galvanized steel.

³⁵ George O. Carney, “Grain Elevators,” in *An Encyclopedia of the Great Plains* (Lincoln, NE: University of Nebraska Press, 2004), pgs. 82, 83.

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“The head-house is so named because the head drive of the vertical conveyor system is located there. The work house and the headhouse are collectively referred to as the mainhouse. The work house is the heart of the grain elevator. It contains a “boot” into which farmers dump their crop and a vertical belt-and-bucket conveyor that lifts the grain from the boot to the headhouse, from which it is spouted to a series of walled bins for bulk storage. At the bottom of the bins are openings out of which the grain empties into chutes connected to waiting transportation such as trucks and railroad cars.”³⁶

³⁶ Ibid.

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Yellowstone Gateway Museum Whithorn Photographic Collection, 2006.044.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreeage of Property Less than one

Located in the SE ¼ NW¼ NW¼ Section 13, T 2 S, R 9 E

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

A. Latitude: 45.666300

Longitude: -110.554220

Verbal Boundary Description

The boundaries the Livingston Billy Miles & Bros. Grain Elevator are: IMPT on MRL RWY LEASE #510, 129 (LAND ON #27880) GRAIN ELEVATOR, Livingston, MT. U.S. Highway 89 serves as the National Register boundary on its south side, while a buffer of 10 feet is used on the east, west and north sides.

Boundary Justification

The boundaries for the Billy Miles & Bros. Grain Elevator conform to the railway lease associated with the building since its construction in 1906 and encompasses the existing structure.

11. Form Prepared By

name/title: Chere Jiusto, Executive Director
organization: Montana Preservation Alliance
street & number: 44 W. 6th Ave, Suite 110
city or town: Helena state: MT zip code: 59601
e-mail: info@preservemontana.org
telephone: 406-457-2822
date: June 2019

contributions from: The Teslow Group, LLC
PO Box 2101, Livingston, MT 59047

Property Owner

Elevator:

name: The Teslow Group, LLC
street & number: P.O. Box 2101
City/town: Livingston state: MT zip: 59074

Land:

Name: Montana Rail Link, Inc.
Street and number: P.O. Box 16390, 101 International Drive
City/town: Missoula state: MT zip: 59808

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Additional Documentation

The following items are including in this completed form:

Maps: USGS topographic map (7.5 minute series) section indicating the property boundaries

Additional items: Google Earth Satellite Views of Livingston's Billy Miles & Bros. Grain Elevator

Livingston Billy Miles & Bros. Grain Elevator. Found on the USGS 7.5 Minute Quadrangle:

The boundary is delineated by the polygon whose vertices are marked by the indicated Latitude and Longitude reference points.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

All Photographs:

Name of Property: Livingston Billy Miles & Bros. Grain Elevator

City or Vicinity: Livingston

County: Park

State: MT

Dates Photographed:

See Continuation Sheets.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior,

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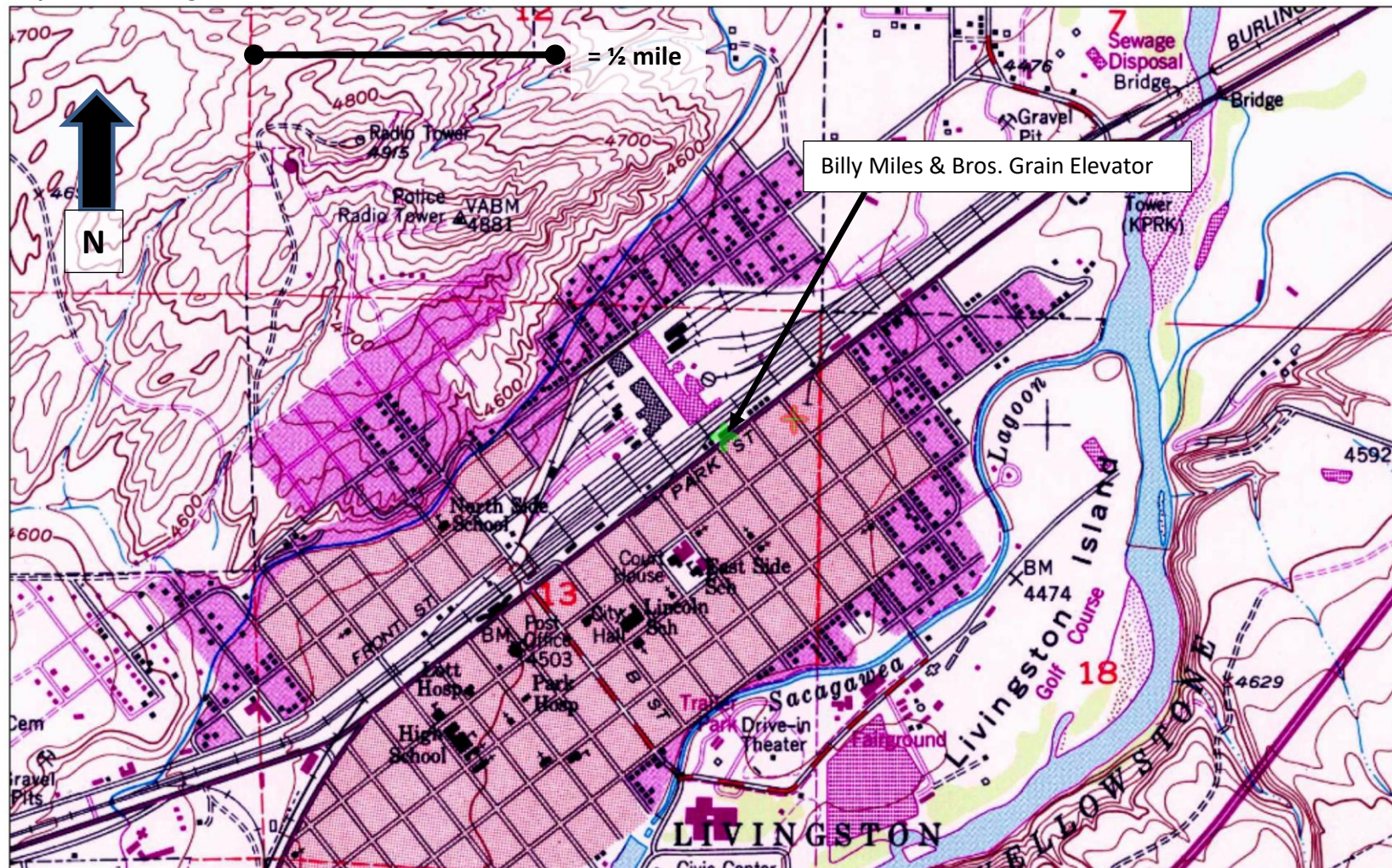
Billy Miles & Bros. Grain Elevator

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Maps and Drawings



Location of Billy Miles & Bros. Grain Elevator. Found on the Livingston 7.5' quadrangle map, T2S R9E S13.

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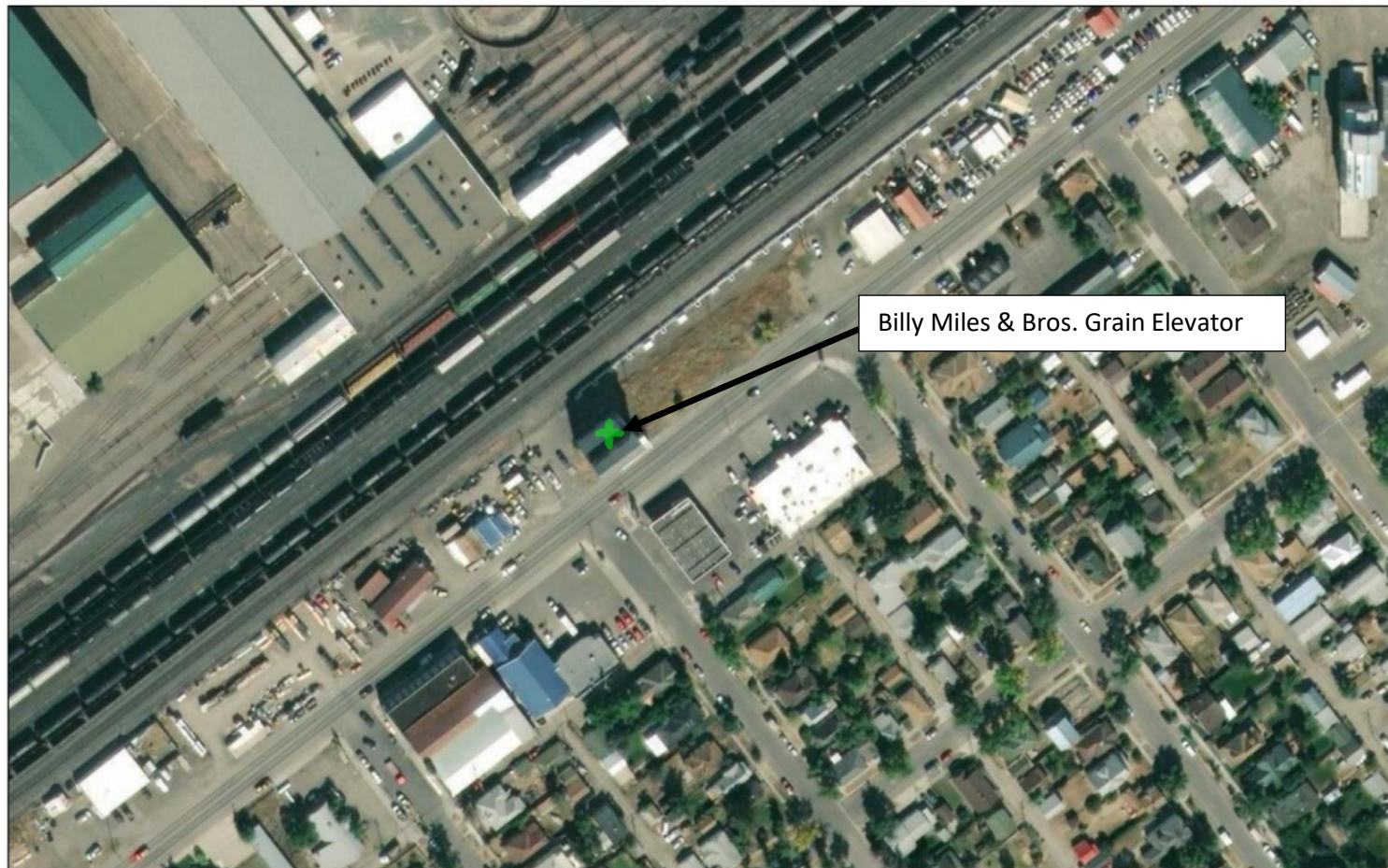
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Billy Miles & Bros. Grain Elevator

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Map created using the Digital Atlas December 31, 2019
<http://msl.mt.gov/GIS/Atlas>

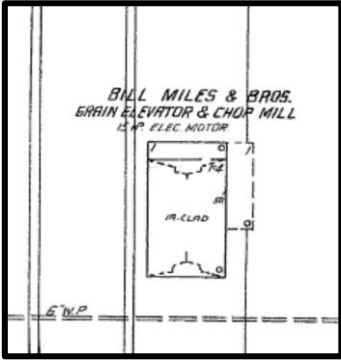
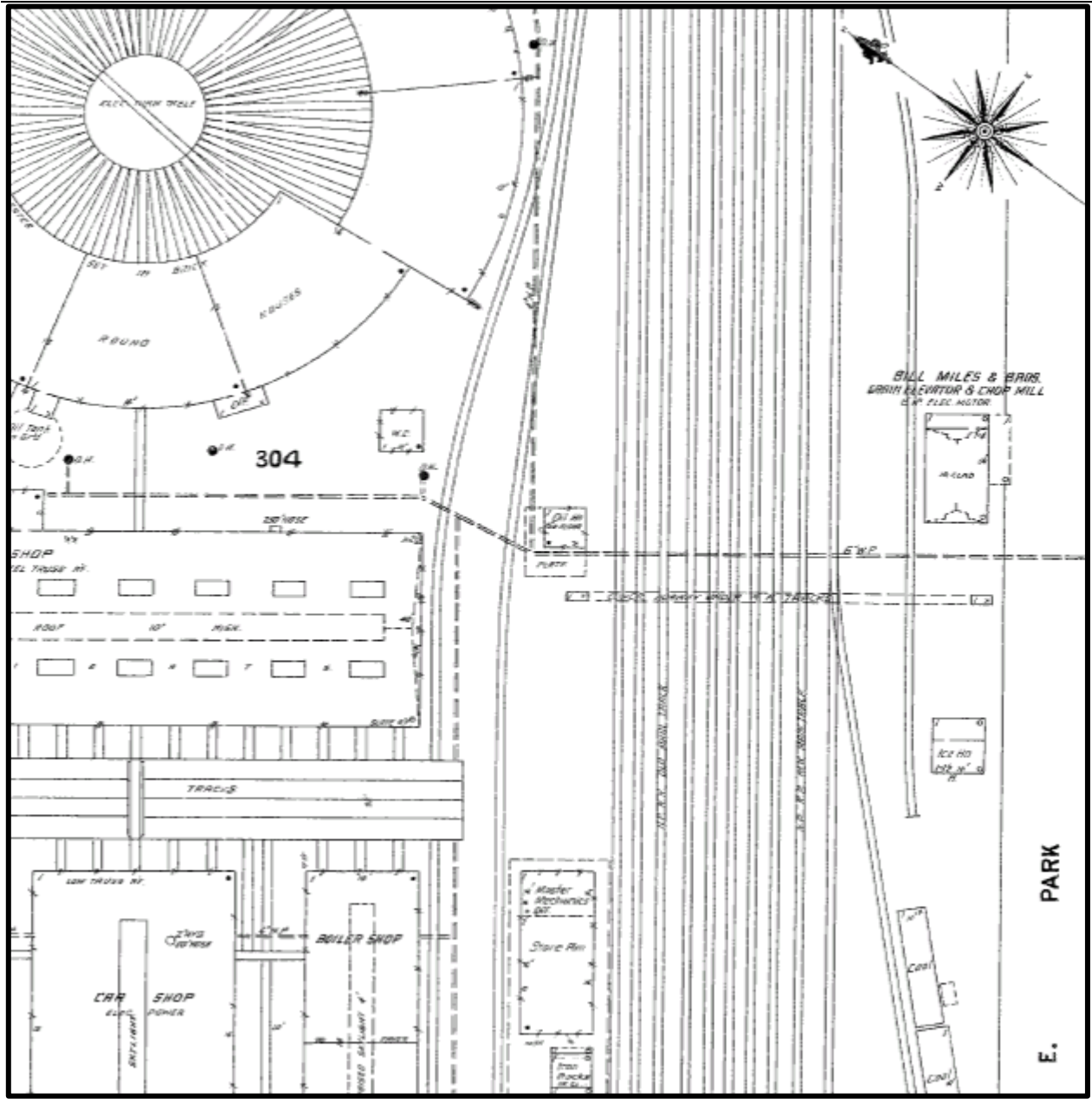
Montana State Library - Digital Library
(406) 444-5354 | geoinfo@mt.gov | <http://msl.mt.gov>

Aerial View of location of Billy Miles & Bros. Grain Elevator. T2S R9E S13.

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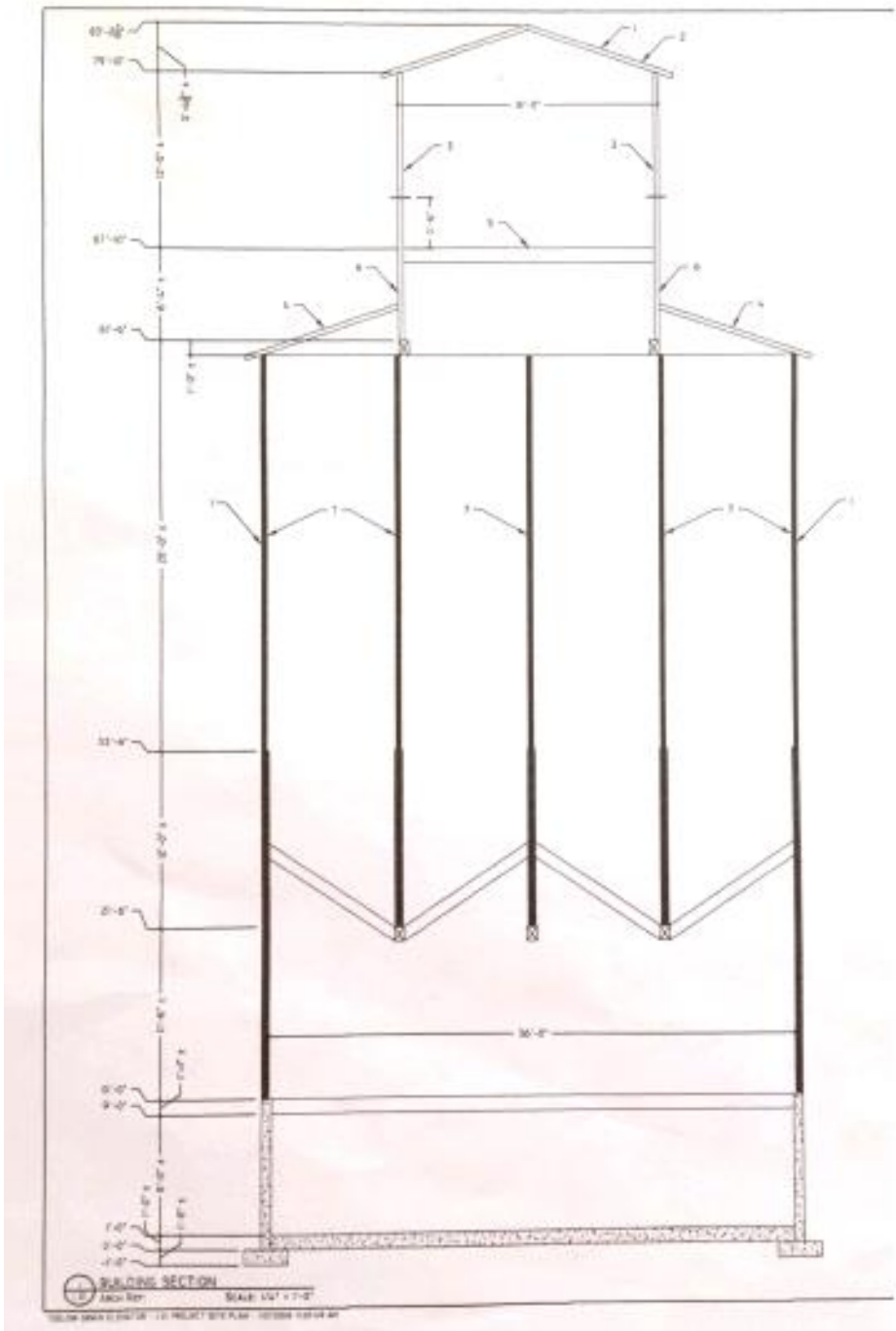


Sanborn Map of Livingston, Montana, 1907
Detail at right depicts Bill Miles & Bros. Grain Elevator & Chop Mill
Ir. Clad with a 15 H.P. Elec. Motor

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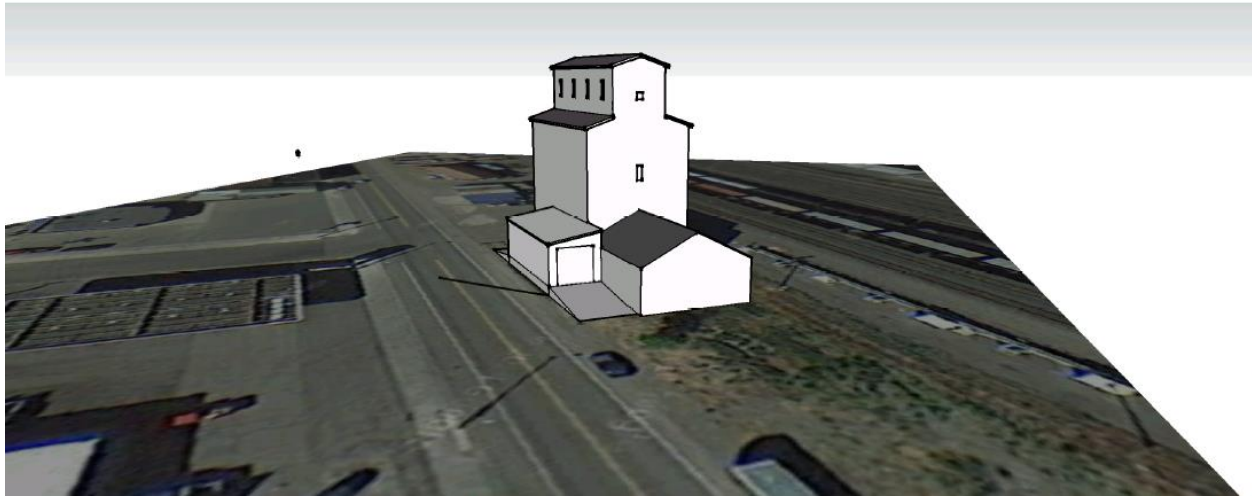
Drawing of the Billy Miles & Bros. Elevator
Courtesy Ron Nemetz, the Teslow Elevator Group, LLC

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Drawing of the Billy Miles & Bros. Elevator
Courtesy Ron Nemetz, the Teslow Elevator Group, LLC

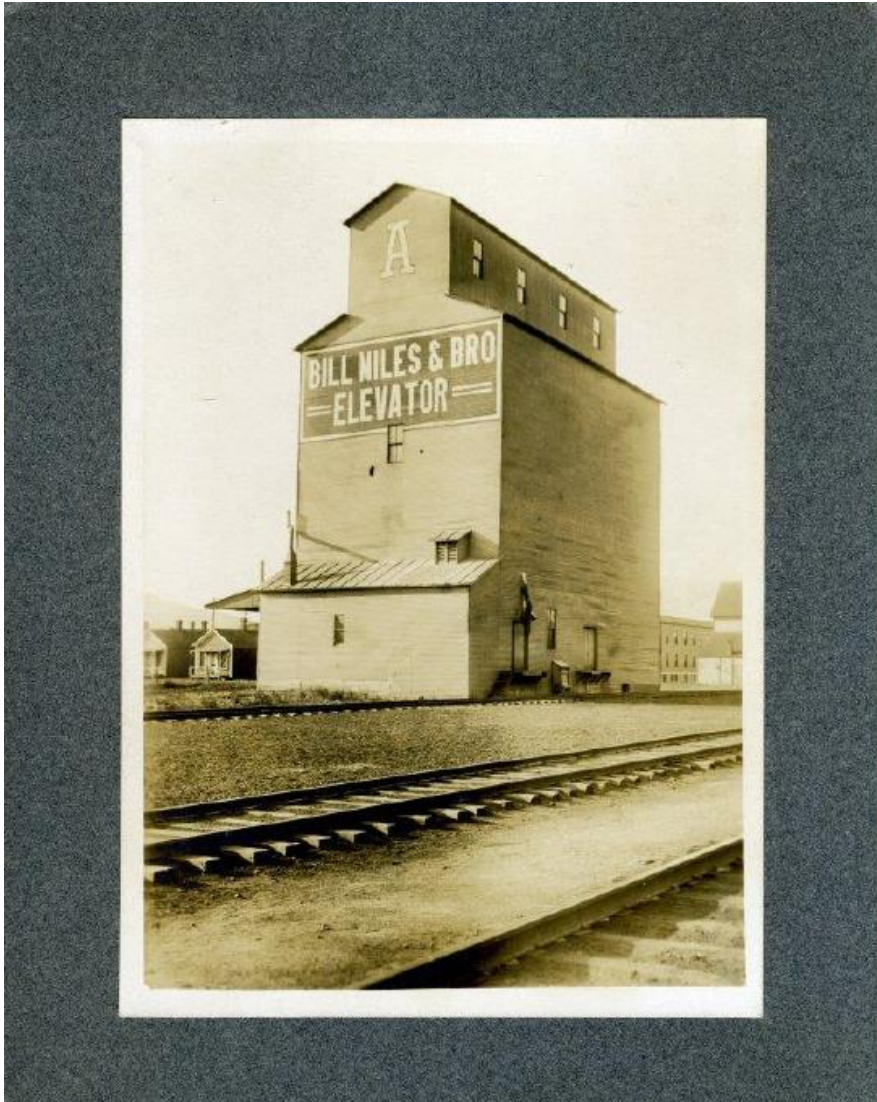
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Historic Images



Billy Miles & Bro. Grain Elevator.

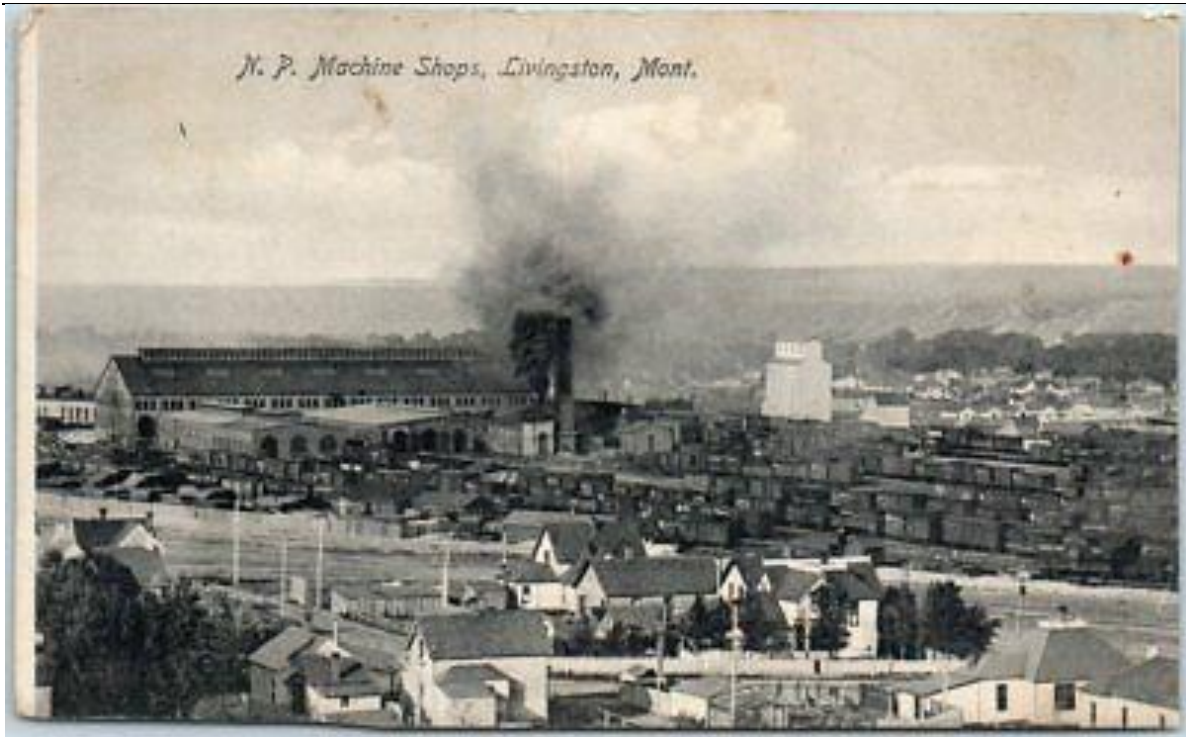
Photo Credit: Yellowstone Gateway Museum, No. 19823120073.

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N.P. Machine Shops Livingston, Mont. postcard, ca. 1910. Note Billy Miles Grain Elevator rising in background.



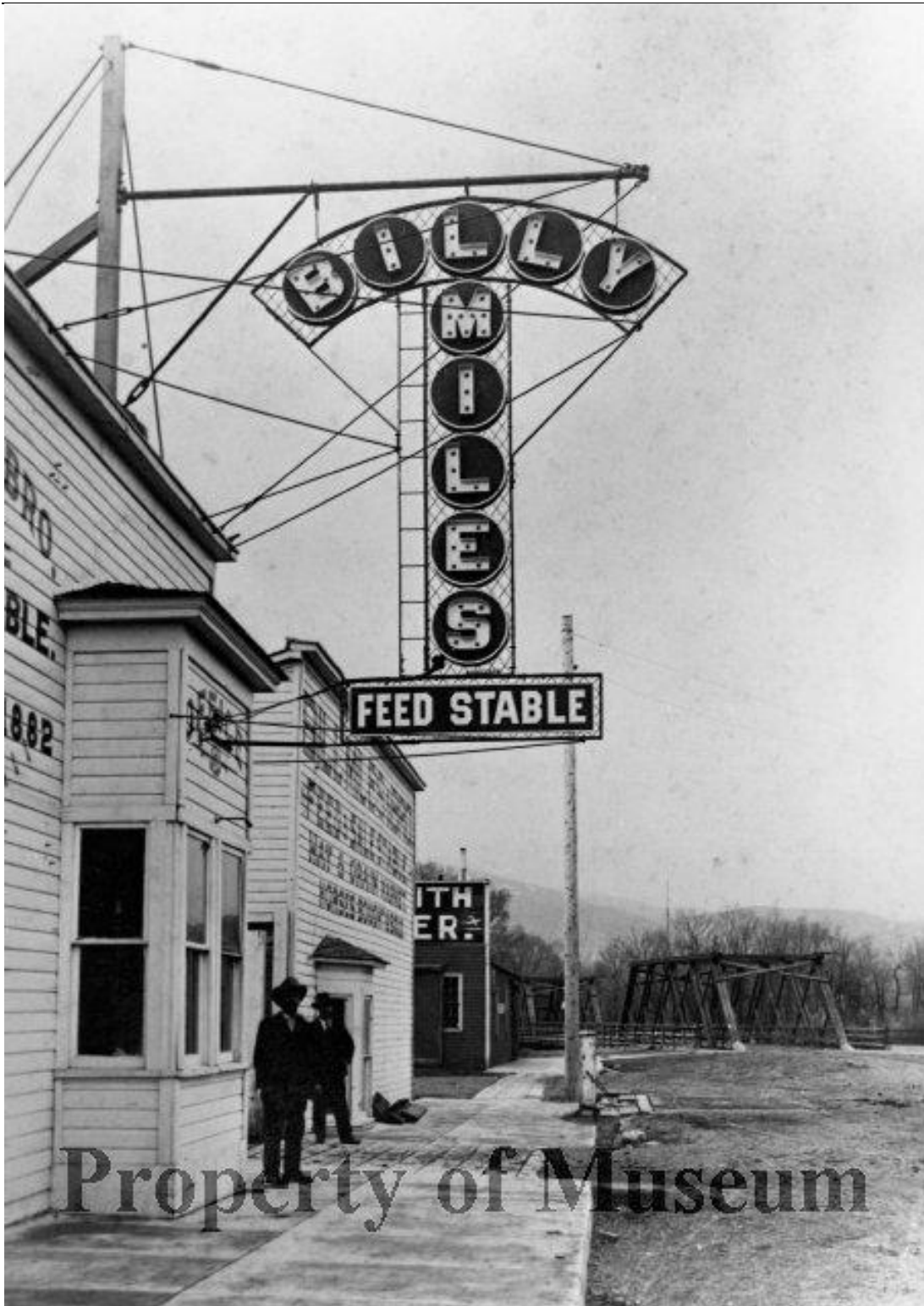
Tommy, Billy & Boyd Miles, Photo Credit: Yellowstone Gateway Museum, Whithorn Collection, 2006.044.9054

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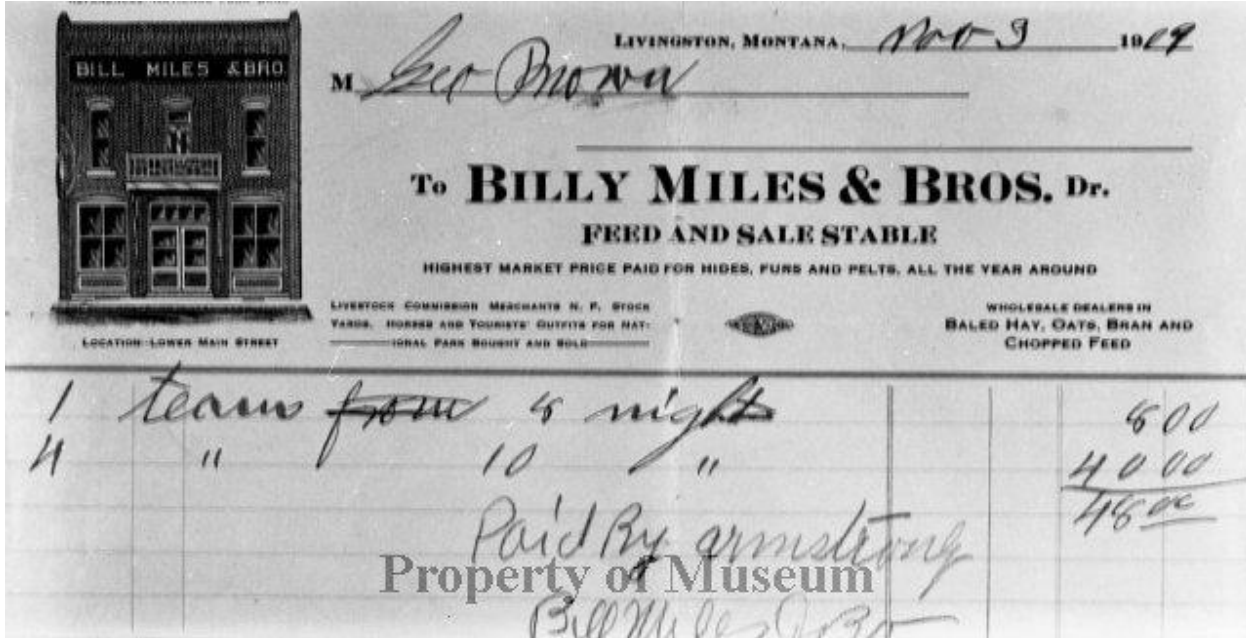
Billy Miles Stable built 1889, Photo Credit: Yellowstone Gateway Museum, Whithorn Collection, 2006.044.9213

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Billy Miles & Bros. Grain Elevator
Name of Property

Park Co, Montana
County and State



Billy Miles & Bros receipt, Photo Credit: Yellowstone Gateway Museum, Whithorn collection, 2006.044.



Miles Livery Barn, 1900. Photo Credit: Yellowstone Gateway Museum, Whithorn Collection, 2006.044.2656

Photo caption: With \$75 cash Billy Miles and his brothers, Tommy and Boyd, commenced operations on lower Main Street in the fall of 1882 by fixing up a barn and buying a bale of hay and a sack of oats. Soon they were furnishing feed for the N. P. stockyards and much for Yellowstone Park, as well as buying and selling horses. In the middle of June 1901, note was made that they shipped 125 head to British buyers and expected to have another 150 ready for them by July 1st. In this section of the U. S. the British could obtain horses at a more reasonable figure than elsewhere for cavalry horses in South Africa. A 1909 sales slip showed them to be caring for the teams of ranchers in town over night for \$1 per day.³⁷

³⁷ Doris and Bill Whithorn, Photo History of Livingston, Montana, 1966.

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

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"Billy Miles, along with brothers Tommy and Boyd, established the Miles Brothers Feed & Sale Stable in the fall of 1882 on lower Main Street near the bridge. They provided services to the Northern Pacific Railroad, Yellowstone Park, and county residents. Billy and Tommy continued in business together throughout their lives and owned many Main Street properties. They were well known for their "square-shooting" as well as community charity."³⁸



Photo of a store with a wagon, a surrey and several horses in front of it. Written on the bottom of the photo in white ink: "F.M. Nelson" with an arrow pointing to the spotted pony. Under that is written "Billy Miles' first Feed Stable." Written down the left side back: " P.W. Nelson F.M. Nelson F.M. Nelson on spotted pony."

³⁸ Images of America: Livingston by Elizabeth Watry and Robert Goss pg. 14

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Billy Miles & Bros. Grain Elevator

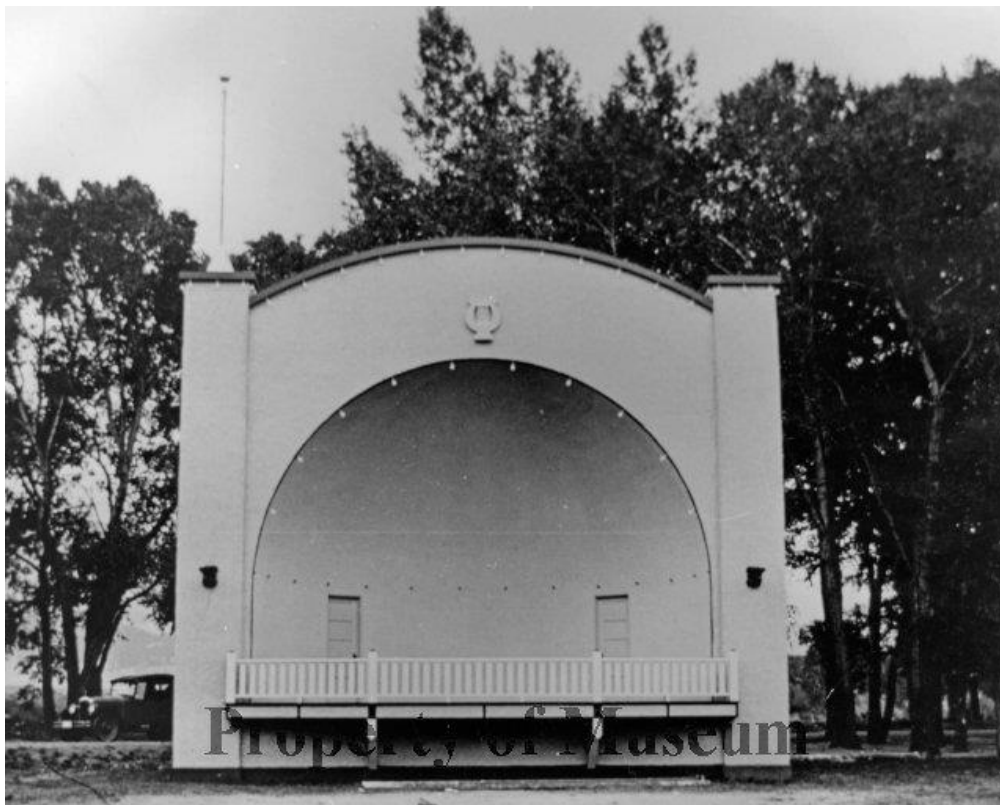
Name of Property

Park Co, Montana

County and State



Billy Miles and Bros. Old Reliable delivery wagon, Yellowstone Gateway Museum, Whithorn Collection, 2006.045.0935



Band shell in Miles Park. Yellowstone Gateway Museum, Whithorn Collection, 2006.044.6723

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

Billy Miles & Bros. Grain Elevator
Name of Property

Park Co, Montana
County and State

National Register Photographs

All Photographs:

Name of Property: Livingston Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Montana Preservation Alliance
Dates Photographed: September 2019



Name of Property: Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Montana Preservation Alliance
Dates Photographed: , September 2019
Description: West and south elevations, facing northeast
MT_ParkCounty_BillyMiles&Bros.GrainElevator_0001

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

Billy Miles & Bros. Grain Elevator
Name of Property

Park Co, Montana
County and State



Name of Property: Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Seonaid Campbell
Dates Photographed: September 2019
Description: East and south facades, facing southwest.
MT_ParkCounty_BillyMiles&Bros.GrainElevator_0002

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

Billy Miles & Bros. Grain Elevator
Name of Property

Park Co, Montana
County and State



Name of Property: Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Seonaid Campbell
Dates Photographed: September 2019
Description: South facade, facing north
MT_ParkCounty_BillyMiles&Bros.GrainElevator_0003

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

Billy Miles & Bros. Grain Elevator

Name of Property

Park Co, Montana

County and State



Name of Property: Billy Miles & Bros. Grain Elevator

City or Vicinity: Livingston

County: Park State: MT

Photographer: Montana Preservation Alliance

Dates Photographed: September 2019

Description: Interior looking down into grain bin

MT_ParkCounty_BillyMiles&Bros.GrainElevator_0004

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

Billy Miles & Bros. Grain Elevator

Name of Property

Park Co, Montana

County and State



Name of Property: Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Montana Preservation Alliance
Dates Photographed: September 2019
Description: Interior looking down into grain bin
MT_ParkCounty_BillyMiles&Bros.GrainElevator_0005

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

Billy Miles & Bros. Grain Elevator
Name of Property

Park Co, Montana
County and State



Name of Property: Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Montana Preservation Alliance
Dates Photographed: September 2019
Description: Ground floor Drive-through, facing west
MT_ParkCounty_BillyMiles&Bros.GrainElevator_0006

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

Billy Miles & Bros. Grain Elevator
Name of Property

Park Co, Montana
County and State



Name of Property: Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Montana Preservation Alliance
Dates Photographed: September 2019
Description: First Floor Main Room, looking north
MT_ParkCounty_BillyMiles&Bros.GrainElevator_0007

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

Billy Miles & Bros. Grain Elevator

Name of Property

Park Co, Montana

County and State



Name of Property: Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Montana Preservation Alliance
Dates Photographed: September 2019
Description: First Floor Main Room, looking east
MT_ParkCounty_BillyMiles&Bros.GrainElevator_0008

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Billy Miles & Bros. Grain Elevator
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Name of Property: Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Montana Preservation Alliance
Dates Photographed: September 2019
Description: Head House interior, looking east
MT_ParkCounty_BillyMiles&Bros.GrainElevator_0009

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

Billy Miles & Bros. Grain Elevator
Name of Property

Park Co, Montana
County and State



Name of Property: Billy Miles & Bros. Grain Elevator
City or Vicinity: Livingston
County: Park State: MT
Photographer: Montana Preservation Alliance
Dates Photographed: September 2019
Description: Basement looking east
MT_ParkCounty_BillyMiles&Bros.GrainElevator_0010