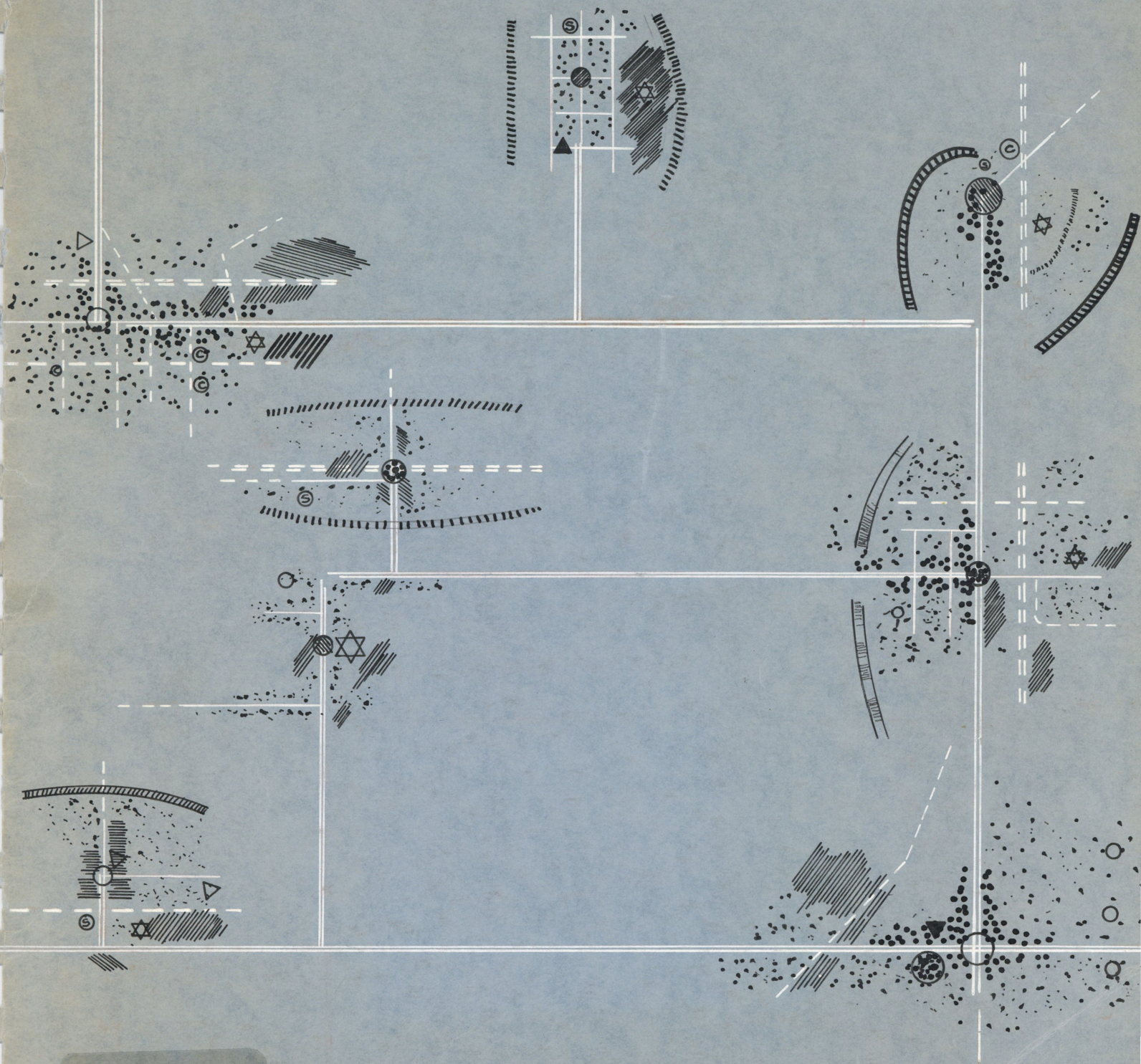


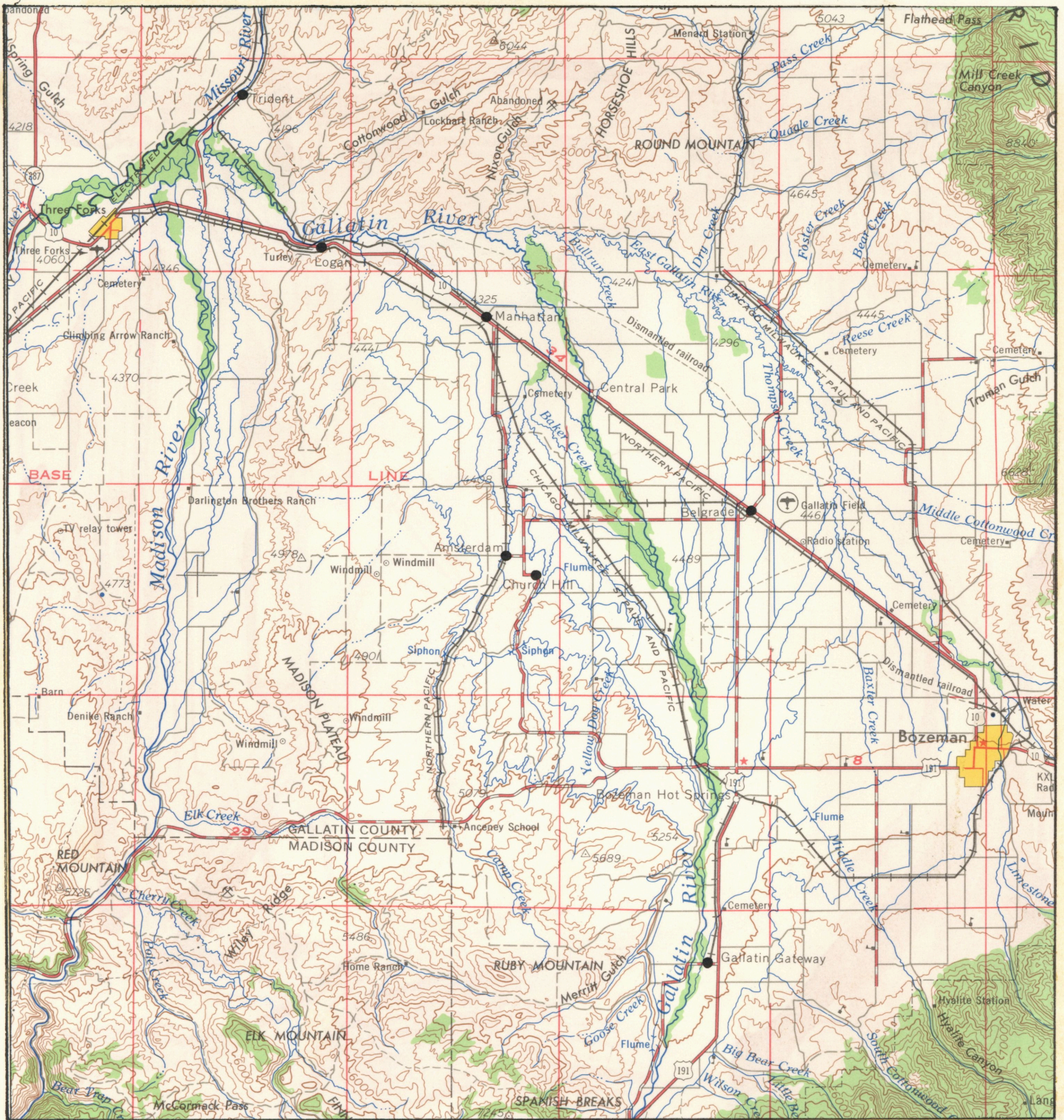
HICK TOWNS



P378
.As355



THE GALLATIN VALLEY



Source: USGS N12-8

THIS PAPER IS SUBMITTED TO PROFESSOR D. WESSEB AS
PARTIAL FULFILLMENT FOR ARCHITECTURE 448, COMMUNITY
DESIGN. SUBMITTED BY: KHALID ASHFAG
LEO BELANGER
ROGER WAGNER

December, 1965

720.6
M 96
As 35

PREFACE

The authors would like to make it know to the reader that this report is not intended to be a conclusive study of all design elements of the studied towns.

The purpose of the report is to ~~ANALYZE~~ the town's history, visual and architectural elements, and the regional forces. This analysis will help others determine the development patterns and design of the towns.

INTRODUCTION

Three forces are apparent in the appearance and character of the "Hick Towns" which we have studied. Economic forces tend to control the quality and level of development. Cultural forces are reflected in the appearance of individual homes and in the care that the lawns and gardens receive. The last force, the one which determines the community's orientation to the rest of the world, is a combination of the topographic features, transportation routes, and the property lines resulting from the rectangular survey system.

In studying these towns we have analyzed the history, the visual and architectural elements and the regional forces. From these we hoped to determine the common development patterns of the towns.

LEGEND

The contents of the community images which are referred to as physical forms are classified into five types of elements:

1. PATHS. Paths are the channels along which the observer customarily, occasionally, or potentially moves.

2. EDGES. Edges are the linear elements not used or considered as paths by the observer. They are the boundaries between two phases, linear breaks in continuity.

3. DISTRICTS. Districts are the medium-to-large sections of the community, conceived of as having two-dimensional extent, which the observer mentally enters "inside of", and which are recognizable as having some common, identifying character.

4. NODES. Nodes are points, the strategic spots in a city into which an observer can enter, and which are the intensive foci to and from which he is travelling.

5. LANDMARKS. Landmarks are another type of point-reference, but in this case the observer does not enter within them, they are external.

ELEMENTS REGULARLY OVERLAP AND PIERCE ONE ANOTHER.

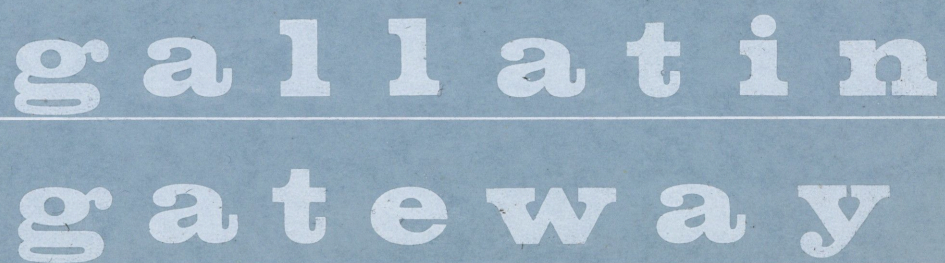
Classifications from Kevin Lynch's "The Image of the City", The M.I.T. Press, Cambridge, Mass.

LEGEND FOR FIGURES USED ON AIR PHOTO OVERLAYS

frequency	path	edge	node	district	landmark
%					
high					
to					
low					



KHALID ASHFAG ROGER WAGNER
LEO BELANGER



gallatin
gateway



GALLATIN GATEWAY

Historical Aspects

Not much is written about the Gallatin Gateway before the Inn was opened by the Milwaukee Railroad on June 17, 1927.⁵ And even after that, there is very little written record of Gallatin Gateway.

The writer only guesses at what Gallatin Gateway's history must have been. Before the Inn was built, it was known as Salesville, and being located in a rich agricultural valley, it must have been essentially been a farming community. There was some ranching, too. There is picture dated 1907 which shows the Nine Quarter Ranch.⁶ There is also some evidence of lumber industry from the past.

In 1927 the Milwaukee Railroad built the Inn, and renamed the community Gallatin Gateway. It was not meant to be an overnight stop, but still the Inn had 28 bedrooms and suites with attached bathrooms. If more sleeping facilities were required, there were always some sleeping cars present. The dining hall could seat three hundred people or be used for dancing. In combination, it could still seat 250 people. All sorts of facilities were provided. Both bus and railroad transportation arrangements could be made then. There was a telegraph office, a newstand, confectionery stands, and a curio shop: all creating a very subtle hint of sensuality, so common in holiday resorts, and so very clearly seen in West Yellowstone.

⁴Op cit.

⁵Op cit.

It was a booming community during the summer months. The complete loop in front of the Inn would be filled with buses waiting to take tourists to the Yellowstone National Park.

Although the road from Bozeman to West Yellowstone had started being built in 1919, it was in 1922⁷ that it was completed. The complete road through the Park was finished in 1930. However, it is not very likely that with Bozeman so near, that much of the motor vehicle traffic stopped there.

With the increase of car traffic, the Inn was finally closed down, and with that started the decay of Gallatin Gateway. Today, only the Inn is there to remind us that this was once a gay little town.

Visual Aspects

Gallatin Gateway does not have outstanding architectural characteristics influencing the community. The community does, however, possess two very interesting structures: the Gallatin Gateway Inn, and the Nine Quarter Ranch. The main axis of the community runs in an east-west direction. (see air-photo) The age of the community structures is in the neighborhood of twenty to forty years old. The condition of the community structures is from fair to poor.

The building structures are predominantly wood or brick. Wood is used for the residential and other small structures. Brick is used for the commercial, industrial, and other large

⁷Bozeman Chronicle -- 90th Anniversary Issue

buildings. The school is a typical example of a brick structure. (see Photo No.) Aluminum storage silos and grain elevators are also present. Housing density appears to be medium to low compared to a large Montana city. Average cost of residential housing is low to very low in this community. Condition of and landscaping of areas is left to individual owners. Because of the age of the community, full grown trees are numerous in the residential area.

Commercial land use areas are adjacent to the main axis of the community and on the railway (see air-photo). Residential land use areas are predominantly on the north side of the community. This area could be called a neighborhood. The only public institution in Gallatin Gateway is the grade school (see Photo No. 1), which is located on the east side of the community. The main axis seems to form an edge for residential housing in Gallatin Gateway.

Major circulation paths are the main street, railroad line, and the river. The river is one reason for the community's location where it is. A secondary road runs north from the main street. Other circulation is on secondary paths.

Gallatin Gateway has two distinctive edges; one on the east side and one on the west side. On the east side is a terrain edge which is a visual edge as well as a physical edge. The western edge is the Gallatin River.

The community has one node; this is at the intersection of its main street and the secondary road. The G. V. Cheese Co. plays a part in making this intersection a node. (see overlay)

The Gallatin Gateway Inn and a grain elevator are the only landmarks. The Inn played an important part in the development of the community; this can be seen from the history of Gallatin Gateway. The Inn is the most important community landmark. The Inn is presently being used as a nite-club.

The Image Quality of Gallatin Gateway is one of a "hasbeen." The community appears to be run down and just holding its own. The reason for this deterioration is that the community lost its purpose or need for which it was built.

Regional Aspects

Economically speaking, Gateway is a busted boom town. What was once a booming stop-over for tourists on their way to Yellowstone National Park via the railroad and Park Co. busses, is now a sleepy backwater town dependent upon a small logging operation and a small cheese factory for its income. The tourists no longer have to stay overnight on their way to the Park; by modern auto and modern highway, they are only two hours from the Park gate. The boom nature of Gateway's development is shown in the temporary wooden structure of the buildings on main street and by the lack of sidewalks along the same street. The notable exception to this pattern is the Gallatin Gateway Inn, built by the Millwaukee Railroad to serve railway passengers on their way to the Park. The Inn is constructed of masonry and is still in moderately good condition. The rest of the buildings in town, most notably the commercial structures, are in an advanced state of dipapidation,

The cultural influences in the town are evidently rather shallow, for there is nothing in the town's appearance that can

be attributed to a cultural influence.

Regional and local topography have played a significant role in the shaping of the town. The route through Gateway to the South is the only major all-weather road to the south between Billings on the East and Butte on the West. It has long been an important route. When the earliest roads were constructed, bridges were built at crossings requiring short spans. Gallatin Gateway is located at the first convenient crossing of the Gallatin River below the mouth of the canyon. The river here is split into several channels and requires only short spans to bridge it.

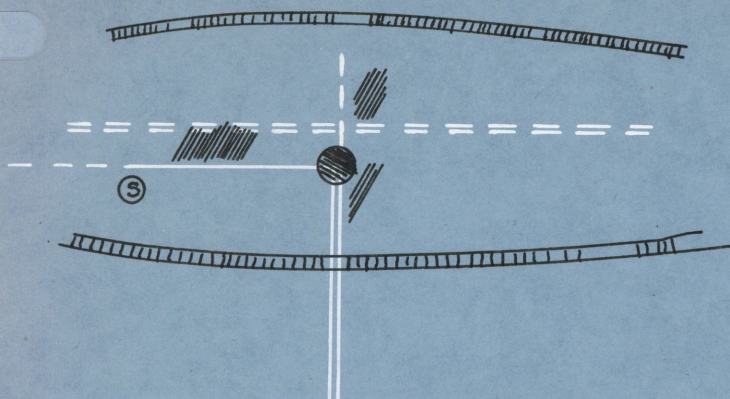
The town is built on the East bank of the River and the main street is the old highway as it crosses the flood-plain in an east-west direction. The main heading of the highway is north-south, but before the new highway bypassed the town, the road turned right to take advantage of the easy river crossing at this location. The effect of this pattern on the town's shape has been a fore-shortening of the main street. The main street crosses the narrow flood plain cross-wise rather than length-wise; the constriction of the terrace-like bluffs on the east and the River bank on the west have been the main factors in this development. This lack of building space on the main street, probably forced the railway to build the Inn on the highway frontage away from the town. This development gives the entire community a disjointed appearance.



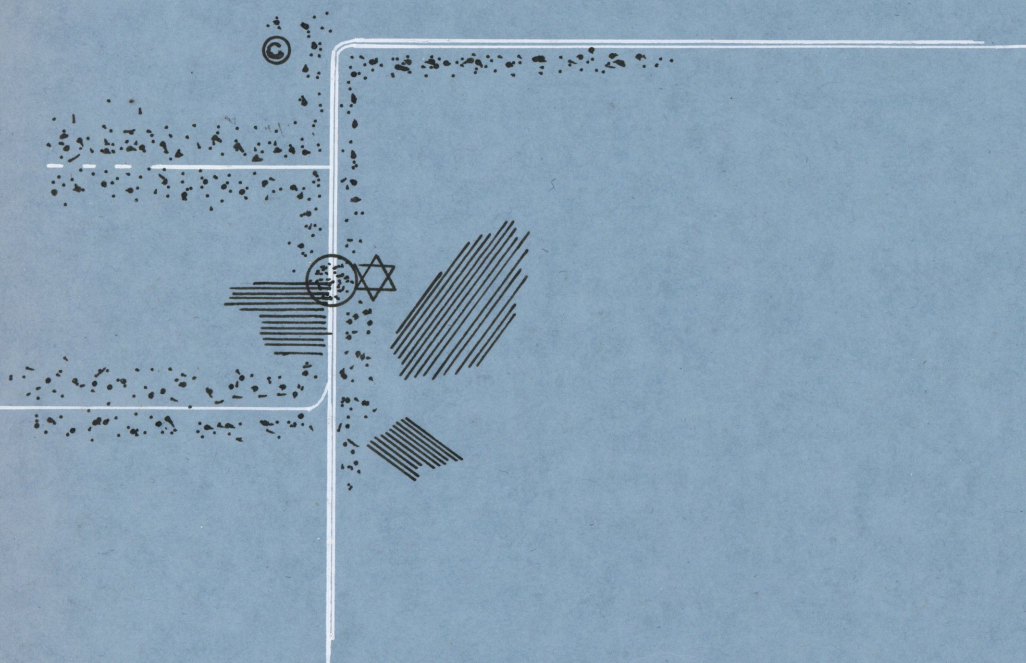
N

193 GALATIN GATEWAY





a m s t e r d a m



c h u r c h i l l



CHURCHILL and AMSTERDAM

Historical Aspects

The two Dutch settlements might well be called offsprings of Manhattan. The West Gallatin Irrigation Company there, had to irrigate the land and also making sure that such cultivation takes place, that barley is provided to the Manhattan Malting Company. Officers of the Company came up with the idea of migrating Dutch people over to the land partially ready for cultivation. The first group came in 1893. When the news of the fertility of the Gallatin spread out, families from other Dutch settlements and Holland came over.

Deeply religious, they worked in cooperation with the Presbyterian Church until 1903, but they wanted the Christian Reformed Church, and the Presbyterian Church withdrew. The new Church was organized the same year. With the new church, the population of the colony jumped up. From nineteen families and five single men in 1903, there were forty families in 1904, when the Church was completed. As the colony grew a new church was needed, and it was built in 1911. The locality of this new House of Religion since then has been known as Church Hill.

By the same year a small settlement had started to grow in a sheltered area - that was a start of the present Amsterdam. Then in 1921, Northern Pacific ran a spur through the colony land and Amsterdam expanded. Today it is a satisfactory business centre, supplying the needs of the farming population.

Churchill had always been a centre of activity because of the

Church, and later on because of the school built there. A store opened there in 1911, but there was no further development until 1950. Today, along with Amsterdam, Churchill is an active centre.

Visual Aspects: Amsterdam

The commercial district for Amsterdam, is located in a creek bottom. Amsterdam cannot see past itself because of cliffs or rolling hills which surround it.

The community's economic basis is the railroad. The railroad moves the farmers goods to market and since the ideal route for the railroad line is up the creek bottom Amsterdam was destined to be in the creek bottom.

Amsterdam's structures are relatively old. Percentage-wise, residential housing is low compared to commercial housing. The new residential housing that is being built in the area goes to Churchill. Amsterdam has use of Churchill's lumberyard and, therefore, uses wood as a chief building material. Metal silos and storage structures are numerous in the community. The railroad again is the reason for the location of such structures. The landscaping and overall general condition of Amsterdam is low compared to Churchill: a few exceptions exist.

Commercially, Amsterdam has a general store, an automobile dealership, two garages, a gas station, grain storage silos and elevators and a farm implement dealership. These commercial structures numerically match the residential structures in Amsterdam. Amsterdam is then, a business area.

A new grade school building of two to three rooms is present in the community. The school is built of pumice block and wood. This is the only institutional building in the community.

Amsterdam, like Churchill, may be classified as a neighborhood.

The railroad line and the highway are the major circulation paths in the community. (see overlay) There are no secondary roads or paths in the community, only small minor pedestrian walks.

Edges are what make Amsterdam distinctive. Terrain edges (see overlay) run along the minor axis and give the community a definite micro-climate. However, these edges hide the beautiful distant views which are enjoyed by the inhabitants of Churchill. This lack of view is what drives the residents to move, build and live in Churchill. The railroad and the highway seem to form an edge by keeping all the housing on one side of the creek bottom.

A node is formed by the location of the business and the perpendicular intersection of the major road. The railroad passes through this node.

The only landmarks in Amsterdam are the storage elevators. These elevators are the major visual element in the community and they are not very attractive.

A community in a hole for the purposes of business is the Image Quality of Amsterdam. The gradual moving of all residential housing to Churchill is a blessing and a must for Amsterdam's residents.

Visual Aspects:: Churchill

Architecturally, Churchill is new. Over one-half of the residential structures are new. Churchill can be seen for miles around because of its church. Churchill is an offspring of

(4)

Amsterdam. This was probably brought about because Churchill has beautiful views to the mountains and surrounding areas which Amsterdam does not have.

The community is orientated along both sides of U.S. Highway 288. The highway is the major influence on the shape of the community. The community is on high ground of rolling hills. These rolling hills are the economic basis of Churchill.

Churchill has a lumberyard that supplies the community with its major building element. Residential structures are predominantly wood with scattered uses of brick, stone, and plumice block. The old church seems to be the community's major landmark. This was built in 1903. of wood. The school complex is brick.

Housing density is medium along the highway. However, a new housing area is under development on the south side of Churchill. Such development areas use up part of the economic bases of Churchill.

The landscaping and general condition of Churchill is good. The residents of Churchill express their Dutch touch throughout the community. Such elements as windmills are numerous in the private yards. The residents keep their property in very good condition and appearance.

Commercial land use areas are sparingly scattered in the community. A small lumber yard is located on the north part of Churchill. A general store and a gas station are located across the highway from the old church. A farm implement lot is on the corner of the main axis, and the secondary road to the new residential development area.

Churchill has no industrial structures. Behind the old church is a grade school and high school complex. This school serves communities for miles around Churchill.

5

Because of the religious sect in Churchill, the whole community may be classified as a closely knit neighborhood.

Circulation paths are very few in Churchill. The highway is a major path for circulation for pedestrians as well as for vehicles. Secondary walks, roads, and paths are almost non-existence in Churchill.

Because of the economic basis of Churchill, the surrounding farm fields tend to limit the direction of community growth and, therefore, becomes an edge.

The old church, the general store, the gas station, and the school, all form a node. This node is very noticeable especially because it contains the only landmark of Churchill.

A clean community of hard working, conscientious neighbors is the Image Quality of Churchill. The community is slowly growing and prospering.

Regional Aspects

These towns, Churchill and Amsterdam, are economically very stable; and the residents are relatively wealthy. Dairying and raising potatoes are the specialized endeavors of this part of the Gallatin valley. If one is to judge by the appearance of the homes and farms, these farmers are singularly successful. The homes are all sturdy, handsome and not very old. Of the 64 homes in Churchill, 30 have been built in the last decade. The farms surrounding the communities also reflect the affluence of the residents. They have good buildings, excellent fences and well-bred dairy cattle.

Much of the appearance of these towns can be attributed to the cultural forces present. The residents are all members of a Christian Reform sect and are all of Dutch descent. Their nationality is quite obvious if one notes the names on the mail boxes. The Church and its influence are reflected in the two handsome churches and in the church-run school. The church properties, particularly the school, are inordinately large for the communities. The school has four-hundred students, drawing many students from sect members in other towns, including Bozeman.

The community spirit and the exceptional care that is given the lawns and gardens, give the communities a manicured, European appearance. Windmills decorate many of the front yards, and they add a decided flavor to the towns.

The shape of the towns has been controlled by the valley of Camp Creek, and the roads which approach and cross it. The roads follow the rectangular survey lines except the south-east edge of Churchill where the road follows a little gulch. The effect of this road control on the town of Churchill has been to limit the development of this town almost exclusively to a strip development along the section lines. In Amsterdam, the settlement follows a narrow pattern also; but the homes do not have the easy access to the main road as they do in Churchill, since the homes are built along Camp Creek and the road crosses the valley and does not follow it.

The reason for two settlements by the same group within a mile of each other, is not altogether clear. It is possible that the settlement was started around the church because the valley was crowded physically and visually.



N

CHURCHILL

288

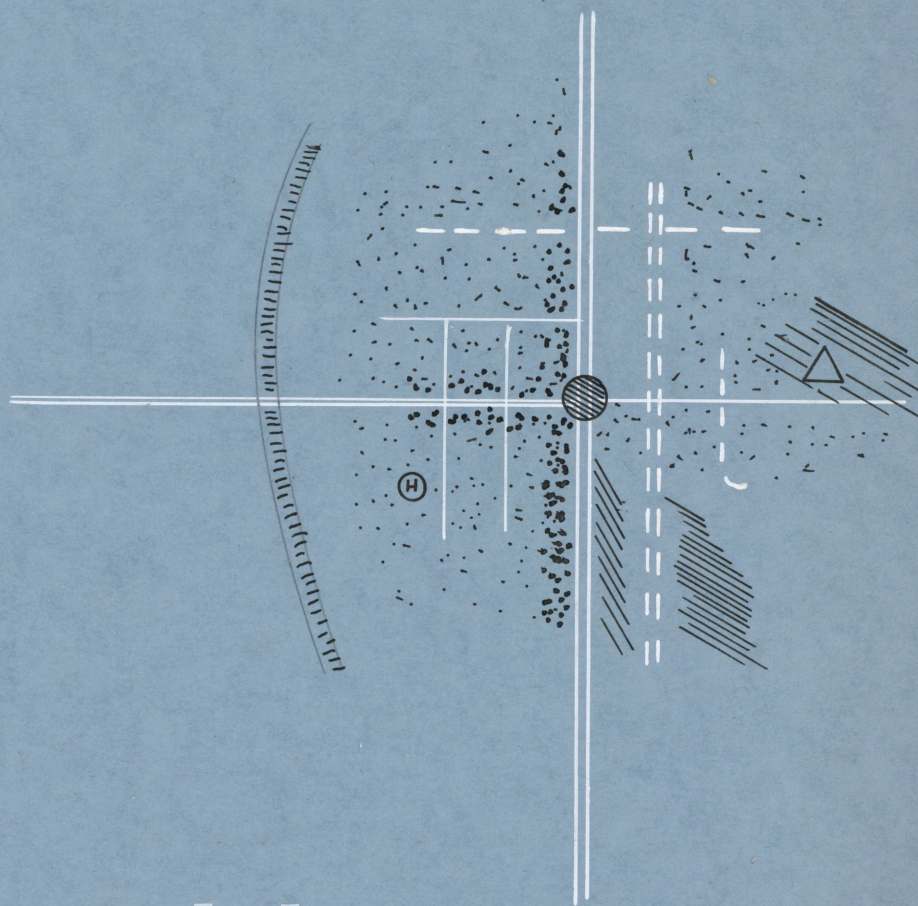
N

[288]

[288]

AMSTERDAM





manhattan



MANHATTAN

Historical Aspects

Manhattan had several small precessors. It started as Hamilton in 1862 -- 65. The post office was established on December 17, 1868, the same day as Bozeman, and a Presbyterian Church was established in 1872. However, it was dedicated in 1879. It was as described by Miss Mary Crittenden in 1874, "a typical Western Town, on store, a blacksmith shop, a school house, and two or three dwellings. No, it lacked on thing of being typical.....it had no saloon."

In 1883 when the Northern Pacific passed about a mile north of Hamilton, the small community had to move to it in 1884. It was then named Moreland, after the promoter of the Moreland Irrigation Canal. Several new buildings were built there, and several moved from Hamilton. Isabelle Randall in "A Lady's Ranch Life in Montana" describes Moreland: "A few buildings, but all very nicely built, met the eye, placed in the middle of a level valley, some eight miles long by six wide, surrounded on all sides by mountains -- a vertiable park. A few small white farm-houses here and there, and beautiful rivers, with their fringes of trees on both sides."

The majority of the settlers were English, and they added a touch of typical English life to the community right in the middle of the wild west. With Polo, cricket, croquet and lawn tennis, it provided amusement for all.

The land around Moreland was excellant for farming and that was the theme for drawing more settlers. The businessmen on the

East Coast became interested in it, and in 1890, the New York Co. of Manhattan Malt Company was established. Immediately, the name was changed from Moreland to Manhattan, and it became official on May 15, 1891. The Company bought 13,000 acres around Manhattan and the first year put 1,300 acres under cultivation. It did a lot for the development of the community. It built a malt house with a capacity of 275,000 bushels and an elevator with a capacity of 275,000 bushels. The elevator was the largest between St. Paul and the West Coast. Under the name of West Gallatin Irrigation Company, the Malting Company bought 28,000 acres from the Northern Pacific, and canals were built to irrigate this plus 25,000 acres of Government land. There was a total of 113 miles of canals ranging in size from the 59-mile long Highline Canal, to the 4-mile long Perks Canal. The West Gallatin Company and the Manhattan Malting Company started to promote the canal. But first, the latter set aside a small portion of the original 13,000 acres, platted it into lots, and sold them. That became the present site of Manhattan. At that time the Malting Company was the town. With the coming of Prohibition, it closed down in 1916 and never reopened.

The Montana Pulp and Paper Company was established soon after the Malting plant opened; but because of the poor production quality, it never flourished. Under different owners, the paper mill ran until 1908, when it finally closed down.

Another company interested in land development was the Manhattan Company. It bought 11,000 acres from the Malting Company in 1907, and became involved in cattle. It was the largest cattle outfit in the area.

In 1910 the population of Manhattan was 570. It became an incorporated town on May 24, 1911. Business was prosperous and served a vast area. There were two doctors, two blacksmiths, three general merchants, one newspaper, two meat markets, two saloons, one hotel, one bank, one garage, one drugstore, two lumber yards,² etc. The same year an ordinance was passed with respect to public safety. The motor vehicle traffic was limited to 10 m.p.h. Civic pride ran high, and in 1912 sidewalks were built and sewer and water systems installed. The streets, with trees lining them, were well kept. A picture of Manhattan taken in 1921, shows a neat little community, with wide open spaces with clumps of trees within, and surrounding it are farmlands. Houses were well kept.

By the time the Malting Company closed, Manhattan was well established as a farming community. The population dropped, but then picked up again, and has continued to increase.

Population³

1910	570	
1920	591	
1930	501	-- probably the result of the closing of the Malt Company
1940	646	
1950	716	
1960	889	

Manhattan had a couple of other calamities. The earthquakes of 1925 and 1959 did considerable damage. The more

2

"The Manhattan Story" by Milo Gruo

3

Op cit.

extensive damage being in 1925. The damage was about \$150,000; the school and town buildings being extensively damaged.

Today, Manhattan has more bars and more churches. It has grown steadily, but lacks the civic pride of 1911 -- 1912. The streets are unpaved, except the main paths. It has grown in size, but has decreased in the size of its business area. Bozeman has taken most of that away.

Visual Aspects

Manhattan is one of the three largest communities in this study. The community was on the main highway until 1964; this is one of the reasons for its size. The most outstanding architectural structures is the school building which was built in . See Photo No. 3 .

Highway 10 and the Northern Pacific Railway orientates the community in an east-west direction. This orientation can be seen by the business district of Manhattan. However, this orientation is expected to change because of the new Interstate Highway passing south of the community. The exit from the Interstate enters the community on the south side. This route into and through the community will probably become the major path and re-orientate the community along its line.

Manhattan is half a century old. Most of the community structures are forty to fifty years old, which shows little evidence of real advancement for Manhattan. The general condition of the community structures is fair.

The small building structures are predominantly wood. The larger structures are brick. Brick is used more here than in Gallatin Gateway, Churchill, or Amsterdam because of the geographical location of Manhattan. That is, Manhattan could get bricks shipped there more economically than the other communities. The school in Photo No. 2 is a good example of a brick building in Manhattan. Aluminum storage silos and grain elevators are present. They are built next to the railway. Small evidence of street furniture exists in Manhattan.

The housing density appears to be the average of Montana towns. Typical housing is of Western style. Average cost of residential housing, on today's standards, is low, but was probably average during its erection.

An attempt to landscape the community was made by the early citizens. This can be seen by the location of the school at the end of a secondary path. This path has trees and bordering sidewalks, showing elements of landscaping. Overall landscaping does not normally go beyond individual yards.

The commercial land use area is along the old highway, predominantly on the south side of it. The commercial area will probably change in time with the communities main axis. There are two residential land use areas: one area is on the south side of the highway, the railway; the other area is on the north side. The industrial land use area is predominately the Northern Pacific Railroad. The Northern Pacific Railroad divides the community and becomes its main focus because of its location and

size; the location of the grain elevators and silos on the railway help to make the Northern Pacific a focus. The school district is the most important institutional land use in Manhattan. This district is at the north end of Manhattan. (see overlay)

The size and location of one of Manhattan's parks is unique. This park is located on the north side of the railway. It runs the whole length of the community. This park shows a conscious community attempt to set up a buffer zone between the railroad and commercial districts. Another park is located in the school district.

Manhattan is in two neighborhoods because of the division of the residential housing by the highway and the railway. The two neighborhoods are approximately the same size.

The major circulation paths are the Northern Pacific Railway, U.S. Highway 110, and the new Interstate Highway passing on the south side of Manhattan. The north-south road that comes from the Interstate and runs to the school district may become a major path in the near future. Secondary roads and walks criss-cross the community. (see air-photo)

The railroad is a physical edge and a visual edge for Manhattan. The highway adds to this physical edge. The intermediate park subtracts from this visual edge. The new Interstate highway is also a visual edge, because it cuts down the residents' view to the south.

The community's districts are similar to its land uses. They are the railroad industrial district, the business district along the highway, the school district, and the two residential neighborhoods or districts.

The community has two nodes. One is at the intersection of the highway and the north-south road from the Interstate to the schools. The other is at the school on the north end of this north-south road.

The school (see Photo No. 2) is Manhattan landmark. Grain silos are also a landmark.

The Northern Pacific Railroad made and still makes Manhattan. But, Manhattan pays a price for it. Because of the dominance of the railroad in the community, Manhattan's "image quality" is one of a railroad-yard.

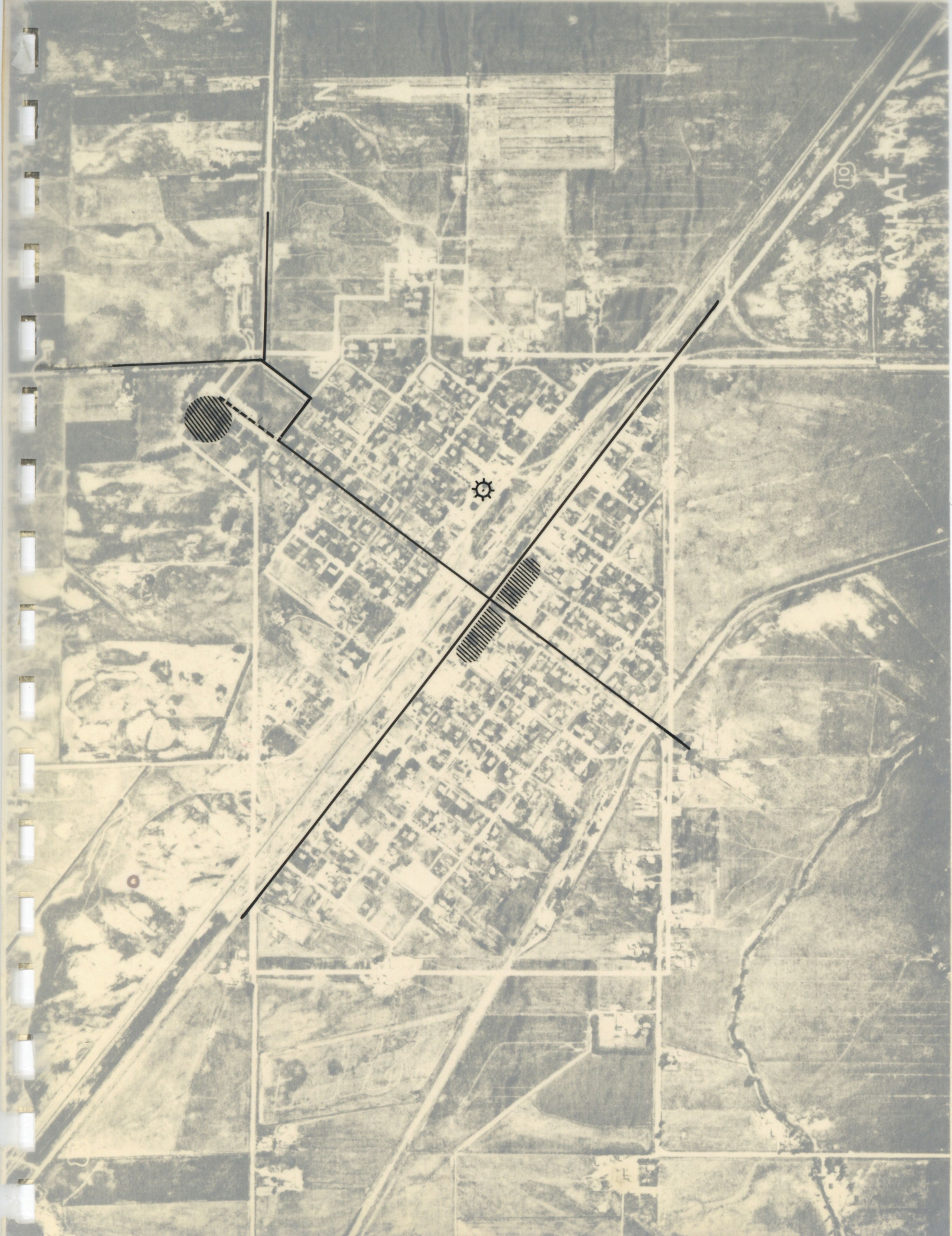
Regional Aspects

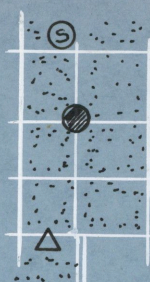
Manhattan is a service center for a surrounding farming area, and counts as part of its hinterland the communities of Amsterdam and Churchill. The area is one of good soil, ample water, and relative wealth. Manhattan reflects the prosperity of its hinterland on Main Street. The commercial buildings are generally made of brick and are presently in very good condition. The types of businesses present on Main Street are those catering to the farmer and his needs. The only establishments which cater to the traffic which formerly passed through the town are a cafe and a motel. The town has not been hurt financially by the Interstate bypassing it; but has made Manhattan a more pleasant place to live.

The cultural influences are not overtly evident, but the town has not deteriorated physically as have some of its neighbors; and the lawns and gardens are well maintained. This might be

attributed to some of the same cultural influences present in Amsterdam and Churchill. There are many members of the same sect in Manhattan who send their children to school in Churchill. In fact, the school in Churchill is called Manhattan Christian School.

The town is aligned with the Northern Pacific Railway; it was moved to the Railway from a site a few miles to the north. At the time of the move, the town was virtually controlled by the Malting Company, a New York based company. The writer strongly suspects that the town plat was laid out by an Eastern drafting office at the behest of the Manhattan Malting Company. He feels this, because the town plan ignores the local road patterns except for the main highway which parallels the railway. The street pattern in the town was laid out such that the main cross-town axis did not connect with the existing roads which were built on the section lines. An awkward detour is used by traffic moving to the countryside north of town. The town site is very level and the development has spread rather evenly from the center of the site.





trident



TRIDENT

Historical Aspects

Trident is a perfect example of a special purpose community. It was built for a special purpose, and to date, has remained one.

The history of Trident is not as colorful as some of the other communities. In 1907 Daniel A. Morrison discovered rich limestone deposits in a huge cave, now bearing the name of Lewis and Clark Caverns. Mr. Morrison, at that time, was in charge of supplying lime to the Anaconda Company smelters.⁴

A company was created by some Butte men, and additional capital was secured from Utah. In 1910, Three Forks Portland Cement Company began operations. When they failed to obtain the name from the nearby community, the company gave it the name Trident, which is the Latin equivalent for Three Forks.

A company town was built, consisting of about fifty houses, a school, store, recreation hall, and theatre, and a post office. In the beginning Trident had two kilns, a third added in 1913, and finally a fourth in 1950. In 1914 the name of the company was changed to Ideal Cement Company.

For a long time the Company employed an average of 175 men, but the trend toward automation has cut this number down considerably. The company town was not the ideal place to live because of the dust from the plant. Today, the town is almost completely deserted. There are still a small number of families living

⁴Gallatin Valley A Century of Progress by Burlinghames

there, a total population of fifty. The majority of the people working there commute from Logan, Manhattan, and Three Forks.

Visual Aspects

Trident is a company community. The sole reason for Trident is the Portland Cement Company.

Trident is located at the headwaters of the Missouri River. The community gets the afternoon sun only because of surrounding cliffs or mountains. Trident is 55 years old, but the condition of it is poor. Trident is poor because it did not grow, it was manufactured. Another reason for its poverty is because it is carpeted in a layer of dust from the Cement Plant.

All structures in Trident are of concrete and stucco. They are all similar or identical, which creates a monotony or military atmosphere.

The housing density is average to any large Montana city. The landscaping in the community would be very good if the blanket of dust could be removed.

Trident can be broken down into two land uses or districts:

1. Industrial -- Portland Cement Plant and Quarry
2. Residential -- Employees housing

Because of the dust problem of Trident, the Company's Plant employees are favoring living in nearby communities rather than staying in Trident.

Circulation paths consist of the main road into Trident and the grid-iron layout of residential housing area. The circulation paths are rigid because the community was just laid out and did not have the help of professional hands.

The Missouri River flows past Trident on the west side. This is a physical edge. The Cement Plant is on the east side; and its ugly fence, dirty plant, and gastly quarry form a strong edge. The surrounding cliffs form a visual edge to Trident's residents. Smoke and dust from the plant become a psychological edge for some of Trident's residents.

A small node exists in Trident. (see overlay)

The cement plant is a major landmark. This landmark overshadows the community with its ugliness and dust. It destroys the community.

The Image Quality of Trident is one of a good industrial community and a poor residential community. Trident possesses some good elements and could be a pleasant residential district if the dust problem could be solved.

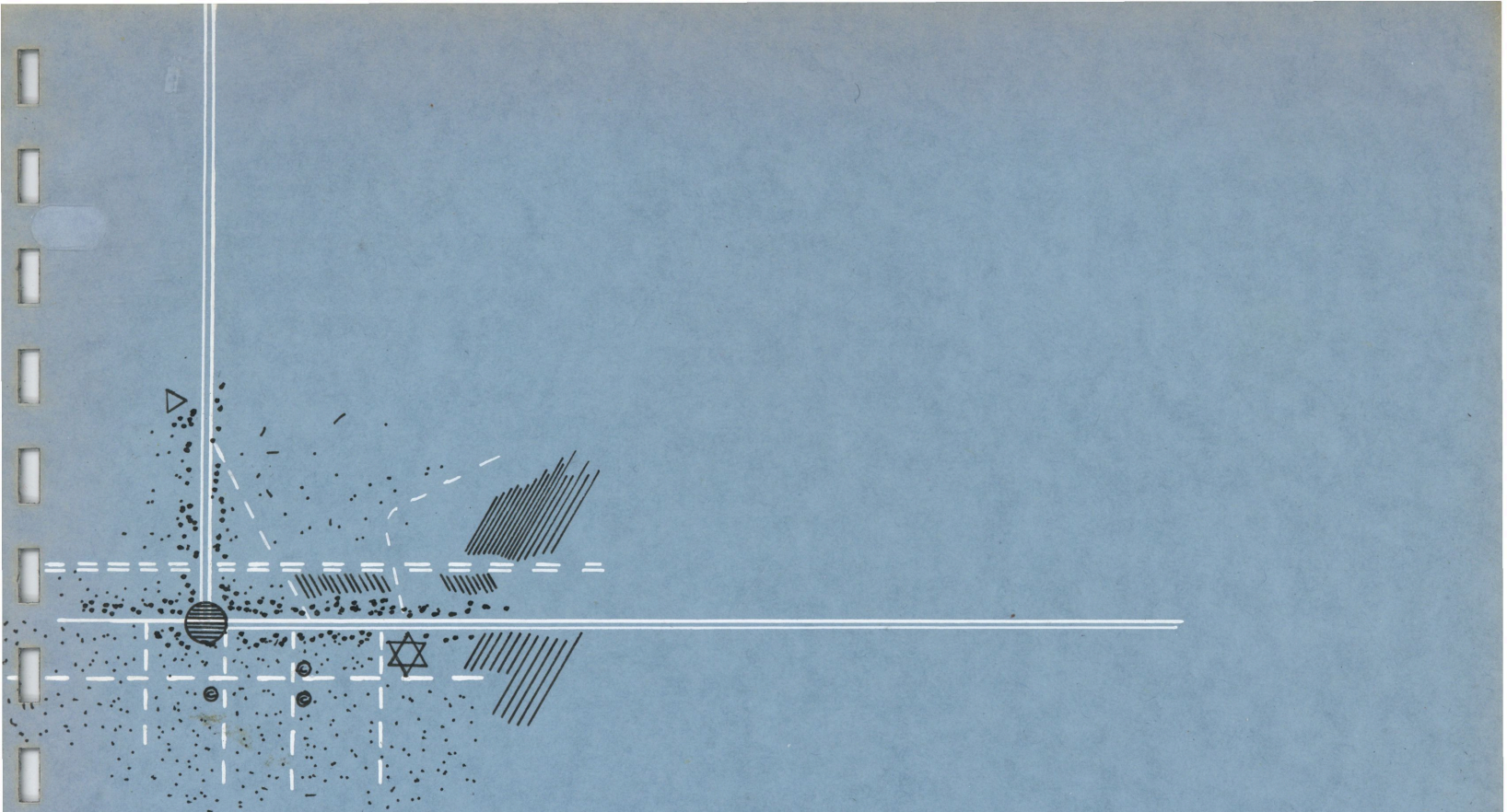
Regional Aspects

Trident is a development that is rare in Montana, it is a company town. The town was built in the early 1900's, when it was not possible for working men to commute the distance from the existing towns to the plant site. Since it is a company town, the site has been very efficiently developed. The houses are spaced too closely, and the lots are not very deep. The affect of overcrowding is relieved somewhat by the irregularity of the street along the Missouri River. A very generous planting of trees has also greatly increased the habitability of the town.

Placed in the canyon of the Missouri River, and with the Ideal Cement Company plant along one side of the town; the town itself is more than over-whelmed by the surrounding features.

One admirable feature of the town is the policy, of the Company, requiring unoccupied houses to be removed and the old house sites to be landscaped. This is a rare example of declining town that is growing old gracefully.





t h r e e f o r k s



THREE FORKS

Historical Aspects

The present day Three Forks is the result of a process of evolution. There have been different communities built in that area, the first being the fort built by John Colter in 1809. At that time the Blackfeet Indians claimed the Gallatin Valley, and a fort had to be built for the protection of the trappers.

Gallatin City was the next major community, but it began to decline when it lost the county seat in 1867. At about that time James Shed started building a series of bridges, to the south of Gallatin City across the Madison and Jefferson Rivers. In 1871 there were seven bridges, and by 1878 there were twenty-three -- all within two or three miles of each other. They were toll bridges but faster and more convenient than the toll-ferry at Gallatin City. James Shed had a well-going concern there. A hotel was built for the accomodation of travellers, and it became a prosperous stage station. At that time it was known as Bridges. In 1880, the name was changed to Bridgeville.

In 1884, the interests on the bridges was bought by a group of Englishmen; and with the purchase, the name was changed to Three Forks.

For some strange reason the community did not move to the Northern Pacific Railroad when it passed through in 1883. But when the St. Paul and Milwaukee Railway passed through about a mile south in 1908, the people of Three Forks moved to it. The new town boomed, and the Railway did much to encourage it. A depot and roundhouse were built, and it was made a division point for the train men.

Pictures of Three Forks, taken at that period, show a neat little town with wide streets and handsome buildings. The number of motor vehicles parked along the sidewalks reflect the prosperity of the community. There were saloons, hotels, and a pool hall, among other things.

By 1913 there were 2500 to 2800 people living there. There were also four big hotels, four lumber yards, three grocery stores, two drug stores, and fourteen saloons. In 1912 a motor garage was built, and a Ford agency opened. Also, present was a rather posh Sacajewea Club, located on the second floor of where the present Johnstone Drugstore is now located.

Then, Three Forks ran into a series of setbacks. When homesteaders were brought in, they were promised irrigational canals; but the cost of the project proved too expensive, and a drought descended, making many of the homesteaders leave the area. The banks were left holding useless mortgages. The city started a water project but had to bond up to 90 per cent of its value. The final disaster was in 1915 when the Milwaukee Railway electrified its tracks between Harlowtown and Avery, Idaho. This allowed them to increase their divisions. The new division point was at Deer Lodge, and the facilities at Three Forks were removed.

By then, Three Forks had already established itself as a successful farming community, and to some extent industrial, and continued to flourish. This success as a farming community is common with most of the towns in the Gallatin Valley.

Visual Aspects

Three Forks is the largest community in this study. It also has the brightest future because of evidence of new industries. The community is a trading center for Trident, Logan, Manhattan and possibly some of the other studied communities.

The orientation of Three Forks' main axis is in the form of an "S". This axis follows Highway 10⁷ through town. The reason for this "S" shape is probably because of sales of land when Three Forks was expanding. The air-photo shows this "S" shape. The photo also shows the development of the community in a sectional pattern. This pattern is not evident in the other studied communities.

The general condition of Three Forks is fair to good. Most architectural structures are kept in at least fair shape. A good example of this maintenance can be seen in Photo No. 1 of the old Sacajawea Hotel. The condition of Three Forks' housing indicates that the community is prospering.

The housing density of Three Forks is average compared to Montana's larger cities. The age of architectural structures and materials used in these structures are also typical of Montana's cities. This is an indication that materials of all kinds can be easily and economically obtained in Three Forks.

Street furniture and landscaping exist throughout most of the community. Street furniture is evidence that a community civic government exists.

Commercial land uses are attracted to the highway that passes through the community. Side street commercial areas are very few. Types of commercial uses are numerous and become a magnet for surrounding communities and farmers.

There are three residential land use areas (neighborhoods). One is on the north-west side of the community. This area is divided from the commercial area by an industrial area. Another residential area is on the southeast side near the school district. This area is growing more than the other two areas. The last residential area is on the southwest side. This area is from the node (see overlay) back to the south end of town.

The railroad, the talc plant, the feeding pens, the concrete block plant, and the chicken plant are the major industrial land uses in Three Forks. All are located on the Milwaukee railroad that passes through the town except the Talc Plant, which is located south of town on the Northern Pacific Railroad. The reason for its location is because of the smoke and dust hazards from the plant.

Three Forks has a large school complex. It can be seen in the air-photo. The complex has a grade school and a high school. The grade school serves the community and surrounding areas. The school has new additions to it showing that it is growing both numerically and in importance.

Parks and playgrounds are limited to the school playground and a very small monumental park in front of the Sacajawea Hotel.

The Milwaukee Railroad, Highway 10, and the highway to Willow Creek are the major paths in Three Forks. No major path crosses the railway, probably because of the uncertainty of the land use on the other side. A major path that crosses the railway will exist in the future because of the development of industries on that side of the railway.

Secondary paths are numerous throughout Three Forks. A grid-iron circulation system with a focus to the highway seems to be the overall pattern for paths.

The railroad, as in many of these communities, forms an edge. The business district in combination with the highway is another edge.

Two important nodes can be seen on the overlay. They are at the points of contraflexure of the "S" curve. The railroad and the school are small nodes.

The Sacajawea Hotel is the most dominant landmark. The school is another. The truck stop on the west side of town is a small landmark. The railroad station is another. The feeding silos are a visual landmark.

The future of Three Forks looks good; therefore, the Image Quality of Three Forks is one of prosperity.

Regional Aspects

Economically, Three Forks is one of the healthier towns in the valley. Many industries are located in the town; for example, a talc mill, a pumice block plant, a feed lot, and an egg and chicken operation. But the prosperity that these plants are enjoying is not reflected in the development of the town. The commercial structures, although they are of brick, were built many years ago. There are no new structures on the main street, and the whole town has a run-down appearance.

Cultural forces are especially weak; there has been no effort on the part of the citizens to improve the image of their town.

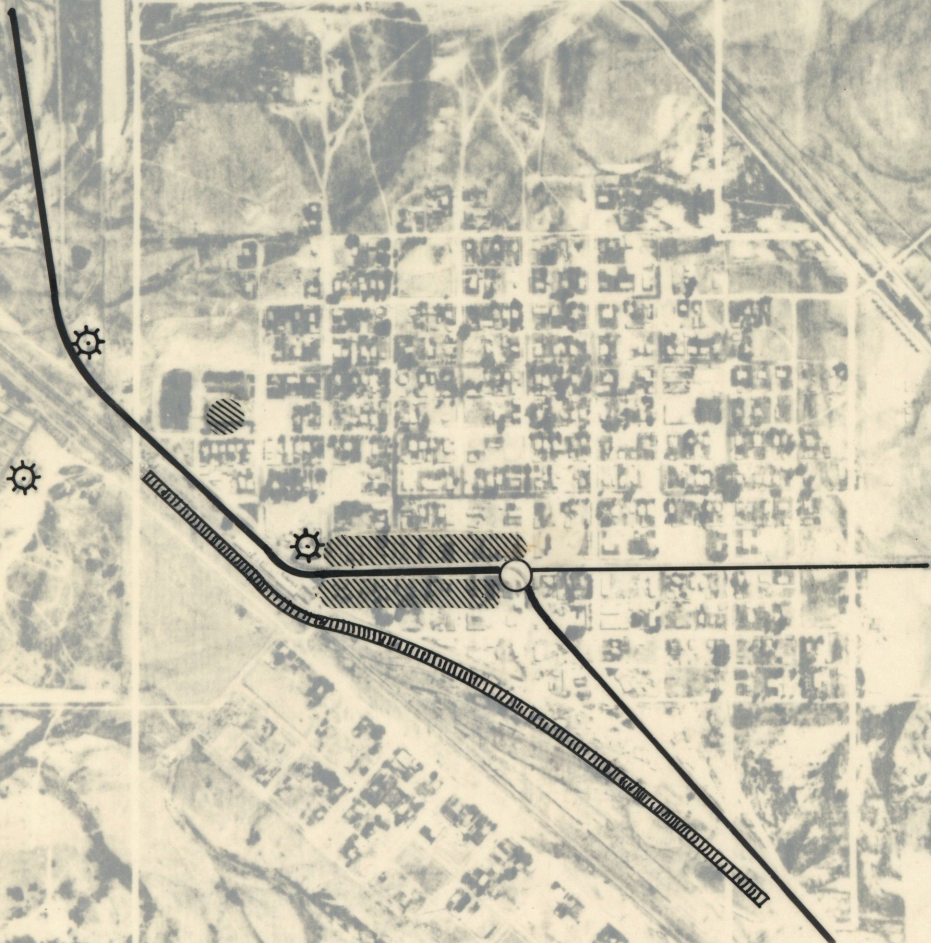
Part of the poor impression that the town leaves on the visitor can be attributed to the railroad's route through the town. The tracks cut the grid-iron street pattern at a 45 degree angle; and whether one looks north or west, the end of the view is always the railroad. Since the town was moved to the railroad when it arrived, the pattern that exists at present might be the result of the town being built along property lines resulting from the rectangular survey system.



10

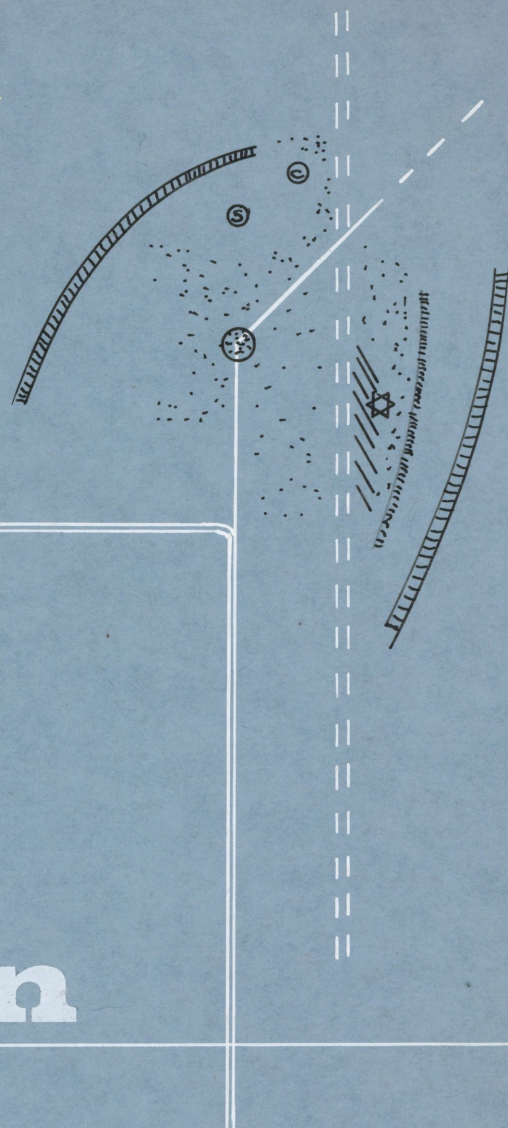
N

THREE FORKS



20

l o g a n





LOGAN

Historical Aspects

The inception of Logan is a bit unclear. Some of the older settlers of that area seem to remember Logan as essentially a Railroad town, while others say that before the railroad passed through, Logan was a stage coach stop, a half way point through the valley, by the name of Canyon Horse. The writer is inclined to give more credit to the latter story, because the telegraphic code for Logan is CH, and the records show Mrs. Shed being the manager of a stage station by the name of Canyon Horse. Her husband, James Shed,¹ may well have been the founder of Logan.

In 1883, the Northern Pacific came through, and purchased land from Mrs. Odelia Logan, and renamed the community after her. The railroad plus the neighboring ranches made Logan into a booming little community. Even today some of the older members of the community think of the year 1912 when Three Forks was the size of Logan.

Those were prosperous years for Logan. The economy of the community was in good shape, thanks to the railroad. They built a depot in 1918, and the present school house building in 1922. The only calamity was the fire of 1919, which started in Flinn Hotel's barn. The scars of the fire are visible even today. The natives rather knowingly say that there were at least two bootleggers during the prohibition.

¹This is the same James Shed who built the series of bridges near Three Forks.

After Logan lost most of its business to the larger communities of the valley, it still prospered because of the railroad. Then in 1957, the Northern Pacific introduced Central Traffic Control, locating it at Missoula. That plus the diesel engine replacing the steam engine was almost a fatal blow for Logan.

From the Northern Pacific maintaining three operators and four clerks working twenty-four hours a day, plus the crew of the round house and cold dock, the railroad employment dropped to one operator and one agent.

Today Logan is a sad-looking town -- a town in its last throes. The people living there are mostly retired railroad men -- square dancing or watching television to pass time away. The school has twenty students. Four years ago there were forty-two students. Last year there were twelve, and then a widow with ten children moved in. The older children go to school in Manhattan, and the elders work at either Trident or Manhattan. Most of their business is at Manhattan or Bozeman.

From a prosperous community to this -- indeed a sorry picture.

Visual Aspects

Logan is a railroad community. A railroad community that is left in the wake of automation and invention. The need for Logan has declined ever since trains could go from Helena, Montana, to Bozeman, Montana, in a single day.

The community is built in an east-west orientated gully. This gully gives Logan a definite micro-climate. The reason for this is that the community has protection from the wind that is definitely in that general area. Logan only receives the afternoon sun. Photo No. 1 shows how Logan is built in the gully.

The architectural structures of the community date back to 1922. The grade school that was designed in 1922 was designed by a Butte, Montana architect. The railroad station and the water tower could be the only structures that possibly had professional design help. Most of the community structures are wood; the reason being the period of time when built and the availability of wood.

The housing density of Logan is low compared to the other communities studied. The reason for this could be that the demand for residential structures was never high enough to fill up the gully. Because of the age and the economic decline of Logan, the general condition of the community is poor. Landscaping is also poor except for one resident's yard. This particular resident has landscaped his yard with an attractive little prospector's scene.

Commercial land use in Logan can be seen in Photo No. 2. It is limited to one street and one block length. This street was the main street through Logan in 1920. Other commercial structures were located on Highway 10. But they were abandoned when the highway moved to the Interstate which now runs by on the south side of Logan.

The residential land use is dotted over the whole community. The only area where this is false is on the railway. The railroad is a fifty-yard wide ribbon that runs through the center of the community. This ribbon is the industrial land use area.

The school house and yard are the only institutional land use areas in Logan. No planned parks or playgrounds exist;

this absence seems typical with most small communities.

Logan residents believe they have two district neighborhoods:

1. Old main street area
2. Logan Hts. -- the area up around the school.

The major circulation routes in Logan are the railway line, the Missouri River, and the entrance road from the Interstate. The old highway that passed through Logan until 1964 is becoming a secondary path. Other minor vehicular and pedestrian paths are noticeable.

The air-photo overlay will show how the gully forms edges around the community. These gully edges are physical as well as visual. The railroad ribbon is also an edge. The Missouri River which is on the north side of the community is a physical edge.

The railroad station is a node and a landmark. This is the only node and the only landmark present.

The Image Quality of Logan is one that went from a "Prosperous Community Way Station" to an "Out-of-the-Way-Station."

Regional Aspects

Logan is a specialized community and its development as a transportation center has followed a pattern of growing unimportance and steady decay. The town's livelihood has been dwindling and decline has been the only development. All the buildings in the town are of frame construction and nothing durable or extensive was ever built in the town.

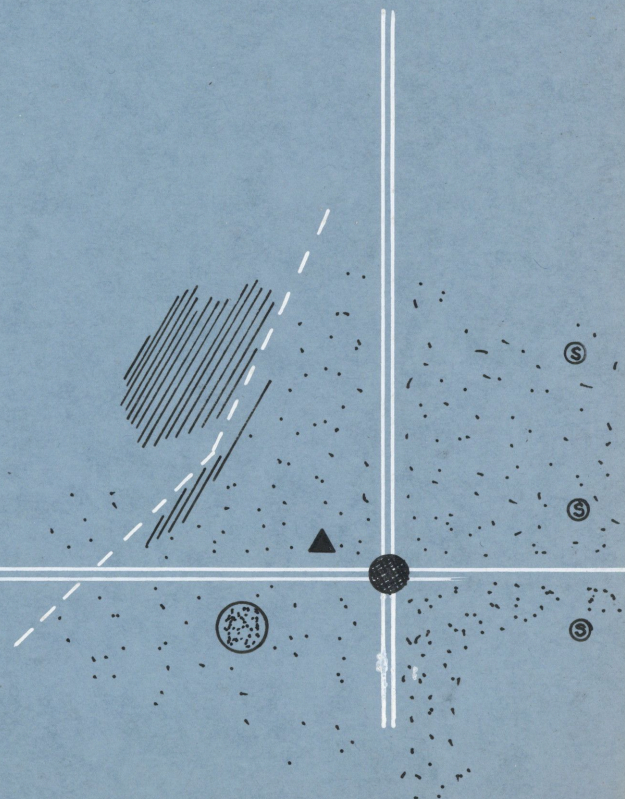
57

The town does not reflect any cultural force in its appearance. The topography was the determining factor in locating the town on its site. The town is situated in a small canyon which the Gallatin River has cut through low rolling hills. This was the obvious route for traffic through the valley and it was one of the very few places where the traffic was so concentrated. The layout is simply a convenient sprawl. When viewed from the new highway passing the town on the bluffs to the south, the town has a pleasant organic appearance. But when one comes down into the town, the decay and dilapidation is so overwhelming that no other impression survives.

A fire that wiped out a major portion of the heart of the town has completely separated sections of the town, and it looks very much like a war-torn village.



belgrade





BELGRADE

Historical Aspects

The founder of Belgrade was Thomas Bauchanan Quaw. Thomas Quaw came to Bozeman with his family from Wisconsin in 1882. He started a real estate office in Bozeman, but sold it to manage W. H. Tracy's feed and grain business.

The name of Belgrade started appearing in Bozeman papers in early 1886. The AVANT COURIER of January 21 of that year recorded: "W. H. Tracy is loading fourteen cars with oats on the side track known as Belgrade, a few miles west of Bozeman." After that the name of Belgrade started appearing regularly in the newspapers. Business boomed. A post office was established in 1887, and in 1888 the Southern Methodists erected a church. A general store and a new saloon was opened. There can be no doubt that Belgrade was started as a town to compete with Bozeman. Thomas Quaw wanted to make it the chief city of the Gallatin Valley. Bozeman was reaping in the wealth of the valley, and Belgrade wanted some of it. The site chosen was fairly arbitrary. The only restriction being that it be in rich farming land, some distance away from Bozeman and on the railroad.

There are many versions as to how Belgrade got its name. The most feasible being that Thomas Quaw was given a large number of Serbian immigrant laborers. These laborers had previously been with the Northern Pacific and were completely undependable. Quaw made an agreement with them that he would name the community for the capital of their home country, if they cooperated.

This arrangement worked fine.

1889 was the big year for Belgrade. The County Commissioners declared a new school district to include the proposed town site. And leading financiers from different parts of the State started showing interest. Several new homes and buildings were built. The Story elevator which stands at the east end of town was built the same year. By 1897, it had its own telephone exchange, and in 1899 a commodious two-story frame school house was built.

The first municipal project was the installation of the water system. It was prompted by the town fire of 1900.

Belgrade soon became known as the largest grain receiving center in the world. Before railroad branches were built all over the valley, farmers came to Belgrade to market their produce. Numerous other businesses opened,....there were at least a dozen saloons and gambling was common.

It was in 1906 that Belgrade became an incorporated town, with 451 acres. After that, a new school building was erected, electrical lighting was installed, sidewalks built, and a fire department started.

The advertisement for Belgrade emphasised better roads and other facilities, but the progress overtook Belgrade and became an advantage for Bozeman. The most devastating blow was when the Northern Pacific built branches, numerous sidings, and elevators. After that, the progress of Belgrade stopped.

The coming of air age has done much to revive the old vigor of Belgrade. In the early 1930's an emergency landing field was built with W.P.A. assistance. In the late 1930's, the Lynch

brothers developed an active pilot training program; and finally in 1942, a new field was built through cooperation between the county and city. Since then, it has been enlarged. In 1951 a passenger station and administration building was added.

Since then, things have been looking up for Belgrade. In 1953 the Yellowstone Pine Company initiated a stable enterprise, and in 1954 the Belgrade Alfalfa Mills began dehydrating the standard crops of the valley. The racetrack has also done much for the economy. With the minimum of snow for the area, prevailing winds and a large number of clear days, it is an ideal location for the development of industry.

Visual Aspects

Belgrade is a substantial community. It has the advantage of being located in a rich valley and a geographical importance because of its location near a growing Montana city, Bozeman, Montana.

Highway 10 is the main axis of the community and is oriented in an east-west direction. Another axis is a north-south highway that goes from Belgrade north. This north-south road brings most of Belgrade's customers to town. The air-photo shows the two main axes.

A few of the commercial structures need rebuilding or repair, but the overall condition of the community seems to be fair. Belgrade has new residential housing areas and new industrial areas, but the old commercial area still exists.

Housing density in Belgrade is average. Cost of structure and materials used are about the same as in Bozeman. The reason for this is because of the nearness of Belgrade to Bozeman. Architectural structures are divided into two parts. One part is of old Belgrade; this represents the "Hick Town" of Belgrade. The new part of the community could represent part of any Montana town.

Street furniture and landscaping exist in Belgrade but only to a limited degree.

The commercial land use areas of Belgrade are along Highway 10 and on the north-south highway. This is typical of all the communities studied. These commercial businesses are directed to serving the farmer.

There are two residential land use areas. They are divided by the highway. The south residential area and the north residential area seem to be very similar. They both contain old sections and new development areas. These north and south areas are the two neighborhoods that exist in Belgrade.

New industrial land uses are present in Belgrade. In 1953 the Yellowstone Pine Company and in 1954 the Belgrade Alfalfa Mills developed in Belgrade. The Northern Pacific Railroad, grain elevators, and a race track are the other industrial land uses of Belgrade. The Pine Company is located south of Belgrade because of the fire hazard and smoke of the burners.

The institutional school consists of two grade schools and a high school. They are all separate buildings. The institutional uses are the Fireman's Hall and other small club meetings. The

schools serve the community's children and the children to the north.

Of all the communities studied, Belgrade has the only park that amounts to anything. It is on the east end of town. It was erected and donated to Belgrade by the citizens of the Veterans of Foreign Wars group. The schools have their own playgrounds.

The major paths are Highway 10, the highway going north, and the railroad. The railroad does not seem to be as important in Belgrade as in the other communities studied. Secondary and minor paths exist throughout the community.

The combination of the commercial businesses and the highway form an edge. The industrial land uses that are on the periphery of the community form an edge to residential growth.

The major node of Belgrade can be seen at the intersection of Highway 10 and the highway going north. The schools form a node and a landmark. The Yellowstone Pine Company's burner is also a landmark. Because of the rareness of such parks, the V.F.W. park becomes a small node.

The rich valleys surrounding the community, the closeness to Bozeman, give Belgrade a concrete looking future. A solid, substantial community is the Image Quality of Belgrade.

Regional Aspects

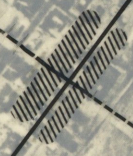
Economically, Belgrade combines the virtues of Manhattan and Three Forks. It is situated in a rich farming area, and it also has some industry. The lumber mill and the Alfalfa Plant are major employers in the town. But like Three Forks, the

downtown area of Belgrade does not reflect the prosperity of the community. The buildings are of brick; but they are old.

The cultural forces are not reflected in the appearance of the town. While the town is not as run down as Logan or Three Forks, it does not appear as well maintained as Manhattan, and it ^{is} worlds removed from the communities of Amsterdam and Churchill.

The railroad has controlled the alignment of Belgrade as it did the town of Manhattan; but in the case of Belgrade, the grid-iron was adapted to the local pattern of section roads. Due to a bit of luck and foresight, Belgrade has developed into the hub of the rural road pattern in that part of the valley.

BELGRADE



CONCLUSION

In conclusion, it may be said that a town is the product of its region. Reflected in the town and its appearance are a host of regional influences.

The towns which we have considered, generally have a look of past affluence about them. The major developing of the towns has been done at an earlier date and very little has been done in recent years. The problem, I believe, lies in the absentee ownership of the industry of these towns. The towns have a much better economic base presently than they have ever had; save for the towns of Gallatin Gateway and Logan. But the solid economic base is not reflected in the look of the town. The owners of the industry are not concerned with the appearance of the community and the local citizens tend to follow suit.

One possibility for these communities, if they do not wish to build new buildings and revitalize through constructive projects, is for them to decline gracefully. Many of the communities could vastly improve their appearance if all the buildings that are not being used were to be removed. The program that the Ideal Cement Company is following in Trident, of removing vacant buildings and landscaping the sites, is one which has prevented the town from taking on a slovenly appearance.

But it seems that a community-wide effort is required for any action to improve the appearance of a town. The individual homeowners have to be together with a genuine spirit for improving the town.

MONTANA STATE UNIVERSITY LIBRARIES CA
stks 720.6.M76As35
Hick towns /



3 1762 00154427 7

