

RAYNOLD'S PASS REST AREA  
Milepost 15.8 tangent to U.S. Highway 287  
Cameron vicinity  
Madison County  
Montana

HAER MT-148  
*HAER MT-148*

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD  
INTERMOUNTAIN REGIONAL OFFICE  
National Park Service  
U.S. Department of the Interior  
12795 West Alameda Parkway  
Denver, CO 80228

HISTORIC AMERICAN ENGINEERING RECORD  
RAYNOLD'S PASS REST AREA

HAER No. MT-148

**I. INTRODUCTION**

Location: Raynold's Pass Rest Area  
Milepost 15.8, tangent to U.S. Highway 287  
Cameron vicinity  
Madison County  
Montana

Quad: Squaw Creek, Montana (1988)

UTM: 12/453143/4972226

Date of Construction: 1966

Present Owner: Montana Department of Transportation  
Helena, Montana

Present Use: Highway Rest Area

Significance: The Raynold's Pass Rest Area is significant for its association with the Montana Department of Transportation's (MDT) development of roadside rest areas during the 1960s. The department developed a standard design for rest areas, including landscaping, and this site is representative of that standard design. The MDT located many rest areas at scenic areas in Montana to encourage users to stop and spend time at them. The Raynold's Pass Rest Area is representative of the type of rest area established along the state's two-lane highways. While many of the features located at the site are not historic, they still reflect the MDT's philosophy for this type of facility in the late twentieth century.

Historian: Jon Axline, Montana Department of Transportation  
July 2014

## II. HISTORY

The upper Madison River valley was well-known to trappers and traders in the first half of the nineteenth century. Brigades from the Rocky Mountain Fur Company and its competitors were frequent visitors to the area. In October 1832, a brigade under the command of Jim Bridger and Tom Fitzpatrick purposely led trappers captained by rival Henry Vanderburgh into an ambush by the Blackfeet Indians near the future site of the rest area. With the decline of the Blackfeet in this area because of small pox epidemics beginning in the mid-1830s and the waning of the western fur trade after 1840, the valley was less frequented by non-Indians. The upper valley was remote and not included as an agricultural area associated with the mining camps in nearby Alder Gulch in the 1860s. Local men had established cattle and sheep ranches in the valley by the late nineteenth century. By the mid-twentieth century, the valley had become important as a route to West Yellowstone and the northwest entrance to Yellowstone National Park. The Madison River is also significant as a blue ribbon trout stream. Consequently, the area has attracted recreationalists and the establishment of expensive residences, many of which are summer homes for fishermen and hunters and their families.<sup>1</sup>

### Rest Areas

Taking a break by the side of the road is as old as traveling itself. In the American West, rest areas consisted simply of wherever you stopped and got down off your horse. Sometimes it meant getting out of a stagecoach and stretching your legs for a bit at a stage station. With the arrival of the automobile in the early twentieth century, however, taking a break by the side of the road changed with the technology. For many, a rest area meant a convenient bush or a place where you threw out a couple of sleeping bags and spent the night within a few yards of the highway. Local businesses encouraged motorists to stop in their communities and take advantage of the services they had to offer, including tourist and cabin camps. But stops in rural areas were still left to the whims of the drivers and their passengers.

In the early 1930s, the MDT developed roadside picnic and camping areas where motorists could stop, take a break, and spend some quality time communing with Montana's great outdoors. The picnic areas were primitive, consisting only of a couple of picnic tables, a trash receptacle and, perhaps, an historical marker and a fire pit. In 1934, the department took the concept one step further and built its first rest area. Located at the junction of North Main Street (then a part of U.S. Highway 91) and U.S. Highway 10 in Helena across from Memorial Park, it included an information center, drinking fountain, picnic tables, and a circular stone parking structure. The rest area was located amid a beautifully landscaped strip park that was intended to hide the city dump from the highway. It was the only rest area of its kind in Montana during the Great Depression. While the MDT built other roadside beautification areas near urban areas in the

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<sup>1</sup> Bernard DeVoto, *Across the Wide Missouri* (Boston: Houghton Mifflin, 1947), 89; Michael P. Malone, Richard B. Roeder and William L. Lang, *Montana: A History of Two Centuries*, Rev. ed. (Seattle: University of Washington Press, 1991), 59; Hiram Martin Chittenden, *The American Fur Trade of the Far West*, Vol. I (New York: Press of the Pioneers, 1935), 301.

state, the North Main site was the only one to include amenities for motorists. Through the 1940s and 1950s, the department continued to construct and maintain roadside parking areas, but none included any features intended to really give travelers a break.<sup>2</sup>

In the late 1950s that all began to change with the MDT's development of formal roadside safety rest areas (SRAs) that would be incorporated into the newly created Interstate highway system. The Federal Aid Highway Act of 1956, which created the Interstate system, included provisions for the inclusion of SRA's into Interstate design. Two years later, in April 1958, the American Association of State Highway Officials (AASHO) published *A Policy on Safety Rest Areas for the National System of Interstate and Defense Highways*. The AASHO guidelines called only for basic amenities at SRAs bathrooms, picnic tables, trash receptacles, a drinking fountain, and, perhaps, a telephone booth. The guidelines also specified a general site configuration. The federal government initially paid for the SRAs under the same formula that funded the Interstates and they would be built concurrently with road projects. This simple idea, however, took on a life of its own as visionaries looked beyond the basic AASHO guidelines and saw an "opportunity to reconnect people with the places they were traveling through" thus providing an identifier for the state or region. The MDT adopted the AASHO policy in 1961 and modified it over the next few years to include Montana's two-lane primary routes.<sup>3</sup>

The MDT began building rest areas in 1962. Over the next decade, it constructed 31 Interstate and primary route rest areas, including eleven Interstate and non-Interstate rest areas in 1966 alone. The *Billings Gazette* called it a "blossoming system of roadside rest areas" designed for the "weary traveler to relax in the shade, have a picnic lunch and perhaps even grab a few winks before resuming the journey." Each rest area was equipped with a main building with running water and "flush-type toilets," electricity, picnic tables, benches and trash cans. The MDT prohibited overnight camping at the sites. MDT Maintenance crews were responsible for the custodial work, while the agency contracted with local citizens to empty trash cans and monitor the facilities.<sup>4</sup>

When the Montana State Highway Commission adopted its rest area plan in 1962, there were 92 existing rest areas along the highways in the state. These included rest stops developed and

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<sup>2</sup> Jon Axline, "Wild Rest Areas and Beyond," *Newsline: The Newsletter of the Montana Department of Transportation Rail, Transit & Planning Division* (September 2010), 7; Robert H. Fletcher, *Headin' for the Hills* (Helena: Montana State Highway Commission, 1937), np; Project File: National Recovery Municipal [NRM] Project No. 269-C, Unit 4, Montana Department of Transportation, Helena, Montana; "Work on Municipal Park Resumed with Crew of 20 on Job," *The (Helena, Mont.) Independent*, 4 April 1934.

<sup>3</sup> Committee on Planning and Design Policies, *A Policy on Safety Rest Areas for the National System of Interstate and Defense Highways* (Washington DC: American Association of State Highway Officials, 30 April 1958), 7, 9, 13, 16; "Roadside Rest Area in Contracts," *The Center Line*, vol. 6, no. 5 (May 1963), 9; "Rest Area History" viewed at <http://www.restareahistory.org/History.html>; Montana State Highway Commission Meeting Minutes [hereafter MSHC], book 16, p. 169 (23 July 1962); *Ibid*, book 17, p. 32 (18 February 1963).

<sup>4</sup> "Rest Areas Blossom on Roads," *The Billings Gazette*, 3 June 1966; MSHC, book 17, p. 32 (18 February 1963); Axline, "Wild Rest Areas and Beyond," 7; M. R. Wickman, "Rest in Peace," *The Center Line*, vol. 9, no. 1 (March-April 1966), 17.

maintained by the U.S. Forest Service, some established by the MDT, and many roadside picnic areas built by the department in the 1930s. In October 1962, the MDT hired a landscape architect, William Schweyen, to develop a standard landscape design for the department's new rest areas. A 1966 article in *The Center Line* stated that Schweyen attempted to blend each rest area into the surrounding scenery with only the restroom buildings being of the same design for each rest stop. By the end of 1962, the MDT and the Bureau of Public Roads had identified the locations of the proposed new rest areas. These "little [sanctuaries] for weary motorists" would be located every fifty miles along the Interstates and at scenic locations along the primary routes.<sup>5</sup>

In 1966, the MDT had nineteen rest areas in various stages of completion. Eleven would be completed that year, including the Raynold's Pass Rest Area. Each of the new rest areas would be landscaped with grasses, shrubs, and trees. The new rest areas would exhibit their own "individual flair" with landscaping specific to each site. Picnic tables, some with shelters, were located near the restroom buildings. Only the rest room buildings were uniform at each site.

The unique semi-circle design of each rest area building is trade a trademark of Montana. Inside the stout buildings are modern flush-type facilities and wash basins. A drinking fountain is attached to the outside of the building. The entire structure is engineered for low maintenance and a minimum of vandalism. All pipes, gauges and machinery are shielded behind locked doors and fixtures inside the buildings are kept to a minimum.

Outside lights, attached to the facades of the buildings, were programmed to automatically turn on at dusk and remain on until dawn. Department Road Plans Engineer, Melvin Wickman, boasted that the intent of each rest area was to "provide small pockets of beauty along our highway, in which weary motorists can rest in peace." The Raynold's Pass Rest Area best represented the MDT's rest area philosophy in the mid-1960s.<sup>6</sup>

### **The Raynold's Pass Rest Area**

The April 1910 General Land Office map of Section 3, Township 11 South, Range 1 East shows no development in the section except for a ditch that roughly parallels the current alignment of US Highway 287. The 1954 *Water Resources Survey* shows the ditch listed as the Butler Ditch. It is not known if the ditch was constructed for agricultural or mining purposes. The ditch was on the north side of the highway and outside the project area.<sup>7</sup>

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<sup>5</sup> "Roadside Rest Areas to be Accelerated," *The Center Line*, vol. 5, no. 9 (October 1962), 7-8; "State to Accelerate Plans for Roadside Rest Areas," *The (Helena, Mont.) Independent Record*, 12 October 1962; Wickman, "Rest in Peace," 16.

<sup>6</sup> Wickman, "Rest in Peace," 16-17.

<sup>7</sup> General Land Office Map, viewed at [www.glorerecords.blm.gov](http://www.glorerecords.blm.gov); *Water Resources Survey: Madison County, Montana*, vol. II, (Helena: State Engineer's Office, 1954), 60.

George A. Barnard obtained the title to 48 acres encompassing the future site of the rest area in May 1911. He arrived in the area after the census taker enumerated the district in 1910 and had left Montana by 1920. By 1966 the property was owned by Paul Butler of the Butler Development Corporation (and for whom the ditch is probably named). He sold 8.72 acres to the MDT for the rest area in February 1966. The department built the rest area in conjunction with a highway reconstruction project on US Highway 287 during the summer of 1966.<sup>8</sup>

The rest area was designed by the Campeau and Crennen architectural firm of Helena, Montana. Under the name of Ostheimer and Campeau, the firm developed a standardized design for non-Interstate rest areas on primary highways in Montana in 1962. The design of the Raynold's Pass rest area's main building (HAER No. MT-148-B) is identical in design to that of the Vandalia, Roberts, and Bridger rest area restroom buildings. On April 27, 1966, the highway commissioners awarded a project to the Van Dyken Drilling Company of Bozeman, Montana to drill a well at the rest area site for \$1,499. The following month, Junior W. Tschache of Bozeman won a highway commission contract to construct the Raynold's Pass rest area for \$24,548. The rest area was constructed during the spring and summer of 1966 and placed in operation later that year. The Raynold's Pass rest area was one of six non-Interstate rest areas constructed by the old Montana Highway Department in 1966. The others were west of Plevna on US 12, east of Havre on US 2, the Vandalia Rest Area northwest of Glasgow on US 2, the Bridger Rest Area on US 310 two miles north of Bridger and the Roberts rest area on US 212 in Carbon County. The Vandalia, Bridger and Roberts rest areas still exist and exhibit the same design as the Raynold's Pass rest area.<sup>9</sup>

### III. THE REST AREA

#### A. DESCRIPTION

The Raynold's Pass Rest Area is accessed from U.S. Highway 287 and from a U. S. Forest Service road at the southeast end of the site. The access road to the parking area is 24' wide and 400' in length. The Forest Service holds an easement for the road. The upper Madison River serves as the property boundary for the west side of the site. The rugged Madison mountain range to the east provides a breathtaking setting for the rest area.

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<sup>8</sup> General Land Office Patent Records, viewed at [www.glorerecords.blm.gov](http://www.glorerecords.blm.gov); United States Census Records; Deed Book 213, p. 391, Clerk and Records Office, Madison County Courthouse, Virginia City, Montana; MSHC, book 19, p. 398 (11 January 1966).

<sup>9</sup> MSHC, book 19: 476, 477, 491, 492 (27 April 1966, 24 May 1966); Montana State Highway Commission, Plan & Profile of Federal Aid Project No. F-155(6): Glasgow – West (Rest Area). Montana Department of Transportation. Helena, Montana; Montana State Highway Commission, Plan and Profile of Proposed Federal Aid Project No. LSF 13-244(1), Unit 1: Raynold's Pass Rest Area (1966), Montana Department of Transportation, Helena, Montana; "Ten Projects on Bid Opening List," *The (Helena, Mont.) Independent Record*, 4 May 1966; "Blaine Road Bid Rejected," *The Billings Gazette*, 25 May 1966; "Highway Contracts Awarded by State," *The Montana Standard*, May 26, 1966.

The Raynold's Pass Rest Area is comprised of one building and nine structures and objects. These include the parking lot (MT-148-A) a Modern-style restroom building (MT-148-B), two picnic table shelters (MT-148-C and MT-148-D), a wooden bench (MT-148-E), two composite benches (MT-148-F and MT-148-G), an historical marker (MT-148-H), a concrete pad (MT-148-I), and a garbage can rack (MT-148-J). The rest area is minimally landscaped with a spruce tree and several green ash and Siberian elm trees that appear to date to the time it was constructed in 1966. Native grasses surround the parking area and encompass the features. MDT Maintenance crews mow the grass, while a private contractor cleans the bathrooms and empties the garbage cans.

## **B. MODIFICATIONS**

The original site plans for the rest area indicate that there have been modifications made to the site since 1966. The plans show a park-like setting with a forest of ponderosa pine, green ash, Siberian elm, and other vegetation. The plans show that only those plantings in the vicinity of the picnic shelters are original to the site. The remaining vegetation has been removed. The plans also show benches placed at strategic sites around the rest area. Only one bench (MT-148-E) is shown at its historic location. A trailer dump was situated to the west of the raised island in the parking lot (MT-148-A). The turn-out for it still exists, but the waste disposal facility was removed by 1980. A display kiosk was situated on top of the concrete pad (MT-149-I); the pad still exists, but the kiosk was removed at an unknown date. Finally, the MDT gutted the interiors of the restrooms in MT-148-B and replaced the original appurtenances with handicap accessible fixtures in 1981. The configuration of the fixtures still exists, but the materials are not historic-age. New signing was placed on the building and a display case installed on the east façade at an unknown date.<sup>10</sup>

## **C. OWNERSHIP AND FUTURE**

The Raynold's Pass Rest Area is currently owned and maintained by the Montana Department of Transportation (MDT). The MDT programmed this rest area rehabilitation project in 2010. The restroom building (MT-148-B) is not ADA compliant and does not meet current security standards. The restroom building will be demolished and replaced with a new building that meets those requirements.

## **IV. BIOGRAPHICAL MATERIAL**

### **William Schweyen**

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<sup>10</sup> Montana Department of Highways, Federal Aid Project No. 13-1(7)18: Raynold's Pass Rest Area (6 November 1981), Montana Department of Transportation, Helena, Montana.

In October 1962, the MDT hired William Schweyen to design and plan the statewide rest area system. A native of North Dakota, Schweyen graduated from South Dakota College in Vermillion with a degree in Horticulture and Landscaping. Prior to his employment by the MDT, he worked for the Parks Department in Pierre, South Dakota. While the MDT's engineers determined the plan of the parking areas and the plan for the restroom facilities' septic and water systems, Schweyen was responsible for the basic lay-out of the rest areas and the landscaping at each site. The department contracted with the Helena firm of Ostheimer and Campeau to develop a standardized design for the restroom buildings. Schweyen remained in the employ of the MDT until June 1971 when he left the department to pursue a career as planner for the State of Montana in Helena.<sup>11</sup>

### **Ostheimer & Campeau, Architects**

In late 1962, Helena architects William R. Ostheimer and Napoleon Joseph "Joe" Campeau designed a standardized rest area building for the MDT. Born in New York City in July 1924, Ostheimer served in World War II and then attended Montana State College in Bozeman, earning a degree in Architectural Engineering in 1950. He worked for the architectural firm in Great Falls, Montana until 1952 when he moved to Helena, Montana. After working for Helena architect Sigvald Berg for three years, he opened his own firm on West Sixth Avenue in Helena in 1955. Two years later, in 1957, he formed a partnership with Joe Campeau. Born in Butte in 1925, Campeau attended school in the Mining City and then served in World War II. When discharged, Campeau attended Montana State College, where he received Bachelor's and Master's degrees in Architecture in 1952. He worked for the architectural firm of Brinkman and Lennon in Kalispell, Montana before moving to Helena and going into business with Ostheimer in 1957.<sup>12</sup>

Ostheimer and Campeau designed several modernist buildings around the Helena area in the late 1950s and 1960s, including the Montana Aeronautics Commission Building (24LC2192) at the municipal airport, the Coca-Cola bottling plant on Getchell Street, and the Chamber of Commerce Building on Lyndale Avenue in Helena. The men dissolved the partnership in 1965. Ostheimer left Montana for Seattle, Washington where he pursued a career in urban planning. He died in January 2013. Joe Campeau remained in Helena and was a significant part of the city's Urban Renewal program between 1968 and 1975. Although officially retired, he continues to practice Architecture in Helena.<sup>13</sup>

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<sup>11</sup> "Roadside Rest Area to be Accelerated," 7; Personnel Card: William Schweyen at Records Management Unit, Montana Department of Transportation, Helena, Montana; "Highway Division Offers Career to College Graduates," *The (Helena, Mont.) Independent Record*, 4 November 1962.

<sup>12</sup> Montana State Highway Commission Plan & Profile of Federal Aid Project No. F-155(6): Glasgow – West (Rest Area); "William Ostheimer has Opened Office Here," *The (Helena, Mont.) Independent Record*, 23 October 1955; "Architectural Partnership Formed." *The (Helena, Mont.) Independent Record*, 17 April 1957; U.S. Census Records; Montana Modernist Oral History: Summary of Joe Campeau Interview on file at the Montana State Historic Preservation Office.

<sup>13</sup> *Polk's Helena City Directories* (Helena: R. L. Polk and Co., 1958-1966); Montana Modernist Oral History.

### **Martin Crennen**

Architect Martin W. Crennen modified the Ostheimer and Campeau restroom facility design for use at the Raynold's Pass Rest Area in early 1966. Born in Billings, Montana, Crennen grew up in Bozeman, Montana and attended Montana State College (now Montana State University), receiving a degree in Architecture in 1957. He worked for the Great Falls architectural firm of Knight and van Teylingen until January 1965 when he joined Campeau to form a partnership that endured until 1994. During his career, Crennen designed several notable buildings in Montana, including Smith School (1966) and the Montana Department of Fish, Wildlife and Parks headquarters in Helena, St. Teresa's Catholic Church in Whitehall, Montana, and St. Ann's Church in Butte. Crennen retired in 1994.<sup>14</sup>

### **Junior W. Tschache**

The Montana State Highway Commission contracted with Bozeman contractor Junior W. Tschache to construct the Raynold's Pass Rest Area in May 1966. Born in Fort Benton, Montana in September 1917, Junior Tschache family moved to Bozeman in 1939 and purchased the Coast to Coast hardware store on Main Street with his brother, Ott. They sold the store in 1962. By 1966, Junior was working as a general contractor. The Raynold's Pass Rest Area was the only MDT project on which Tschache was the prime contractor. In addition to his business, he also developed mobile home parks and subdivisions in the Bozeman area. Junior Tschache died in Bozeman in September 1998.<sup>15</sup>

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<sup>14</sup> "Nine New Members Join Helena Chamber Ranks," *The (Helena, Mont.) Independent Record*, 25 July 1965; "Two New Elementary Schools Expected to be Completed for Fall Occupancy," *The (Helena, Mont.) Independent Record*, 23 January 1966; "Biographical Sheet for Montana Modernism Oral Histories: Martin Crennen, Montana State Historic Preservation Office, Helena, Montana, 2011.

<sup>15</sup> *Polk's Bozeman City Directory* (Helena: R. L. Polk and Co., 1940); "Junior W. Tschache," *The Bozeman Daily Chronicle*, 29 September 1998.

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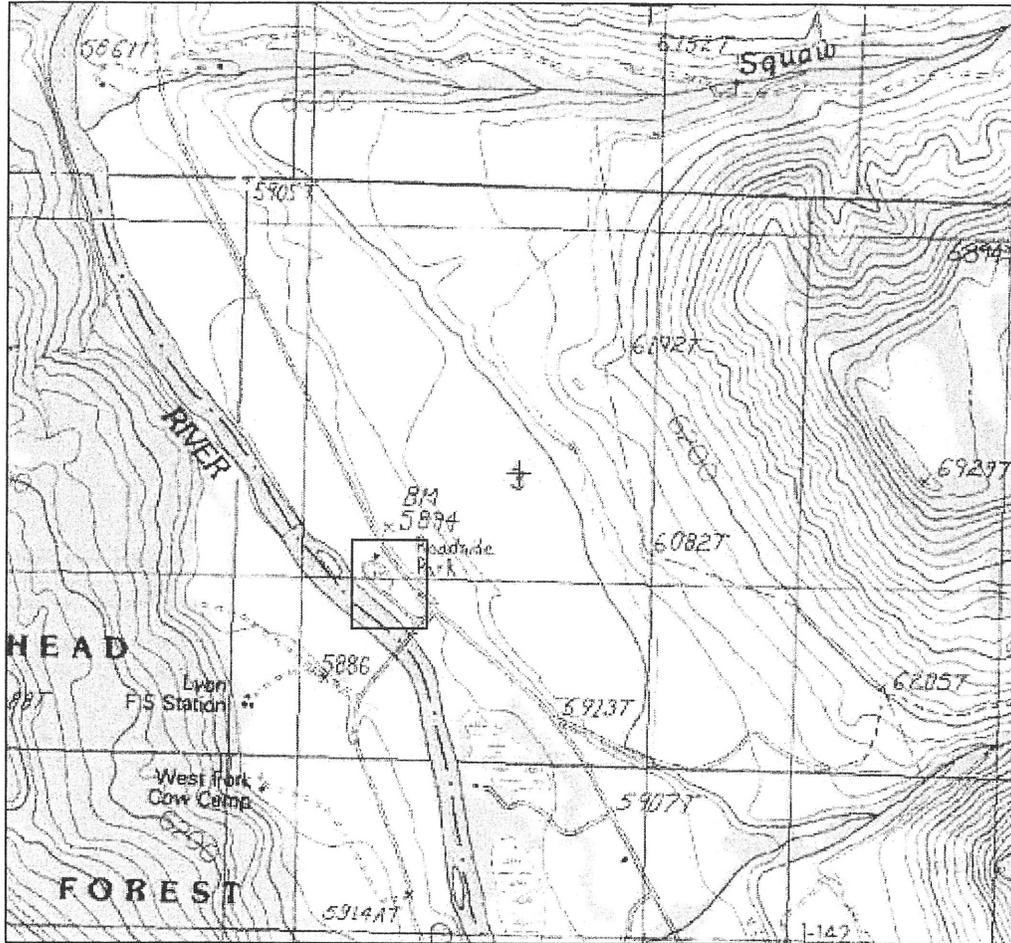
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Squaw Creek, Montana US USGS Quadrangle, 1988

