

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section \_\_\_\_\_ Page \_\_\_\_\_

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 09001179

Date Listed: 1/4/2010

Browne's Bridge  
Property Name

Beaverhead  
County

MT  
State

Montana's Historic Steel Truss Bridges MPS  
Multiple Name

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
Signature of the Keeper

1/4/2010  
Date of Action

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Amended Items in Nomination:

**Classification:**

The *Number of Contributing Properties Previously Listed* should read: 0

[This refers only to resources within the nominated boundaries of this property not to other bridge locations associated with the MPS context.]

These clarifications were confirmed with the MT SHPO office.

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DISTRIBUTION:

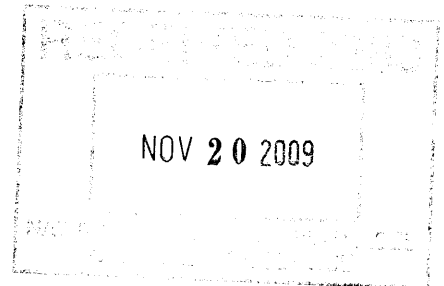
National Register property file

Nominating Authority (without nomination attachment)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

1179



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. Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).

### 1. Name of Property

Historic name Browne's Bridge

Other names/site number 24BE1534/24MA1210,

### 2. Location

street & number Browne's Bridge Fishing Access Site  not for publication

city of town 4 miles North of Glen  vicinity

State Montana code MT county Beaverhead/ Madison code 001/057 zip code 59732

### 3. State/Federal Agency Certification

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

I hereby certify that this x 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 x 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 x local

Signature of certifying official [Signature]

Date 11/12/2009

Title SHPO

MONTANA STATE HISTORICAL PRES. OFFICE  
State or Federal agency and bureau

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

Signature of commenting official \_\_\_\_\_

Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency and bureau \_\_\_\_\_

### 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

[Signature]

1/4/2010

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal
<input type="checkbox"/>	private

**Category of Property**  
(Check only one box)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	building(s)
<input type="checkbox"/>	object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

<u>Contributing</u>	<u>Noncontributing</u>	
		buildings
		sites
1		structures
		Objects
		buildings
1	0	<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

**Number of contributing resources previously listed in the National Register**

Montana's Historic Steel Truss Bridges

9

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =  
 Bridge  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =  
 Bridge  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

OTHER: Warren through truss  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Materials**  
(Enter categories from instructions)

foundation: Concrete  
 walls: \_\_\_\_\_  
 \_\_\_\_\_  
 roof: \_\_\_\_\_  
 other: Steel, Wood  
 \_\_\_\_\_  
 \_\_\_\_\_

## Montana's Historic Steel Truss Bridges MPS

**Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

**Summary Paragraph**

Built in 1915 from a design developed by Montana Highway Department bridge engineer Charles A. Kyle, Browne's Bridge is an excellent example of the standard riveted Warren through truss built in great numbers by the department from 1915 to 1931. Other than the replacement of the east abutment in the early 1990s and the straightening of one of the bottom chords at the same time, there have been no significant changes made to the structure since it was constructed and it continues to exhibit its historic appearance. The bridge crosses the Big Hole River at its original location. Other than the presence of Interstate 15 a few hundred yards to the east of the structure, the setting is still intact and the bridge still carries local traffic across it. The bridge does not have any significant features, but is an excellent example of the type of the standard through truss bridges designed by the highway department and built by the counties during the department's early years.

**Narrative Description**

Browne's Bridge is located in lower Big Hole valley of southwestern Montana. The bridge crosses the Big Hole River on the Beaverhead-Madison county line about four miles north of the community of Glen (Madison County) and six miles south of Melrose in Silver Bow County, Montana. The bridge is located in a narrow valley on Tertiary basin fill that was deposited 2.5 to 65 million years ago. The Pioneer Mountains dominate the landscape to the west, while the Highland Mountains loom to the east. The Ruby Mountains are visible on the horizon to the southeast of the bridge. The Big Hole River in the vicinity of the bridge courses through a narrow canyon delineated by the steep cliffs on the west side of the river. Interstate 15, old US Highway 91, and the Union Pacific Railway line all occupy the canyon in addition to the bridge. The area is now utilized primarily for cattle grazing, hay production, and recreation. The Montana Department of Fish, Wildlife & Parks Browne's Bridge Fishing Access Site is located adjacent to the bridge on the east side of the river.<sup>1</sup>

Browne's Bridge is a single-span, riveted Warren through truss structure. It is 175 feet in length and 16 feet wide with a roadway width of 15 feet. The substructure consists of two simple concrete abutments with concrete wing walls. The east abutment was constructed in the early 1990s and closely matches the original structure. The sloping upper chords of the span consist of laced channel sections with continuous steel plates riveted to the upper chords. The lower chords are laced channel sections. Vertical and diagonals are also laced channel sections. The upper struts are laced angle sections with batten plates and the top lateral braces are angle sections as are the sway braces. Portal braces are also angle sections. The timber deck has running planks and is supported by eight riveted steel I-beam floor beams and five lines of steel I-beam stringers. The deck is flanked by wood curbs and the original angle section guardrails bolted to the superstructure.

**Integrity**

Other than the periodic replacement of the timber deck and the replacement of the east abutment in 1992, there have been no substantial changes to Browne's Bridge since its construction in 1915-1916. The bridge is the standard riveted steel Warren through truss design developed by Montana State Highway Commission bridge engineers in 1915. This particular design was adapted and utilized by the highway department for Warren through truss bridges, including Browne's Bridge, from 1915 to 1933. All of the structural components and features common to the design are present on the bridge and are unchanged. The bridge retains its distinctive truss configuration, simple angle section guardrails, and the timber deck. Other than the construction of Interstate 15 in 1973, the setting of the bridge site has not significantly changed. The surrounding area is still used for agricultural purposes and the Big Hole River is still defined by cottonwoods and other riverine shrubs. Browne's Bridge retains all its essential elements of design, workmanship, and materials. It appears and functions as it did in 1915 as an important crossing of the Big Hole River in southwestern Montana.

<sup>1</sup> David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 148.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- 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.

Areas of Significance

(Enter categories from instructions)

Engineering
Transportation

Period of Significance

1915-1959

Significant Dates

1915, 1916

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Montana Highway Commission

O. E. Peppard

Criteria Considerations

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

Property is:

- owned by a religious institution or used for religious purposes.
removed from its original location.
a birthplace or grave.
a cemetery.
a reconstructed building, object, or structure.
a commemorative property.
less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The period of significance for Brownes Bridge is 1915 to 1959. That encompasses the year the bridge was constructed up and the period it served as an important river crossing in southwest Montana. The bridge still serves in its original function and carries traffic across the Big Hole River.

Criteria Consideratons (explanation, if necessary)

## Montana's Historic Steel Truss Bridges MPS

**Statement of Significance Summary Paragraph** (provide a summary paragraph that includes level of significance and applicable criteria)

Browne's Bridge is eligible for listing on the National Register of Historic Places under Criteria A and C. The bridge is eligible under Criterion A because of its association with the first great period of state-sponsored bridge-building in Montana in the second and third decades of the 20<sup>th</sup> century. Its construction coincides with the expansion and improvement of Montana's road system in the wake of the creation of the Montana State Highway Commission in 1913. It is associated with the agricultural development of the lower Big Hole River valley and the transition from mining to farming as the lynchpin of the area economy. It is the last through truss remaining in Montana from that first year of state-sponsored bridge-building. It is eligible for the National Register under Criterion C as an excellent example of an intact single-span riveted Warren through truss structure. The Warren truss was the standardized bridge designed and built by the Montana State Highway Commission from 1915 to 1933. All of the features and structural components associated with this bridge type are intact and unchanged. Other than the replacement of the east abutment and the repair of the upstream lower chord, there have been no alterations or other changes made to this structure since its construction in 1915-1916. It is a representative example of the type of bridges designed and built by the State of Montana in the years before World War II.

**Narrative Statement of Significance** (provide at least one paragraph for each area of significance)

Browne's Bridge is an excellent example of a single-span riveted steel Warren through truss bridge. The bridge was built from standardized designs developed by the Montana State Highway Commission (SHC) in 1915 and adapted specifically to this site. Indeed, the bridge is the oldest remaining through truss bridge in Montana that utilized the highway commission's standardized bridge plans. The SHC adopted the Warren truss design because of its strength in relatively short river crossings, its durability as a vehicular structure, and because of its also inexpensive to fabricate and construct. The Warren through trusses were the standard truss bridge designed and built by the Montana SHC from 1915 to 1933. Browne's Bridge is exemplary of the design and representative of the SHC's bridge-building programs from 1915 to 1933. The bridge is eligible for the National Register of Historic Places under Criterion A because of its association with the Commission's first great bridge-building boom from 1915 to 1926 and because it is indicative of the way bridges were built in the Treasure State during that period. They were designed (adapted) by the SHC, which also advertised and awarded the bridge contracts and supervised the construction of the structures. The state and counties shared in the costs of constructing the bridge. The bridge was also an important component of the State's program to improve important Federal Aid highways in the 1910s and 1920s. The bridge was also associated with the agricultural development of the lower Big Hole River valley as it provided access to the Union Pacific Railway stations at Glen and Melrose for farmers and ranchers living on the west side of the river.

Browne's Bridge is also eligible for the National Register of Historic Places under Criterion C because it is an intact example of the type of standardized riveted Warren through truss that the State Highway Commission built in Montana from 1915 to 1933. The design was particularly adaptable to different crossing conditions and was easy to build and was affordable to both the State and the county governments. The east abutment was replaced and the lower chords straightened in 1992, but there have been no other structural modifications to the bridge and vehicular collisions have not significantly damaged any important structural components. The bridge retains its historic appearance and configuration with all of its original structural components and features intact. The bridge, moreover, still functions as an important crossing of the Big Hole River north of Glen.

**Engineering Significance**

Beginning in 1915, the Montana State Highway Commission standardized the use of riveted Warren trusses on the state's roads. The Warren truss is easily recognized by the "W" configuration of the diagonal members of the truss. The simplicity and economy of design of the truss made it appealing to American bridge engineers in the early 20<sup>th</sup> century. The Minneapolis Steel and Machinery Company built the first known Warren through truss (a pin-connected structure) in Montana across the Beaverhead River in Madison County in 1907. By 1915, portable field riveting machines supplanted the need for pin-connections, making a stronger and more reliable vehicular bridge. The SHC standardized a Warren through truss design in 1915 as part of its effort to provide a reliable, durable, and affordable bridge design to Montana's counties. The first Warren truss built under standardized design (now demolished) crossed the Bitterroot River near Florence in Ravalli County. Built in 1915, it provided the model for other Warren through truss bridges constructed in Montana until 1933. Although the Commission and counties built nearly 150 Warren trusses on the state's primary and secondary highways, Browne's Bridge is one of only a few intact examples of the state-designed trusses remaining in Montana and the earliest highway commission-designed bridge remaining in the state.

## Montana's Historic Steel Truss Bridges MPS

**Developmental history/additional historic context information (if appropriate)**

Fred Burr and James Minesinger constructed a toll bridge at the Big Hole River crossing of the Bannack-Deer Lodge Road in late 1862 and early 1863. Joseph Browne, a miner, bought the bridge from the men in 1865. The territorial legislature granted him a charter to maintain the bridge and charge travelers for its use. Within a few years, Browne had acquired about 3,000 acres near the bridge and had developed nearby Browne's Lake for recreational purposes. A post office was located just west of the bridge from 1872 until the early 1880s. Even though most of Montana's counties assumed control of the state's toll facilities by 1892, Browne operated the toll bridge until his death in 1909. Beaverhead and Madison counties assumed joint ownership of the bridge in 1911. By 1915, the age of the bridge, high water, and a fire had caused both Beaverhead and Madison counties to condemn the old bridge. Residents continued to use the bridge despite the center span's tendency to sway whenever any weight was placed on it. The State Highway Commission's new Bridge Department, under the direction of Charles A. Kyle, completed the plans for a new bridge in July 1915.<sup>2</sup>

On September 23, 1915, the state highway commission and Beaverhead and Madison County Commissioners awarded a \$8,600 contract for a new bridge to Missoula contractor O. E. Peppard. The contractor began work on the bridge during the second week of October 1915. The *Dillon Examiner* reported that the bridge would "be of sufficient strength to bear the weight of a 20-ton steam roller and will be one of the heaviest bridges in the county, containing about 140,000 pounds of steel." In February 1916, Peppard stopped construction of the bridge because he could not obtain the steel necessary for the superstructure. Steel plants in the east were supplying steel to Great Britain and France in the war against Germany. The contractor told the *Examiner* that "no odd size material is being manufactured and nothing but standard sizes can be had, so the work is at a halt . . . ." Peppard resumed construction of the bridge in February. Peppard completed construction of the new bridge in late March 1916. State Highway Engineer George Metlen visited the bridge in March and stated that it was "one of the bridges that has been built in the county and that it should last for an indefinite length of time." Within weeks of completion of the new bridge, high water washed out the old bridge, which had become a "melancholy reminder of the passing of the old west, and its pioneer men and their works." Browne's Bridge continued to carry traffic from old US Highway 91 to the west side of the Big Hole River until 1990, when high water and ice damaged the bridge, forcing the counties to close it. By 1992, however, Madison County had assigned its responsibility for the bridge to Beaverhead County. Under the direction of Beaverhead County Road Supervisor Richard Miller and Montana Department of Transportation Bridge Maintenance Engineer Jack Walsh, a method was devised to save the old bridge. This included flame straightening the damaged upstream chord and the replacement of the eastern abutment. In 1992, Browne's Bridge was once again opened for traffic.<sup>3</sup>

**O. E. Peppard**

Obert E. Peppard was one of the most prolific of the Montana-based private bridge contractors operating in the state in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Born in Lansing, Michigan in December 1855, Peppard was the son of a bridge builder. In the 1870s, the family relocated to Red Field, Iowa, where Obert learned the trade from his father. In 1881, he set out for Alaska, working his way across the country at a variety of construction jobs. By 1882, he was the supervisor of bridges and buildings for the Northern Pacific Railroad's Missoula Division in Montana. During his tenure with the railroad, Peppard oversaw the construction of several bridges on the railroad's Philipsburg and Bitterroot branch lines.<sup>4</sup>

By 1889, however, Peppard had decided to go into the bridge business for himself. That year, he obtained contracts from Powell County to construct two bridges across the Clark Fork River at Gold Creek and Deer Lodge (both bridges were

<sup>2</sup> Browne's Bridge is Condemned," *Dillon Examiner*, 7 April 1915; "First Monthly Meeting of Commissioners Held Last Week," *Dillon Examiner*, 11 April 1915; "Commissioners Are to Meet," *Dillon Examiner*, 4 August 1915; State Highway Commission Meeting Minutes, Book 1, 75.

<sup>3</sup> State Highway Commission Meeting Minutes, Book 1, 75, 78, 84; "First Monthly Meeting of Commissioners Held Last Week," *Dillon Examiner*, 11 April 1915; "Commissioners are to Meet," *Dillon Examiner*, 4 August 1915; "Steel Bridge Being Built," *Dillon Examiner*, 13 October 1915; "Work on Bridge Suspended," *Dillon Examiner*, 21 January 1916; "To Inspect Bridge," *Dillon Examiner*, 3 March 1916; "Passing of Browne's Toll Bridge," *Dillon Examiner*, 15 December 1915; "Ancient Toll Bridge Across Big Hole River Washed Out," Unidentified newspaper, c. December, 1915; George R. Metlen, *Report of the Montana State Highway Commission for the Years 1915-1916*, (Helena: State Highway Commission, 1916), 8, 12.

<sup>4</sup> Fredric Quivik, *Historic Bridges in Montana*, (Washington DC: National Park Service, 1982), 39, 41; "O.E. Peppard Passes After a Short Illness," *The Daily Missoulian*, September 26, 1929.

Montana's Historic Steel Truss Bridges MPS demolished by 1982). Over the next three decades, Peppard built bridges in western Montana, including the first Higgins Avenue Bridge in Missoula about 1892 and nearly every vehicular bridge across the Bitterroot and Blackfoot rivers. Between 1907 and 1917, when he closed his bridge-building business, Peppard built at least 27 bridges in the Treasure State.<sup>5</sup>

Increasingly strict quality and economic controls by the Montana State Highway Commission and a downturn in the economy of many of the eastern Montana counties where he was most active, compelled Peppard to close his bridge-building business in 1917. Instead, he and his son went into the farm implement business and opened stores in Missoula and Spokane, Washington. Unfortunately, in 1920, Montana and much of the West was struck by a severe economic depression that resulted in the abandonment of 20 percent of Montana's 55,000 farms. Peppard subsequently closed his farm implement business and lived for the rest of his life on the income derived from his apartment building property in Missoula. When Obert E. Peppard died on September 25, 1929, the *Daily Missoulian* praised him as "one of the best known bridge builders and contractors of western Montana."<sup>6</sup>

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<sup>5</sup> Quivik, *Historic Bridges*, 39, 41; "O.E. Peppard Passes."

<sup>6</sup> Quivik, *Historic Bridges*, 39, 41; "O.E. Peppard Passes;" Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, Rev. ed. (Seattle: University of Washington Press, 1991), 281, 283.



Browne's Bridge  
Name of Property

Beaverhead and Madison Counties, Montana  
County and State

**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

See Continuation Sheets

**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 # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: Montana Department of Transportation

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** 1  
(do not include previously listed resource acreage)

**UTM References**  
(Place additional UTM references on a continuation sheet)

1	<u>12</u>	<u>367889 (NAD 27)</u>	<u>5044930 (NAD 27)</u>	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (describe the boundaries of the property)

The boundary for Browne's Bridge measures 175 x 25 feet. The boundary encompasses the bridge and its approaches on both sides of the Big Hole River. The boundary is centered on the bridge.

**Boundary Justification** (explain why the boundaries were selected)

Boundaries for Browne's Bridge are drawn to encompass the single span of the bridge, its immediate approaches and that portion of the Big Hole River spanned by the bridge. The width is increased beyond the measurements of the structure to include the abutments.

**11. Form Prepared By**

name/title Jon Axline/Historian  
organization Montana Department of Transportation date September 13,2009  
street & number 2701 Prospect Avenue telephone (406) 444-6258  
city or town Helena state MT zip code 59620-1001  
e-mail jaxline@mt.gov

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**Additional Documentation**

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Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

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**Photographs:**

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Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name :** Browne's Bridge  
**County and State** Beaverhead and Madison Counties, Montana  
**Photographer:** Kristi Hager  
**Date of Photograph:** June 2005  
**Location of Original Negative:** Montana Department of Transportation, Helena, MT  
**Description and View of Camera:** East portal and north profile. Browne's Bridge. View to the west.  
**Photograph:** 0001

**Name :** Browne's Bridge  
**County and State** Beaverhead and Madison Counties, Montana  
**Photographer:** Kristi Hager  
**Date of Photograph:** June 2005  
**Location of Original Negative:** Montana Department of Transportation, Helena, MT  
**Description and View of Camera:** West portal. Browne's Bridge. View to the west.  
**Photograph:** 0002

**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 18 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 Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

**National Register of Historic Places Continuation Sheet**

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Name of Property Browne's Bridge

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County and State Beaverhead & Madison Counties, MT

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Name of multiple property listing (if applicable)  
Montana's Historic Steel Truss Bridges

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**Bibliography**

- Alt, David and Donald W. Hyndman. *Roadside Geology of Montana*. (Missoula: Mountain Press Publishing, 1991).
- "Ancient Toll Bridge Across Big Hole River Washed Out." Unidentified newspaper, c. December, 1915.
- Axline, Jon. *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*. (Helena: Montana Historical Society, 2005).
- Bridge Inspection File No. L01320003+01001. Montana Department of Transportation. Helena, Montana.
- "Browne's Bridge is Condemned." *Dillon Examiner* (7 April 1915).
- "Commissioners Are to Meet." *Dillon Examiner* (4 August 1915).
- "First Monthly Meeting of Commissioners Held Last Week." *Dillon Examiner* (11 April 1915).
- Malone, Michael P., Richard B. Roeder, and William L. Lang. *Montana: A History of Two Centuries*, Rev. ed. (Seattle: University of Washington Press, 1991).
- Metlen, George R. *Report of the Montana State Highway Commission for the Years 1915-1916*. (Helena: State Highway Commission, 1916).
- "O.E. Peppard Passes After a Short Illness." *The Daily Missoulian* (September 26, 1929).
- "Passing of Browne's Toll Bridge." *Dillon Examiner* (15 December 1915).
- Quivik, Fredric. *Historic Bridges in Montana*. (Washington DC: National Park Service, 1982).
- State Highway Commission Meeting Minutes. Book 1 (1913 – 1920). Montana Department of Transportation. Helena, Montana.
- "Steel Bridge Being Built." *Dillon Examiner* (13 October 1915).
- "To Inspect Bridge." *Dillon Examiner* (3 March 1916).
- "Work on Bridge Suspended." *Dillon Examiner* (21 January 1916).

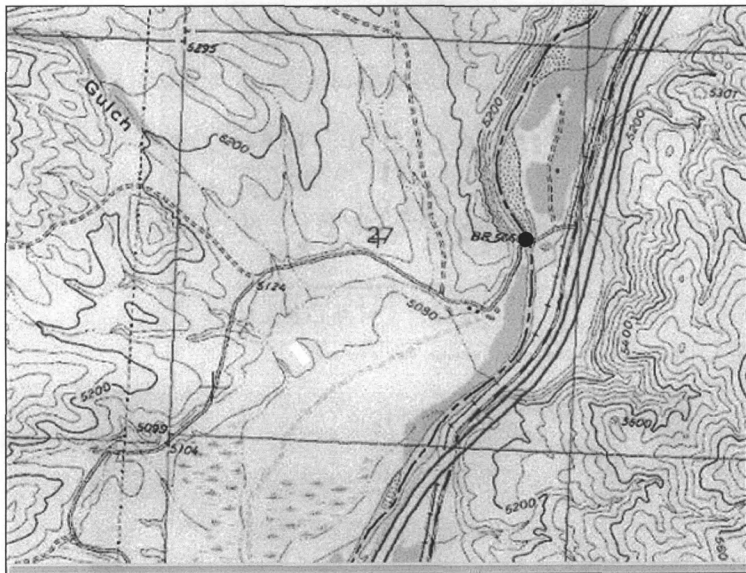
United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Name of Property Browne's BridgeCounty and State Beaverhead & Madison Counties, MTName of multiple property listing (if applicable)  
Montana's Historic Steel Truss Bridges

Section number 10

Page 1



Location of Browne's Bridge (T3S R9W, S27 Earls Gulch 7.5' quadrangle map, 1997)

United States Department of the Interior  
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property Browne's Bridge

County and State Beaverhead & Madison Counties, MT

Name of multiple property listing (if applicable)  
Montana's Historic Steel Truss Bridges

Photographs

Page 1



Photograph 0001. East portal and north profile. Browne's Bridge. View to the west.



Photograph 0002. West portal. Browne's Bridge. View to the east.