NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

1. Name of Property

Historic name Flathead River Bridge

Other names/site number Red Bridge/24FH464

2. Location

street & number South end of 4th Avenue ☐ not for publication

city of town Columbia Falls ☒ vicinity

State Montana code MT county Flathead code 029 zip code 59912

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

Mark F. Baumler — 4/29/2010

Signature of certifying official — Date

SHPO — MONTANA STATE HISTORIC PRESERVATION OFFICE

Title — 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:

	Signature of the Keeper	Date of Action
✓ entered in the National Register		6/17/2010
___ determined eligible for the National Register		
___ determined not eligible for the National Register		
___ removed from the National Register		
___ other (explain:)		

Flathead River Bridge
Name of Property

Flathead County, Montana
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [ ] private
- [X] public - Local
- [ ] public - State
- [ ] public - Federal
- [ ] private

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

- [ ] building(s)
- [ ] district
- [ ] site
- [x] structure
- [ ] building(s)
- [ ] object

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		Objects
		buildings
1	0	**Total**

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

Montana's Historic Steel Truss Bridges

Number of contributing resources previously listed in the National Register

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/steel truss bridge (Pennsylvania)

Materials
(Enter categories from instructions)

foundation: METAL: Steel, CONCRETE
walls:
roof:
other: METAL: Steel, WOOD

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

The Flathead River Bridge consists of one contributing resource: a two-span pin-connected camelback Pennsylvania through truss. The structure is 450 feet in length and 16 feet wide. The bridge rests on three concrete piers. Built in 1911/1912, the bridge is an excellent and rare example of a pin-connected Pennsylvania through truss in Montana. There were at least eighteen of this type bridge constructed in the state and there are currently only four remaining. The bridge crosses the Flathead River south of Columbia Falls. Despite residential growth in the area, the setting of the site is mostly intact. The bridge originally included ten timber approach spans, but Flathead County removed them for safety reasons in 2007. The bridge was closed to vehicular traffic in 1989 and pedestrian traffic in 1992.

Narrative Description

The Flathead River Bridge is located in upper Flathead River valley of northwestern Montana. The bridge crosses the river on the southern edge of the city of Columbia Falls in Flathead County, Montana. The bridge is located within an area that consists of sedimentary fill left behind by retreating glaciers during the Pinedale ice age about 15,000 years ago. The Salish range to the west and the rugged Swan range to the west consists of Precambrian upper Belt Supergroup formations deposited over 600 million years ago that were sculpted by glaciers. The valley is low and grassy with numerous wetlands. The area is urbanized with residences crowding around the north approach to the bridge.[1]

The Flathead River Bridge is a two-span pin-connected camelback Pennsylvania through truss structure.[2] The bridge is 450 feet in length and 16 feet wide with a roadway width of 15 feet. The superstructure consists of two 225-foot steel truss spans. The substructure consists of a solid reinforced concrete pier. High water undercut the pier in 1913. The pier is tilted upstream and was repaired that year by adding a secondary concrete structure to it; the tilted 1911 pier and the 1913 addition are recognizeable. The end abutments are paired concrete cylinders encased in riveted steel jackets and connected by concrete web walls. Flathead County removed the approach spans in 2007 to bar access to the bridge.

(Please see Continuation Sheets)

[1] David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press, 1986), 42.

[2] Engineers of the Pennsylvania Railroad developed a modification of the Pratt truss designed to carry heavier loads over longer spans in 1875. Called the Pennsylvania truss, they replaced the standard round upper chord with a polygonal chord that distributed the load on the span more uniformly with minimal buckling and less stress at the joints. In addition to the top chord, the engineers also subdivided the lower panels. The Pennsylvania truss could accommodate the heavier railroads and reduce the weight of the truss. Pennsylvania trusses were generally used for spans exceeding 250 feet. Carl Condit, *American Building*, (Chicago: The University of Chicago Press, 1982), 143; J. A. L. Waddell, *Bridge Engineering*, volume one, (New York: John Wiley & Sons, 1925), 24-25, 469.

Flathead River Bridge
Name of Property

Flathead County, Montana
County and State

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)

- [X] 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.
- [X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

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

Property is:

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

Areas of Significance
(Enter categories from instructions)

Engineering
Transportation

Period of Significance
1911-1930

Significant Dates
1911, 1913

Significant Person
(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
A. Y. Bayne Company (1911/1912)
Coast Construction Company (1913)

Period of Significance (justification)

The Period of Significance encompasses the construction date of the bridge (1911/1912), the year one of the concrete piers failed and were repaired (1913) and its function as a vehicular crossing of the Flathead River up through the end of the historic period.

Criteria Consideratons (explanation, if necessary)

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

The Flathead River 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 Columbia Falls' and Flathead County's efforts to provide an extensive and modern infrastructure for its residents in the years proceeding the creation of the Montana State Highway Commission in 1913 and the United States' involvement in World War I. In order to accomplish that goal, the county commissioners and voters approved the issuance of bonds to fund the program, participated in bridge pools, and, in the process, obtained a network of modern steel truss bridges that could best serve the goals desired by the commissioners. The Flathead River Bridge was just one component of the county's transportation system developed in the second decade of the twentieth century. The bridge, moreover, replaced an earlier timber truss structure that had failed. The bridge was critical to the prosperity of Columbia Falls and its function as a local trade center. The bridge also provided access to the community, which was a gateway to the west entrance to Glacier National Park. Thus, the bridge was also significant to the area's tourism economy in the early twentieth century. It is eligible for the National Register under Criterion C as an excellent example of an intact pin-connected camelback Pennsylvania through truss structure, a type relatively rare in Montana before the 1930s. Pin-connected Pennsylvania through trusses were commonly built by the counties in Montana from 1892 until 1915 where wide river crossings warranted heavier structures. Although not a common type of bridge, it suited the needs placed on it by users, was inexpensive, and easy to construct. Beyond a major repair to the pier in 1913, there have been no substantial modifications made to the structure since its construction other than routine maintenance. All of the features and structural components associated with this bridge type are intact and unchanged as is its historic appearance. The Flathead River Bridge complies with the registration requirements estabished in the Multiple Property Document form titled "Montana's Historic Steel Truss Bridges".

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

The Flathead River Bridge can be listed on the National Register of Historic Places under Criterion A for its association with the development of Columbia Falls and Flathead County in the first decades of the twentieth century and with the expansion of Flathead County's infrastructure to accommodate its new residents during the Homestead Boom of 1909-1918. The boom brought thousands of new residents to the Treasure State and the county governments discovered they had no way to accommodate their transportation needs. Consequently, the counties (including Flathead County) launched ambitious programs to provide good roads and modern bridges to their constituents. The bridge is also representative of the method utilized by Montana counties to build substantial bridges between 1888 and 1915 (hiring a private bridge construction company to build the structure).

The Flathed River Bridge is also an excellent example of a pin-connected camelback Pennsylvania through truss structure. The design of the structure contains elements common to all pin-connected through truss bridges built in Montana from about 1888 until 1915 when the State Highway Commission standardized bridge designs in Montana. These include paired eyebar lower chords, diagonals, counters, and bottom lateral braces. The upper chords are also standard to pin-connected bridges built during this period. Pennsylvania trusses were not built as frequently as Pratt trusses because of the greater cost and they were utilized to span wide crossings, such as the Flathead, Clark Fork, Yellowstone, and Missouri rivers. Because of the longer spans, Pennsylvania trusses used more steel and were more expensive to build. Although there were at least eighteen of this type of bridge in 1989 when the first historic bridge inventory was completed in Montana, there are only three remaining examples of pin-connected Pennsylvania trusses as of 2010. All of the structural components standard to the type are present on the bridge and have not been modified or altered. It is a good representative example of the truss type. There have been modifications made to one of the concrete piers when it shifted in 1913. The modifications, however, occurred during the historic period and were made to keep the bridge in service. They do not detract from the overall integrity of the bridge and, in fact, are significant to the history of the structure.

(Please see Continuation Sheets)

Flathead River Bridge
Name of Property

Flathead County, 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
_X_ 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 2.0
(do not include previously listed resource acreage)

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

	Zone	Easting	Northing	Zone	Easting	Northing
A	11	708656 (NAD 27)	5360142 (NAD 27)			

Verbal Boundary Description (describe the boundaries of the property)

The boundary for the Flathead River Bridge measures 450 x 25 feet. The boundary encompasses the two extant steel spans of the bridge across the Flathead River. The boundary is centered on the bridge.

Boundary Justification (explain why the boundaries were selected)

Boundaries for the Flathead River Bridge are drawn to encompass the two extant steel spans of the bridge and that portion of the Flathead River spanned by the bridge.

11. Form Prepared By

name/title Jon Axline/Historian
organization Montana Department of Transportation date August 19, 2009
street & number 2701 Prospect Avenue telephone (406) 444-6258
city or town Helena state MT zip code 59620-1001
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Flathead River Bridge
Name of Property

Flathead County, Montana
County and State

Additional Documentation

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)

Photographs:

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.

(See Continuation Sheets)

The upper chords of the two steel spans are continuous steel plates riveted to the top flanges of two laced channel sections. The lower chords are eyebars. The sub-divided verticals are two laced channel sections (top) and eyebars (bottom), while the verticals are laced angle sections. The diagonals are eyebars and eyebars with turnbuckles. The top and mid struts are laced angle sections, while the top lateral and sway braces are eyebars. The portal struts are angle sections. Seven lines of steel I-beam stringers rest atop steel I-beam floor beams and support the wood plank deck of the bridge. There are five floor beams per span; they are riveted to the major verticals and consist of riveted steel plate girders. Four floor beams per span attached to the sub-divided verticals are suspended by U-bolts from the lower chords. The bottom lateral braces consist of eyebars. The deck is flanked by steel angle section guardrails.

Integrity

Other than Flathead County's periodic replacement of the timber deck and the repair of the concrete pier in 1913, there have been no substantial changes to the steel superstructure of the Flathead River Bridge since its construction in 1911/1912. The bridge is a rare pin-connected camelback Pennsylvania through truss, a type usually used at wide and deep river crossings in Montana. 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 steel angle section guardrails, and the timber deck. Other than residential expansion from Columbia Falls within the last fifty years and the removal of the deteriorated timber stringer approach spans in 2007, the setting of the bridge site has not significantly changed. The surrounding area is used for residential, agricultural, and recreation purposes and the Flathead River is still defined by cottonwoods and other riverine shrubs. The Flathead River Bridge retains all its essential elements of design, workmanship, and materials. Although now closed, It appears as it did in 1913 as an important crossing of the Flathead River in northwestern Montana. There are currently plans underway to restore the bridge and open it for pedestrian traffic.

Engineering Significance

The Flathead River Bridge is an excellent example of a simple pin-connected Pennsylvania through truss structure. From 1888 to 1915, pin-connections were standard to steel truss bridges built in Montana. The pin connections streamlined the fabrication process for eastern bridge manufacturers and simplified the erection process on-site. The bridges arrived at the construction sites as, essentially, a very large steel model kit that had already been manufactured to conditions of the crossing site. Indeed, the majority of the construction time for these types of bridges involved the construction of the concrete foundation and not the actual erection of the structural steel. The construction of this type of bridge followed a specific pattern: the counties awarded a contract to one of the myriad private bridge companies operating in Montana during the late nineteenth and early twentieth centuries. The company, in turn, ordered a steel bridge to the county's specifications from one of the steel bridge manufacturing companies. That company fabricated the bridge to the correct specifications, assembled it in the factory, dissembled it, and shipped it to the bridge site where it was erected by the bridge firm for the county. The pin-connections facilitated the process and made the construction of substantial steel bridges a common and relatively inexpensive undertaking for Montana counties before 1915. Beginning in 1915, the process was changed to include the state oversight of the bidding process and bridges were riveted structures designed by the state highway department. The Flathead River Bridge is representative of the process between 1888 and 1915 and is one of only a few pin-connected camelback Pennsylvania through truss bridges remaining in Montana.

Developmental history/additional historic context information (if appropriate)

British-Canadian fur trappers and traders were the first Euro-Americans to document their visit to the upper Flathead Valley. Hudson Bay Company factor Joseph Howse built a post on the Flathead River west of Columbia Falls to trade with the Kootenai and Pend d'Oreille Indians. Unfortunately for Howse, the trading post also drew the Piegans, who did not approve of the company's sale of weapons to their enemies. Consequently, the company abandoned the trading post in 1811. In 1812, North West Fur Company trader and explorer David Thompson became the first Euro-American to document Flathead Lake. For the next decade, there was fierce competition between the two Canadian companies as each vied for the lucrative Kootenai-Pend d'Oreille-Piegan trade in the upper valley. The companies merged in 1821, which initiated a more systematic exploitation of the region by the Canadians. There was virtually no American presence in the area until the discovery of gold near Kootenai River on Libby Creek in 1864.[3]

The first known Euro-American settlement near the Flathead River Bridge occurred in 1845 when French-Canadian trappers built cabins on Ashley Creek, about twelve miles southwest of Columbia Falls, and farmed the rich river bottomland. Hostility from the neighboring Piegans eventually forced the men out of the area. The Hellgate Treaty of 1855 established the Flathead Reservation in the Jocko Valley south of Flathead Lake. Although the territory north of the lake encompassing the Columbia Falls area was not included within the reservation boundaries, its remoteness precluded any large-scale Euro-American development. Even the proximity to the gold mines near Libby and the abundance of timber failed to stimulate the exploitation of the region. By the early 1870s, the federal government had mapped the area, but desultory hostilities by the Kootenai against the few Euro-American settlers in the region, coupled with its isolation, proved to be a barrier to settlement.[4]

[3] Don Miller and Stan Cohen, *Military & Trading Posts of Montana*, (Missoula: Pictorial Histories, 1979), 41; Kathryn L. McKay, *Looking Back: A Pictorial History of the Flathead Valley, Montana*, (Kalispell: Northwest Valley Historical Society, 1997), 11, 13-14; Henry Elwood, *Kalispell, Montana and the Upper Flathead Valley*, (Kalispell: Thomas Printing, 1989), 2; Muriel Sibell Wolle, *Montana Pay Dirt*, (Athens, Ohio: Sage Books, 1963), 289.

[4] McKay, *Looking Back*, 15, 17; Elwood, Kalispell, 3, 7-8; Carle F. O'Niel, *Muscle, Grit & Big Dreams: Earliest Towns of the Upper Flathead Valley, 1872-1891*, (Kalispell: The Author, 1996), 32-34, 39; Kathryn L. McKay, *Montana Main Streets: A Guide to Kalispell*, (Helena: Montana Historical Society, 2001), 8.

Before the arrival of the Great Northern Railway in 1892, the residents of the valley were dependent on a system of poor roads and an abundance of river ferries. Although a road had been constructed along the west side of Flathead Lake in 1880, it was barely passable and open only seasonally. The road was improved somewhat in 1884 and 1889, but it did not significantly break down the natural barriers that hampered the development of the region. The author of the 1890 promotional booklet *Flathead Facts* described the trail between the settlements of Demersville and Egan as a "beautiful wagon road," a "more romantic drive can not be imagined and the gigantic task accomplished can only be appreciated by riding through it." More often-than-not, however, the roads was abysmal, generating frequent appeals by local residents to the county commissioners for their repair. The Flathead River was also a barrier to development as its wide and deep character impeded the construction of because of the great expense. River ferries, thus, were critical to the development of the valley. The communities that grew up around the ferries were important economic and social centers before 1892.[5]

In 1880, "Honest John" Dooley established a boat landing and trading post on the Flathead River about two miles above Flathead Lake. Originally called Dooley's Landing, the post was the first substantial Euro-American settlement in the upper Flathead Valley. In 1881, the federal government granted the settlement a post office and renamed it Selish. A couple years later, Canadian immigrant Henry Therriault established a ferry crossing of the Flathead River about one-half mile north of Selish. By 1885, the site had grown to include a general store, blacksmith shop, hotel, and saloon. Therriault's ferry and Selish were the first important community centers for the steadly growing population of the region in the 1880s.[6]

William J. Egan constructed a ferry across the Flathead River several miles southwest of the future site of the Flathead River Bridge in 1883. Constructed without the aid of steel nails or bolts, the craft was pinned together with wooden pegs and propelled by a large sweep oar. The steep banks flanking the river channel were dug out and graded to provide easy access to the boat. Seeing the opportunities afforded by the ferry, Egan established a small settlement on public land he was squatting on about one mile north of the ferry. By 1885, the fledgling village included a general store, hotel, boarding house, post office (opened in 1888), livery stable, restaurant, school, and two saloons. Its inhabitants believed that their "central situation in the best agricultural belt of Montana, which is as yet only in the infancy of its development, will support a dense population as soon as the adjoining . . . lands are thrown open for sale and development." The ferry and community of Egan flourished during the 1880s before the arrival of the railroad centralized the valley's economy at Kalispell. By the late 1880s, William Penny operated a ferry a short distance downstream of Egan's operation.[7]

It was not until the establishment of Demersville in 1887 near the mouth of the Flathead River that the ferries and roads really had any significant place to serve. By 1891, Demersville had become the primary trading center in the valley and also served as a steamboat port for Flathead Lake. The 1880 census showed only 27 Euro-Americans living in the upper Flathead Valley; by 1890, that number had risen to 3,000 individuals, half of whom lived at Demersville. Founded by a French-Canadian businessman named Telesphere J. Demers, the community was the hub of a number of smaller

[5] Paul Strong, *Before Kalispell: Demersville, Ashley, Egan, Half Moon, Salish*, (Kalispell: Scott Publishing, 1998), 20, 44; O'Neil, *Muscle, Grit & Big Dreams*, 56; *Flathead Facts: Descriptive of the Resources of Missoula County*, (Missoula: Missoula Publishing Company, 1890), 2; McKay, *Looking Back*, 36.

[6] Elwood, *Kalispell*, 7; McKay, *Looking Back*, 18, 39; O'Neil, *Muscle, Grit & Big Dreams*, 24-27; Kedric W. Flint and Nora D. Paul, *Early History of Bigfork and Surrounding Communities*, (Privately Published, 1957), 6; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press, 1990), 242.

[7] Strong, *Before Kalispell*, 19-20, 29; McKay, *Looking Back*, 21, 29, 186-187, 215; O'Neil, *Muscle, Grit & Big Dreams*, 53, 55; Cheney, *Names on the Face of Montana*, 80; *Flathead Facts*, 24; US Census Records: Missoula County, Montana, 1890.

surrouding communities, that included ferry crossings, that served the farmers, ranchers, and loggers in the area. On the eave of the arrival of the railroad in 1891, Demersville was the most important community in the region with a population of 1,500. Within two years, however, the once-thriving town had all but disappeared.[8]

The impending arrival of the Great Northern Railway caused a flurry of economic speculation in the upper Flathead Valley in the early 1890s. In 1891, a syndicate of Butte, Montana entrepreneurs led by banker James Talbott, purchased land near the mouth of Bad Rock Canyon from Emma LaFramboise, a Kootenai Indian, for around $6,000. They also acquired other land in the vicinity in anticipation of selling it at a hefty profit to James J. Hill. The syndicate formed the Northern International Improvement Company to develop the land. Managed by Frank Langford, the company platted a townsite, built a substantial three-story hotel at the site, and established the Bank of Columbia Falls. The company hoped Hill would locate a railroad division point at the new community. Consequently, other entrepreneurs flocked to the new town and established a variety of businesses there, mostly along the new main street, Nucleus Avenue. A small settlement that predated the new community by two years also moved to higher ground from its location along the Flathead River just south of the new community. Originally christened Columbus, the wife of postmaster "Uncle Jim" Kennedy, renamed it Columbia Falls to avoid confusion with the town of Columbus along the Northern Pacific Railway's line in south central Montana. Unfortunately for the Northern International Improvement Company, the amount of money it demanded for the land proved too expensive for Hill and the crotchety old railroad tycoon, perhaps also out of principle, decided not to locate the division point at Columbia Falls, instead locating it at nearby Kalispell.[9]

A few short months after its founding in 1891, future Montana governor Joseph Dixon visited Columbia Falls shortly after its founding. He described it:

> If Demersville was new, Columbia Falls was superlatively newer. It had only been five months since the first house was built, yet the town boasted of 500 inhabitants, water works, electric lights, a $40,000 hotel – yet to be – half a dozen additions to the townsite, and many other improvements, most of which I found to be on paper. Yet these towns are now what nearly all western cities have been within the last twenty-five years, and will no doubt in a few years be cities of importance, the latter especially, for, situated on the river just where the Great Northern Railroad breaks through the mountains from the east, and within a few miles of newly discovered coal beds, it must eventually become a place of some importance. Indeed, Columbia Falls seemed poised on the brink of becoming one of the most important trade centers in northwestern Montana.[10]

Hill's decision did not dampen the optimism of James Talbott, the "Father of Columbia Falls." Born in Ohio in 1838, Talbott emigrated to Montana in 1863, settling first at Bannack and then moving on to Alder Gulch. He worked as a miner at both places before moving on to Deer Lodge and the Butte area in 1865. He labored in a variety of businesses until the 1880s when he assumed the vice presidency of the First National Bank of Butte. In 1894, historian Joaquin Miller wrote of him that "by strict attention to business and by honorable and upright dealings he has accumulated a large propery and has also made what is far better – a good name." Talbott and many of his business associates in the

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[8] Mckay, *Looking Back*, 18, 21; Elwood, *Kalispell*, 8, 13; McKay, *Montana Main Streets*, 8-9; Don Spritzer, *Roadside History of Montana*, (Missoula: Mountain Press, 1999), 157-158; *Flathead Facts*, 3, 11-12.

[9] McKay, *Looking Back*, 23, 96; Elwood, *Kalispell*, 202; "Columbia Falls Heritage Days," Hungry Horse News, July 1983, 2; *Ibid* 1982, 17; Spritzer, *Roadside History of Montana*, 163; *Names on the Face of Montana*, 59.

[10] Jules A. Karlin, Ed., "Young Joe Dixon in the Flathead Country," *Montana The Magazine of Western History*, XVII, no. 1 (Winter 1967), 17.

Northern International Improvement Company, however, had been friends and associates of James J. Hill, which probably accounts for his refusal to deal with them in the upper Flathead Valley. In any case, Talbott did much to promote and develop the new town of Columbia Falls. He and his wife donated land for a school in 1893 and later turned over land to the community for a cemetery. He attempted to exploit coal deposits north of Columbia Falls on Coal Creek in 1895, even going as far as to build a specially equipped sternwheel steamboat to haul coal from the mine to Columbia Falls. The boat capsized and sank on its maiden voyage. Also in 1895, Talbott donated 160 acres to the State of Montana for the establishment of a Soldiers' Home. He was also instrumental in the construction of a water system for the new community. In 1900, he and his family moved to Columbia Falls from Butte and constructed a 24-room mansion, called Shellrock, along the Flathead River very near the future site of the Red Bridge. The improvement company also funded the construction of a 5-span timber through truss bridge across the river in 1890 or 1891. Called the Talbott Bridge, it was located approximately 100 feet downstream of the Flathead River Bridge.[11]

The upper Flathead Valley boomed between 1892 and 1900, 104 homesteads were patented by would-be yeoman farmers, ranchers, and entrepreneurs in Township 30 North, Range 20 West. Beginning in 1892, the Kalispell Board of Trade published annual promotional brochures about the valley, boasting of its agricultural, mineral, and timber potential. Described as "the most fertile and prolific section of the New Northwest" by newspaper publisher H. J. Mock in 1892, the valley was ballyhooed as the Eden of Montana.. The fertile land along the rivers were good for raising wheat, barley, oats, vegetables, and some fruits (especially strawberries and cherries), while rich harvests of hay could be had on the bench lands – all without the aid of irrigation. Prior to 1892, farming was restricted to the vicinity of the towns, while cattle grazed freely in the bunchgrass meadowlands further away. The railroad and the subsequent arrival of homesteaders drawn to the region by the promotional literature altered the agricultural landscape of the valley. While cattle played an important part in its early development, by 1894 "experts" claimed that the large-scale cattle days were over as "diversified farming is intrenching [sic] on the ranges so there is no room for large herds . . . ." [12]

While nearby Kalispell boomed during the 1890s, Columbia Falls's economy remained steady during the decade. The town boasted a population of 650 people and a vibrant commercial district along Nucleus Avenue that included the Gaylord Hotel, two business blocks, several saloons, and various other enterprises. A saw and planing mill on the outskirts of town provided lumber to the inhabitants of the village. By 1894, a grain elevator helped Columbia Falls gain the reputation as the "chief shipping point on the Great Northern for grain." Even though Columbia Falls possessed a substantial bridge across the river, Kalispell did not. In 1894, the Flathead County Commissioners awarded a contract to the Gillette-Herzog Company of Minneapolis to build a multi-span steel bridge across the river about two miles northeast of Kalispell (24FH463). Columbia Falls residents protested the decision based on the fact that they felt they would not benefit economically from the structure. The commissioners overode their concerns and the company completed the bridge, this ensuring Kalispell's continued prosperity. Competition between Columbia Falls, Kalispell, and Whitefish would continue into the twentieth century.[13]

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[11] Joaquin Miller, *An Illustrated History of the State of Montana,* (Chicago: The Lewis Publishing Company, 1894), 345-346; McKay, *Looking Back*, 48, 56; Elwood, *Kalispell*, 204; "Heritage Days Edition," *Hungry Horse News* (July 1988), 24; *Judith Basin Country Press*, 31 March 1938).

[12] Montana Land Tract Books; Flathead Facts, 2, 11; H. J. Mock, *Kalispell and the Famous Flathead Valley in Northwest Montana*, (Kalispell: Kalispell Chamber of Commerce, 1892), 1-2, 3; McKay, *Looking Back*, 18-19; Elwood, *Kalispell*, 6; H. J. Mock, *Kalispell and the Famous Flathead Valley*, (Kalispell: Kalispell Board of Trade, 1894), 6, 9.

[13] McKay, *Looking Back*, 97; Elwood, *Kalispell*, 204; Sanborn-Perris Fire Insurance Map: Columbia Falls (1894), Montana Historical Society, Helena, Montana; "Columbia Falls Heritage Days" (1983), 2; Addendum to Old Steel Bridge (MT-21). Report prepared for the National Park Service's Historic American Engineering Record (HAER) by the Montana Department of Transportation, July 2002), 7-9.

Columbia Falls grew slowly in the early twentieth century, but benefitted from its location near recently established Glacier National Park and as a city on the interstate Theodore Roosevelt International Highway. The community grew from 400 people in 1900 to 601 inhabitants in 1910. Columbia Falls had grown enough that it incorporated as a city in April 1908. Largely because of the presence of brothers Mike and Billy Berne's brickyard, many of Columbia Falls' commercial buildings were built of brick. So much so, that by 1912, one author stated that the "town had acquired an 'uptown looking' main street." The city installed an electrical grid in 1910 and had telephone service by 1900. The first automobile arrived in Columbia Falls in 1915. In an attempt to take advantage of the new automobile tourism rage, the city established a tourist camp on the edge of town likely very near the site of the Red Bridge:

> The city prepared an ideal camping spot at the edge of the city and has installed city water, the purest in the world, and as cold as ice all through the summer, to which visitors are welcome. Fuel for campfires is provided free of charge and there are toilets and other accommodations provided.

Called the "The Gateway for the Flathead Valley" in promotional literature, Columbia Falls had diversified its future from the logging and agriculture industries to include tourism and recreation.[14]

Despite that, the city was hard hit by the post-World War I and the economic calamity of the 1930s as the timber industry declined. The population of the city stagnated along with its industries. In 1939, the only positive thing written about Columbia Falls by the Federal Writers' Project in its Montana guide book was that its "excellent sidewalks extend some distance beyond the built-up area." The city's industries revitalized because of demands for timber and agricultural products during World War II. By 1949, four lumber mills were operating in Columbia Falls.[15]

Columbia Falls' fortunes continued to rise after World War II. In June 1944, Congress authorized the construction of a dam across the Flathead River about eight miles southeast of Columbia Falls. Work began on Hungry Horse Dam in 1948 and it was completed in July 1953. When completed the dam was the fifth highest in the world. In addition to flood control, the dam provided water for irrigation and hydroelectric power. The dam also proved a draw for the Anaconda Company and it decided to build an aluminum plant in Columbia Falls because of its proximity to the dam. The ACM began construction of the $65 million plant in 1953 and it began operations in September 1955. Atlantic Richfield (ARCO) acquired the plant in 1977 and later sold it to the Swiss-based Glencore AG in 1999. The construction of the dam and aluminum plant provided a much-needed boost to the local economy. Columbia Falls population grew from 2,132 in 1960 to 3,070 in 1980. Currently, the city has a population of 3,645.[16]

The Flathead River Bridge

[14] United States Census Records, 1900, 1910; Columbia Falls Heritage Days Edition (1988), 24; Henry Eckleberry, " A Look at Columbia Falls Heritage" in Columbia Falls Heritage Edition, *Hungry Horse News*, (July 1980), 3; Elwood, *Kalispell*, 204; Sanborn-Perris Fire Insurance Map: Columbia Falls (1910); George C. Reeder, ed., *Theodore Roosevelt International Highway: Guide Through Montana*, (Glasgow: Glasgow Courier, 1921), 52.

[15] United State Census Records, 1930, 1940; Federal Writers' Project, *Montana: A State Guide Book*, (Helena: Montana Department of Agriculture, Labor and Industry, 1939), 242; McKay, *Looking Back*, 213.

[16] McKay, *Looking Back*, 199; Elwood, *Kalispell*, 204; Spritzer, *Roadside History of Montana*, 163; Michael P. Malone, *Montana: A Contemporary Profile*, (Helena: Montana Magazine, 1996), 26; United States Census Records, 1960-1980.

When James Talbott and his associates formed the Northern International Improvement Company and began development of the Columbia Falls townsite in 1890, one of their first projects was to construct a wagon bridge across the Flathead River near town. Talbott and his associates funded the project, which was designated the Talbott Bridge in his honor. The bridge was a five-span timber Howe truss structure with four through trusses and a pony truss approach span. The bridge pre-dated the more substantial Old Steel Bridge (24FH463) near Kalispell by four years. Unlike the Old Steel Bridge, the Talbott Bridge did not impact the transportation patterns in the area, suggesting that it served only a limited number of residents. In December 1898, Flathead County purchased the bridge from the Northern International Improvement Company for $5,000.[17]

High water in 1910 severly damaged the old bridge. Consequently, in August 1910, the Flathead County commissioners instructed County Surveyor harry Walters to develop plans and specifications for five steel bridges, including a bridge at Columbia Falls near the site of the old bridge. Because of the high cost to construct the bridges, the commissioners determined that it would be necessary to hold a bond election to fund the structures. Consequently, the election was held in November 1910 and was approved by the county's voters. In early January 1911, the commissioners sold the bonds to N. W. Helsey and Company of Chicago to build three steel bridges in the county in 1911: at Columbia Falls, Bigfork, and the Stillwater River neaer Kalispell. The commissioners opened bids from seven bridge contracting firms at its January 11, 1911 meeting in Kalispell. The bids ranged from a low bid of $28,400 submitted by A. Y. Bayne and Company of Minneapolis to a high bid of $31,000 provided by the Central States Bridge Company of Indianapolis. The commissioners awarded the contract to the Bayne company for its low bid. The contract included the Swan River Bridge at Bigfork (24FH743) and a Stillwater River bridge near Kalispell along with the Columbia Falls bridge.[18]

Born in England in 1852, Alexander Y. Bayne began a long career in the bridge construction business in 1884 when he went to work for Minneapolis bridge builders Seth Hewitt and C. P. Jones. In 1887, Bayne went to work manager of the Herzog Manufacturing Company's new bridge department. In 1890, the company reorganized as the Gillette-Herzog Manufacturing Company, a firm that was active in Montana from 1891 to 1901, when it merged with several other bridge companies to form the American Bridge Company. Bayne continued on as the manager of ABC's contracting department until 1902, when he formed his own outfit, A. Y. Bayne and Company. The firm built at least fifteen bridges in Montana between 1906 and 1911, including the Flathead River Bridge. In 1913, Bayne formed the Minneapolis Bridge Company with partners William R. Lee and Oliver Mattison. That company constructed the St. Mary River Bridge (24GL186) in Glacier County in 1915. Bayne died in November 1913.[19]

In late February 1911, a little over a month after being awarded the contract, the Bayne company had a crew clearing away vegetation at the construction site. Bayne sub-contracted with the Columbia Falls-based A. L. Jordan Lumber Company for the lumber and heavy timbers needed for the falsework of the new structure. By the end of March, however, Bayne postponed the project in order to build the smaller Bigfork and Stillwater River bridges first. A company spokesman anticipated that work would start on the Flathead River bridge's foundation in June. Bayne Company

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[17] Elwood, *Kalispell*, 202; McKay, *Looking Back*, 71; *Columbia Falls Heritage Days*, 1983: 5; Commissioners Journal, Book A: 518 (December 12, 1898); Ibid, Book B, 11 (December 21, 1898).

[18] County Commissioners Journal, Book C 475 (23 August 1910), 490-491 (10 September 1910), 513 (28 November 1910), 516, (12 December 1910); 2-3 (11 January 1911), 62 (13 January 1911); *Kalispell Bee*, 19 January 1911.

[19] United States Census Records, 1900, 1910; Quivik, *Historic Bridges of Montana*, (Washington DC: National Park Service, 1982), 33, 41; Quivik, "Montana's Minneapolis Bridge Builders, *IA: The Journal of the Society for Industrial Archeology*, Vol. 10, no. 1 (1984), 39, 41-42, 44).

foreman S. E. Mills and his eighteen man crew began work on the project in August and had completed the abutments by the first of September. The men were hard at work on the pier when a Columbia Falls *Columbian* reporter visited the site. Along with his effusive praise of Mills's experience as a bridge builder (he had recently completed work on a $150,000 bridge in Winnipeg, Canada), the reporter also crowed about the progress on the new bridge's foundation. Mills thought that the pier would need to be sunk to a depth of 25 feet to reach bedrock and predicted that the pier would be completed by October and the bridge provided good, reliable all-season access to Columbia Falls for farmers living on the east side of the river. The foundation of the bridge, however, had been constructed with significant flaw – Foreman Mills never set the pier on bedrock.[20]

After completion of the bridge in late 1911/early 1912 (no documentation has been found providing an exact date), spring run off had a devastating impact to bridge in 1913. In late May, *The Columbian* reported that a massive log jam wedged itself against the pier of the structure. A "large tree with enormous roots" lodged against the logs and it was followed by other logs and debris which also caught on the pier. Because of the high water, the county road department was unable to remove the mess. Road Supervisor Norman Lee hoped that it would dislodge itself after a while. Unfortunately, that did not immediately happen and the problem compounded when the rushing water undercut the pier, forcing it to tilt upstream. Flathead County forces built the pier for the bridge in the summer of 1911. At the time of its completion in 1911, project foreman S. E. Mills declared the pier was "the best he ever saw." Evidently, he and his crew had not sunk the footings of the pier on the bedrock beneath the river bed. On May 24, the condition of the bridge became even more precarious as water further eroded under the pier, causing the bridge's superstructure to tip and twist even more. By the late afternoon of May 26, the bridge's stringers and vertical members had twisted from the strain, the pins holding the spans to pier had sheared off and the spans had separated nearly a foot from each other. During that night, the river rose eleven inches and the bridge settled an additional two inches.[21]

The following morning, County Surveyor Harry Walters and Lee attempted to halt the impending complete failure of the structure by drilling holes into the concrete pier driving large bolts into it to help hold the steel superstructure in place. The county commissioners summoned Ernest Reinking of Whitefish, a master carpenter and bridge builder, to the bridge site to see if he could think of anything that might save the bridge. He was not much help. Later in the day, the "structure made another lurch and it seemed for a moment that it would surely go." Yet the bridge held on. The bolts installed by Walters and Lee eventually failed. The men devised a system where they substituted chains for the bolts and anchored them to trees along the river bank. The flood caused the pier to do something that man had not done – it washed away enough earth under the pier that it came to rest on bedrock, halting the impending failure of the bridge. Columbia Falls resident Joe Fierstein, then a small boy, remembered that the "bridge was quite a site all tipped over like that . . . . It didn't look like it could stay there." Despite its risky appearance, the county commissioners still allowed pedestrian traffic across the bridge.[22]

With the damage to the bridge, it became painfully apparent to local residents, especially those on the east side of the Flathead River, how much they depended on the bridge. During the height of the high water event in late May, one intrepid soul did venture out onto the wildly tilting structure to string a telephone line, ensuring that communication between Columbia Falls and the east side was not lost. Another man stationed himself at the west end of the bridge to exchange mail and small parcels with people on the east side of the river. Some businesses were quick to establish

[20] There is little information in Columbia Falls newspaper, *The Columbian*, or other regional newspapers about the construction of the bridge. *Columbian*, 2 March 1911; *Ibid*, 30 March 1911; *Ibid*, 31 August 1911; County Commssioners Journal, Book C, 76 (26 March 1911); *Ibid* Book D, 65 (18 January 1912); *Columbia Falls Heritage Days* (1983), 5.

[21] *Columbian*, 19 May 1913; McKay, *Looking Back*, 71; *Heritage Days* 1983.

[22] *Columbian*, 29 May 1913; *Ibid*, 5 June 1913.

satellite stores, including the Carr & Elsethagen grocery, in tents on the east side of the river. The businesses on the east side would take and deliver orders via telephone to their Columbia Falls' headquarters, which "proved a great convenience to the farmers." Almost immediately after the bridge failed, the Columbia Falls Commercial Club met to lament the loss of business and discuss its options until the bridge could be repaired and put back in service.[23]

Once the bridge came to rest, the Flathead county commissioners hired the Coast Bridge Company to repair the bridge and brought the company's vice president to Columbia Falls to assess the damage to the bridge. Shortly after the completion of his initial survey, he held a public meeting in Columbia Falls to discuss the scope of the repair project. He stated that the bridge would not completely fail and that with the settling of the pier onto bedrock, it had moved about as much it could. He advised the commissioners that the county must "start at once building falsework out from the east side of the bridge that as soon as the water [level] dropped sufficiently a crew of men could be put to work ad thus hasten the repairing of the toppling structure." Within a few days, five men from the Pacific Coast Bridge Company arrived in Columbia Falls to begin work on the bridge.[24]

The bridge company began work repairing the bridge during the second week of June 1913. The work, under the direction of Foreman Buck, involved installing a heavy cable to the superstructure of the bridge and fastening it to large trees along the river bank. He also installed a "donkey" engine to remove the driftwood and other debris that had lodged against the pier and abutment. Within a month, the work crew had increased to fourteen men. They jacked up the east and west spans of the bridge and began straightening the structure with a "great mass of cables, chains, wire, bolts, and rope tied and twisted in every conceivable manner. In fact to appreciate the work one must visit the bridge." With the bridge jacked up and resting on falsework, the crew constructed a timber crib around the off center pier. Within that crib, they installed forms. Rock was dumped into the outer compartment of the structure and concrete poured into the form adjacent to the tilting pier, creating a new pier for the bridge to rest on. The old pier, however, was incorporated into the new structure. A *Columbian* reporter wrote that this jury-rigged structure would "leave the old pier in its present position,leaning upstream at an angle of about 30 degrees, but the [concrete] projection on the west side will permit the bridge being put back in line."[25]

Meanwhile, the issue of river passage had become a hop topic in county commissioner and Columbia Falls Commercial Club meetings. Columbia Falls was inaccessible to farmers and other residents on the east side of the Flathead River during the summer and fall of 1913. There was no way for farmers to transport their grain to elevator and local markets in Columbia Falls. The Commercial Club petitioned the commissioners to put a ferry in operation at the crossing and took up a subscription from local businessmen to pay for it. The club members specified that the ferry be "suitable for carrying a team and wagon." The commissioners accepted their proposal in late June 1912 and planned to temporarily relocate the Therriault Ferry to Columbia Falls until the bridge was back in service. It became obvious to them, however, that the ferry could not economically be moved to the new site. So, the following day, the authorized a new boat be built "by day labor instead of advertising for bids." Carpenters under the direction of William Loveall, built a craft 40 feet long and 12 feet wide that would operate about 100 feet upstream of the bridge. The cable ferry was put into operation by mid-month, with users charge 25 cents for its use – to which they soon protested. Although the commissioners stated they would abolish the toll, there is no evidence that ever occurred. The ferry continued to operate until Halloween when the the Coast Bridge Company completed it repairs to the structure and opened it for traffic. Flathead County, however, didn't

[23] *Columbian* 29 May 1913; *Ibid*, 5 June 1913; *Ibid*, 12 June 1913; *Ibid*, 19 June 1913; McKay *Looking Back*, 71.

[24] County Commissioners Journal, Book D, 166 (June 5, 1913); *Columbian* 5 June 1913.

[25] A donkey engine is a common name for a steam-powered winch. Developed about 1881, the engines were used primarily for logging operations, but also was used for small mining operations and other industries that required a powered winch. *Columbian* 12 June 1913; *Ibid*, 3 July 1913; *Ibid*, 11 September 1913; *Columbia Falls Heritage Days* 1983.

settle its accounts with the five companies and eight individuals who contributed to the repair of the bridge until nearly a year later. The final price of the project was $5,190 -- $4,810 less than what the county budgeted for the project.[26]

After 1913, Flathead County conducted only routine maintenance to the bridge, usually entailing the replacement of the timber deck, which was replaced in 1916 and again in 1930. The county hired the Kirkpatrick Brothers company of Kalispell to replace the bridge's deck in July 1930. The contract specified that the company could only work on the bridge during the night, with the bridge open "all other times . . . the traveling public." The company completed the project for $2,349. In 1930, the Montana Highway Department completed a new bridge across the Flathead River that bypassed the old structure. The new bridge provided direct access through Columbia Falls on US Highway 2. Thereafter, the old bridge was used primarily for local access. The Flathead County commissioners closed the bridge to vehicular traffic in 1989 and pedestrians in 1992. The county removed the approach spans in 2007. Plans are currently underway to rehabilitate the structure for use as a pedestrian crossing, an endeavor spearheaded by the First Best Place Task Force, with assistance from the Historic Red Bridge, LLC, Flathead County and the City of Columbia Falls.[27]

[26] *Columbian*, 19 June 1913; *Ibid*, 3 July 1913; *Ibid*, 24 July 1913; *Ibid*, 30 October 1913; Commissioners Journal, Book D, 171 (26 June 1913), 172-173 (27 June 1913); *Ibid* Book D, 271 (2 October 1914); McKay, *Looking Back*, 71.

[27] County Commission Journal D, 450 (18 February 1916), 68 (29 September 1916); *Ibid* Book H, 149 (7 July 1930).

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United States Department of the Interior
National Park Service

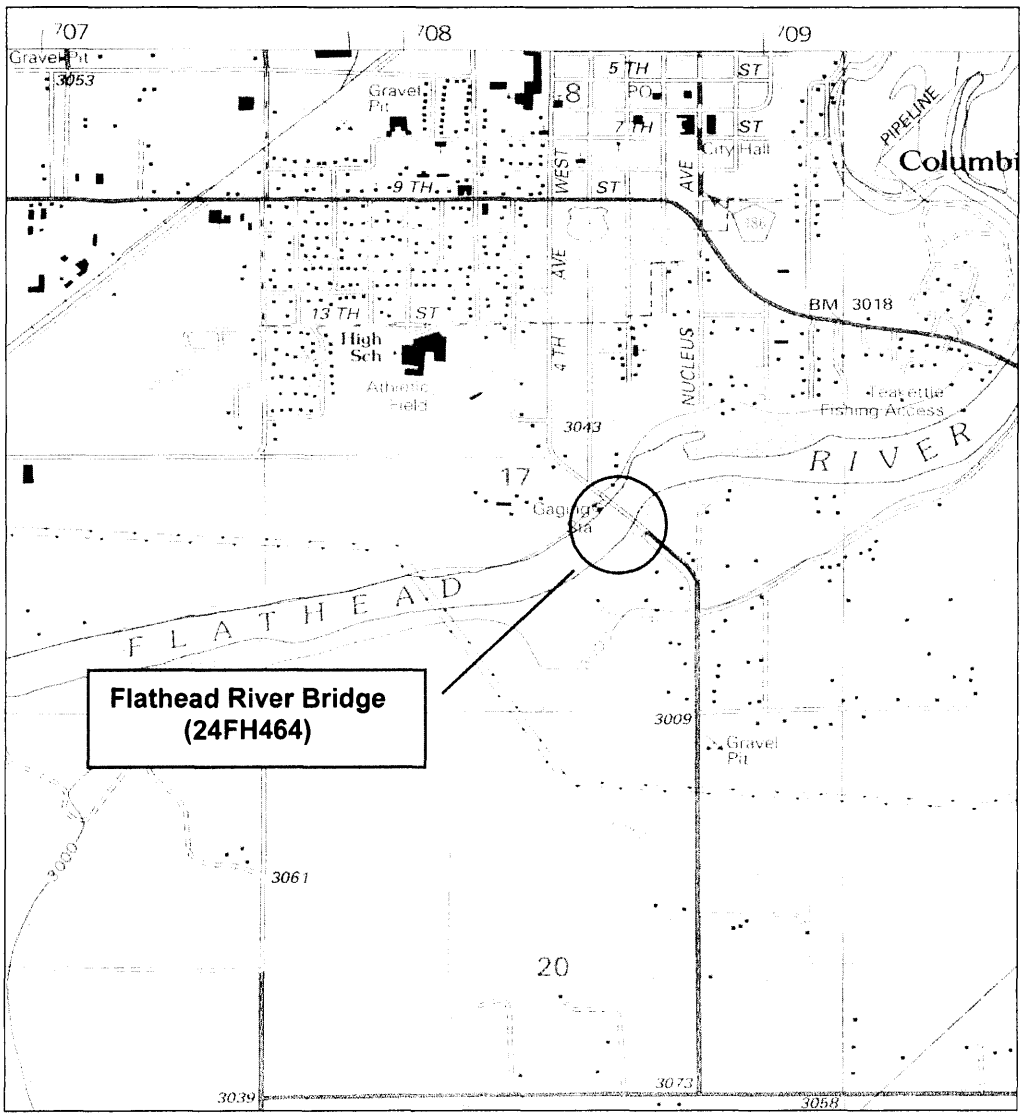
National Register of Historic Places Continuation Sheet

Name of Property: Flathead River Bridge

County and State: Flathead County, Montana

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

Section number 10 Page 14



Location of Flathead River Bridge (T30N R20W S17), Columbia Falls South 7.5' Quadrangle Map (1962, Photorevised 1982).

Photograph Log

Name:	Flathead River Bridge (24FH464)
County and State:	Flathead County, Montana
Photographer:	Kristi Hager
Date of Photograph:	March 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	East elevation of Flathead River Bridge. View to the southwest.
Photograph:	0001

Name:	Flathead River Bridge (24FH464)
County and State:	Flathead County, Montana
Photographer:	Kristi Hager
Date of Photograph:	March 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	West elevation of the Flathead River Bridge. View to the east.
Photograph:	0002

Name:	Flathead River Bridge (24FH464)
County and State:	Flathead County, Montana
Photographer:	Kristi Hager
Date of Photograph:	March 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	West elevation of the Flathead River Bridge. View to the northeast.
Photograph:	0003

Name:	Flathead River Bridge (24FH464)
County and State:	Flathead County, Montana
Photographer:	Kristi Hager
Date of Photograph:	March 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	West elevation of the Flathead River Bridge. View to the southeast.
Photograph:	0004

Name:	Flathead River Bridge (24FH464)
County and State:	Flathead County, Montana
Photographer:	Kristi Hager
Date of Photograph:	March 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Detail of south abutment of Flathead River Bridge. View to the southeast.
Photograph:	0005

Name: Flathead River Bridge (24FH464)
County and State: Flathead County, Montana
Photographer: Kristi Hager
Date of Photograph: March 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Concrete pier and understructure of Flathead River Bridge. View the south.
Photograph: 0006

Name: Flathead River Bridge (24FH464)
County and State: Mineral County, Montana
Photographer: Kristi Hager
Date of Photograph: March 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Detail of concrete pier of bridge. View to the south-southwest.
Photograph: 0007

Name: Flathead River Bridge (24FH464)
County and State: Flathead County, Montana
Photographer: Kristi Hager
Date of Photograph: March 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Detail of steel superstructure of Flathead River Bridge.
Photograph: 0008

Name: Flathead River Bridge (24FH464)
County and State: Flathead County, Montana
Photographer: Kristi Hager
Date of Photograph: March 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Detail of existing deck and trusses. View to the west.
Photograph: 0009

Name: Flathead River Bridge (24FH464)
County and State: Flathead County, Montana
Photographer: Kristi Hager
Date of Photograph: March 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Detail of stringers, floor beams and bottom lateral braces.
Photograph: 0010

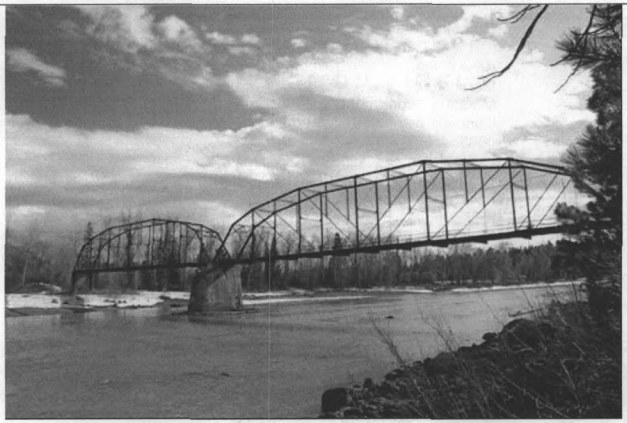


Photo 0001. East elevation of Flathead River Bridge. View to the southwest.

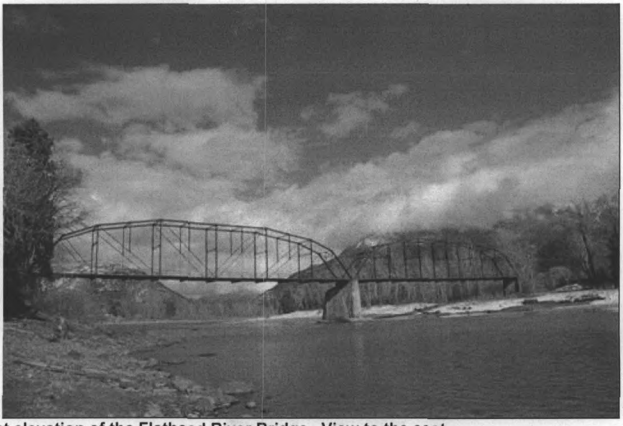


Photo 0002. West elevation of the Flathead River Bridge. View to the east.

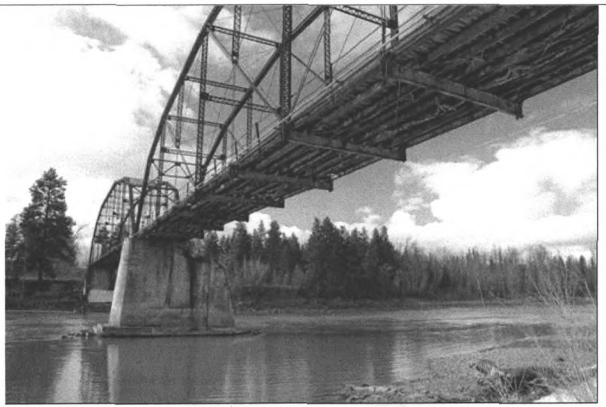


Photo 0003. West elevation of the Flathead River bridge. View to the northeast.

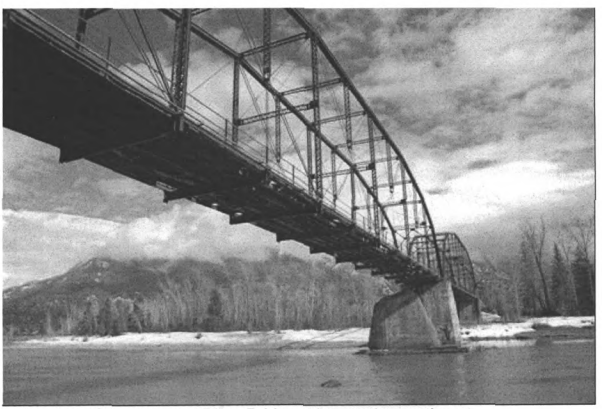


Photo 0004. West elevation of the Flathead River Bridge. View to the southeast.

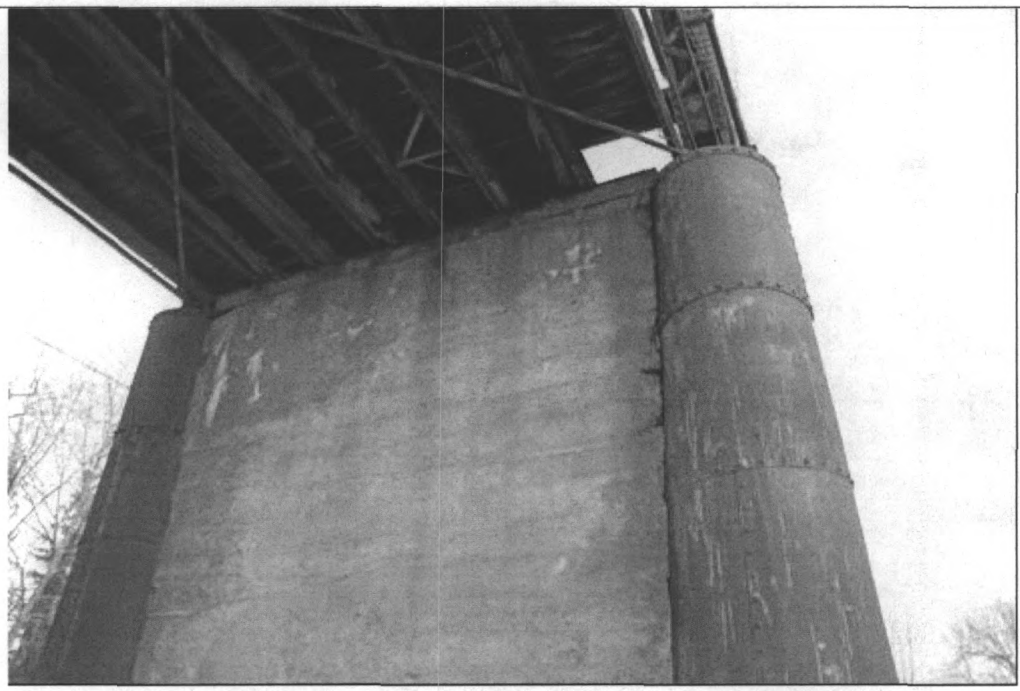


Photo 0005. Detail of south abutment of Flathead River Bridge. View to the southeast.

Photo 0006. Concrete pier and understructure of Flathead River Bridge. View to the south.

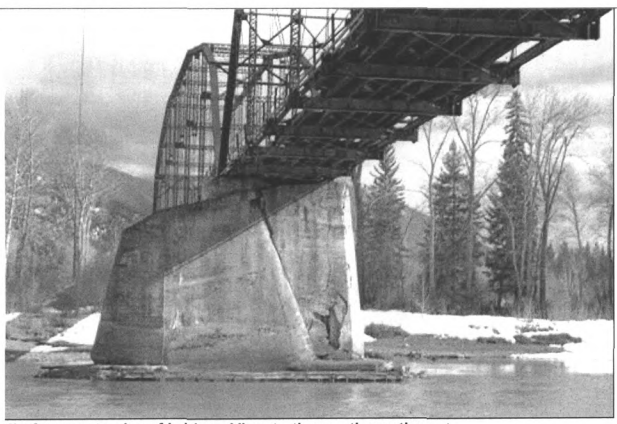


Photo 0007. Detail of concrete pier of bridge. View to the south-southwest.

Photo 0008. Detail of steel superstructure of Flathead River Bridge.

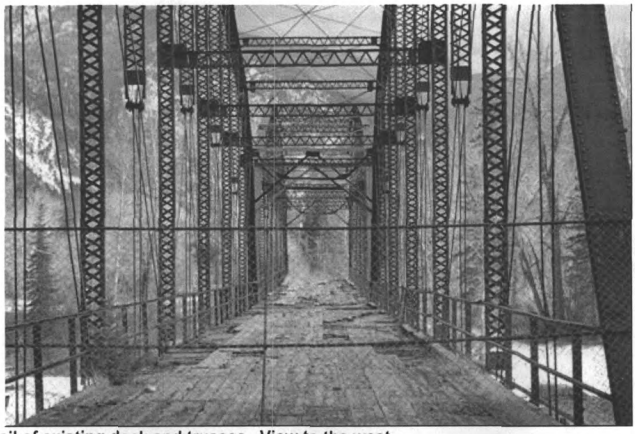


Photo 0009. Detail of existing deck and trusses. View to the west.

Photo 0010. Detail of stringers, floor beams and bottom lateral braces.