

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property

County and State

Name of multiple listing (if applicable)

Section number _____ Page 1

Supplementary Listing Record

NRIS Reference Number: MP100004023

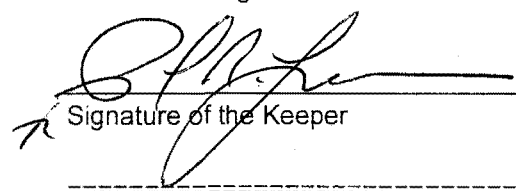
Date Listed: 5/28/2019

Property Name: Silver Bow Airway Beacon

County: Silver Bow

State: MT

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 Keeper5/28/2019
Date of Action

=====

Amended Items in Nomination:

Location:

The Street Address is revised to read: "Approximately 3 miles northwest of Ramsay, MT" [Even rural (vicinity) resources should provide some descriptive address.]

Significance:

Engineering is added as an Areas of Significance under Criterion C. [The MPS context outlines that resources eligible under Criterion C will be categorized as engineering--embodying the distinctive characteristics of a type, period and method of construction.]

Criteria Consideration G should be checked. [The resource represents a "property that continues to achieve significance into a period less than fifty years before the nomination," requiring justification of significance. The MPS cover document justifies an extension of the period up to 1979 to recognize a significant point in the operation and management of the airway beacon system. The period extends only briefly into the less than 50 period and represents a logical termination point for the historic period].

The MONTANA SHPO was notified of this amendment.

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

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

1. Name of Property

Historic name: Silver Bow Airway Beacon

Other names/site number: 24SB1080

Name of related multiple property listing:

Sentinels of the Airways: Montana's Historic Airway Beacon System, 1934-1979

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

2. Location

Street & number: N/A

City or town: Ramsay State: MT County: Silver Bow

Not For Publication: ☐ Vicinity: ☒

3. State/Federal Agency Certification

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

I hereby certify that this 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 X statewide local

Applicable National Register Criteria:

X A B X C D

<p><u>Mark F. Pendergast/SHPO</u></p> <p>Signature of certifying official/Title:</p> <p><u>MONTANA STATE HISTORIC PRESERVATION OFFICE</u></p> <p>State or Federal agency/bureau or Tribal Government</p>	<p><u>4/24/2019</u></p> <p>Date</p>
<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<p>Signature of commenting official: _____ Date _____</p>	
<p>Title : _____ State or Federal agency/bureau or Tribal Government</p>	

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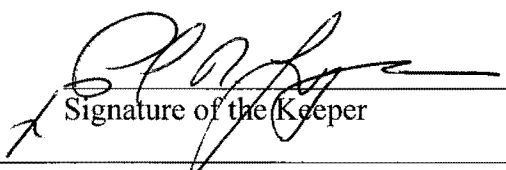
Silver Bow, MT

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4. National Park Service Certification

I hereby certify that this property is:

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


Signature of the Keeper

5/28/2019
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u> </u>	<u> </u>	buildings
<u> 2 </u>	<u> </u>	sites
<u> 1 </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u> 3 </u>	<u> 0 </u>	Total

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

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/air-related=navigational aid

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/air-related=navigational aid

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7. Description

Architectural Classification

(Enter categories from instructions.)

No Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: METAL: Steel, CONCRETE, WOOD

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Silver Bow Airway Beacon sits atop a peak on the southwest edge of the Boulder Mountains overlooking the Silver Bow Creek Valley in Silver Bow County, Montana, about three miles northwest of the community of Ramsay and six miles west of Butte, the Silver Bow County seat. Three features associated with the operation of the nighttime airway beacon comprise the property: the beacon tower and the separated ruins of the generator and warming sheds. Erected in 1937, the beacon was part of an historic system of lighted beacons that provided guidance to aircraft pilots as they flew east and west across Montana during the nighttime between Three Forks and Gold Creek, Montana. The Silver Bow beacon functioned as a critical component of the Northern Transcontinental Airway route cutoff between Three Forks and Gold Creek. A metal platform surmounts the 55-ft. steel tower and provides access to the revolving beacon at the top. Formerly powered by a gasoline-fueled generator, the beacon now derives power from a Northwestern Energy power line. The generator and fuel tank were removed from the generator shed, which has since collapsed, sometime after 1946. An unnamed two-track road winds its way northeast from Iris Ridge Road to near the property. The Silver Bow Airway Beacon sits on private land and is maintained and operated by the current property owners, Tom and Mary

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Juergens. The Silver Bow beacon retains a very-high level of all aspects of integrity including the virtually unchanged setting since the beacon's construction in 1937.

Narrative Description

The Silver Bow Airway Beacon sits atop a peak overlooking the Silver Bow Creek Valley northwest of Ramsay, Montana at an elevation of 6,433 ft.; the remains of the warming and generator sheds lie 80 ft. and 110 ft., respectively, north of the beacon also, at an elevation of 6,433 ft. The vantage from the Silver Bow Airway Beacon features spectacular views of the Silver Bow Valley to the south and east and the Deer Lodge Valley to the west. The beacon is currently accessed by a two-track road through privately-owned land. It approaches the beacon property from the east. The property occupies 1.0 acres of private land, which has hosted the beacon since 1937.

The Silver Bow Airway Beacon property consists of three features: the beacon tower and the ruins of the warming and generator sheds.

Silver Bow Airway Beacon Tower (one contributing structure)

The Silver Bow Airway Beacon is a steel tower comprised of steel angle sections bolted at the connections. It stands 55 ft. tall. It measures 10 x 10 ft. at the base with each corner resting on buried concrete footings. The tower tapers to 4 x 4 ft. at its top and supports a steel platform. It is not known what company fabricated the tower. A narrow steel ladder attaches to the east elevation of the tower extending to the platform where the beacon is situated; a steel cable ascends vertically with the ladder. A steel angle section railing approximately 4 ft. in height encloses the 6 x 6-foot steel grate platform. Like other beacon platforms, it has a trap door that provides access at the top of the ladder, but its position is not obvious from ground level. An angle iron lightning rod projects from the southwest corner of the platform railing.

The revolving beacon sits atop a steel pedestal that houses the wiring. The Montana Aeronautics Division upgraded the beacon with a pulse start lamp kit in 2011. An electrical circuit box situated on the south interior of the platform is attached to the safety railing. A second larger circuit box is attached to the interior south side of the tower near its southwest corner. It stands at about head level. It is identical to those observed at other Montana airway beacon sites. Many historic (presumed original) power poles remain standing downhill and south of the beacon, outside the NR boundary. They extend at least as far south as Iris Ridge Road about 2,600 ft. distant. Sometime in the recent past, however, the historic line was replaced with a modern line that originates to the east and currently provides power to the beacon. The closest pole of this recent power line also stands outside the NR boundary.

Warming Shed Ruins (one contributing site)

The first of two building ruins is located about 80 ft. down an old road that once led to the beacon from the north. It measures 8 ft. (east-northeast/west-southwest) by 10 ft. (north-

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northwest/ south-southeast).¹ It appears to have rested on a foundation of irregularly spaced rocks. Only the sills remain in-place. They are 6 x 6s, lapped in each corner, and bolted to keep the adjacent timbers from moving. Near each exterior corner is a ½-inch steel rod with a loop at the top. Each loop is bolted to its corresponding sill. The rods extend below ground surface to some unknown type of anchor.

Some materials appear to remain from the building superstructure, but not in their historic positions. Materials include a 3-ft. 10-inch square double layer of 1 x 12-inch boards that are nailed together inside the ruin. Also, within the feature is a pole with several nails in it that could have been a roof member. Finally, a few scattered pieces of 1-inch thick lumber are nearby but provide little idea of their function.

Generator Shed Ruins (one contributing site)

The second building ruin is more substantial and likely represents the generator shed. It lays 30 ft. north of the warming shed ruin. All the walls and roof have fallen, but it appears that the building measured either 8 x 10 ft. or 10 x 10 ft. Whatever foundation that once existed is now obscured. The building was sided with 7-in. drop siding. There was at least one window in the building, a fixed 6-pane unit centered in the east wall. One collapsed section consisting of 2 x 6s suggests service as rafters with a shed roof shape. A stovepipe once penetrated the roof and has fallen among the debris; it retains its cap and a mesh section between pipe and cap to keep out rodents. Other materials suggest some interior improvements. It appears that the walls were insulated with Celotex, attached to the studs with thin strips of wood. There was a 3 x 3-ft. multi-shelf wooden cabinet 9 in. deep that had a door that opened on t-strap hinges. A pile of tongue-and-groove boards likely represents fir flooring.

Integrity

The Silver Bow Airway Beacon retains a high level of integrity. Although the generator and warming sheds have collapsed, they still reflect the spatial relationship between the tower and the outbuildings associated with it. The isolation of the property provides for a strong sense of integrity of feeling, setting, and association. The beacon tower stands virtually as when constructed and use of much of the original equipment continues; routine maintenance ensures its continuing operation. Its relationship to the Homestake Beacon (24JF2092/24SB1079), fifteen miles to the east, remains. The property displays the effects of its exposed location. However, despite the tell-tale signs of temperature extremes, sometimes heavy snow, and wind, the beacon tower easily demonstrates sound integrity of workmanship, design, and materials.

¹ 8 ft. x 10 ft. was the standard footprint of generator sheds associated with airway beacons erected in the 1930s.

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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.

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1937-1979

Significant Dates

1937, 1965, 1979

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

U.S. Dept. of Commerce's Bureau of Air Commerce
Bureau of Air Commerce/ builder

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Silver Bow Airway Beacon is eligible for listing in the National Register of Historic Places under Criterion A for its role in Montana's aviation history, particularly the safe navigation of aircraft across western Montana since 1937. The property is also eligible for listing under Criterion C as representative of the specific technology available at the time of its construction allowing for nighttime navigation. The Silver Bow Airway Beacon represents one of a small number of airway beacons still functioning in Montana and the United States.

The Period of Significance starts when the beacon began operation in 1937. In 1965, the Federal Aviation Administration (FAA), the successor to the CAA, began review of the utility of the 39 beacons it operated in Montana. After its review, the FAA retained eight beacons, including the Silver Bow beacon. Twelve others soon transferred out of Federal control to the Montana Aeronautics Commission. In January 1966, Charles Lynch, Director of the Montana Aeronautics Commission, commenced the Montana Beacon System, with the Aeronautics board deciding which 12 beacons would be selected for continuous operation.² Those twelve, plus the St. Regis beacon relit in 1967, constituted the Montana Beacon System.³ The end of the period of significance, 1979, corresponds to the year the Montana Department of Transportation's (MDT) Aeronautics Division assumed responsibility for the final eight beacons previously under FAA-control, including the Silver Bow Airway Beacon, fully incorporating them into the Montana Beacon System.⁴

The Silver Bow Airway Beacon meets the Registration Requirements set forth in the *Sentinels of the Airways: Montana's Historic Nighttime Airway Beacon System, 1934-1979 Multiple Property Document* under the context *Airway Beacons in Montana, 1934-1979*, and the "Montana's Airway Beacons" property type. The period of significance identified for this property extends from its construction in 1937 through 1979, the year the Montana Department of Transportation's (MDT) Aeronautics Division assumed responsibility for the beacon; it conforms to the MPD cover context period.

² Brenda J. Spivey, "Airway Beacons, an Integral Part of Montana's Night VFR Navigational History: Past History, Present Service and Present Value," (Master's Thesis, Embry Riddle Aeronautical University, 1995), pp. 10-11.

³ Two beacons at Bozeman Pass and Boulder Hill, were decommissioned in 1982.

⁴ In 2018, the MDT's Aeronautics Division deeded ownership of the beacon to Tom and Mary Juergens of the J2 Land Company on May 8.

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

The Silver Bow Airway Beacon is eligible for listing in the National Register of Historic Places under Criterion A as a significant component of an historic air travel corridor in western Montana. The beacon and its associated resources detail the federal development of the country's airway transportation corridors from 1926 to 1940. Between 1926 and 1940, the U.S. Department of Commerce's Bureau of Air Commerce created 18,000 miles of airway corridors in the United States and installed 1,550 airway beacons marking the corridors for night flying. The establishment of the airway corridors signaled a profound event in the evolution of the nation's air transportation system, allowing nighttime commercial and airmail flight across the United States. The Silver Bow Airway Beacon served as a component of a federally-sanctioned cutoff airway route on the Northern Transcontinental Airway Route between New York City and Seattle, Washington. Established in 1934, the route provided important air connections along the northern tier of states. The federal government authorized Northwest Airlines to utilize the route between Minneapolis-St. Paul, Minnesota and Seattle in 1932. Northwest Airlines flew both mail and passengers along the airway. The US Department of Commerce's Bureau of Air Commerce established a cutoff route on the Northern Transcontinental Airway between Three Forks and Gold Creek in 1937; the Silver Bow Airway Beacon was part of the cutoff route.⁵

The Silver Bow Airway Beacon also demonstrates significance under Criterion C as a rare operating example of the airway beacons designed and built by the federal government from the mid-1920s to the mid-1930s. The FAA decommissioned most of the national airway beacon system in the 1960s. Montana, however, retained the majority of its beacons, with most remaining operational until 2017.⁶ The beacon found at Silver Bow represents the standard federal airway beacon design utilized between 1925 and 1940. The beacon tower remains intact with no changes to its design. The beacon light surmounting the top of the tower continues to function in its historic capacity; no changes have occurred to the course lights on the tower.⁷ The ruins of the generator and warming sheds still represent the spatial relationships between the tower and associated support buildings. Although decommissioned and now under private ownership, the Silver Bow Airway Beacon continues to function in its original capacity.

⁵ The number of airway beacons in the United States peaked in 1937 at 22,319. Correspondence, Mike Rogan, Montana Aeronautics Division, 3 September 2013.

⁶ Three other beacons are still operational on the old Northern Transcontinental Airway route.

⁷ E-mail communication with Mike Rogan, Montana Aeronautics Division, November 27, 2013.

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In February 1935, the Butte Chamber of Commerce announced that the Mining City would be on the Northern Transcontinental Airway route between Minneapolis and Seattle. For an unknown reason, however, the US Department of Commerce's Air Commerce Bureau shifted the east-west airway 65 miles to the north so that it passed through Helena instead of Butte. Butte, though, was part of the National Parks Airway, established in 1928. Butte businessmen and aviation enthusiasts didn't give up on the east-west route and lobbied the Air Commerce Bureau for a "cut-off" route between Three Forks and Gold Creek.⁸

Unfortunately for Butte, the Bureau wouldn't sanction the cut-off route because there were no nighttime beacons between Three Forks and Gold Creek. But in late 1935, the Bureau of Air Commerce approved the route and ordered beacons to light it. The beacons and dissembled towers arrived in Butte by mid-February 1937 and were "reposing in the hangar at the Butte airport." Bureau surveyors had already established the sites for the beacons and obtained leases for them. No one in Butte, however, "could be found who [knew] why they [were] not being installed." Installation of the beacons did not begin until early September 1937. The *Montana Standard* reported that "a crew of men under an inspector of the Department of Commerce is erecting the first of five air beacons required on the Butte cut-off." Work on the beacons was still underway by the second week of October. Crews completed installation of the beacons at Deer Lodge, Galen, and Silver Bow on October 27, 1937. Only the erection of beacons at Three Forks and Lewis and Clark Caverns remained before the Butte cut-off was completed and ready to handle night flights along the Northern Transcontinental Airway.⁹

Sometime between 1937 and 1946, the Civil Aeronautics Authority (CAA), the successor of the Bureau of Air Commerce, built a warming shed for the caretaker of the Silver Bow Airway Beacon. The shed was designed as a place of refuge for the caretaker in inclement weather when the beacon required maintenance. The sheds usually contained a bed, a small desk, and a stove.

⁸ "Air Mail Route to Touch Butte." *The Montana Standard*, February 12, 1935; "Butte Permanently Chosen as Point on Air Mail Line," *The Montana Standard*, February 12, 1935; "Butte Given Position on Transcontinental Airway, Murray Told," *The Montana Standard*, February 12, 1935.

⁹ "Airline Forced to Route Evening Trip Through Here," *The Montana Standard*, February 13, 1937; "Airways Light Equipment Asked," *The Montana Standard*, 14 May 1936; "Butte Soon to Become an Important Station for Two Air Transportation Firms," *The Montana Standard*, September 10, 1937; "Night Flight to Remain in Butte." *The Montana Standard*, October 10, 1937; "Airway Beacons in Place West of City," *The Montana Standard*, 28 October 1937.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Air Mail Route to Touch Butte." *The Montana Standard*, February 12, 1935.

"Airline Forced to Route Evening Trip Through Here." *The Montana Standard*, February 13, 1937.

"Airway Beacons in Place West of City." *The Montana Standard*, 28 October 1937.

"Airways Light Equipment Asked." *The Montana Standard*, 14 May 1936.

"Butte Given Position on Transcontinental Airway, Murray Told," *The Montana Standard*, February 12, 1935.

Butte Permanently Chosen as Point on Air Mail Line," *The Montana Standard*, February 12, 1935.

"Butte Soon to Become an Important Station for Two Air Transportation Firms." *The Montana Standard*, September 10, 1937.

File. Silver Bow Airway Beacon. Aeronautics Division. Montana Department of Transportation. Helena, MT.

"Night Flight to Remain in Butte." *The Montana Standard*, October 10, 1937.

Quinn, Frank. "CAA Maintenance Men Perform a Vital Job in Caring for Airways Beacon Lights." *The Montana Standard*, 17 November 1946.

Spivey, Brenda J. "Airway Beacons, an Integral Part of Montana's Night VFR Navigational History: Past History, Present Service and Present Value." Master's Thesis, Embry Riddle Aeronautical University, 1995.

Previous documentation on file (NPS):

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

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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 less than 1.0

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 46.05186

Longitude: -112.71247

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

1. Zone: 12

Easting: 367525

Northing: 5101235

Verbal Boundary Description (Describe the boundaries of the property.)

The Silver Bow Airway Beacon stands in Silver Bow County, Montana at lat. 46.05186, long. -112.71247 (NW¼ SW¼ of Section 34, T4N, R9W). The beacon and two associated resources, the ruins of the generator and warming sheds, encompasses an area measuring 60 ft. x 170 ft. The beacon, situated at the top of a peak that dominates the local view shed, occupies less than one-acre on private land. The site includes all the features associated with the operation of the beacon from 1937 to 2019.

Boundary Justification (Explain why the boundaries were selected.)

The beacon site occupies a total of less than one acre, including the beacon and the ruins of the generator and warming sheds. The closest power pole associated with the recent power line to the beacon stands outside the NR boundary. The site is owned by Tom and Mary Juergens.

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11. Form Prepared By

name/title: Jon Axline/Historian
organization: Montana Department of Transportation
street & number: 2701 Prospect Avenue
city or town: Helena state: MT zip code: 59620
e-mail: jaxline@mt.gov
telephone: (406) 444-6258
date: November 13, 2018

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Tom and Mary Juergens
street & number 19175 Jasper Street NW telephone (763) 753-1178
city or town Anoka state MN zip code 55303

Additional Documentation

Submit the following items with the completed form:

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

Photographs

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

Photo Log, All Photographs:

Name of Property: Silver Bow Airway Beacon
City or Vicinity: Ramsay vicinity
County: Silver Bow State: MT
Photographer: Mitzi Rossillon
Date Photographed: October 2018

Please See Continuation Sheets

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

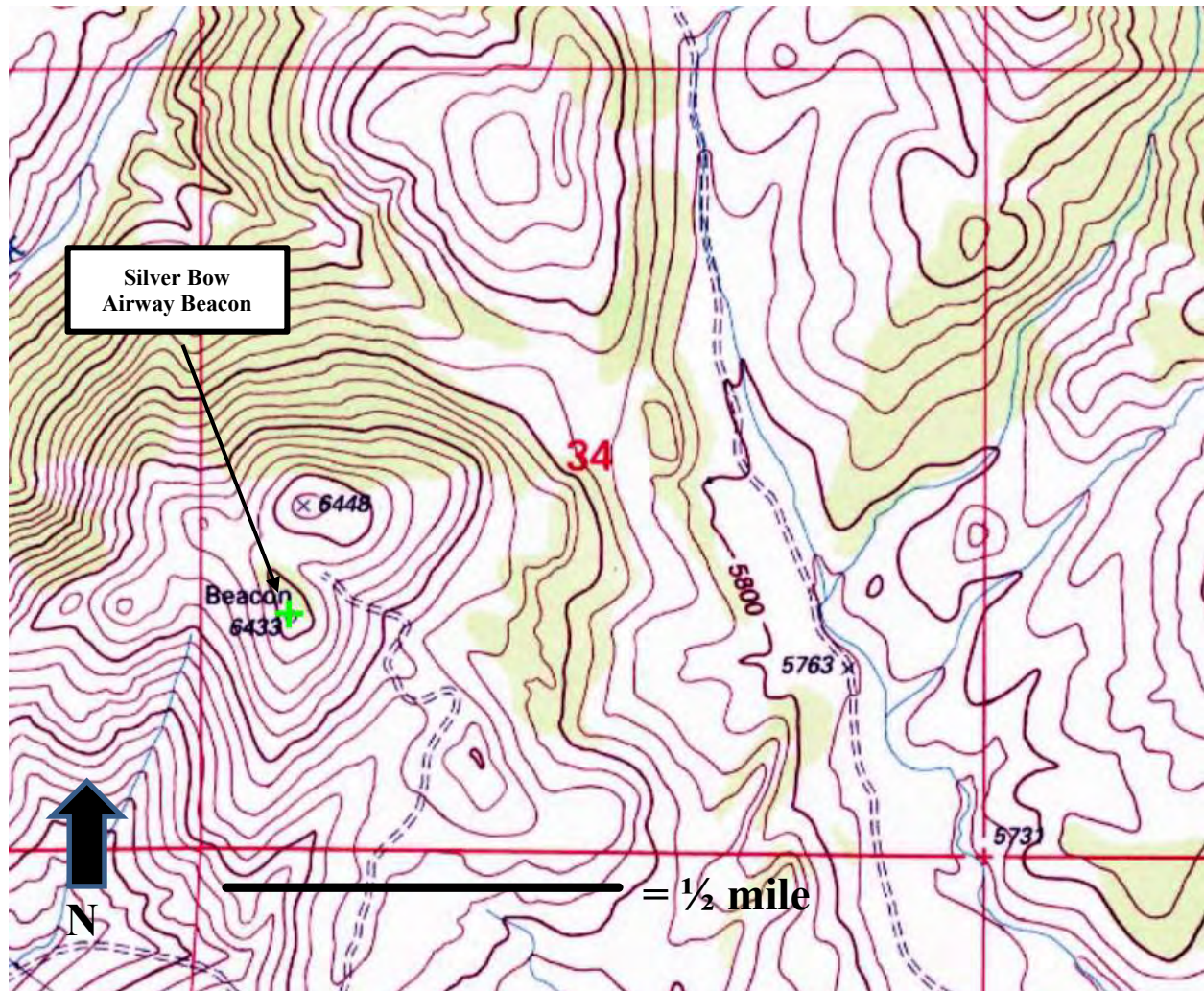
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National Park Service

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<u>Sentinels of the Airways: Montana's</u>
<u>Historic Airway Beacons, 1934-1979</u>
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Section number Additional Documentation--Maps

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Location of Silver Bow Airway Beacon. Found on the Ramsay, Montana, 7.5 ' Provisional Edition topographic map, 2011.

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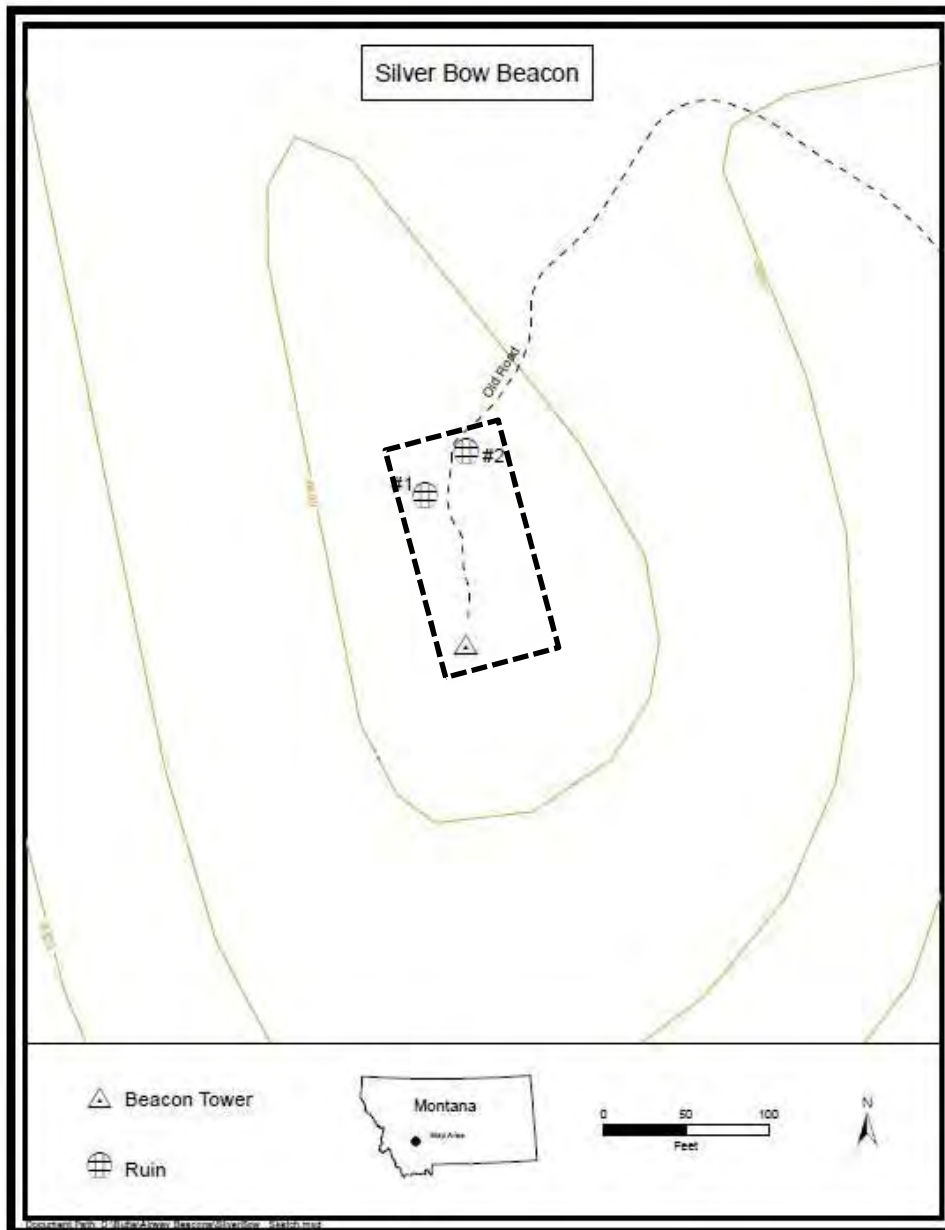
Sentinels of the Airways: Montana's

Historic Airway Beacons, 1934-1979

Name of multiple listing (if applicable)

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Site map of Silver Bow Airway Beacon.

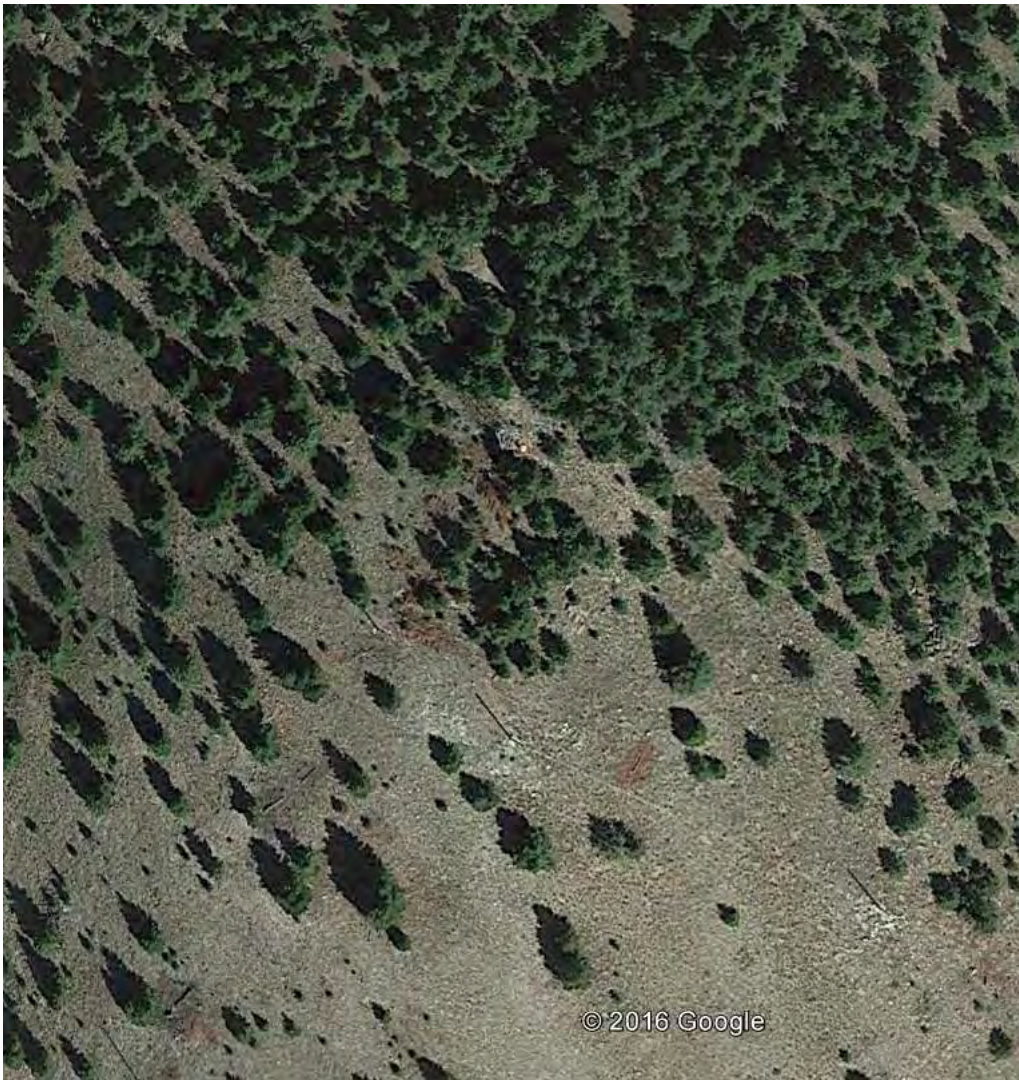
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Google Earth aerial photograph showing the Silver Bow Airway Beacon and ruins.

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Photo Log, All Photographs:

Name of Property: Silver Bow Airway Beacon
City or Vicinity: Ramsay vicinity
County: Silver Bow State: MT
Photographer: Mitzi Rossillon
Date Photographed: October 2018



MT_SilverBowCounty_SilverBow AirwayBeacon_#0001: View to the northwest.

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MT_SilverBowCounty_SilverBow AirwayBeacon_#0002: View to the north.

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Silver Bow Airway Beacon

Name of Property

Silver Bow County, MT

County and State

Sentinels of the Airways: Montana's
Historic Airway Beacons, 1934-1979

Name of multiple listing (if applicable)

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MT_SilverBowCounty_SilverBow AirwayBeacon_#0003: View to the south.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number National Register Photographs

Silver Bow Airway Beacon

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Silver Bow County, MT

County and State

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Historic Airway Beacons, 1934-1979

Name of multiple listing (if applicable)

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MT_SilverBowCounty_SilverBow AirwayBeacon_#0004: View to the north-northeast.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number National Register Photographs

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County and State

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Name of multiple listing (if applicable)

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MT_SilverBowCounty_SilverBow AirwayBeacon_#0005: Detail of base of beacon. View to south.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number National Register Photographs

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Name of Property

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County and State

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MT_SilverBowCounty_SilverBow AirwayBeacon_#0006: Beacon platform. View to the north.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number National Register Photographs

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MT_SilverBowCounty_SilverBow AirwayBeacon_#0007: Warning sign. View to the west.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number National Register Photographs

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MT_SilverBowCounty_SilverBow AirwayBeacon_#0008: Warming shed ruins. View to the north-northwest.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Silver Bow Airway Beacon

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Historic Airway Beacons, 1934-1979

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MT_SilverBowCounty_SilverBow AirwayBeacon_#0009: Generator shed ruins. View to the east-northeast.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Silver Bow Airway Beacon

Name of Property

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County and State

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Name of multiple listing (if applicable)

Section number National Register Photographs

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MT_SilverBowCounty_SilverBow AirwayBeacon_#0010: Generator shed ruins. View to the east-northeast.













DEPARTMENT OF COMMERCE
AERONAUTICS

WARNING

ALL PERSONS ARE WARNED NOT
TO INJURE OR DEFACE THIS PROP-
ERTY. ALL VIOLATIONS WILL BE
PROSECUTED.

ASS'T SECRETARY OF COMMERCE
FOR AERONAUTICS.







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Silver Bow Airway Beacon

Multiple Name: Sentinels of the Airways: Montana's Airway Beacon System, 1934-1979 MPS

State & County: MONTANA, Silver Bow

Date Received: 4/25/2019 Date of Pending List: 5/9/2019 Date of 16th Day: 5/24/2019 Date of 45th Day: 6/10/2019 Date of Weekly List:

Reference number: MP100004023

Nominator: SHPO

Reason For Review:

<input type="checkbox"/> Appeal	<input type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> TCP	<input checked="" type="checkbox"/> Less than 50 years
	<input type="checkbox"/> CLG	

☒ Accept ☐ Return ☐ Reject 5/28/2019 Date

Abstract/Summary Comments: The Silver Bow Airway Beacon is of statewide significance and meets National Register Criteria A and C in the areas of Transportation and Engineering. Erected in 1937, the airway beacon tower represents the standard design utilized between 1924 and 1940 in the early development of national airway beacon system. The rare extant operating tower was a significant component of Montana's historic air travel corridor facilitating nighttime commercial and airmail service. The property meets the registration requirements of the MT Airway Beacon MPS.

Recommendation/ Criteria Accept NR Criteria A and C

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date 5/28/2019

DOCUMENTATION: see attached comments : No see attached SLR : Yes

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



April 24, 2019

Ms. Joy Beasley, Keeper, National Register and National Historic Landmark Programs
National Park Service
National Register of Historic Places
1849 C St., NW - Mail Stop 7228
Washington, DC 20240

Dear Ms. Beasley,

Enclosed please find the following Multiple Property Document and associated nomination for your consideration for listing in the National Register of Historic Places:

Sentinels of the Airways: Montana's Airway Beacon System, 1934-1979, Multiple
Property Document (MPD),

Silver Bow Airway Beacon in Silver Bow County, Montana

The enclosed disks contain the true and correct copy of the National Register Multiple Property Document *Sentinels of the Airways: Montana's Airway Beacon System, 1934-1979*.

The enclosed disks contain the true and correct copy of the National Register nomination for the Silver Bow Airway Beacon for listing in the National Register of Historic Places.

Please be advised that the Montana State Historic Preservation Office notified Federal agencies in excess of 45 days, the local CLG in excess of 60 days, and private parties in excess of 30 days prior to the Preservation Review Board meeting. The Review Board unanimously recommended that the MPD be forwarded to the Keeper and the privately-owned beacon property be nominated and I concur with its recommendation.

Thank you for your consideration.

Sincerely,

Mark Baumbler, PhD
State Historic Preservation Officer

Enclosure

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(406) 444-2696 FAX
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