

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

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

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 00001491

Date Listed: 12/12/2000

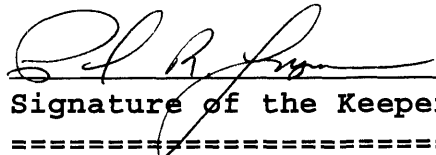
Morel Bridge  
Property Name

Deer Lodge  
County

MT  
State

N/A  
Multiple Name

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

  
Signature of the Keeper

12/12/00  
Date of Action

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Amended Items in Nomination:

Significance:

*Architecture* is deleted as an area of significance.  
[The property is best appreciated under Criterion C in the area of *Engineering*.]

*Criteria Consideration G* should be checked since the property continued to achieve significance into the period less than fifty years before the nomination.  
[The property meets the criteria consideration since the majority of the period of significance is older than 50 years and end date 1959 reflects a clear, logical point in time after which substantial changes affected the property's functional setting and importance.]

Acreage:

The correct acreage is: *less than one acre*.

These revisions were confirmed with Kathryn Hampton at the MT SHPO.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)



Morel Bridge  
Name of Property

Deer Lodge, MT  
County and State

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**5. Classification**  
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Ownership of Property:	Private	Number of Resources within Property	
Category of Property:	Structure	Contributing	Noncontributing
Number of contributing resources previously listed in the National Register:	n/a	___	___ building(s)
Name of related multiple property listing:	n/a	___	___ sites
		<u>1</u>	___ structures
		___	___ objects
		<u>1</u>	___ TOTAL

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**6. Function or Use**  
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Historic Functions:	Current Functions:
TRANSPORTATION/Road-related (vehicular)	TRANSPORTATION/Pedestrian-related RECREATION AND CULTURE/outdoor recreation

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**7. Description**  
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Architectural Classification:	Materials:
Other: Rainbow Arch Bridge	foundation: walls: roof: other: Concrete, redwood

**Narrative Description**

**Summary Description**

The Morel Bridge is a single-span, concrete, through-arch bridge located in the Warm Springs Ponds Complex, near Warm Springs, MT. The bridge design, patented by James Barney Marsh in 1912, is distinctive for its parallel arches that rise above the level of the deck. Seven hangers within the arches supported the original concrete deck. The bridge spans Silver Bow Creek and was part of a county road that connected the town of Anaconda to the Milwaukee Road Railway substation at Morel, MT. In 1959, the area was flooded by the construction of settlement ponds, subsuming the county road associated with the bridge and making the course of Silver Bow Creek difficult to discern. Submersion caused severe deterioration to the deck and the lower part of the hangers. The deck was partially replaced with redwood in 1992. Despite the loss of the original deck and deterioration of the concrete and rebar, especially at water level, the bridge retains integrity of design, workmanship and materials, as well as location and feeling. The bridge's integrity of setting and association have been compromised by construction of the ponds complex.

**Setting**

The Morel Bridge was constructed in 1914 across Silver Bow Creek as part of the county highway between the Chicago, Milwaukee, St. Paul & Pacific Railroad substation at Morel, Montana and Anaconda, Montana. The bridge is located in the broad Deer Lodge Valley, amidst a series of filtration ponds that were constructed by the Anaconda Copper Mining Company between 1911 and 1959. The Deer Lodge Valley is located approximately 18 miles west of the Continental Divide and receives little precipitation and mild winters. Surrounding vegetation includes grasses and forbes consistent with marshy environment, and includes cattails, wildflowers, napweed and bunchgrass. Foothills rise immediately to the east, and the Pintlar Range, with its high peaks, is visible along the western horizon. Today, the graceful arches of the Morel Bridge rise from a marshy, flooded area at the south end of Settlement Pond 2. Construction of the pond has made the original course of Silver Bow Creek difficult to discern. Indeed, the series of ponds have

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transformed the landscape from a creek to marsh and open water.

### The Morel Bridge

The bridge measures 90 feet long and 23 feet wide. A representative example of a "Rainbow Arch" reinforced concrete bridge, with its distinctive raised-arch design, the structure features a single span of two parallel arches on either side of the deck. The 21-inch wide arches are anchored in the abutments below the level of the deck, and rise above. Seven evenly-spaced 18-inch wide hangers, which supported the original concrete deck, are located within each arch, and are constructed of twisted square iron rods (a precursor to rebar), one-inch stringers, and concrete. Concrete guardwalls, each half the height of the arches, flank the deck area and feature recessed panels and beveled endposts (the northwest endpost and approach are missing). The original concrete deck no longer exists, and has been replaced by a redwood deck that extends to the center of the bridge. Since 1969, the property has been leased by the State Department of Fish, Wildlife, and Parks as a bird refuge. The bridge underwent improvements in 1992 to stabilize the structure, provide pedestrian access, and take advantage of its situation in a prime waterfowl viewing area. These included construction of the replacement deck, redwood guardrails, a raised gravel access road, and removal of sediments.

### Integrity

Despite the loss of the original concrete deck and the northwest approach, the Morel Bridge retains a high level of integrity. Architecturally, the bridge continues to exhibit those features that distinguish it as a representative example of the Marsh Rainbow Bridge design. Those significant features - the distinctive arches and hangers, though deteriorating at the pond level, retain sufficient integrity of design, workmanship, materials, and feeling. The county highway and course of the creek have been subsumed by the construction of settlement ponds, however, the bridge remains in its original location and is still used by pedestrian traffic. When viewed from the access road, the peaceful situation of the bridge is evocative of its historic function to connect the remote Morel Railroad substation (the railroad tracks are visible to the east) to the important industrial town of Anaconda whose towering smelter stack dominates the horizon to the west. Currently, stabilization of the bridge continues to be a high priority. The owners plan to take corrective action, including careful repair of the deteriorating arches, stringers and guardwalls. Restoration of the original deck is also feasible.

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## 8. Statement of Significance

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Applicable National Register Criteria: A, C

Areas of Significance: Social History;  
Engineering & Transportation;  
Architecture

Criteria Considerations (Exceptions): n/a

Period(s) of Significance: 1914-1959

Significant Person(s): n/a

Significant Dates: 1914, 1959

Cultural Affiliation: n/a

Architect/Builder: H.B. Grant, designer  
J.B. Marsh, patent holder

### Narrative Statement of Significance

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The Morel Bridge, also known as the Rainbow Bridge, is eligible for listing in the National Register under Criterion A, for its association in construction with the prisoner employment program and Honor System of Montana State Prison established by the innovative and progressive warden, Frank Conley. The bridge is a physical link to the turn of the twentieth century principles of prison reform, and programs to manage "a well-regulated penal institution whose object is the physical and moral improvement of its inmates."<sup>1</sup> The bridge is also significant at the state level for its association with the Montana "Good Roads Program" established in the 1910s as part of the Progressive Movement to improve Montana's infrastructure. The bridge is an example of the efforts by Progressive reformers of the 1910s to establish a good system of roads, beautify the built environment, and improve the lives and moral characters of the prison laborers.

The Morel Bridge is also eligible for listing in the National Register under Criterion C, as it is the only Marsh Rainbow Arch Bridge in the state of Montana. The Marsh Rainbow Arch, patented in 1912 by Iowa engineer James Barney Marsh, was an aesthetically pleasing and relatively inexpensive design popular throughout the Midwest. The bridge design is rare in the Pacific Northwest and Rocky Mountain States.

### **Site History**

Hugh Whitcraft received the patent for the northeast quarter of section 30, Township 5 North, Range 9 West in 1882. Eventually he sold the property to his son, Edward, who became a prominent rancher in the area. The Whitcraft ranch was consolidated with neighboring ranches, which formed the Warm Springs and Mitchell Ranch Companies. In 1908, floodwater from the Deer Lodge (Clark Fork) River, polluted by heavy metals from the Anaconda Copper Mining Company (ACM) operations, ruined numerous crops in the Warm Springs area. ACM purchased the lands, and began construction of filtration ponds to purify the contaminated water of Silver Bow Creek before it emptied into the Clark Fork. By 1911, the first, northernmost pond was completed. Two years later, the Deer Lodge County Commissioners, including Edward Whitcraft, recognized the need for a bridge to span Silver Bow Creek along the county road that connected the Morel Substation of the Milwaukee Railroad to the town of Anaconda. According to the County Commission Minutes, on August 1, 1913, the county paid \$2,067.88 for materials and \$265 to H.B. Grant for the design specifications for the Morel Bridge. State penitentiary inmates completed construction 1914. A second settlement pond, immediately north and west of the new bridge, was constructed in 1916. ACM built the largest and southernmost pond in 1959. Ten years later, they raised the level of the third pond's dike five feet. Construction of the ponds resulted in the county road being subsumed by the open water and marsh. Since 1969, ACM Co. has leased the Warm Springs Ponds Complex to the Montana Department of Fish, Wildlife and Parks for use as a wildlife refuge.<sup>2</sup>

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<sup>1</sup> Frank Conley, "Nineteenth Annual Report of the Montana State Prison for the Year Ending November 30, 1914," p. 9.

<sup>2</sup> Brian Shovers and Lynn Fredlund, GCM Services, Inc, "Cultural Resource Inventory and Assessment of Warm Springs Pond Complex" (Helena, MT: Montana Department of Health and Environmental Services, July, 1989), p. 8, 14.

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### The Progressive Movement in Montana

The period in American History between the late 1890s and World War I is generally recognized as the Progressive Era. Progressivism was a political and social movement that recognized a need for social reform, largely in response to abuses fueled by the industrial revolution following the Civil War. Progressives supported numerous social causes, including improved education, public health, social services for the poor, labor laws, ousting corrupt politicians, and curbing the influence of big business.<sup>3</sup>

The roots of the Progressive Movement are difficult to trace, and are often as varied as the social causes they embraced. Economic recessions of the early 1890s, the influence of new social and economic philosophies advocating social collectivism rather than individualism, activism in social work, the emergence of a new Protestant morality, and the effect of "Muckraker" reporters exposing corruption, all contributed to the various movements. Rural activists often focused on fair taxation of the railroad and agribusiness and resulted in the formation of the Grange, the Populist movement, and the People's Party. Urban reformers attacked corruption by city government officials, who were often in the pocket of big business. City officers were forced to acknowledge the social and economic needs of their poor constituents.

In Montana, Progressive movements embraced many of the same social and economic principles as the rest of the nation. Local communities and cities worked to create commissions and boards to oversee local projects, such as beautification of towns and improved education, public buildings and social services. At the state level, citizens called for the establishment of initiatives and referendums that would ensure direct legislation. That right was guaranteed when voters approved an amendment to the state constitution in 1906. These initiatives resulted in direct elections to the state and U.S. legislatures. Once advocates of Progressive ideals were elected as state and local officials, many reforms were instituted. These included restricting child labor and regulation of the railroad and utilities by the Montana Public Service Commission.<sup>4</sup> Two other progressive reforms in Montana were the establishment of the State Highway Commission in 1912 in response to the nation-wide "Good Roads" initiative, and the efforts of Montana State Prison Warden Frank Conley to establish work camps and an honor system at the penitentiary.

### The Montana Highway Commission

The boom in population and widespread introduction of the automobile in the 1910s inspired a national movement to improve and maintain a system of roads. The "Good Roads Program" culminated in a federal aid package to provide funds to states for this purpose. In order to qualify for federal funds, each state was required to establish a highway commission. The commissions oversaw the distribution and use of the funds, and regulated road and bridge construction. To this end, the Legislature established the Montana Highway Commission in 1913. Though individual counties were still fiscally responsible for road and bridge construction (federal money was not available until after 1916), and awarded contracts to construction companies, the Highway Commission provided advice and supervision, as well as designs and engineering expertise.<sup>5</sup>

In 1915, the bridge department was created within the Highway Commission. Charles A. Kyle, a bridge engineer, was in charge of the department, and based its organization on that of the state of Iowa. Montana Department of Transportation historian Jon Axline explains:

Indeed, even the original standard bridge designs are similar to those developed by the Iowa Highway Commission. Bridge engineer Milo Ketchum described timber and reinforced concrete structures that are strikingly similar to those constructed in Montana.<sup>6</sup>

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<sup>3</sup> Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, revised edition (Seattle: University of Washington Press, 1991), p. 254.

<sup>4</sup> Malone, et al., *Montana*, pp. 255-262.

<sup>5</sup> John Axline, *Monuments Above the Water: Montana's Historic Highway Bridges, 1860-1956* (Helena, MT: Environmental & Hazardous Waste Bureau, Montana Department of Transportation, 1993), pp. 12.

<sup>6</sup> Axline, p. 13.

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The influence of the Iowa Highway Commission and its bridges department is obvious on the design of bridges throughout Montana. Even before the Montana Bridge Department was established, designs by Iowa engineers were adapted to Montana roads. An excellent example of this influence is the Morel Bridge. Constructed in 1913-1914 by prison labor, H.B. Grant designed specifications for the bridge using the new, innovative, aesthetically pleasing, and inexpensive Rainbow Arch Bridge design patented by Iowa bridge engineer James Barney Marsh the year before.<sup>7</sup>

The national Good Roads initiative was a Progressive-Era reform that strongly influenced the State of Montana. It led to the establishment of the Montana Highway Commission in 1913, and recognized the need for better transportation routes throughout the state. The Commission used its influence to further other Progressive ideals, including prison reform. By using prison laborers to construct roads and bridges, the Commission was not only able to save precious funds, but also encouraged reform of the prison system itself. Work camps and projects such as the Morel Bridge involved groups of inmates performing useful labor, according to Warden Frank Conley, to improve their physical, emotional, and moral integrity.

### Frank Conley and Montana Prison Reform

Frank Conley was born in Maryland in 1864. He came to Montana Territory in 1880, joining a survey party in Yellowstone National Park before settling briefly in Miles City. There, he worked as a deputy sheriff. After bringing two prisoners to the territorial prison at Deer Lodge, he quit his job and began working as a guard at the prison. When the prison became a state institution in 1889, Conley, in partnership with Tom McTague, contracted to run it for the state. He was warden for 31 years, and, not coincidentally, chairman of the State Highway Commission for much of that time.<sup>8</sup>

As Warden, Conley transformed the penitentiary. Traditionally, prisoners were confined to total silence and hard, meaningless labor. The Progressive Conley saw the physical and emotional benefits to rewarding inmates for good behavior, and encouraging them to improve and rehabilitate themselves. In doing so, he hoped that some prisoners could return to society and lead productive lives. The cornerstone of Conley's program was the "Honor System" and work camps program. Conley began the program immediately upon his appointment as warden. Indeed, one of the prisoner's first projects was to construct a new prison facility. The superintendent of the construction work observed:

All the prisoners, with but few exceptions...took as much personal interest in their labor as though they were well paid for it, instead of receiving a quarter of a pound of tobacco a week, and the extra food necessary to perform heavy manual labor. Notwithstanding the fact that they were building a prison for their own confinement, in no instance did I ever detect any one taking advantage of his position in knowingly slighting or doing inferior work.<sup>9</sup>

Soon after completion of the prison building, inmates began to work on projects throughout the state, primarily in road construction. By 1914, over one-third of the inmate population was employed in the camps. On average, three unarmed guards were responsible for 75 inmate laborers at each camp. The camps were furnished with tents, showers, entertainment, and meals "as good as those served in an average boarding house and railroad camp."<sup>10</sup> The only means of punishment in the camps was the immediate return to the prison.

<sup>7</sup> Shovers and Fredlund, GCM Services, Inc, "Cultural Resource Inventory and Assessment of Warm Springs Pond Complex," p. 8.

<sup>8</sup> Lyndel Meikle, Historian, Grant-Kohrs Ranch National Historic Landmark, to Kathryn Hampton, National Register Coordinator, Montana State Historic Preservation Office, Written Communication, July 21, 2000.

<sup>9</sup> Superintendent McCallum to Frank Conley, "Warden's Report for the Year Ending November 30, 1913."

<sup>10</sup> Frank Conley, "Warden's Report for the Year Ending Nov. 30, 1914," p. 7.

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Conley extolled the virtues and benefits of the program in his 1914 Annual Report:

Too much cannot be said in favor of the prison camps and the honor system. The work done by the men in the way of road construction is in itself of inestimable value to the state and counties, and greater still are the benefits derived by the prisoners. The outside work, the absence of physical restraint, and the trust and confidence instill in each man a sense of pride, both for himself and for his work. He values his advantages and his privileges. He does not brood and ponder over his sufferings and wrongs, his failures and disappointments. He awakens to a new appreciation of life and determines to make a better future...The correct theory of a penal institution is not founded on the relation of a vindictive master to slave, but on the relationship of teacher and pupil...[a prisoner] must be encouraged to think along elevating lines and direct his mind in channels which lead to higher and better things...If they make good in prison the chances are greatly in their favor that they will succeed after their discharge.<sup>11</sup>

In 1921, newly elected Governor Dixon fired Conley and accused him of massive theft from the State. When the trial was over, it was determined that, far from owning the State, Conley was owed money. While there is still a debate over Conley's use of power, his extraordinary accomplishments in prison reform cannot be doubted.<sup>12</sup>

### James Barney Marsh and the Rainbow Arch Design

In addition to its significance under Criterion A for its association with the Progressive Era history in the State of Montana, the Morel Bridge is also eligible for listing in the National Register of Historic Places as the only remaining example of the Marsh "Rainbow Arch" bridge design in Montana.

James Barney Marsh was born in North Lake, Wisconsin April 12, 1856. He received his degree in Mechanical Engineering from the Iowa State College of Agriculture and the Mechanic Arts (now Iowa State University) in 1882. His first job was as a Des Moines contracting agent for the King Bridge Company of Cleveland, Ohio. There, Marsh not only worked in sales and design, but also the construction of bridges, which were primarily iron truss. Indeed, one of the designs Marsh oversaw while at King was their patented metal bowstring truss, very similar in design to the Rainbow Arch he would patent later. During the 1880s, Marsh also worked as the head of the Northern Agency for the Kansas City Bridge and Iron Company. In 1889, Marsh was promoted to general western agent and contracting engineer, placing him in charge of the Des Moines office of the King Bridge Company. He founded the Marsh Bridge Company in 1896. In 1909, the company was reorganized as the Marsh Engineering Company.<sup>13</sup>

Competition was fierce in the bridge building business, and on November 1, 1911, Marsh applied to patent his own concrete bridge design, in part to avoid paying royalties to other engineers. He received a patent for the "Reinforced Arch-Bridge" on August 6, 1912. As described in the patent, the "object of the present invention is to construct an arch bridge of reinforced concrete in such a manner as to permit a limited amount of expansion and contraction both of the arches and of the floor, which are, of course, the longest members of the bridge."<sup>14</sup> Allowing the principal parts of the bridge to expand and contract independently of each other resulted in its ability to withstand changes in temperature and moisture. The design was practical, marketable, and profitable.

The Rainbow Arch Bridge was inexpensive to build for a number of reasons. First, concrete was readily accessible and inexpensive to purchase and haul to the site. Labor costs were minimized as well, requiring only a foreman to supervise a few carpenters and

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<sup>11</sup> Conley, "Warden's Report, 1914," pp. 8-9.

<sup>12</sup> Meikle to Hampton, July 21, 2000.

<sup>13</sup> James C. Hippen, *Marsh Rainbow Arch Bridges in Iowa* (Boone County, Iowa: 1997), p. 5; Larry Jochims, "Rainbow Arch Bridges Add Variety to Kansas Highways," *Kansas Preservation*, Vol. II, No. 6, September-October, 1980 (Topeka, Kansas: Historic Preservation Department, Kansas Historical Society, 1980), p. 2; James C. Hippen, "Marsh Rainbow Arch Bridges," *Iowa Heritage Illustrated*, Vol. 79, No. 3, Fall 1998 (Iowa city, Iowa: Iowa Historical Society, 1998), p. 101.

<sup>14</sup> United States Patent Office, "James B. Marsh, of Des Moines, Iowa, Reinforced Arch Bridge," Number 1,035,026, Application Filed November 1, 1911, Serial Number 658,060, Patented August 6, 1912.



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unskilled laborers. Third, Marsh used steel to reinforce the concrete, which, after 1900, was relatively inexpensive and eliminated the need for construction of timber falsework during the building process.<sup>15</sup>

The design was also a marketing success. The popularity of the Rainbow Arch can be attributed to its pleasing aesthetics, its graceful arches appealed to smaller towns and counties who otherwise could not afford beautiful arched bridges. The concrete material could be formed to look like stone. In addition, the concrete looked and felt more sturdy than iron bowstring arches. Also, the name itself evoked feelings of luck and good fortune traditionally associated with rainbows.<sup>16</sup>

The Marsh Rainbow Arch design was built continually through the 1930s, primarily in the Iowa and Kansas, but also Nebraska, the Dakotas, Arkansas, Colorado, Wyoming, and the Pacific Northwest. There were several reasons for its decline in popularity. For example, the reinforced concrete eventually succumbed to the elements, exposing the steel reinforcements to temperature and moisture and weakening the bridge. Because the design required such a small crew for construction, engineers began to worry about the inexperience of the workers and the potential for disaster as a result of poor craftsmanship. Perhaps the most important reason for the Rainbow Arch's decline in popularity, however, was that though the raised arches were beautiful to look at, they prohibited widening of the bridge. As motor traffic and the size of farm equipment increased, the often narrow Rainbow Arches became a source of frustration to drivers. Of the hundreds constructed, only nine Rainbow Arch bridges remained in Iowa as of 1998.<sup>17</sup> In 1980, only seventy-six examples of the design could be found in Kansas.<sup>18</sup> Recent inventories reveal only a few in Arkansas, including the five-span Cotter Bridge, designated a National Historic Civil Engineering Landmark, and one each in Colorado, Wyoming, North Dakota, and South Dakota.<sup>19</sup>

Built in 1914, just two years after the design was patented, the Morel Bridge is an excellent example of the Marsh Rainbow Arch. Its aesthetics, and inexpensive labor and construction costs made the design popular from the 1910s to the 1930s, but few examples remain today. Indeed, the Morel Bridge is the only Marsh Rainbow Arch bridge in the State of Montana, and is eligible for listing in the National Register of Historic Places under Criterion C, as well as Criterion A.

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<sup>15</sup> Hippen, "Marsh Rainbow Arch Bridges," *Iowa Heritage Illustrated*, p. 101.

<sup>16</sup> Hippen, "Marsh Rainbow Arch Bridges," *Iowa Heritage Illustrated*, p. 102.

<sup>17</sup> Hippen, "Marsh Rainbow Arch Bridges," *Iowa Heritage Illustrated*, p. 103-4.

<sup>18</sup> Larry Jochims, "Marsh Arch Bridges - Part of Kansas' Transportation History," *Kansas Preservation*, Vol. V, No. 3, March-April, 1983 (Topeka, Kansas: Historic Preservation Department, Kansas Historical Society, 1983), p. 2.

<sup>19</sup> The Cotter Bridge was listed in the National Register of Historic Places as part of the Historic Bridges of Arkansas MPS, April 4, 1990.

Morel Bridge  
Name of Property

Deer Lodge, MT  
County and State

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**9. Major Bibliographic References**  
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See continuation sheet

**Previous documentation on file (NPS):**

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

**Primary Location of Additional Data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

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**10. Geographical Data**  
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**Acreage of Property:**

**UTM References: Zone: Easting: Northing:**  
12 363256 5112897

**Legal Location (Township, Range & Section(s)):** SE4SW4NE4 of Sec. 30, Township 5 North and Range 9 West, MPM

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**Verbal Boundary Description**

The boundary for the Morel Bridge is a rectangle, 23 feet by 90 feet. The rectangle encompasses the bridge from each end, including the approaches, and is centered on the bridge.

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**Boundary Justification**

Because of its situation in the Warm Springs Settlement Pond #2, the road associated with the bridge has been subsumed. The boundary is limited to the physical structure of the bridge.

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**11. Form Prepared By**  
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name/title: Barry C. Duff, environmental manager  
organization: Atlantic Richfield Co  
street & number: 307 East Park Ave  
city or town: Anaconda, MT zip code: 59711

name/title: Kathryn Hampton, National Register Coordinator  
organization: State Historic Preservation Office  
street & number: 1410 Eighth Ave.  
city or town: Helena, MT zip code: 59601

-----  
**Property Owner**  
-----

name/title: Atlantic Richfield Co  
street & number: 307 East Park Ave telephone: 406-563-5211  
city or town: Anaconda state: MT zip code: 59711

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