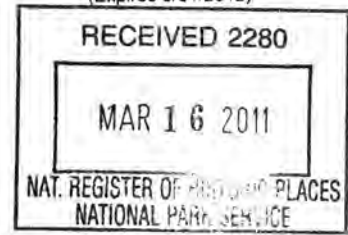


United States Department of the Interior  
National Park Service



# 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 Bad Route Creek Bridge  
Other names/site number 24DW423/MDT Identification No. L11109020+03001

## 2. Location

street & number Milepost 20 on County Road 261  not for publication  
city of town Five miles northeast of Fallon  vicinity  
State Montana code MT county Dawson code 021 zip code 58326

## 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  local

Mark F. Baumbach  
Signature of certifying official  
SHPO  
Title

3/11/2011  
Date  
MONTANA STATE HISTORIC PRESERVATION OFFICE  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of commenting official Date  
\_\_\_\_\_  
Title State or Federal agency and bureau

## 4. National Park Service Certification

I, hereby, certify that this property is:

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

Signature of the Keeper [Signature] Date of Action 7/29/11

Bad Route Creek Bridge  
Name of Property

Dawson County, Montana  
County and State

**5. Classification**

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

- private
- public - Local
- public - State
- public - Federal
- private

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

- building(s)
- district
- site
- 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	<b>Total</b>

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

Reinforced Concrete Bridges of Montana, 1900-1958

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

3

**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: Reinforced Concrete Slab Bridge

**Materials**  
(Enter categories from instructions)

foundation: Concrete

walls: \_\_\_\_\_

roof: \_\_\_\_\_

other: Concrete

Bad Route Creek Bridge

Dawson County, Montana

Name of Property

County and State

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### **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**

Spanning Bad Route Creek, a tributary of the Yellowstone River, in Dawson County, the Bad Route Creek Bridge consists of one contributing resource, a six-span reinforced concrete slab bridge constructed in 1922. The bridge measures 98 feet long and 22 feet wide. It is located on an abandoned segment of US Highway 10; it was bypassed in 1950 when a new alignment was constructed to the north. The bridge, the longest reinforced concrete bridge designed and constructed by the Montana Highway Department, displays features typical of the style during the 1920s, including decorative concrete guardrails and piers. The setting of the site is also largely intact as the new alignment of the highway and Interstate 94 are located about one mile north of this bridge. The surrounding area continues to be used for pasturage by local ranches.

---

### **Narrative Description**

The Bad Route Creek Bridge is located on a county road (old US Highway 10) between Glendive and Fallon on the fringes of the Yellowstone River in southeastern Montana. The bridge crosses the creek on county-maintained Road 261 that roughly parallels Interstate 94 between Glendive and Terry, Montana. The bridge is located within an area of river basin fill bordered by the late Cretaceous Fort Union Formation. Bad Route Creek originates in the badlands northwest of the bridge and courses to the southeast before emptying into the Yellowstone River about two miles southeast of the bridge. Southeastern Montana is located on the northern Great Plains. The surrounding area is primarily used for agricultural purposes.<sup>1</sup>

The Bad Route Creek Bridge, a six-span reinforced concrete slab structure, measures 98 feet in length and consists of six 16-foot spans. The bridge is 22 feet wide and displays a roadway width of 21 feet. The bridge was poured in place and the guardrails added as prefabricated units to the structure. The bridge rests on five open inverted horseshoe-shaped concrete piers with arched openings. The bridge is supported at the ends by concrete backwalls and extended concrete abutments. Raised curbs surmounted by decorative concrete guardwalls flank the deep concrete slab deck. The guardwalls, anchored at the ends by vertical reinforced concrete posts, are pilastered at the piers and have corniced balustrades. The walls are pierced by elongated diamond-shaped openings standard to concrete bridges designed by the Montana Highway Department between 1921 and 1929.

### **Integrity**

The Bad Route Creek Bridge retains excellent integrity of design, materials, and feeling. There have not been any significant modifications made to the bridge since its construction in 1922. The rural setting of the bridge is also intact imparting the feeling of the area when the bridge was initially constructed.

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<sup>1</sup> David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 384.

Bad Route Creek Bridge  
Name of Property

Dawson 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)

- 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)

Property is:

- 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.

#### Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

#### Period of Significance

1922-1950

#### Significant Dates

1922, 1950

#### Significant Person

(Complete only if Criterion B is marked above)

#### Cultural Affiliation

#### Architect/Builder

Montana Highway Department

Security Bridge Company

#### Period of Significance (justification)

The Period of Significance for the Bad Route Creek Bridge is 1922 to 1950. This encompasses its construction in 1922 through its time as a component of US Highway 10 before it was bypassed by a new alignment of the highway in 1950.

#### Criteria Considerations (explanation, if necessary)

Bad Route Creek Bridge

Dawson County, Montana

Name of Property

County and State

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

The Bad Route Creek Bridge is eligible for listing on the National Register of Historic Places under criteria A and C. The bridge is eligible under Criterion A because of its association with the Montana Highway Department's first phase of road and bridge improvements between 1915 and 1922. The department's program sought to make substantial improvements on the state's federal aid highway system in order to facilitate commercial and public transportation. Key to the success of the program was a system of modern and reliable bridges. Consequently, the highway department designed reinforced concrete, steel truss, and timber bridges to meet its goals. The Bad Route Creek Bridge was a component of the road connecting Glendive and Terry in southeastern Montana. The bridge gains additional significance as an intact example of a reinforced concrete slab structure. The Montana Highway Department standardized the design for this type of bridge about 1920, but never built them in great numbers. They constitute only a small part of the bridges designed and built by the department between 1921 and 1941. The Bad Route Creek Bridge retains all of its original components and features and is an excellent representative example of the type.

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

The Bad Route Creek Bridge is eligible for listing in the National Register of Historic Places under Criterion A for its association with the Montana Highway Department's first phase of the improvement of the state's transportation system from 1915 to 1922. The bridge was a component of the road connecting Glendive with Terry that became known as US Highway 10 in 1926. The bridge marked a collaboration between Dawson County, which paid for the bridge, and the Montana Highway Department, which designed and oversaw its construction. The bridge remained an important part of US Highway 10 in southeastern Montana until 1950 when it was bypassed by a new alignment of the roadway further to the north. The bridge, however, continues to function as part of the county road.

The bridge is also an excellent and intact example of a reinforced concrete slab bridge. The Montana Highway Department standardized the slab bridge design about 1920, but never built this type in great numbers before it was dropped by 1930. The bridge retains all of the structural components common to the type, including the thick concrete deck, solid concrete piers, and the distinctive concrete guardwalls with diamond-shaped openings. No modifications have been made to the bridge (other than routine maintenance) since it was constructed in 1922. The bridge is also the longest reinforced concrete slab bridge in the state, measuring 98 feet. The bridge is an excellent example of the type and is eligible for the National Register under Criterion C.

**Engineering Significance**

The Bad Route Creek Bridge is the longest multi-span reinforced concrete bridge remaining in Montana. While most reinforced concrete slab bridges consist of one or two spans, the Bad Route Creek Bridge is composed of six spans each measuring less than 20 feet in length consistent with early twentieth century reinforced concrete slab design. Funded through county bonds and by direct federal aid, the bridge is associated with the expansion of the state's Federal Aid highway system during the early 1920s. The bridge retains design elements (i.e. decorative concrete guardwalls) typical to reinforced concrete bridges in Montana built before 1929. It is also a rare example of a concrete bridge constructed by the Security Bridge Company, a firm noted for its work on steel truss bridges.

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

On 11 August 1921, the Montana State Highway Commission awarded a contract to the Billings-based Security Bridge Company to construct four reinforced concrete bridges and re-deck the Yellowstone River bridge at Fallon. Federal Aid Project No. 130 also included the improvement of seventeen miles of the Red Trail (later US Highway 10) between Glendive and Fallon. While Dawson County was financially responsible for the road improvements, the highway commission was responsible for overseeing its construction. The Security Bridge Company began construction of the six-span reinforced concrete slab bridge in late 1921 and completed it sometime in 1922. The four concrete bridges cost \$17,309 to complete. In the summer of 1923, a cloud-burst and flash flood washed away the eastern approach to the bridge. In 1943, the highway department improved the Glendive – Terry segment of US Highway 10 because of the

Bad Route Creek Bridge

Dawson County, Montana  
County and State

Name of Property

road's strategic importance to the US war effort. The plans for that project indicate that the department was considering a new alignment for Highway 10 north of the existing route. It was not until 1950, however, that it reconstructed the highway and bypassed the Bad Route Creek Bridge.

### Security Bridge Company

Cousins William Sherman Hewett and Arthur L. Hewett founded the Security Bridge Company in 1905. Born in South Hope, Maine, in 1864, William Hewett went to work as a clerk for his bridge-builder uncle, Seth M. Hewett, in 1887. William received his training in bridge and structural design from his uncle Maurice and a German employee. By 1895, William was the joint proprietor of his uncle Seth's company, while his cousin, Arthur, worked as the firm's traveling agent. In 1897, the cousins formed W. S. Hewett and Company, one of Montana's most active bridge-building companies in Montana until 1906.<sup>2</sup>

In 1905, William dissolved the company and, with his cousin Arthur as partner, formed the Security Bridge Company. From 1906 to 1926, the Security Bridge Company was the most prodigious bridge-construction company in the state. The new company's first project was the construction of a single-span pin-connected Pratt through truss across the Stillwater River at Kern's Crossing in Stillwater County in 1907. By 1917, the company had constructed at least sixty truss bridges throughout central and eastern Montana. Most were simple pin-connected Pratt through structures or riveted Warren pony truss structures.<sup>3</sup>

In 1911, the Hewetts relocated the company headquarters from Minneapolis to Billings, Montana, and reincorporated with Arthur, as president of the firm and fellow Minnesotan William P. Roscoe as vice-president. Even after the creation of the Montana Highway Department's bridge department in 1915, the Security Bridge Company continued to build bridges under the auspices of both the highway department and the counties until 1926. Arthur closed the company in 1926 to pursue other interests in Billings. The company's successor, the William P. Roscoe Company, continued to build bridges in the state until 1956.<sup>4</sup>

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## **9. Major Bibliographical References**

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

Alt, David and Donald W. Hyndman. *Roadside Geology of Montana*. (Missoula: Mountain Press Publishing, 1991).

Axline, Jon. *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*. (Helena: Montana Historical Society, 2005).

Bridge Inspection Record No. L11109020+03001. Montana Department of Transportation. Helena, Montana.

Construction File. Federal Aid Project No. 130. Montana Department of Transportation. Helena, Montana.

Hewett, Maurice W. "William Sherman Hewett: A Biography." Unpublished Manuscript (July, 1956). Montana Historical Society. Helena, Montana.

Montana Road Log, 1955. Montana Department of Transportation, Helena.

Montana State Highway Commission Meeting Minute Books. Montana Department of Transportation. Helena, Montana.

Plans and Profile. Federal Aid Project No. SN-FAP 130-B. Montana Department of Transportation. Helena, Montana.

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<sup>2</sup> Fredric L. Quivik, *Historic Bridges in Montana*, (Washington, DC: Department of the Interior, 1982), 41, 43; Fredric L. Quivik, "Montana's Minneapolis Bridge Builders," *IA: The Journal of the Society for Industrial Archeology*, Volume 10, Number 1 (1984), 45; Maurice W. Hewett, "William Sherman Hewett: A Biography," Unpublished Manuscript (July, 1956), 2.

<sup>3</sup> Quivik, "Montana's Minneapolis Bridge Builders," 43, 45; Hewett, "William Sherman Hewett," 2; Quivik, *Historic Bridges*, 41, 43.

<sup>4</sup> Quivik, *Ibid*, 43.

Bad Route Creek Bridge  
Name of Property

Dawson County, Montana  
County and State

Quivik, Fredric L. *Historic Bridges in Montana*. (Washington, DC: Department of the Interior, 1982).

\_\_\_ "Montana's Minneapolis Bridge Builders," *IA: The Journal of the Society for Industrial Archeology*, Volume 10, Number 1 (1984).

*Report of State Highway Commission of Montana for Period Ending December, 1928*. (Helena: State Highway Commission, 1929).

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

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

**Primary location of additional data:**

\_\_\_ State Historic Preservation Office  
 Other State agency  
\_\_\_ Federal agency  
\_\_\_ Local government  
\_\_\_ University  
\_\_\_ Other  
Name of repository: Montana Dept. of Transportation

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

**10. Geographical Data**

**Acreage of Property** 1.0  
(do not include previously listed resource acreage)

**UTM References**

(Place additional UTM references on a continuation sheet)

NAD 27

1	<u>13</u>	<u>499270</u>	<u>5192680</u>	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

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

The boundary for the Bad Route Creek Bridge is a rectangle measuring 98 x 25 feet. The rectangle encompasses the bridge and its approaches on both sides of the creek. The boundary is centered on the bridge.

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

Boundaries for the Bad Route Creek Bridge are drawn to encompass the six spans of the bridge, its immediate approaches and that portion of the creek spanned by the bridge. The width is increased beyond the measurements of the structure to include the piers and abutments.

Bad Route Creek Bridge  
Name of Property

Dawson County, Montana  
County and State

### 11. Form Prepared By

name/title Jon Axline/Historian  
organization Montana Department of Transportation date November 16, 2009  
street & number 2701 Prospect Avenue telephone (406) 444-6258  
city or town Helena state MT zip code 59620-1001  
e-mail jaxline@mt.gov

### 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)

### Property Owner:

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

name Dawson County  
street & number 207 West Bell Street telephone 406-377-1717  
city or town Glendive state MT zip code 59330-1694

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

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

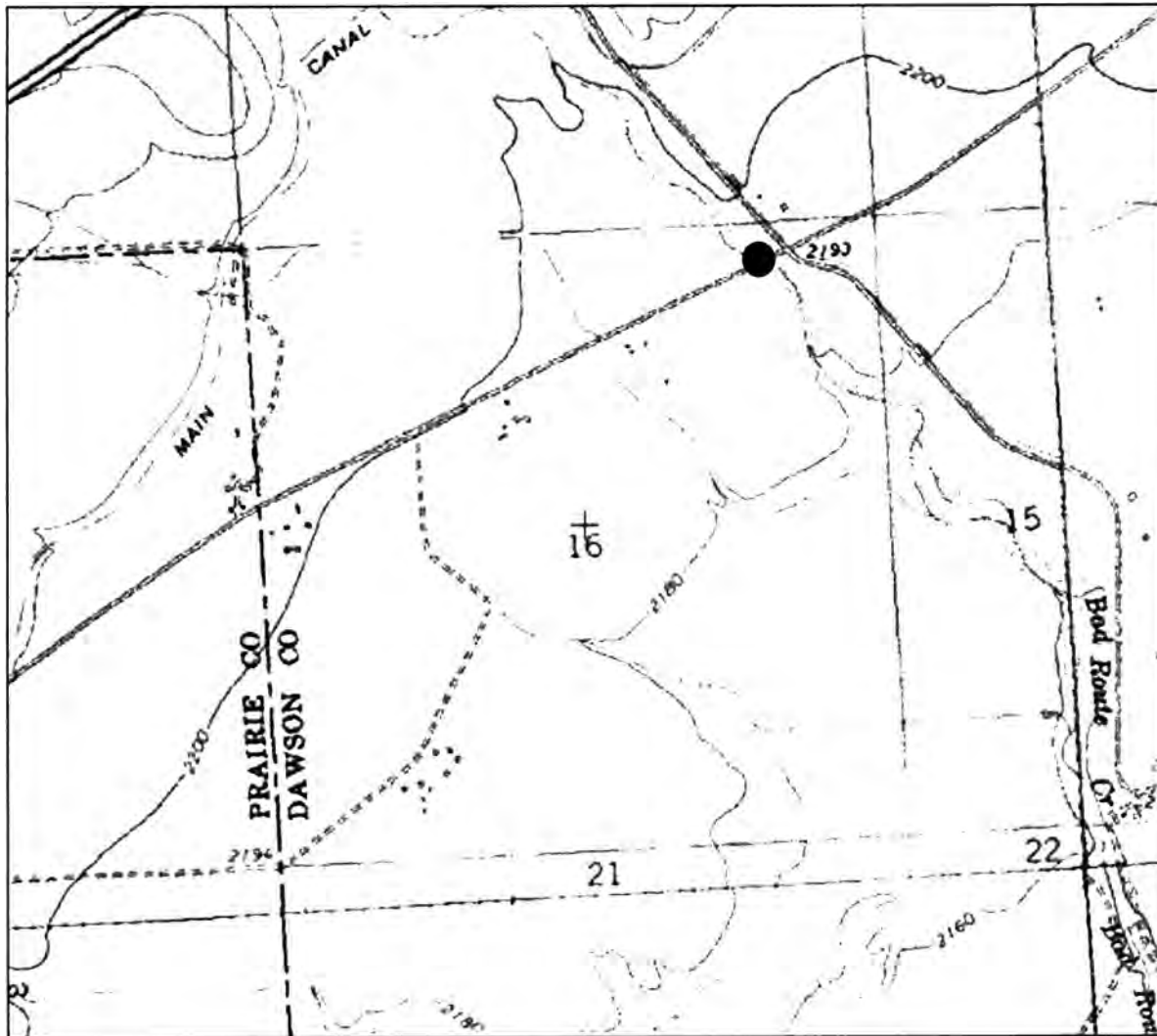


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 10 Page 1

Bad Route Creek Bridge (24DW423)
Name of Property
Dawson County, Montana
County and State
Reinforced Concrete Bridges of Montana, 1900-1958
Name of multiple listing (if applicable)



Location of Bad Route Creek Bridge. Located on Fallon NE, Montana (1967) 7.5' Topographic Map. Photorevised 1983.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number Photographs Page 1

Bad Route Creek Bridge (24DW423)

Name of Property

Dawson County, Montana

County and State

Reinforced Concrete Bridges of Montana,  
1900-1958

Name of multiple listing (if applicable)

### Photolog

Name: Bad Route Creek Bridge (24DW423)  
County and State: Dawson County, Montana  
Photographer: Kristi Hager  
Date of Photograph: 2005  
Location of original negative: Montana Department of Transportation. Helena, Montana.  
Description and view of camera: South profile. View to north.  
Photograph No. MT\_DawsonCounty\_BadRouteCreekBridge\_0001

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Bad Route Creek Bridge (24DW423)

Name of Property

Dawson County, Montana

County and State

Reinforced Concrete Bridges of Montana,  
1900-1958

Name of multiple listing (if applicable)

Section number Photographs Page 2

**National Register Photographs**



Name:	Bad Route Creek Bridge (24DW423)
County and State:	Dawson County, Montana
Photographer:	Kristi Hager
Date of Photograph:	2005
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	South profile. View to north.
Photograph No.	MT_DawsonCounty_BadRouteCreekBridge_0001

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

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

=====

**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 11000224      Date Listed: 4/28/2011

Bad Route Creek Bridge                      Dawson                      MT  
Property Name                                      County                                      State

Reinforced Concrete Bridges in Montana, 1900-1958 MPS  
Multiple Name

-----

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                      4/28/11  
Date of Action

-----

Amended Items in Nomination:

**Classification:**

The Number of Contributing Resources Previously Listed in the National Register should read: **0**  
[The reference refers to resources within the boundaries of the nominated property not the larger MPS study or property type category.]

These clarifications were confirmed with the MT SHPO office.

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**DISTRIBUTION:**

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

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Bad Route Creek Bridge

MULTIPLE NAME: Reinforced Concrete Bridges in Montana, 1900-1958 MPS

STATE & COUNTY: MONTANA, Dawson

DATE RECEIVED: 3/16/11      DATE OF PENDING LIST: 4/05/11  
DATE OF 16TH DAY: 4/20/11      DATE OF 45TH DAY: 5/01/11  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000224

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

\_\_\_ ACCEPT    \_\_\_ RETURN    \_\_\_ REJECT    \_\_\_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

**The bridge is significant under National Register Criteria A and C in the areas of Transportation and Engineering. Serving local transportation needs, the bridge is a well preserved example of early twentieth century reinforced concrete bridge design. The nomination meets the registration requirements set forth in the MPS cover document.**

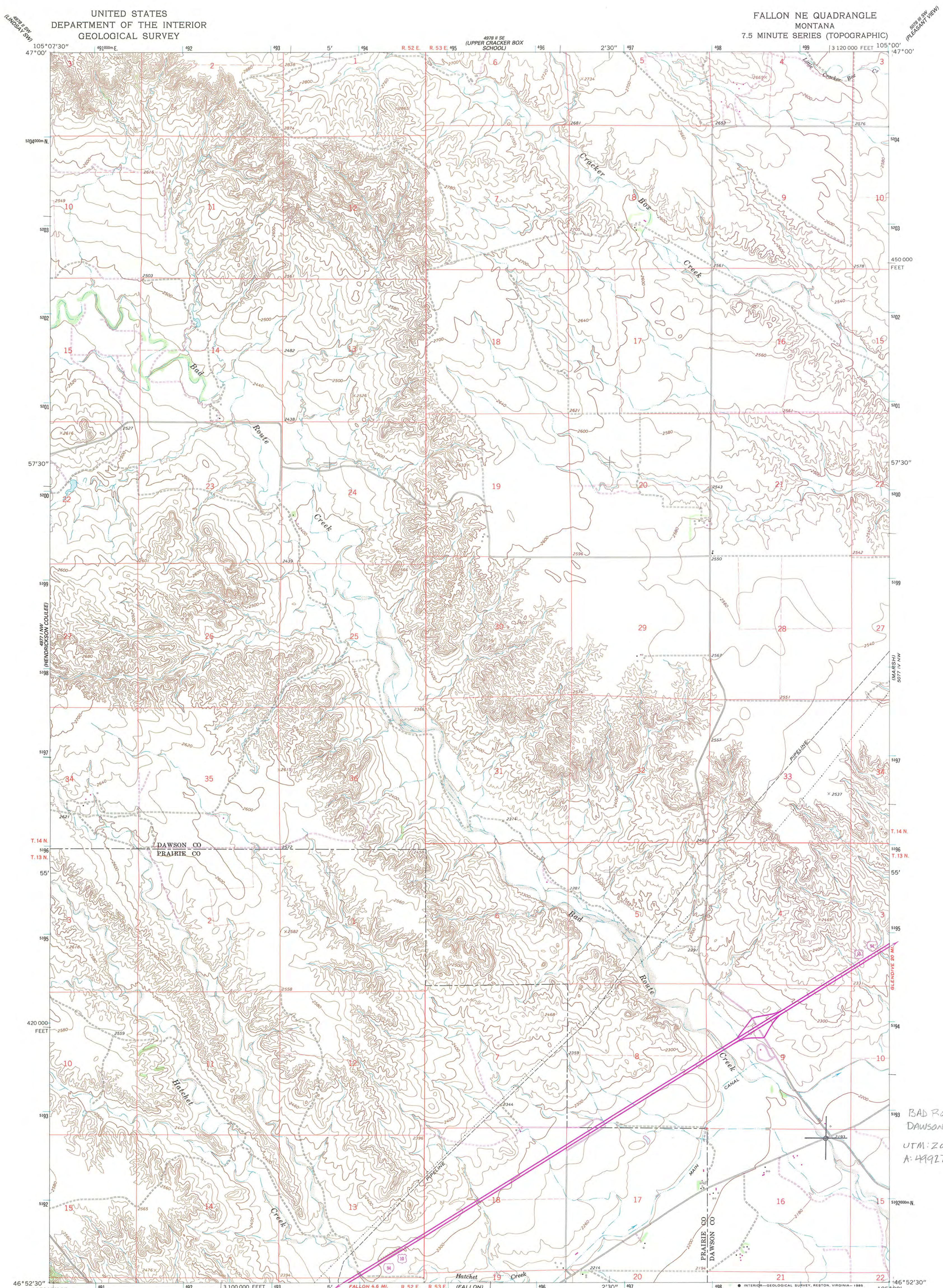
RECOM./CRITERIA Accept CRITERIA A+C  
REVIEWER PAUL R. LOSIGNAN DISCIPLINE HISTORIAN  
TELEPHONE \_\_\_\_\_ DATE 4/28/11

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

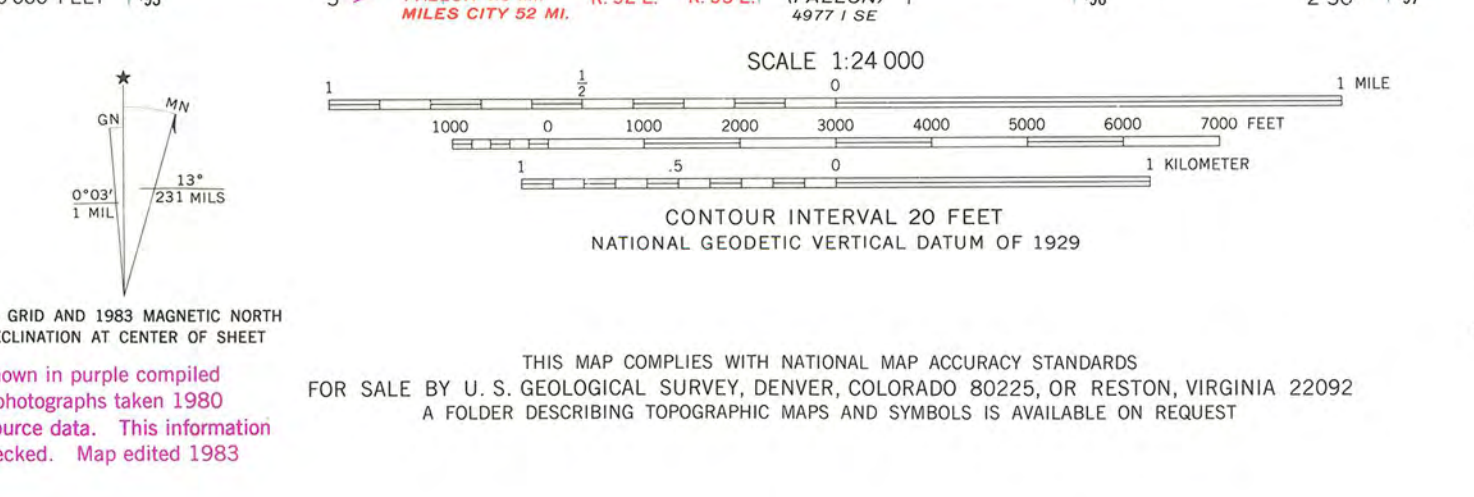
If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Bad Route Creek Bridge  
Dawson County, MT  
Photo # 0001



Mapped, edited, and published by the Geological Survey as part of the Department of the Interior program for the development of the Missouri River Basin Control by USGS and NOS/NOAA  
Topography by photogrammetric methods from aerial photographs taken 1965. Field checked 1967  
Polyconic projection. 1927 North American Datum 10,000-foot grid based on Montana coordinate system, central zone  
1000-meter Universal Transverse Mercator grid ticks, zone 13, shown in blue  
Fine red dashed lines indicate selected fence lines  
To place on the predicted North American Datum 1983 move the projection lines 5 meters north and 43 meters east as shown by dashed corner ticks



**ROAD CLASSIFICATION**  
 Primary highway, hard surface  
 Secondary highway, hard surface  
 Unimproved road  
 Interstate Route  
 U. S. Route  
 State Route  
 Light-duty road, hard or improved surface  
 Unimproved road  
 Interstate Route  
 U. S. Route  
 State Route

BAD ROUTE CREEK BRIDGE  
DAWSON COUNTY, MONTANA  
UTM: ZONE 13  
A: 499270 = 5192680N

FALLON NE, MONT.  
46105-H1-TF-024  
1967  
PHOTOREVISED 1983  
DMA 4977 1 NE—SERIES V894

MONTANA OUTDOOR SPORTS  
708 N. MAIN  
HELENA, MT 59601  
406-443-4119

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled from aerial photographs taken 1980 and other source data. This information not field checked. Map edited 1983