

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: MP100004037

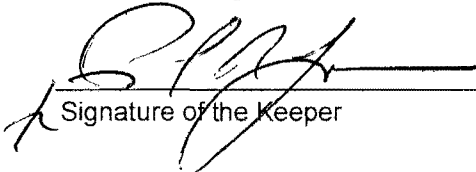
Date Listed: 5/31/2019

Property Name: Homestake Airway Beacon

County: Jefferson

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 Keeper

5/31/2019  
Date of Action

Amended Items in Nomination:

**Location:**

The Street Address is revised to read: "Along Continental Divide at Homestake Pass; Beaverhead-Deerlodge National Forest" [Even rural (vicinity) resources should provide some descriptive address.]

**Significance:**

Engineering is added as an Area 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 resources represent 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 and FOREST SERVICE DFPO were notified of this amendment.

**DISTRIBUTION:**

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

United States Department of the Interior  
National Park Service

4591

# 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: Homestake Airway Beacon  
Other names/site number: 24JF2092/24SB1079  
Name of related multiple property listing:  
Sentinel 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: Butte State: MT County: Jefferson/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

<u>Jon Chel, DFPO</u>		<u>4/29/19</u>
Signature of certifying official/Title:		Date
<u>USFS, Northern Region</u>		
State or Federal agency/bureau or Tribal Government		
In my opinion, the property <u>X</u> meets <u>   </u> does not meet the National Register criteria.		
<u>Mark F. Paumes</u>		<u>4/24/2019</u>
Signature of commenting official:		Date
<u>STATE HISTORIC PRESERVATION OFFICER</u>		<u>MONTANA SHPO</u>
Title :		State or Federal agency/bureau or Tribal Government

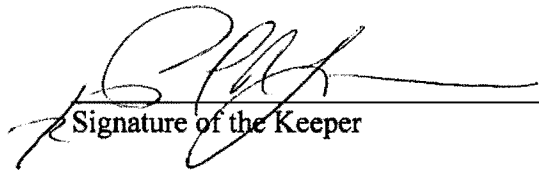
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**4. National Park Service Certification**

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

5/31/2019  
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	
_____	_____	buildings
_____	_____	sites
<u>3</u>	_____	structures
_____	_____	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.)

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### Summary Paragraph

The Homestake Airway Beacon consists of three features associated with the operation of the nighttime airway beacon: the beacon tower, the generator shed, and the powerline connecting the beacon to its power source. The Homestake Airway Beacon sits on the boundary line between Jefferson and Silver Bow counties, Montana about six miles southeast of the city of Butte, the Silver Bow County seat. Erected in 1935, the beacon was part of an historic system of lighted beacons that provided guidance to aircraft pilots as they flew both north-south and east-west across Montana during the nighttime. The beacon is at the junction of the National Parks Airway route between Salt Lake City and Great Falls, Montana, and the Northern Transcontinental Airway cutoff between Three Forks and Gold Creek, Montana. The Homestake Airway Beacon functioned as a critical component of both airway routes in Montana. A metal platform surmounts the 15-foot 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 sometime after 1960. The generator shed is accessed via a Forest Service road branching off Homestake Road. The road is accessed off the Interstate 90 Homestake Pass Interchange (#233) and is only accessible by foot. The Homestake Airway Beacon sits within the

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Beaverhead-Deerlodge National Forest and is maintained and operated by the Montana Department of Transportation's Aeronautics Division. The Homestake Airway Beacon retains a very-high level of all aspects of integrity including the virtually unchanged setting since the beacon's construction in 1935.

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### **Narrative Description**

The Homestake Airway Beacon sits atop a granite outcrop of the southern Boulder Range at an elevation of 7,200 ft., literally on the crest of the Continental Divide at Homestake Pass. The outcrop rises nearly 700 ft. above the surrounding terrain. Interstate 90 crosses Homestake Pass east-west about one mile to the north, and Butte, Montana lies six air miles to the northwest and is visible from the tower's platform. The beacon straddles the Silver Bow-Jefferson county line and the Continental Divide. A dirt road approaches the beacon's generator house from the north and west, providing vehicular access to that feature; the tower is accessible by foot from the generator house. The vantage of the Homestake Airway Beacon features spectacular views of the Silver Bow Valley and Butte to the west and the Jefferson Valley to the east. The Continental Divide stretches to the north and south and functions as the boundary between Silver Bow and Jefferson counties. The property occupies about three acres of Beaverhead-Deerlodge National Forest land on which the MDT has held a Special Use Permit since 1935.<sup>1</sup>

The Homestake Airway Beacon consists of three features: the beacon tower (F-1), the generator house (F-2), and power line.

### **Homestake Airway Beacon Tower (one contributing structure)**

The beacon tower is comprised of steel angle sections, bolted at the connections. The tower stands 15 feet in height. It is 4½ feet square at the base with each corner resting on a buried concrete footing. The tower tapers to 16 x 16 inches at its top and partially supports a platform. Additional pieces of angle iron bolted to the upper tower legs also support the platform (this configuration is unique to shorter towers). The tower's structural elements were fabricated by the Jones & McLaughlin Steel Company and are painted silver. The upper elements are painted orange. A narrow steel ladder attaches to the northeast leg of the tower extending to the platform where the beacon is situated. A steel angle section railing, approximately 4 feet in height, encloses the 6 x 6-foot platform. A trap door on the platform's northeast provides access at the top of the ladder. An angle iron lightning rod projects from the west corner of the platform. There is an old warning sign (noting that it is a crime to damage the beacon) bolted and wired to the northeast tower leg at about eye level, but it is so rusted that very little of it is legible.

The revolving beacon sits atop a steel pedestal that houses the wiring. A Lexan dome, which replaced the original glass dome, encloses the beacon. The Montana Aeronautics Commission upgraded the beacon with a pulse start lamp kit in 2011. Smaller 500-watt course lights are on the northwest and southeast sides of the platform and face outward, corresponding with the air route's directionality. An electrical circuit box situated on the interior southwest side of the platform near its west corner attaches to the safety railing.

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<sup>1</sup> File. Homestake Airway Beacon. Aeronautics Division. Montana Department of Transportation. Helena, MT.

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### **Generator Shed (one contributing structure)**

The generator shed sits 2000 feet north and 684 feet lower than the beacon tower along a dirt Forest Service road about one mile south of the I-90 Homestake Interchange (#233). Constructed in 1935, it served as part of the original operation of the beacon, housing the generator. The building measures 10 feet 6 inches (east-west) x 14 feet 4½ inches (north-south). The foundation is poured concrete and includes two 1½ x 2-foot concrete footings within the interior that supported the heavy generator. An interior foundation wall, running north-south just west of the footings, also reportedly provided additional support (those interior details are no longer visible). The walls are sided with standing seam galvanized metal, formerly painted white, and later tan. The building has 1 x 4-inch plain board corner boards. There is a patched generator exhaust hole piercing the west wall. The entrance is located south of center on the east side of the building and is reached by a single 3½-foot wide concrete step. The door is a wood paneled unit with a half-light; now both the light and lower panel(s) are covered with plywood. Windows are located on the north, south, and west sides of the building, and all are 6/6 double-hung windows (most of the glass has been broken out). All the window openings (including on the door) are protected by wire mesh. The north and south windows have narrow, wood shed roof awnings, each supported by a plain curved bracket on either end. The building has a side gable roof covered with standing seam metal and a ridgecap with ball finials at either end. The roofing retains much of its historic orange paint. The soffits are wood panels with sheet metal in each panel. Two sheet metal ventilators are situated on the roof ridge near the north and south ends.

The building originally housed a Kohler generator fueled by white gasoline that provided electrical power to the 1,500-watt beacon on the tower. Electrical wiring exited the building through its south wall just left of the window, heading to the first pole on the line heading south. After the generator was removed, holes in the tongue-and-groove flooring were patched with like material, so the floor is continuous from wall to wall at present. Other features of the building interior include a large electrical service panel on the south wall near the building's southwest corner and a drop top wood table centered along the east wall.

### **Power Line (one contributing structure)**

A line of newer wood power poles stands between the beacon tower and the generator house. The poles, which date to 1960, were made at the Montana Pole Plant in Butte. The poles lack crossarms and aqua glass insulators. The powerline stretches 1,818 feet north-south between the beacon and the generator shed. The poles remain standing in good condition, but several lengths of conductor have fallen or been removed.

### **Integrity**

The Homestake Airway Beacon retains a high level of integrity. The beacon tower and generator shed sit in their original locations, and 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 much of the original equipment continues in use; its routine maintenance ensures

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its continuing operation. Its relationship to the Whitetail Airway Beacon (24JF2093), 15 miles to the northeast, is also unbroken. Both the beacon tower and generator shed display the effects of their positioning in a completely exposed location. However, despite the tell-tale signs of temperature extremes, sometimes heavy snow, and wind, the site easily demonstrates sound integrity of workmanship, design, and materials.

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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**

1935-1979

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1935, 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  
Art Hadfield, US 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 Homestake 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 1935. 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 such nighttime navigation. The Homestake 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 1935. 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 Homestake 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.<sup>2</sup> Those twelve, plus the St. Regis beacon relit in 1967, constituted the Montana Beacon System.<sup>3</sup> 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 Homestake Airway Beacon, fully incorporating them into the Montana Beacon System. The Homestake Airway Beacon is currently the responsibility of the Montana Department of Transportation's Aeronautics Division.<sup>4</sup>

The Homestake 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 1935 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.

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

The Homestake 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

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<sup>2</sup> 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.

<sup>3</sup> Two beacons at Bozeman Pass and Boulder Hill, were decommissioned in 1982.

<sup>4</sup> 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), p. 10, 13.

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country's airway transportation corridors from 1935 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 Homestake Airway Beacon served as a component of two federally-sanctioned airway routes: the National Parks Airway and a cutoff on the Northern Transcontinental Airway Route between New York City and Seattle, Washington.

The US Department of Commerce established the National Parks Airway in 1928. The airway provided a designated air mail and passenger route from Salt Lake City northward to Great Falls, Montana. The Northern Transcontinental Airway 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 Homestake beacon was also part of the cutoff route.<sup>5</sup>

The Homestake 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 many of its beacons, with most remaining operational until 2017. The beacon found at Homestake represents the standard federal airway beacon design utilized between 1925 and 1940. The beacon tower remains intact with no changes to its design. Although replaced in 2011 with an updated lamp, the beacon light surmounting the top of the tower continues to function in its historic capacity; no changes occurred to the course lights on the tower.<sup>6</sup> The Homestake Airway Beacon also includes the intact generator shed and powerline. Except for very minor modifications made in the early 1960s after the beacon was connected to a power line, the shed retains a high degree of integrity and is representative of the standard type of shed designed and built by the Bureau of Air Commerce in the 1930s.

### **Homestake Airway Beacon**

The Homestake Airway Beacon served originally as part of National Parks Airway (NPA) route. Pilot and entrepreneur Al Frank established the airmail and passenger carrier in Salt Lake City in February 1928. The airline began service to Montana in May 1928 over an airway route that stretched from Salt Lake City to Helena. Indeed, the National Parks Airway was Montana's first designated airway, eventually connecting Great Falls to Salt Lake City, via Monida Pass, Dillon, Butte, and Helena. The US Department of Commerce's Air Branch officially designated the National Parks Airway in 1930. The airline was based in Salt Lake City and provided the only

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

<sup>6</sup> E-mail communication with Mike Rogan, Montana Aeronautics Division, November 27, 2013.

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north-south connections in Montana. Later, the Bureau of Air Commerce extended the airway north from Helena to Great Falls.<sup>7</sup>

The Bureau of Air Commerce completed and activated a lighted airway route from Salt Lake City to Monida Pass on the Montana-Idaho border by late 1934. Shortly after the completion of the airway to the border, the Bureau began its initial surveys, by air, for sites of ten more beacons between the community of Dell and the Helena Municipal Airport. The Bureau's final ground survey of the chosen sites wasn't completed until late September 1935; work on the installation of the towers began in early October. The project also included improvements and lighting of two intermediate airfields between Dell and Butte. True to the overall concept of the airway route, each beacon was fifteen miles apart with the airfields in between also lighted. Work crews installed three of the ten beacons by the first week of November. Work was slower in Beaverhead County with the Bureau not expecting to complete the project until the winter of 1936. Despite that, the Air Commerce work crews, under the supervision of Art Hadfield, completed installation of the beacons between Dell and Helena by late December 1935.<sup>8</sup>

The Homestake Airway Beacon had been installed by the first week of November; it was one of three beacons between Helena and Butte installed by then. Each beacon was "of the revolving type, casting a ray of more than 1,000,000 candlepower." The US Department of Commerce lit the Homestake beacon in mid-December 1935. The *Helena Independent* reported that the beacon "would "guide planes into Butte at night, a revolving beacon has been put into operation." Hadfield supervised the construction crews on the project, all of which were hired through the Butte and Helena National Reemployment Offices.<sup>9</sup>

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

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<sup>7</sup> National Parks Airways Begins 8<sup>th</sup> Year of Service, *The Deseret News*, August 1, 1935; "National Parks to Have Beacons from This City to Dell, *The Helena Independent*, September 26, 1935; Frank W. Wiley, *Montana and the Sky: Beginnings of Aviation in the Land of the Shining Mountains*, (Helena: Montana Aeronautics Commission, 1966), 277, 279.

<sup>8</sup> "National Parks to Have Beacons from This City to Dell," *The Helena Independent*, September 26, 1935; "Additional Beacons are Now Installed," *The Helena Independent*, November 3, 1935; "Officials Seek Air Beacon Sites," *The Montana Standard*, March 18, 1935; "Lights on Dell to Helena Airway Route Starts Soon," *The Montana Standard*, September 25, 1935; "Lights Installed on Airway Line," *The Montana Standard*, November 5, 1935; "Plan to Complete Route of Beacons in Winter Season," *The Montana Standard*, November 12, 1935.

<sup>9</sup> "Officials Seek Air Beacon Sites," *The Montana Standard*, March 18, 1935; "Installation of Beacon Lights on Dell to Helena Airway Route," *The Montana Standard*, September 25, 1935; "Lights Installed on Airway Line," *The Montana Standard*, November 5, 1935; "Additional Beacons are Now Installed," *The Helena Independent*, November 3, 1935; "National Parks Airways begins 8<sup>th</sup> Year Service," *The Deseret News*, August 1935.

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businessmen and aviation enthusiasts didn't give up on the east-west route and began lobbying the Air Commerce Bureau for a "cut-off" route between Three Forks and Gold Creek.<sup>10</sup>

Unfortunately for Butte, the Bureau wouldn't sanction the cut-off route because there were no nighttime beacons between Three Forks and Gold Creek. Likely, in late 1935, the Bureau of Air Commerce approved the route and ordered beacons to light it. The beacons and dissembled towers had 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 had 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 beacons at Three Forks and Lewis & Clark Caverns remained to be completed before the Butte cut-off was completed and ready to handle night flights along the Northern Transcontinental Airway.<sup>11</sup>

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<sup>10</sup> "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.

<sup>11</sup> "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.)

“Additional Beacons are Now Installed.” *The Helena Independent*, November 3, 1935.

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

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

“Airways Light Equipment Asked.” *The Montana Standard*, May 14, 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.

“Byrd’s South Pole Plane Opens Air Route Through Butte.” *The Anaconda Standard*, July 1, 1928.

“East-and-West Plane Flights to be Split with Capital City.” *The Montana Standard*, September 13, 1935.

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

“First Night Airmail Trip Made from Butte to Helena.” *The Montana Standard*, December 21, 1935.

Installation of Beacon Lights on Dell to Helena Airway Route.” *The Montana Standard*, September 25, 1935.

“Lights Installed on Airway Line.” *The Montana Standard*, November 5, 1935.

“Lights on Dell to Helena Airway Route Starts Soon.” *The Montana Standard*, September 25, 1935.

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- “National Parks Airways begins 8<sup>th</sup> Year Service.” *The Deseret News*, 1 August 1935.
- “National Parks to Have Beacons from This City to Dell.” *The Helena Independent*, September 26, 1935.
- “Night Flight to Remain in Butte.” *The Montana Standard*, October 10, 1937.
- “Officials Seek Air Beacon Sites.” *The Montana Standard*, March 18, 1935.
- “Plan to Complete Route of Beacons in Winter Season.” *The Montana Standard*, November 12, 1935.
- 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.
- Wiley, Frank W. *Montana and the Sky: Beginning of Aviation in the Land of Shining Mountains*. Helena: Montana Aeronautics Commission, 1966.

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

**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):** \_\_\_\_\_



Homestake Airway Beacon  
Name of Property

Jefferson & Silver Bow, MT  
County and State

## 10. Geographical Data

**Acreage of Property** less than 4 acres

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: 45.90768 Longitude: -112.41504 (beacon)
2. Latitude: 45.91304 Longitude: -112.41447 (generator shed)

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

The Homestake Airway Beacon stands on the boundary of Jefferson and Silver Bow counties, Montana in the NE $\frac{1}{4}$  SW $\frac{1}{4}$  of Section 24, T2N, R7W. The generator shed sits in the SW $\frac{1}{4}$  NW $\frac{1}{4}$  of Section 24, T2N, R7W. The power line runs between the beacon and generator shed. The beacon site is approximately 20 feet x 2000 feet, approximately 1 acre, encompassing the beacon tower, the generator shed, and the powerline. The beacon is situated at the top of Homestake Pass and sits on National Forest land. The site includes all the features associated with the operation of the beacon from 1935 to 2019.

### Boundary Justification (Explain why the boundaries were selected.)

The Homestake Airway Beacon property includes all resources associated with the operation of the beacon, approximately four acres: the beacon, the generator shed, and the powerline.

## 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 19, 2018

### Ownership of Property where Beacon sits:

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

name Beaverhead-Deerlodge National Forest  
street & number 420 Barrett Street telephone (406) 683-3900  
city or town Dillon state MT zip code 59725-3572

Homestake Airway Beacon  
Name of Property

Jefferson & Silver Bow, MT  
County and State

### 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. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. 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: Homestake Airway Beacon  
City or Vicinity: Butte vicinity  
County: Jefferson & 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.

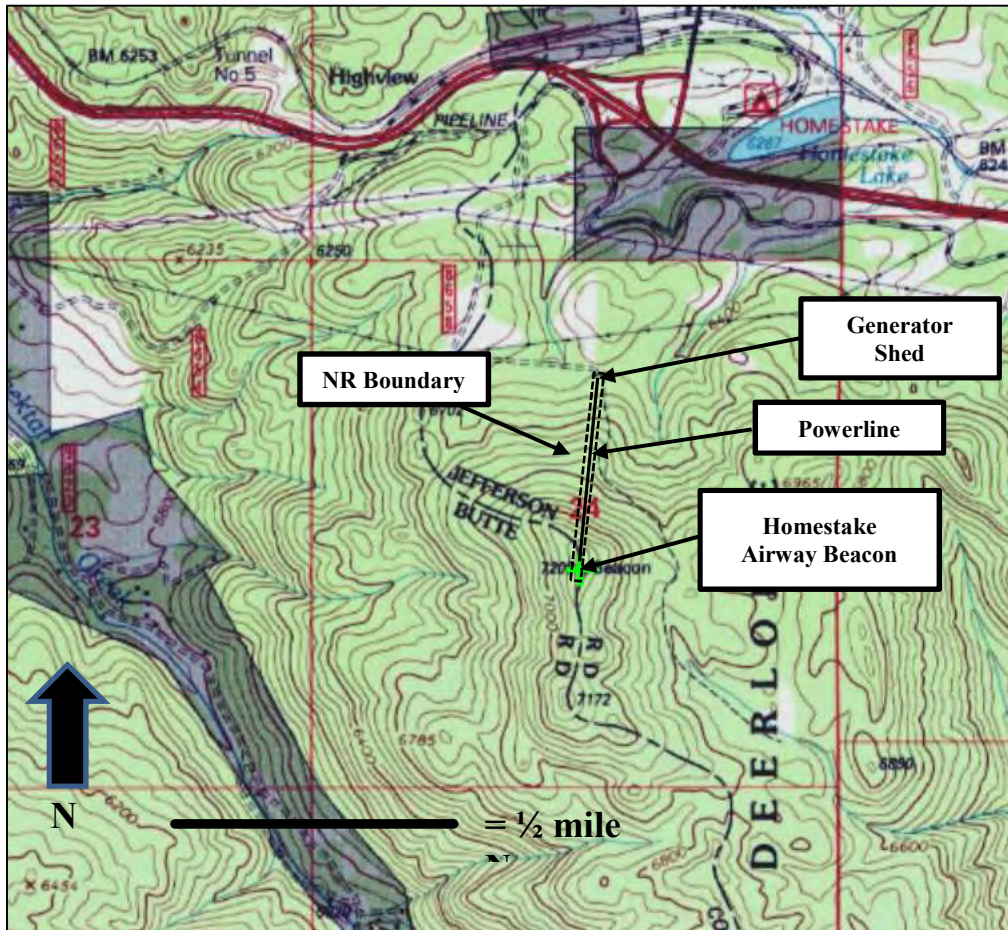
United States Department of the Interior  
National Park Service

### National Register of Historic Places Continuation Sheet

Homestake Airway Beacon
Name of Property
Jefferson and Silver Bow Counties, MT
County and State
<u>Sentinels of the Airways: Montana's Historic</u>
<u>Airway Beacons, 1934-1979</u>
Name of multiple listing (if applicable)

Section number Additional Documentation--maps

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**Location of Homestake Airway Beacon. Found on the Homestake, Montana, 7.5' Provisional Edition topographic map, 1996.**



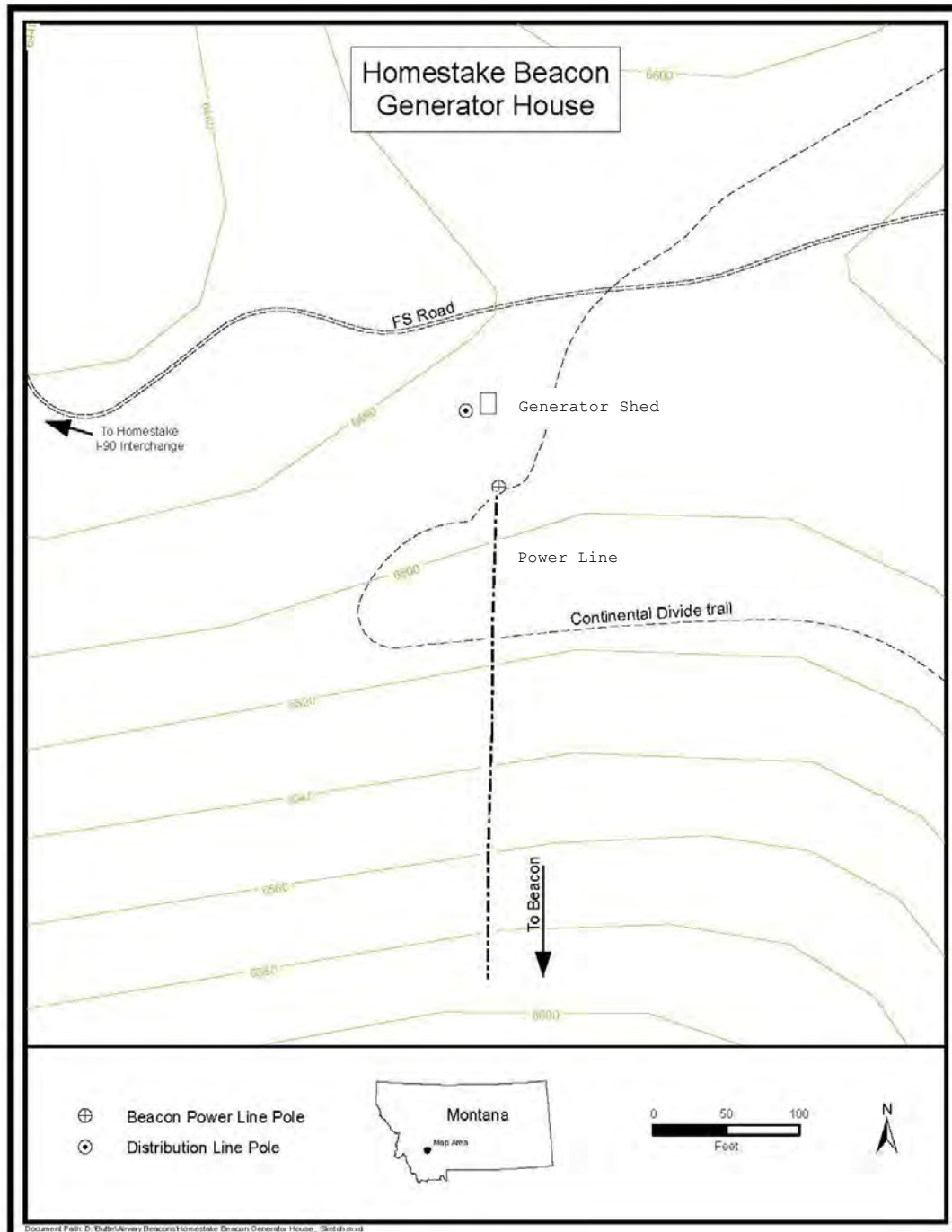
United States Department of the Interior  
National Park Service

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Site map, northern detail of Homestake Airway Beacon generator shed.



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Google Earth aerial Photograph showing the Homestake Airway Beacon and Generator Shed.



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**Photo Log, All Photographs:**

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



**MT\_JeffersonSilverBowCounties\_HomestakeAirwayBeacon\_#0001: View to the east.**

United States Department of the Interior  
National Park Service

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MT\_JeffersonSilverBowCounties\_HomestakeAirwayBeacon\_#0002: View to the south-southeast.



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**MT\_JeffersonSilverBowCounties\_HomestakeAirwayBeacon\_#0003: View to the northeast.**

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**National Register of Historic Places  
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**MT\_JeffersonSilverBowCounty\_HomestakeAirwayBeacon\_#0004: View to the northwest.**



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**MT\_JeffersonSilverBowCounty\_HomestakeAirwayBeacon\_#0005: Detail of beacon light and platform. View to northeast.**

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**MT\_JeffersonSilverBowCounties\_HomestakeAirwayBeacon\_#0006: Generator shed. View to the southwest.**



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**MT\_JeffersonSilverBowCounty\_HomestakeAirwayBeacon\_#0007: Generator shed. View to the southeast.**



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**MT\_JeffersonSilverBowCounty\_HomestakeAirwayBeacon\_#0008: Generator shed south elevation. View to the north.**



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## National Register of Historic Places Continuation Sheet

Homestake Airway Beacon

Name of Property

Jefferson and Silver Bow Counties, MT

County and State

Sentinels of the Airways: Montana's

Historic Airway Beacons, 1934-1979

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**MT\_JeffersonSilverBowCounty\_HomestakeAirwayBeacon\_#0009: Generator shed and powerline. View to the south.**

































UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Homestake Airway Beacon

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

State & County: MONTANA, Jefferson

Date Received: 5/1/2019      Date of Pending List: 5/16/2019      Date of 16th Day: 5/31/2019      Date of 45th Day: 6/17/2019      Date of Weekly List:

Reference number: MP100004037

Nominator: Federal Agency, 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 type="checkbox"/> Other	<input type="checkbox"/> TCP	<input checked="" type="checkbox"/> Less than 50 years
	<input type="checkbox"/> CLG	

Accept       Return       Reject      5/31/2019 Date

Abstract/Summary Comments: The Homestake Airway Beacon is of statewide significance and meets National Register Criteria A and C in the areas of Transportation and Engineering. Erected in 1935, 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 Airway Beacon MPS.

Recommendation/ Criteria: Accept NR Criteria A and C

Reviewer: Paul Lusignan      Discipline: Historian

Telephone: (202)354-2229      Date: 5/31/2019

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.





File Code: 2360

Date: April 30, 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 nomination for your consideration for listing in the National Register of Historic Places:

**Homestake Airway Beacon** in Jefferson and Silver Bow Counties, Montana

The property is being listed under the recently-submitted 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 Homestake 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 and the local CLG in excess of 60 days prior to the Preservation Review Board meeting. The Review Board unanimously recommended that the property be nominated, and I concur with its recommendation.

Thank you for your consideration.

Sincerely,

Jorie Clark  
Regional Archaeologist, Delegated Federal Preservation Officer  
U.S. Forest Service, Northern Region

Enclosure

