

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

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

=====

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 09001184

Date Listed: 1/4/2010


Carbella Bridge  
Property Name

Park            MT  
County           State

Montana's Historic Steel Truss Bridges MPS  
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

1/4/2010  
\_\_\_\_\_  
Date of Action

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Amended Items in Nomination:

**Classification:**

The *Number of Contributing Properties Previously Listed* should read: 0  
[This refers only to resources within the nominated boundaries of this property not to other bridge locations associated with the MPS context.]

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

1184

NOV 20 2009

# 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 Carbella Bridge

Other names/site number Yellowstone River Bridge, 24PA1237, MDT No. L34301000+03001

## 2. Location

street & number Milepost 0 on Tom Miner Road near junction of US Highway 89

not for publication

city of town Fifteen Miles Northwest of Gardiner

vicinity

State Montana code MT county Park code 067 zip code 59030

## 3. State/Federal Agency Certification

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

I hereby certify that this  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  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

Signature of certifying official

Date

Title

State or Federal agency and bureau

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

Signature of commenting official

Date

Title

State or Federal agency and bureau

## 4. National Park Service Certification

I, hereby, certify that this property is:

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

Date of Action

*Paul R. Johnson*

1/4/2010

Montana's Historic Steel Truss Bridges MPS

5. Classification

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

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

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

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal
<input type="checkbox"/>	private

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	building(s)
<input type="checkbox"/>	object

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)

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

Montana's Historic Steel Truss Bridges

9

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: Pratt Through Truss

**Materials**  
(Enter categories from instructions)

foundation: Concrete  
walls:  
roof:  
other: Steel, Wood

**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.

**Areas of Significance**

(Enter categories from instructions)

Engineering \_\_\_\_\_

Transportation \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Period of Significance**

1918-1959 \_\_\_\_\_

\_\_\_\_\_

**Significant Dates**

1918 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above)

\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_

\_\_\_\_\_

**Architect/Builder**

Omaha Steel Bridge Works \_\_\_\_\_

Lawrence Link \_\_\_\_\_

\_\_\_\_\_

**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.

**Period of Significance (justification)**

The Period of Significance for the Carbella Bridge encompasses its construction (1918) through the period when it functioned as a major component on the Yellowstone National Park branch of the Yellowstone Trail (1918-1921) and thereafter as a local access route.

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

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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**

The Carbella Bridge is a single-span steel, pin-connected Pratt through truss structure that was constructed by Park County in 1918. The site includes the steel superstructure and the concrete abutments upon which the bridge ends rest. The bridge was once located on the Yellowstone Trail, an early interstate highway that connected Minneapolis-St. Paul, Minnesota with Seattle. The trail included a branch south through the Paradise Valley from Livingston to the north entrance of Yellowstone National Park at Gardiner. The State of Montana realigned the roadway to the east side of the Yellowstone River in the early 1920s and this bridge served as a component of a county road – and has ever since. The setting of the property is intact as there has been no significant residential or recreational development in this area. With the exception of a newly added glulam deck in 2008, the bridge looks much as it did when constructed.

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**Narrative Description**

The Carbella Bridge is located in upper Paradise Valley of south central Montana. The bridge crosses the Yellowstone River about 14 miles northwest of Gardiner and 14 miles southwest of Emigrant in Park County, Montana. The bridge provides a connection on Tom Miner Road between an old Yellowstone Trail alignment and US Highway 89. The abandoned Yellowstone Park Branch of the Northern Pacific Railway (24PA1120) is located just west of the bridge. The structure is located within the broad Paradise Valley. The Gallatin Range dominates the skyline to the west, while the Absaroka Range of the Beartooth Plateau looms to the east. The valley west of the Yellowstone River consists of sedimentary fill overlain by volcanics that erupted about 50 million years ago from volcanic centers north of Yellowstone National Park. The broad valley is grassy and rocky and utilized primarily for agriculture and grazing with an increasing number of residences being built in the area. The Montana Department of Fish, Wildlife and Parks Crystal Cross Fishing Access Site is located on the east bank of the river just to the southeast of the Carbella Bridge.<sup>1</sup>

The Carbella Bridge is a single-span, pin-connected Pratt through truss structure. The bridge is 176 feet in length and 16 feet wide with a roadway width of 15 feet. The bridge rests on concrete abutments with wingwalls. The bottom chords of the superstructure are channel sections with batten plates and the sloping top chords are continuous steel plates riveted to the top flanges of two laced channel sections. The hip verticals are paired angle sections with batten plates and remaining verticals are laced channel sections. The diagonals and counters are eyebars and eyebars with turnbuckles. The top and mid struts are laced angle sections. The sway braces and top lateral braces are eyebars and eyebars with turnbuckles. The portal braces are angle sections. The timber deck is supported by steel I-beam floor beams and eight lines of steel I-beam stringers. Additional support is provided by eyebar bottom lateral braces. The deck is flanked by the original angle section guardrails that have been supplemented with low timber post and beam rails. Concrete "Jersey" rails manufactured with a faux cobblestone finish line the approach road to the bridge. Park County replaced the timber deck and guardrails and added the Jersey rails in the spring of 2008.

**Integrity**

Built in 1918, the Carbella Bridge is representative of the type of pin-connected Pratt through trusses built throughout Montana between circa 1890 and 1915, when the State of Montana standardized the truss bridge design. The Carbella Bridge is the last pin-connected bridge built in Montana. The bridge retains all of its historic components and appearance and continues to function in its historic capacity on a local access road. The only substantial change to the bridge occurred in 2008 when the rotted timber deck was replaced with new timber decking and new timber guardrails added to the structure to supplement the original angle iron rails. Jersey rails were also added to the approach roads, but do not impact the original steel structure

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<sup>1</sup> David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 202-206.

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

The Carbella Bridge is a standard pin-connected Pratt through truss structure with sloping upper chords. The railroads developed the design in the 1840s and it was later adapted by bridge construction companies for use as efficient light-weight vehicular structures that were relatively inexpensive and easy to build. In Montana, Pratt trusses were the standard vehicular river crossing and were built all over the state from about 1892 until 1918. By 1915, however, the counties phased out pin-connected Pratt trusses in favor of the more efficient riveted Warren trusses. State bridge engineers developed the heavier Warren truss in 1915 and encouraged the counties to utilize it instead of the lighter Pratt trusses. State law did not require the counties to adopt that design or submit to state contract oversight. The Carbella Bridge was built by Park County three years after the Montana State Highway Commission developed the standardized Warren truss design. It is not known why the Park County Commissioners chose to ignore the state's recommendations and, instead, build a bridge that was structurally and technologically obsolete. In any case, the Carbella Bridge facilitated tourist traffic between Livingston and Yellowstone National Park and also aided in the agricultural development of the upper Paradise Valley by providing access to the Northern Pacific Railway's Carbella Station.

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

The Carbella Bridge can be listed on the National Register of Historic Places under Criterion A for its association with the development of Park County's agriculture in the upper Paradise Valley, and the expansion of the county's infrastructure to accommodate tourists to Yellowstone National Park. Completed in 1918, the bridge provided access to the Northern Pacific Railway's Park Branch station at Carbella. The bridge was built shortly after the National Park Service allowed automobiles into Yellowstone Park. The bridge is also significant in that it marks the end of the Golden Age of Bridge-Building (1888-1918). Unlike other bridges built at the time in Montana, the Carbella Bridge is a pin-connected Pratt through truss. By 1918, riveted Warren trusses had replaced the older Pratt trusses as the standard river crossing on Montana's highways. Park County Commissioners chose to ignore the State's process for overseeing the construction of new bridges in Montana. It is the last pin-connected Pratt through truss bridge built in the Treasure State.

The Carbella Bridge is an excellent example of a pin-connected Pratt through truss structure. The design of the structure contains elements common to all pin-connected truss bridges built in Montana beginning in about 1892. These include laced channel and angle sections, eyebar diagonals and eyebar with turnbuckle counters, steel stringers, and timber decks. The sloping upper chords are a feature not commonly found on Pratt through trusses in Montana, but seem to be more common in Park County. Until 2008, there had not been any substantial modifications made to the bridge (other than routine maintenance). In 2008, the timber deck was replaced and the original timber guardrails replaced with newer guardrails that echo the design of the originals. All of the original components of the bridge are intact and still function in their original capacity. The bridge is an excellent example of the type and is eligible for the National Register under Criterion C.

**Engineering Significance**

The Carbella Bridge is an excellent example of a pin-connected Pratt through truss that was built three years after the Montana State Highway Commission dropped the design and began constructing riveted Warren through trusses. All of the classic components associated with the design are intact and unchanged and the bridge continues to function in its historic capacity on a local access road. There have been no substantial changes to the bridge other than the recent replacement of the timber deck and the replacement of the original timber guardrails with units similar in appearance to the original guardrails.

(See continuation pages)

Carbella Bridge  
Name of Property

Park County, Montana  
County and State

Montana's Historic Steel Truss Bridges MPS

9. Major Bibliographical References

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

(see Continuation Page)

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 Department of Transportation**

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

10. Geographical Data

Acreage of Property 2  
(do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>12</u>	<u>507775 (NAD 27)</u>	<u>5005473 (NAD 27)</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 Carbella Bridge measures 176 x 25 feet. The boundary encompasses the bridge and its approaches on both sides of the Yellowstone River. The boundary is centered on the bridge.

Boundary Justification (explain why the boundaries were selected)

Boundaries for the Carbella Bridge are drawn to encompass the single span of the bridge, its immediate approaches and that portion of the Yellowstone River spanned by the bridge. The width is increased beyond the measurements of the structure to include the piers and abutments.

11. Form Prepared By

name/title Jon Axline/Historian  
organization MT Dept. of Transportation date September 13, 2009  
street & number 2701 Prospect Ave. telephone (406) 444-6258  
city or town Helena/Livingston state MT zip code 59620-1001  
e-mail jaxline@mt.gov

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**Additional Documentation**

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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)

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**Photographs:**

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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 pages)

**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.



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

Local legend indicates that Carbella was named for two ranch women who settled in the area in the early 1900s. Cary D'Wart on the Dome Mountain Ranch east of the Yellowstone River and Belle Stewart who established a homestead with her husband Alex west of the river. Carbella became a siding on the Northern Pacific Railway's Yellowstone Park Branch and the site of a post office in 1915.<sup>2</sup>

The natural river ford at Carbella, however, predates agricultural settlement, the railroad, and even 19<sup>th</sup> century exploratory parties who followed trails through the "second cañon" to Yellowstone National Park. Archaeological evidence indicates the Carbella crossing was part of an ancient aboriginal trail system connecting the Gallatin drainage via Buffalo Horn Pass and Tom Miner Creek with the Upper Yellowstone.<sup>3</sup>

Local residents first asked the Park County Commissioners for a bridge across the Yellowstone River at the old crossing in September 1910. The commissioners rejected the request, but reconsidered within a few years when good roads became a priority for local and state governments. In 1914, the Yellowstone Trail had been established along the west side of the river by the Yellowstone Trail Association, local boosters, and the county commissioners. Beginning in 1915, the National Park Service allowed automobiles into Yellowstone National Park. Sensing an opportunity, local promoters and residents once again petitioned the county commissioners for a bridge at the crossing – this time successfully.<sup>4</sup>

In early March 1917, the county commissioners approved the construction of a bridge across the Yellowstone River at the Northern Pacific Railway's Carbella Station. At the same time, the commissioners instructed County Surveyor and Engineer C. T. Sackett to stake the right-of-way for a road east of the river between the bridge and Corwin Springs. Two weeks later, the County Clerk advertised for bids to construct the foundation for the new bridge. The commissioners awarded the contract to Lawrence Link of Gardiner for \$1,127.75.<sup>5</sup>

By mid-April 1917, the commissioners had begun discussions regarding the bridge with H. C. Harkness, the Montana representative of Omaha Structural Steel Works. For the Carbella Bridge, the company proposed a 175-foot span with a 16-foot roadway and floor joists capable of carrying 85 pounds per square foot. The company estimated that the structural steel would weigh 53.25 tons and it would be delivered by rail to the Carbella Station at a cost not to exceed \$5.30 per thousand pounds. The county commissioners awarded the contract for the bridge to Omaha Structural Steel

<sup>2</sup> Interview with Tom Gray by Jerry Brekke, 2003; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press Publishing, 1990), 41-42.

<sup>3</sup> Correspondence. Jerry Brekke to Jon Axline, July 2008.

<sup>4</sup> County Commissioners Proceedings, Book 3, 114 (September 9, 1910), 117 (October 3, 1910), 126 (November 28, 1910), Clerk & Records Office, Park County Courthouse, Livingston, Montana; Harold A. Meeks, *On the Road to Yellowstone: The Yellowstone Trail and American Highways, 1900-1930*, (Missoula: Pictorial Histories, 2000), 115, 116, 120-121; County Commissioners Proceedings, Book 4, 55 (March 7, 1917).

<sup>5</sup> County Commissioners, *Ibid*, 57 (March 16, 1917), 62 (April 3, 1917).

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Works on April 16, 1917. The commissioners approved the contract based on a purchase cost of \$6,200 for materials and \$1,250 for the erection of the bridge.<sup>6</sup>

Interestingly, the Montana State Highway Commission had established a system for overseeing bridge contracts in 1913. The process was developed by consensus between the counties and the state. Although the counties were not required by law to follow it, they were strongly encouraged to do so because it met a more uniform bidding process and the construction of bridges that were reliable and cost efficient. The highway commission followed that up in 1915 with the establishment of a bridge department and the development of standardized bridge designs. The design standards specified a riveted steel Warren truss bridge for crossings of this type. The highway commission also supervised the bidding and oversight process to include the presence of qualified state-employed bridge engineers at the construction sites. The historical record indicates that Park County did not follow the state process for this bridge, nor did it utilize the standard riveted Warren through truss design. This would indicate that the Carbella Bridge is the last pin-connected Pratt through truss structure built in Montana.<sup>7</sup>

The county commissioners expressed concerns about the height of the Carbella Bridge abutments at its January 1918 meeting. They approved raising the abutments to an elevation which placed the bottom chord of the structure at "no less than four feet above the high water mark." The decision proved prophetic. Bridge steel arrived at the site on January 20, 1918 and construction began soon after. Omaha Structural Steel Works workers completed the bridge in late May 1918; county employees completed painting the structure on June 3<sup>rd</sup>. Between June 11 and July 7, 1918, the Yellowstone River reached its highest, historically recorded water level. The new Carbella Bridge survived the flood, but every Yellowstone River bridge downriver in Park County was either destroyed or damaged. The Carbella Bridge continued to carry traffic on

<sup>6</sup> County Commissioners, *Ibid*, 67 (April 16, 1917), 85 (July 13, 1917), 125 (January 21, 1918), 128 (February 4, 1918); Letter, C. T. Sackett, County Surveyor, to County Commissioners, June 16, 1916 (Road Folder #496); *Ibid* January 12, 1917 (Folder #496); *Ibid* January 19, 1917 (Folder #496).

<sup>7</sup> Jon Axline, *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*, (Helena: Montana Historical Society, 2005), 59-62; M. J. Steere, *History of the Montana State Highway Department, 1913-1942*, (Helena: State Highway Commission, 1942), 10, 12-13.

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Tom Miner Road across the Yellowstone River until 2007 when the poor condition of the timber deck and guardrails forced the county commissioners to temporarily close the bridge. The county replaced the deck and guardrails and reopened the bridge in early 2008.<sup>8</sup>

**Omaha Structural Steel Works**

Nebraska civil engineer and entrepreneur John W. Towle founded Omaha Structural Steel Works in Nebraska about 1907. It was one of several regional bridge-building companies based in Nebraska. While many of its competitors obtained steel from eastern companies, Omaha Structural Steel Works manufactured its own structural steel at its factory in Omaha. By 1916, the company occupied an 8-acre site at the corner of 48<sup>th</sup> and Leavenworth streets and employed 300 people. In addition to bridge components, the company also manufactured structural iron work, storage tanks, water towers, stand pipes, and smokestacks. The company was still building bridges in 1935 and its successor company, the Omaha Structural Steel Bridge Company, built landing craft for the US military during World War II. The company was not active in Montana and the Carbella Bridge is the only structure built by it in Montana.<sup>9</sup>

<sup>8</sup> County Commissioners Proceedings, Book 4, 86 (July 3, 1917), 133, 135, 140, 145, 147 (March 6 – June 6, 1918), 165 (August 15, 1918), 170, 180, 182, 185, 206 (August 13, 1918-January 8, 1919).

<sup>9</sup> James E. Potter and L. Robert Puschendorf, eds., *Spans in Time: A History of Nebraska Bridges*, (Lincoln: Nebraska State Historical Society, 1999), 22, 23, 24, 43; Fredric Quivik, *Historic Bridges in Montana*, (Washington DC: National Park Service, 1982), 40.

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**Bibliography**

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Meeks, Harold A. *On the Road to Yellowstone: The Yellowstone Trail and American Highways, 1900-1930*, (Missoula: Pictorial Histories, 2000).

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Whithorn, Doris. *Paradise Valley on the Yellowstone*. (Livingston: The Lodge, nd).

\_\_\_\_\_. *History of Park County*. (Dallas: Taylor Publishing, 1984).

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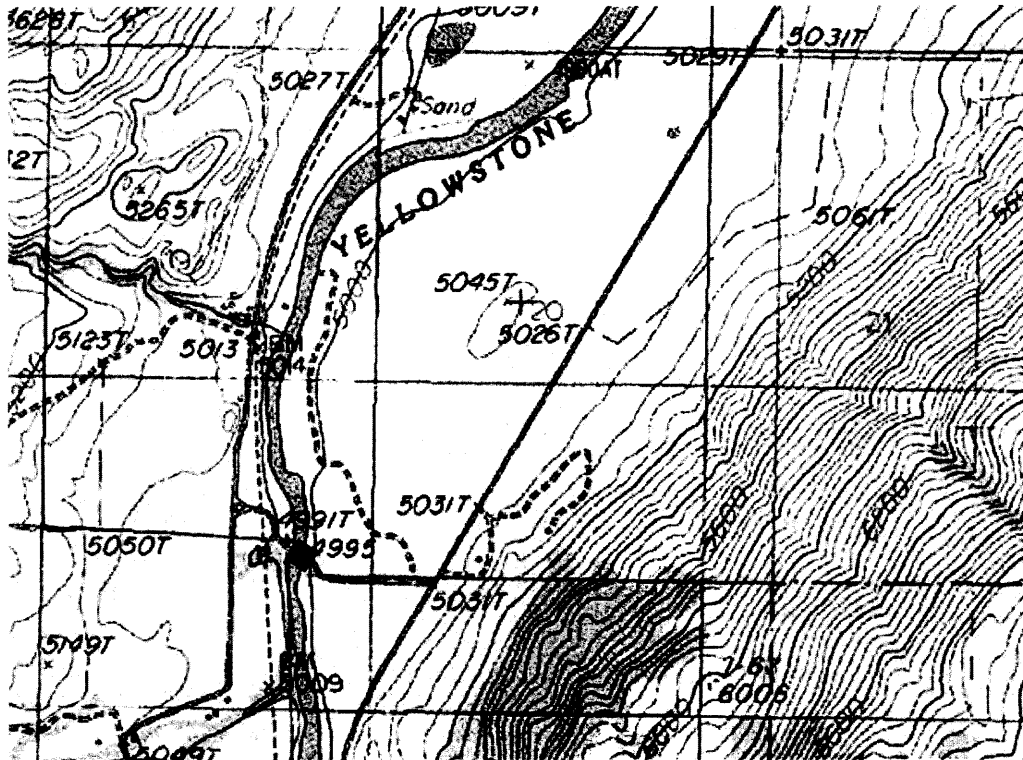
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Location of the Carbella Bridge (T7S R7E S20, Miner 7.5' quadrangle map, 2000)

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Photographs

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Name: Carbella Bridge (24PA1237)  
 County and State: Park County, Montana  
 Photographer: Jerry Brekke  
 Date of Photograph: March 2008  
 Location of original negative: Montana Department of Transportation. Helena, Montana.  
 Description and view of camera: North profile of truss spans and west portal. View to the southeast.  
 Photograph: 0001

Name: Carbella Bridge (24PA1237)  
 County and State: Lewis and Clark County, Montana  
 Photographer: Jerry Brekke  
 Date of Photograph: March 2008  
 Location of original negative: Montana Department of Transportation. Helena, Montana.  
 Description and view of camera: West portal. View to the east.  
 Photograph: 0002

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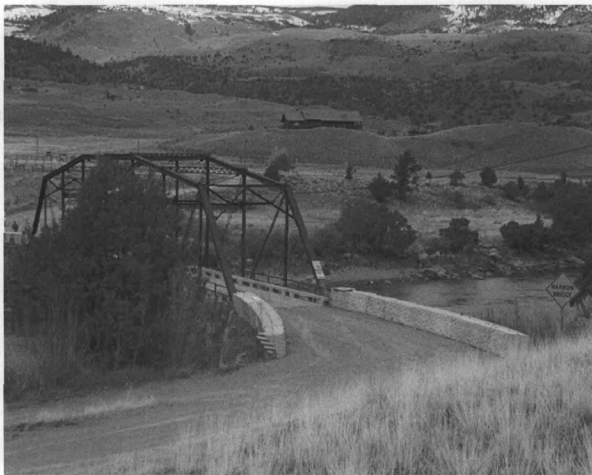
Name of Property Carbella Bridge

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Photograph 001. North profile of truss spans and west portal. View to the southeast.

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Name of Property Carbella Bridge

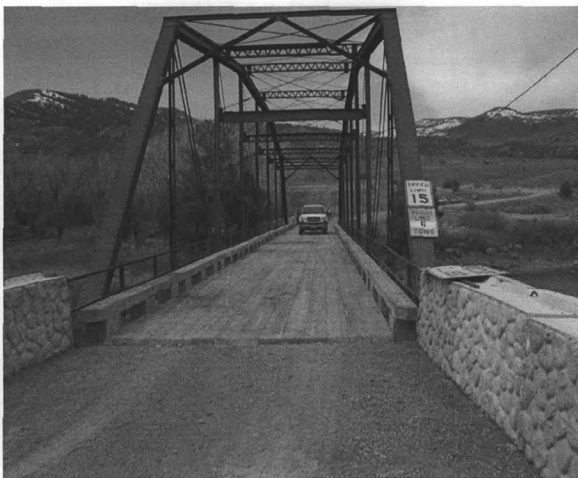
County and State Park County, MT

Name of multiple property listing (if applicable)

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Photograph 002. West Portal. View to the east.