

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

Historic name: Gardiner Bridge

Other names/site number: Yellowstone River Bridge/Gardiner High Bridge/24PA0790

Name of related multiple property listing:

Montana's Historic Steel Truss Bridges

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

2. Location

Street & number: Milepost 0.1 on U.S. Highway 89/Second Street

City or town: Gardiner State: MT County: Park

Not For Publication: N/A Vicinity: X

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 X local

Applicable National Register Criteria:

X A ___ B X C ___ D

<p>_____ Signature of certifying official/Title:</p>	<p>_____ Date</p>
<p>_____ State or Federal agency/bureau or Tribal Government</p>	
<p>In my opinion, the property <u>X</u> meets ___ does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title :</p>	<p>_____ State or Federal agency/bureau or Tribal Government</p>

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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

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register 12

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

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: Steel Deck Truss Bridge

Materials: (enter categories from instructions.)

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

Narrative Description

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

Summary Paragraph

The Gardiner Bridge crosses the Yellowstone River on Second Street/U.S. Highway 89 at Milepost 0.01 in the town of Gardiner in Park County, Montana. The bridge spans the river about 700 feet north of the north entrance to Yellowstone National Park. The Gardiner Bridge consists of one contributing structure, a riveted steel Pratt deck truss bridge built in 1930. The bridge was widened in 1975. The five-span bridge measures 409 feet in length and 50 feet wide with a 38-foot roadway width; concrete sidewalks flank the roadway. The bridge's distinguishing structural features are the deck trusses and cantilever spans. While the Federal Highway Administration (FHWA) widened the bridge in 1975, it utilized steel trusses similar in appearance to the original trusses. Despite that, the modifications occurred 50 years ago and now comprise an integral part of the bridge and meet the Secretary of the Interior's Standards and Guidelines. The bridge was designed and built by the federal Bureau of Public Roads (BPR) and provided a new approach to Yellowstone National Park, bypassing the historic entrance to the park and the Roosevelt Arch (NR# 02000529; listed October 12, 2004). Controversy about the location of the bridge between the BPR, National Park Service, Forest Service, and the Montana State Highway Commission caused a significant delay in the construction of the bridge. The bridge's association with Gardiner, Yellowstone National Park, and the development of Montana's highway system is strong. The bridge possesses considerable integrity and is significant as one of the few remaining Bureau of Public Roads-designed steel deck truss bridges in Montana.

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Narrative Description

The Gardiner Bridge is a 5-span riveted Pratt deck truss structure that measures 409 feet in length and 50 feet wide with a 38-foot roadway width (when originally constructed, the bridge was 24 feet wide with a roadway width of 19 feet). The FHWA widened the bridge to the east in 1975. The handsome bridge features two 64-foot cantilevered truss spans, a 202-foot center span and two 40-foot reinforced concrete T-beam approach spans on the north and south ends of the structure. The structure also exhibits sidewalks flanking the roadway and steel post-and-baluster guardrail panels.

The bridge's foundation consists of two sets of reinforced concrete columnar-type piers. Each pier features three round columns connected by a concrete web wall. Each column has a round pier cap. The east columns were added in 1975 to support the widened deck and the design of the columns match those from 1930. The two sets of bents are comprised of four square concrete columns with each set connected by a horizontal concrete brace; the bent columns have square caps. The design of the 1975 bent columns also intentionally match the 1930 columns. Cast steel rocker bearings are bolted to the tops of the columns and connect the bridge to the foundation. The abutments appear to have been constructed in 1975 and are solid.

The upper chords of the truss spans consist of two channel sections with lacing bars and batten plates riveted to the bottom flanges. The bottom chords are two channel sections with batten plates riveted to the lower flanges and batten plates to the upper flanges. Vertical steel truss members consist of steel I-beams. The diagonal truss members are either steel I-beams or paired channel sections with lacing bars and batten plates. The top lateral braces consist of angle sections connected to the upper chords. The steel I-beam upper struts function as the floor beams. Sway braces are laced angle sections and the bottom lateral braces are angle sections. The truss members, struts, and braces all connect to the panel points by gusset plates. The concrete deck is supported by six lines of steel I-beam stringers.

In 1975, the FHWA widened the bridge to the east. The design of the trusses matches that of the 1930 trusses, but are comprised of steel I-beams rather than channel and angle section, lacing bars, and batten plates.

The deck consists of poured concrete with asphalt overlay. The deck is flanked by raised concrete curbs supporting 4-foot-wide concrete sidewalks. The sidewalks are separated from the roadway by low box beam rails mounted on I-beam posts. The outer guardrails of the structure are steel post-and-baluster panels mounted on vertical steel I-beams installed by the FHWA in 1975. Chain link fencing has been attached to the roadside faces of the rail panels.

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The two approach spans consist of four lines of concrete girders canted at the piers where they connect with the truss spans. The concrete braces are canted where they join the girders. The approach spans display the same type of guardrails as the main spans.

A recent utility conduit is attached to the bridge under the deck on the east side of the bridge.

Integrity

The bridge displays good integrity evidencing a melding of an early twentieth century steel deck truss bridge with a late century widening with similar steel components and truss style. The bridge stands at its original location on Second Street in Gardiner and allowed the establishment of a new north entrance to Yellowstone National Park. The original 1930 deck trusses, abutments and piers remain intact. The FHWA widened the structure in 1975 to accommodate traffic demands on the bridge by increased tourist traffic to and from the national park. Although the bridge doubled in width and required additional trusses for the wider deck, the original trusses were retained. The new trusses are of different style of steel components (i.e. diagonals, chords, and vertical members), but match the original Pratt configuration of the historic components. The original concrete Bureau of Public Roads-style guard walls were removed and replaced by the existing steel baluster panels and sidewalk added in 1975. The modifications, however, are 50 years of age and now represent the historic fabric of the bridge. The bridge still retains its steel and concrete materials. Other than the addition of concrete barrier rails between the roadway and the sidewalks, there have been no significant changes to the structure since 1975. It retains integrity of materials, workmanship, and feeling as a Pratt deck truss bridge and association with Gardiner and Yellowstone National Park for over 50 years.

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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.)

ENGINEERING

TRANSPORTATION

Period of Significance

1930-1975

Significant Dates

1930, 1975

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Bureau of Public Roads/Designer

Stevens Brothers/Builder (1930)

Federal Highway Administration/Builder (1975)

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.)

Constructed by the federal government in 1930 and widened in 1975, the Gardiner Bridge is associated with the transformation of Gardiner and the north entrance of Yellowstone National Park from a railroad terminus town into a tourist destination because of its proximity to the park. The change, enabled by the Gardiner Bridge, re-routed the main entrance to the park from the rail yard and the Roosevelt Arch to a new alignment that passed through Gardiner's business district. The new bridge significantly changed Gardiner by making it more automobile oriented

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rather than reliant on the railroad and provided a more direct route to Yellowstone Park's north entrance. The bridge can be listed in the National Register of Historic Places under Criterion A for its association with that transformation. The bridge also displays a sufficient degree of architectural integrity as a melding of early and late twentieth century steel deck truss design. Originally constructed in 1930 to carry automobile traffic to the north entrance of Yellowstone National Park, it was widened in 1975 to accommodate increased traffic demands. The original distinctive steel Pratt truss was left in place and a structurally compatible adjunct added to meet traffic needs. The 1930 and 1975 trusses are intact and unchanged and, together, provide a functional automobile bridge that enhances the visitors' experience in Gardiner in a scenic canyon. The bridge can be listed in the National Register under Criterion C.

The Gardiner Bridge, discussed in the *Montana's Historic Steel Truss Bridges Multiple Property Document (MPD)*, meets the Registration Requirements set forth in the MPD under the context *The Montana Highway Department Takes Over: Bridge-Building at High Tide, 1915-1946*, and the *Steel Highway Truss Bridge* property type. The period of significance identified for this property extends from its construction in 1930, within the context's period of significance, through 1975, the end of the historical period; widening of the bridge occurred in 1975, 50 years before present, granting the widening effort significance of its own.

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

The Gardiner Bridge is associated with the federal Bureau of Public Roads and Montana State Highway Commission's efforts to provide a new and more automobile friendly entrance to Yellowstone National Park. The highway commission began construction, in segments, south from Carter Bridge on the east side of the Yellowstone River toward Gardiner in 1924. The Absaroka National Forest (now Gallatin National Forest) expedited the process in 1928 with the reduction of the forest boundaries that allowed the commission to continue its progress on the new highway. The last link in the new approach and entrance to the park was the construction of a new bridge at Gardiner. After considerable debate between the BPR, highway commission, and National Park Service, the bridge on Second Street in Gardiner obtained support from the three agencies after a complex series of negotiations in December 1929. Completed in 1930, the bridge provided a new approach road to Yellowstone Park's north entrance, bypassing the traditional entrance for railroad passengers through the Roosevelt Arch. The new bridge allowed automobile traffic through Gardiner's business district, enabling an expansion of tourist-related commercial enterprises and allowed development on the previously undeveloped north side of the Yellowstone River. The bridge continues to function in its historic capacity. Because of the bridge's association with events of local history, the bridge is eligible for the National Register under Criterion A.

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The Gardiner Bridge was the first Bureau of Public Roads-designed deck truss bridge in the state. The bridge displays a Pratt truss design standard to BPR bridges built in the 1930s, a design particularly suitable for wide canyon river crossings. The Bureau of Public Roads (BPR) often built this style of truss bridge in Montana's national forests because of canyon river crossings and because they provided unobstructed views of the state's natural wonders. Most of these deck truss bridges, including those by the Montana Highway Commission, were built from 1928 to 1942. Similar to many bridges built by the BPR, the Gardiner Bridge was built within a national forest, the Gallatin National Forest, within a few hundred yards of the Yellowstone National Park boundary, and serves as a key component to a new north entrance to "Wonderland." The design was particularly adaptable to different crossing conditions and easy to build and affordable to the federal government. Structural modifications occurred to the Gardiner Bridge to compensate for changing traffic demands, but the basic appearance of the bridge and its structural components are unchanged. One loss in the bridge's historic appearance was the removal and replacement of the original concrete guard walls. The current steel railings, however, are not intrusive to the bridge and date within the period of significance; they are associated with the widening of the bridge by the Federal Highway Administration (FHWA) in 1975 to make the bridge better able to accommodate late twentieth century traffic demands on the approach to Yellowstone National Park, but don't diminish the significance of the structure. Deck truss vehicular bridges are a relatively rare resource in Montana and the Gardiner Bridge is unique as being the first BPR-designed deck truss bridge built in the state; it provided the design model for other deck trusses built by the federal agency during the 1930s and into the early 1940s. The Gardiner Bridge can be listed in the National Register of Historic Places under Criterion C.

History

As soon as the Northern Pacific Railway announced its intention to construct a branch line to Yellowstone National Park, the town of Gardiner grew quickly.¹ The town of Gardiner is intricately linked with the park, beginning with its first settler, James C. McCartney. James McCartney settled near the mouth of the Gardiner River in 1879 at the north edge of the park boundary after being evicted from Yellowstone National Park. McCartney served as the first postmaster when the Gardiner post office was created in 1880 and became known as the "mayor" of Gardiner. An early visitor to Gardiner in 1883 described it as:

. . . .a veritable Shantyville, Gardiner City, an ideal squatter town, with the rudest houses made of unseasoned boards, with not a few tents mingling with the more pretentious huts, huddled together as though the land was valued by the foot and

¹ This section of the historic context is taken from Joan Brownell, *Gardiner Jail (24PA1394)*, *National Register of Historic Places Nomination* (NR# 15000486; listed August 3, 2015). Nomination on file at the Montana State Historic Preservation Office. Helena, Montana.

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inch. We took the census of the city and found that of the thirty-two houses which made the settlement, twenty-eight were saloons, the other four being the inevitable bakers' and butchers' shops with a private bar attachment, although not wholly given to the local industry.

In March 1886, in expectation of Gardiner becoming the terminus for the Northern Pacific branch line, Issac D. McCutcheon of Helena platted the townsite of Gardiner City, bounded to the north by the Yellowstone River and to the south by Yellowstone National Park. The branch line did not reach Gardiner until 1902 because of numerous complications. Instead, Cinnabar, approximately three miles northwest of Gardiner, served as the terminus from 1883 to 1902. At Cinnabar, tourists boarded the famed "Tally-Ho" stage coaches to tour the park. Some park visitors merely passed through Gardiner while others spent the night.

Most of the town of Gardiner burned in a disastrous fire in 1889 but soon rebuilt. Gay Randall in his *Footprints Along the Yellowstone* gives a simple rationale for Gardiner's existence in the late nineteenth and early twentieth centuries: "Gardiner was now in business, with coal mines to the north, gold mines to the east, Yellowstone Park to the south, an ever-increasing tourist trade, and four troops of cavalry."

All these elements contributed to Gardiner's existence. The mining communities provided an important economic base on which Gardiner depended, especially during the winter months, since it served as their supply center. The coal mines to the north (Horr [later Electric] and then Aldridge) began operations in the early 1880s and closed in 1910. The Jardine or Bear Gulch Mining District northeast of Gardiner in the vicinity of the town of Jardine began serious production in the 1880s and operated into the mid-1930s. The New World Mining District near Cooke City outside the park's northeast entrance operated at various levels from the 1880s into the 1950s.

The creation of Yellowstone National Park in 1872 attracted tourists immediately and the numbers of visitors who came through the Park's first entrance increased yearly. Lee Whittlesey, Yellowstone National Park historian, opines that "Gardiner's positive and continuing function has always been one of supplying south-bound travelers with the necessities that they needed for an extended trip into Yellowstone and north-bound travelers with supplies for their trips through Paradise Valley."

For 16 years, from 1890 to 1916, the Army occupied Fort Yellowstone at Mammoth, approximately five miles south of Gardiner within Yellowstone National Park. Throughout its existence, the soldiers at Fort Yellowstone affected Gardiner's economy in numerous ways.

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Gardiner served as the gathering place where different factions converged, to enjoy the saloons and camaraderie offered, plus other diversions like gambling and prostitution. Besides miners and soldiers coming into town “to get roaring drunk,” gamble and visit prostitutes, Gardiner attracted undesirables “tending to gravitate to Gardiner . . . in the expectation of making an easy living at the expense of the park visitors.” Gardiner also harbored poachers who trespassed in the Park for wild game. Captain Moses Harris, acting superintendent of the park in the late 1880s, declared “disorders of the neighboring town of Gardiner . . . which now overflows into the park, are a constant and serious source of annoyance.” Gardiner is “destitute of all means for the preservation of law and order . . .”

Transients also invaded Gardiner every spring, especially in the early twentieth century during the extensive road construction period in the park. Lena Potter, who came to Gardiner in 1888, remembers seeing “just one man after another with a roll of bedding, waiting for the park to open so he could get a job . . . They didn’t have any money and if there was any place they thought they could break in, they broke it.”

Gardiner’s reputation as a rough town held into the twentieth century as an isolated outpost of the symbolic old west. In 1901, a visitor found Gardiner “a typical wild Western town, containing about twenty houses, built all on one side of the street . . . Half of the houses are occupied by saloons and are regular gin mills . . .” Lee Whittlesey believes that the “one-sided nature” of Park Street created the long- lasting “rough and primitive” appearance of Gardiner.

By the end of the nineteenth century and into the twentieth century, the disruptive social conditions in Gardiner were difficult to ignore by some and led to calls by Gardiner residents for sufficient law enforcement, sheriff deputies, and a jail. This resulted in the construction of a solid stone jail in 1903.

Regardless of its “wild west” persona, the first decade of the twentieth century “ushered in a period of growth and prosperity” within the town of Gardiner whose population in 1900 totaled 153. In June 1902, Gardiner finally became the terminus for the Northern Pacific Yellowstone Park branch line with the passenger depot completed the following year. In April 1903, President Theodore Roosevelt laid the cornerstone of the Roosevelt Arch that stands today as the park’s north entrance. The Gardiner Electric Light and Water Company, installed in 1903, brought water and electricity to the town. In the first decade of the twentieth century, Gardiner citizens erected prominent buildings including a one-story stone school building (1903), a stone Community Church (1905) and the Opera House (later Eagles Hall) (1910). Businesses expanded, and across the Yellowstone River to the north, Gardiner’s residential area grew when C. B. Scott platted Scott’s Addition to the townsite of Gardiner in 1904. By 1914, a swinging

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bridge connected these two sides of Gardiner; the south end of the bridge was anchored near the jail.²

In 1915, when Yellowstone National Park permitted automobiles into the park, the face of Gardiner changed dramatically to accommodate this new mode of travel. Hay warehouses, stables and historic hotels gave way to gas stations and new overnight lodgings. Gardiner's appearance adjusted after the 1930 construction of the Gardiner Bridge spanning the Yellowstone River. After World War II, automobile traffic increased which eventually halted passenger rail service to Gardiner in 1948. Freight traffic continued until 1975 and the Northern Pacific removed all tracks in 1976. Because Gardiner never incorporated, it lacks a city government, city water or sewer, and city law enforcement.

The Yellowstone Trail, the YGB Line and US Highway 89

In October 1912, a group of South Dakota businessmen formed the Yellowstone Trail Association to encourage and oversee the development of an automobile highway from the Twin Cities in Minnesota through South Dakota and Montana to Yellowstone National Park. The trail was a grassroots attempt to foster the development of good roads for tourism and commercial purposes. To that end, the association created a multi-state organization composed of local governments, merchants, farmers, and individuals who would advertise the trail and make improvements to it. The cross-country route consisted of an interconnected network of county roads maintained by the counties and by groups of volunteers at the annual Yellowstone Trail Days. The association aggressively promoted the route nationally and published guidelines for the construction of modern roads. In 1914, the association extended the Yellowstone Trail to Seattle and by 1920, established the eastern terminus of the road at Plymouth Rock, Massachusetts.³

The Yellowstone Trail in the Paradise Valley paralleled the west side of the Yellowstone River and the Northern Pacific Railway's Park Branch between Livingston and Gardiner. The route negated the need for any major bridges. It did, however, pass through the rugged Yankee Jim Canyon northwest of Gardiner. The canyon route had been built by convict labor from Montana State Penitentiary in Deer Lodge in 1913. The route proved difficult to maintain and particularly hard on automobiles. In 1921, the Montana State Highway Commission planned to re-align the highway to the east side of the Yellowstone River and let the first of what would be eight projects to build the new highway. The highway commission designated the route part of U.S.

² The swinging bridge was located at the existing site of the Gardiner Bridge. "Final Settlement Gardiner Bridge Matter by Jan, 24," *The Park County News*, December 20, 1928.

³ Alice A. Ridge and John Wm Ridge, *Introducing the Yellowstone Trail: A Good Road from Plymouth Rock to Puget Sound* (Altoona, WI: Yellowstone Trail Publishers, 2000), 8, 15, 16; Harold A. Meeks, *On the Road to Yellowstone: The Yellowstone Trail and American Highways, 1900-1930*, (Missoula: Pictorial Histories Publishers, 2000), 45, 167.

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Highway 89 in 1926. Prior to that, it was popularly known in the state as both the Yellowstone Trail and the Yellowstone-Glacier-Banff Line (YGB Line), a road between Yellowstone and Glacier national parks. In 1961, the highway commission shifted US 89 back to the west side of the river and redesignated the old roadway Secondary Highway 540. The Gardiner Bridge was and is a key river crossing on both highways.⁴

The Gardiner Bridge

By the early 1920s, the old bridge spanning the Yellowstone River on Water Street in Gardiner had fallen into disrepair. Built by the county in 1893, the bridge became unsafe by 1922 with the result that the same year, Gardiner residents petitioned the county commissioners for a new bridge. The county commissioners rejected the request, likely because the commissioners believed either the federal government or state would pay for a new bridge. Located at the bottom of a steep hill on a sharp turn, the old bridge primarily provided access to Gardiner for residents of Jardine and other communities north and east of the Yellowstone River; the bridge was the scene of several automobile accidents in the mid-1920s.⁵

The Yellowstone Trail crossed the Yellowstone River at Corwin Springs, seven miles north of Gardiner, and reached the north entrance to Yellowstone National Park through Yankee Jim canyon on the west side of the river. Gardiner stood on the south bank of the river at the park boundary, making a bridge unnecessary on that route. Things changed in 1921, however, when the Montana State Highway Commission implemented a plan to relocate the main highway between Livingston and Gardiner to the east side of the Yellowstone River. The highway commission constructed the new highway alignment from Carter Bridge (NR #11000226; listed April 28, 2011), a few miles south of Livingston, to Corwin Springs between 1921 and 1928. The last link for the highway's completion was a new bridge at Gardiner. The bridge, however, proved to be controversial and experienced delays for one reason or another for the next two years.⁶

⁴ Jon Axline, "Permanent and Substantial Roads: Prison Labor on Montana's Highways, 1910-1925," *Montana The Magazine of Western History*, vol. 62, no 2 (Summer 2012), 63; Jon Axline, *Taming Big Sky Country: The History of Montana Transportation from Trails to Interstates*, (Charleston: SC: The History Press, 2015), 67.

⁵ "Local Items," *The Livingston Herald*, August 17, 1892; "Crevasse Crumbs," *The Livingston Post*, August 31, 1893; "They Are So Jealous," *The Big Timber Pioneer*, June 8, 1893; "No New Bridge," *The Livingston Enterprise*, May 31, 1922; "Accident Near Bridge," *The Livingston Enterprise*, May 3, 1924; "Car Rolls Into River," *The Park County News*, May 2, 1924; "Mrs. E. Pfohl and Daughter Injured in Auto Accident," *The Livingston Enterprise*, April 29, 1924; "Commissioners' Proceedings," *The Livingston Enterprise*, August 21, 1928; "Commissioners Warn of Bridge Near Gardiner," *The Livingston Enterprise*, February 23, 1930.

⁶ *Report of State Highway Commission of Montana for Period Ending December 1928*, (Helena Montana State Highway Commission, 1929), 28-29; Montana State Highway Commission [hereafter MSHC] Meeting Minutes, Book 2, pp. 44, 132, 141, 169, 219. Environmental Services. Montana Department of Transportation. Helena, Montana.

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Every two years, the highway commission met with the BPR and the U.S. Forest Service to allot money to highways with national forest boundaries. The Federal Aid Highway Act of 1921 appropriated \$9 million to Montana for use on highways on the Federal Aid highway system. Of that, 10 percent, or \$878,886, was set aside for the forest highway system. At the biennial meeting, the highway commission, the BPR, and Forest Service developed a list of projects and allocated money to fund them. Prior to funding, the secretary of the US Department of Agriculture had to approve forest highway projects. After receiving a petition from the Livingston Chamber of Commerce asking for funds to improve the Corwin Springs to Gardiner section, then known as Yellowstone Trail, and construct a new bridge across the Yellowstone River at Gardiner, the agencies allotted \$50,000 for the project in fiscal year 1929. The Park County commissioners contributed another \$10,000 to the project.⁷

Unfortunately for the Gardiner Bridge project, Montana Attorney General Leroy A. Foot weighed in on the forest highway issue in November 1927. Foot determined that Montana's state gasoline tax funds could not be expended on the federal forest highway system. Moreover, his decision also concluded that gas tax funds could not be used to acquire right-of-way on private property within forest boundaries. The decision crippled the highway commission's statewide highway improvement program and discriminated against counties with Federal Aid roads within national forests.⁸

Consequently, the highway commission and BPR took the \$50,000 set aside for the projects in Park County and re-allocated it to a project in western Montana. Park County protested the decision. On February 20, 1928, Mineral County filed a Writ of Mandate requesting the Montana Supreme Court overturn the attorney general's decision. In March 1928, the supreme court overturned the attorney general's decision and ruled that state gas tax money could be spent within national forest boundaries and that the state money could be used to acquire right-of-way within the forests. By the time of the Court's ruling, a boundary adjustment on the Absaroka National Forest placed the proposed route of the new highway between Corwin Springs and Gardiner outside the forest, thus, making the highway project eligible for Federal Aid funding.⁹

⁷ Statewide Highway Planning Survey, *The History of the Montana Highway Department, 1913-1942*, (Helena: State Highway Commission, 1943), 124; *Third Biennial Report State Highway Commission of Montana, 1921-1922*, (Helena: Montana State Highway Commission, 1922), 47; "Gardiner Bridge Depends on Supreme Court Decision," *The Park County News*, January 27, 1928; "Gardiner Bridge Assured Project," *Livingston Enterprise*, April 18, 1928; "Commissioners' Proceedings," *Livingston Enterprise*, August 21, 1928.

⁸ MSHC, Book 3, pp. 240-242, 253-254, 267-268; "County Commissioners of Park Save Day for Gardiner Bridge Believed as Result of Snappy Helena Visit," *Livingston Enterprise*, December 22, 1927; "Mineral County Starts Fight for Her Share of State Gas Tax Funds," *The Missoulian*, January 19, 1928; "Gardiner Bridge Depends on Supreme Court Decision," *The Park County News*, January 27, 1928; "Gardiner Bridge and Road Projects to be Completed;" State ex. rel. Mineral County v. State Highway Commission, 82 Mont. 63.

⁹ Ibid; MSHC, Book 3, pp. 94, 132, 240-241, 242.

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The highway commission and BPR's preferred site for the new bridge was on Second Street in Gardiner. Designed at the bureau's district office in Portland, Oregon, the new bridge would carry the highway through Gardiner and require a new gateway to the national park – bypassing the old entrance through the Roosevelt Arch. The new entrance was lauded by Gardiner businessmen, the Livingston Chamber of Commerce, and other civic organizations. The *Park County News* reported the bridge project was “one of some anxiety to not only Gardiner and the upper Yellowstone Valley, but to Park County at large, due to its importance in the good roads program of the county.” In September 1928, the BPR awarded the bridge project to the Spokane, Washington branch of the Illinois Steel Bridge Company for its low bid of \$61,947. In July 1928, the highway commission contracted with Stanley Brothers of St. Paul, Minnesota to build a little over seven miles of new highway between Corwin Springs and Gardiner. Neither project included the construction of the bridge's approaches.¹⁰

The Bureau of Public Roads neglected to get the approval of an important participant in the project: the National Park Service. Three months after the BPR awarded the contract, in December 1928, NPS chief Horace M. Albright objected to the project on the grounds that the new roadway and bridge didn't provide a proper entrance to Yellowstone Park “from an aesthetic standpoint.” Albright was familiar with the area, having been the superintendent of Yellowstone National Park from 1919 until his recent appointment as director of the park service. Instead, Albright proposed what he called the “trestle” site that crossed the river about 1,500 feet downstream of the preferred location for the bridge. The trestle site involved substantially increased costs for the project as it required a railroad underpass be constructed under the Northern Pacific Railway tracks before the proposed route connected to Roosevelt Arch entrance into Wonderland. Albright believed his proposal would be more aesthetically pleasing and preserve the arch gateway to the park.¹¹

Albright's opposition to the Second Street site delayed the project enough to disallow the Illinois Steel Bridge Company from the ability to meet its contract deadline. The Bureau of Public Roads postponed the bridge project in January 1929 and re-allocated the money to a project in Sanders County.¹²

¹⁰ “Location Survey on Gardiner Road Soon,” *The Park County News*, April 18, 1928; “Will Open Bids on New Gardiner Bridge June 14,” *Livingston Enterprise*, May 24, 1928; “To Call Bridge Bids in August,” *The Park County News*, June 21, 1928; “Gardiner Bridge Project Will be Let Soon,” *Three Forks Herald*, July 19, 1928; “New Bridge Bids Opened Sept. 28,” *Missoula Sentinel*, September 10, 1928; “Spokane Firm is Successful Bid,” *Missoula Sentinel*, September 28, 1928; MSHC, Book 4, pp. 160, 257.

¹¹ “Final Settlement Gardiner Bridge Matter by Jan. 24,” *The Park County News*, December 28, 1928; “B.P.R. Names Trestle Site,” *The Park County News*, January 24, 1929; MSHC, Book 4, pp. 144-145, 161; “Albright Explains Position on Gardiner Bridge Controversy in Talk Before Local Rotary Club,” *Livingston Enterprise*, June 18, 1929.

¹² “Gardiner Bridge Bid Rejected by Bureau of Public Roads,” *Livingston Enterprise*, January 1, 1929.

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Albright quickly found himself an unpopular participant in the project. The highway commission steadfastly supported the Second Street bridge site as did the Livingston Chamber of Commerce, and local newspapers. Albright didn't back down from his position either, telling the Livingston Rotary Club that he "refused to sanction any location that might be selected for the building of the bridge that the matter was entirely outside of Park Service approval." Gardiner merchants wanted traffic to pass through town and added their voices to the debate. The BPR did its best to play both sides of the issue, announcing its support for the trestle site in January 1929 and then backtracking on to support the Second Street plan a few months later. Even the BPR's influential director, Thomas H. McDonald and his deputy, Dr. Laurence I. Hewes, weighed in on the issue, throwing their support behind the Second Street site. The controversy over the sites eventually drew in Montana's eastern district congressman, Scott Leavitt, a powerful good roads advocate largely responsible for obtaining federal funding for the Beartooth Highway the following year.¹³

The controversy simmered for the next nine months. Local delegations frequently appeared at the monthly state highway commission meetings to ask its assistance in settling the issue – even though the bridge wasn't a state project. The commission's official stance was the Second Street site would "best serve all of the traffic entering Yellowstone Park as well as serve the town of Gardiner and the communities in Park County across the river from Gardiner."¹⁴

In September 1929, highway commission chairman and newspaper publisher O. S. Warden organized a meeting in Gardiner between all the participants in the project, including Horace Albright, Scott Leavitt, and Thomas McDonald. With all the participants sitting at the table, they found a solution to the problem within a few hours. The attendees passed a resolution stating that the National Park Service would drop its objection to the Second Street site if the BPR and the state highway commission would in the future fund the construction of a second bridge at Gardiner at the trestle site. In return, the highway commission would work with BPR landscape architect Thomas Vint to "beautify" the approaches to the new Gardiner bridge at Second Street. With the passage of the resolution, Albright withdrew his opposition to the Second Street site, much to the relief of all. *Livingston Enterprise* editor L. E. Flint wrote,

Suffice it to say that big men show themselves to be bigger men when they consent, after reasonable discussion, to a program not entirely in line with their idea, but which they

¹³ "Committee is Named to Present Brief in Gardiner Bridge Case," *Livingston Enterprise*, January 30, 1929; "Re-Survey of Bridge Site Will be Made," *Livingston Enterprise*, April 18, 1929; MSHC, Book 4, pp. 198, 220, 230, 252; "Albright Explains Position in Gardiner Bridge Controversy"; "Y-G Highway Group Insists on Second Street of Gardiner Bridge in Resolution," *Livingston Enterprise*, September 4, 1929; "Leavitt, Warden Visit Gardiner Bridge Site," *The Park County News*, September 5, 1929.

¹⁴ MSHC, Book 4, p. 253.

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believe nevertheless to be the important to the settlement of discussions in which the human element is involved.¹⁵

Despite the resolution made at the conference, the second bridge was never built.¹⁶

With the controversy settled, the BPR went ahead with its plans to build “one of the most substantial [bridges] in the state.” Bureau chief engineer A. C. Clark opened six proposals from contractors on January 10, 1930. Stevens Brothers of St. Paul, Minnesota won the contract to build the bridge with its low bid of \$57,385. The prior winner of the contract, the Illinois Steel Bridge Company, also submitted a bid, nearly \$7,000 over Stevens Brothers’ proposal.¹⁷

The contractor began work on the project the first week of February 1930. By the last week of the month, it completed the excavation for the structure’s foundations. An open winter that year certainly helped expedite the work. In mid-March, the company started pouring the concrete for the abutments and piers and erecting the steel by the end of April. In early June 1930, the Park County News reported, “work on the bridge is progressing rapidly. The steel work on the main span is nearing completion, and work has started on the approach spans. It is understood the concrete for the floor of the bridge will be poured early in August, and will require about four weeks to cure.”¹⁸

While work on the bridge progressed without incident, another delay in completing the project arose, this time involving the state highway commission. On August 27, 1930, the commission awarded a project to Jay L. McLaughlin of Livingston to build the approaches to the bridge at a cost to the state of \$10,378 for the 0.419-mile project. Timing seemed opportune as Stevens

¹⁵ “The Gardiner Bridge,” *The Livingston Enterprise*, September 24, 1929.

¹⁶ MSHC, Book 4, pp. 253-255, 261; “Business Men will Attend Meeting on Bridge Controversy,” *Livingston Enterprise*, September 21, 1929; “Bridge Problem is Settled on Sunday with Satisfaction,” *Livingston Enterprise*, September 24, 1929; “The Gardiner Bridge,” *Livingston Enterprise*, September 24, 1929; “Gardiner Bridge Site is Settled; to Open Bids Soon,” *Livingston Enterprise*, December 4, 1929; “Gardiner Bridge Ordered Built, Second Street Site,” *The Park County News*, December 5, 1929.

¹⁷ “New Gardiner Bridge Plans are Explained,” *The Great Falls Tribune*, January 1, 1930; “Gardiner Bridge Contract Up at Missoula January 10,” *The Park County News*, January 2, 1930; “Bids on Gardiner Bridge will Open Soon,” *Livingston Enterprise*, January 7, 1930; MSHC, book 4, pp. 285-286; “Gardiner Bridge Contract will be Let in Missoula,” *Livingston Enterprise*, December 29, 1929; “Gardiner Bridge will be Built by Stevens Brothers,” *The Montana Record-Herald*, January 11, 1930; “St. Paul Concern to Build Bridge,” *The Daily Missoulian*, January 11, 1930.

¹⁸ “Bridge Work Begins Monday,” *The Park County News*, February 13, 1930; “Park Bridge is Begun,” *The Daily Missoulian*, February 25, 1930; “Bridge Work Starts,” *The Billings Times*, March 13, 1930; “Concrete Work Starts on Gardiner’s Bridge,” *The Park County News*, March 20, 1930; “Montana Roads Now in Good Condition,” *The Daily Missoulian*, April 23, 1930; “Tree Avenue for New Road,” *The Park County News*, June 5, 1930.

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Brothers completed the bridge in late August. To celebrate, on September 4, residents of Gardiner held a supper and dance on the bridge – only accessible by ladder.¹⁹

However, what neither the highway commission nor McLaughlin anticipated was a delay in the BPR approving the contract for the approaches. Without completion of the approaches, the bridge stood forlornly and isolated until traffic could use it. The delay added yet more frustration to a project that had already dragged on for nearly three years:

Some months after the Gardiner contract was let, after the pros and cons that are reported to form a barrier to governmental speed, and after settling the unfortunate discord concerning the location, the bridge was constructed. Today, it seems, the contract for building the abutments is in some situation that may be akin to the situation that caused the delay in beginning the operations and until such time as whatever discord, disagreement, or misunderstanding, or whatever may be delaying the building of abutments is cleared up, the Gardiner Bridge will stand out alone, unused, and useless without and approach.²⁰

The historical record is curiously silent as to what caused the delay, but the available information seems to indicate something to do with the site of the bridge. At the YGB Line annual convention in Kalispell in September, both representative Scott Leavitt and highway commission chairman O.S. Warden heard complaints about the “considerable and annoying delay over the construction of the Gardiner Bridge.”²¹ The National Park Service had not yet fully endorsed the Second Street site – even though the bridge had been built. The delay possibly related to the landscaping of the north approach to the structure; the highway commission intended only to plant a row of trees along the road for two blocks north of the bridge.²²

The highway commission and the contractor finally received the Notice to Proceed from the BPR in late September 1930, nearly a month after the contract had been awarded. McLaughlin sub-contracted the construction of the approaches to Garfield County farmer and contractor Archie

¹⁹ MSHC, Book 4, pp. 370, 272; “M’Laughlin Gets Gardiner Road,” *The Park County News*, September 4, 1930; “Gardiner,” *The Park County News*, September 4, 1930.

²⁰ “The Gardiner Bridge,” *The Livingston Enterprise*, September 12, 1930.

²¹ The Yellowstone-Glacier-Banff (YGB) Line was the original designation of U.S. Highway 89 in Montana. The highway originated at Gardiner and wound its way along the current alignment of US 89 to Glacier National Park and Banff. The convention was attended by representatives of the towns, cities, and counties through which the highway passed – along with other notables, such as Leavitt and Warden.

²² The landscaping plans for the bridge have not, apparently, survived. No plans have been found in the MDT archives. “Engineer Leaves for Gardiner to Inspect Bridge,” *The Livingston Enterprise*, September 12, 1930; “Contract is Let for Approaches Gardiner Bridge,” *The Livingston Enterprise*, September 13, 1930; “Great Meeting of Y-G-B Line Held in Kalispell on Monday; Prominent Persons Present,” *The Kalispell Times*, September 18, 1930; “Start Road to the New Bridge,” *The Park County News*, September 25, 1930.

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Stebbins. He maintained a work crew of 20 men, working two shifts per day. Bad weather slowed construction during October. It wasn't until November 10 that Stebbins completed the approaches and the highway commission officially opened the bridge to traffic.²³

When completed in 1930, the Gardiner Bridge utilized 242.5 tons of structural steel in its construction along with 33 tons of reinforcing steel and 600 cubic yards of concrete in the foundation and deck. The bridge deck stands 800 feet above the Yellowstone River canyon floor; it is twice as high as it is long.

In 1975, the Federal Highway Administration widened the bridge by 31 feet because of increased traffic demands on the bridge after World War II. The project involved the addition of substantial walkways on both sides of the bridge deck to accommodate increased pedestrian and bicycle use of the structure. At some point within the past 50 years, the MDT installed low concrete barriers between the driving lanes and the walkways.²⁴

Criterion C—Engineering—Deck Truss Bridges, 1928-1945

A deck truss bridge has supporting framework below the road. The deck attaches to the top chords of the bridge rather than at the bottom chords as do through and pony truss structures. Deck trusses have the benefit of being more laterally rigid and structurally stable than through trusses and more suitable for long spans than through trusses.²⁵

The first deck truss bridges were built in the mid-nineteenth century and usually constructed of wood. The railroads utilized timber and steel deck trusses in the 1800s. In Montana, the Northern Pacific, Great Northern, and Milwaukee Road all built deck truss bridges on their trans-Montana lines.

Lewis and Clark County built the first “almost” deck truss bridge spanning the Dearborn River southwest of Augusta in 1897. The Dearborn River High Bridge (NR #3001298; listed December 18, 2003) has the deck connected midway on the trusses rather than on the bottom or upper chords. The Montana Highway Department didn't develop a standard deck truss design in 1915 as it did other bridge types and it wasn't until 1928 that the highway department built a deck truss bridge; the Scenic Bridge (NR# 9001183; listed January 4, 2010) spans the Clark Fork west of Alberton in Mineral County. Over the next 10 years, the Montana Highway Department built

²³ MSHC, Book 4, pp. 396-397; “Open Gardiner Bridge for Use About Nov. 10,” *The Park County News*, October 30, 1930; “Montana Weekly Industrial Review,” *Hysham Echo*, November 20, 1930..

²⁴ “New Bridge Bids Opened Sept. 28,” *The Missoula Sentinel*, September 10, 1928; “St. Paul Concern to Build Bridge,” *The Daily Missoulian*, January 11, 1930; “Engineer Leaves for Gardiner to Inspect Bridge,” *Livingston Enterprise*, September 12, 1930; Bridge Inspection Records, Bridge no. P00011000+01651/05370, Bridge Bureau, Montana Department of Transportation, Helena, Montana.

²⁵ Jon Axline, *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*. Helena: Montana Historical Society Press, 2005), 154.

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few deck truss bridges. Most notable were the Orange Street Bridge (built 1937; demolished early 2000s) in Missoula and the Middle Fork of the Flathead River Bridge (built 1938) in Flathead County. The latter won an American Institute of Steel Construction award as the most beautiful bridge built in the United States in 1938 for less than \$250,000. A flood in 1964 irreparably damaged the bridge.²⁶

While the Montana Highway Department built a few deck truss structures, the federal Bureau of Public Roads (BPR) built many on highways within national forest boundaries mostly in western Montana. The Gardiner Bridge is the first known BPR-designed deck truss bridge in Montana. It was followed by others in the Lolo National Forest at Cyr (1933/24MN0305), the Clark Fork at Superior, and the Kootenai River near Troy (1942/24LN0905). The US Army Corps of Engineers built the last deck truss bridge in Montana in 1971; the bridge spans Lake Koocanusa on Montana Highway 37 in Lincoln County.

²⁶ Axline, *Conveniences Sorely Needed*, 46, 74-76, 109; MSHC, Book 8, p. 26.

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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): _____

10. Geographical Data

Acreage of Property 1.0

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| 1. Latitude: 45.032290 | Longitude: -110.705600 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

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

The boundary for the Yellowstone River Bridge is a rectangle measuring 60 x 415 feet, slightly larger than the bridge itself to provide a sense of setting. The rectangle encompasses the bridge and approximately 200 feet of U.S. Highway 89. The boundary is centered on the bridge. The structure is located in the SW¼ SE¼ of Section 23, T9S, R8E. Reference to the maps on pages 29 and 30 confirm this location.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is determined by space occupied by the bridge and its approaches.

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: 59620-1001
e-mail jaxline@mt.gov
telephone: (406) 444-6258
date: August 2024

Property Owner:

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

name Montana Department of Transportation
street & number 2701 Prospect Ave. telephone (406) 444-6200
city or town Helena state MT zip code 59620-1001

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.)

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Photographs

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

Photo Log, All Photographs

Name of Property: Yellowstone River Bridge

City or Vicinity: Gardiner, Montana

County: Park State: MT

Photographer: Rob Park

Date Photographed: August 2024

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of ____.

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.).

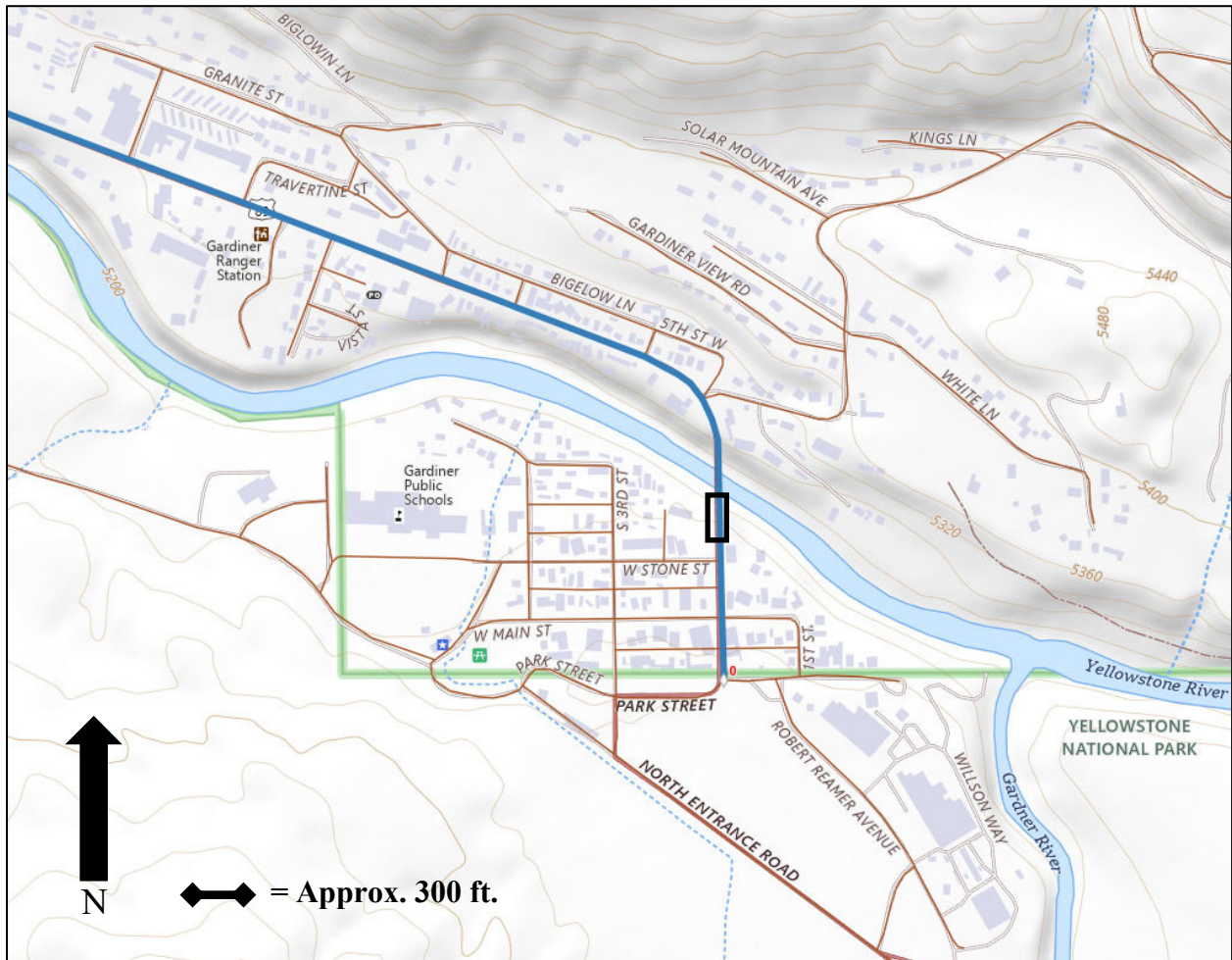
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form 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

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MT's Historic Steel Truss Bridges
Name of multiple listing (if applicable)

Section number Additional Documentation Maps and Historic Photographs Page 29



Location of the Yellowstone River Bridge. Found on the USGS 7.5' Quadrangle map: Gardiner (2011). Center point = Latitude: 45.032290 Longitude: -110.705600.

United States Department of the Interior
National Park Service

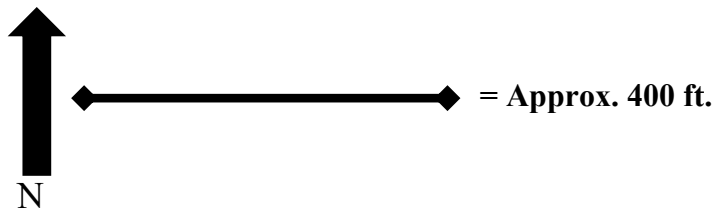
National Register of Historic Places
Continuation Sheet

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MT's Historic Steel Truss Bridges
Name of multiple listing (if applicable)

Section number Additional Documentation Maps and Historic Photographs Page 30



Aerial view of the Gardiner Bridge (bordered in yellow). Center point = Latitude: 45.032290 Longitude: -110.705600.

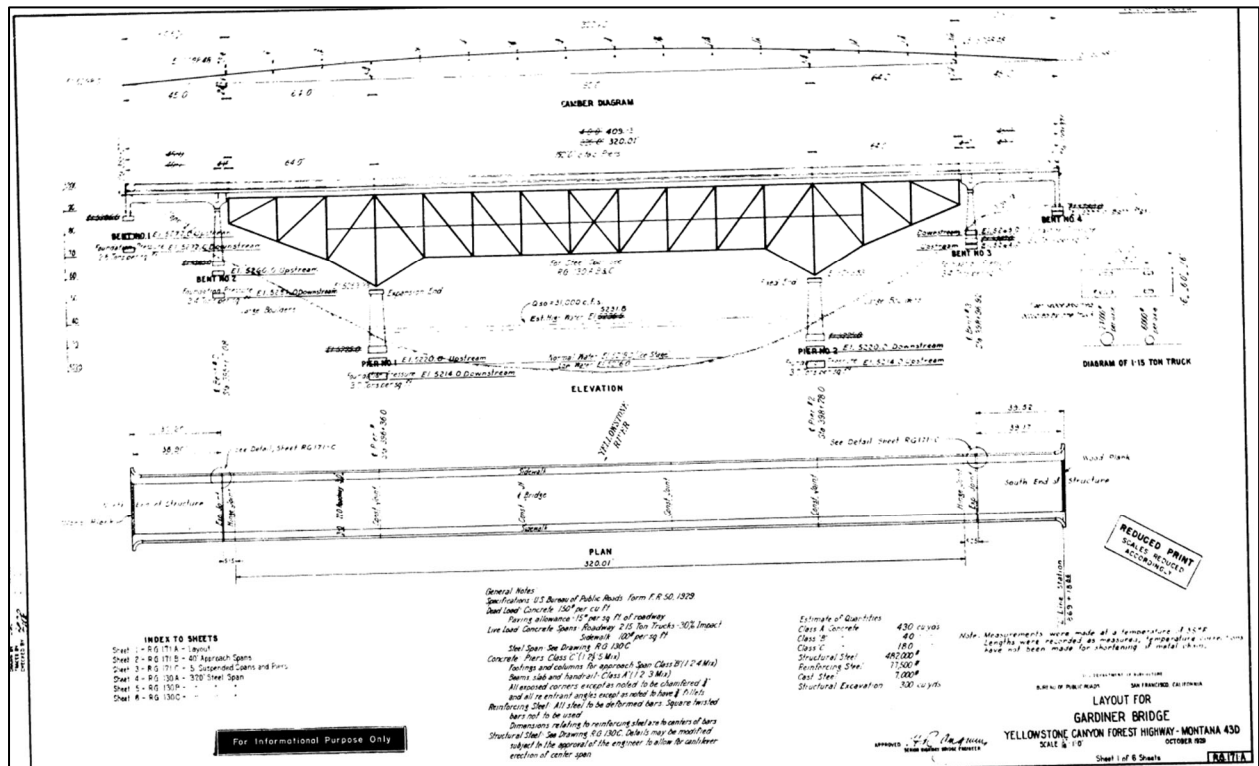


United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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Park County, Montana
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MT's Historic Steel Truss Bridges
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Section number Additional Documentation Maps and Historic Photographs Page 31



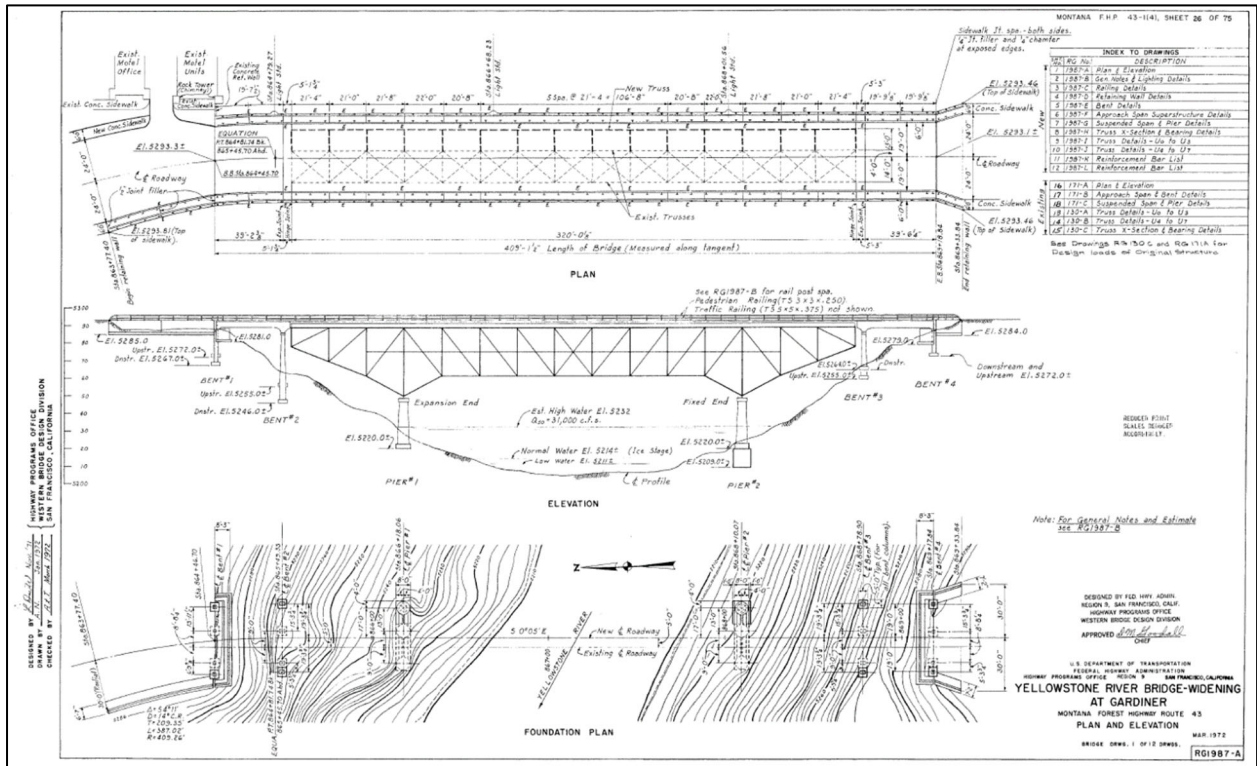
Bureau of Public Roads' Gardiner Bridge plans (1937).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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MT's Historic Steel Truss Bridges
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Federal Highway Administration. Gardiner Bridge Widening (1972 plan sheet).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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MT's Historic Steel Truss Bridges
Name of multiple listing (if applicable)

Section number Additional Documentation Maps and Historic Photographs Page 33

Photo Log, All Photographs:

Name of Property: Yellowstone River Bridge
City or Vicinity: Gardiner
County: Park State: MT
Photographer: Rob Park unless otherwise noted
Date Photographed: August 2024



Gardiner Bridge. West side. View to east.
MT_ParkCounty_GardinerBridge_0001

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**Gardiner Bridge. West side. View to the east.
MT_ParkCounty_GardinerBridge_0002.**

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**Gardiner Bridge. West side. View to southeast.
MT_ParkCounty_GardinerBridge_0003.**

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**Gardiner Bridge. East side. View to west.
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**Gardiner Bridge. East side. View to the west.
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**Gardiner Bridge. East side. View to west.
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**Gardiner Bridge. West side. View to the northeast.
MT_ParkCounty_GardinerBridge_0007.**

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**Gardiner Bridge. West side. View to north-northeast.
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**Gardiner Bridge. East side. View to west-northwest.
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**Gardiner Bridge. West side. View to the southeast.
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**Gardiner Bridge. Detail of south approach span and truss. View to the north.
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**Gardiner Bridge. Detail of truss. View to the east.
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**Gardiner Bridge. Detail of concrete bent and underside of truss. View to north.
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**Gardiner Bridge. Detail of underside of truss. View to the north.
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**Gardiner Bridge. Detail of north approach span. View to the south.
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**Gardiner Bridge. Detail of bridge. View to the south.
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**Gardiner Bridge. Detail of truss. View to the east.
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**Gardiner Bridge. North approach. View to the south.
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**Gardiner Bridge. South approach with elk on bridge. View to the south.
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