

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: Spokane Hill Airway Beacon

Other names/site number: 24BW1139

Name of related multiple property listing:
Sentinels of the Airways: Montana's Airway Beacon System, 1934-1979
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Approximately five miles northwest of Winston, MT

City or town: Winston State: MT County: Broadwater

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national X statewide ___ local

Applicable National Register Criteria:

X A ___ B X C ___ D

<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 ___ 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> 1 </u>	<u> </u>	sites
<u> 1 </u>	<u> 3 </u>	structures
<u> </u>	<u> </u>	objects
<u> 2 </u>	<u> 3 </u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/air-related=navigational aid

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/air-related=navigational aid

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7. Description

Architectural Classification

(Enter categories from instructions.)

No Style

Materials: (enter categories from instructions.)

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

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 Spokane Hill Airway Beacon consists of three features directly associated with the operation of the nighttime airway beacon: the contributing beacon tower, a contributing generator shed foundation, and a noncontributing power pole. Two other noncontributing resources not associated with the operation of the beacon stand very close to the base of the beacon tower: a modern shed, and a solar panel array. The beacon stands at an altitude of 5,483 feet near the crest of Spokane Hill, a cretaceous granite outcrop that prominently appears on the skyline east of Helena. The nearest community is Winston, about five miles to the southeast. Erected in 1935, the beacon was part of an historic system of lighted beacons that provided guidance to aircraft pilots as they flew east-west across Montana during nighttime and is a component of the Northern Transcontinental Airway route between New York and Seattle. The Spokane Hill Airway Beacon functioned as a critical component of that airway route between Bozeman and Helena. Formerly powered by a gasoline-fueled generator, the beacon now derives power from a recently-constructed powerline from the west. The original generator, upper structure of the generator shed, and fuel tank were removed sometime after 1946, leaving the shed's concrete foundation to mark the location.

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Access to the beacon occurs via a two-track road that climbs Spokane Hill from the northeast, but terminates at the base of the granite outcrop about 80 feet below where the beacon stands. The final approach requires travel by foot or All-Terrain Vehicle up a steep grade. The Spokane Hill Airway Beacon sits on land owned by the Bureau of Land Management (BLM) and the Broadwater Department of Emergency Services (DES) now owns the beacon tower and operates the revolving beacon.

Narrative Description

The Spokane Hill Airway Beacon sits near the crest of Spokane Hill at an elevation of 5,483 feet about five miles northwest of the community of Winston in Broadwater County, and 15 miles southeast of the Montana State Capitol of Helena. The outcrop rises about 1,272 feet above the surrounding terrain overlooking U.S. Highway 12/287 to the west. A two-track dirt road approaches the beacon site from the northeast after which the beacon can only be accessed by an All-Terrain Vehicle or a steep hike. The vantage of the Spokane Hill Airway Beacon features magnificent views of the Helena Valley to the west and the Missouri River Valley and Canyon Ferry Reservoir to the east and south. The Elkhorn Mountains are prominent to the west and the Big Belt Mountains to the east. The property occupies 2 acres of Bureau of Land Management land.¹

The Spokane Hill Airway Beacon property consists of five features: the beacon tower, an historic generator shed foundation, a recently constructed shed, a solar array panel, and a modern power pole that supplies power to the beacon.

Spokane Hill Airway Beacon Tower (one contributing structure)

The Spokane Hills Airway Beacon consists of a beacon on a steel tower. The 55-foot tall tower is comprised of angle sections bolted at the connections. It measures 10 feet square at the base with each corner resting on a concrete footing. The tower supports a 6 x 6-foot metal grate platform on which the beacon rests. A narrow steel ladder is attached to the north elevation of the tower and extends from the ground to the platform. A steel cable ascends vertically with the ladder and is reported to be a recent fall protection safety feature. The ladder ends at a trap door in the platform floor through which a maintenance worker can pass. An angle section railing, approximately 4 feet in height, encloses the platform. Three corner's display attached stick antennae, associated with the Broadwater County emergency communications system. All tower elements were once painted orange, but most recently painted silver; the platform and beacon elements remain orange. An enameled warning sign, noting that it is a crime to damage the beacon, is bolted to the north tower leg behind the ladder.

¹ File. Spokane Hill Airway Beacon. Aeronautics Division. Montana Department of Transportation. Helena, MT.

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The revolving beacon sits atop a steel pedestal that houses the wiring. A Lexan dome, which replaced the original glass dome, encloses the beacon. The Montana Aeronautics Division recently upgraded the beacon with an LED light array. One courseway beacon light, each with a clear outside lens and red inside lens, is located on the east and west sides of the platform facing outward, corresponding with the air route's directionality. These courseway lights reportedly transmitted in Morse code the beacon's name designation.

A small electrical circuit box situated on the south side of the platform attaches to the inside of the safety railing. A second, larger circuit box attaches to the interior of the west tower leg. It measures 27½ x 39½-inches by 8 inches deep, painted orange, and is secured with a padlock. It is mounted at about head height and accessed from the ground by a narrow steel ladder of the same type as the one that accesses the platform.

Generator Shed Foundation (one contributing site)

The ruin of the original generator shed foundation sits about 1250 feet northeast of the beacon tower, about 350 feet lower in elevation. It consists of a concrete foundation with a pair of concrete footings to its south. The heavily lichen covered foundation measures 10 feet 3 inches by 14 feet 3 inches. The foundation walls measure 6 inches thick and stand about 33 inches tall. None of the superstructure remains. Each of the two footings measures 6 feet long but display different widths. The surface of each footing displays two ¾-inch bolts where machinery was mounted.

Shed (one noncontributing structure)

Standing a few feet north of the tower is a modern steel shed owned by Broadwater County that houses electronic communication equipment. This Broadwater County shed and associated and nearby solar panels have no association with the beacon. The shed, less than 50 years old, is a pre-fabricated structure made by ARMCO that measures 5 feet 4 inches square. Each wall is made of four panels and the entire structure covered with a flat roof. A steel slab door is centered in the east wall and is closed with a hasp and padlock. Two metal louver vents appear in the north wall.

Solar Panel Array (one noncontributing structure)

The electrical power for the communications equipment arrives from a solar panel that stands on concrete caissons immediately south of the beacon tower. The three-panel array measures about 14 feet wide. Rigid plastic conduit spans the distance between the panel and the south wall of the steel shed. In the same wall, four cables exit and then attach to the tower, leading to the antennae on the corners of the beacon tower platform.

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Power Pole (one noncontributing structure)

A modern power pole stands just west-northwest of the beacon tower. It lacks crossarms. Two electrical lines that run from the previous power pole further downslope to the west attach near top of the pole. From here, two lines run horizontally and attach to the body of the beacon tower while the ground line runs diagonally to the base of the tower. While the powerline and pole near the tower are not historic, nor original to the property, the beacon would have been served historically by a power line that ran from the generator shed, to the northeast, to the tower. Remnants of this original power line appears to have burned during the Bucksnot Fire in the early 2000s. Although the presence of the recent power pole is essential for the operation of the beacon, it unfortunately is less than 50 years old and is considered a noncontributing structure to the property.

Integrity

The Spokane Hill Airway Beacon retains a moderate to high level of integrity. The isolation of the property provides for a strong sense of integrity of setting and location. The beacon tower and generator shed foundation sit in their original locations in the Spokane Hills east of Helena, Montana's capital city, and while the upper structure of the generator shed no longer remains, the spatial relationship between the tower and the shed is intact. The tower itself displays strong integrity of materials, design, and workmanship. Some loss of integrity of feeling and association has occurred by the installation of a solar panel array and recently built metal shed, which bear no relation to the operation of the beacon. Although the modern electrical pole is not original to the property, several other historic beacon properties also feature the transmission of electricity to their respective beacons via modern power lines that replaced the original electrical transmission from the generator shed. The Spokane Hills Airway Beacon retains its relationship to the Strawberry Mountain and MacDonald Pass beacons. Although not certain, it is likely the original generator and shed were dismantled when the beacon was connected directly to a powerline from the west.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION
ENGINEERING

Period of Significance

1935-1979

Significant Dates

1935, 1965, 1979

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

U.S. Dept. of Commerce's Bureau of Air Commerce
A. S. Watson, US Bureau of Air Commerce/ builder

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Spokane Hill Airway Beacon is eligible for listing in the National Register of Historic Places under Criterion A for its role in Montana's aviation history, particularly the safe navigation of aircraft across western Montana since 1935. The property is also eligible for listing under Criterion C as representative of the specific technology available at the time of its construction allowing for such nighttime air navigation across Montana. The Spokane Hill Airway Beacon represents one of a small number of airway beacons still functioning in Montana and the United States. The Period of Significance starts when the beacon began operation in 1935 and continues to 1979, when the Federal Aviation Administration transferred ownership of twelve beacons, including Spokane Hill, to the Montana Aeronautics Commission. The FAA decommissioned much of the beacon system because of improvements in radar and other directional navigation aids for aircraft had made the beacons obsolete. The Montana Department of Transportation's (MDT) Aeronautics Division assumed responsibility for the beacon in 1991.

The Spokane Hill Airway Beacon meets the Registration Requirements set forth in the *Sentinels of the Airways: Montana's Historic Nighttime Airway Beacons, 1934-1979 Multiple Property Document* under the context *Airway Beacons in Montana, 1934-1979*, and the *Montana's Airway Beacons* property type. The period of significance identified for this property extend from its construction in 1935 through 1979 and conforms to the MPD cover context period.

Criterion Consideration G

The cover document justifies an extension of the period of significance up to 1979 to recognize a significant point in the operation and management of the airway beacon system. The period extends only briefly into the less than 50-year period and represents a logical termination point for the historic period.

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

The Spokane Hill Airway Beacon is eligible for listing in the National Register of Historic Places under Criterion A as a significant component of an historic air travel corridor in western Montana. The beacon and its associated resources represent the federal development of the country's airway transportation corridors from 1934 to 1938. From 1926 to 1938, the U.S. Department of Commerce's Bureau of Air Commerce created 18,000 miles of airway corridors in the United States and installed 1,550 airway beacons marking the corridors for night flying. The establishment of the airway corridors signaled a profound event in the evolution of the

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nation's air transportation system, allowing nighttime commercial and airmail flight across the United States. The Spokane Hill beacon served as a component of the federally-sanctioned Northern Transcontinental Airway Route between New York City and Seattle, Washington.

The Northern Transcontinental Airway provided important air connections along the northern tier of states. The federal government authorized Northwest Airlines to utilize the route between Minneapolis-St. Paul, Minnesota and Seattle in 1932. Northwest Airlines flew both mail and passengers along the airway.

The Spokane Hill Airway Beacon also demonstrates significance under Criterion C as a rare operating example of the airway beacons designed and built by the federal government from the mid-1920s to the mid-1930s. The Federal Aviation Administration decommissioned much of the national airway beacon system in the 1960s due to obsolescence. Montana, however, retained most of its beacons and fourteen remained operational until 2017.² The beacon found at Spokane Hill represents the standard federal airway beacon design utilized between 1925 and 1938. The beacon tower remains intact with no changes to its design. Although replaced in 2011 with an updated lamp, the beacon light atop the tower continues to function in its historic capacity; no changes have occurred to the course lights on the tower.³ The Spokane Hill Airway Beacon also includes the remains of the generator shed. The shed foundation represents the spatial relation between the beacon and its power source.

Spokane Hill Airway Beacon

The Spokane Hill Airway Beacon was originally part of Northern Transcontinental Airway route. The US Department of Commerce designated the route between Seattle and New York. The department's Bureau of Air Commerce announced in September 1934 its plans to construct 125 beacon lights and intermediate emergency landing fields every fifty miles on the airway route between Minneapolis-St. Paul and Seattle. The Bureau estimated the cost of the project at around \$275,000, all which would be paid by the federal Project Works Administration. Construction of the first towers in Montana, between Miles City and Billings, began in October 1934.⁴

² Three beacons remained in operation: MacDonald Pass, Strawberry Butte, and Spokane Hill.

³ E-mail communication with Mike Rogan, Montana Aeronautics Division, November 27, 2013.

⁴ The Department of Commerce surveyed the Missoula-Bozeman segment of the Northern Transcontinental Airway in the summer of 1934. U. S. Department of Commerce, "Five New Federal Airways under Survey and Construction," *Air Commerce Bulletin*, vol. 6, no. 2 (15 August 1934), pp. 30, 31; "Beacon Light Sites have been Selected," *The Helena Independent*, October 5, 1934; "Will Begin Task of Lighting Airways Soon," *The Helena Independent*, September 6, 1934; "Northern Air Route is to be Lighted," *The Helena Independent*, September 7, 1934; "Much Equipment on Northern Airways," *The Helena Independent*, October 19, 1934; "Airways of the United States," *Aviation*, Vol. 33, no. 11 (November 1934), pp. 30, 31; "Beacon Light Sites have been Selected," *The Helena Independent*, October 5, 1934.

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The Bureau of Air Commerce began construction of six airway beacons between Bozeman and Helena on July 31, 1935. The Bureau established the headquarters of its Bozeman-Helena segment of the project in Bozeman with the materials for the beacon towers and generator sheds warehoused in Three Forks. Air Commerce crews hauled the materials to the construction sites. The Bureau erected the first beacon on Bozeman Pass in early August 1935. The tower components had arrived in Three Forks on July 24th. Construction of the towers and generator sheds continued through August and into September. By September 3, four of the six towers (Bozeman Pass, Strawberry Butte, Townsend airport, and Spokane Hill) had been completed. Only the Belgrade and Toston towers remained to be built. They were completed within a few days and the system lit between the two cities on September 12th. Northwest Airlines made its inaugural nighttime flight between Bozeman and Helena on September 17, 1935.⁵

Completion of the Northern Transcontinental Airway nighttime beacons system didn't occur until November 10, 1935 when the Civil Aeronautics Administration (CAA) lit the final beacon on the system on MacDonald Pass west of Helena. The completion of the system sparked a celebration in Helena. On November 22, an estimated 4,000 people braved frigid weather to attend an event at Helena Municipal Airport to celebrate the completion of the beacon system. The *Helena Independent* called the celebration the "Hanging of the Golden Lantern marking the inauguration of the night flight of the Northwest Airlines following completion of the beacon system from the Twin Cities to the coast."⁶

In 1965, the Federal Aviation Administration decommissioned nineteen airway beacons across Montana and transferred operation of them to the Montana Aeronautics Commission (now Aeronautics Division of the Montana Department of Transportation). The state maintained and operated the Spokane Hill beacon until 2019 when it transferred ownership of it to the Broadwater County Department of Emergency Services. The county continues to operate the beacon.⁷

⁵ "Three Forks Gets Air Beacon Lights," *The Montana Standard*, July 28, 1935; "Start Construction of Airway Beacons," *The Helena Independent*, August 2, 1935; "Build Bozeman Beacon," *The Billings Gazette*, August 3, 1935; "Four Beacons are Erected, Bozeman to Helena Route," *The Great Falls Tribune*, September 4, 1935; "Four of Six Airway Beacons Towers Built," *The Helena Independent*, September 4, 1935; "East-and-West Plane Flights to be Split with Capital," *The Montana Standard*, September 13, 1935; "First Flight of Northwest Airlines Through Helena to Start Sunday from Seattle," *The Helena Independent*, September 13, 1935.

⁶ "Thousands Forget Quakes to Join in Celebration of Transcontinental Airline," *The Helena Independent*, November 23, 1935; "Helena Marks Air Line Event," *The Montana Standard*, November 24, 1935.

⁷ Brenda J. Spivey, "Airway Beacons, an Integral Part of Montana's Night VFR Navigational History: Past History, Present Service and Present Value," (Master's Thesis, Embry Riddle Aeronautical University, 1995), p. 10, 13; Spokane Hill Airway Beacon File.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

“Airways of the United States.” *Aviation*. Vol. 33, no. 11 (November 1934).

“Beacon Light Sites have been Selected.” *The Helena Independent*, October 5, 1934.

“Build Bozeman Beacon.” *The Billings Gazette*, August 3, 1935.

“Celebration Here.” *The Helena Independent*, November 10, 1935.

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

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

“First Flight of Northwest Airways through Helena to Start Sunday from Seattle.” *The Helena Independent*, September 13, 1935.

“Four Beacons are Erected, Bozeman to Helena Route.” *The Great Falls Tribune*, September 4, 1935.

“Four of Six Airway Beacon Towers Built.” *The Helena Independent*, September 4, 1935.

“Helena Marks Air Line Event.” *The Montana Standard*, November 24, 1935.

“Much Equipment on Northern Airways.” *The Helena Independent*, October 19, 1934.

Northern Air Route to be Lighted.” *The Helena Independent*, 7 September 1934.

“People are Urged to Witness First Northwest Flight.” *The Helena Independent*, September 15, 1935.

Spivey, Brenda J. “Airway Beacons, an Integral Part of Montana’s Night VFR Navigational History: Past History, Present Service and Present Value.” Master’s Thesis, Embry Riddle Aeronautical University, 1995.

“Start Construction of Airway Beacons.” *The Helena Independent*, August 2, 1935.

“State Briefs.” *The Helena Independent*, February 26, 1935.

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“Thousands Forget Quakes to Join in Celebration of Transcontinental Airline.” *The Helena Independent*, November 23, 1935.

“Three Forks Gets Air Beacon Lights.” *The Montana Standard*, July 28, 1935.

Wiley, Frank W. *Montana and the Sky: Beginning of Aviation in the Land of the Shining Mountains*. Helena: Montana Aeronautics Commission, 1966.

“Will Begin Task of Lighting Airways Soon.” *The Helena Independent*, September 6, 1934.

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 2.0

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: 46.542630 Longitude: -111.711430 (beacon)
2. Latitude: 46.544670 Longitude: -111.707810 (generator foundation)

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

The Spokane Hill Airway Beacon stands near the crest of Spokane Hill in Broadwater County, Montana at lat. 46.542630, long. -111.711430 (NW¹/₄ NE¹/₄ of Section 15, T9N, R1W). The generator shed foundation is at lat. 46.544670, long. -111.707810 (SE¹/₄ SE¹/₄ of Section 10, T9N, R1W). The National Register boundary includes the beacon site, the generator shed foundation, and the area between the two, where historically a power line connecting the two likely stood, the remnant of which likely burned Bucksnot Fire in the early 2000s. The overall property dimensions, which provide a small buffer for the resources, measure approximately 25 feet by 1250 feet and encompasses an approximate 2-acre area on Bureau of Land Management land. The site includes all the features associated with the operation of the beacon from 1935 to 2019.

Boundary Justification (Explain why the boundaries were selected.)

The Spokane Hill Airway Beacon property includes all resources associated with the historic operation of the beacon: the beacon tower and the generator shed foundation. In addition, the boundary includes the area between the two that likely supported the original power line connecting the two features.

11. Form Prepared By

name/title: Jon Axline/Historian
organization: Montana Department of Transportation
street & number: 2701 Prospect Avenue
city or town: Helena state: MT zip code: 59620
e-mail jaxline@mt.gov
telephone: (406) 444-6258
date: May 2019

Property Owner:

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

name Bureau of Land Management
street & number 5001 Southgate Drive telephone (406) 896-5000
city or town Billings state MT zip code 59101

Property Owner:

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

name Broadwater County
street & number 515 Broadway Street telephone (406) 266-3443
city or town Townsend state MT zip code 596441

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
Sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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

Photo Log, All Photographs:

Name of Property: Spokane Hill Airway Beacon
City or Vicinity: Winston vicinity
County: Broadwater State: MT
Photographer: Mitzi Rossillon
Date Photographed: May 2019

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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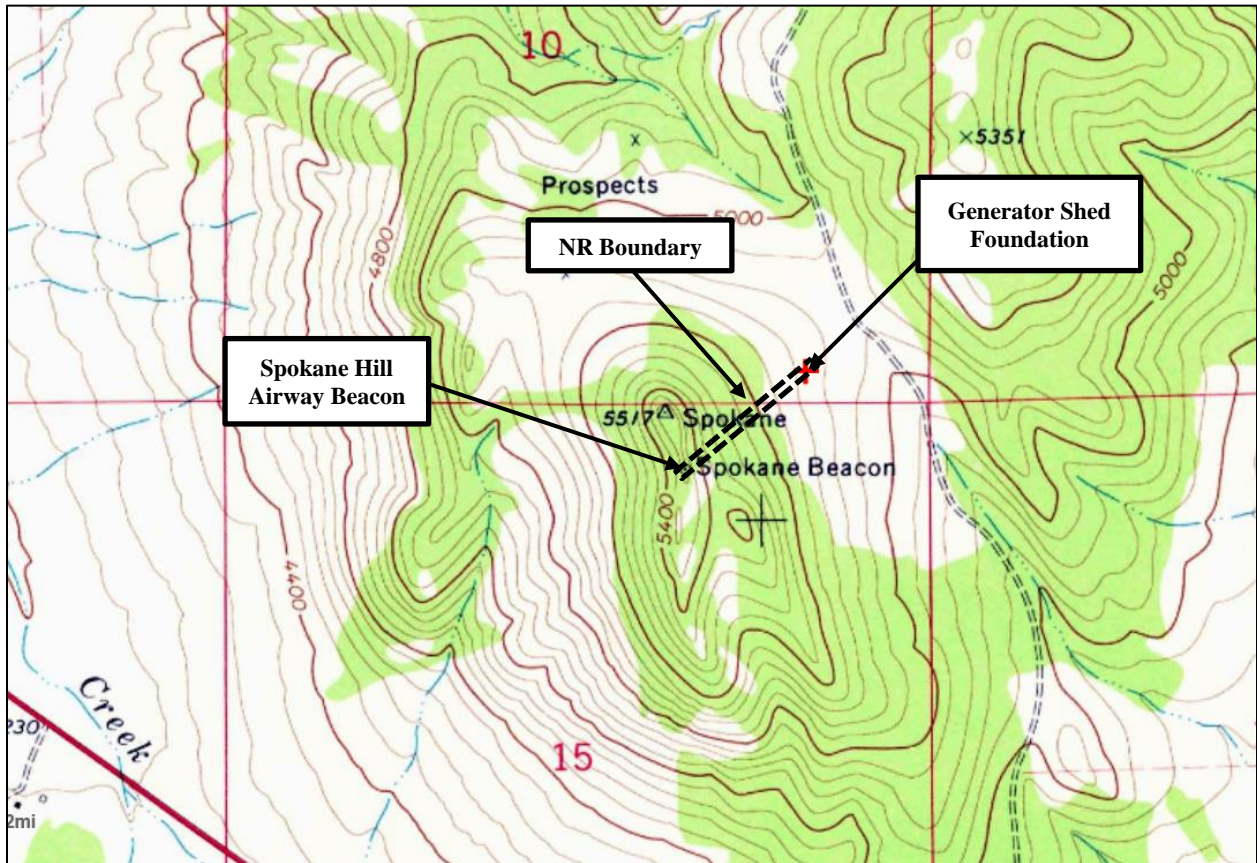
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Name of multiple listing (if applicable)

Section number Additional Documentation--Maps

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Location of Spokane Hill Airway Beacon and Generator Shed Foundation. Found in sections 10 and 15, T9 N R1W. Canyon Ferry SW, Montana, 7.5' topographic map, 1972.

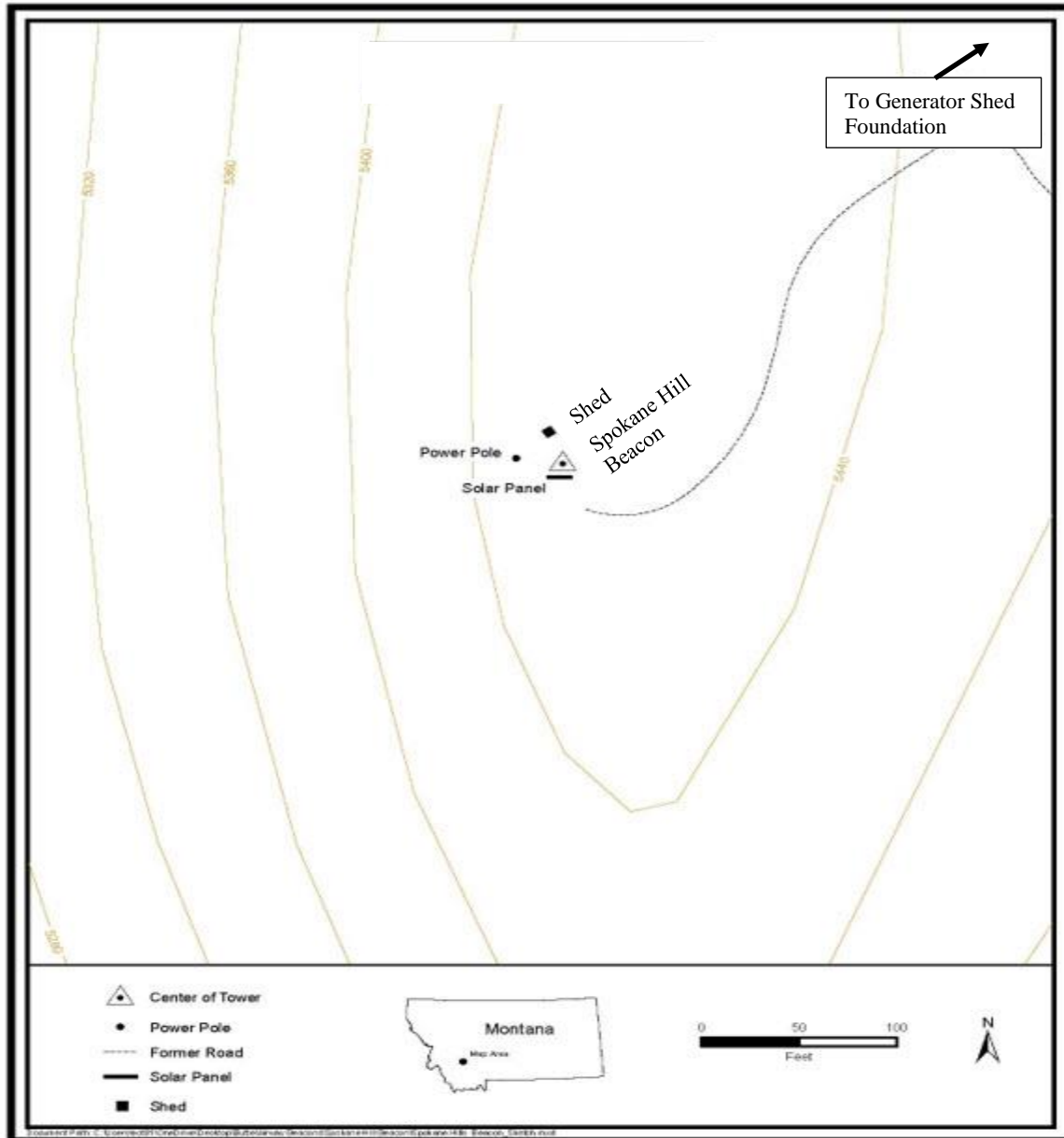
United States Department of the Interior
National Park Service

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Close up Sketch Map of Southwest Portion of Spokane Hill Airway Beacon Showing Location of Beacon and Noncontributing Resources.

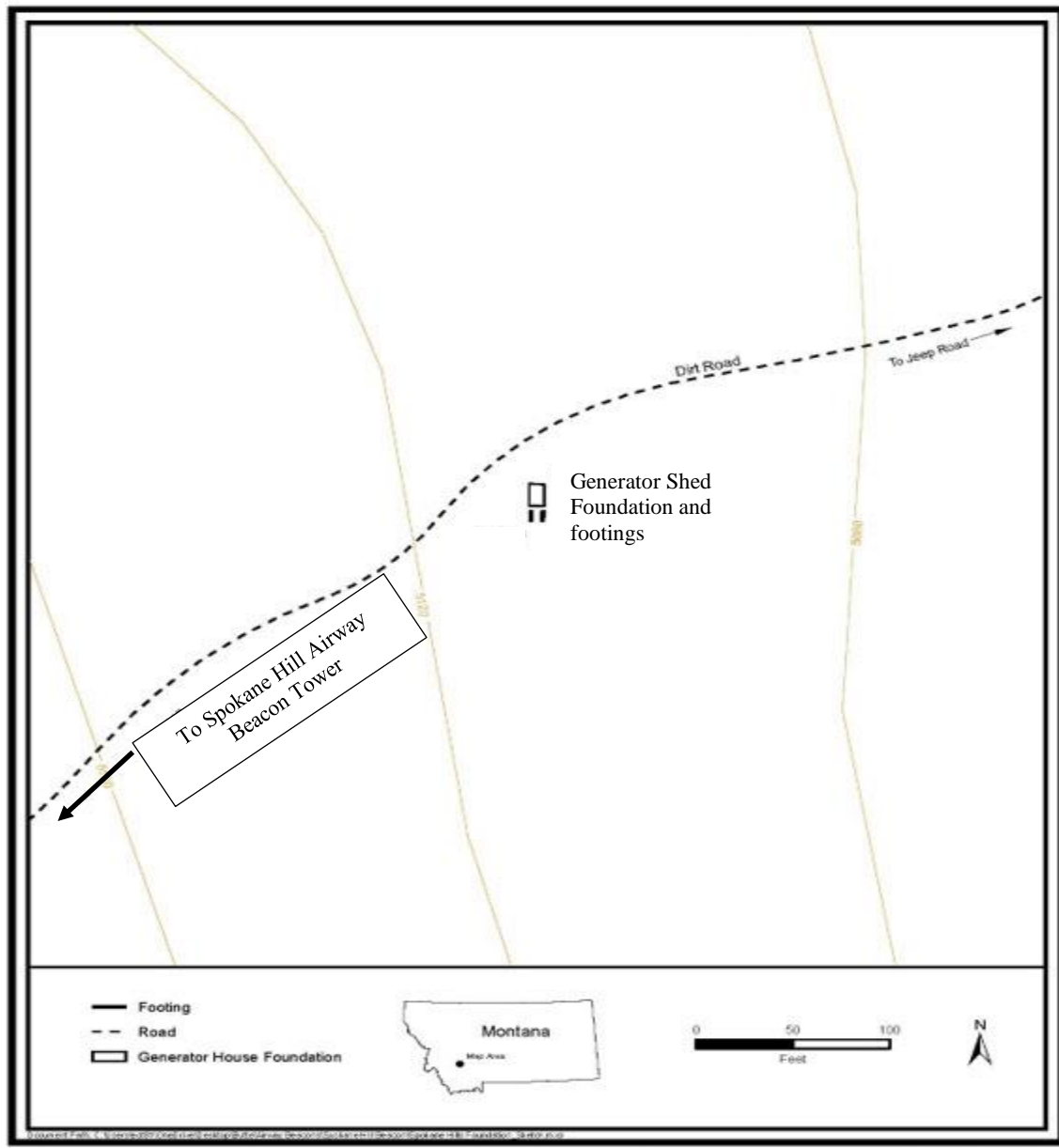
United States Department of the Interior
National Park Service

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Close up Sketch Map of Northeast Portion of Spokane Hill Airway Beacon Showing Location of Generator Shed Foundation.

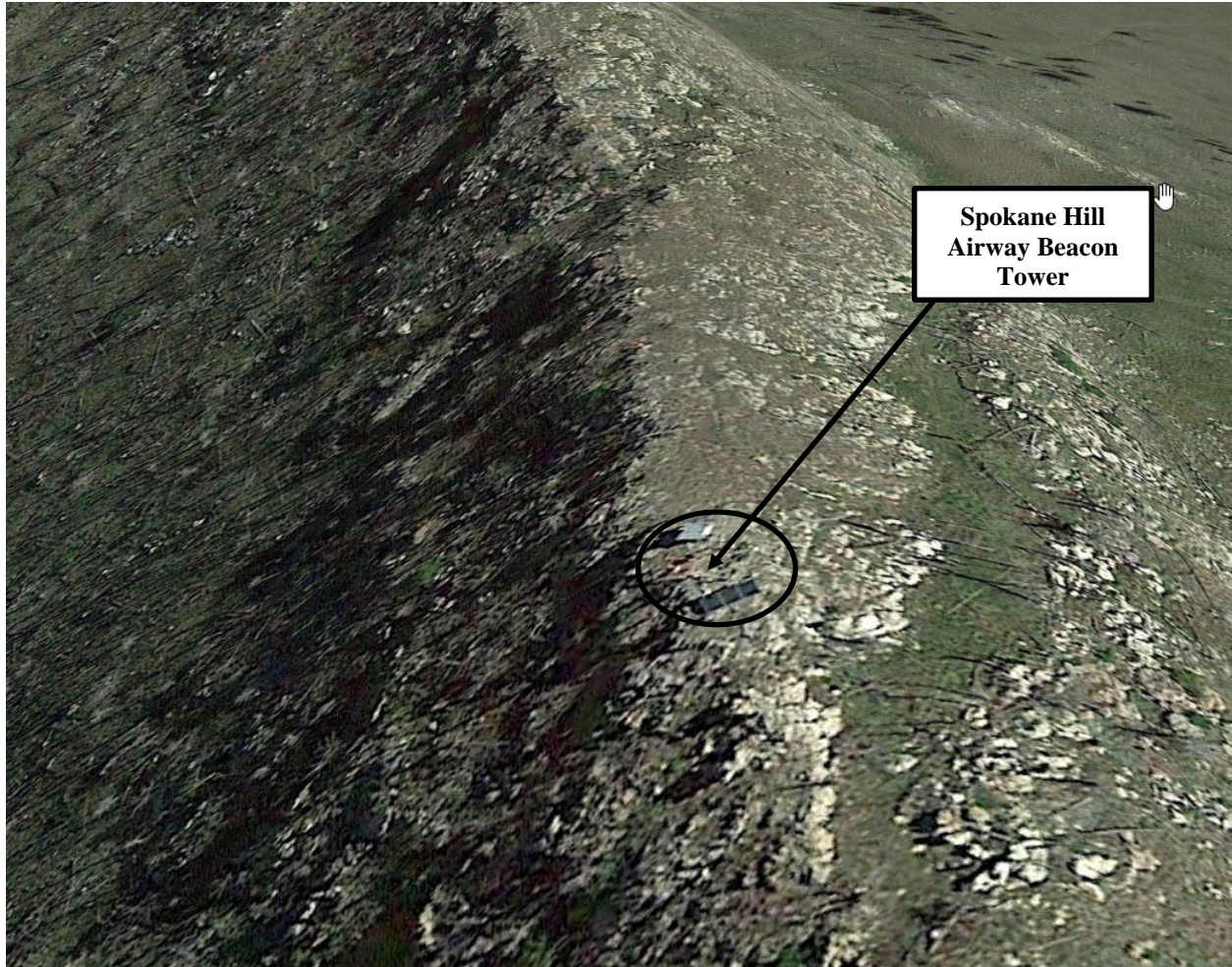
United States Department of the Interior
National Park Service

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Google Earth aerial photograph showing the Spokane Hill Airway Beacon.

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Spokane Hill Airway Beacon
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Google Earth aerial photograph showing the Spokane Hill Airway Beacon generator shed foundation.

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Photo Log, All Photographs:

Name of Property:	Spokane Hill Airway Beacon	
City or Vicinity:	Winston vicinity	
County:	Broadwater	State: MT
Photographer:	Mitzi Rossillon	
Date Photographed:	May 2019	

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MT_BroadwaterCounty_SpokaneHillAirwayBeacon_#0001: View to the south-southwest.

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MT_BroadwaterCounty_SpokaneHillAirwayBeacon_#0002: View to the west.

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MT_BroadwaterCounty_SpokaneHillAirwayBeacon_#0003: View to the north.

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MT_BroadwaterCounty_SpokaneHillAirwayBeacon_#0004: View to the south.

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MT_BroadwaterCounty_SpokaneHillAirwayBeacon_#0005: Detail of tower base and shed. View to northwest.

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MT_BroadwaterCounty_SpokaneHillAirwayBeacon_#0006: Detail of warning sign. View to the south-southwest.

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MT_BroadwaterCounty_SpokaneHillBeacon_#0007: Shed. View to the south.

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MT_BroadwaterCounty_SpokaneHillAirwayBeacon_#0008: Generator shed foundation. View to the west.

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**MT_BroadwaterCounty_SpokaneHillAirwayBeacon_#0009: Generator shed foundation.
View to the east.**