

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).

1. Name of Property

Historic name Fred Robinson Bridge
Other names/site number 24FR804/MDT Identification No. P00061088+00671

2. Location

street & number Milepost 88 on US Highway 191 N/A not for publication
city of town 51 miles northeast of Lewistown vicinity
State Montana code MT county Fergus/Phillips Code 027/071 zip code n/a

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

national statewide local

[Signature]
Signature of certifying official
SHPO
Title

2/10/2012
Date
MONTANA STATE HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

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

Signature of commenting official Date

Title State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

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

Signature of the Keeper [Signature] Date of Action 3/26/2016

Fred Robinson Bridge
 Name of Property

Fergus & Phillips, Montana
 County and State

5. Classification

Ownership of Property
 (Check as many boxes as apply)

Category of Property
 (Check only one box)

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

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

- building(s)
- district
- site
- structure
- building(s)
- object

Contributing	Noncontributing	
		buildings
		sites
1		structures
		Objects
		buildings
1	0	Total

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

Number of contributing resources previously listed in the National Register

Montana's Historic Steel Stringer and Steel Girder
 Bridges, 1901-1961

N/A

6. Function or Use

Historic Functions
 (Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =
Bridge

Current Functions
 (Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =
Bridge

7. Description

Architectural Classification
 (Enter categories from instructions)

OTHER: Steel Girder Bridge

Materials
 (Enter categories from instructions)

foundation: CONCRETE

walls: _____

roof: _____

other: METAL: Steel, CONCRETE

Fred Robinson Bridge

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Fred Robinson Bridge consists of one contributing resource, a four-span steel girder bridge with two reinforced concrete T-beam approach spans. The bridge crosses the Missouri River in the Missouri River Breaks area of central Montana. The north side of the river is the Charles M. Russell National Wildlife Refuge and the bridge is located entirely within the Missouri Breaks National Monument. The bridge was the last large bridge project undertaken by the Montana Department of Transportation before the advent of the Interstate Highway Program. The setting is entirely rural with only a few scattered ranches in the vicinity of the bridge.

Narrative Description

The Fred Robinson Bridge crosses the Missouri River on US Highway 191 in central Montana about 51 miles northeast of Lewistown and 74 miles southwest of Malta. The bridge provides access between the Charles M. Russell National Wildlife Refuge on the north side of the river and the Upper Missouri River Breaks National Monument south of the river. It is located on rolling grass plains comprised of the sedimentary sandstones and shales of the Fort Union Formation. The formation is associated with the Western Interior Seaway that existed in this area during the Cretaceous Era. The area encompassing the bridge was inundated under Glacial Lake Musselshell during the Bull Lake Ice Age between 70,000 and 130,000 years ago. The area surrounding the bridge is utilized for agricultural and recreational purposes.¹

The Fred Robinson Bridge is a four-span continuous steel girder structure with two reinforced concrete T-beam approach spans. The bridge, including the approach spans, has an overall length of 699 feet and is 31 feet wide with a roadway width of 28 feet. There are two 180-foot and two 145-foot girder spans. The approach spans measure 24 feet (south) and 25 feet (north). The bridge rests on three solid reinforced concrete piers each 100 feet in height from the top of the footings to the pier caps, two columnar-type concrete bents and concrete abutments. Steel angle iron icebreakers are bolted onto the upstream sides of the pier.

The steel superstructure of the bridge consists of four riveted steel girder spans cambered at the piers and bents. Each span consists of two steel girders with steel angle section stiffeners riveted to the exteriors of the girders. There are five riveted plate girder floor beams with angle section stiffeners. The floor beams support six steel I-beam stringers. Angle section bottom lateral braces and sway braces add extra support to the superstructure. The cambered girders rest on cast steel rocker bearings bolted to the caps of the piers. The cast-in-place concrete deck overhangs the girders and is partially supported by concrete brackets. The deck is flanked by raised concrete curbs with scuppers surmounted by Jersey rail guardrails. The guardrails are anchored at the ends by concrete endposts with decorative recessed panels. The right endposts display bronze dedication plates bolted to the north and south ends. The approach spans are each supported by concrete girders.

Integrity

The bridge retains overall good integrity. The original steel baluster-type guardrails were replaced by the existing Jersey rails in 1996. The replacement of that feature, however, does not compromise the integrity of the bridge as massing concentrates on the steel girders and piers, of which no alterations or modifications has occurred.

¹ David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 336, 338.

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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)

Property is:

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

Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

Period of Significance

1959-1962

Significant Dates

1959

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Montana Highway Department

N. A. Nelson Construction Company

Period of Significance (justification)

The Period of Significance encompasses when the bridge project was completed to the 50 year cut off date. The bridge is still in use on US Highway 191 in central Montana.

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Criteria Considerations (explanation, if necessary)

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

The Fred Robinson Bridge is eligible for listing on the National Register of Historic Places under criteria A and C. The bridge is eligible under criterion A as the culmination of a four decade effort by central Montana businessmen and entrepreneurs to have a bridge built across the Missouri River in the wilds between Malta and Lewistown. The campaign to build the bridge, its construction, and the August 1959 celebration dedicating it are well documented in the historic record. The bridge was the last big bridge built by the Montana Highway Department before the beginning of the Interstate Highway Program. It is also eligible because it is an excellent and mostly intact example of the type of steel girder bridge designed and built by the highway department in the 1950s. The bridge is significant as an intact example of the highway department's standard steel girder bridge built from circa 1945 to the early 1960s. Except for the guardrails, the bridge retains all of its original components and features and is an excellent representative of the type.

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

The Fred Robinson Bridge can be listed on the National Register of Historic Places under Criterion A for its association with the culmination of efforts by residents of central Montana and the Montana Highway Department to construct a bridge in a remote and isolated part of the state. Efforts to construct a bridge across the Missouri between Malta and Lewistown began in the early 1920s and reached a crescendo in the 1950s, culminating in the construction of this magnificent steel girder bridge. The bridge also represented the department's long years of debate and design of a structure on the upper Missouri. At the time of its completion, it was the only bridge crossing of the river between Fort Benton and Poplar. Its completion allowed the economic development of an area that had hitherto been remote and inaccessible to anyone but farmers and ranchers. The bridge was named for state senator Fred Robinson of Malta, one of the bridge's most aggressive and active proponents. It was the last big bridge project completed by the highway department before the onset of the Interstate Highway Program in Montana in 1959. The construction of the bridge and ensuing dedication celebration in August 1959 is well represented in the historic record, making the Fred Robinson Bridge the best documented bridge in Montana.

The bridge is also an excellent and monumental example of the type of steel girder bridge designed and built by the Montana Highway Department in the 1950s. Except for the steel guardrails, the bridge retains all of the structural components standard to steel girder bridges built during that period. The bridge was designed specifically for this site and was the culmination of a four-decade effort by promoters and entrepreneurs to have a bridge built across the Missouri River between Malta and Lewistown. The monumental size of the bridge reflects the big dreams of the people who lobbied so hard to have it built. The bridge also represents the best of the highway department's steel girder designs adapted to unique site conditions in central Montana. The replacement of the original steel guardrails with concrete Jersey rails does not detract significantly from the structural integrity of the bridge. It is an excellent example of the type and is eligible for the National Register under Criterion C.

Engineering Significance

The Fred Robinson Bridge is representative of the type of steel girder bridge designed and built by the Montana Highway Department from 1945 until the early 1960s. Because of the width of the crossing at the Missouri River at this point and the rugged site conditions, the scale and massing of the bridge is much greater than usually built by the department during that period.

Developmental history/additional historic context information (if appropriate)

The crowning achievement of the Montana Highway Department's bridge program during the 1950s was the Fred Robinson bridge between Malta and Lewistown. Later designated the Fred Robinson Bridge by grateful residents for the man who worked so hard to get it built, the bridge was the most expensive and prominent structure built in Montana

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during the decade. The culmination of a four-decade effort by residents in Blaine, Fergus, and Phillips counties, it provided a river crossing that encouraged economic development of central Montana.²

In 1920, businessmen, ranchers, and farmers from these counties joined together to promote the construction of a bridge across the Missouri River between Malta and Lewistown. At that time, other than six ferries, which operated only seasonally, there was no river crossing between Fort Benton and Fort Peck, a distance of some 430 river miles. The crusade gained momentum in 1922 when influential Lewistown newspaperman Tom Stout was elected chairman of a committee to pressure the Montana State Highway Commission into building a bridge north of Lewistown.³

By 1929, the committee gained sufficient influence in the Montana legislature to compel the lawmakers into taking action. It directed the highway commission in House Joint Resolution No. 4 "to make necessary examinations and surveys preliminary to the location for construction of highway bridges over the Missouri and Yellowstone rivers." Part of the "necessary examinations and surveys" included the investigation of potential bridge sites along the river by a stern-wheel boat captained by Ira Slawson.⁴

In January 1931, the highway commission presented its report to the 22nd Legislature in Helena. Of the six sites seriously investigated, the commissioners recommended two to the legislature: the Power Plant site southwest of Hays and the Rocky Point site near the Wilder Crossing south of Malta. Both sites had good foundations in Bearpaw shale with river channels that were not prone to migrating. The preliminary plans for each bridge consisted of a multi-span Pennsylvania through truss structure similar to the new bridge at Wolf Point. Prices for the spans ranged from \$440,000 at Power Plant to \$325,000 at Rocky Point. The main cost anticipated by the Commission was for the approach roads to the structures. At Power Point proper roads were projected to cost more than \$1.5 million, while at Rocky Point it was estimated at \$1.3 million. Because of the lower overall cost of the project and the more direct connection between the High Line, Lewistown, and Billings, the highway commissioners chose the Rocky Point site as its preferred location. Before the Legislature or State Highway Commission could take action on the recommendations, however, Montana plunged into the Great Depression. Construction of the bridge required too much skilled labor and too much money, which was not conducive to the make-work programs of Franklin Roosevelt's New Deal. Nevertheless, representatives from Phillips, Blaine, and Fergus counties met occasionally with the highway commission about the bridge, and one of these representatives was Phillips County state senator Fred Robinson.⁵

In January 1945, Robinson, with help of the media and legislators from his region, successfully lobbied the 29th Legislature to pass House Joint Resolution No. 1, essentially a reiteration of the March 1929 ruling. The highway department bridge engineers replaced the old through truss design with a modern seven-span steel girder lay-out and conducted an economic study of the bridge's benefits. Despite all the work put into the project, however, the commissioners lacked enough money to build the structure. Consequently, the Lewistown-based Missouri River Bridge Association and the Highway 19 Association from Malta began aggressively seeking new financing possibilities.⁶

In July 1951, Senator Robinson proposed constructing the bridge as a toll facility. He claimed that bonds raised to build the bridge could be retired after fifteen years if the state charged two dollars per passenger vehicle. Robinson added that the people in central and north central Montana wanted the bridge so badly that it did not matter where it was built as long as it was built. The passion of the bridge's promoters impressed Governor John Bonner, who was attending the meeting. He

² A Missouri River bridge between Malta and Lewistown was a regular discussion topic in Montana State Highway Commission meetings beginning in the early 1920s until the commissioners let the contract to the N. A. Nelson Construction Company to build the bridge. There are too many Montana State Highway Commission meeting citations to list here.

³ *Report of the State Highway Commission for Biennium Ending December 1930*, (Helena: State Highway Commission, 1930), 43-50.

⁴ *Report of State Highway Commission for Biennium Ending December 1930*, 43.

⁵ *Ibid*, 43-51.

⁶ *House Journal of the Twenty-Ninth Legislative Assembly of the State of Montana*, (Helena: State Publishing, 1945), 103, 160, 179, 281; "Preliminary Plans" Proposed Bridge over Missouri River, Grass Range-Malta Highway, F 333(12), Montana Department of Transportation, Helena; Montana State Highway Commission Meeting Minutes, Book 9, 432 (30 March 1948).

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ordered yet another study to find a way to finance the bridge as soon as possible. The Bureau of Public Roads engineer attending the meeting promised to petition the federal government for full funding of the project.⁷

Senator Robinson and his associates in the 1953 Legislature authorized the creation of a Toll Bridge Authority to sell bonds "and to take other action necessary to construct, maintain, and operate toll bridges" in Montana. The only stipulation to the law, which the legislature passed specifically for the construction of a Missouri River bridge south of Malta, was that it could not be located within fifty miles of a free bridge. Within a year, however, the highway commissioners learned that the bridge could be financed through the regular process without the need for making it a toll facility. Indeed, because the site of the proposed bridge was located on federally owned land within the Charles M. Russell National Wildlife Refuge, the government would pay the full cost.⁸

On 26 July 1955, the State Highway Commission finally advertised for bids to construct the bridge. Unfortunately, all bids came in over the engineer's estimate. Consequently, the Commission held off re-advertising the contract until it made modifications in the design of the structure. On 25 October 1956, the Wyoming-based N. A. Nelson Construction Company's low bid of \$718,051.25 won them the contract. The Paper, Calmenson & Company of St. Paul, Minnesota, obtained the contract to provide 73 tons of reinforcing steel for the concrete piers, while the American Bridge Company of Gary, Indiana, would supply the 475 tons of structural steel. Caird Engineering of Helena submitted the low bid for the steel guardrails. The Nelson Company purchased the cement for the bridge from the Ideal Cement Company of Trident. It obtained the aggregate from a commercial gravel pit near Lewistown.⁹

The construction of the bridge proved a logistical nightmare for the contractor. The construction site was located thirty-one miles from the nearest railroad terminal at Roy. The building material had to be trucked in from the Milwaukee Road Railroad station at Roy over a road that was "mostly a trail of the worst kind of gumbo imaginable." The materials could only be hauled in during periods of dry weather. Nelson established a twelve-unit trailer camp at the bridge site (at the current site of the Bureau of Land Management's recreational facility). To accommodate the workers, the company drilled a well, laid water and sewer pipes, and built a small electric light plant. Despite the amenities, the contractor's superintendent, Earl Rook, later stated that he "had more trouble keeping experienced men on the job than on any job he [had] ever built."¹⁰

The contractor built a thirty-by-thirty-six-foot shed to house two concrete mixers, a three-bin aggregate batcher, and steam boilers near the bridge's south abutment. The firm also built a temporary timber trestle on the upstream side of the site. The trestle provided access to the pier foundations. Once the foundations had been excavated, the contractor used an electricity-powered tram to transport the concrete from the mixers to the point of delivery. The contractor worked two 8-hour shifts per day while excavating the foundations and one 8-hour shift a day while the piers were being poured. Workers completed the bridge's substructure on December 20, 1957. Because the structural steel had not yet arrived from Indiana, the highway commissioners issued a shut down order just before Christmas 1957.¹¹

The structural steel did not arrive in Roy until June 3, 1958 – a delay of nearly six months. Because the roads were nearly impassable, the contractor could not begin trucking the steel to the construction site until June 27. In order to meet the contract deadline, the Nelson Company expanded its work schedule to 9-hour days, six or seven days a week. The company completed the superstructure and had just begun painting the bridge when a second shut down order was issued on November 22, 1958. It was not until March 27, 1959, that the bridge opened for traffic. The final cost of the structure was \$716,633.75.¹²

⁷ State Highway Commission Meeting Minutes, Book 11, 326-328 (26 July 1951).

⁸ *Laws, Resolutions, and Memorials of the State of Montana Passed by Thirty-Third (1953) Assembly in Regular Session*, (Helena: State Publishing Co., 1953), 52-63; Montana Highway Commission Meeting Minutes, Book 13, 70 (29 November 1954).

⁹ *Ibid*, Book 13, 170-171 (26 July 1955); *Ibid*, Book 13, 422-423 (25 October 1956); Bridge Construction File No. F-FLH 333(13), Montana Department of Highways Bridge Bureau Records, Montana Historical Society, Helena; "Bridging the Missouri Saves Miles," *Western Construction*, (April 1958), 56, 59.

¹⁰ "Bridging the Missouri Saves Miles," 56, 59; Bridge Construction File.

¹¹ Bridge Construction File; "Bridging the Missouri Saves Miles," 56, 59.

¹² *Ibid*.

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Over five thousand people attended the dedication ceremony for the bridge on August 16, 1959. Chief Justice James T. Harrison was master of ceremonies at the event, which included speeches by former Lewistown newspaperman and historian Tom Stout, State Highway Engineer Fred Quinnell, State Highway Commission chairman Harry L. Burns, Governor J. Hugo Aronson, Saskatchewan Minister of Highways J. T. Douglas, and State Senator Fred Robinson. The Malta radio station broadcast the proceedings live throughout central Montana. Senator Robinson provided six steers for the barbecue, with other food and condiments supplied by community organizations from throughout central Montana. Bands from Malta, Chinook, and Havre provided live entertainment for the celebrants.¹³

Governor Aronson and Robinson symbolically opened the bridge by sawing a cottonwood log in half at the structure's north end. The speeches were given at a speaking platform set up at the new James Kipp State Park on the south end of the bridge. After Stout's opening speech about the history of the campaign to build the bridge, he was followed by mostly self-congratulatory addresses by the other speakers. Chief Highway Engineer Quinnell spoke of the bridge project itself and the amount of material that went into the construction of the bridge. But he also praised Senator Robinson and his associates for their "courage, persistence, and perseverance to make the dream a reality." The Fred Robinson Bridge concluded a 39-year effort by central Montanans to provide a connection between the north and south sides of the Missouri River. The bridge's significance manifested itself in the dignitaries and thousands of people who drove, boated, and flew to the remote site in north central Montana to attend the dedication ceremony. The Fred Robinson Bridge was certainly the culmination of a long-held dream by Montanans optimistic about the opportunities and future of their vast region.¹⁴

Fred Robinson

Born in Tennessee in 1889, Fred Robinson came to Montana in 1911 and took up a squatter's claim to 320 acres north of Wagner in Phillips County. He worked on the Milk River Irrigation Project and owned a general store in Wagner before enlisting in the U.S. Army during World War One. Upon his return to Montana, he served as county assessor for Phillips County and co-owned an automobile business in Malta. In 1936 the citizens of Phillips County sent him to the State Senate, where he served until his retirement in 1960. Robinson died in April 1969.¹⁵

¹³ "Fred Robinson Bridge Rites at Noon Today," *Great Falls Tribune*, 16 August 1959.

¹⁴ *Ibid*; Fred L. Robinson Bridge Dedication Broadcast, 16 August 1959, Oral History No. 1554, Montana Historical Society Research Center, Helena.

¹⁵ K. Ross Toole and Merrill G. Burlingame, *History of Montana*, Volume 3 (New York: Lewis Publishing, 1957), 281-282; Fred Robinson, Five-Term Senator, Dies; Malta Rites Saturday," *Great Falls Tribune*, 27 November 1969; Biographical Sketch of the Members of the Senate, Historical Society of Montana Library, 8 January 1959 (Vertical File, Montana Historical Society).

Fred Robinson Bridge
Name of Property

Fergus & Phillips, Montana
County and State

9. Major Bibliographical References

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

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

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

Biographical Sketch of the Members of the Senate (8 January 1959). Vertical File. Montana Historical Society. Helena, Montana.

Bridge Construction File No. F-FLH 333(13). Montana Department of Highways Bridge Bureau Records, Montana Historical Society. Helena, Montana.

Bridge Inspection Record No. P00061088+00671. Montana Department of Transportation. Helena, Montana.

"Bridging the Missouri Saves Miles." *Western Construction*, (April 1958).

Fred Robinson, Five-Term Senator, Dies; Malta Rites Saturday." *Great Falls Tribune*, 27 November 1969.

Fred L. Robinson Bridge Dedication Broadcast, 16 August 1959. Oral History No. 1554. Montana Historical Society Research Center. Helena, Montana.

"Fred Robinson Bridge Rites at Noon Today." *Great Falls Tribune*, 16 August 1959.

House Journal of the Twenty-Ninth Legislative Assembly of the State of Montana. (Helena: State Publishing, 1945).

Laws, Resolutions, and Memorials of the State of Montana Passed by Thirty-Third (1953) Assembly in Regular Session. (Helena: State Publishing Co., 1953).

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

"Preliminary Plans" Proposed Bridge over Missouri River, Grass Range-Malta Highway, F 333(12). Montana Department of Transportation, Helena, Montana.

Report of State Highway Commission for Biennium Ending December 1930, (Helena: State Highway Commission, 1931), 43.

Toole, K. Ross Toole and Merrill G. Burlingame. *History of Montana*. Three volumes (New York: Lewis Publishing, 1957).

Previous documentation on file (NPS):

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

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: Montana Department of Transportation

Historic Resources Survey Number (if assigned): _____

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Name of Property

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10. Geographical Data

Acreage of Property 4.0
(do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>12</u>	<u>673922</u>	<u>5277842</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The boundary for the Fred Robinson Bridge measures 720 x 40 feet. The rectangle encompasses the bridge and its approaches on both sides of the Missouri River. The boundary is centered on the bridge.

Boundary Justification (explain why the boundaries were selected)

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

11. Form Prepared By

name/title Jon Axline/Historian
organization Montana Department of Transportation date November 18, 2010
street & number 2701 Prospect Avenue telephone (406) 444-6258
city or town Helena state MT zip code 59620-1001
e-mail jaxline@mt.gov

Additional Documentation

Submit the following items with the completed form:

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

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Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

(See Continuation Sheets)

Property Owner:

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

name Montana Department of Transportation
street & number 2701 Prospect Avenue telephone 406-444-6200
city or town Helena state MT zip code 59602-1001

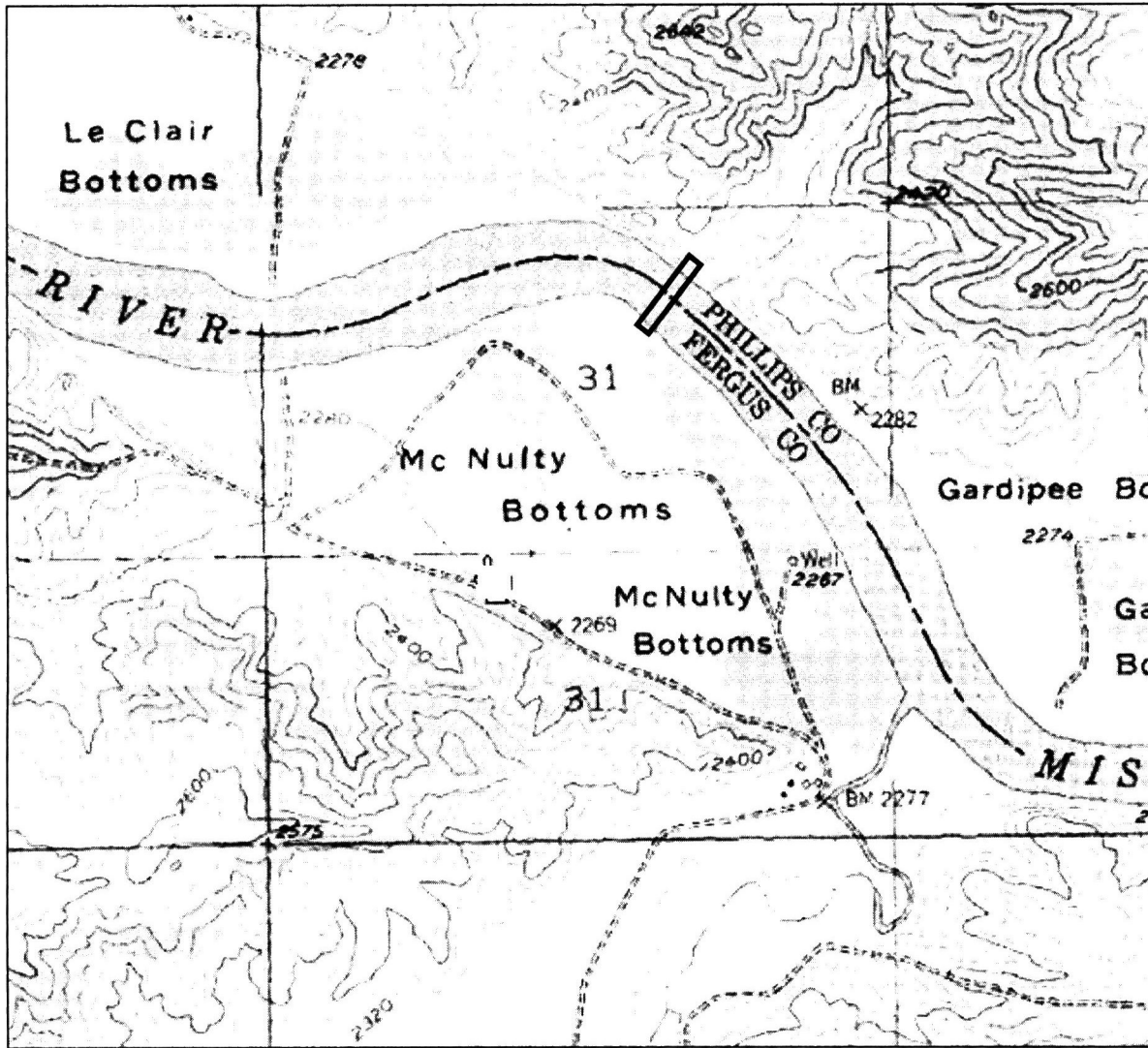
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Fred Robinson Bridge
Name of Property
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Montana's Historic Steel Stringer and Steel Girder Bridges, 1901-1961
Name of multiple listing (if applicable)

Section number Maps Page 12



Bell Ridge West, Montana USGS Quadrangle map, 1954

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Name of multiple listing (if applicable)

**National Register of Historic Places
Continuation Sheet**

Section number Photographs Page 13

National Register Photographs

Name: Fred Robinson Bridge (24FR804)
 County and State: Fergus and Phillips Counties, Montana
 Photographer: Kristi Hager
 Date of Photograph: 2005
 Location of original negative: Montana Department of Transportation. Helena, Montana.
 Description and view of camera: West elevation. View to the east
 Photograph: 0001

Name: Fred Robinson Bridge (24FR804)
 County and State: Fergus and Phillips Counties, Montana
 Photographer: Kristi Hager
 Date of Photograph: 2005
 Location of original negative: Montana Department of Transportation. Helena, Montana.
 Description and view of camera: East elevation. View to the northwest.
 Photograph: 0002

Name: Fred Robinson Bridge (24FR804)
 County and State: Fergus and Phillips Counties, Montana
 Photographer: Kristi Hager
 Date of Photograph: 2005
 Location of original negative: Montana Department of Transportation. Helena, Montana.
 Description and view of camera: West elevation. View to the northeast.
 Photograph: 0003

Name: Fred Robinson Bridge (24FR804)
 County and State: Fergus and Phillips Counties, Montana
 Photographer: Kristi Hager
 Date of Photograph: 2005
 Location of original negative: Montana Department of Transportation. Helena, Montana.
 Description and view of camera: Detail of underside. View to the north-northwest
 Photograph: 0004

United States Department of the Interior
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Continuation Sheet

Fred Robinson Bridge

Name of Property

Fergus/Phillips, MT

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Montana's Historic Steel Stringer and Steel
Girder Bridges, 1901-1961

Name of multiple listing (if applicable)

Section number _____ Photographs _____

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Photo 0001. Fred Robinson Bridge. West elevation. View to the east.

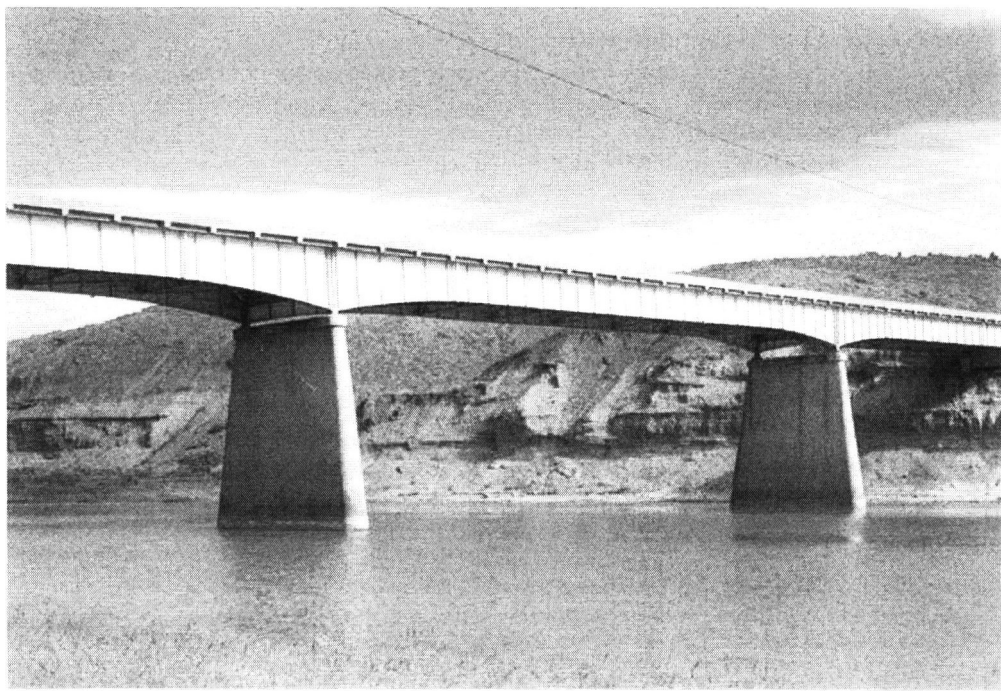


Photo 0002. Fred Robinson Bridge. East elevation. View to the northwest.

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Continuation Sheet

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Name of Property
Fergus/Phillips, MT
County and State
Montana's Historic Steel Stringer and Steel Girder Bridges, 1901-1961
Name of multiple listing (if applicable)

Section number _____ Photographs _____

Page _____ 15 _____

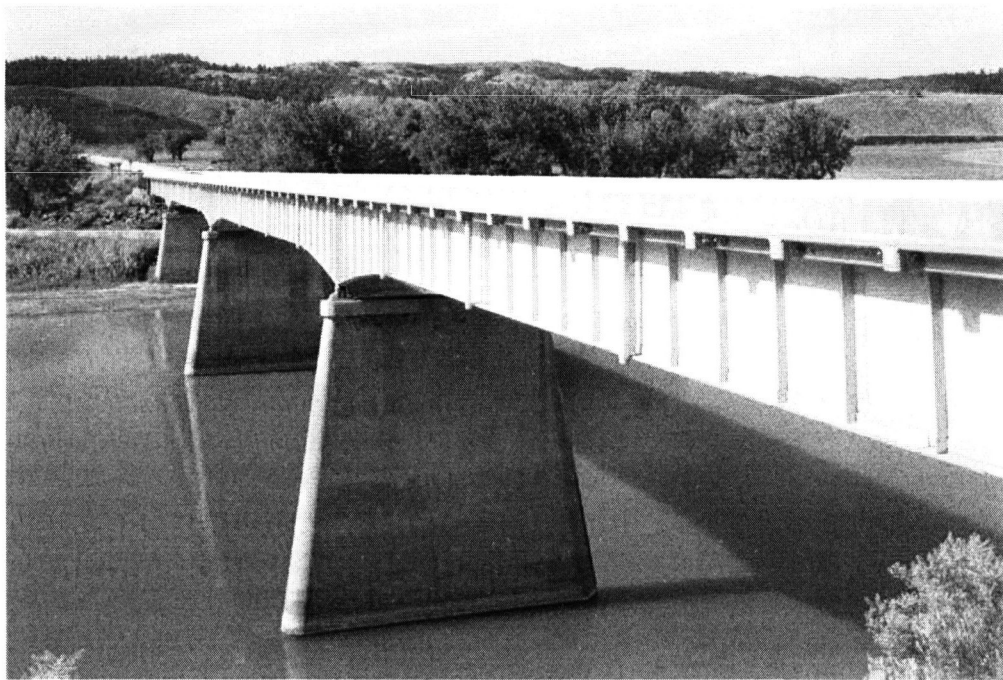


Photo 0003. Fred Robinson Bridge. West elevation. View to the northeast.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Fred Robinson Bridge
Name of Property
Fergus/Phillips, MT
County and State
Montana's Historic Steel Stringer and Steel Girder Bridges, 1901-1961
Name of multiple listing (if applicable)

Section number Photographs

Page 16

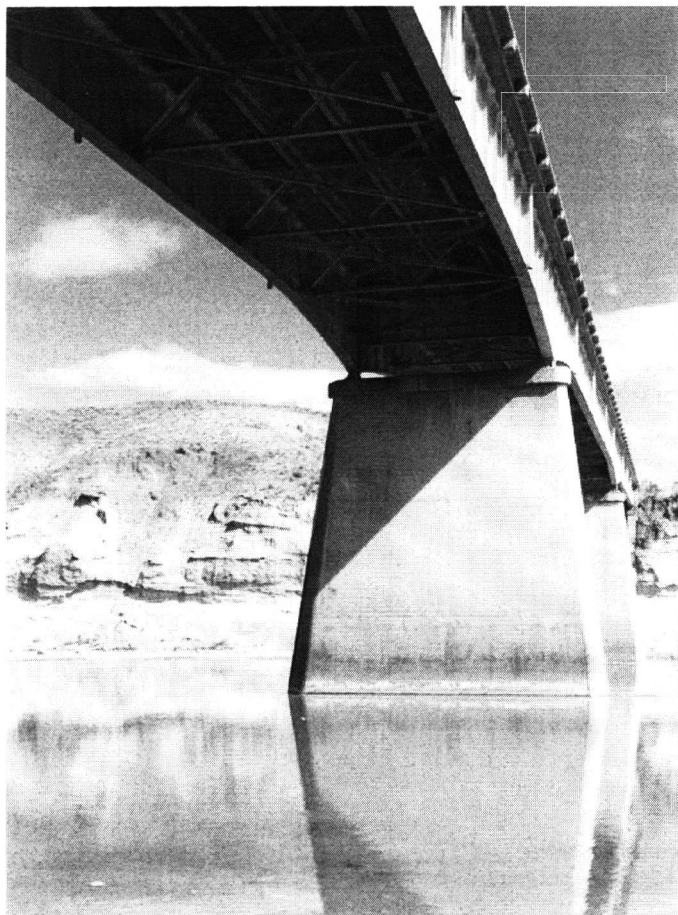


Photo 0004. Fred Robinson Bridge. Detail underside. View to the north-northwest.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Robinson, Fred, Bridge

MULTIPLE NAME: Montana's Steel Stringer and Steel Girder Bridges MPS

STATE & COUNTY: MONTANA, Fergus

DATE RECEIVED: 2/17/12 DATE OF PENDING LIST: 3/09/12
DATE OF 16TH DAY: 3/26/12 DATE OF 45TH DAY: 4/04/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000171

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

The Fred Robinson Bridge is significant under National Register Criteria A and C at the state and local levels in the areas of Transportation and Engineering. The bridge is an excellent and intact example of the type of steel girder bridge designed and built by the state highway department in Montana during the immediate post-World War II era. Among the larger bridges of its type in the state, it served an important role in local development. The resource meets the Registration Requirements set forth in the MPS cover.

RECOM./CRITERIA Accept Criteria A+C

REVIEWER Paul Lusignan DISCIPLINE HISTORIAN

TELEPHONE _____ DATE 3/26/12

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

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



Fred Robinsons Bridge

Fergus/Phillips Co., MT

0001



Fred Robinson Bridge
Fergus/Phillips Co., MT

0002



Fred Robinson Bridge
Fergus/Phillips Co., MT

0003





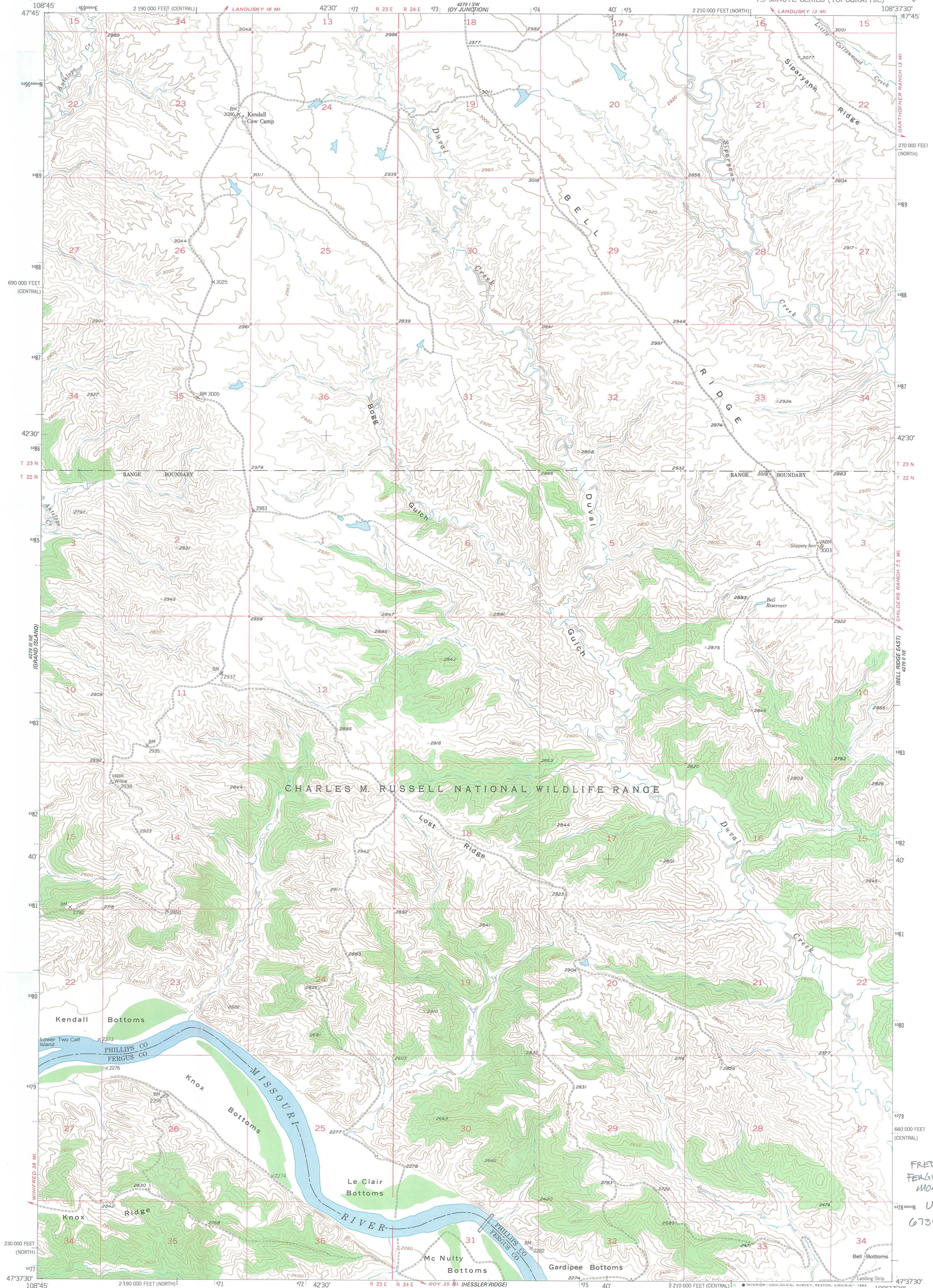
Fred Robinson Bridge

Fergus / Phillips Co., MT

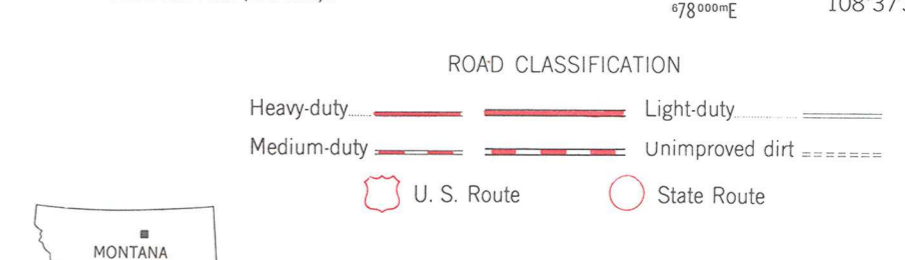
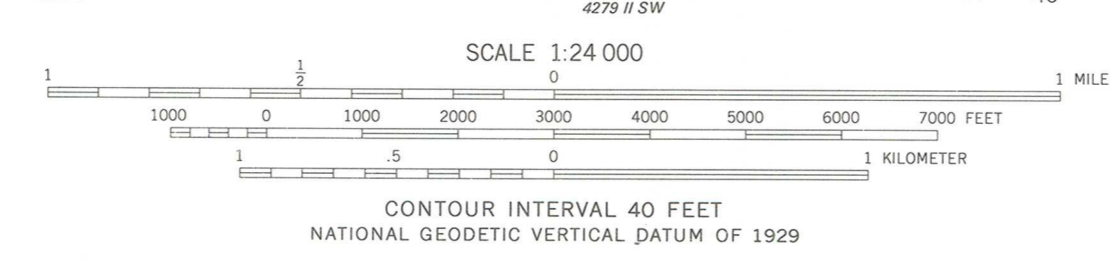
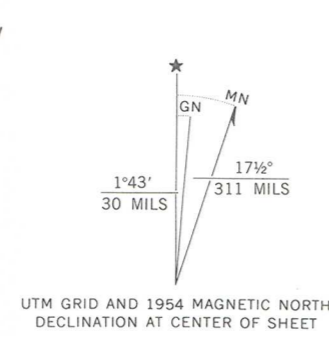
0004

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

BELL RIDGE WEST QUADRANGLE
MONTANA
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey as part of the Department of the Interior program for the development of the Missouri River Basin Control by USGS, USC&GS, and MRC
Topography from aerial photographs by multiplex methods
Aerial photographs taken 1952. Field check 1954
Polyconic projection. 1927 North American datum
10,000-foot grid based on Montana coordinate system, north and central zones
1000-meter Universal Transverse Mercator grid ticks, zone 12, shown in blue. 1927 North American datum
Fine red dashed lines indicate selected fence lines
There may be private inholdings within the boundaries of the National or State reservations shown on this map



BELL RIDGE WEST, MONT.
N4737.5-W10837.5/7.5

FRED ROBINSON BRIDGE
FERGUS and PHILLIPS COUNTIES,
MONTANA
UTM ZONE 12
673992E 5277842N

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

To place on the predicted North American Datum 1983
move the projection lines 5 meters north and
56 meters east as shown by dashed corner ticks
DMA 4279 II NW-SERIES V894

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