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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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: Point of Rocks Historic Transportation Corridor

Other names/site number: Point of Rocks Segment of The Mullan Road (24MN133)/Milwaukee Road Railroad (24MN164)

2. Location

street & number: Two Miles West of Alberton ☐ not for publication

city of town: Alberton ☒ vicinity

State: Montana code: MT county: Mineral code: 061 zip code: 59820

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 X statewide X local

Signature of certifying official — Date: July 21, 2009

Title: MT SHPO — State or Federal agency and bureau: MT State Historic Preservation Office

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:

	Signature of the Keeper	Date of Action
✓ entered in the National Register		9/4/09
___ determined eligible for the National Register		
___ determined not eligible for the National Register		
___ removed from the National Register		
___ other (explain:)		

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [ ] private
- [ ] public - Local
- [X] public - State
- [ ] public - Federal
- [ ] private

Category of Property
(Check only one box)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] building(s)
- [ ] object

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

Contributing	Noncontributing	
		buildings
	1	sites
9		structures
		Objects
		buildings
9	1	**Total**

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

N/A

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/Road-related
TRANSPORTATION/Railroad-related

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE
VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Segment of Historic Road and Railroad

Materials
(Enter categories from instructions)

foundation: N/A
walls: N/A
roof: N/A

9. Major Bibliographical References

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

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:

_x_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 55
(do not include previously listed resource acreage)

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
A	11	686824	5209517	C	11	686274	5208903
B	11	686421	5209008	D	11	685674	5208429

SE1/4 Section 31 and SW1/4 Section 32 T15N R23W; NE1/2 Section 6, T14N R23W

Verbal Boundary Description (describe the boundaries of the property)

The Point of Rocks Segment begins at UTM 11: 686824/5209517 (NW¼ SW¼ of Section 32, T15N, R23W) and proceeds in a general westerly and southwesterly direction to UTM 11: 686274/5208903 (NW¼ NE¼ of Section 6, T14N, R23W). It continues westerly, before taking a short jog to the north at which point resuming its southwesterly direction to UTM 11: 685674/5208429 (SE¼ NW¼ of Section 6, T14N, R23W) where it intersects the abandoned Milwaukee Road Railroad Grade. From there it proceeds northeasterly to the starting point of the segment.

Boundary Justification (explain why the boundaries were selected)

The boundary is drawn, based on the existing alignments of the Mullan Road and Milwaukee Road Railroad segments and the Right-of-Way on either side of it for a distance of 60-feet. The boundary allows the property to retain its historic setting. The boundary includes only that part of the Mullan Road and Milwaukee Road grade owned by the Montana Department of Transportation. That ownership area is delineated by barbed wire fences on the west, bordering Interstate 90 on the south, and along West Mountain Gulch on the east. The property is bordered on the north by land owned by Plum Creek Timber Company.

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 Point of Rocks Historic Transportation Corridor consists of two, one-mile long segments of the Mullan Military Road and the Milwaukee Road Railroad. The Point of Rocks Historic Transportation Corridor is located in the Bitteroot Range; it is two miles west of Alberton on the north side of the Clark's Fork River. There are nine contributing resources and one noncontributing resources within the district. The Mullan Road was constructed in 1860 and improved over the next two years until Lieutenant John Mullan left the Pacific Northwest. General William Tecumseh Sherman oversaw maintenance and improvements to the road in 1877. It functioned as an important thorougfare in western Montana until 1917 when Mineral County constructed a new road on the south side of the Clark Fork River. Winston Brothers Company constructed the Milwaukee Road Railroad grade through western Montana in 1908. This segment of the line includes a tunnel and a considerable amount of cut and fill sections. Unlike the Mullan Road, which conformed to the landscape, the railroad (reconstructed in 1936) blasted its way across it so as to adhere to the railroad standards of the time. The grade was utilized until 1980 when the railroad abandoned its lines in Montana. The setting of the property has been compromised somewhat by the proximity of Interstate 90, but it is generally intact and appears much as it did when the Mullan Road and railroad were built through the area.[1]

Narrative Description

Following an aboriginal trail, the Point of Rocks Historic Transportation Corridor consists of two linear features, a segment of the Mullan Military Road (24MN133) and an abandoned segment of the Milwaukee Road Railroad (24MN164), that wind their way along and above the north side of the Clark Fork River about two miles west of Alberton. Because these segments required the use of explosives to construct through the Precambrian rocks of the canyon, they still retain many of the features associated with road-building activity.

(see continuation sheet)

[1] In addition to the Point of Rocks, three segments of the Mullan Road in Montana have been previously recorded. Segments in Mineral County (24MN133) are located west of the Point of Rocks segment and were recorded by the US Forest Service in 1989 and determined eligible for the National Register of Historic Places. An 11-mile segment (24PW217) was recorded by the Bonneville Power Administration in 1981 about five northeast of Deer Lodge, Montana and determined eligible for the National Register. Segments of the road have also been identified in Granite, Powell and Lewis and Clark counties by private individuals and have not been officially documented as of June 2009. Finally, a one-mile segment of the Mullan Road in Cascade County (24CA89) was listed on the National Register in March 1975. It is located within the Benton Lake National Wildlife Refuge. Generally, the route of the Mullan Road retains good integrity and is easily traceable on the ground, by maps and by aerial photographs. In western Montana, the route is more difficult to trace because dense vegetation has obliterated significant portions of it. However, segments for which explosives were used to build the road, such as the Point of Rocks segment, are still visible and retain integrity.

The Milwaukee Road Railroad stretched 750-miles in Montana. An approximately 33-mile section of the railroad (24MN164) in Mineral County was determined eligible for the National Register of Historic Places by the Lolo National Forest in 1995, which has been converting it into a bicycle/pedestrian path in conjunction with the Coeur d'Alene National Forest in Idaho. The section is located approximately 50-miles to the northwest of the Point of Rocks Historic Transportation Corridor and is not physically linked to it – and likely will never be linked to it because much of it is privately owned or has been incorporated into local or privately-owned access roads. Federal and State agencies have also recorded sections of the abandoned railroad grade as part of its undertakings. Five sections have been determined eligible for the National Register, while others, such as those within Montana Department of Transportation Areas of Potential Effect, are covered under programmatic agreements and have been recorded but no determinations of eligibility have been made on them. Large sections of the abandoned grade have, like in Mineral County, been incorporated into private land holdings or have become local access roads. Sections in Missoula and Bozeman, though, have been incorporated into bicycle/pedestrian paths. While the grade has not been well preserved in the state, five railroad depots have been listed in the National Register and there are two Milwaukee Road historic districts in the state (24PE 605 and 24WL98). Also, a substation, two warehouses, a resort hotel (24GA746) and three bridges associated with the operation of the railroad have been determined eligible for the National Register.

The segments are located in the Bitterroot range of the Rocky Mountains. They are generally oriented east and west along the river at altitudes ranging from 2,995-feet to 3,120 feet near the head of the Alberton Gorge on the north side of the Clark Fork about two miles west of Alberton, Montana.

The geology of the segments consists primarily of Precambrian argillite mudstones with some metamorphic and limestone intrusions. The mudstones are Precambrian formations (belt rock) deposited about 600 million years ago. During the last ice age about 15,000 years ago, an enormous glacier pushed down from British Columbia and blocked the Clark Fork in northern Idaho. The glacier functioned as an ice dam creating the largest glacial lake known to have existed in North America, Glacial Lake Missoula, which inundated this portion of the Clark Fork basin. For a period of approximately 2,000 years, ice dams formed and water backed up behind them forming lakes comparable in size to Lakes Erie and Ontario. Eventually the dams broke, causing floods of epic proportions to scour and inundate eastern and central Washington. Those floods also scoured the mountains of western Montana and the exposed Precambrian formations at the Point of Rocks segments are obvious examples of that cyclical process that last took place 13,500 years ago. Evidence for Glacial Lake Missoula can also be found at the western terminus of the linear feature where the railroad grade cuts through deep sedimentary deposits laid down by the lake over thirteen millennia ago.[3]

Vegetation consists of Ponderosa and Lodgepole pine with snowberry, forbs, shrubs, wheatgrasses, sedges, and patches of spotted knapweed and other weeds. In August 2005, a forest fire swept through the area, destroying much of the large vegetation. By the Autumn of 2006, grasses had re-vegetated much of the site and the MDT planted Ponderosa and Lodgepole pine saplings throughout the area devastated by the fire. The segments are located about 250± feet above the Clark Fork River in a narrow canyon just west of the community of Alberton. The canyon is also the location of the Burlington Northern –Santa Fe Railroad (formerly the Northern Pacific Railway) on the south side of the Clark Fork, a segment of U.S. Highway 10 now used as a frontage road, Interstate 90 and abandoned fragments of the Yellowstone Trail.

The Point of Rocks Historic Transportation Corridor begins where the Mullan Road intersects the abandoned Milwaukee Road Railroad grade about 4,000± feet west of West Mountain Gulch Road. The entry to the Corridor is marked by an interpretive marker describing the history and significance of the Mullan Road and the abandoned railroad grade. The Mullan Road winds its way along the hillside through the rocks above and north of the abandoned railroad grade. The following narrative description is divided into five sections. Sections 1-4 discuss individual segments of the historic road and the 1908 detour built by the railroad; Section 5 discusses the abandoned Milwaukee Road Railroad grade. Features within the Point of Rocks Historic Transportation Corridor include the remains of one homestead and associated can dump, stone retaining walls, and a tunnel. The attached map shows the location of each Mullan Road segment and the abandoned railroad grade. The photographs are keyed to the approximate locations of physical features associated with the roads.

The Mullan Road (Sections 1, 2, 3, and 4 are counted as one contributing structure).

Section 1 (Point A to Point B)
The Point of Rocks Segment of the Mullan Road begins at its intersection with the abandoned Milwaukee Road Railroad grade about 4,000± feet southwest of West Mountain Gulch Road in the NW¼ NE¼ SW¼ of Section 32, T15N, R23W [11:686824/5209517](Photo 1, Point A). The entire length of this segment is approximately 3,000 feet. It proceeds southwesterly for 1,000± feet and then north-northwesterly for 200± feet up a roughly 30 percent grade to the top of a ridge. This segment of the roadway is generally 8-12± feet wide throughout. The segment winds its way along the

[3] David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 71, 73, 79; David Alt and Donald W. Hyndman, *Northwest Exposures: A Geologic Story of the Northwest*, (Missoula: Mountain Press Publishing, 1995), 383, 385-389.

mountain, following a fairly steep upward grade. This segment consists of an original Mullan Road alignment and was later used as the Yellowstone Trail and the local postal route. Despite this, however, the width of the roadway is consistent with the 10-foot wide surface designed and engineered by Mullan in 1860 (Photos 2-4). The remains of the Ross Moore Home Site (24MN266) and a can dump associated with the 1950s occupation of the home site are located adjacent to the roadway on the southeast in the SW¼ NW¼ SW¼ of Section 32, T15N, R23W.[4] In the SW¼ NW¼ SW¼ of Section 32, the roadway is cut through argillite mudstone [11:686592/5209400] about 200± feet southwest of the Moore home site. The cut is 60-feet long and 10-feet wide.

From the Moore home site (Photos 5-9), the road proceeds southwesterly down the mountainside then to the south to avoid a swampy area adjacent to the railroad grade that once extended down to the river. The road proceeds in a southwesterly direction until it deviates southwesterly to the point where it intersects the section built by the Milwaukee Road in 1908 [11: 686421/5209008]. The road width for this segment averages 14.6± feet in width.

Section Two (Point B to Point C, southern segment on sketch map)
Section 2 is approximately 1000-feet in length. This section consists of a segment of the Mullan Road abandoned when the Milwaukee Road Railroad constructed an alternate segment of the road to avoid the railroad bed in 1908. The roadway continues down the slope southerly from Point B for approximately 350-feet to near the railroad grade [11:686417/5208893]. Although a great deal of the Mullan Road has been obliterated by the construction of the railroad's bypass, much of it is clearly discernable. A rock cut constructed by Mullan crews in the Spring of 1860 is located in this section [11:686478/5209011](Photos 10-11). The cut is through an outcrop of limestone. It measures 7-feet wide at road level and 8.5-feet across the crest of the cut; it is 47-feet in length. The historical record indicates that black powder was used by Mullan's men to carve a route through the rock. The rubble was thrown off to the sides rather than removed completely from the site (this same method is representative of other Mullan-built sections of the road and was also used on a segment of the Bozeman Trail at Virginia City [24MA267] in about 1864 or 1865 when that road was constructed). The road proceeds westerly from the cut then makes a sharp turn to the north to reconnect with the original alignment [11: 686274/5208903]. The roadway throughout, although somewhat deteriorated, indicates a road width of 10± feet (Photos 12-13).

Section Three (Point B to Point C, northern segment on sketch map)
This section consists of a 800± foot segment of vehicular roadway constructed by the Milwaukee Road Railroad in 1908 (Photo 14). When the Winston Brothers company constructed the railroad grade, it cut off segments of the Mullan Road that dipped south toward the Clark Fork. Because the road then served as a postal route and a county road, the contractor provided a new connection to keep the road in service. The segment is generally oriented northeast to southwest and averages approximately 10-feet in width, although there are some sections that are significantly narrower. The road passes through a narrow rock cut (Photos 15-16) that was blasted out of the rock with black powder (a rusted metal powder keg was located adjacent to the road on the south at the mouth of the cut until 2005). As the road travels to the southwest, it passes through another narrow rock cut. The cut was also blasted out the rock with black powder and is 12± feet wide and 25-feet in length. The cut still retains evidence of boring where the powder charges were placed. The road then proceeds in a southeasterly direction (Photo 17). The roadway here is 12± feet wide and 27± feet in length. Throughout this 800-foot segment, the roadway is about 10-feet wide and is delineated by rock spoil piles on both sides of the roadway. The Milwaukee Road bypass segment (Section Two) rejoins the original Mullan Road alignment at the termination of this section [11: 686274/5208903] (Photo 18, Point C).

[4] The Montana Department of Transportation determined the Ross Moore Home Site (AKA Strawberry Fields Site) as ineligible for the National Register of Historic Places in 1998. The integrity of the site was further compromised by the August 2005 fire.

Section Four (Point C to Point D)
This segment is located entirely within Section 6, T14N, R23W and includes the Point of Rocks geologic feature. This segment is roughly 3,300± feet in length and passes to the north of the Point of Rocks geological feature that gave the segment its name (Photos 19-25). From the Point of Rocks the road proceeds southwesterly to where it connects with the Milwaukee Road Railroad Grade [11: 685674/5208429]. The roadway is generally 7-10 feet wide through this section. Much of this section is bracketed by stone retaining walls – some probably built by Mullan in the 1860s and others by General Sherman in 1877 (Photo 23). About 1,100 feet of the road proceeds downward to the southwest at a steep 45°± angle (Photos 26-27). This segment required the double-teaming of wagons heading down the slope as late as 1877 when General William Tecumseh Sherman noted this segment of the Mullan Road in his journals. At the bottom of the slope, the roadway continues further on a relatively level grade for about 800-feet before descending to the railroad grade.

The Milwaukee Road Railroad (one contributing structure)
Section 5 (Point A to Point D)
The abandoned 1908 Milwaukee Road Railroad grade segment in the Point of Rocks Historic Transportation Corridor is approximately 5,280-feet in length (Photos 28-32). Beginning at the intersection with the start of Section 1 of the Mullan Road [11: 686824/5209517], it proceeds southwesterly along the base of Ninemile Divide about 25 to 100 feet above and north of the existing westbound Interstate 90 grade. The grade rises gently to the northwest on a 2 percent grade. The abandoned grade averages 26-feet in width as it passes through a series of cut and fill sections on this segment. The material removed from the cut segments was utilized by the contractor for the fill sections. The grade's alignment is generally straight, but curves around the Point of Rocks to the terminus of the segment where a fence crosses the grade delineating DNRC ownership of the grade [11: 685674/5208429]. The DNRC-owned portion west of this location is not included in this nomination. All appurtenances associated with the operation of the line when it was electrified were removed shortly after 1960. The tracks, ballast, ties, tie plates, signals, etc. were also removed by the railroad beginning in 1980.

The Ross Moore home site and can dump (24MN266) (one non-contributing site)
This site is the remains of a 1932 to 1961 occupation (Photo 33). It is located adjacent to and southeast of the Mullan Road in Section 32, T15N, R23W [11: 686627/5209444]. The site was found ineligible for listing on the National Register of Historic Places in 1998.[5] Because the Ross Moore home site was not present during the period of significance and is not associated with either the Mullan Road or the Milwaukee Road, it is counted as a non-contributing resource.

Retaining Walls (six contributing structures)
The retaining walls are associated with the construction of both the Mullan Road, and the Milwaukee Road bypass in 1908. Section 3 contains four stone retaining walls of dry-laid argillite stone placed horizontally along the tangent of the roadway (Photos 34-35). Section 4 contains two retaining walls (Photos 36-37). Two of the retaining walls vary from 80 to 145 feet in length and 2 to 10 feet deep. The 145-foot retaining wall dates to either the 1860s or the 1879 improvement made by the US Army. The retaining walls in this section are distinct from those in Section 3. Instead of hand-placed mudstone stone laid flat in a regular pattern, the Section 4 walls appear to have been pushed to the sides of the road and do not display any discernable pattern. No care appears to have been taken in their construction in the interests of expediency and speed.

[5] Jon Axline, Strawberry Fields Site (24MN266) in Cultural Resource Inventory and Assessment: Proposed Mead Land Exchange and Point of Rocks Segment of the Mullan Road (24MN133), Mineral County, Montana, (Report prepared by the Montana Department of Transportation, June 1998), 8-10.

Tunnel (one contributing structure)
Tunnel No. 18 [11: 685940/5208440] opens to the east and west and is oriented along the tangent of the abandoned grade (Photos 38-40). It is 252-feet in length and 20-feet wide with an overhead clearance of 20 feet 2 inches. The tunnel was constructed in 1908 and reconstructed in 1936. The western 126-feet of the tunnel was supported by exposed timber cribbing, while the eastern 126-feet was sheathed with reinforced concrete with a concrete portal on the east; the concrete section represents the portion of the tunnel reconstructed in 1936. The concrete was poured on the inside of the original timber cribbing, which is visible behind the concrete. The portal has a rounded opening with a corniced lintel. Retaining walls flanking the portal are comprised of mudstone with concrete mortar. The builders stamped "1936" on the right side of the portal with "18" stamped into the concrete on the right side of the portal near the top of the opening. The west portal of the tunnel is not faced with concrete. The original ballast for the railroad grade was still located on the grade within the tunnel (the western 126-feet is now under approximately 5-feet of rock debris that fell from the roof in 2005). The August 2005 fire, however, significantly damaged the tunnel. The intense heat destroyed the timber cribbing on the western end of the tunnel and caused severe spalling and cracking on the concrete section. The fire within the tunnel and atop the Point of Rocks contributed to great segments of the tunnel's roof collapsing onto the grade on the section not lined with concrete. Indeed, the rock fall is approximately 5-6 feet deep throughout and the tunnel is no longer safe for pedestrian access. The MDT closed the tunnel to pedestrian and vehicular traffic in October 2005 and fenced off both ends with a high chain link fence.

Integrity of the Point of Rocks Historic Corridor
The Mullan Road for a 175-mile distance between Lake Coeur d'Alene and the Missoula Valley took nine months to construct and consisted of substantial pick and shovel work, including the use of explosives to blast the road through the Precambrian mudstones and dolomite common to the region. As a result, the construction left a permanent mark through northern Idaho and northwestern Montana that is still quite distinguishable into the 21st century. The Mullan Road provided the primary route through Mineral County until the construction of US Highway 10 beginning in the 1920s. Because of that, the county improved sections of the road and just maintained others. The road through the Point of Rocks Section was improved in a few sections, but largely just maintained by the county. Consequently, its original route through the section is intact with features associated with its construction in 1860 and improvements made by Mullan until 1863 still identifiable. The road, therefore, provides an excellent example of the methods used to construct it and is representative of mid-19th century engineering standards for wagon roads. Segments of the road in the corridor, moreover, were bypassed by the Milwaukee Road Railroad when it constructed its line through the area in 1908. Those segments contain features, such as dry-laid retaining walls and more extensive rock cuts, than are present on the Mullan Road. Both roads, however, compliment each other and display differences in road construction standards. The Milwaukee Road segment also bypassed Mullan Road segments which served to preserve them in their original state. The abandoned Milwaukee Road Railroad, like the Mullan Road, exhibits extensive blasting and cut and fill sections along its length. It adheres to early 20th century railroad standards and has not been altered by any modifications made to the bed or, with the exception of Tunnel 18, to features associated with it. Tunnel 18 was damaged by a forest fire in 2005, but the original portals and interior dimensions are still intact. The western quarter of the tunnel, however, has been partially filled by rock fall from the roof of the structure caused by the fire.

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)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [X] B Property is associated with the lives of persons significant in our past.
- [X] 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 owed 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
Exploration/Settlement

Period of Significance

1860-1959

Significant Dates

1860, 1877, 1908, 1936

Significant Person

(Complete only if Criterion B is marked above)

John Mullan

Cultural Affiliation

N/A

Architect/Builder

John Mullan (1860s)
Winston Brothers (1908)

Period of Significance (justification)

The Period of Significance encompasses the construction and use dates of the Mullan Road and its later use as part of the Yellowstone Trail. The period also includes the construction of the adjacent Milwaukee Road Railroad and its use through the historic period.

Criteria Consideratons (explanation, if necessary)

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

The Point of Rocks Historic Transportation Corridor is eligible for listing in the National Register of Historic Places under Criteria A, B, and C. It includes the first engineered road in Montana, which was constructed to facilitate the movement of troops between the Pacific Northwest and the upper Missouri River. The road is associated with the western railroad surveys in the years prior to the American Civil War and is associated with the settlement of western Montana in the 1860s and 1870s. The Milwaukee Road Railroad was the last of three transcontinental lines to cross Montana. The railroad had a significant impact on the development of Mineral County and the state of Montana. Many of the towns located along its line owe their existence to the railroad. John Mullan was the primary mover behind the construction of the road – it was his idea to construct a road that would facilitate the settlement of the Pacific Northwest and it was largely through his efforts that Congress financed it. A trained civil engineer and surveyor, Mullan personally established the alignment of the road and supervised its construction and the improvements to it over the next three years. In addition, Mullan promoted his road and wrote a miners and travelers' guide for Argonauts who wanted to use it. Both the Mullan Road and Milwaukee Road Railroad segments retain considerable integrity and embody the distinctive characteristics of their method of construction. For the most part, the original 1860 and 1861 Mullan alignments through the Point of Rocks segment are intact and construction features associated with them, also common to other wagon roads in Montana during the early 1860s, are still present along the segment. Although the ties and tracks have been removed, the railroad grade is still on its original alignment with cut and fill sections still intact. Tunnel 18 was damaged in a conflagration in 2005, but the tunnel is still mostly intact and retains construction features from its original construction in 1908 and a 1934 rebuild. The transportation corridor exhibits the evolution of transportation in western Montana from its genesis as an Indian trail, to an engineered wagon road, and ending with the Milwaukee Road Railroad, the goal of John Mullan's efforts in the 1860s. Although not included in the nomination, segments of the Yellowstone Trail, US Highway 10, and the Burlington Northern Santa Fe Railroad to the south on the other side of the Clark's Fork River are also visible from the Mullan Road as is Interstate 90, which parallels it.

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

The Point of Rocks Historic Transportation Corridor can be listed on the National Register of Historic Places under Criteria A as a significant component of an historic travel corridor in western Montana and the Pacific Northwest. The Mullan Road was an important pioneer interstate highway in the Pacific Northwest and northern Rocky Mountains. The road was financed, surveyed and constructed by an appropriation from the U.S. Army to facilitate the movement of troops, equipment and supplies between the head of navigation on the Missouri River and Fort Walla Walla in Washington Territory, the head of navigation on the Columbia River. The Mullan Road was the first road designed by an engineer in the region and the first "Federal Aid" highway in Montana. The outbreak of the Civil War, however, abruptly ended the U.S. Government's role in the maintenance of the Mullan Road. It then functioned as an important emigrant and supply road during the Montana gold rush of the early 1860s. The Mullan Road was also the first road to be declared a public highway by the Montana territorial legislature in 1872. Under orders from General William T. Sherman, the military "improved" the Point of Rocks segment in 1879. This segment of the Mullan Road is well-documented in the historical record and retains many features constructed by Mullan and his work crew in the early 1860s. It was bypassed in the early 20th century and isolated by the construction of the Milwaukee Road Railroad in 1908, thus preserving its integrity, while also incorporating good examples of early 20th century road design principles into the bypass segments built by the railroad. The construction of US Highway 10 in 1934 further isolated the segment as did the completion of Interstate 90 in 1963.

The Milwaukee Road completed its line through Montana in 1909; it was the third and last transcontinental railroad to cross the state. The Milwaukee Road significantly changed the socio-economic landscape of Mineral County by allowing the exploitation of its natural resources and by incorporating its residents into the national economy. Like other railroads in Montana, it deposited towns in its wake, including nearby Alberton (a division point) and Cyr to the west of the segment. The Point of Rocks segment was also a component of the railroad's famed *Olympic Hiawatha* passenger train. The railroad caused significant changes in the transportation patterns of the county by rerouting old county road segments and by making residents reliant on rail service in this rugged area.

Both the Mullan Road and the Milwaukee Road segments are also important components of an historic travel corridor along the Clark Fork in western Montana. From a point on the abandoned railroad grade, one can look out over the Mullan Road, two transcontinental railroads, the Yellowstone Trail, US Highway 10, and Interstate 90 – a veritable cross section of Montana's transportation history from 1860 to the present.

The Point of Rocks segment of the Mullan Road is also eligible for the national Register of Historic Places under Criterion B for its association with Captain John Mullan. A graduate of West Point, Mullan was one of Washington Governor Isaac Stevens's chief assistants in surveying a route for a northern transcontinental railroad beginning in 1853. It was during his association with Stevens that Mullan developed a plan to construct a wagon road between Forts Walla Walla and Benton to facilitate the movement of troops from the Montana steamboat port to the Pacific Northwest. Although not utilized in the way Mullan intended, the road had a significant impact on the settlement of western Montana after gold was discovered at Alder Gulch in 1863 and in Last Chance Gulch in 1864. Mullan designed the Point of Rocks segment and personally supervised its construction in 1860. The Northern Pacific Railway recognized Mullan's significance to the development of Montana when it invited him to participate in its last spike ceremony on September 8, 1883.

Finally, the Point of Rocks Segment of the Mullan Road is eligible for the National Register of Historic Places under Criterion C. Much of the original alignment of the Mullan Road is little changed from when it was constructed and improved from 1860 to 1862. It reflects mid-19th century engineering standards based on the rugged nature of the terrain it traversed and the requirement that it accommodate wagon traffic. Rock cuts associated with the original road as well as grades and alignment represent Mullan's efforts to design a roadway that would allow its use not only by the military, but by emigrants as well in the most efficient manner possible. The Milwaukee Road Railroad later built bypass segments for the Mullan Road (by then a county-maintained facility) when it constructed its transcontinental line through the area. These segments also retain integrity of design (alignment and grade), materials, workmanship (hand-laid rock retaining walls and rock cuts), and feeling. Despite the proximity of Interstate 90, it does not visually intrude on the district.

Developmental history/additional historic context information (if appropriate)

The area encompassing the Point of Rocks Segment of the Mullan Road and the abandoned Milwaukee Road grade were within the aboriginal territory of the Salish Indians. Evidence suggests that the Mullan Road may have followed an aboriginal trail along the north side of the Clark Fork River. Indeed, the lieutenant had hired three Indian guides to assist him in identifying a route for the wagon road. They were Gabriel Prudhomme, a mixed blood Indian who had guided Father Pierre-Jean DeSmet through the area and Aeneas, an Iroquois who had been involved in the fur trade and who was living with the Salish in the Bitterroot Valley. A third man, Bassile, was only retained in the area around Lake Coeur d'Alene. An isolated chert flake was found within the road prism by a MDT archaeologist in 1999 although there is no recognizable evidence of an oborginal trail. Mullan's 1863 report to Congress further indicates that there was some contact between Mullan and his men and the Salish Indians in the general area of this road segment and that he enjoyed a cordial relationship with the tribe in the 1850s and early 1860s.[2]

The idea of a wagon road between the head of navigation on the Missouri River and the Pacific Northwest had its genesis in the winter of 1853, when Isaac Stevens instructed Lieutenant John Mullan to seek "routes practicable for a . . . wagon road" across the northern Rocky Mountains. Born in Norfolk, Virginia in July 1830, Mullan obtained an appointment to West Point in 1848 after petitioning President James Polk. Upon graduating from the academy in 1852, the US Army assigned Mullan first to the topographical engineers and then to the artillery. In 1853, the Army detailed the young first lieutenant to Stevens to aid in the survey for a northern transcontinental railroad route. Over the next two years, however, Mullan seems to have concentrated more on locating a wagon road than a railroad. Although a strong promoter of the idea of the railroad as a transmitter of civilization, he was just as sure of the civilizing benefits of an engineered wagon road. Mullan's beliefs dovetailed nicely with the U.S. Army's plan for the construction of a military road between Nebraska and Oregon. Captain Andrew Humphreys of the U.S. Army's Office of Exploration and Surveys ordered Mullan to construct the road across the northern Rocky Mountains in March 1858 shortly after he returned to the Pacific Northwest after two years fighting the Seminole Indians in Florida. Work on the road, however, was delayed by an uprising of the Coeur d'Alene, Spokane and Palouse Indians who were angry at the continued incursion of Euro-American miners into their eastern Washington hunting grounds and because, they believed, the proposed military road would only aggravate an already bad situation for them. Mullan commanded a contingent of Nez Perce scouts at the Battle of Four Lakes in the summer of 1858. It wasn't until March 3, 1859, that now-Congressman Isaac Stevens and John Mullan successfully petitioned Congress for $100,000 to finance a 624-mile road between Fort Walla Walla, Washington and Fort Benton, a steamboat port on the upper Missouri River. Described by Colonel George Wright, Mullan had a "large, firmly molded

(see continuation sheet)

[2] John Mullan, *Report on the Construction of a Military Road from Fort Walla-Walla to Fort Benton*, Reprint of 1863 government report, (Fairfield, Washington: Ye Galleon Press, 1994), 12a, 49.

(continued)

mouth . . . straight nose . . . deep blue eyes . . . and an unusually broad and high perpendicular forehead crowned with very dark, thick hair disposed to curl at the end."- He was also described as having a warm, cheerful nature, and plenty of courage, but being rather on the short side. But in regards to his determination to building a wagon road between the headwaters of the Columbia and Missouri rivers, he was depicted as a monomaniac who "imagines everybody who is not in favor of his road to be against it." The conflict with the Indians in eastern Washington in 1855-1856 and 1858 and the continued stand-off between the United States and Great Britain over the San Juan islands in Puget Sound vindicated Stevens' and Mullan's argument for the establishment of a military road to facilitate the movement of troops and supplies from Fort Benton to eastern Washington in the event of further conflict with the Pacific Northwest's aboriginal inhabitants or the British.[6]

Work on the Mullan Road began on July 1, 1859 when Mullan's 230-man detachment (including 40 soldiers) left Fort Walla Walla for the Cataldo Mission near Coeur d'Alene. Mullan attempted to use existing aboriginal trails as much as possible, but the difficult terrain made the construction of new road segments a necessity. Because of the terrain at Lake Coeur d'Alene and in the Bitterroot Mountains, the expedition did not cross over the divide into Montana until early December 1859. Harsh weather conditions soon forced construction on the road to cease for the season and Mullan established aprimitive encampment, Cantonment Jordan, in the St. Regis Borgia Valley near present Henderson, Montana on December 5th. By that time, Mullan's work crews had completed a little less than half of the 624-mile road.[7]

Work resumed on the road in mid-March 1860. By late April 1860, the company reached a mountain spur that extended down to the edge of the Clark Fork, making a road along the river bank impossible. Mullan later stated that "in order to obtain the practicable elevation on account of the abrupt rocky face of the spurs, I carried the line up a ravine, until gaining 1,000 feet; I wound around the mountain sides, making the re-entering angles by gentle curves, until the entire six miles was completed."[8]

Called the "Big Side Cut" and "Point of Rocks" segments in Mullan's report to Congress, he detailed 150 men to work on the six mile long detour across the mountain sides. Construction on the segments began on May 1, 1860 and continued for the next six weeks. Because of the rocks along the planned route, the work crew was forced to blast passages through some of the outcrops to maintain Mullan's "gentle curves." A premature explosion in one rock cut partially blinded one man and stunned another. This arduous segment of the road proved the most difficult to construct for the small work detail. Although Mullan later claimed in report to Congress that the cuts along this segment of the road were between fifteen to twenty feet wide, the rock cuts, in fact, average about 14-feet in width. Randall Hewitt reported in 1862 "not an

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[6] W. Turrentine Jackson, *Wagon Roads West: A Study of Federal Road Surveys and Construction in the Trans-Mississippi West, 1846-1869*, (Berkeley: University of California, 1952), 257-259, 260; Mullan, *Report on the Construction of a Military Road*, 7a, 12a, 14a-15a; Merrill G. Burlingame, *The Montana Frontier*, (Helena: State Publishing, 1942), 128-129; Carlos Arnaldo Schwantes, *Long Day's Journey: The Stagecoach and Steamboat Era in the Northern West*, (Seattle: University of Washington, 1999), 109, 144; Dan L. Thrapp, *Encyclopedia of Frontier Biography*, II (Spokane: Arthur H. Clark Co., 1988), 1032; John Mullan, *Miners and Travelers Guide*, (New York: W. M. Franklin, 1865), 17.

[7] Jackson, *Wagon Roads West*, 261, 264; Burlingame, *The Montana Frontier*, 130; Margie E. Hahn, *In Retrospect: A History of Mineral County*, (Superior, Montana: Mineral Publishing Company, no date), 15; Mullan, *Report on the Construction of a Military Road*, 13, 18.

[8] Jackson, *Wagon Roads West*, 265; Mullan, *Report on the Construction of a Military Road*, 22-23.

inch more rock was removed than apparently necessary" and the cuts were so narrow that one could not walk next to a wagon passing through them.[9]

From the Point of Rocks eastward, however, construction of the road progressed rapidly as Mullan utilized well-worn aboriginal trails. By July 1, they had crossed the Blackfoot River and reached the Dearborn River. On August 1, 1860, the expedition arrived in Fort Benton. Upon their arrival they were met by a detachment from Captain William F. Raynold's expedition who were detailed to travel over the newly completed road to Fort Walla Walla. Consequently, Mullan organized a second work party to backtrack over the road in advance of the company to repair flood-damaged bridges and improve the roadway.[10]

Led by Major George Blake, the 292-man military contingent left Fort Benton for Fort Walla Walla on August 5, 1860. With Mullan's 25-man crew working in advance of the expedition, it traversed the road to Walla Walla in 57 days. Lieutenant August Kautz later described the "Point of Rocks" segment of the Mullan Road: "Our road lay back from the river over a spur for three miles, when we came upon the river again. There were three or four difficult hills for the oxen." The Blake Expedition proved the only instance where the military used the road for the purpose in which it was intended - to facilitate the movement of troops between the head of navigation on the Missouri River to the Pacific Northwest. Despite Mullan's best efforts, the western section of the road rapidly deteriorated from disuse and bad weather. In 1947, historian Alton B. Oviatt wrote:

> [M]ost of those who made the journey via the Mullan Road did so by virtue of necessity or misguided selection – not by choice. It had been constructed, primarily, as a military precaution, with inadequate appropriations, time and equipment. Consequently, the line of least resistance had to be followed at all times. Work was done only where nature steadfastly refused to yield passage without human stimulation, and then, only grudgingly.

The road was never used in a military capacity again. The road however, did become an important pack trail, carrying supplies between Portland, Oregon and the Missoula and Bitterroot valleys.[11]

Mullan continued to make improvements to his road until 1862, when the federal government withdrew its financial support because of the more immediate demands of the Civil War. That year, newly-appointed judge Christopher C. Hewitt led a party from Fort Hall to Spokane, Washington over a portion of the Mullan Road. His nephew, Randall Hewitt, published his account of the journey in 1906. In it, he described the Point of Rocks segment on September 10, 1862:

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[9] The Big Side Cut section of the Mullan Road is located on the mountainside above Alberton Gorge about ten miles west of the Point of Rocks segment. Jackson, *Wagon Roads West*, 265; Mullan, *Report on the Construction of a Military Road*, 22-23; "Account of the Building of Mullen's [sic] Military Road," in *Contributions to the Historical Society of Montana*, volume 8 (Helena: Montana Historical and Miscellaneous Library, 1917), 167; Randall H. Hewitt, *Across the Plains and Over the Divide*, (New York: Broadway Publishing, 1906), 371; Alton B. Oviatt, "The Movement for a Northern Trail: The Mullan Road, 1858-1869," (Ph.D Dissertation, University of California-Berkeley, 1947), 130.

[10] Mullan, *Report on the Construction of a Military Road*, 23, 26; Jackson, *Wagon Roads West*, 268; Burlingame, *The Montana Frontier*, 108.

[11] Mullan, *Report on the Construction of a Military Road*, 28; Jackson, *Wagon Roads West*, 267-268; Burlingame, *The Montana Frontier*, 131; Louis C. Coleman, *Captain John Mullan: His Life Building the Mullan Road*, Compiled by B. S. Payette, (Montreal, Canada: Payette Radio Limited, 1968), np; Oviatt, "The Movement for a Northern Trail," 130.

> Soon after our march began this morning the trail passed through a strip of pine forest and over a smooth level road until the foot of the mountains was reached; then we entered the Bitter Root range in earnest, and the road led a very winding zigzag course, rough, rocky and in places exceedingly steep. The spurs and peaks of the mountains were thrown up in the utmost confusion, and it seemed as though the trail avoided none of them.

The Point of Rocks proved to be an introduction to the more difficult Big Side Cut segment the party reached the following day. After an ordeal that took nearly a week, Randall concluded, echoing other traveler's sentiments, that when later asked the way across the mountains, he would answer "Take either road and before you are half way through you'll wish you had taken the other. It was hilly and rough; it was abominable . . . ." Within two years, after discoveries of gold at Grasshopper Creek, Alder, and Last Chance gulches, the western segment had deteriorated to where it was suitable only for pack trains.[12]

Captain Mullan left Montana Territory after the federal government terminated funding for the road in 1863. Tired of the road by that time anyway, Mullan went east, submitted his report to Congress, and got married. For unknown reasons, he resigned his commission in the US Army in July 1863 and went west with his new bride. They settled on a homestead near Walla Walla, Washington that he had acquired earlier in the decade. Mullan was a much better military officer and road builder than a rancher – he lost the homestead within a couple years. For a short time, he had a contract to deliver mail between California and Idaho, but went bankrupt in that endeavor. In 1867, he relocated to San Francisco and opened a law office, specializing in land law. Although not a successful rancher or postman, he prospered in his law practice. Eleven years later, he relocated his practice and his family to Washington, DC. On September 8, 1883, he was one of the honored guests at the Last Spike ceremony for the Northern Pacific Railway at Gold Creek, Montana. Mullan had played a significant role in the surveys utilized by the railroad in western Montana and northern Idaho. The railroad followed his advice that the line not follow the route he had blazed for his road over the Bitterroots and had, instead, taken a much easier route over the mountains to the north. It did, however, follow much of his wagon road east of Missoula, over Mullan Pass to the Prickly Pear Valley. Mullan made two more trips west after the Last Spike, both over the Northern Pacific. In 1905, he suffered a stroke and retired from his law practice; he died in December 1909. Although historians have concluded that the Mullan Road was a failure because it didn't function in the way Mullan intended, others have concluded just the opposite. It may not have fulfilled his dream of facilitating travel and the settlement of the Pacific Northwest and northern Rockies as a whole, but portions of it did serve in that function and did accomplish Mullan's goal. Today, Interstate 90 closely parallels the Mullan Road in western Montana and northern Idaho.[13]

After 1864, civilian freighters and emigrants extensively used the Fort Benton to Helena and Missoula sections of the Mullan Road, but the segment west of Missoula (where the Point of Rocks Historic Transportation Corridor is located) was, according to one historian, "no more than a pack trail." Although wagons infrequently traveled the rugged western section of the Mullan Road, it was perfectly suitable to mule and an occasional camel train. In the summer and fall of 1865 after gold was discovered on the Little and Big Blackfoot rivers, Frank H. Woody reported that the road "was literally lined with men and animals on their way to the new El Dorado." While private individuals or companies "adopted" segments of the road between Fort Benton and Missoula and maintained them as toll facilities, there is no evidence that the segment west of Missoula was adopted by any early Montana entrepreneurs for use as a toll road. Its rough nature precluded its large-scale use by freight trains and confined its use primarily to pack animals. Eventually, the road's unsuitably as a commercial transportation route made it impossible for traders in Oregon to compete with the Utah companies active in

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[12] Hewitt, *Across the Plains*, 12, 380, 393-394; Oviatt, "The Movement for a Northern Trail," 137.

[13] Mullan, *Report on the Construction of a Military Road*, 5a, 9a, 20a; Thrapp, *Encyclopedia of Frontier Biography* II, 1032; Mullan, *Miners and Travelers Guide*, 5, 8, 9.

Montana, thereby sealing the fate of the western 400 miles of the Mullan Road. Although 750 tons of pack train-borne freight reached Helena over the Mullan Road from the Columbia River in 1865, it was not profitable for Portland merchants and it sought alternate routes to the Montana mining camps by 1869. In 1872, the Montana territorial legislature declared the Mullan Road a public highway which disqualified it as a potential toll facility.[14]

General William Tecumseh Sherman inspected western Montana Territory hard on the heels of the Nez Perce Indians during the summer of 1877. After visiting Yellowstone National Park and Forts Ellis and Shaw, Sherman endeavored to travel to Walla Walla over the Mullan Road. He felt that it was in the best interests of the United States to develop a closer relationship between the people of Montana and the Pacific Northwest, particularly Oregon. Although he initially planned to traverse the road on horseback with a pack train, Sherman decided in early September 1877 to attempt the journey with wagons. His plan was to prove that the road still had potential as a major freight, emigrant and stagecoach route. Sherman was fully aware that the road west of Missoula was obstructed by fallen timber and wash-outs with none of the original bridges remaining. Although local residents were pessimistic about Sherman's plans, they were adamant that the road someday be re-opened with people encouraged to use it. Sherman looked forward to the next leg of his journey, boasting that the poor condition of the road west of Missoula would add "zest" to an already eventful journey.[15]

On September 5, 1877, Sherman, his Aide-de-Camp Colonel Orlando Metcalfe Poe and a 58-man military escort from the First Cavalry Regiment set out from Frenchtown for Walla Walla. The expedition included five wagons, six soldiers convalescing from wounds received at the Big Hole battle, two dozen axes, and a dozen picks and shovels. The first twelve miles on the road was relatively easy, but when they reached the Point of Rocks segment, the route became substantially more difficult. In a characteristic understatement, Sherman later optimistically reported that, with the exception of two heavy grades, the road was "plain, comparatively good, needing little repairs to make it practicable." Colonel Poe, however, disagreed. He wrote that beginning at the Point of Rocks segment the road was "very bad" as it ascended up the side of the mountain, forcing the soldiers to double-team the wagons. The descent was even worse as they then had to rope the wagons to trees adjacent to the road and lower them down the mountainside (Photo 27). After fifteen days of hard work, the expedition reached Walla Walla. Despite the abysmal condition of the Mullan Road west of Missoula, both Sherman and Poe were both convinced of the practicality of the road for light wagons and its importance in opening Montana Territory to trade from Oregon-based entrepreneurs. Eventually, in 1879, Sherman convinced the War Department to allocate $20,000 for the repair of the Mullan Road. Two military detachments worked east from Coeur d'Alene and one worked west from Fort Missoula. The soldiers cleared the road sufficiently so that "lightly laden vehicles could once more negotiate this portion of the old trail." Unfortunately, the repairs to the western section failed to reinvigorate it as a major transportation route.[16]

Both General Sherman and Colonel Poe, a trained engineer, recognized the potential value of the road despite its

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[14] Mullan *Report on the Construction of a Military Road*, 18a; Jackson, *Wagon Roads West*, 273; Burlingame, *The Montana Frontier*, 131, 246, 264; Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, Rev. ed., (Seattle: University of Washington Press, 1991), 72; Ellen Baumler, "When Camels Came to Montana," *Montana The Magazine of Western History*, 50:2 (Summer 2000), 69; Schwantes, *Long Day's Journey*, 173; Oviatt, "The Movement for a Northern Trail," 141, 143; "A Sketch by Judge Frank H. Moody," in *Contributions to the Historical Society of Montana*, volume II (Boston: J. S. Canner, 1966), 232-233.

[15] Robert G. Athearn, "General Sherman on the Montana Frontier," *Montana The Magazine of Western History*, 3:1 (Winter 1953), 61-63; *Reports of Inspection Made in the Summer of 1877 by Generals P. H. Sheridan and W. T. Sherman of the Country North of the Union Pacific Railroad*, (Washington DC: Government Printing Office, 1878), 41, 45, 47.

[16] *Report of the Inspection Made in the Summer of 1877*, 45-46, 59, 90, 98; Mullan, *Report on the Construction of a Military Road*, 18a; Oviatt, "The Movement for a Northern Trail," 155-156.

neglected condition and the talent of its builder, John Mullan. On September 30, 1877, Poe wrote:

> Often, during that portion of the route, we remarked upon the pluck, the energy, the endurance, and the executive ability of Captain Mullan, who first made the road through the wilderness, and our admiration of the feat has not lessened by ascertaining from his report that it was done at a cost which amounted to only $230,000 for the entire distance from Walla Walla to Fort Benton. Its inception was creditable, and its execution worthy of any man's ambition. That it did not wholly fulfill the anticipations of its projector does not detract in the least from the credit due him.

They also praised Mullan's foresight to sow grasses adjacent to the road to provide pasturage to people utilizing the trail. Both men felt that if it had not been for the Civil War, the road would have become a major thoroughfare between Missoula and eastern Washington.[17]

Missoula County maintained the Point of Rocks segment as a public thoroughfare until 1914 when it was taken over by newly created Mineral County. That same year, the Yellowstone Trail Association identified it as a component of its proposed coast-to-coast highway. An inter-connected series of county and state roads, the Yellowstone Trail was a 4,000-mile interstate "tourist" highway that connected Plymouth Rock, Massachusetts to Seattle, Washington. The Montana Highway Commission included the route as a component of the state's first federal-aid system in 1916. Mineral County bypassed the road in 1917 with the reconstruction of the highway on a different alignment on the opposite side of the Clark Fork. This segment continued to function as a postal route between Alberton and Cyr for a number of years afterwards.[18]

In 1908, a Milwaukee Road Railroad sub-contractor realigned a 250-foot section of the Point of Rocks segment to avoid conflicts with the railroad's main line. Constructed by Winston Brothers of Milwaukee, Wisconsin through western Montana in 1908, engineers for the transcontinental railroad chose a route on the north side of the Clark Fork just below the old Mullan Road. The proposed route, however, conflicted with the Mullan Road at the Point of Rocks segment. In order to maintain it as a county road, railroad construction crews had to bypass segments of the old road. Fortunately, the 1908 realignment preserved the bypassed sections of the old road in pristine condition. Like the Mullan Road, the realignment included black powder-blasted rock cuts and dry-laid fieldstone retaining walls, but maintained the general 14-foot width of the older route. The new segment may have been built by a sub-contractor working for Winston Brothers, the general contractor for the railroad from Butte to Avery, Idaho.[19]

Organized in 1874, the Chicago, Milwaukee, St. Paul & Pacific (Milwaukee Road) Railroad incorporated in Montana in 1905 when company chairman Roswell Miller decided to extend the line through the state to the Pacific Coast. Winston Brothers began construction of the line between Butte and Avery, Idaho in August 1908. The firm employed several subcontractors to provide supplies and construct bridges and tunnels along the route. Winston Brothers built different sections of the road concurrently with all segments connected at St. Regis in January 1909. To maintain a two percent grade, the railroad along the Clark Fork and St. Regis rivers required substantial cut and fill sections, three tunnels and

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[17] *Reports of the Inspection Made in the Summer of 1877*, 97-98.

[18] Jon Axline, *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*, (Helena: Montana Historical Society Press, 2005), 64-65; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press Publishing, 1990), 186; Marilyn Wyss, *Roads to Romance: The Origin and Development of Montana's Road and Trail System*, (Helena: Montana Department of Transportation, 1993), 13; "Alberton Road Given Sanction," *The Mineral County Press*, 8 March 1917; "Road to be Built," *The Mineral County Press*, 15 November 1917.

[19] Chuck Mead, conversation with the author, November 1995; Steve McCarter, *Guide to the Milwaukee Road in Montana*, (Helena: Montana Historical Society, 1992), 8, 11.

several commanding steel bridges across rivers, streams, and ravines. When completed, the 80-mile segment between Alberton and St. Paul Pass was among the most scenic along the Milwaukee Road's entire westward extension.[20]

The Milwaukee initiated passenger traffic on its western extension in 1909. Two years later, in 1911, the railroad's famed *Olympian* and *Columbian* passenger trains began service on the line between Chicago and Seattle. After the section was electrified in 1914, it meant a much smoother and smoke-free ride than what the steam locomotives offered. Indeed, for a small fee, passengers on the *Olympian* could ride in an open observation car attached to the rear of the train. By far the ultimate in mid-20th century passenger trains was the Milwaukee's *Olympian Hiawatha*. Developed by Milwaukee Road engineers in the 1930s, the streamlined art deco-style steam locomotives were among the fastest in the world and the passenger cars were designed for comfort, incorporating the latest technology to make the rides smoother, quieter, and more comfortable than ever before. The distinctive maroon and gold color scheme of the *Hiawatha* was a common sight to local residents from 1947 to 1961 cruising through the rugged mountains of western Montana at speeds up to seventy miles per hour.[21]

Even after the county relocated the Yellowstone Trail to the south side of the Clark Fork, the Point of Rocks segment of the Mullan Road continued to function as a public road for local residents. Listed as a postal "star" route, the road provided a connection between Alberton and the tiny community of Cyr. In 1931, the federal Bureau of Public Roads (BPR) realigned U.S. Highway 10 to the north side of the river below the Mullan Road segment. In October 1934, the BPR's Emergency Forest Highway Project FHEC-8-A6 reconstructed and paved a 9.85-mile segment of the highway between Alberton and Cyr. Beginning in 1932, Superior butcher shop proprietor Ross Moore leased a state-owned parcel adjacent to the old road. A native of Iowa, Moore came to Montana about 1931 and leased the state parcel to farm. He and his wife, Lily, raised strawberries and apples adjacent to the home site and sold them at a fruit stand located adjacent to Highway 10 at the existing location of the east bound parking area on I-90 across from the parcel. Before the August 2005 fire, wild strawberries still grew at the site and there are many stone-lined terraces and the remains of Moore's irrigation system still extant there. During World War II, Moore served on the Mineral County Draft Board. After his death in 1955, other individuals leased the property until 1963 when the Montana Highway Department began construction of Interstate 90. The department opened a gravel pit adjacent to West Mountain Creek Road in Sections 32 and 33, T15N, R23W, which terminated access to this section of the Star Route. The county abandoned the Point of Rocks Segment of the Mullan Road as a public road in 1963 when there was no longer access to it.[22]

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[20] McCarter, *Guide to the Milwaukee Road*, 15, 95; August Derleth, *The Milwaukee Road: Its First Hundred Years*, (Iowa City, Iowa: University of Iowa Press, 2002), 185; Chuck Mead, compiler, *Mineral County History*, (Superior: Mineral County Historical Society, 2005), 55.

[21] McCarter, *Guide to the Milwaukee Road*, 15, 95; Derleth, *The Milwaukee Road*, 186, 187, 239.

[22] Final Construction Report (1934-1935) on Yellowstone Trail Forest Highway Project: FHEC-8-46, M2, Alberton-Cyr. Manuscript Collection 179. Montana Historical Society Research Center, Helena, Montana; Montana Department of Natural Resources Special Use Record; Mead Interview; *The Mineral County Independent*, 29 September 1955; *Helena Independent Record*, 19 September 1955; US Census Records, 1930; Mead, *Mineral County History*, 55-56.

The Milwaukee Road was the third and last transcontinental railroad to cross Montana. The railroad platted over thirty new towns along its line in Montana, including nearby Alberton in 1908. Named for railroad president, Albert J. Earling, Alberton was the division point for the Milwaukee's Missoula Division. In 1914, the railroad electrified the line between Harlowton and Avery, Idaho, making it one of the largest electrified railways in the United States. Established primarily to haul freight, the Milwaukee Road faced declining revenues throughout much of its history in Montana. Competition from the Northern Pacific and Great Northern railroads along with cyclical drought and two economic depressions forced the railroad into bankruptcy in 1925 and again in 1938. After a short boom during the Second World War, the railroad again found itself in dire economic trouble, finally abandoning its lines in Montana in 1980. Much of the line through Mineral County was absorbed by the Forest Service with other abandoned segments owned by state agencies and private individuals. In 1999, the Montana Department of Transportation (MDT), Montana Department of Natural Resources and Conservation, and Alberton area resident Chuck Mead completed a land trade that placed both the Mullan Road's Point of Rocks segment and this abandoned railroad segment under the ownership of the MDT. After the trade, the MDT installed two interpretive markers, produced a brochure about the segments, constructed a parking area, and initiated a weed control program for the extensive spotted knapweed at the site. A forest fire swept through the area in August 2005, destroying most of the large trees and much of the underbrush along the Mullan Road segment. The MDT contracted with the Stimson Lumber Company to remove the dead trees in the spring of 2006. The MDT monitored the work to ensure that no intact segments of the Mullan Road or the Milwaukee Road bypass were adversely effected by the logging operation.[23]

[23] McCarter, *Guide to the Milwaukee Road*, 23, 25, 27-28, 71; Derleth, *The Milwaukee Road*, 190-191.

11. Form Prepared By

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organization Montana Department of Transportation date March 5, 2009

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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)

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 Sheet)

Name of Property:

City or Vicinity:

County: **State:**

Photographer:

Date Photographed:

Description of Photograph(s) and number:

1 of ___.

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

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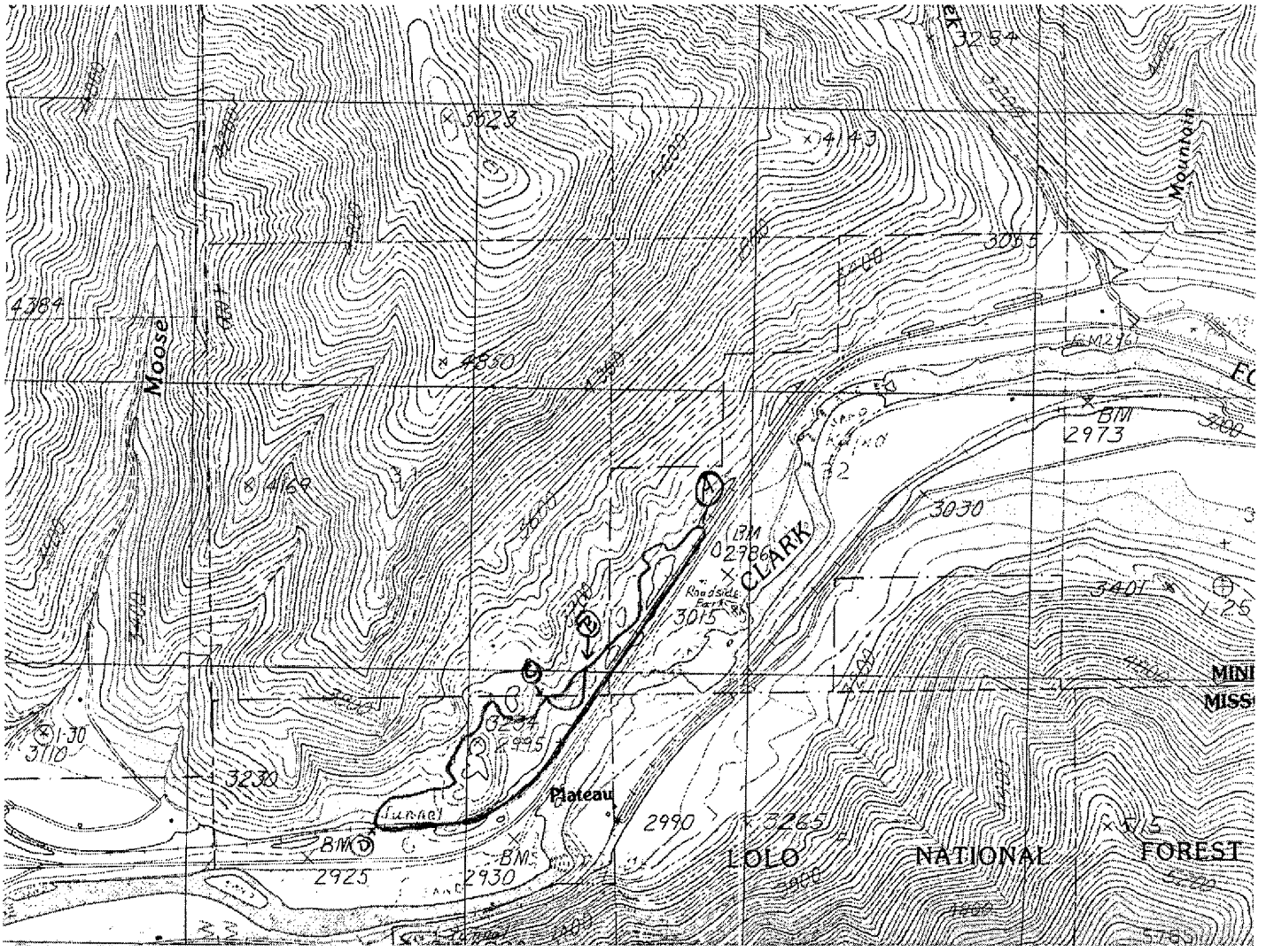
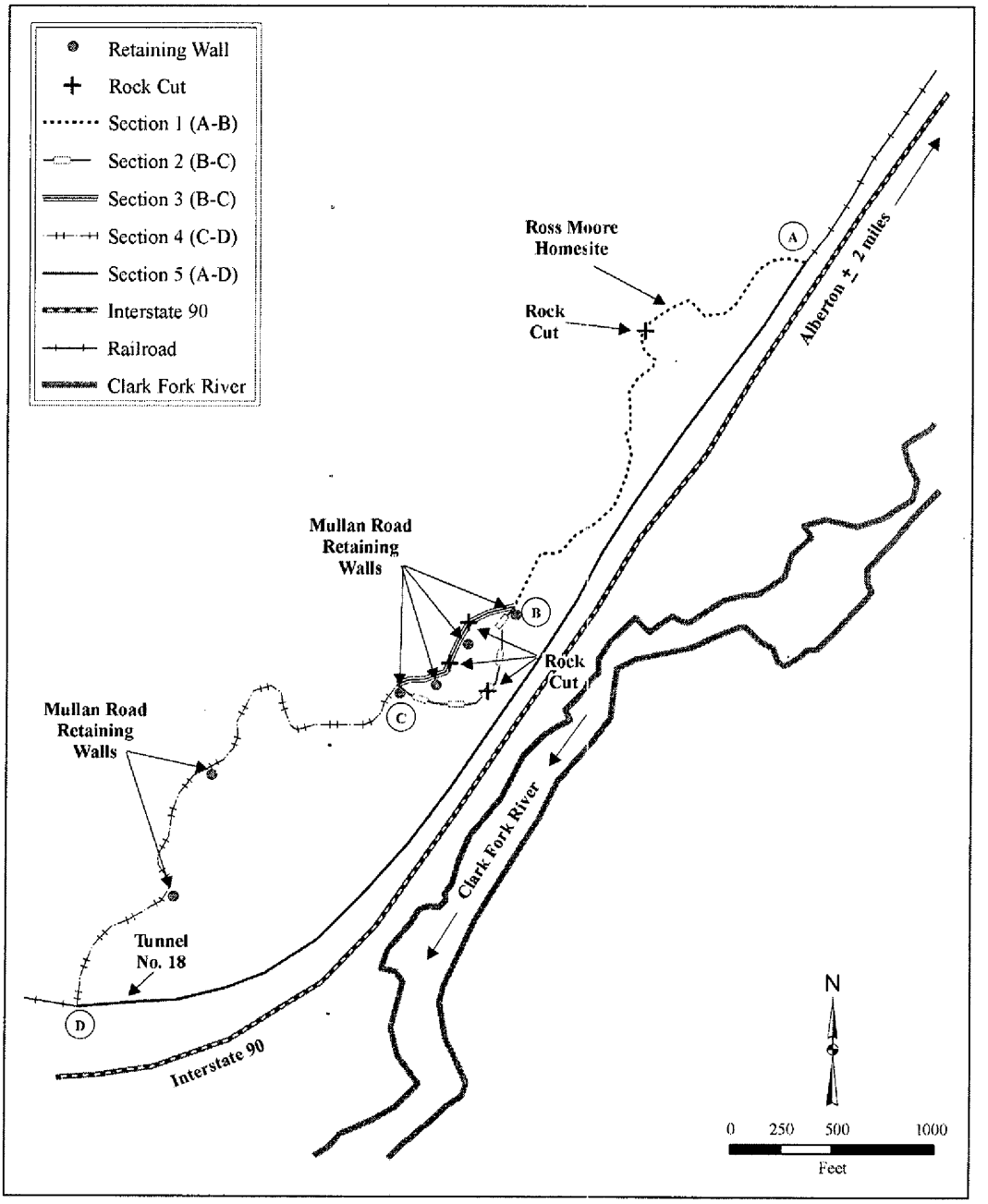
Topographic Map



Stark South, MT, Provisional Edition 1983
T14N R23W and T15N R23W
Topographic Map Showing Location of Point of Rocks Historic Transportation Corridor



Point of Rocks
Historic Transportation Corridor
(24MN133/24MN164)
Mineral County, Montana

Sketch map of Point of Rocks Historic Transportation Corridor

Photograph Log

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Point A: entrance to Mullan Road segment. View to the southwest.
Photograph:	0001

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 1. Mullan Road segment. View to the northwest.
Photograph:	0002

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	2008
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 1. Mullan Road segment. View to the east.
Photograph:	0003

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 1. Mullan Road segment. Looking northeast back toward Point A.
Photograph:	0004

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 1. Mullan Road segment. View to the southwest from the Ross Moore Home Site (24MN266).
Photograph:	0005

Photograph Log

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 1. Mullan Road segment. Looking southwest toward first rock declivity.
Photograph:	0006

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 1. Mullan Road segment. First rock declivity. View to the southwest.
Photograph:	0007

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 1. Mullan Road segment. View to the south-southwest from the first rock declivity.
Photograph:	0008

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 1. Mullan Road segment. View to the west.
Photograph:	0009

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 2. Mullan Road rock cut built in 1860. View to the east.
Photograph:	0010

Photograph Log

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 2. Mullan Road rock cut built in 1860. View to the west.
Photograph: 0011

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 2. 1860 Mullan Road segment. View to the southeast.
Photograph: 0012

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 2. 1860 Mullan Road segment. View to the west toward Section 3.
Photograph: 0013

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 3. Milwaukee Road RR-built segment. View northeast toward Point B.
Photograph: 0014

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 3. Milwaukee Road RR-built rock cut. View to west.
Photograph: 0015

Photograph Log

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 3. Milwaukee Road RR-built rock cut (background). View to west.
Photograph:	0016

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 3. Milwaukee Road RR-built segment looking southwest toward Point C.
Photograph:	0017

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 2. Intersection of Milwaukee Road and Mullan Road Section 4 segments. View to the south.
Photograph:	0018

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 4. Mullan Road segment. View to southwest from Point C.
Photograph:	0019

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 4. Mullan Road segment View to the southwest.
Photograph:	0020

Photograph Log

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 4. Mullan Road segment. View to the northwest.
Photograph: 0021

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 4. Mullan Road segment. View to the west-northwest.
Photograph: 0022

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 4. Mullan Road retaining walls. View to southeast.
Photograph: 0023

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 4. Mullan Road segment; Point of Rocks geologic feature on left. View to the southwest.
Photograph: 0024

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 4. Mullan Road segment. View to west-southwest.
Photograph: 0025

Photograph Log

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 4. Mullan Road segment. View to north-northeast.
Photograph:	0026

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 4. Mullan Road segment. View downhill to southwest toward end of segment.
Photograph:	0027

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 5. Milwaukee Road Railroad grade. West portal, Tunnel 18. View to east-northeast from western terminus of Section 5.
Photograph:	0028

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 5. Milwaukee Road Railroad grade. View to southwest toward east portal of Tunnel 18.
Photograph:	0029

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 5. Milwaukee Road Railroad grade. View to northeast.
Photograph:	0030

Photograph Log

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 5. Milwaukee Road Railroad grade. View to northeast.
Photograph: 0031

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 5. Milwaukee Road Railroad grade. View to southwest.
Photograph: 0032

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 1. Ross Moore Home Site (24MN266). View to southeast.
Photograph: 0033

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 3. Milwaukee Road Railroad retaining wall (foreground). View to northeast.
Photograph: 0034

Name: Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State: Mineral County, Montana
Photographer: Jon Axline
Date of Photograph: June 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Section 3. Milwaukee Road Railroad retaining wall. View to northwest.
Photograph: 0035

Photograph Log

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 2. Mullan Road retaining wall. View to west-northwest.
Photograph:	0036

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 4. Mullan Road retaining wall. View to southwest.
Photograph:	0037

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Unknown
Date of Photograph:	Circa 1917
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 5. Tunnel 18. West portal. View to northeast.
Photograph:	0038

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 5. Tunnel 18. West portal. View to northeast.
Photograph:	0039

Name:	Point of Rocks Historic Transportation Corridor (24MN133/24MN164)
County and State:	Mineral County, Montana
Photographer:	Jon Axline
Date of Photograph:	June 2009
Location of original negative:	Montana Department of Transportation. Helena, Montana.
Description and view of camera:	Section 5. Tunnel 18. East portal. View to southwest.
Photograph:	0040

Tunnel, Near Cyr. Mont
EMPS. Ry,
1083