UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM
FOR FEDERAL PROPERTIES

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Going-to-the-Sun Road

AND/OR COMMON

2 LOCATION

STREET & NUMBER
Glacier National Park

CITY, TOWN
West Glacier

STATE
Montana

3 CLASSIFICATION

CATEGORY
__DISTRICT
__BUILDING(S)
X STRUCTURE
__SITE
__OBJECT

OWNERSHIP
X PUBLIC
__PRIVATE
__BOTH

PUBLIC ACQUISITION
N/A PROCESS
__BEING CONSIDERED

STATUS
X OCCUPIED
__UNOCCUPIED
__WORK IN PROGRESS

ACCESSIBLE
__YES: RESTRICTED
X YES: UNRESTRICTED
__NO

PRESENT USE
__AGRICULTURE
__MUSEUM
__COMMERCIAL
X PARK
__EDUCATIONAL
__PRIVATE RESIDENCE
__ENTERTAINMENT
__RELIGIOUS
__GOVERNMENT
__SCIENTIFIC
__INDUSTRIAL
X TRANSPORTATION
__MILITARY
__OTHER

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)
National Park Service—Rocky Mountain Region

STREET & NUMBER
655 Parfet, Box 25287

CITY, TOWN
Denver, Colorado

STATE
Colorado

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Glacier National Park Headquarters

STREET & NUMBER
N/A

CITY, TOWN
West Glacier

STATE
Montana

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Historic Structure Survey
HRA. Historic Resource Study, Glacier National Park

DATE
1980 and 1982

DEPOSITORY FOR SURVEY RECORDS
National Park Service—Rocky Mountain Region

CITY, TOWN
Denver

STATE
Colorado
7 DESCRIPTION

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<tr>
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<td>RUINS</td>
<td>ORIGINAL SITE</td>
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<tr>
<td>FAIR</td>
<td>UNEXPOSED</td>
<td>MOVED</td>
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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Going-to-the-Sun Road, a transmountain road in Glacier National Park, Montana, extends from West Glacier at the park's western entrance to St. Mary on the eastern boundary. The nominated portion of the 48.7-mile-long road begins on the west side of the Continental Divide at the T-junction at the foot of Lake McDonald, beyond Logan Pass on the east side of the Continental Divide to Divide Creek on the eastern park boundary at St. Mary. Since the road into the west entrance is not the original configuration of road, this portion is not included in the nomination. The road follows the east side of Lake McDonald up McDonald Creek Valley following McDonald Creek to the Loop, thence over Logan Pass, through the Hanging Gardens, then skirting the north side of St. Mary Lake to Divide Creek which is the eastern boundary of the park at that point. The road begins on the west side in a dense forest of hemlock, larch, redcedar, and white pine. Cottonwoods and paper birch are interspersed. At Logan Creek, the road begins a 10-mile 6% grade to Logan Pass, elevation 6,649 feet. The two-lane road carved out of the precipitous rock mountainside offers viewers vistas of the Livingstone Range and McDonald Valley. From Logan Creek to Logan Pass the outcrop is the Siyah formation. During construction of the Loop portion, the mantle of the glacial material was scraped away exposing greenish agrillite ledges. Western white pine grows below the timberline. As the road winds down toward St. Mary Lake, which is 10 miles long and from 1/4- to 1-mile in width, the road cuts exposed Appekunny agrillite, the second oldest formation in Glacier National Park goes on down through meadows to the boundary. The two-lane asphalt paved road crosses a number of creeks over stone faced bridges, passes through two tunnels and between a series of stone retaining walls. These are contributing features to Going-to-the-Sun Road. The road also has modern constructed bridges and modern timber rails. These are noncontributing features.

Originally half tunnel or overhand excavation was done at several of the cliff sections. Over the years, snow slides and sections of the rock wall have fallen, causing damage to the rock retaining walls. The popularity of recreation vehicles and trailer usage on the road has caused the additional problems of the vehicles scraping the rock wall. The noncontributing modern timber guard rails which were designed by the Federal Highway Administration, have built in foundations which stabilizes the edge of the road. The rails are removable and they meet present safety standards. The heavy snow buildup on this road requires continual maintenance. The road is usually closed due to snow from mid-October to early June. The road has both concrete sections and bituminous surface. The road and bridges are in fair to good condition.

Logan Creek Bridge (See on USGS map) Built in the 1920s. the 2-span continous reinforced concrete bridge is 24'8" wide and 59' in length. The reinforced concrete slab deck has an asphalt surface and stone masonry rails, 2'4" in height. The stub abutments and piers are reinforced concrete faced with stone. The spans have stone voussoirs. The bridge is in fair condition and needs some rehabilitation work to provide maximum life for the bridge. The bridge railing does not meet present AASHTO standards.
West Side Tunnel  
(See tunnel mark on USGS map) The tunnel, begun in 1926 and completed in 1928, was cut through on overhanging rock cliff. It is 192' in length, 30' in width from wall to wall, and 18' in height. The top portion is a half circle of 10' radius. The two-lane roadway has 3' sidewalks in each side of the roadway. The tunnel was widened and concrete lined in 1968. Two windows extend to the height of the tunnel and each opens onto a wide porch-like shelf of rock on the cliff edge. The windows are approximately 16' wide and 20' high. A stone wall encloses the porch-like shelf. The windows were cut for ventilation and viewing the McDonald Valley and Heaven's Peak. The tunnel's deck material is concrete. The condition of the tunnel is fair.

Haystack Butte Amphitheater Bridge  
(See on USGS map) Built in the early 1930s, the single span reinforced concrete bridge is 20' in length and 26' in width. The deck material is reinforced concrete slab with asphalt surface. There are no sidewalks. The rubble masonry railings are 1'3" in height on one side and 2'4" in height on the other side. The reinforced concrete full height abutments are on solid rock and are faced with stones. The bridge is in good condition. The bridge railings do not meet present AASHTO standards.

Triple Arches Bridge  
(See on USGS map) Built in the early 1930s, the three-span reinforced concrete filled spandrel arch half bridge is 65' in length and 21' in width. The two-lane bridge has both 1'4" rubble masonry railings and modern timber railings. The three spans are 16'5" in length with 5' rise arches of 11' barrel lengths. The arch barrels support about half of the roadway. The abutments and piers are reinforced concrete faced with rock and on rock foundation. The bridge is in good condition. The masonry railings do not meet present AASHTO standards.

East Side Tunnel  
(See tunnel mark on USGS map) Begun in 1931 and completed in 1933, the two-lane tunnel is 395' in length and 22' in width. There are no sidewalks. The tunnel is lined with reinforced concrete. Major reconstruction was done in 1941. The tunnel is in fair to good condition.
Sun Rift Gorge Bridge  (Baring Creek)  Built in 1931, the reinforced concrete filled spandrel arch bridge is rock faced. The railings are rubble stone masonry. The bridge is 72' in length and 24' in width with 4' shoulders. A horse trail is on the east side under the bridge. The bridge is in good condition but the railing does not meet current AASHTO standards. This bridge is included in the thematic nomination of Historic Bridges for Montana, submitted by the State of Montana.

Snyder Creek Bridge  Built in 1935, the single-span reinforced concrete slab bridge is rock faced. The railings are rubble stone masonry. The bridge is 24' in length, 22' in width with 4' shoulders. The bridge is in good condition but the railings do not meet current AASHTO standards.

Avalanche Creek Bridge  Built in 1935, the three-span continuous reinforced concrete slab bridge is rock faced. The railings are rubble stone masonry. The bridge is 59' in length, 24' in width with 4' shoulders. The bridge is in fair condition and the railings do not meet current AASHTO standards.

St. Mary River Bridge  Built in 1934, the three-span continuous concrete slab bridge is rock faced. The railings are rubble stone masonry. The bridge is 140' in length, 26' in width with 4' shoulders. The bridge is in good condition, but the railings do not meet current AASHTO standards.

Divide Creek Bridge  Built in 1934, the three-span continuous concrete slab bridge is rock faced. The railings are rubble, stone masonry. The length is 53', the width 24' with 6' shoulders. The bridge is in fair-to-good condition and the railings do not meet current AASHTO standards.

Cyclical maintenance will be performed on the road. This work may include the addition of drainage structures and stabilization using modern materials. In order to meet current highway standards, it may be necessary to add modern guard rails to sections of the road.

Several of the enclosed photographs were taken in 1975, however, the condition of the road and its setting has not changed in any appreciable way during the past 8 years.
SIGNIFICANCE

PERIOD
- PREHISTORIC
- 1400-1499
- 1500-1599
- 1600-1699
- 1700-1799
- 1800-1899
- 1900+

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW
- ARCHAEOLOGY-PREHISTORIC
- ARCHAEOLOGY-HISTORIC
- AGRICULTURE
- ARCHITECTURE
- ART
- COMMERCIAL
- COMMUNICATIONS
- COMMUNITY PLANNING
- CONSERVATION
- ECONOMICS
- EDUCATION
- ENGINEERING
- EXPLORATION/SETTLEMENT
- INDUSTRY
- INVENTION
- LANDSCAPE ARCHITECTURE
- LAW
- LITERATURE
- MILITARY
- MUSIC
- PHILOSOPHY
- POLITICS/GOVERNMENT
- RELIGION
- SCIENCE
- SCULPTURE
- SOCIAL/HUMANITARIAN
- THEATER
- TRANSPORTATION
- OTHER (SPECIFIC)

X Park Development

SPECIFIC DATES 1921-1933

STATEMENT OF SIGNIFICANCE

Going-to-the-Sun Road has state and local significance as an engineering feat and for its role in park development. Since the early days of Glacier National Park (established in 1910), the government officials and concessionaires envisioned a transmountain highway linking Glacier's west and east sides. In 1931, the Director of the National Park Service recognized the importance of this road in fulfilling one of the Service's purposes. He wrote in his annual report, "It is one of the outstanding mountain roads in America. Although Glacier will always remain a trail park, the construction of this one highway to its inner wonders is meeting an obligation to the great mass of people who because of age, physical condition, or other reasons would never have an opportunity to enjoy, close at hand, this marvelous mountain park." How a person views the park can be as important as what he sees. Thus, the design and location of park roads must be carefully planned to bring man and his environment into harmony.

In 1914, the local community on the west side began pressuring for a road to connect with the east side; an East-West route was established in 1916, but no funds were appropriated. (Logan Pass route)

In 1917, the local community gave up on the National Park Service and they proposed a route over Marias Pass which is south of the park. As late as 1921, the public was against the Going-to-the-Sun Road route. The public felt that the government could not afford two roads and they felt that the Marias Pass route was better. After a series of surveys, which began as early as 1912, attempted to determine the best site for an east-west road, the National Park Service opted for the route along the east side of Lake McDonald. The survey to Logan Pass was completed in 1918, but funds were still not available. In 1919, John E. Lewis, owner of the Lewis Hotel on Lake McDonald, got permission to clear a trail to the hotel. He began cutting 3 1/2 miles of right-of-way and grading 2 miles of road on Glacier's west side. Lewis believed that such action would increase his business at the hotel.

On September 2, 1921, bids were opened for the first formal contracts for what would become the Going-to-the-Sun Road. In that year, the road grade was cleared for approximately 11 miles. By 1922, the road was completed as far as Lewis' Hotel. By 1924, the road was finished to the head of Lake McDonald and Avalanche Creek; the Mt. Cannon section was completed in 1925. Bids were opened each year and different contractors undertook the task of constructing sections of road. In 1925, the National Park Service and the Bureau of Public Roads reached an agreement whereby the Bureau became responsible for engineering and supervision of the construction work. Engineers conferred in Spokane, Washington, codified a procedural approach between the National Park Service and the Bureau of Public Roads.
MAJOR BIBLIOGRAPHICAL REFERENCES

(See continuation sheet)

GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 177.09 acres
UTM REFERENCES

ZONE EASTING NORThING ZONE EASTING NORThING

(See continuation Sheet for UTM's)

VERBAL BOUNDARY DESCRIPTION

(See continuation sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

<table>
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<tr>
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FORM PREPARED BY

Christine Amos, Alan S. Newell

DATE January 1983

CERTIFICATION OF NOMINATION

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National ___ State ___ Local ___.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

FEDERAL REPRESENTATIVE SIGNATURE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER
and the Bureau, and decided to concentrate funding on the west side. Construction on the west side of the highway continued from 1925 to 1928 when the highway was completed as far as Logan Pass. Construction on the road was halted between 1929 and 1931 and was opened to tourist traffic the summer of 1929.

The National Park Service let contracts for the grading of the final link in the system. This tortuous stretch of road required the boring of tunnels as well as the grading of roads and clearing the right-of-way. As the project neared completion the Bureau of Public Roads also entered with a workforce for maintenance activities. It is estimated that more than 60% of the excavation for the road was through solid rock and 1,919,689 cubic yards of material had to be moved. Twenty-two thousand, three hundred-seventy lineal feet of culvert pipe were laid. The west side tunnel contained 3,729 cubic yards of solid rock while the east side tunnel contained 6,778 cubic yards of solid rock. This amount had to be removed.

In 1932, the first car traveled over the Going-to-the-Sun Road. On July 15, 1933, U.S. and Canadian dignitaries officially opened the road. The Secretary of the Interior, Harold H. Ickes, writing to Glacier National Park Superintendent E.T. Scoyen, remarked that "It is a magnificent job, perfectly accomplished. Workmen who risked their lives daily on the face of the steep cliffs that had to be conquered to make this modern trail, deserve special honor for their share in the great undertaking." In his annual report for 1933, Scoyen added to this praise by stating that "Glacier National Park is becoming one of the most popular vacation resorts in the United States—with Going-to-the-Sun Highway, as scenic as any in the world, connecting the west and east sides of the Park, it is very probable that visitors will continue to increase in numbers."

Within a year following the opening of the Going-to-the-Sun Road an increase in travel showed in statistics submitted by Scoyen and the National Park Service. The significance of the Going-to-the-Sun Road is found not only in the engineering feat which claimed the tribute of Interior Secretary Ickes, but also in the road's identification with the auto tourist. During the 1930s and especially during the post-World War II period, auto traffic to Glacier increased significantly. Concurrently, rail traffic to Glacier diminished in importance. The Going-to-the-Sun Road signifies not only the increase in importance of auto traffic in the park and the accessibility of more of the Park to the public, but also contributed to the changing emphasis on park accommodations. During the late 1940s and early 1950s the large hotels and chalet accommodations figured less in park plans than did the establishment of auto campgrounds. The auto campgrounds as well as the motor lodges were to serve the new auto-traveling public. Thus, the Going-to-the-Sun Road's significance rests not only as an important engineering object, but also as it characterizes the changing nature of tourism in Glacier National Park.
Included as a part of Number 8 are a series of copies of historic photographs taken during the construction of the road. The original photographs are not available. These photographs with captions reveal the difficulties that faced the builders of the road.4


3. Ibid.


United States Department of Interior Annual Report to the Director of the National Park Service to the Secretary of the Interior for Fiscal Year Ended June 30, 1931.
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VERBAL BOUNDARY DESCRIPTION

The nominated portion of Going-to-the-Sun Road begins at a point 30 feet east of the center of the T-junction on the west side and goes 48.7 miles to the eastern park boundary at the eastern edge of the Divide Creek Bridge. The listed UTMs are plotted on the center of the road. The width of the boundary, however, extends 15 feet on either side of the center of the road. Thus, the nominated portion is 30 feet wide by 48.7 miles long or 177.09 acres. The only variation from the 30 feet width of the boundary is at the West Side Tunnel where the extended porch-like shelf extends an additional 5 feet. The nominated portion of the 48.7-mile-long road begins on the west side of the Continental Divide at a point 30 feet from the center of the T-junction at the foot of Lake McDonald beyond Logan Pass on the east side of the Continental Divide to the east side of the Divide Creek Bridge on the eastern park boundary at St. Mary. The road follows the east side of Lake McDonald up McDonald Creek Valley following McDonald Creek to the Loop, thence over Logan Pass through the Hanging Gardens then skirting the north side of St. Mary Lake to the east side of Divide Creek which is the eastern boundary of the park at that point.
Photographs of all of the contributing structures, i.e. bridges, will be photographed during the summer of 1983 and will be sent to the National Register of Historic Places as additional documentation.
NAME: Going-To-The-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Lance Olieveri
DATE: August 1975
VIEW: General view showing how road was cut from mountain side.
LOCATION OF NEGATIVE: National Park Service, Rocky Mountain Regional Office, Denver, Colorado 80225
PHOTOGRAPH NUMBER: 1
NAME: Going-To-The-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Lance Olieveri
DATE: August 1975
VIEW: Tunnel Portal
LOCATION OF NEGATIVE: National Park Service, Rocky Mountain Regional Office, Denver, Colorado 80225
PHOTOGRAPH NUMBER: 2
NAME: Tunnel below "The Loop"
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: HRA-- Christine Amos
DATE: Summer of 1982
VIEW: looking west
LOCATION OF NEGATIVE: National Park Service, Rocky Mountain Regional Office, Denver, CO
NAME: Eastside Tunnel
    Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
    Rocky Mountain Regional Office, Denver, CO
VIEW: Looking west
NAME: Synder Creek Bridge
Going-To-The-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
Rocky Mountain Regional Office, Denver, CO
VIEW: Looking northwest
NAME: Baring Creek Bridge

Going-to-the-Sun Road

LOCATION: Glacier National Park , MT

DATE OF PHOTO: Summer 1983

PHOTOGRAPHER: Ellen Seeley

LOCATION OF NEGATIVE: National Park Service, Rocky Mountain Regional Office, Denver, CO

VIEW: Looking west
NAME: Near Haystack Butte
Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
    Rocky Mountain Regional Office, Denver, CO
VIEW: Looking north
NAME: Snyder Creek Bridge
     Going-To-The-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
     Rocky Mountain Regional Office, Denver, CO
VIEW: Looking east
NAME: Logan Creek Bridge
Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
Rocky Mountain Regional Office, Denver, CO
VIEW: Looking north
NAME: St. Mary Creek Bridge
    Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
    Rocky Mountain Regional Office, Denver, CO
VIEW: Looking southeast
NAME: Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service, Rocky Mountain Regional Office, Denver, CO
VIEW: Looking west
NAME: Westside Tunnel
  Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
  Rocky Mountain Regional Office, Denver, CO
VIEW: Looking west
NAME: Divide Creek Bridge  
   Going-to-the-Sun Road  
LOCATION: Glacier National Park, MT  
PHOTOGRAPHER: Ellen Seeley  
DATE OF PHOTO: Summer 1983  
LOCATION OF NEGATIVE: National Park Service,  
   Rocky Mountain Regional Office, Denver, CO  
VIEW: Looking east
NAME: Baring Creek Bridge
Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
Rocky Mountain Regional Office, Denver, CO
VIEW: Looking north
NAME: Triple Arches
Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service, Rocky Mountain Regional Office, Denver, CO
VIEW: Looking east
NAME: Baring Creek Bridge
Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service, Rocky Mountain Regional Office, Denver, CO
VIEW: Looking west
NAME: View from Logan Pass
   Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
Photographer: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service
   Rocky Mountain Regional Office, Denver, CO
VIEW: Looking west
NAME: Avalanche Bridge
Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
Rocky Mountain Regional Office, Denver, CO
VIEW: Looking north
NAME: Westside Tunnel-West entrance
   Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
   Rocky Mountain Regional Office, Denver, CO
VIEW: Looking north
NAME: 7% grade to Logan Pass
   Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: Ellen Seeley
DATE OF PHOTO: Summer 1983
LOCATION OF NEGATIVE: National Park Service,
   Rocky Mountain Regional Office, Denver, CO
VIEW: Looking northwest
NAME: Going-to-the-Sun Road
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: HRA--Christine Amos
DATE: Summer 1982
VIEW: Eastside of Road
LOCATION OF NEGATIVE: National Park Service, Rocky Mountain Regional Office, Denver, Colorado
NAME: Sun Rift Gorge Bridge
   (Baring Creek Bridge)
LOCATION: Glacier National Park, MT
PHOTOGRAPHER: HRA--Christine Amos
DATE: Summer 1982
LOCATION OF NEGATIVE: National Park Service, Rocky Mountain Regional Office Denver, CO