

215053



October 27, 2005

Victoria Rutson
Chief, SEA
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

**Re: The BNSF Railway Company Abandonment of Moore, Montana to
Lewiston, Montana**

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Michael A. Smith
Senior Counsel
Direct 312.360.6724
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Dear Ms. Rutson:

On or after November 17, 2005, we are filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 21.25 miles of railroad line between railroad milepost M.P. 9.50 near Moore, Montana to M.P. 28.35 near Lewiston, Montana and the 1.30 mile Berg Lumber Spur (Milepost 0.00 - Milepost 1.30) and the Heath Spur (Milepost 0.00 - Milepost 1.10, which line segment traverses through United States Postal Zip Codes 59457 and 59464 in Fergus County, Montana. Attached are ten copies plus the original of the Environmental and Historic Report describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Smith".

Michael A. Smith

Chicago

Springfield

Enclosures

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2 15053

BEFORE THE
SURFACE TRANSPORTATION BOARD



Abandonment of a line of Railroad
Between BNSF 9.50 near Moore, Montana,
and M.P. 28.35 near Lewistown, Montana,
and between M.P. 0.00 and M.P. 1.30 and
between M.P. 0.00 and M.P. 1.10 near
Lewistown, in Fergus County, Montana

ENTERED
Office of Proceedings
OCT 28 2005
Part of
Public Record

Docket No. AB-6
(Sub-No. 434X)

ENVIRONMENTAL REPORT

The following information is submitted to the Surface Transportation Board by BNSF Railway Company (BNSF) in accordance with the Board's reporting requirements as set forth in 49 C.F.R. § 1105.7 for the purpose of assisting the Board's preparation of an environmental document regarding BNSF's Notice of Exemption for abandonment of its line between M.P. 9.50 near Moore, Montana to M.P. 28.35 near Lewiston, Montana and the 1.30 mile Berg Lumber Spur (Milepost 0.00 - Milepost 1.30) and the Heath Spur (Milepost 0.00 - Milepost 1.10), Fergus County, Montana, a total distance of 21.25 miles.

(1) Proposed action and Alternatives: Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF seeks to abandon and discontinue service of the line. A map of the line is attached as Exhibit A.

(2) Transportation system: Describe the effect of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

The proposed abandonment will have no effect on existing transportation systems or patterns as the line is out of service.

(3) Land Use:

(i) Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

BNSF believes that the proposed exemption will not be inconsistent with local or regional land use plans. The City of Lewistown and Fergus County are both interested in possibly pursuing railbanking to preserve this particular corridor for future transportation and utility uses as well as some recreational trails. See Exhibit B, letter from the city of Lewistown, Montana.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agriculture land.

The proposed exemption should have no effect on prime farmland. The railroad does cross farmlands that would be prime farmland if they were irrigated. Because the abandonment entails only the proposed removal of the tracks and railroad ties, the impact on these lands is not a significant action that would prohibit the use of these lands for future agricultural production. See Exhibit C, letter from the Natural Resources Conservation Service.

(iii) If any action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9

N/A

(iv) If the proposed action is abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10906 and explain why.

BNSF does not know whether the right-of-way is suitable for alternative public uses. The City of Lewistown and Fergus County are both interested in possibly pursuing railbanking to preserve this particular corridor for future transportation and utility uses as well as some recreational trails. See Exhibit B, letter from the city of Lewistown, Montana.

(4) Energy:

(i) Describe the effect of the proposed action on transportation of energy.

There are no longer any economically recoverable coal resources along the line.

(ii) Describe the effect of the proposed action on recyclable commodities.

This abandonment and discontinuance will not adversely affect movement or recovery of recyclable commodities as the line is out of service.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

This abandonment will not result in an increase or decrease in overall energy efficiency as the line is out of service.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in the energy consumption and show the data and methodology used to arrive at the figure given.

There will be no diversions of traffic because the line is out of service.

(5) Air:

(i) If the proposed action will result in either:

(A). An increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of the line effected by the proposed, or

No.

(B). An increase in rail yard activity of at least 100% (measured by carload activity), or

No.

(C). An average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The action will not involve an increase in truck traffic of more than 10% or 50 vehicles a day on any affected road segment as the line is out of service.

(ii) If the proposed action affects a Class I or nonattainment area under the Clean Air Act, and will result in either:

(A) An increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three train a day on any segment of rail line, or

(B) An increase in rail yard activity of at least 20% (measured by carload activity), or

(C) An average increase in truck traffic or more than 10-% of the average daily traffic of 50 vehicles a day on a given road segment, then

state whether any expected increased emissions are within the parameters established by State implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505) or in a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

The proposed abandonment will not result in an increase of rail or truck traffic because the line is out of service.

(iii) If the transportation of ozone depleting materials (such as nitrogen oxide and from) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

The proposed abandonment will not result in an increase of rail or truck traffic because the line is out of service.

(6) Noise: If any of the thresholds identified in item (5)(c) of this section are surpassed, state whether the proposed action will cause:

(i) An incremental increase in noise levels of three decibels Ldn or more,

N/A

(ii) An increase to a noise level of 76 decibels Ldn or greater. If so, identify sensitive receptors (e.g. schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area and quantify the noise increase for those receptors if the thresholds are surpassed.

N/A

(7) Safety:

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad crossings).

This abandonment should have no adverse effect on health or public safety. There are 39 public crossings and 15 private crossings.

During salvage operations on the line, if any may be required, precautions will be taken to ensure public safety, and contractors will be required to satisfy all applicable health and safety laws and regulations.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills, and the likelihood of and accidental release of hazardous materials.

Abandonment will not result in transportation of hazardous materials.

(iii) If there are any known hazardous waste site or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

There is evidence of known hazardous waste sites where there have been known hazardous material spills on the right of way.

On February 9, 1995 there was a release of RP Mercaptan 5 (odor agent for propane) at the Pacific Hide and Fur Depot (leased property). The former Montana Power Company was responsible for the release of the RP Mercaptan 5 odor agent and they handled the cleanup of the site.

On October 16, 1996 100 gallons of diesel fuel was spilled near the Lewistown depot. A BNSF contractor handled the cleanup of the site.

A tarry substance was discovered on the Berg Lumber Spur in Lewistown. Approximately 500 feet of track has been removed and the right of way excavated to a depth of approximately twelve inches. BNSF

is now awaiting sample results from a lab to ensure that all contamination has been removed. This material has been removed from the site. BNSF is working with the State of Montana Department of Environmental Quality to ensure that cleanup work at the site has been completed.

(8) Biological resources:

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

BNSF believes that the proposed exemption will not affect endangered or threatened species or areas designated as critical habitat. The following listed species may be present in the action area: Pallid Sturgeon (*Scaphirhynchus albus*), the Bald Eagle (*Haliaeetus leucocephalus*) and the Black-footed Ferret (*Mustela nigripes*). See Exhibit D, letter from the US Fish and Wildlife Service.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

BNSF believes that the proposed exemption will not affect wildlife sanctuaries or refuges, National or State parks or forests. The Montana Department of Fish, Wildlife & Parks owns and operates many sites in the Lewistown vicinity due to its proximity to Big Spring Creek, which is considered to be one of the most valuable fisheries resources in the state. See Exhibit E, letter from the Montana Fish, Wildlife & Parks. BNSF will require its salvage contractors to take every measure and precautions to ensure that they will not impact the Montana Fish, Wildlife and Parks sites.

There are no wildlife sanctuaries or refuges, National or State parks or forests in the proposed project area. See Exhibit F, letter from the Bureau of Land Management.

(9) Water:

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

BNSF believes that the proposed exemption will be consistent with applicable Federal, State or local water quality standards. In general, The Montana Water Quality Act prohibits the discharge of sewage, industrial or other wastes, including sediment, to state waters without a current permit from the Department. See Exhibit G, letter from the Montana Department of Environmental Quality. BNSF will require its salvage contractors to take every measure and precaution to ensure that no pollutant will be discharged into state waters.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year floodplains will be affected. Describe the effects.

BNSF believes that the proposed exemption will not require a Section 404 permit. No Department of the Army permit is required for this project. See Exhibit H, letter from the Army corps of Engineers.

BNSF believes that the proposed exemption will not affect the 100-year floodplains. Some of the proposed abandonment crosses the Big Spring Creek. See Exhibit I, letter from the Fergus county Planning.

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.

BNSF believes that Section 402 permits will not be required for the proposed action. Construction related activities that result in greater than one acre of disturbance and may generate storm water runoff from the construction site during the life of the project must obtain authorization prior to initiation of the construction activity. For purposes of this regulation, construction activities include clearing, grading, excavation and stockpiling or placement of earthen materials. Routine maintenance activities that disturb less than five acres and do not change the original configuration of the site are not subject to this regulation. See Exhibit G, letter from the Montana Department of Environmental Quality.

(10) Proposed Mitigation: Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Any salvage operations that may result will be in accordance with BNSF's general practice of requiring its private contractors to comply with all federal, state and local laws and regulations pertaining to the environment, including, but not limited to noise, air quality, water quality, and items of archaeological significance. The project itself should mitigate the environmental effects of reinstating active rail operations.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Michael Smith", written in a cursive style.

Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: October 26, 2005

BEFORE THE
SURFACE TRANSPORTATION BOARD

Abandonment of a line of Railroad
Between BNSF 9.50 near Moore, Montana,
and M.P. 28.35 near Lewistown, Montana,
and between M.P. 0.00 and M.P. 1.30 and
between M.P. 0.00 and M.P. 1.10 near
Lewistown, in Fergus County, Montana

Docket No. AB-6
(Sub-No. 434X)

HISTORICAL REPORT

The following is submitted to the Surface Transportation Board by BNSF Railway Company (BNSF) in accordance with the Board's reporting requirements set forth in 49 C.F.R. § 1105.8 for the purpose of assisting the Board's environmental and historical assessment regarding BNSF's Notice of Exemption to abandon its line of railroad between M.P. 9.50 near Moore, Montana to M.P. 28.35 near Lewiston, Montana and the 1.30 mile Berg Lumber Spur (Milepost 0.00 - Milepost 1.30) and the Heath Spur (Milepost 0.00 - Milepost 1.10), Fergus County, Montana, a total distance of 21.25 miles.

(1) A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of the railroad structures that are 50 years old or older and are part of the proposed action;

One copy of a U.S.G.S. Topographical map has been provided to the Montana State Historical Society and one copy is being provided to the Surface Transportation Board's Section of the Environmental Analysis upon filing of this Report.

(2) A written description of the right-of-way (including approximate widths, to the extent known) and the topography and urban and/or rural characteristics of the surrounding area:

The right of way varies from 100 to 200 feet in width. Most of the right of way is rural in nature but part of the right of way goes through Lewistown, Montana, a city with a 2000 population of 5,813 residents. There are two railroad stations along the line, Glengarry and Lewistown. Glengarry is not an incorporated town. The line is located within Fergus County which had a 2000 population of 11,893. The adjoining real estate is agricultural and flat to hilly. Wheat is a primary crop grown in the area.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

There are five bridges that are 50 years or older in the immediate area of the abandonment. See Exhibit J.

(4) The date(s) of construction of the structures, and the date(s) and extent of any major alterations, to the extent such information is known;

The dates of construction of the bridges are included with the photographs. See Exhibit J.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

The right of way was acquired by two railroads between 1903 and 1917. The Great Northern Railway (GN) acquired part of the right of way. The balance of the right of way was acquired by The Montana Railroad Company, a predecessor of the Chicago Milwaukee St Paul and Pacific Railway (CMSTP&P). CMSTP&P went bankrupt and in approximately 1980 and the former Burlington Northern Railroad (BN) acquired the former CMSTP&P trackage which is part of this proceeding. The GN merged in March 1970 to become part of the Burlington Northern Railroad (BN). In September 1995 BN

and The Atchison Topeka and Santa Fe Railway (ATSF) merged to become The Burlington Northern and Santa Fe Railway (BNSF). In January 2005 BNSF changed its name to BNSF Railway.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is to be historic;

Documents in BNSF's possession concerning this abandonment may include alignment maps showing the right-of-way and/or station maps. Such documents are too large for practical reproduction in this report, but can be furnished upon request, if they are available.

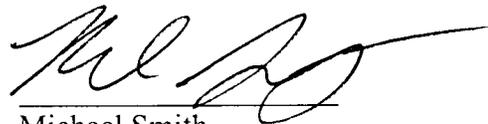
(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archaeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

The Montana Historical Society believes that there are some sites in the area that may be eligible for listing on the National Register of Historic Places and they feel that a cultural resources inventory be conducted in order to determine whether or not sites exist and if they will be impacted. See Exhibit K, letter from the Montana Historical Society. BNSF is in the process of creating an archeological survey that would determine whether or not any potential archaeological or historical site will be impacted by the proposed abandonment.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archaeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

BNSF is not aware of any known prior subsurface ground disturbance or fill or any other environmental conditions (naturally occurring or man-made) that might affect the recovery of archaeological resources.

Respectfully submitted,

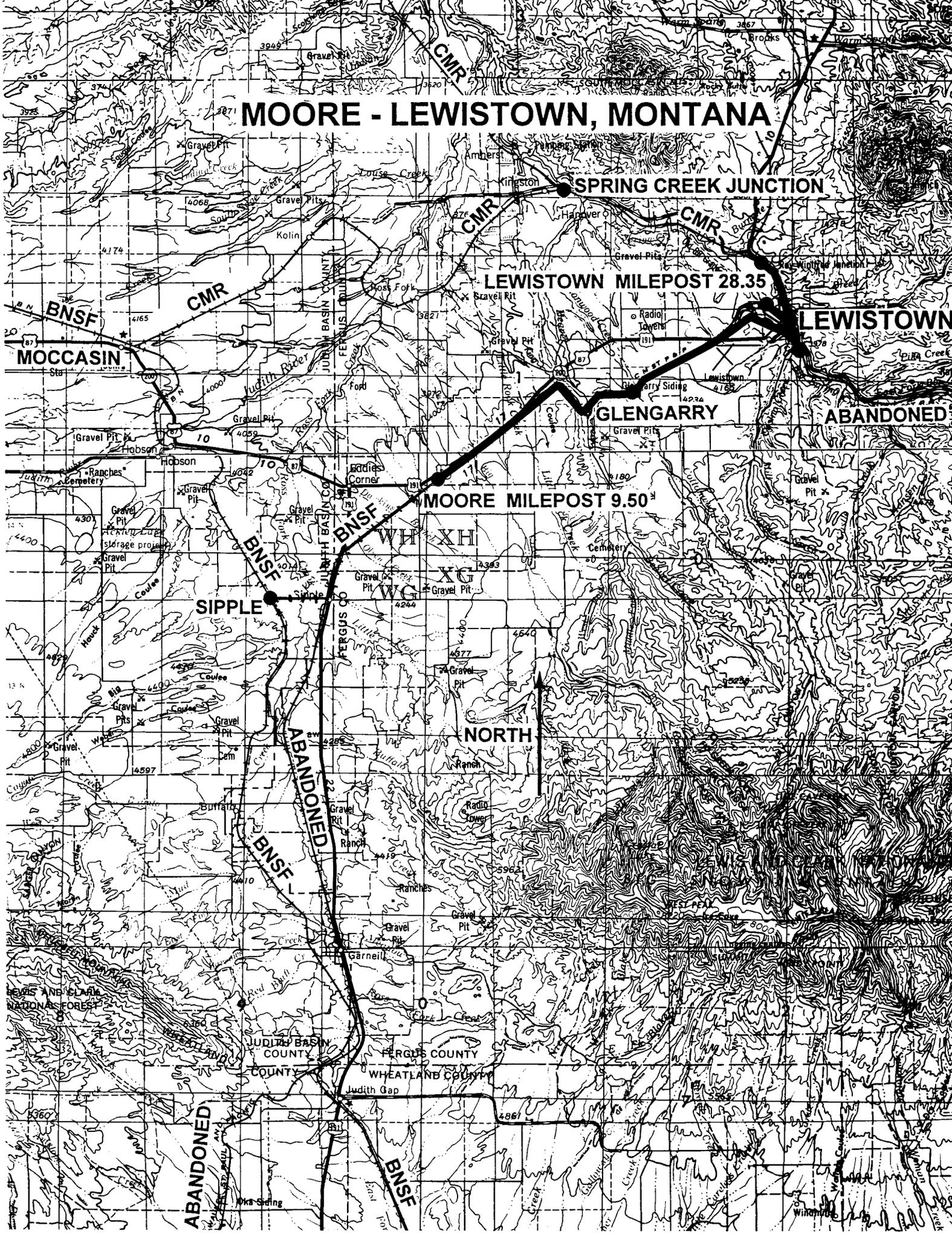
A handwritten signature in black ink, appearing to read 'Michael Smith', with a long horizontal flourish extending to the right.

Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: October 26, 2005

A

MOORE - LEWISTOWN, MONTANA



B

City of Lewistown, Montana

Monte J. Boettger
City Attorney
712 W. Main
Lewistown, MT 59457
TEL: (406) 538-9691
Ext. 104
FAX: (406) 538-2022

June 2, 2005

Brian Nettles
Freeborn and Peters LLP
311 South Wacker Drive
Suite 3000
Chicago, Illinois, 60606-6677

VIA EMAIL (original to follow by First Class Mail)

Re: BNSF Railway Company Abandonment of Moore, Montana to Lewistown,
Montana

Dear Mr. Nettles,

Thank you for your letter dated May 24, 2005, concerning the proposed BNSF abandonment. Can you tell us when BNSF plans to issue its formal notice to abandon this particular line? The City of Lewistown and Fergus County are both interested in possibly pursuing railbanking to preserve this particular corridor for future transportation and utility uses as well as some recreational trails. Also, we have been working locally to have a phase II environmental assessment performed on the BNSF property proposed for abandonment but can't seem to obtain the necessary permission from BNSF to accomplish this.

We would like to have discussions with someone in a position to represent BNSF's position in these matters. Please let us know if you/your firm will be in a position to contact regarding this.

Thank you for your attention to this matter.

Sincerely,



MONTE J. BOETTGER
Lewistown City Attorney

MJB:pef

C

**United States
Department of
Agriculture**

**Natural Resources
Conservation
Service**

**Lewistown Field Office
211 McKinley – Suite 3
Lewistown, Montana 59457-2020**

Brian Nettles
311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677

June 9, 2005

Re: BNSF Abandonment of Moore, Mt. to Lewistown, Mt.

Per your request on the proposed abandonment of the BNSF railroad from Lewistown Montana to Moore, Montana and the spur lines to Berg Lumber and the Heathe spur line, I have conducted an evaluation of the effect on prime agricultural (farmland) lands.

The Railroad does cross Farmlands that would be Prime Farmland irrigated. I am enclosing a map for reference. Because the abandonment entails only the proposed removal of the tracks and railroad ties, the impact on these lands is not a significant action that would prohibit use of these lands for future agricultural production.

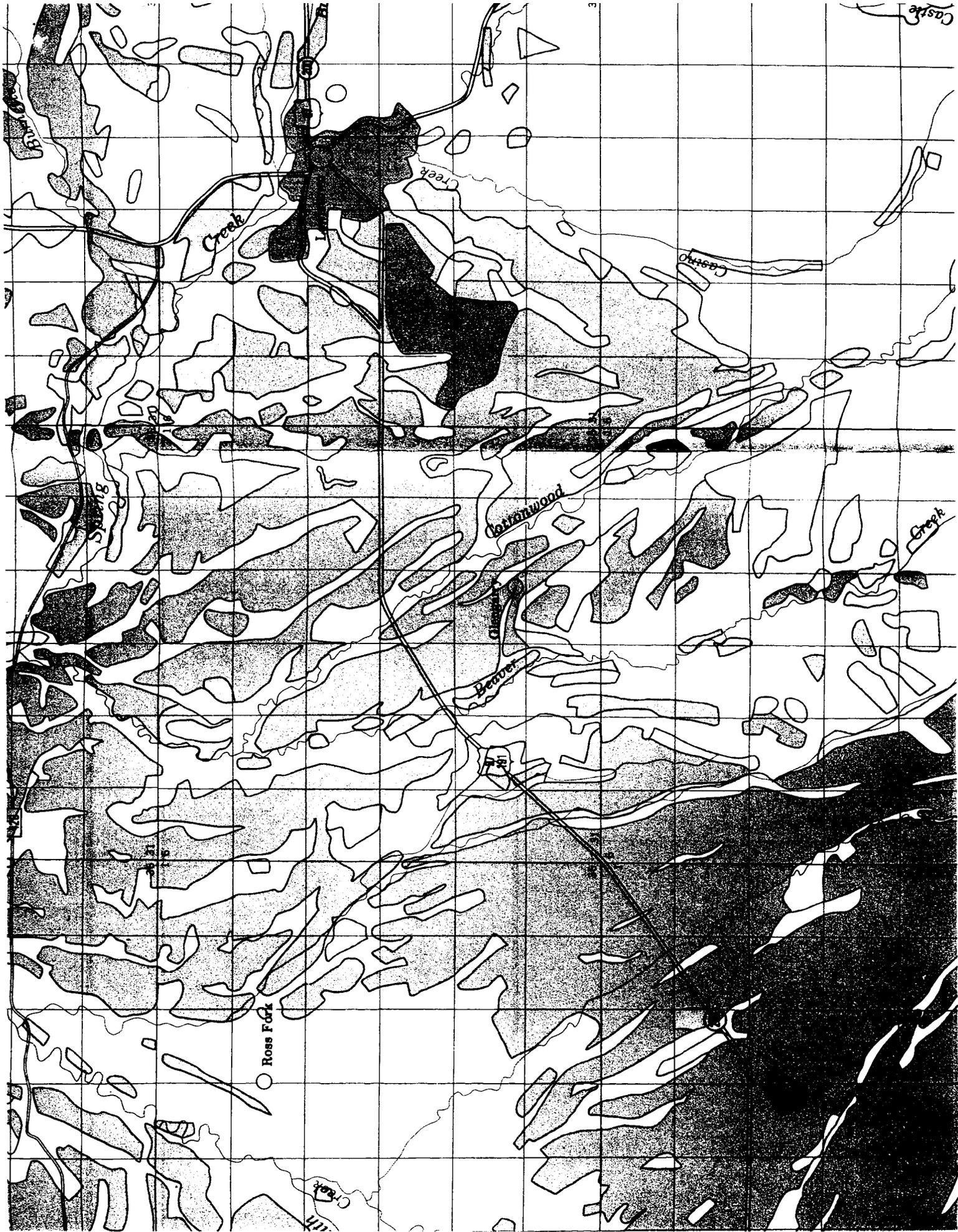
If you have any questions or comments, please contact me.

Thank you for the opportunity to comment.

Sincerely,



Ted Hawn
District Conservationist



LEGEND

-  Prime farmland
 -  Additional farmland which would be prime if irrigated
 -  Additional farmland of statewide importance
Total acres 132,189
 -  Other land
 -  Water areas, greater than 40 acres
 -  Intermittent water, greater than 40 acres
 -  Approximate urban and built-up areas, greater than 40 acres
- To
3

D

United States Department of the Interior



FISH AND WILDLIFE SERVICE

ECOLOGICAL SERVICES
MONTANA FIELD OFFICE
100 N. PARK, SUITE 320
HELENA, MONTANA 59601
PHONE (406) 449-5225, FAX (406) 449-5339

M.18 – FRA (I)
Railroad Abandonment Project

June 13, 2005

Brian Nettles, Paralegal
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

This letter responds to your correspondence received in our office on May 27, 2005 and your request for the U.S. Fish and Wildlife Service's (Service) comments on the proposed project to abandon 21.25 miles of railroad lines in Montana. We understand that this project would occur between M.P. 9.50 near Moore, Montana and M.P. 28.35 near Lewistown, Montana.

In accordance with section 7(c) of the Act, the Service has determined that the following listed species may be present in the action area:

FERGUS COUNTY		
<i>Scaphirhynchus albus</i>	Pallid Sturgeon	LE
<i>Haliaeetus leucocephalus</i>	Bald Eagle	LT
<i>Mustela nigripes</i>	Black-footed Ferret	LE

LE = Listed Endangered

LT = Listed Threatened

Two additional tables containing more specific species information are also enclosed with this letter. This data was collected within a 10.0 mile buffer surrounding both Moore and Lewistown, Montana. According to these tables there are no federally listed species within a 10.0 mile buffer of either town. These buffers were designed to encompass the entire project area as described in your letter to the Service. A more detailed species list could be generated if your firm was able to provide the Service with the Section, Township and Ranges of the project area. The information provided in these tables was found at the Natural Resources Inventory System (NRIS) under interactive maps and data applications (<http://nris.state.mt.us/>).

The Service is providing this information to assist you in determining possible impacts to species of federal concern. There are state species of concern in the vicinity of the project and we recommend contacting Montana Fish, Wildlife and Parks at 1420 East Sixth Avenue, P.O. Box 200701, Helena, Montana 59620-0701, 406-444-2535 or the Montana Natural Heritage Program, 1515 East Sixth Avenue, P.O. Box 201800, Helena, Montana 59620-1800, 406-444-5354.

Section 7(c) of the Act requires federal agencies proposing major construction activities complete a biological assessment to determine the effects of the proposed actions on listed and proposed species. A major construction activity is defined as "a construction project (or other undertaking having similar physical impacts) which is a major federal action significantly affecting the quality of the human environment as referred to in the National Environmental Policy Act" (50 CFR Part 402). If a biological assessment is not required (i.e., all other actions), the federal agency is still required to review their proposed activities to determine whether listed species may be affected. If such a determination is made, formal consultation with the Service is required.

For those actions wherein a biological assessment is required, the assessment should be completed within 180 days of initiation. This time frame can be extended by mutual agreement between the federal agency or its designated non-federal representative and the Service. If an assessment is not initiated within 90 days, this list of threatened and endangered species should be verified with the Service prior to initiation of the assessment. The biological assessment may be undertaken as part of the federal agency's compliance of section 102 of the NEPA and incorporated into the NEPA documents.

We recommend that biological assessments include the following:

1. A description of the project.
2. A description of the specific area that may be affected by the action.
3. The current status, habitat use, and behavior of T/E species in the project area.
4. Discussion of the methods used to determine the information in Item 3.
5. An analysis of the affects of the action on listed species and proposed species and their habitats, including an analysis of any cumulative effects.
6. Coordination/mitigation measures that will reduce/eliminate adverse impacts to T/E species.
7. The expected status of T/E species in the future (short and long term) during and after project completion.
8. A determination of "May affect, likely to adversely affect" or "May affect, not likely to adversely affect" for listed species.
9. A determination of "is likely to jeopardize" or "is not likely to jeopardize" for proposed species.
10. Citation of literature and personal contacts used in developing the assessment.

If it is determined a proposed program or project "is likely to adversely affect" any listed species, formal consultation should be initiated with this office. If it is concluded the project "is not likely to adversely affect" listed species, the Service should be asked to review the assessment and concur with the determination of no adverse effect.

A federal agency may designate a non-federal representative to conduct informal consultation or prepare biological assessments. However, the ultimate responsibility for section 7 compliance remains with the federal agency and written notice should be provided to the Service upon such a designation. We recommend federal agencies provide their non-federal representatives with proper guidance and oversight during preparation of biological assessments and evaluation of potential impacts to listed species.

Section 7(d) of the Act requires that the federal agency and permit/license applicant shall not make any irreversible or irretrievable commitment of resources which would preclude the formulation of reasonable and prudent alternatives until consultation on listed species is completed.

If wetlands may be impacted by this project, Corps of Engineers Section 404 permits may be required. The Service suggests the proposed project be designed to avoid and minimize impacts to any wetland areas, stream channels and surrounding vegetation to the greatest extent possible. Where feasible, minimize the area necessary for construction to reduce direct habitat impacts. The applicant should analyze direct, indirect and cumulative impacts along with future activities required to maintain these improvements.

There may also be some groundwater quality issues and concerns involved with this project. If the applicant has not done so already, the Service recommends contacting the Montana Department of Environmental Quality for permitting and technical expertise.

The Service appreciates your efforts to incorporate fish and wildlife resource concerns into your project planning. If you have questions or comments related to this issue, please contact Sierra Harris at 406-449-5225, extension 202 or me at extension 205.

Sincerely,



for R. Mark Wilson
Field Supervisor

Enclosure: Tables containing NRIS *Species of Concern* data within a 10.0 mile radius surrounding the proposed project area.

NRIS Species of Concern Data

Search Area: Center of Lewistown, MT - with a buffer of 10.0 Miles

Scientific Name	Common Name	Species Type	Global Rank	State Rank	US Fish & Wildlife Service Status	US Forest Service Status	US BLM Status	First Observation	Last Observation
<i>Accipiter gentilis</i>	Northern Goshawk	Animal	G5	S3		SENSITIVE	SENSITIVE	6/17/1995	6/17/1995
<i>Oreohelix strigosa berryi</i>	Berry's Mountain snail	Animal	G5T2	S1S2				1944 09 13	9/13/1944
<i>Oreohelix strigosa berryi</i>	Berry's Mountain snail	Animal	G5T2	S1S2				4/20/1998	4/20/1998
<i>Otus flammeolus</i>	Flammulated Owl	Animal	G4	S3B		SENSITIVE	SENSITIVE	6/28/1998	6/28/1998

Search Area: Center of Moore, MT - with a buffer of 10.0 Miles

Scientific Name	Common Name	Species Type	Global Rank	State Rank	US Fish & Wildlife Service Status	US Forest Service Status	US BLM Status	First Observation	Last Observation
<i>Oreohelix strigosa berryi</i>	Berry's Mountain snail	Animal	G5T2	S1S2					

Global / State Ranking Key

G1 S1	At high risk because of extremely limited and/or rapidly declining numbers, range, and/or habitat, making it highly vulnerable to global extinction or extirpated in the state.
G2 S2	At risk because of very limited and/or declining numbers, range, and/or habitat, making it vulnerable to global extinction or extirpated in the state.
G3 S3	Potentially at risk because of limited and/or declining numbers, range, and/or habitat, even though it may be abundant in some areas.
G4 S4	Uncommon but not rare (although it may be rare in parts of its range), and usually widespread. Apparently not vulnerable in most of its range, but possibly cause for long-term concern.
G5 S5	Common, widespread, and abundant (although rare in parts of its range). Not vulnerable in most of its range.
H	Possibly extinct - species known from only historical occurrences, but may nevertheless still be extant; further searching needed.

E



Montana Fish, Wildlife & Parks

1420 East Sixth Avenue
P O Box 200701
Helena, MT. 59620-0701
Phone: (406) 444-3939
June 15, 2005

Brian Nettles
Freeborn & Peters, LLP
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Re: BNSF Railway Abandonment – Fergus County, Montana

Dear Mr. Nettles:

In response to your letter of May 24, the Montana Department of Fish, Wildlife & Parks owns and operates many sites in the Lewistown vicinity due to its proximity to Big Spring Creek, considered to be one of the most valuable fisheries resources in this state. The purpose of this letter is to provide you the enclosed map showing the existing land interests held by this agency. Another site that is currently being negotiated for acquisition is adjacent to the Lazy KB site but is not shown on the map. You will receive additional comments regarding the proposed abandonment and its effects from local FWP staff more knowledgeable about possible impacts.

Public access to this stream is very important to the local economy and to visiting anglers and recreationists. This agency is always interested in pursuing any available opportunities in this regard. Therefore, we encourage the BNSF to continue to provide for future public access along the proposed abandoned right of way wherever possible.

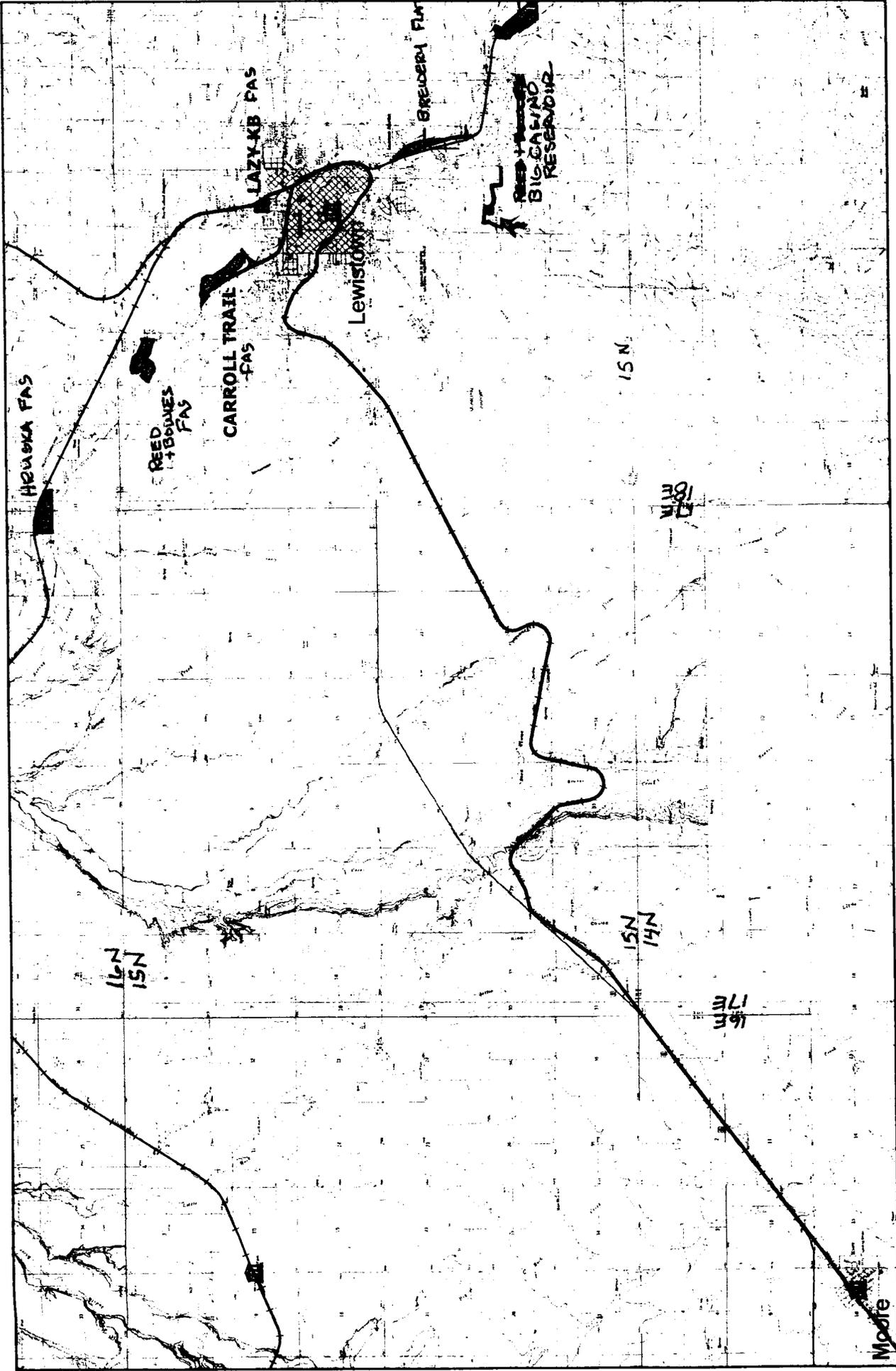
Sincerely,

A handwritten signature in black ink that reads "Debby Dils". The signature is written in a cursive, slightly slanted style.

Debby Dils
Land Section Supervisor

Enclosure

CARTER PADS (SECS. 15+22)



Rail Abandonment Map Items

— BNSF Selected Railroad Line

■ Town

■ Montana Fish Wildlife Parks Land Interest

1:100,000
Map Scale

Map produced June 2005 by James Colegrove
Montana Fish, Wildlife and Parks
Field Services Division, Helena, Montana

F



In Reply To:

2800

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Lewistown Field Office
920 NE Main Street, P.O. Box 1160
Lewistown, Montana 59457-1160
<http://www.mt.blm.gov/ldo>



June 17, 2005

Brian Nettles
BNSF Railway Company
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

I received your letter dated May 24, 2005 concerning the abandonment of 21.25 miles of railroad line between Lewistown and Moore, Montana. I have reviewed the abandonment map and determined that there are no wildlife sanctuaries or refuges, National or State parks or forests in the proposed project area.

If you have further questions please give Gail Storfa or me a call at 406/538-1900.

Sincerely,

William F. Frank
Assistant Field Manager

G



Brian Schweitzer, Governor

P.O. Box 200901 • Helena, MT 59620-0901 • (406) 444-2544 • www.deq.mt.gov
June 15, 2005

Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

RE: BNSF Railway Company- Montana to Lewistown

Dear Mr. Nettles:

The Department is in receipt of your May 24, 2005 letter requesting that the Department identify any permitting requirements or other issues that may be necessary for the above reference project. BNSF proposes to abandon 21.25 miles of railroad line between MP 9.5 near Moore to Milepost 28.35 near Lewistown and the Heath Spur.

Pursuant to Section 75-5-402 of the Montana Water Quality Act (WQA), the Department is required to examine plans and other information to determine whether a permit is necessary. In order for the Department to complete this review, the proponent must complete the applicable discharge permit application forms for the proposed activity, provide the information required by the applicable rule and submit the necessary application fees. Alternatively, the applicant may submit detailed plans and specifications on the proposed activity along with a description of the volume and nature of the wastes to be discharged. In accordance with ARM 17.30.201; the fee for review of plans and specifications is one-half of the application fee. Bureau staff are available to assist you in determining the appropriate application requirements.

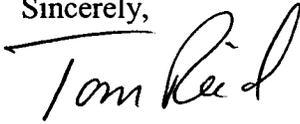
Based on the information submitted, the Department is unable to determine what permits are necessary for the proposed project. For your convenience I have enclosed a fact sheet that describes water quality related permits for construction activities. Discharge of storm water from: industrial facilities as defined in ARM 17.30.1102(29) and (30); from construction activities as defined in ARM 17.30.1002(28); and from municipal separate storm sewer systems (MS4) as defined in ARM 17.30.1102(23), are subject to the permitting requirement of the Montana Pollutant Discharge Elimination System (MPDES).

In general, the Montana WQA prohibits the discharge of sewage, industrial or other wastes, including sediment, to state waters without a current permit from the Department. The definition of state waters includes any body of water on the surface or underground (ground water) and includes irrigation systems, ephemeral and intermittent drainage systems, lake, ponds or other waterways. Discharge of wastes to state surface water is regulated under the Montana Pollutant Discharge Elimination System (MPDES) program; a discharge, or potential discharge, to state ground water are regulated under the Montana Ground Water Pollution Control System. The

Mr. Brian Nettles
June 15, 2005
Page 2 of 2

Additional information on permitting requirements may be obtained by contacting the Water Protection Bureau at (406) 444-3080 or on the Department's Website at: www.deq.state.mt.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Reid". The signature is written in a cursive style with a horizontal line above the first few letters.

Thomas D. Reid
Water Quality Permits Program Manager
Water Protection Bureau

File: General

cc: Fact Sheet: Construction Related Water Quality Permits
Storm Water Requirements for Construction Activity

Fact Sheet
Water Quality Permits for Construction Related Activities
Water Protection Bureau
Montana Department of Environmental Quality

MPDES Storm Water Permit: Construction related activities that result in greater than one acre of disturbance and may generate storm water runoff from the construction site during the life of the project must obtain authorization prior to initiation of the construction activity. For purposes of this regulation, construction activities include clearing, grading, excavation, and stockpiling or placement of earthen materials. Routine maintenance activities that disturb less than 5 acres and do not change the original configuration of the site are not subject to this regulation. The owner or operator is required to develop a Storm Water Pollution Prevention Plan (SWPPP). These discharges are covered under a general permit (MTR10000). Coverage under the general permit is effective upon receipt of a completed NOI package (application, storm water pollution prevention plan, and fee).

MPDES Construction Dewatering: Non-storm water discharges of sediment laden water from coffer dams, trenches, pipeline construction, excavation pits, borrow areas, well development or other activities that is discharged to state waters, including irrigation canals, drainage ditches and wetlands, are prohibited unless authorized by the Department. Typically, these activities are authorized under the Department's general permit for construction dewatering (MTG070000). Under most conditions the permittee is required to construct and operate some form of treatment to remove turbidity and sediment to meet state water quality standards. The discharge of ground water that contains petroleum contaminants or other wastes must be authorized and comply with the requirements of the Department's petroleum clean up general permit (MTG790000 or MTX30000) prior to discharge to state surface or ground water. These permits are typically issued within 30 days of receipt of a completed application.

Short-term water quality standard for turbidity (318): Montana water quality standards prohibit the increase in sediment or turbidity above specific amounts in state surface waters. A Section 318 authorization provides a short-term turbidity standard for activities that are conducted in state waters and may cause disturbance of the stream bed sediments. A 318 authorization is typically processed in 7 to 21 days but may require longer review for complexity or environmentally sensitive areas.

401 Certification: Section 404 of the federal Clean Water Act is administered by the US Army Corps of Engineers; these permits are for dredge and fill in waters of the US, including wetlands. Please contact the Corps at (406) 441-1375. The Department provides CWA 401 certification of 404 projects and works directly with the Corps on these issues. A joint application form is used.

General Information

Fees: All of the above permits require the applicant to pay a fee prior to Department review of the application. The fee varies depending on the type of permit and complexity of the project. A fee schedule is available upon request at (406) 444-3080, or on the Department's website at:
www.deq.state.mt.us

What is the Purpose of a Storm Water Pollution Prevention Plan (SWPPP)?

A SWPPP is developed and implemented by the permittee for three major purposes:

1. Assessing the characteristics of the site such as nearby surface waters, topography, and storm water runoff patterns;
2. To identify potential sources of pollutants such as sediment from disturbed areas, and stored wastes or fuels; and
3. To identify Best Management Practices (BMPs) which will be used to minimize or eliminate the potential for these pollutants to reach surface waters through storm water runoff.

BMPs at construction activity sites typically consist of various erosion and sediment control measures. Erosion and sediment control at construction sites is best accomplished with proper planning, installation, and maintenance of controls.

Most erosion and sediment controls require regular maintenance to operate correctly. Accumulated sediments should be removed frequently and materials should be checked periodically for wear. Regular inspections by qualified personnel should be performed after major storm or snowmelt events and as required in the General Permit.

What are the Fees?

Fees based on the number of discharges are determined by multiplying the appropriate fee amount by the number of named or perennial surface waters (as shown on a USGS topographic map) which could receive storm water runoff from

the construction activity site. The NOI (application) fee amount per discharge for storm water associated with construction activity is \$450.00 for commercial or public projects, and \$250.00 for residential (single family dwelling) projects. The annual fee amount per discharge is \$450.00 (per calendar year) for commercial or public projects, and there is no annual fee for residential (single family dwelling) projects.

Where Can I Find More Information?

- I. MT Department of Environmental Quality
Water Protection Bureau
Storm Water Program
P. O. Box 200901 • 1520 East Sixth Ave.
Helena, MT 59620-0901
1-406-444-3080
The following website contains the General Permit, fee information, the NOI form, the SWPPP form, and the NOT form:
<http://www.deq.state.mt.us/wqinfo/MPDES/StormwaterConstruction.asp>

- II. MT Department of Environmental Quality
Small Business Assistance Program
P.O. Box 200901 • 1520 East Sixth Ave.
Helena, MT 59620-0901
1-800-433-8773

<http://www.deq.state.mt.us/ppa/p2/index.asp>

- III. USEFUL GUIDANCE
EPA Menu of Construction BMPs Website
(use "Fact Sheets")
at: http://cfpub.epa.gov/mpdes/stormwater/menuofbmps/con_site.cfm

Storm Water Requirements for Construction Activity



Montana Department of
ENVIRONMENTAL QUALITY

Small Business Assistance Program
P. O. Box 200901
Helena, MT 59620-0901

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printed on  recycled paper



April 2003

Storm Water Requirements for Construction Activity

April 2003

What is Montana's

Storm Water Discharge Permit

Program for Construction Activity?

The 1972 amendments to the Federal Water Pollution Control Act, later referred to as the Clean Water Act (CWA), prohibit the discharge of any pollutant to waters of the United States unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit.

In Montana, the Department of Environmental Quality (DEQ) is authorized to administer the NPDES Program through the Montana Pollutant Discharge Elimination System (MPDES) Program.

Traditionally, efforts to improve water quality under the NPDES program have focused on reducing pollutants in industrial process wastewater and municipal sewage treatment plant discharges. Over time, it became evident that more diffuse sources of water pollution, such as storm water runoff from construction sites, are also significant contributors to water quality problems.

Typically, sediment runoff rates from construction sites are 10 to 20 times greater than those from agricultural lands, and 1,000 to 2,000 times greater than those of forestlands. During a short period of time, construction activity can contribute more

sediment to streams than is naturally deposited over several decades. This accelerated deposition causes both physical and biological harm to Montana's surface waters.

In 1990, the federal Environmental Protection Agency (EPA) promulgated rules establishing Phase I of the NPDES storm water program. Phase I addressed, among other discharges, discharges from larger construction activities disturbing 5 acres or more of land. In Montana, since 1992 the DEQ has been permitting these storm water discharges from larger construction projects through the MPDES Program.

Phase II of the NPDES storm water program covers smaller construction activities disturbing between 1 and 5 acres. Phase II became final on December 8, 1999 with smaller construction activity permitting to initiate on March 10, 2003. Montana has incorporated these new MPDES Phase II storm water requirements, as well as existing Phase I requirements, into the Administrative Rules of Montana (ARM), Title 17, Chapter 30, Subchapters 11, 12, and 13.

Who Requires

Storm Water Discharge Permit

Coverage Under Montana Rules?

Effective March 10, 2003, construction activity which results in the "disturbance" of equal to or greater than 1 acre of total land area will need to obtain permit coverage under the General Permit for Storm Water Discharges Associated with Construction Activity (called "General Permit").

Construction activity includes the disturbance of less than 1 acre of total land area that is part of a larger common plan of development or sale if the larger

common plan will ultimately disturb 1 acre or more (such as subdivisions with phased work over years).

What is the Definition of

"Disturbance" of a Construction Site?

"Disturbance" (related to construction activity) means areas that are subject to clearing, excavating, grading, stockpiling earth materials, and placement/removal of earth material performed during construction projects. For construction activities that result in disturbances of less than five acres of total land area, the acreage of disturbance does not include routine maintenance that is performed to maintain the original line and grade, hydraulic capacity, or original purpose of the facility.

What is the Definition of an

"Operator" of a Construction Site?

"Operator" is the term which is used for permittees, when permitting storm water discharges associated with construction activity. The term is defined in Part V.T.8. of the General Permit. Operators would typically be both the owner and contractor of a construction project, but may also include other parties if they meet the definition of operator.

How do "Operators" Obtain

General Permit Coverage?

"Operators" requiring coverage under the General Permit for their storm water discharges associated with construction activity obtain this permit coverage by the DEQ's Storm Water Program receiving the following Notice of Intent (NOI) Package items by the proposed construction start date:

- NOI form with all requested items completed;

- Storm Water Pollution Prevention Plan (SWPPP) addressing all requested items in the General Permit (a form has been developed for optional use if desired); and

- Application fee and first year annual fee based on the number of discharges (see below) and type of construction project (either residential (single family dwelling), or commercial/public).

Applicants must read and be familiar with the General Permit to assist in the completion of the forms and submittal of the NOI Package.

Permit transfers are not allowed. Signatory requirements in rule and the General Permit allow only certain qualified people to sign NOI forms and other reports.

All NOIs require a **Notice of Termination (NOT)** form to be submitted when the construction activity is complete and the site has achieved "final stabilization" or if the "operator" changes. "Final stabilization" means the time at which all soil-disturbing activities at a site have been completed and a vegetative cover has been established with a density of at least 70% of the pre-disturbance levels, or equivalent permanent, physical erosion reduction methods have been employed. Final stabilization using vegetation must be accomplished using seeding mixtures or forbs, grasses, and shrubs that are adapted to the conditions of the site. Establishment of a vegetative cover capable of providing erosion control equivalent to pre-existing conditions at the site will be considered final stabilization.

Н



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
HELENA REGULATORY OFFICE
10 WEST 15TH STREET, SUITE 2200
HELENA MT 59626

June 16, 2005

Helena Regulatory Office
Phone (406) 441-1375
Fax (406) 441-1380

RE: Corps File No. 2005-90-372

Freeborn and Peters, LLP
Attn: Brian Nettles
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

We have reviewed your information to abandon 21.25 miles of Burlington Northern Santa Fe Railroad line between M.P. 9.50 and M.P. 28.35 located between Moore and Lewistown, Fergus County, Montana. Also included for abandonment are the Berg Lumber Spur (M.P. 0.00 to M.P. 1.30) and the Heath Spur (M.P. 0.00 to M.P. 1.10).

Under the authority of Section 404 of the Clean Water Act, Department of the Army permits are required for the discharge of fill material into waters of the United States. Waters of the United States include the area below the ordinary high water mark of stream channels and lakes or ponds connected to the tributary system, and wetlands adjacent to these waters.

Based on the information you provided that no fill material will be placed either temporarily or permanently in a water of the United States, no Department of the Army permit is required for this project. However, this does not eliminate the requirement to obtain other applicable federal, state, tribal and local permits.

If you have any questions, please call Vicki Sullivan of this office at (406) 441-1375, and reference File No. 2005-90-372.

Sincerely,

Allan Steinle
Montana Program Manager

I

Fergus County Planning

Linda E. Gillett
County Planning Director
Amela J. Vosen
Administrative Assistant

712 W. Main St.
Lewistown, Mt. 59457
Phone/Fax 406-538-9046
planning@co.fergus.mt.us

Gary Barta, Chairman
County Planning Bd
Wes Singley, Chairman
City-County Planning Bd

June 6, 2005

To: Brian Nettles, Freeborn & Peters LLP

From: Linda Gillett, Fergus County Floodplain Manager 

Re: Request for floodplain maps

Sir:

Enclosed are copies of FEMA floodplain maps per your request. If you have any questions, please call our office at 406.538.9046.

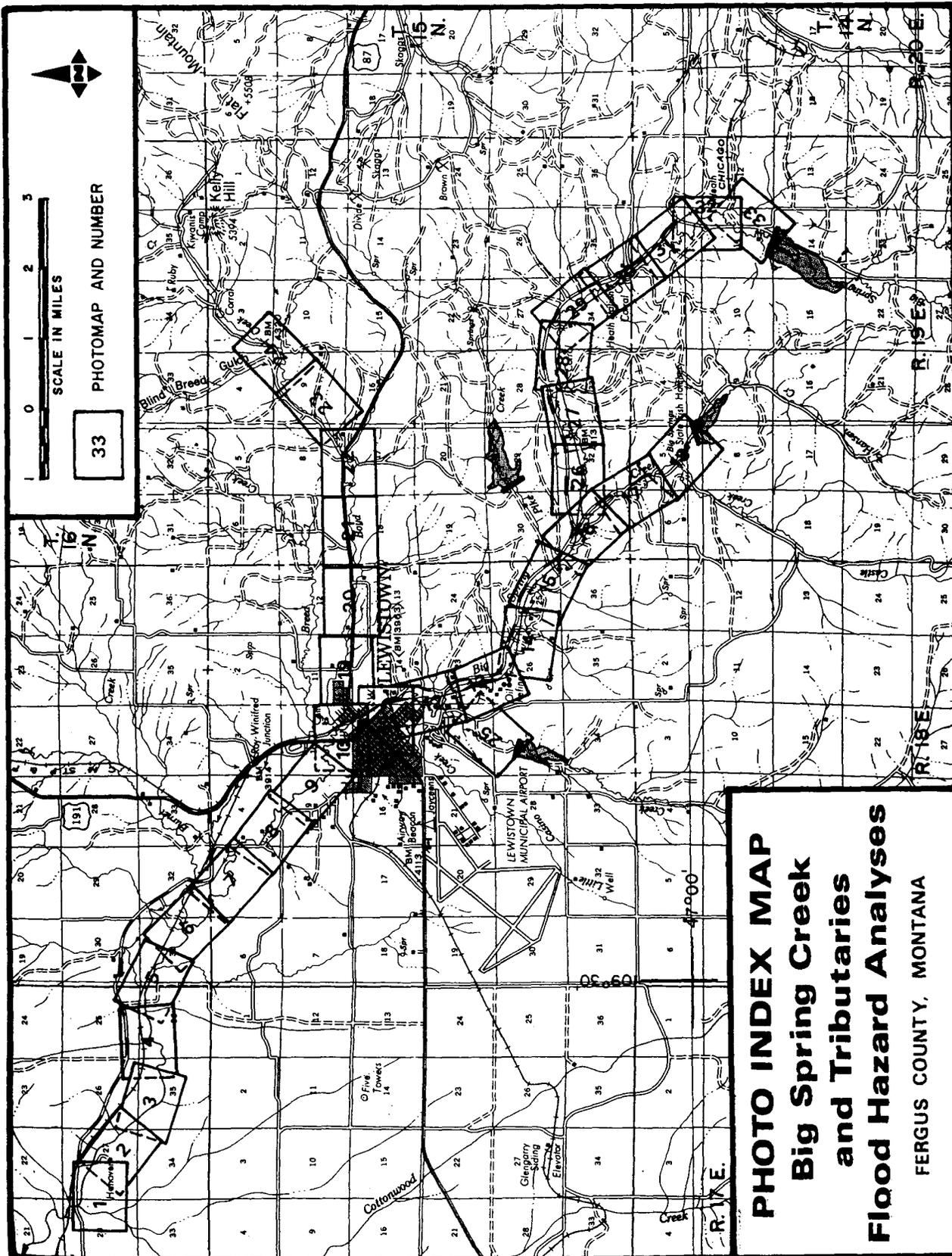


PHOTO INDEX MAP
Big Spring Creek
and Tributaries
Flood Hazard Analyses
 FERGUS COUNTY, MONTANA



Match to...



BURLINGTON NORTHERN RAILROAD

CROWLEY STREET

HIGHWAY 191 (KENDAL ROAD)

1ST AVENUE

SPRING

BOYD

CREEK



BURLINGTON NORTHERN RAILROAD

CROWLEY STREET

HIGHWAY 191 (KENDAL ROAD)

1ST AVENUE

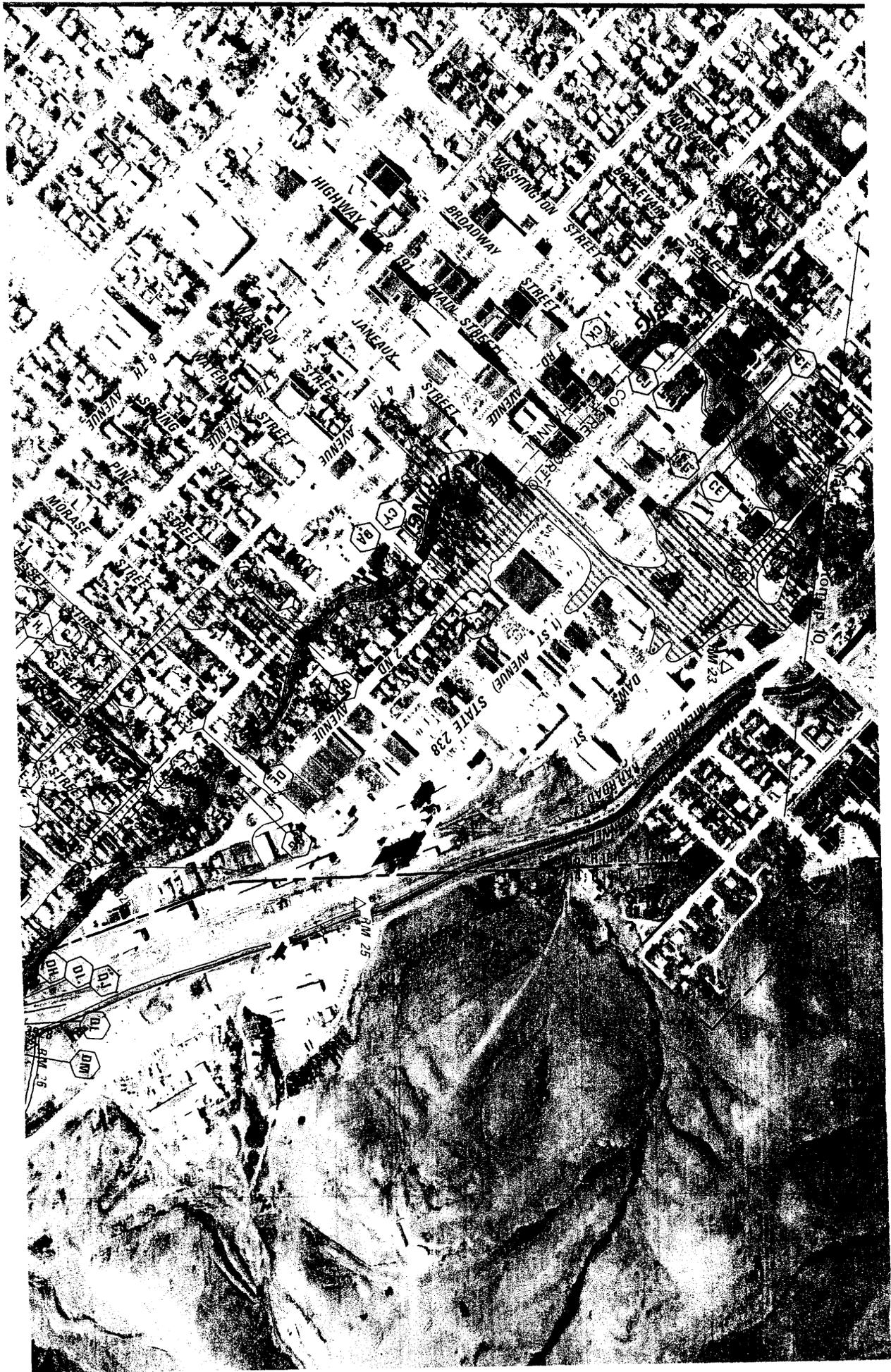
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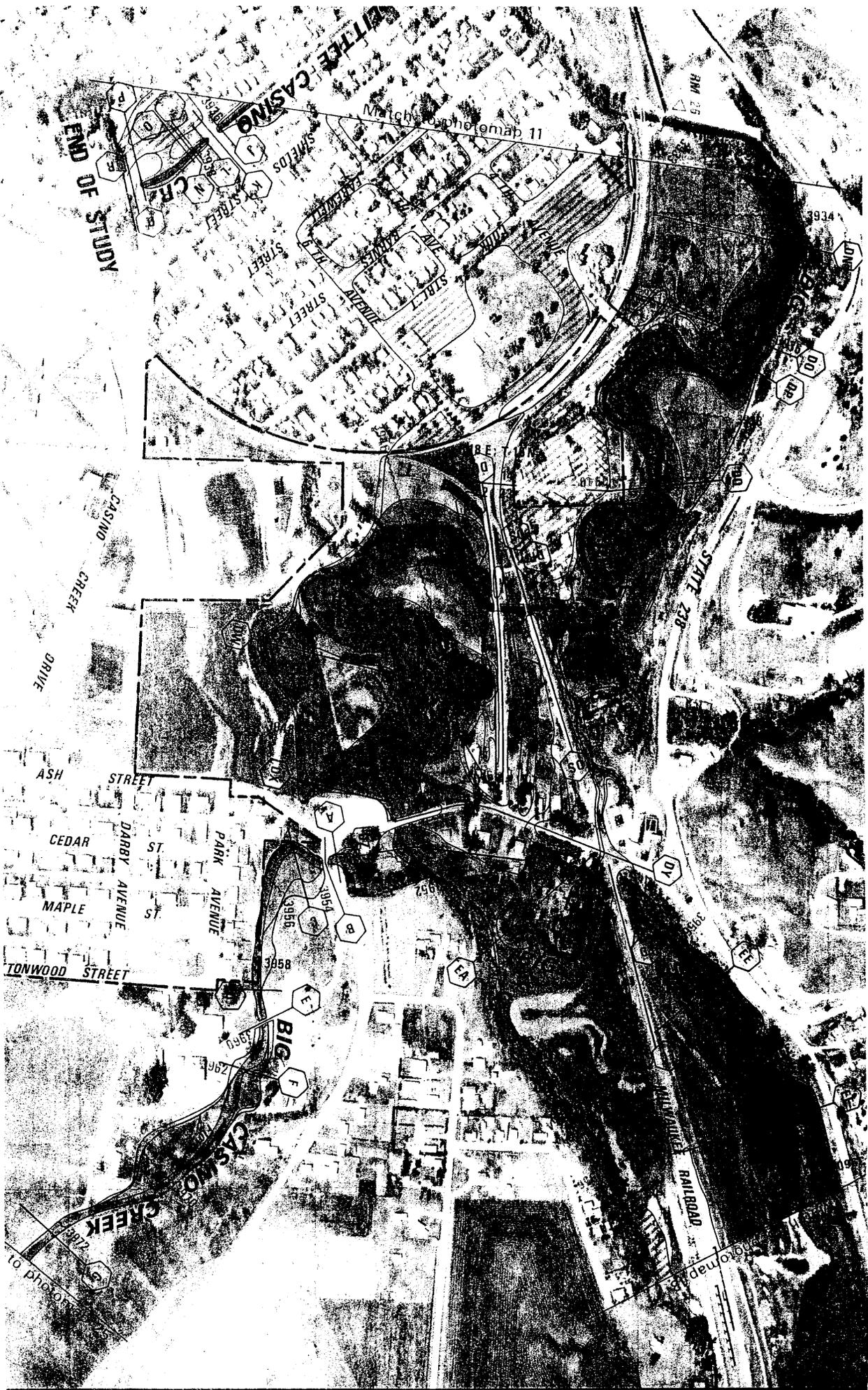
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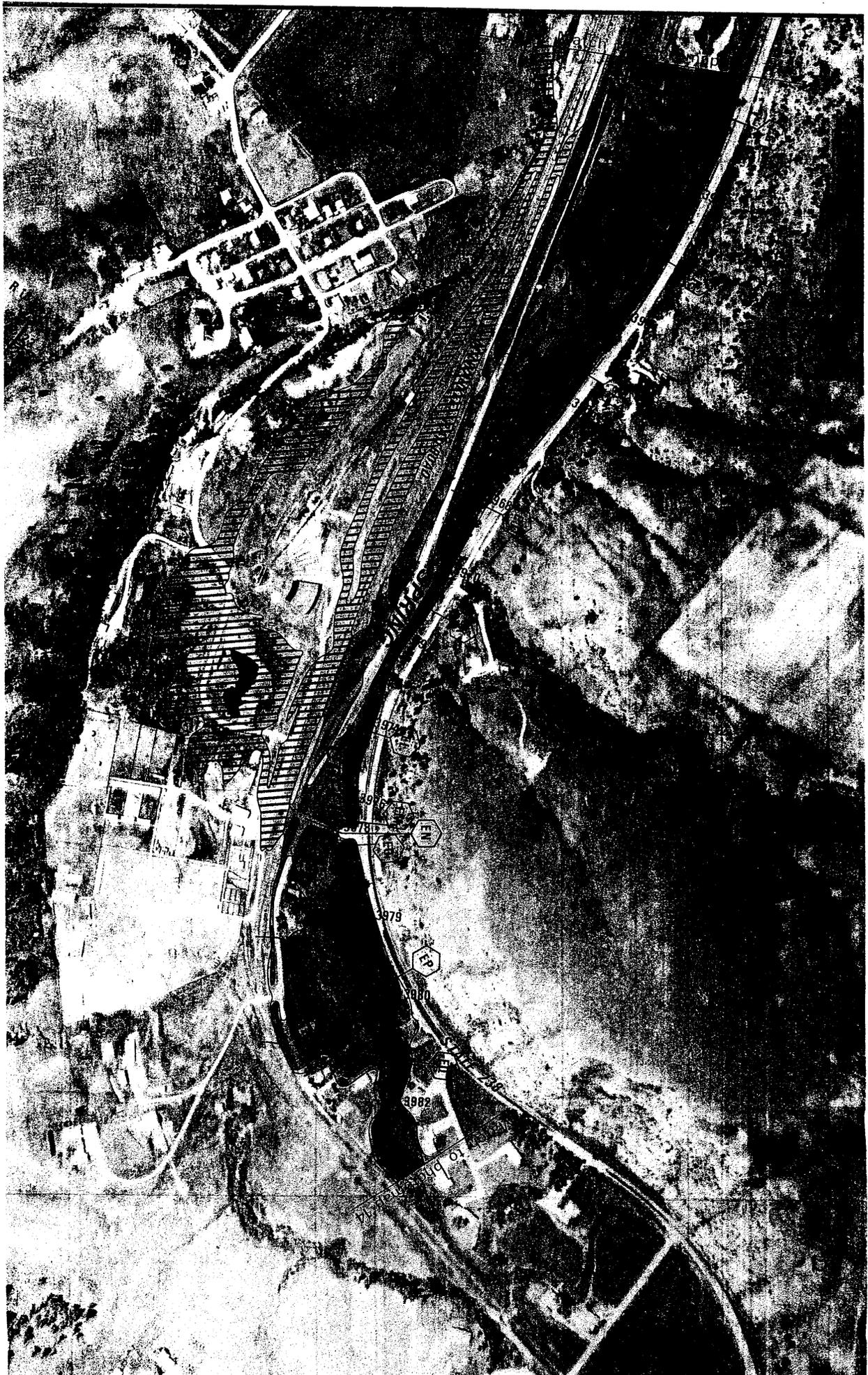
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3934

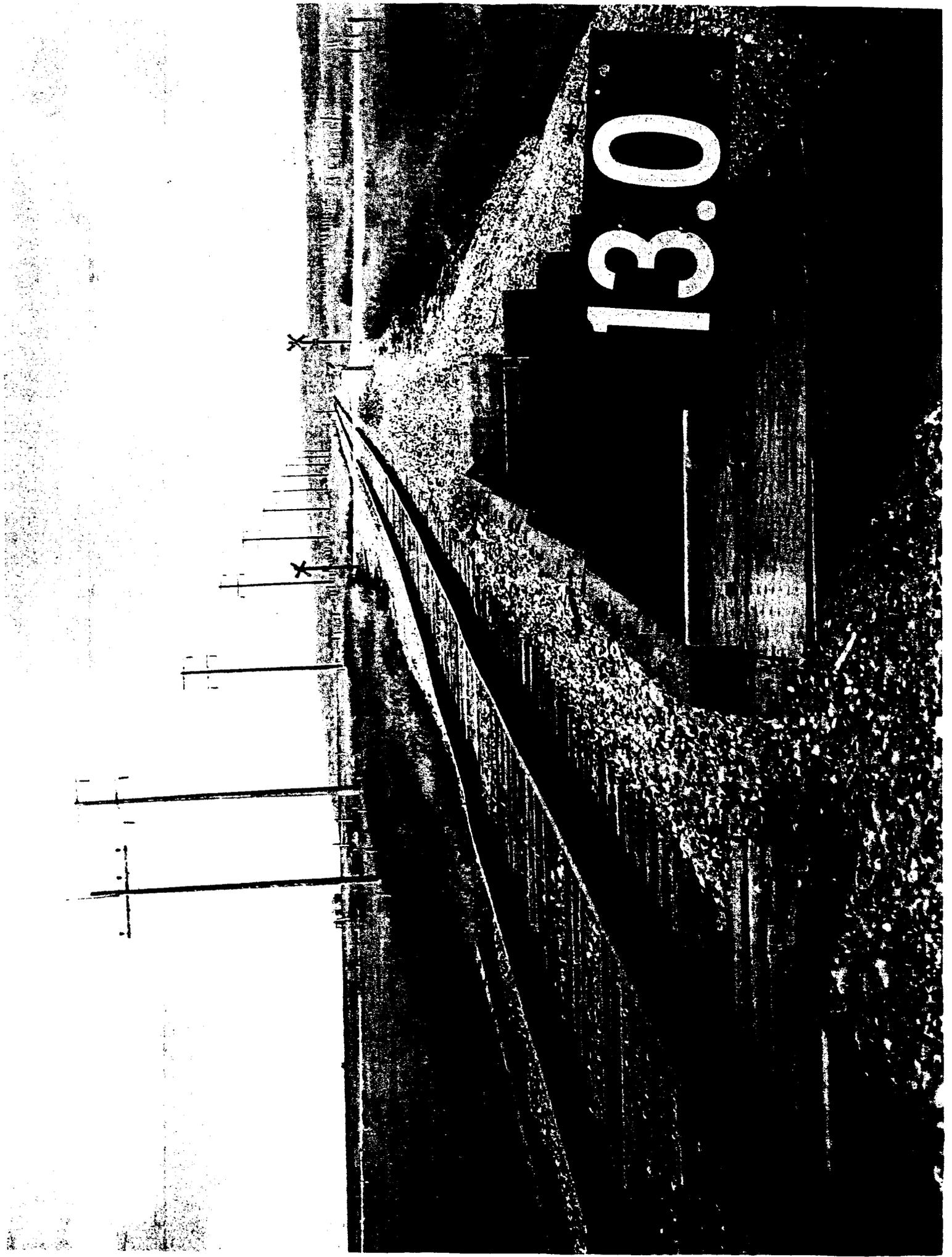
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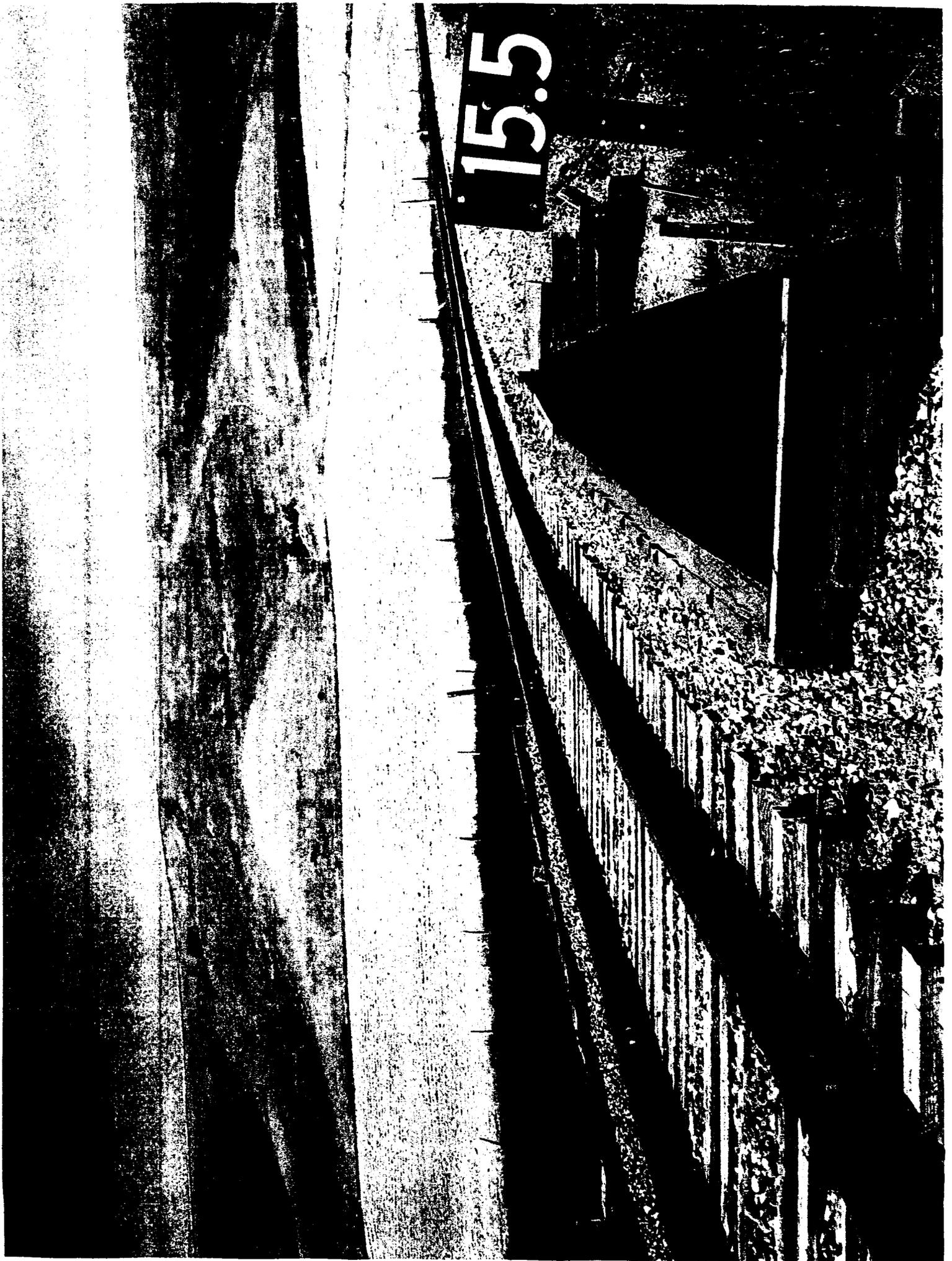


13.0

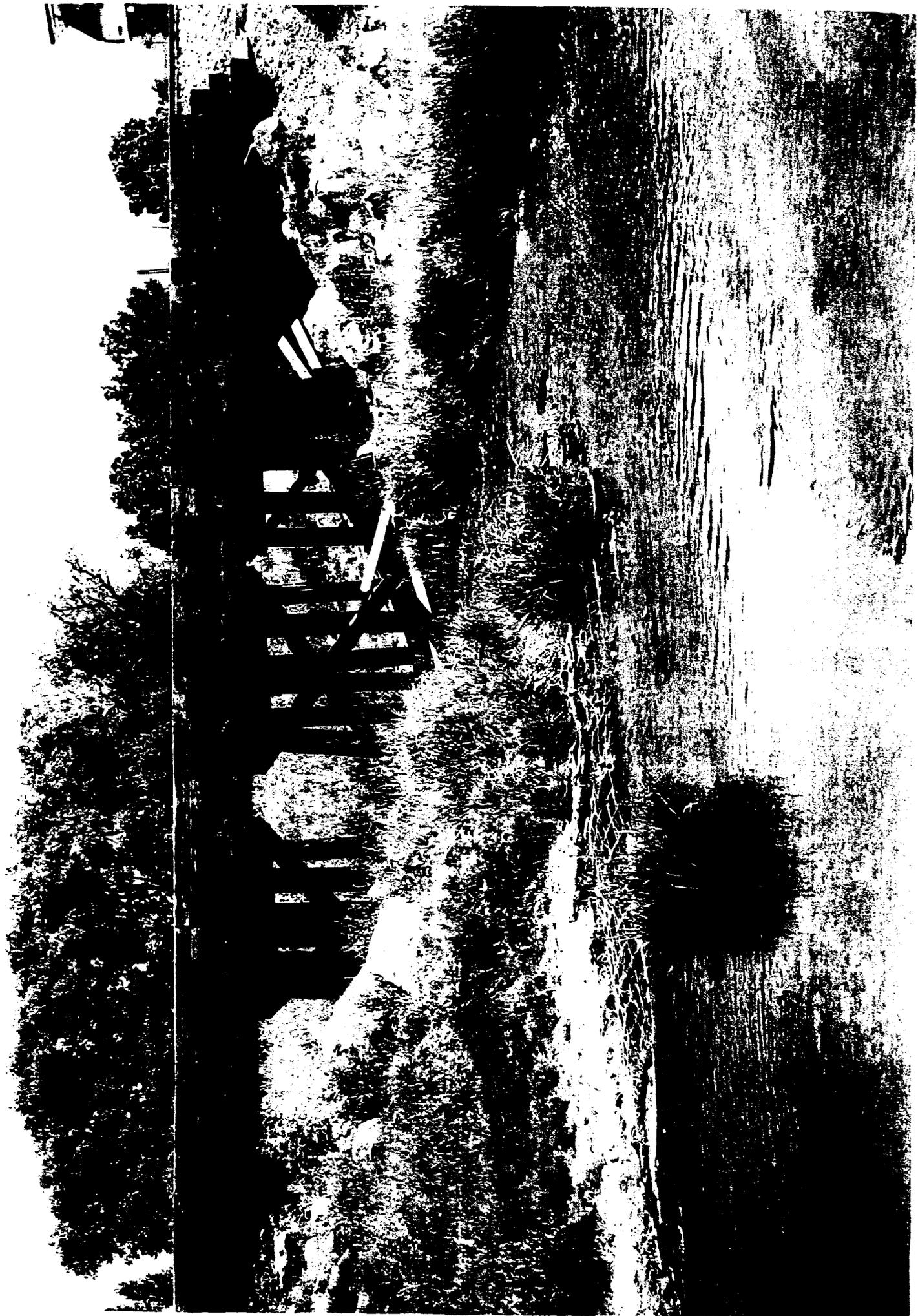


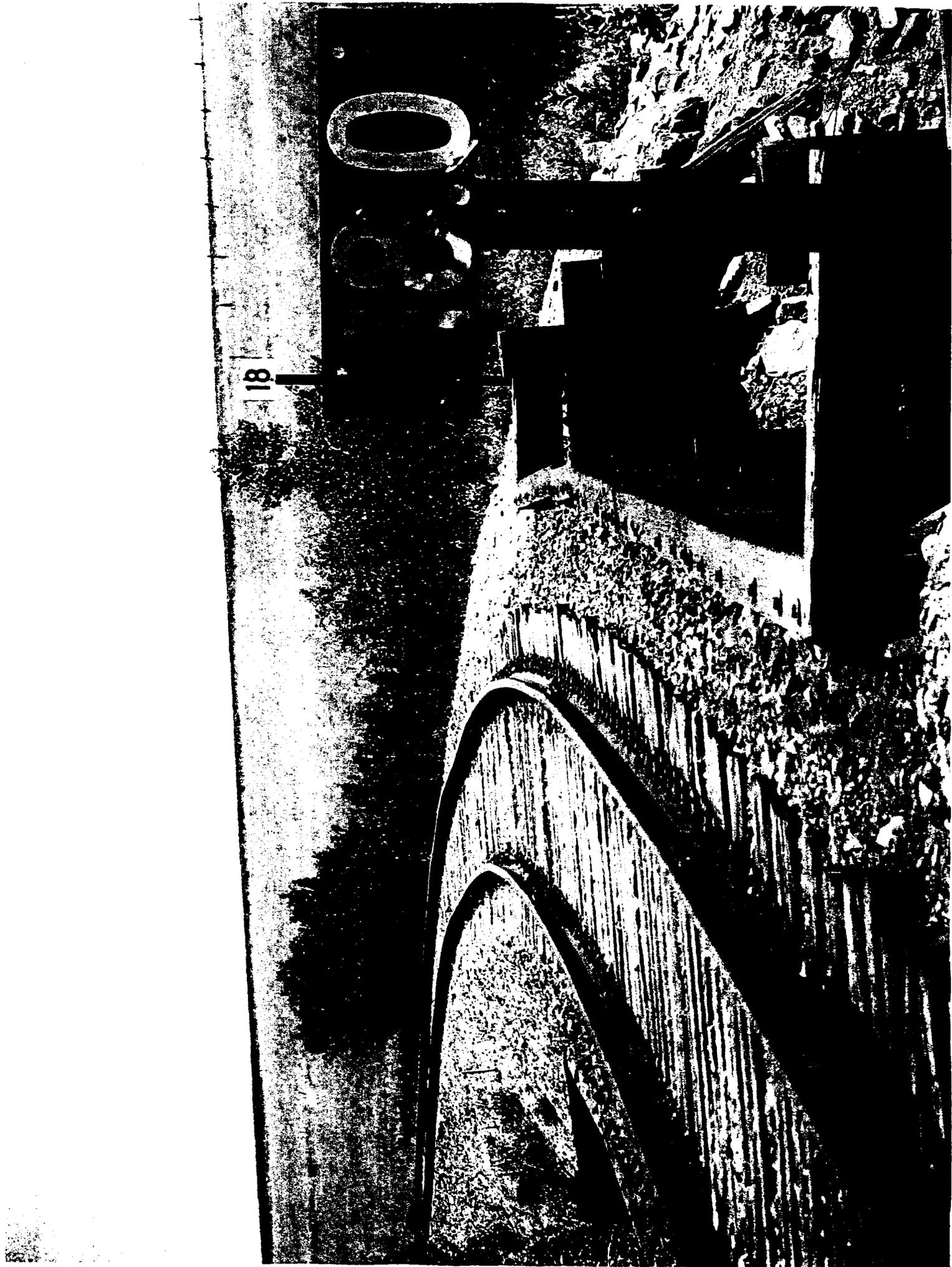


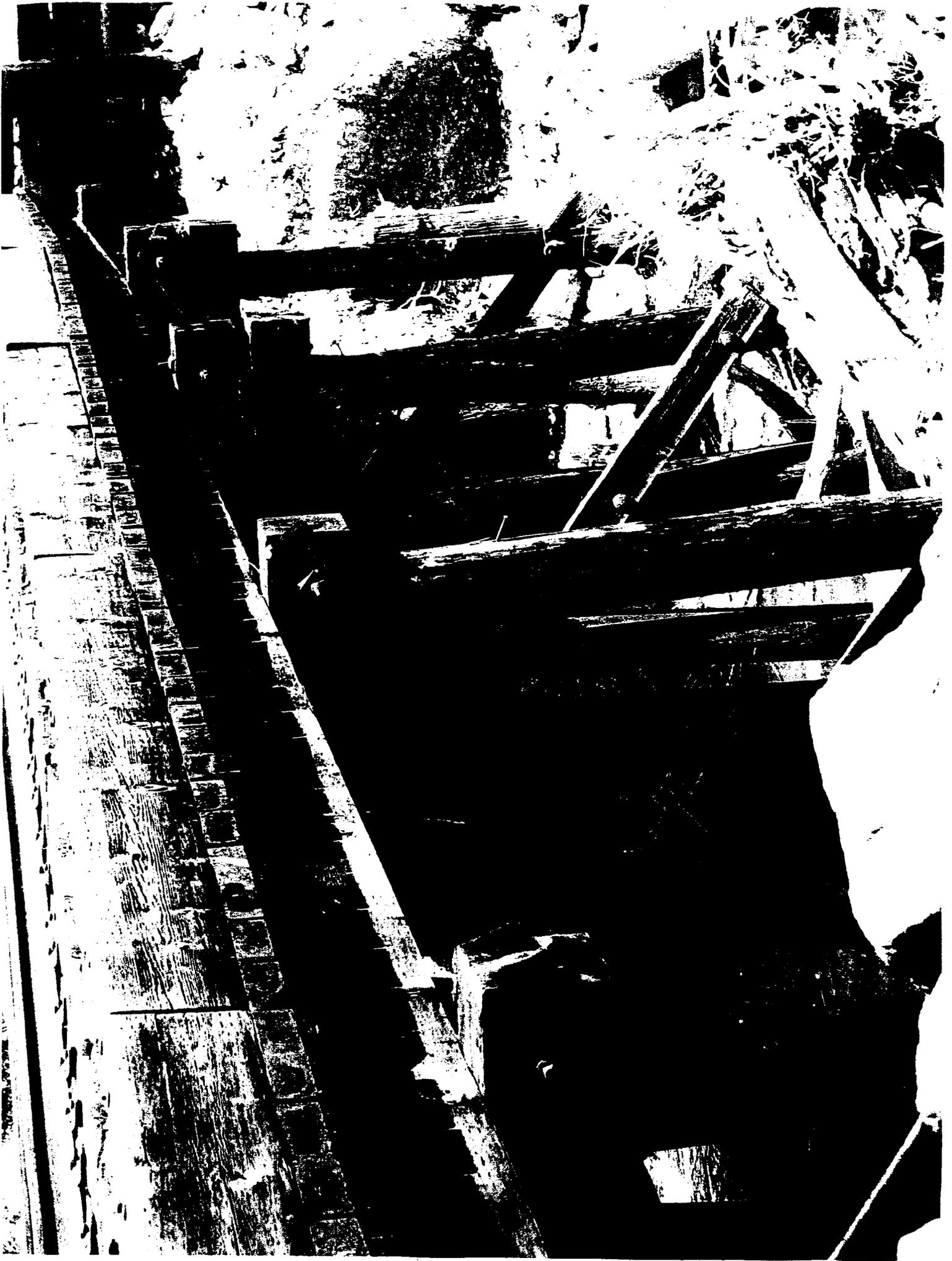
15.5











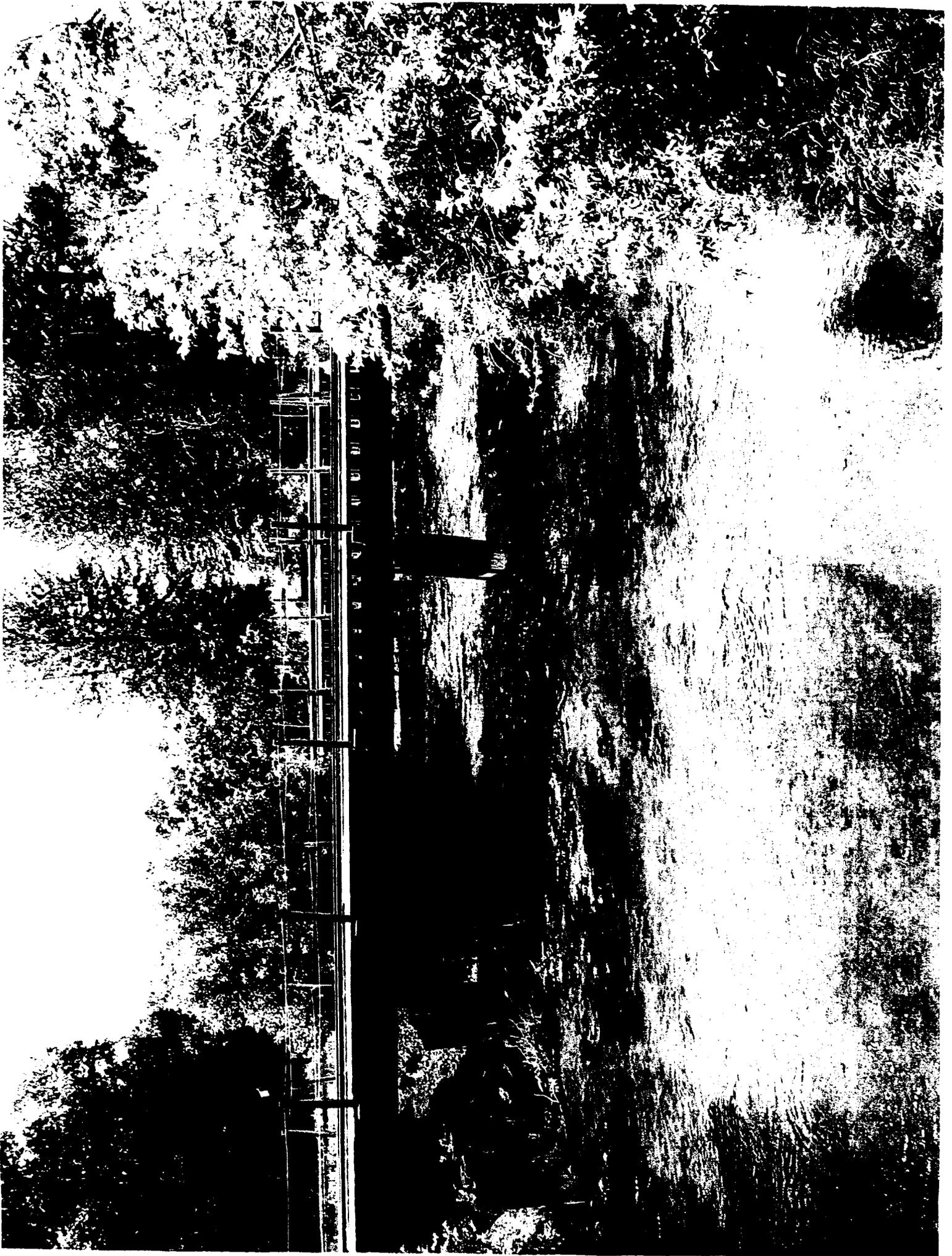


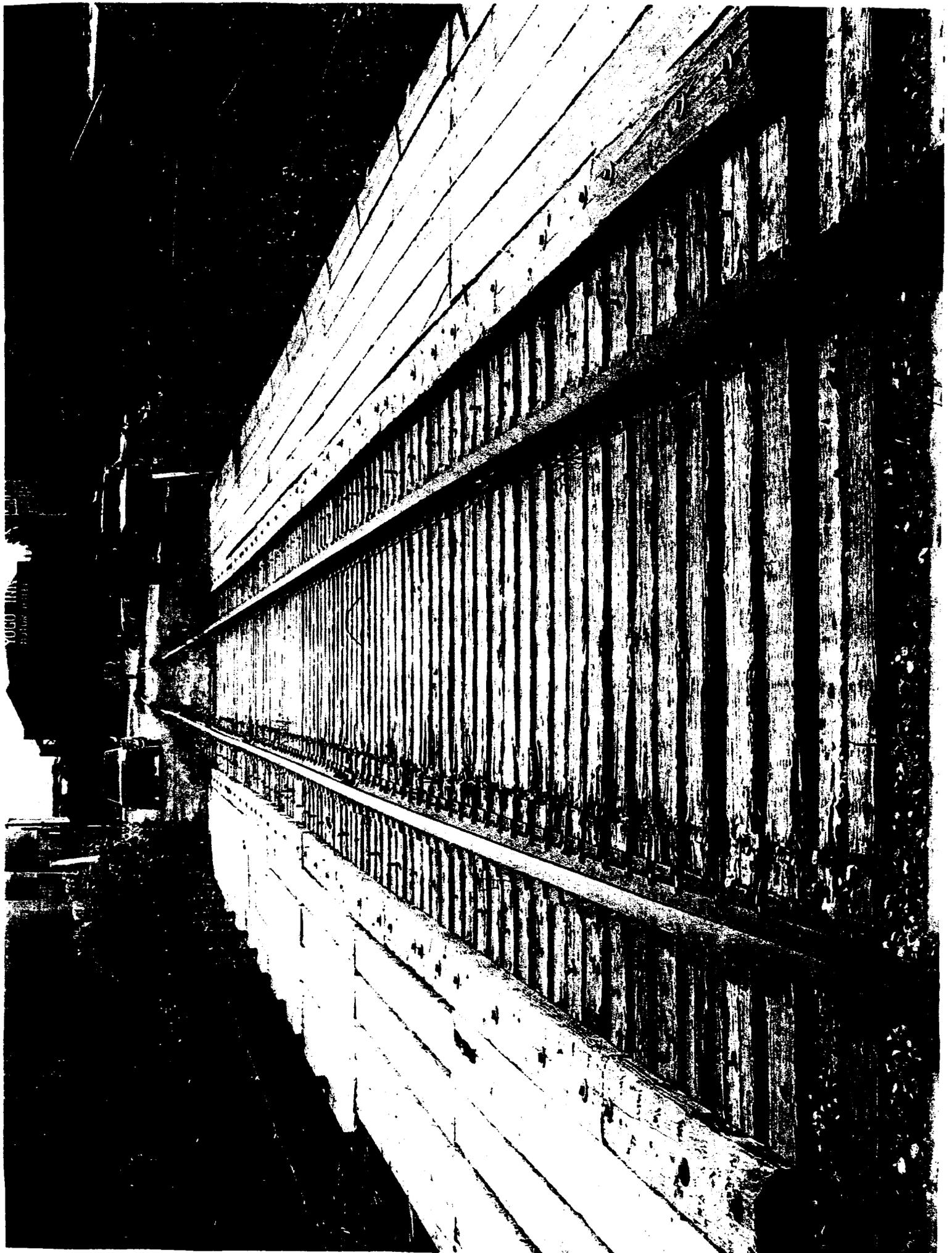
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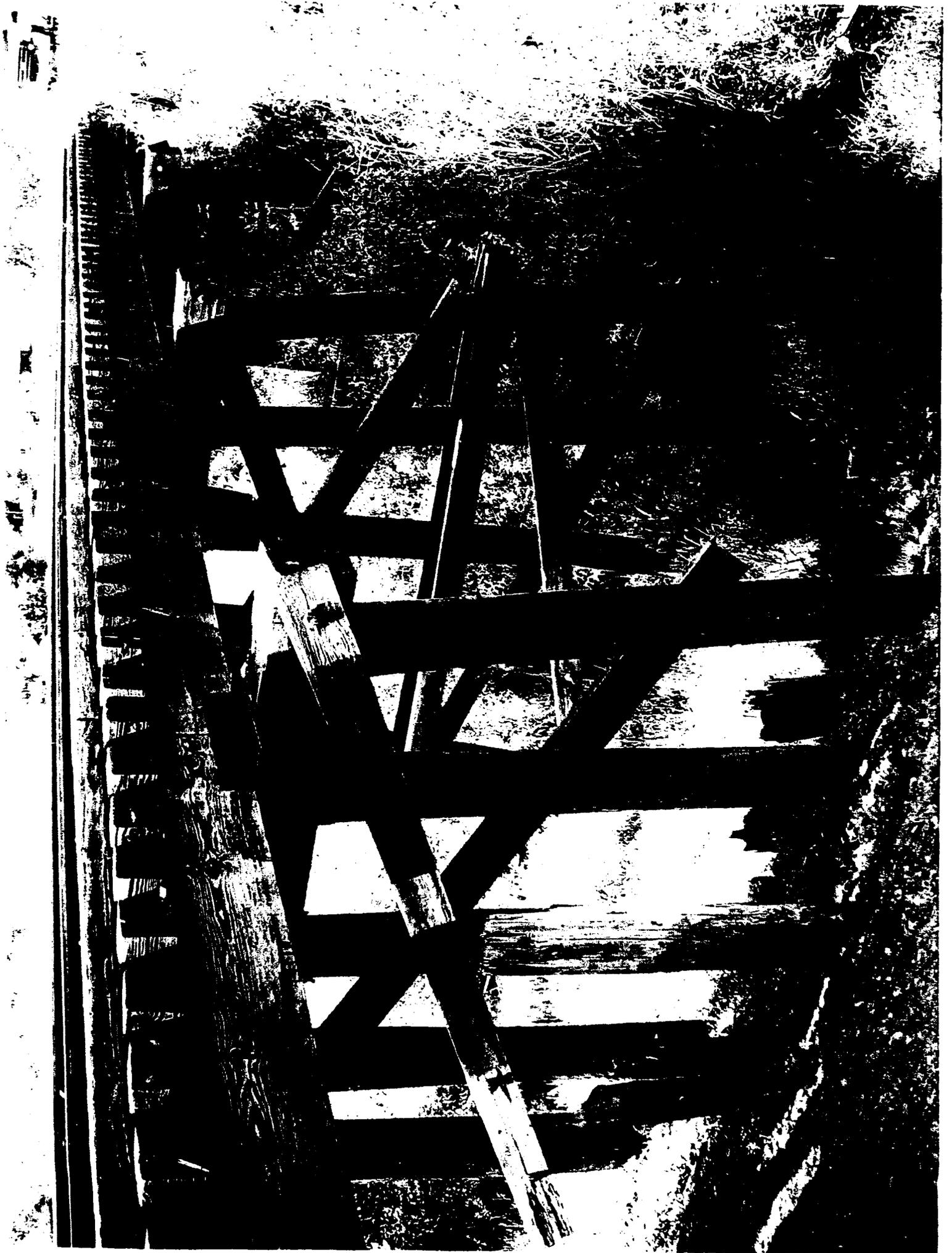


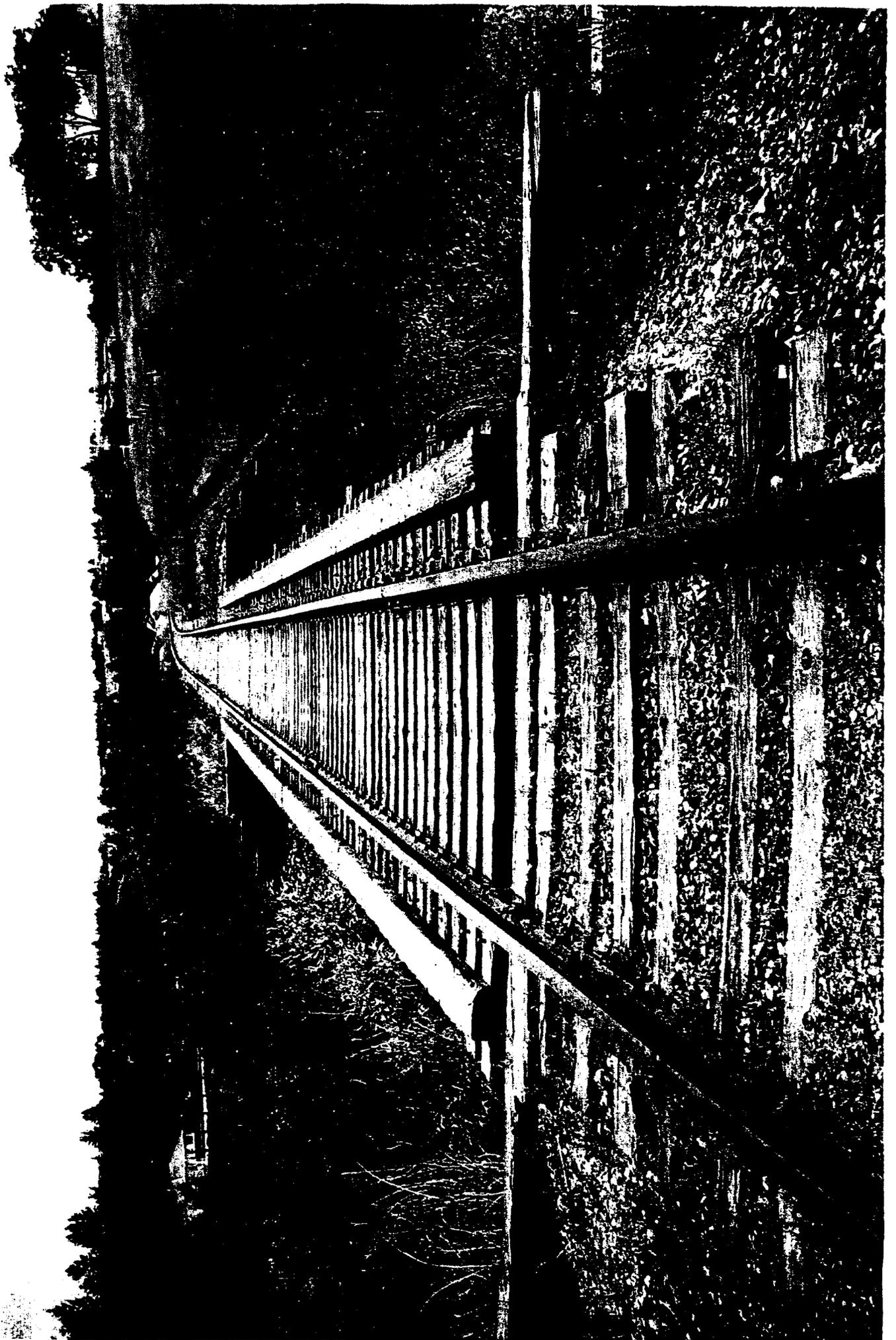












J

Abandonment Documentation (M.P. 9.50 to M.P. 28.35)

List of Bridges

Bridge: 13.00	Built: 1952	Length: 64.0'	Height: 0.0'	Description: 11-10 x18 ST	Obstacle: King Coulee
Bridge: 15.50	Built: 1950	Length: 70.0'	Height: 0.0'	Description: 9-10 x 18 ST	Obstacle: Creek
Bridge: 18.00	Built: 1950	Length: 80.0'	Height: 0.0'	Description: 5 BPT	Obstacle: Ross Fork Creek
Bridge: 25.40	Built: 1955	Length: 64.0'	Height: 12.0'	Description: 4 OPT,	Obstacle: Spring Creek

Abandonment Documentation (M.P. 0.00 to M.P. 1.10)

List of Bridges

Bridge: 0.70	Built: 1955	Length: 49.0'	Height: 11.0'	Description: 3-16' ODPT	Obstacle: Ditch
--------------	-------------	---------------	---------------	-------------------------	-----------------

K



MONTANA HISTORICAL SOCIETY

225 North Roberts ♦ P.O. Box 201201 ♦ Helena, MT 59620-1201
♦ (406) 444-2694 ♦ FAX (406) 444-2696 ♦ www.montanahistoricalsociety.org ♦

July 15, 2005

Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive, Suite 3000
Chicago IL 60606-6677

RE: THE BNSF RAILWAY COMPANY ABANDONMENT OF MOORE --
LEWISTOWN MONTANA. SHPO Project #: 2005071404

Dear Mr. Nettles:

I have conducted a cultural resource file search for the above-cited project. According to our records there have been several previously recorded sites within the designated search locales. In addition to the sites there have been several previously conducted cultural resource inventories done in the areas. I have enclosed a list of these sites and reports. If you would like any further information regarding these sites or reports you may contact me at the number listed below.

Based on the sites in the area and that some may be eligible for listing on the National Register of Historic Places we feel that this project has the potential to impact cultural properties. We, therefore, recommend that a cultural resource inventory be conducted in order to determine whether or not sites exist and if they will be impacted. Thank you for consulting with us.

If you have any further questions or comments you may contact me at (406) 444-7767 or by e-mail at dmurdo@mt.gov.

Sincerely,

Damon Murdo
Cultural Records Manager

File: STB/2005



STATE HISTORIC PRESERVATION OFFICE ♦ 1410 8th Ave ♦ P.O. Box 201202 ♦ Helena, MT 59620-1202
♦ (406) 444-7715 ♦ FAX (406) 444-6575



STATE HISTORIC PRESERVATION OFFICE

Cultural Resource Information Systems Report

Report Date:
07/14/2005

Site #	Twp	Rng	Sec	Qs	Site Typel	Site Type 2	Time Period	Owner	NR Status
24FR0411	14 N	16E	1	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	14 N	16E	2	SE	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0463	14 N	16E	2	SE	Historic Railroad Stage Route Travel	Historic Vehicular Foot/Bridge	1940-1949	No Data	Ineligible
24FR0411	14 N	16E	10	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0666	14 N	16E	10	SE	Historic Euro-American Site	Historic Homestead/Farmstead	Prehistoric More Than One Period	Private	Ineligible
24FR0411	14 N	16E	11	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0462	14 N	16E	11	Comb	Historic Railroad Stage Route Travel	Historic Vehicular Foot/Bridge	1940-1949	No Data	Ineligible
24FR0665	14 N	16E	15	NE	Historic Euro-American Site	Historic Homestead/Farmstead	Prehistoric More Than One Period	Private	undetermined
24FR0411	14 N	16E	15	NW	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0664	14 N	16E	15	SE	Historic Euro-American Site	Historic Homestead/Farmstead	Prehistoric More Than One Period	Private	undetermined
24FR0411	14 N	16E	16	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0670	14 N	16E	16	SW	Historic Euro-American Site	Historic Trash Dump	1900-1909	Private	undetermined
24FR0670	14 N	16E	16	SW	Historic Euro-American Site	Historic Trash Dump	1900-1909	Private	undetermined
24FR0670	14 N	16E	16	SW	Historic Trash Dump	Null	1900-1909	Private	undetermined
24FR0670	14 N	16E	16	SW	Historic Trash Dump	Null	1900-1909	Private	undetermined
24FR0411	15 N	17E	24	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0973	15 N	17E	24	NE	Historic Homestead/Farmstead	Historic Outbuildings	Historic More Than One Decade	Private	CD
24FR0973	15 N	17E	24	NE	Historic Homestead/Farmstead	Historic Residence	Historic More Than One Decade	Private	CD
24FR0973	15 N	17E	24	NE	Historic Homestead/Farmstead	Historic Residence	Historic More Than One Decade	Private	CD
24FR0973	15 N	17E	24	NE	Historic Homestead/Farmstead	Historic Outbuildings	Historic More Than One Decade	Private	CD
24FR0972	15 N	17E	24	NW	Historic Residence	Null	Historic More Than One Decade	Private	Ineligible
24FR0972	15 N	17E	24	NW	Historic Residence	Null	Historic More Than One Decade	Private	Ineligible
24FR0972	15 N	17E	24	NW	Historic Residence	Null	Historic More Than One Decade	Private	Ineligible
24FR0972	15 N	17E	24	NW	Historic Residence	Null	Historic More Than One Decade	Private	Ineligible
24FR0411	15 N	17E	25	NW	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	17E	26	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	17E	27	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	17E	28	SW	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	17E	29	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	17E	31	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	17E	32	NW	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0465	15 N	17E	32	NW	Historic Railroad Stage Route Travel	Historic Vehicular Foot/Bridge	1940-1949	No Data	undetermined
24FR0411	15 N	17E	33	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	17E	34	NW	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	18E	3	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	18E	3	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0228	15 N	18E	10	Comb	Historic District	Null	Historic More Than One Decade	Private	NR Listed
24FR0411	15 N	18E	10	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0228	15 N	18E	10	Comb	Historic Residence	Historic Architecture	Historic More Than One Decade	Combination	NR Listed
24FR0801	15 N	18E	10	SE	Historic Vehicular/Foot Bridge	Null	Historic More Than One Decade	MDOT Other	undetermined
24FR0915	15 N	18E	10	SE	Historic Railroad Stage Route Travel	Null	1890-1899	Private	CD
24FR0915	15 N	18E	10	SE	Historic Railroad Stage Route Travel	Null	1890-1899	Private	CD
24FR0915	15 N	18E	10	SE	Historic Railroad Stage Route Travel	Null	1890-1899	Private	CD
24FR0915	15 N	18E	10	SE	Historic Railroad Stage Route Travel	Null	Historic More Than One Decade	Private	CD
24FR0915	15 N	18E	10	SE	Historic Railroad Stage Route Travel	Null	1890-1899	Private	CD
24FR0915	15 N	18E	10	SE	Historic Railroad Stage Route Travel	Null	Historic More Than One Decade	Private	CD
24FR0985	15 N	18E	10	SW	Historic Irrigation System	Null	Historic More Than One Decade	Private	undetermined



STATE HISTORIC PRESERVATION OFFICE

Cultural Resource Information Systems Report

Report Date:
07/14/2005

Site #	Twp	Rng	Sec	Qs	Site Type 1	Site Type 2	Time Period	Owner	NR Status
24FR0754	15 N	18 E	14	Comb	Historic Misc. Industrial	Null	1910-1919	Private	DOE
24FR0754	15 N	18 E	14	Comb	Historic Commercial Development	Historic Industrial Development	1910-1919	Private	DOE
24FR0411	15 N	18 E	14	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0783	15 N	18 E	14	SE	Historic Euro-American Site	Historic Science	1900-1909	Private	NR Listed
24FR0765	15 N	18 E	14	SW	Historic Misc. Industrial	Null	Historic More Than One Decade	Other	Unresolved
24FR0754	15 N	18 E	14	Unk	Historic Commercial Development	Historic Industrial Development	1910-1919	Private	DOE
24FR0754	15 N	18 E	14	Unk	Historic Commercial Development	Historic Industrial Development	1910-1919	Private	DOE
24FR0754	15 N	18 E	14	Unk	Historic Misc. Industrial	Null	1910-1919	Private	DOE
24FR0754	15 N	18 E	14	Unk	Historic Misc. Industrial	Null	1910-1919	Private	DOE
24FR0227	15 N	18 E	15	Comb	Historic District	Null	Historic More Than One Decade	Combination	NR Listed
24FR0411	15 N	18 E	15	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0915	15 N	18 E	15	Comb	Historic Railroad Stage Route Travel	Null	1890-1899	Private	CD
24FR0915	15 N	18 E	15	Comb	Historic Railroad Stage Route Travel	Null	1890-1899	Private	CD
24FR0915	15 N	18 E	15	Comb	Historic Railroad Stage Route Travel	Null	Historic More Than One Decade	Private	CD
24FR0411	15 N	18 E	15	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0411	15 N	18 E	15	NE	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0419	15 N	18 E	15	NE	Historic Religion	Historic Church	1910-1919	Private	NR Listed
24FR0420	15 N	18 E	15	NE	Historic Science	Other	1900-1909	State Owned	undetermined
24FR0440	15 N	18 E	15	NE	Historic Industrial Development	Historic Grain Elevator	1910-1919	Private	undetermined
24FR0442	15 N	18 E	15	NE	Historic Railroad Stage Route Travel	Historic Railroad Building/Structure	1900-1909	Private	CD
24FR0495	15 N	18 E	15	NE	Historic Political/Government	Other	1930-1939	Private	NR Listed
24FR0781	15 N	18 E	15	NE	Historic Euro-American Site	Historic Residence	Historic More Than One Decade	Private	NR Listed
24FR0444	15 N	18 E	15	NE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0915	15 N	18 E	15	NE	Historic Railroad Stage Route Travel	Null	1890-1899	Private	CD
24FR0915	15 N	18 E	15	NE	Historic Railroad Stage Route Travel	Null	1890-1899	Private	CD
24FR0915	15 N	18 E	15	NE	Historic Railroad Stage Route Travel	Null	Historic More Than One Decade	Private	CD
24FR0850	15 N	18 E	15	NE	Historic Vehicular/Foot Bridge	Null	Historic More Than One Decade	MDOT	undetermined
24FR0802	15 N	18 E	15	NE	Historic Vehicular/Foot Bridge	Null	Historic More Than One Decade	MDOT Other	undetermined
24FR0441	15 N	18 E	15	NE	Historic Commercial Development	Historic Misc. Industrial	1900-1909	Private	undetermined
24FR0417	15 N	18 E	15	NW	Historic Commercial Development	Historic Urban Business Block	1890-1899	Private	NR Listed
24FR0418	15 N	18 E	15	NW	Historic Religion	Historic Church	1890-1899	Private	undetermined
24FR0782	15 N	18 E	15	NW	Cribbed Log Occupation Structure	Historic Commercial Development	Historic More Than One Decade	Private	DOE
24FR0788	15 N	18 E	15	NW	Historic Euro-American Site	Historic Residence	1900-1909	Private	NR Listed
24FR0779	15 N	18 E	15	NW	Historic Euro-American Site	Historic Residence	Historic More Than One Decade	Private	NR Listed
24FR0414	15 N	18 E	15	SE	Historic Political/Government	Historic Log Structure	1880-1889	State Owned	undetermined
24FR0423	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0422	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0452	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0451	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0450	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0449	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0448	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0447	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1930-1939	Private	undetermined
24FR0446	15 N	18 E	15	SE	Historic Architecture	Historic Residence	Historic More Than One Decade	Private	undetermined
24FR0445	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0477	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0477	15 N	18 E	15	SE	Historic Railroad Stage Route Travel	Historic Vehicular Foot/Bridge	1910-1919	No Data	undetermined



STATE HISTORIC PRESERVATION OFFICE

Cultural Resource Information Systems

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Report Date
07/14/2005

Site #	Twp	Rng	Sec	Qs	Site Type 1	Site Type 2	Time Period	Owner	NR Status
24FR0458	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0457	15 N	18 E	15	SE	Historic Community Survey	Historic Residence	1910-1919	Private	undetermined
24FR0456	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0455	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0454	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0453	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0443	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0439	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1940-1949	Private	undetermined
24FR0438	15 N	18 E	15	SE	Historic Architecture	Historic Residence	No Data	Private	undetermined
24FR0437	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0436	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0435	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0434	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0433	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0432	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0431	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0430	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0429	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0428	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0427	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0426	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0425	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0424	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1920-1930	Private	undetermined
24FR0421	15 N	18 E	15	SE	Historic Architecture	Historic Residence	1910-1919	Private	undetermined
24FR0415	15 N	18 E	15	SW	Historic Commercial Development	Historic Hotel	1910-1919	Private	NR Listed
24FR0494	15 N	18 E	15	SW	Historic Religion	Historic Fraternal Lodge	1900-1909	Private	undetermined
24FR0784	15 N	18 E	15	SW	Historic Residence	Null	Historic More Than One Decade	Private	NR Listed
24FR0786	15 N	18 E	15	SW	Historic Residence	Null	1900-1909	Private	NR Listed
24FR0787	15 N	18 E	15	SW	Historic Residence	Null	1900-1909	Private	NR Listed
24FR0785	15 N	18 E	15	SW	Historic Residence	Null	Historic More Than One Decade	Private	NR Listed
24FR0496	15 N	18 E	15	SW	Historic Education	Historic Library	1900-1909	State Owned	NR Listed
24FR0639	15 N	18 E	15	Unk	Historic Religion	Historic Church	1910-1919	Private	NR Listed
24FR0642	15 N	18 E	15	Unk	Historic Architecture	Historic Residence	1910-1919	Private	NR Listed
24FR0644	15 N	18 E	15	Unk	Historic Commercial Development	Historic Urban Buisness Block	1910-1919	Private	NR Listed
24FR0643	15 N	18 E	15	Unk	Historic Architecture	Historic Residence	1910-1919	Private	NR Listed
24FR0759	15 N	18 E	15	Unk	Historic School	Null	Historic More Than One Decade	Other	NR Listed
24FR0758	15 N	18 E	15	Unk	Historic Residence	Null	No Indication of Time	Private	NR Listed
24FR0757	15 N	18 E	15	Unk	Historic District	Null	Historic More Than One Decade	Combination	NR Listed
24FR0756	15 N	18 E	15	Unk	Historic District	Null	Historic Period	Combination	NR Listed
24FR0641	15 N	18 E	15	Unk	Historic Architecture	Historic Residence	1900-1909	Private	NR Listed
24FR0640	15 N	18 E	15	Unk	Historic Architecture	Historic Residence	1890-1899	Private	NR Listed
24FR0411	15 N	18 E	16	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0780	15 N	18 E	16	SW	Historic Commercial Development	Historic Outbuildings	1930-1939	Private	DOE
24FR0411	15 N	18 E	17	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0803	15 N	18 E	17	SW	Historic Railroad Bridge	Null	Historic More Than One Decade	State Owned	CD
24FR0411	15 N	18 E	19	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0851	15 N	18 E	19	Comb	Historic Railroad Stage Route Travel	Historic District	Historic More Than One Decade	Other	NR Listed



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Cultural Resource Information Systems

Report

Report Date
07/14/2005

Site #	Twp	Rng	Sec	Qs	Site Type 1	Site Type 2	Time Period	Owner	NR Status
24FR0803	15 N	18 E	20	NW	Historic Railroad Bridge	Null	Historic More Than One Decade	State Owned	CD
24FR0969	15 N	18 E	20	NW	Historic Recreation/Tourism	Null	Historic More Than One Decade	Private	CD
24FR0970	15 N	18 E	20	NW	Historic Recreation/Tourism	Null	Historic More Than One Decade	Private	Ineligible
24FR0851	15 N	18 E	20	SW	Historic Railroad Stage Travel Route	Historic District	Historic More Than One Decade	Other	NR Listed
24FR0411	15 N	18 E	23	Comb	Historic Railroad Stage Route Travel	Historic Railroad Bridge	Historic More Than One Decade	MDOT Other	Unresolved
24FR0789	15 N	18 E	23	Unk	Historic District	Historic Industrial Development	Historic More Than One Decade	Private	DOE



State Historic Preservation Office

Cultural Resource Annotated Bibliography System

Report

Report Date:

07/14/2005

Township: 14N Range: 16E Section: 1

BROWNELL

JOAN L.

8 / / 1989

CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV
TRANSMISSION LINE

CRABS Document Number: FR 6 2876

Township: 14N Range: 16E Section: 1

MARTIN

DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916

Township: 14N Range: 16E Section: 1

MCCORMICK

MARY E. AND KEN DICKERSON

2 / / 2003

LEWISTOWN WEST - US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS
COUNTY, MONTANA: CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25829

Township: 14N Range: 16E Section: 2

LAHREN

LARRY A.

7 / 1 / 1985

EMPIRE SAND & GRAVEL, GRAVEL PIT

CRABS Document Number: FR 4 2855

Township: 14N Range: 16E Section: 2

STRAIT

JAMES D.

4 / 28 / 2003

MONTANA STATE HIGHWAY 87: A CULTURAL RESOURCE INVENTORY NEAR
HOBSON MONTANA (NH 57-2(21) 58, CONTROL NUMBER 4368 IN FERGUS
COUNTY MONTANA

CRABS Document Number: FR 4 26017

Township: 14N Range: 16E Section: 2

BROWNELL

JOAN L.

8 / / 1989

CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV
TRANSMISSION LINE

CRABS Document Number: FR 6 2876

Township: 14N Range: 16E Section: 2

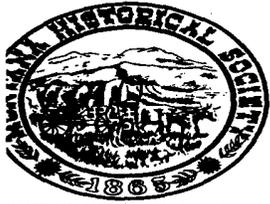
MARTIN

DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916



State Historic Preservation Office

Cultural Resource Annotated Bibliography System

Report

Report Date:

07/14/2005

Township: 14N Range: 16E Section: 10

BROWNELL

JOAN L.

8 / / 1989

CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV
TRANSMISSION LINE

CRABS Document Number: FR 6 2876

Township: 14N Range: 16E Section: 10

STRAIT

JAMES D.

4 / 28 / 2003

MONTANA STATE HIGHWAY 87: A CULTURAL RESOURCE INVENTORY NEAR
HOBSON MONTANA (NH 57-2(21) 58, CONTROL NUMBER 4368 IN FERGUS
COUNTY MONTANA

CRABS Document Number: FR 4 26017

Township: 14N Range: 16E Section: 10

BRUMLEY

JOHN H.

3 / / 2004

CENTRAL MONTANA COMMUNICATIONS 2003 HOBSON AND MOORE EXCHANGES
CULTURAL RESOURCES INVENTORY FOR JUDITH BASIN COUNTY MONTANA

CRABS Document Number: JT 6 26919

Township: 14N Range: 16E Section: 10

MARTIN

DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916

Township: 14N Range: 16E Section: 11

BROWNELL

JOAN L.

8 / / 1989

CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV
TRANSMISSION LINE

CRABS Document Number: FR 6 2876

Township: 14N Range: 16E Section: 11

PLATT

STEVE

3 / 29 / 1993

DISTRICT 5 MCS SITES

CRABS Document Number: FR 4 14784

Township: 14N Range: 16E Section: 11

STRAIT

JAMES D.

4 / 28 / 2003

MONTANA STATE HIGHWAY 87: A CULTURAL RESOURCE INVENTORY NEAR
HOBSON MONTANA (NH 57-2(21) 58, CONTROL NUMBER 4368 IN FERGUS
COUNTY MONTANA

CRABS Document Number: FR 4 26017



State Historic Preservation Office

Cultural Resource Annotated Bibliography System

Report

Report Date

07/14/2005

Township: 14N Range: 16E Section: 11

MARTIN DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916

Township: 14N Range: 16E Section: 15

BROWNELL JOAN L.

8 / / 1989

CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV TRANSMISSION LINE

CRABS Document Number: FR 6 2876

Township: 14N Range: 16E Section: 15

STRAIT JAMES D.

4 / 28 / 2003

MONTANA STATE HIGHWAY 87: A CULTURAL RESOURCE INVENTORY NEAR HOBSON MONTANA (NH 57-2(21) 58, CONTROL NUMBER 4368 IN FERGUS COUNTY MONTANA

CRABS Document Number: FR 4 26017

Township: 14N Range: 16E Section: 15

MARTIN DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916

Township: 14N Range: 16E Section: 16

BROWNELL JOAN L.

8 / / 1989

CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV TRANSMISSION LINE

CRABS Document Number: FR 6 2876

Township: 14N Range: 16E Section: 16

BRUMLEY JOHN H.

3 / / 2004

CENTRAL MONTANA COMMUNICATIONS 2003 HOBSON AND MOORE EXCHANGES CULTURAL RESOURCES INVENTORY FOR JUDITH BASIN COUNTY MONTANA

CRABS Document Number: JT 6 26919

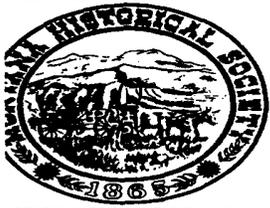
Township: 14N Range: 16E Section: 16

RENNIE PATRICK J., ET AL.

5 / 2 / 1994

FORT BENTON TO MOORE BURIED FIBER OPTIC CABLE

CRABS Document Number: CH 6 15881



State Historic Preservation Office

Cultural Resource Annotated Bibliography System

Report

Report Date:

07/14/2005

Township: 14N Range: 16E Section: 16

RENNIE PATRICK J., ET AL.
5/2/1994 FORT BENTON TO MOORE BURIED FIBER OPTIC CABLE
CRABS Document Number: CH 6 15881

Township: 14N Range: 16E Section: 16

MARTIN DALE, ET AL.
9/ / 1989 THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES
CRABS Document Number: FR 6 11916

Township: 15N Range: 17E Section: 24

MCCORMICK MARY E. AND KEN DICKERSON
2/ / 2003 LEWISTOWN WEST - US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS
COUNTY, MONTANA: CULTURAL RESOURCE INVENTORY AND EVALUATION
CRABS Document Number: FR 4 25829

Township: 15N Range: 17E Section: 27

MARTIN DALE, ET AL.
9/ / 1989 THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES
CRABS Document Number: FR 6 11916

Township: 15N Range: 17E Section: 27

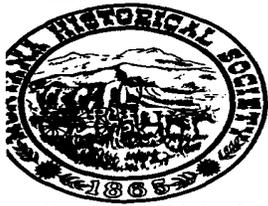
BROWNELL JOAN L.
8/ / 1989 CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV
TRANSMISSION LINE
CRABS Document Number: FR 6 2876

Township: 15N Range: 17E Section: 28

BROWNELL JOAN L.
8/ / 1989 CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV
TRANSMISSION LINE
CRABS Document Number: FR 6 2876

Township: 15N Range: 17E Section: 28

MARTIN DALE, ET AL.
9/ / 1989 THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES
CRABS Document Number: FR 6 11916



State Historic Preservation Office

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Report

Report Date:

07/14/2005

Township: 15N Range: 17E Section: 29

BROWNELL

JOAN L.

8 / / 1989

CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV
TRANSMISSION LINE

CRABS Document Number: FR 6 2876

Township: 15N Range: 17E Section: 29

MARTIN

DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916

Township: 15N Range: 17E Section: 29

MCCORMICK

MARY E. AND KEN DICKERSON

2 / / 2003

LEWISTOWN WEST - US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS
COUNTY, MONTANA: CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25829

Township: 15N Range: 17E Section: 31

LAHREN

LARRY A.

6 / 25 / 1985

EMPIRE SAND & GRAVEL AREA 1 (GRAVEL PIT)

CRABS Document Number: FR 4 2853

Township: 15N Range: 17E Section: 31

MARTIN

DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916

Township: 15N Range: 17E Section: 31

BROWNELL

JOAN L.

8 / / 1989

CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV
TRANSMISSION LINE

CRABS Document Number: FR 6 2876

Township: 15N Range: 17E Section: 32

MARTIN

DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916



State Historic Preservation Office

Cultural Resource Annotated Bibliography System

Report

Report Date:

07/14/2005

Township: 15N Range: 17E Section: 32

BROWNELL

JOAN L.

8 / / 1989

CULTURAL RESOURCE INVENTORY JUDITH GAP - GLENGARRY 100 KV
TRANSMISSION LINE

CRABS Document Number: FR 6 2876

Township: 15N Range: 17E Section: 33

MARTIN

DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916

Township: 15N Range: 17E Section: 34

MARTIN

DALE, ET AL.

9 / / 1989

THE MILWAUKEE ROAD: JUDITH GAP - GLENGARRY, A DETERMINATION OF
ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

CRABS Document Number: FR 6 11916

Township: 15N Range: 18E Section: 10

SIEVERT

KEN AND ELLEN

/ / 1999

MONTANA MAINSTREETS: A GUIDE TO HISTORIC LEWISTOWN MONTANA IN
FERGUS COUNTY

CRABS Document Number: FR 6 24466

Township: 15N Range: 18E Section: 10

PASSMANN

DORI

12 / 12 / 2000

KAY BROOKS ACQUISITION

CRABS Document Number: FR 6 23305

Township: 15N Range: 18E Section: 10

HEIDENREICH

C. ADRIAN

2 / 6 / 1983

CULTURAL RESOURCE SURVEY OF LEWISTOWN MONTANA WASTE-WATER
TREATMENT PLANT AREA

CRABS Document Number: FR 6 2871

Township: 15N Range: 18E Section: 14

STRAIT

JAMES, ET AL.

2 / 27 / 2002

A CULTURAL RESOURCES INVENTORY OF THE PROPOSED LEWISTOWN TO
GRASSRANGE ENVIRONMENTAL CORRIDOR STUDY AREA, FERGUS COUNTY,
MT

CRABS Document Number: FR 4 24423



State Historic Preservation Office

Cultural Resource Annotated Bibliography System

Report

Report Date

07/14/2005

Township: 15N Range: 18E Section: 14

HUBBER

ANN

2/18/1992

LEWISTOWN BRICK AND TILE COMPANY FERGUS COUNTY MONTANA SITE
24FR765

CRABS Document Number: FR 5 13525

Township: 15N Range: 18E Section: 14

SIEVERT

KEN AND ELLEN

/ / 1999

MONTANA MAINSTREETS: A GUIDE TO HISTORIC LEWISTOWN MONTANA IN
FERGUS COUNTY

CRABS Document Number: FR 6 24466

Township: 15N Range: 18E Section: 15

BABCOCK

WILLIAM A., ET AL.

4/30/1981

CULTURAL RESOURCE INVENTORY 4TH AVENUE NORTH BOULEVARD STREET
TO TRUCK BYPASS LEWISTOWN, FERGUS COUNTY, MONTANA PROJECT

CRABS Document Number: FR 4 2848

Township: 15N Range: 18E Section: 15

MOORE

CONNIE N., ET AL.

4 / / 1986

BRASSEY STREET AND CASINS CREEK DRIVE

CRABS Document Number: FR 4 2856

Township: 15N Range: 18E Section: 15

AABERG

STEPHEN A.

7 / 8 / 1997

MONTANA DEPARTMENT OF PUBLIC HEALTH AND HUMAN SERVICES- CITY
OF LEWISTOWN PROPOSED LAND TRANSFER CLASS III CULTURAL
RESOURCE SURVEY RESULTS

CRABS Document Number: FR 5 22491

Township: 15N Range: 18E Section: 15

PASSMANN

DORI

1 / 9 / 2001

LEWISTOWN RECREATION PONDS

CRABS Document Number: FR 6 23403

Township: 15N Range: 18E Section: 15

AXLINE

JON A.

3 / / 2000

INVENTORY AND ASSESSMENT: REINFORCED CONCRETE T-BEAM BRIDGES

CRABS Document Number: ZZ 4 24227



State Historic Preservation Office

Cultural Resource Annotated Bibliography System Report

Report Date:

07/14/2005

Township: 15N Range: 18E Section: 15

BABCOCK

WILLIAM A., ET AL.

4/30/1981

CULTURAL RESOURCE INVENTORY SPRING STREET 8TH AVENUE TO 11TH AVENUE LEWISTOWN, FERGUS COUNTY, MONTANA PROJECT

CRABS Document Number: FR 4 2847

Township: 15N Range: 18E Section: 15

MCCORMICK

MARY E. AND KEN DICKERSON

7/ / 2002

LEWISTOWN WEST OVERPASS US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS COUNTY, MONTANA: A CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25116

Township: 15N Range: 18E Section: 15

SIEVERT

KEN AND ELLEN

/ / 1999

MONTANA MAINSTREETS: A GUIDE TO HISTORIC LEWISTOWN MONTANA IN FERGUS COUNTY

CRABS Document Number: FR 6 24466

Township: 15N Range: 18E Section: 15

AXLINE

JON A.

12/23/1999

INVENTORY AND ASSESSMENT: REINFORCED CONCRETE SLAB BRIDGES, 1911-1949

CRABS Document Number: ZZ 4 24222

Township: 15N Range: 18E Section: 16

WOOD

GARVEY C.

1/26/1995

DENGEL GRAVEL SOURCE

CRABS Document Number: FR 4 16840

Township: 15N Range: 18E Section: 16

MCCORMICK

MARY E. AND KEN DICKERSON

7/ / 2002

LEWISTOWN WEST OVERPASS US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS COUNTY, MONTANA: A CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25116

Township: 15N Range: 18E Section: 16

PASSMANN

DORI, ET AL.

1/ / 2000

1999 NRCS NEGATIVE FINDINGS REPORT FOR FERGUS COUNTY, MONTANA

CRABS Document Number: FR 6 23352



State Historic Preservation Office

Cultural Resource Annotated Bibliography System

Report

Report Date:

07/14/2005

Township: 15N Range: 18E Section: 16

MCCORMICK

MARY E. AND KEN DICKERSON

2 / / 2003

LEWISTOWN WEST - US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS COUNTY, MONTANA: CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25829

Township: 15N Range: 18E Section: 16

BURKE

JERRY

12 / 6 / 1994

DENGEL GRAVEL SOURCE

CRABS Document Number: FR 5 16924

Township: 15N Range: 18E Section: 17

AXLINE

JON A.

3 / / 2000

INVENTORY AND ASSESSMENT: REINFORCED CONCRETE T-BEAM BRIDGES

CRABS Document Number: ZZ 4 24227

Township: 15N Range: 18E Section: 17

MCCORMICK

MARY E. AND KEN DICKERSON

2 / / 2003

LEWISTOWN WEST - US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS COUNTY, MONTANA: CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25829

Township: 15N Range: 18E Section: 17

PETERSON

LYNELLE A.

5 / 16 / 1996

EXPRESS PIPELINE ADDENDUM

CRABS Document Number: ZZ 2 17773

Township: 15N Range: 18E Section: 17

MCCORMICK

MARY E. AND KEN DICKERSON

7 / / 2002

LEWISTOWN WEST OVERPASS US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS COUNTY, MONTANA: A CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25116

Township: 15N Range: 18E Section: 19

PASSMANN

DORI, ET AL.

1 / / 1999

1998 NRCS NEGATIVE FINDINGS REPORT, (FERGUS COUNTY)

CRABS Document Number: FR 6 21773

Township: 15N Range: 18E Section: 19

MCCORMICK

MARY E. AND KEN DICKERSON

7 / / 2002

LEWISTOWN WEST OVERPASS US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS COUNTY, MONTANA: A CULTURAL RESOURCE INVENTORY AND



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Report

Report Date:

07/14/2005

EVALUATION

CRABS Document Number: FR 4 25116

Township: 15N Range: 18E Section: 19

MCCORMICK MARY E. AND KEN DICKERSON

2/ / 2003

LEWISTOWN WEST - US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS COUNTY, MONTANA: CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25829

Township: 15N Range: 18E Section: 20

PASSMANN DORI, ET AL.

1/ / 1999

1998 NRCS NEGATIVE FINDINGS REPORT, (FERGUS COUNTY)

CRABS Document Number: FR 6 21773

Township: 15N Range: 18E Section: 20

MCCORMICK MARY E. AND KEN DICKERSON

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LEWISTOWN WEST OVERPASS US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS COUNTY, MONTANA: A CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25116

Township: 15N Range: 18E Section: 20

AXLINE JON A.

3/ / 2000

INVENTORY AND ASSESSMENT: REINFORCED CONCRETE T-BEAM BRIDGES

CRABS Document Number: ZZ 4 24227

Township: 15N Range: 18E Section: 22

MCCORMICK MARY E. AND KEN DICKERSON

7/ / 2002

LEWISTOWN WEST OVERPASS US HIGHWAY 87 RECONSTRUCTION PROJECT, FERGUS COUNTY, MONTANA: A CULTURAL RESOURCE INVENTORY AND EVALUATION

CRABS Document Number: FR 4 25116

Township: 15N Range: 18E Section: 23

AABERG STEPHEN A.

2/ 5/ 1986

BREWERY FLATS FISHING ACCESS SITE

CRABS Document Number: FR 6 2875



State Historic Preservation Office

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Report

Report Date:

07/14/2005

Township: 15N Range: 18E Section: 23

WHITLEY

SARAH J.

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THE MILWAUKEE ROAD: LEWISTOWN-HEATH, FERGUS COUNTY, MONTANA: A
HISTORICAL REPORT

CRABS Document Number: FR 6 12762