

(No Name) Creek Culvert  
Spanning an unnamed creek near Logan Creek,  
on Going-to-the-Sun Road  
Glacier National Park  
Flathead County  
Montana

HAER No. MT-74

WEST →  
GLACIER

HAER  
MONT,  
IS-WEGLA  
4-

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record  
National Park Service  
Department of the Interior  
Washington, DC 20013-7127

HISTORIC AMERICAN ENGINEERING RECORD

(NO NAME) CREEK CULVERT  
HAER MT-74

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MONT,  
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Location: Spanning an unnamed creek near Logan Creek on Going-to-the-Sun Road, approximately twenty miles northeast of the park entrance at West Glacier, Glacier National Park, Flathead County, Montana  
UTM: Mount Cannon Quad. 12/296450/5395500

Date of  
Construction: 1926

Structural Type: Reinforced concrete culvert

Contractor: Williams & Douglas, Tacoma, Washington

Engineer: Bureau of Public Roads

Owner: Glacier National Park

Use: Drainage culvert

Significance: This culvert is one of approximately seventeen prominent masonry and concrete structures on Going-to-the-Sun Road in Glacier National Park. The 51-mile stretch of scenic road is significant as a unique engineering accomplishment of the early twentieth century, and as the first product of a 1925 cooperative agreement between the National Park Service and the Bureau of Public Roads. This culvert was included in the first contract following the landmark agreement.

Project  
Information: Documentation of the (No Name) Creek Culvert is part of the Going-to-the-Sun Road Recording Project, conducted during the summer of 1990 under the co-sponsorship of HABS/HAER and Glacier National Park. Researched and written by Kathryn Steen, HAER Historian, 1990. Edited and transmitted by Lola Bennett, HAER Historian, 1992.

For measured drawing, see HAER MT-67B, sheet 1.

### Going-to-the-Sun Road

This small reinforced concrete culvert is located on a small creek--the first creek west of Logan Creek--on the western side of Glacier National Park along Going-to-the-Sun Road, a scenic park road that winds through the spectacular mountains and valleys in the middle of Glacier National Park. The 51-mile road, built in sections between 1911 and 1933, and rebuilt during the next two decades, runs east and west through the park. Starting in the west, the road runs from West Glacier, along the 10-mile eastern shore of Lake McDonald and then up McDonald Creek for an additional ten miles. About one mile beyond the junction with Logan Creek, the road begins its ascent to Logan Pass. The road climbs at a 6-percent grade, passes through a tunnel, and turns at a major switchback called "The Loop." Following the contours of the sides of Haystack Butte and Pollock Mountain, the road passes over several bridges, culverts, and retaining walls, before reaching Logan Pass. Beyond the Pass, the road descends to the east along the sides of Piegan Mountain and Going-to-the-Sun Mountain before running along the north shore of St. Mary Lake. The road exits the park as it crosses Divide Creek near St. Mary, Montana.<sup>1</sup>

### Significance of the Road

Going-to-the-Sun Road is significant as an outstanding engineering feat of the early twentieth century. In addition, the road was the first product of the interagency cooperative agreement between the National Park Service (NPS) and the Bureau of Public Roads (BPR). The agreement, signed in 1925, allowed the National Park Service to utilize the roadbuilding expertise of the Bureau of Public Roads while still retaining control to protect the landscape.<sup>2</sup>

### Culvert

In 1925 Glacier National Park signed a \$900,000 contract with the construction firm of D.A. Williams and A.R. Douglas of Tacoma, Washington, to build a 12-mile section of Going-to-the-Sun Road. The section ran from 1½ miles west of Logan Creek up to Logan Pass. The contractors worked on the road for four seasons and completed the project in October, 1928. There were several structures along Williams and Douglas' section of road, including the West Side Tunnel, the Logan Creek Bridge, and the Triple Arches, in addition to the small reinforced concrete slab culvert over an unnamed creek.<sup>3</sup>

By the fall of 1926, Williams and Douglas had completed the lower section of their contract. The small culvert was probably finished that summer. It is possible, but unlikely, that the contractors built the culvert in 1925. Williams and Douglas built the nearby Logan Creek Bridge in 1926 and the two structures were probably erected at about the same time.<sup>4</sup>

### Description

The structure is a reinforced concrete slab culvert with masonry

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guardrail. The culvert measures is 16' wide and 2' high. The entire length of the culvert is 29'-10". The stones in the masonry work are relatively small compared to other, later structures on the Williams and Douglas contract.

ENDNOTES

1. See the Historic American Engineering Record report HAER MT-67 on the Going-to-the-Sun Road.

2. C.H. Purcell, F.A. Kittredge, J.A. Elliott, T.C. Vint, and C.J. Kraebel, Suggested Procedure for Cooperation Between the National Park Service and the Bureau of Public Roads in Major Traffic-Way Projects Within the National Parks, April 22, 1925 (Record Group 79, National Archives, Washington, D.C.).

3. W.G. Peters, "The Transmountain Highway, Glacier National Park," Western Construction News (August 10, 1929), pp. 395, 401.

4. Peters, "Monthly Progress Report, September 1926," (Record Group 79, National Archives).

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and the Bureau of Public Roads in Major Traffic-Way Projects Within the  
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