Blaine County Transportation: A History of Bridges and Roadways in Blaine County, Idaho



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Purpose of this Document

The purpose of this document is to provide a clear summary of bridges recorded in Blaine County and to provide an overall history of transportation in Blaine County. This document was prepared for the public with funds provided by the Federal Highway Administration and Idaho Transportation Department and prepared by Jennifer Gorman, M.H.P. of Gorman Preservation Associates.

For more information on the history of Blaine County, please visit the Blaine County Museum in Hailey, Idaho, and the Community Library in Ketchum, Idaho.

CONTENTS

INTRODUCTION	6
CHAPTER 1: ALTURAS COUNTY (1860s-1881)	7
CHAPTER 2: WAGON ROADS LEAD TO THE WOOD RIVER VALLEY (1881-1900)	.11
CHAPTER 3: HIGHWAYS AND AUTOMOBILES (1900-1936)	.19
CHAPTER 4: THE RAILROAD'S FINAL ATTEMPT: A NEW RESORT TOWN EMERGES (19 1950s)	36- .31
CHAPTER 5: SUPERHIGHWAYS (1960s-1970s)	.37
CHAPTER 6: THE RECENT PAST (1980s-Present)	.40
CHAPTER 7: BRIDGES OF BLAINE COUNTY	.44
REFERENCES	58

List of Figures

Figure 1. 1876 map of Idaho Territory and its counties. (U.S. General Land Office)	7
Figure 2. Detail of Alturas County in 1876. (U.S. General Land Office)	7
Figure 3. An early stagecoach in Idaho. Date unknown. (Idaho State Historical Society, 69-4.215)	8
Figure 4. Pioneer family with a covered wagon. Date unknown. (Idaho State Historical Society, 78-156.88	3) 9
Figure 5. Example of a stagecoach. Date unknown. (Idaho State Historical Society. 69-4.119)	9
Figure 6, 1865 map showing major stage line terminals in Washington, Idaho, and Oregon territories. (Davi	d
Rumsey Map Collection)	õ
Figure 7 16 mules pulling four ore wagons through the Wood River Valley (Idaho State Historical Society	v
	, 1
Figure 8. A pack mule train on a road from Rocky Bar to Atlanta in Alturas County. (Idaho State Historic:	ı al
Society 62 50 17)	1
Figure 9. A stagecoach on a mountain road. (Idaho State Historical Society, 72.86.3)	2
Figure 10, 1801 map of the Wood Piver Mining District and the towns within the Wood Piver Valley 1	2
Figure 11. A view of Ketchum Idabo in 1800. (Idabo State Historical Society, 74-102.1)	2
Figure 12. A newspaper advertisement for a stage company in 1992. (Mood Diver Times Newspape	J r
lanuary 2 1883)	ו, כ
Figure 12. The train at the Katchum depat in 1017 (Idaha State Historical Society, 79,50.9)	J ⊿
Figure 14. Promotional booklet by the Orogon Short Line (Plaine County Historical Museum)	4
Figure 15. A poster advertising the Wood Piver Branch of the Oregon Short Line Pailroad. (Idaho Stat	4
Historical Society 2017)	5
Figure 16. The reilroad denot in Heiley, Idaho, (Idaho, State Historical Society, 77-11.3)	5
Figure 17 An advertisement for Hailey, Idaho. (Idaho State Historical Society, 77-11.5)	6
Figure 18. A photograph of the scenic Wood Piver Valley ca. 1020s. (Idaho State Historical Society, 70-03.51)	7_
	6
Figure 10 A Union Pacific promotional brochure promoting Hailey Hot Springs as a destination (Blain	0
County Historical Museum)	7
Figure 20, 1800 LLS, General Land Office man of Blaine County, Idaho, (David Rumsey Man Collection	י ה
1 gure 20. 1039 0.0. General Land Onice map of Diame County, Idano. (David Rumsey Map Conection	8
Figure 21. The Deer Creek Bridge, moved in 1982 to this location. It is an example of a Pratt Truss bridg	е
from 19171	9
Figure 22. Photo of a metal truss bridge over Deer Creek, ca. 1920s	0
Figure 23. 1917 Railroad Pegram truss bridge located near MP 122 on the east side of State Highway 75	5,
north of Hailey	0
Figure 24. An early automobile ca. 1910-1925. (Idaho State Historical Society, 74-76.21)	.1
Figure 25. An early gas station in Blaine County. (Blaine County Historical Museum)	1
Figure 26. Automobiles and bicycles at the Jackson Auto Company Garage, (town unknown). (Idaho Stat	e
Historical Society, 73-205.7)	2
Figure 27. A caravan of automobiles on their way to Salt Lake City (Idaho State Historical Society, 75)-
(4.12)	3
Figure 28. Two men and their automobile at the lava beds north of Shoshone, circa 1916. (Idano Stat Historical Society, 62 19 1197)	e v
Figure 20 An engineer crew responsible for the planning of the Idaho-Iltah Road, 1018 (Idaho Stat	
Historical Society 68-86 40)	4
Figure 30 A brochure for U.S. Highway 93 the "North American Holiday Highway" The section in Idah	0
would eventually be changed to State Highway 75 from Shoshone to Challis. (Community Library, Ketchur	ט ו) ע
Figure 31. An automobile on a mountain road in Idaho. (Idaho State Historical Society, 1997-1)	5
Figure 32. Photo of the Sawtooth Mountains, date unknown. (Idaho State Historical Society. 69-4-189).2	5
Figure 33. 1937 Rand McNally road map noting the "impassable" segment between Blaine and U.S.	3.
Highway 93, south of Hailey. (David Rumsey Map Collection)2	6
Figure 34. Sheep leaving the shearing corral in Ketchum, ca. 1935. (Idaho State Historical Society, 3250))
	Ź

Figure 35. Horses on a trail through the Sawtooth Mountains, date unknown. (Idaho State Historical Society, Figure 36. Union Pacific loading corrals of sheep in Ketchum. ca. 1940. (Idaho State Historical Society. 75-Figure 37. An automobile in the Wood River Valley, 1915. (Idaho State Historical Society, 61-168.9) 29 Figure 38. Union Pacific Railroad train leaving New York City, circa 1936 (Ketchum Community Library)30 Figure 40. Reindeer and sleigh in Sun Valley, ca. 1940 (Idaho State Historical Society, 70-105.80)......31 Figure 41. Averill Harriman (right) and Steve Hannagan overseeing construction of the Sun Valley resort in Figure 44. An advertisement brochure of Christiana Lodge, circa 1950. (Community Library, Ketchum) .33 Figure 46. Photograph of the Wood River Valley, date unknown. (Idaho State Historical Society, 65-166.28) Figure 48. A brochure promoting Ketchum "in Sun Valley, Idaho," circa 1940. (Community Library, Figure 50. Example of a concrete bridge on State Highway 75 (ITD Bridge No. 17640, photograph by author) Figure 55. Skilers next to a snow sculpture of a wagon and ox team, circa 1960. (Ketchum Community Figure 56. Brochure of the motels in Sun Valley for automobile tourists, circa 1960. (Ketchum Community

INTRODUCTION

After the California gold rush in the 1850s, miners and settlers from California and other parts of the country heard about the prospect of precious metals and began heading north to the Washington Territory to set up mining operations. With the influx of new settlers to these areas of the Pacific Northwest, a more efficient way to govern this large area became necessary. In 1863, President Abraham Lincoln signed a congressional act decreasing the size of the Washington Territory and declaring a separate Idaho Territory.¹

As a new territory, Idaho was organized into seven counties: Nez Perce, Shoshone, Idaho, Boise, Owyhee, Alturas, and Oneida.² The largest of these counties was Alturas, located in the southern part of the territory. Over time, these counties were reorganized and divided. In 1925, Alturas County was subdivided and reorganized, a portion of which resulted in Blaine County.

Blaine County is located in south-central Idaho, approximately 150 miles from Idaho's state capital, Boise. It is an irregularly-shaped county that comprises the Salmon, Big Wood, and Little Wood Rivers, the Boulder Mountains, and the Sawtooth and Pioneer Mountain Ranges. The northern area of Blaine County includes a portion of the Sawtooth National Recreation Area (SNRA). Travelling south along the *Sawtooth Scenic Byway*, also known as State Highway 75 (SH-75), is the Wood River Valley, which runs between the Sawtooth and Pioneer Mountain ranges. Following the Big Wood River, it is in this valley that the famed Sun Valley resort is located, along with the historic mining towns of Ketchum, Hailey, and Bellevue. The Wood River Valley and SH-75 continue south of Bellevue where SH-75 meets U.S. Highway 20 (US-20). Following US-20 east leads to the towns of Picabo and Carey and the Carey Valley. A portion of the Craters of the Moon National Monument is located in southeastern Blaine County, and the northern portion of Magic Valley is located to the southwest.



CHAPTER 1: ALTURAS COUNTY (1860s-1881)

In the 1860s and 1870s, Alturas County encompassed land as far west as Mountain Home, south along the Snake River, east to Fort Hall, and north to just below Challis.³ Alturas means "Mountainous Heights" in Spanish; and to the Native Americans in the area, it meant, "Heavenly Heights."⁴ The county was large and remote and did not draw many settlers, as parts of it were too mountainous to travel; the soil in the flatlands needed artificial irrigation; and the area was frequented by Native Americans, who settlers were afraid to face in remote areas of the territory.⁵

Early Mining and Transportation in Alturas County

As early as 1863, gold was found at Rocky Bar, in western Alturas County (now Elmore County) which is located in the mountains approximately 45 miles west of Ketchum. However, the booming mining camp in Rocky Bar was shortlived as not much gold was discovered. A small population of miners remained to mine the quartz that was found.⁶



Figure 1. 1876 map of Idaho Territory and its counties. (U.S. General Land Office)



Figure 2. Detail of Alturas County in 1876. (U.S. General Land Office)

In late summer of 1864, wagon roads were established in southern Idaho. Wagon pack trains carried ore to and from mining centers in Idaho. Traveling by wagon train was a dangerous endeavor, as it was not uncommon to be attacked by theives along the roads. In the winter and spring months, the roads were difficult to maneuver through snow and mud.⁷ As the population of southern Idaho grew, stage lines were established. These stage lines were the major transportation corridors that connected with smaller wagon roads. Early roads were maintained by private entities that would charge a toll for usage. The monies collected from the tolls helped maintain and fix the road. Travelers hired stage coaches pulled by a small team of horses to travel from place to place. To freight goods, wagons were fixed to large teams of mules, horses, or oxen, depending on the heaviness of the freight and the terrain of the road.

A stage line was a wagon road that would be outfitted every 10-15 miles with a station equipped with water and feed for animals (usually a place with grass fields). Stage stops also offered minimal accommodations in meals and sometimes temporary lodging for travelers.⁸ Later stage stops would also accommodate livestock with barns or stables.



Figure 3. An early stagecoach in Idaho. Date unknown. (Idaho State Historical Society, 69-4.215)



Figure 4. Pioneer family with a covered wagon. Date unknown. (Idaho State Historical Society, 78-156.88)



Figure 5. Example of a stagecoach. Date unknown. (Idaho State Historical Society, 69-4.119)

The first two major stage lines in southern Idaho ran from Umatilla, Oregon, to Boise and Placerville, in Idaho Territory; and Walla Walla, Washington, to Placerville, in Idaho Territory. Umatilla had a steamboat stop along the Columbia River that could access bigger markets such as Portland, Oregon, and Seattle, Washington. Walla Walla, located near the Columbia River as well, was also accessible by ship to larger markets, making these two stage lines competitive.⁹



Figure 6. 1865 map showing major stage line terminals in Washington, Idaho, and Oregon territories. (David Rumsey Map Collection)

U.S. mail service began in southern Idaho Territory in 1864, and an overland stage line between Salt Lake City, Utah, and Boise was established. Boise was the major trading center in Idaho Territory, and as such, many wagon roads led to the city. In 1869, a road from Boise to Kelton, Utah, was established and lowered the price of hauling freight, as the route was grassier for feed and had less tolls. It was also more efficient as the stage line from Boise to Salt Lake City took four days to travel and from Boise to Kelton, the trip only took 42 hours.¹⁰ This meant that pack trains with several head of horses, oxen, or mules that were used for rough terrain were no longer needed, and pack train owners sold their mules for other purposes or kept small teams for small cargo into mountain camps where there were no wagon roads.¹¹

Throughout the establishment of these major transportation corridors and the growth of southern Idaho, Alturas County, as a whole, remained mostly remote through the 1860s. In 1877 and 1878 the Bannock and Nez Perce Indian Wars broke out, which disrupted mining and transportation into the mountains, and people became more cautious of Native American attacks on the roads.¹² It would not be until the 1880s when mining discoveries in the Wood River Valley made Alturas County an attractive destination for settlers.

CHAPTER 2: WAGON ROADS LEAD TO THE WOOD RIVER VALLEY (1881-1900)

As early as the 1870s, silver and lead ore was found in the mountains near the Wood River Valley. Lack of adequate transportation routes to the area and the difficulty of travelling through mountainous terrain made this part of Alturas County undesirable for prospectors. Additionally, the Bannock and Nez Perce Indian Wars were a strong deterrent from prospecting in remote areas of Alturas County. However, after the wars were settled, mining operations resumed. In 1879, the discovery of galena in the mountains and side canyons of the Wood River Valley brought a sizable influx of miners to the area. Stage connections in the valley to outside markets were established which



Figure 7. 16 mules pulling four ore wagons through the Wood River Valley (Idaho State Historical Society, 70-105.82/a-b)

brought more settlement to the valley.¹³

Galena Toll Road

The town of Galena (aptly named for the rich galena mineral deposits found in the area) was established in the Sawtooth Mountains. At its height of population in the 1880s, the town boasted up to 800 residents and had restaurants, saloons, four general merchandise stores, a hotel, boarding houses, stage stable, meat market, icehouse, and a post office. The Galena Mining



Figure 8. A pack mule train on a road from Rocky Bar to Atlanta in Alturas County. (Idaho State Historical Society, 62.50.17)

District included mines called the Senate, Gladiator, and Carbonate Hill.¹⁴ Early on in the mining boom, there was no smelter and the ore had to be taken by freight teams (horse, mule, or ox) to the railroad at Kelton, Nevada, located approximately 170 miles away, and then transported to Salt Lake City or Denver to be smelted.¹⁵ Mining was a labor-intensive industry that shaped the layout of the transportation routes in the Wood River Valley. The mining town of Galena was an important destination point that linked the towns in the valley (Ketchum, Hailey, and Bellevue) to the Galena Summit.

The first road over the Galena Summit was called the Galena Toll Road and was constructed by Columbia and Beaver Mining Company in 1879-1881. Before this, the only accessible route over the Sawtooth Mountains to the Sawtooth Valley was a pack mule trail that was too steep for wagons to travel.¹⁶ In 1880 a wagon road was built from Bellevue to Galena. However, the Columbia and Beaver Mining Company wanted to build a sawmill and stamp mill (used to crush orebearing rocks, separating the ore from the rock) in Galena and, due to lack of a good road, they funded and constructed the road themselves- improving the grade for over 13 miles and constructing 24 bridges.¹⁷

To recoup construction and maintenance costs, the Galena Toll Road charged \$1.50 for a wagon and one span of horses, \$.50 each additional span. Sheep and pigs were trailed at .05 cents a head.¹⁸ A sawmill was also driven over the pass and established in Galena. The Galena Mining District also spent \$5-6,000 on bridge improvements between Ketchum and Galena in order to move equipment to build a smelter at Senate Creek in 1881.¹⁹ The toll road was eventually abandoned but parts of it have been integrated into what is now known as State Highway 75. The original road and bridges are no longer extant.



Figure 9. A stagecoach on a mountain road. (Idaho State Historical Society, 72.86.3)



Figure 10. 1891 map of the Wood River Mining District and the towns within the Wood River Valley. (David Rumsey Collection)

The mining boom in Galena lasted about a decade before people left in 1890. When the U.S. Forest Service took over the Sawtooth Mountain area in the early 1900s, the rangers boarded over the mining adits and tunnels, cleaned up the land, and soon most- if not all- of the remnants of the mining town were gone. Today Galena is a ghost town along State Highway 75.

Establishment of Towns in the Wood River Valley

While the mining town of Galena was thriving in the 1880s, in the Wood River Valley to the south, three more towns emerged. The earliest of these was Bellevue, first called Biddyville. Bellevue was established in 1880 and became an important smelter and shipping point during the mining boom. It changed its name to Bellevue in anticipation of becoming the new county seat of Logan County (now defunct) in 1890.20 Also in 1880, the town of Leadville was established to the north of Bellevue. The U.S. Postal Department declined the there name as were several





Figure 11. A view of Ketchum, Idaho in 1890. (Idaho State Historical Society, 74-102.1)

"Leadville" towns at the time of gold, silver, and other ore rushes. The town was renamed Ketchum, after its earliest pioneer, David Ketchum, who built a cabin in the area in 1879.²¹

Shortly after the beginning of the mining boom, the town of Hailey was laid out in 1881 by John Hailey, who, by 1884, had a land patent that expanded to 440 acres. John Hailey served as a territorial delegate to Congress in 1873-1875 and again after the establishment of Hailey, from 1885-1887.22 Much of the mining activity was located in the mountains surrounding the town. Located west of Hailey were the Croesus, Hope Group, and Climax mines; to the southwest were the Big Camas and Black Cinder mines; on the East Fork were the North Star, Triumph, Pete Snyder Group and Mascot mines; and to the northwest of Hailev was the Democrat mine as well as others.²³ Because of its central location, Hailey grew quickly and was the center of activity of the Mineral Hill Mining District. It was known as the "New Boom City;" while Bellevue, located just south, was known as "The Gate City."²⁴ In 1881, Hailey became the county seat of Alturas County. That same year, a stage line was established between Blackfoot and Hailey.25

Figure 12. A newspaper advertisement for a stage company in 1883. (Wood River Times Newspaper, January 2, 1883) The mining towns in the Wood River Valley were flourishing with miners and saloons. Bellevue boasted 11 saloons; Ketchum had 12; and Hailey had 18 saloons and two breweries.²⁶

In 1881 the Philadelphia Mining and Smeltering Company built the Ketchum Smelter and installed an electric light system geared to a water wheel. By this time, Thomas Edison had invented the first practical light bulb and one of his electric generators- also called a dynamo- powered the area. People in Ketchum and Hailey were among the first in the country to have electric lighting.²⁷ These years are remembered by many local historians as the Wood River Valley's heyday. In the winter, the residents would ski on the surrounding mountains. The prospering towns also boasted roller skating, baseball, gambling, a debating club, minstrel society in Bellevue, and a singing quartet in Hailey.²⁸ By 1890, approximately \$14 million in silver and \$5 million in lead were taken out of the mountains.²⁹

The Railroad

Well late-1870s. into the transportation through minina camps in the mountains of southern Idaho was mostly done via pack mule as no wagon roads established vet.30 were Transportation of U.S. mail and passengers was done on principal routes via stagelines in southern corridors Idaho. Major that connected the Wood River Valley

to larger markets like Boise were through these stagelines. In 1882, stage passengers could travel from



Figure 13. The train at the Ketchum depot in 1917. (Idaho State Historical Society, 78-59.8)

Hailey to Boise in 33 hours via stageline.³¹ Today that same trip takes approximately three hours by car.

The arrival of the railroad through southern Idaho meant the cost of shipping ore and passengers would decrease dramatically; transport would become faster and more efficient; shipping heavier machinery to the mines would become easier; and overall, the population of southern Idaho would grow as the region became more accessible to people from all over the country.³²

As early as 1877, the Union Pacific Railroad began laying tracks through the territorial northwest. Robert E. Strahorn was hired by the Union Pacific's president, Jay Gould to write promotional guidebooks in order to market the northwest to the railroad's potential passengers. Strahorn was to focus on the towns along the railroad's stops. He, along with his wife, Carrie, wrote about their travels all over Idaho and were instrumental in bringing the railroad to the Wood River Valley.³³



Figure 14. Promotional booklet by the Oregon Short Line. (Blaine County Historical Museum)



Figure 16. The railroad depot in Hailey, Idaho. (Idaho State Historical Society, 77-11.3)



Figure 15. A poster advertising the Wood River Branch of the Oregon Short Line Railroad. (Idaho State Historical Society, 3047)

The Oregon Short Line was organized in 1881 as a subsidiary of the Union Pacific. It was named such because it was intended to be the "shortest" line from Wyoming to Oregon. The railroad began to lay tracks west of American Falls, Idaho, in 1882, in southeast Idaho.³⁴ Earlier the following year, tracks were laid from Boise to Picabo, which is located approximately 18 miles south of Hailey. From Picabo, sixhorse stagelines ran to Hailey (about a four hour ride).³⁵ The first passenger train arrived in Hailey in May of 1883, through the Wood River Branch of the Oregon Short Line.³⁶ The same day, the first shipment of ore left the town via railroad. The following summer, in August of 1884, the railroad was extended to Ketchum. By this time the Wood River Times assessed that there were 255 miles of rail line in Alturas County.³⁷ The Great Northern Railroad laid tracks through northern Idaho in an east-west direction: and the Oregon Short Line had lines through the southern portion of Idaho. The latter railroad line provided a link from Omaha, Nebraska, to Portland, Oregon. In Idaho, this line ran from Montpelier on the east side of the state, to Weiser, Idaho, on the west side. The trip from Omaha to Portland was once traveled via the Oregon Trail and took about six months to complete. With the railroad, it took one week.38

The importance of the railroad through the Wood River Valley could not be understated. Its arrival meant there was a consistent yearround population, since the Wood River Valley would not be so isolated during the winter; there was more connection to the politics in Boise; and there was easier access to supplies for the local economy (food supplies for restaurants; lodging materials for hotels; bulk supplies for local merchants, etc.).³⁹ The railroad companies themselves promoted the towns along their routes, which meant more visitors and potential residents to the area.

Early tourism in the Wood River Valley: Hot Springs

West of the Wood River Valley lies an underground reservoir along a fault line where natural hot springs occur. In the late-19th and early-20th centuries, these hot springs became popular destinations for residents and tourists alike, and were promoted by the railroad as a early tourism form of and recreation in the Wood River Valley. Hot springs were very much in fashion at the turn of the 20th century, as they were renowned to have beneficial minerals and "cures" for a variety of ailments. The arrival of the railroad in the Wood River Valley allowed tourists from all over the country to come and stay at these resorts. The natural beauty of the Wood River Valley and the picturesque setting



Figure 17. An advertisement for Hailey Hot Springs, 1890. (Idaho State Historical Society, 78-89.31)

within the Sawtooth Mountains were added attractions for visitors.

In 1880, Captain Henry Guyer, Jr. purchased the water rights two miles west of Ketchum and established a new hot springs resort, called Guyer Hot Springs. This resort catered to upper class, wealthy visitors. The resort had a hotel, open-air plunge, and separate bathing facilities for men and women. The resort opened every May with a gala that had a picnic, free dancing, and free swimming. People would come to the area by train and then ride a horse-drawn carriage to the



Figure 18. A photograph of the scenic Wood River Valley ca. 1920s. (Idaho State Historical Society 77-72.5)

resort. July and August were busy months for the resort. In addition, private vacation homes were built adjacent to the resort. The Guyer Hot Springs hotel was rebuilt in 1913 into a grander building with better accommodations. However, the declining mining economy, poor management of the resort grounds, and the beginning of World War I led to the resort's decline.⁴⁰ In 1929, a new owner by the name of Carl Brandt undertook the enormous endeavor of building a pipe from the resort to his hotel in Ketchum. Today this pipe is used to bring hot springs water to residents in Warm Springs basin.



Figure 19. A Union Pacific promotional brochure promoting Hailey Hot Springs as a destination. (Blaine County Historical Museum)

Another famous hot springs resort was Hailey Hot Springs, which opened in 1881 as a hospital for the miners. It was located two miles west of Hailey at Croy Creek.⁴¹ In 1888, Robert Strahorn & Company bought the hot springs property and built a hotel and bath houses. With Mr. Strahorn's influence as a railroad promoter and employee of the Union Pacific, his resort was very successful as the railroad brought patronage over the next decade. In 1899, the resort burned down and was never rebuilt. Afterwards, the water from the springs was piped to a pool at the Hiawatha Hotel in Hailey.⁴²

Agricultural Towns in Blaine County

Even during the mining boom, agriculture was a mainstay industry in the southern portion of the Wood River Valley, and cattle and sheep herders made a living supplying the mining towns. To the southeast of Bellevue is a continuation of the valley that stretches east to the towns of Picabo and Carey. While mining certainly played a role in the economy of these towns, the open grassland of the valleys also drew settlers who ranched cattle and set up farmsteads. In the 1880s, the town of Picabo was a major shipping point for sheep and ore. At its peak it boasted a hotel, store, churches, pool hall, school, and restaurant.⁴³ The town became reliant on the sheep and agriculture industries, particularly after the surrounding farmland became irrigated in the 1900s.

As early as 1879, a pioneer named Archie Billingsly drove cattle into the Carey Valley, located in eastern Blaine County. Soon other settlers followed, and the Carey post office was established in May of 1884.⁴⁴ The town was named after James Carey, first postmaster, and the schoolhouse was located on his land.⁴⁵ Carey Valley encompasses an area of about 15,000 acres and is

watered by four streams- Little Wood River, Fish Creek, Silver Creek, and Dry Creek.⁴⁶ It is located between the Sawtooth Mountain Range and a barren lava flow to the east, south, and southwest (now known as the Craters of the Moon National Monument). Within the valley are deer, antelope, elk, and bear. The streams are filled with fish and the grasslands are nesting grounds for wild birds like the sage hen.⁴⁷ The town of Carey remains primarily an agricultural town today.

From Alturas County to Blaine County

In the midst of the mining boom of the 1880s, Alturas County changed shape and size several times due to local politics. At one point, it encompassed an area larger than the states of Maryland, New Jersey, and Delaware combined.⁴⁸ Bellevue was the county seat of Logan County to the south, while Hailey remained county seat of Alturas County. It was not until 1895, when Alturas and Logan Counties were both abolished and Blaine County was established, that Bellevue lost its county seat status and joined Blaine County. The name Blaine was chosen by lawmakers in honor of James Blaine, a presidential nominee in the nineteenth century.⁴⁹



Figure 20. 1899 U.S. General Land Office map of Blaine County, Idaho. (David Rumsey Map Collection)

Idaho achieved statehood in 1890. By this time, metal prices began to plummet and the mining boom in the Wood River Valley was in decline.⁵⁰ In the 1890s, the population in the valley dwindled and those that remained turned to cattle and sheep ranching.

CHAPTER 3: HIGHWAYS AND AUTOMOBILES (1900-1936)

After the mining boom of the late-nineteenth century, the Wood River Valley remained sparsely populated but was sustained by farming. By 1900, Ketchum's population dwindled to 270, a significant decrease from its peak of 2,000 during the mining boom.⁵¹ Hailey held as the county seat, catering to the needs of farming, ranching, and remaining mining interests.⁵² While the first few decades of the twentieth century in Blaine County were marked by population decrease and a sharp decline in mining, several other changes were occurring that would later have a significant impact.

Unlike the population decrease in the Wood River Valley between 1900 and 1920, the rest of Idaho experienced a population boom, a result of massive irrigation projects in southern Idaho. Promotion from major transcontinental railroads that laid tracks through Idaho in the 1880s marketed to potential homesteaders and land buyers. Boosters and promoters sent out pamphlets to the Midwest and east coast promoting Idaho's natural beauty, rich farmland, and open space.⁵³ This population boom resulted in the construction of 76 bridges within a 20-year period all over the state, though exact numbers of bridges built during this time in Blaine County is unknown.⁵⁴

Bridges at the turn of the twentieth century were primarily constructed of steel and several were constructed by private contractors. However, in 1913, the State Highway Commission was formed during the boom period of county road development. Active until 1919, the commission was responsible for the first state highway system and built several short-span steel bridges in conjunction with major highway projects. After 1919, the commission was abolished and



Figure 21. The Deer Creek Bridge, moved in 1982 to this location. It is an example of a Pratt Truss bridge from 1917.

replaced by the Bureau of Highways within the Department of Public Works.⁵⁵ In Blaine County, one bridge from this time period remains extant, although it was moved off of the state highway system in 1982 and onto the Wood River Trails bike path that runs from Bellevue to Ketchum. This bridge was once referred to as the Deer Creek Bridge (as it crossed over Deer Creek), built in 1917.⁵⁶ It is a Pratt through truss bridge and is now located approximately five miles north of Hailey on the east side of State Highway 75 near milepost 122.



Figure 22. Photo of a metal truss bridge over Deer Creek, ca. 1920s. Note- this is not the same bridge as in Figure 21. (Blaine County Historical Museum)

In addition to road bridges, two railroad bridges (likely constructed by the Union Pacific as they owned and were responsible for maintaining the rail line) were also constructed circa 1915. These two bridges are also now part of the bike path (built on the abandoned railroad line) and have large profiles that can been seen from State Highway 75. One bridge is located nearly adjacent to Deer Creek Bridge on the east side of State Highway 75 at milepost 122. The other is located approximately four miles north on the west side of State Highway 75 near milepost 126. Both bridges were constructed in a Pegram through truss style in 1917.

A shift in interest from railroads to roads within Idaho occurred when a series of "good roads" meetings, sponsored by the National Good Roads Association, were Figure 23. 1917 Railroad Pegram truss bridge located near 1905.⁵⁷ Concerns included the need for Hailey.



held throughout the state as early as MP 122 on the east side of State Highway 75, north of

better construction for the main roads of trade in Idaho, how to construct existing roads into better roads, and how to maintain them. These wagon roads were vital to commerce and trade, as well as the sustainability of homesteads and communities. The railroad was still an important method of transporting goods, but it was limited in where its tracks could be laid, and travelers were subject to its timetables.



Advent of the Automobile and the Good Roads Movement

Figure 24. An early automobile ca. 1910-1925. (Idaho State Historical Society, 74-76.21)

Historical Society, 74-76.21) 1920), automobile ownership changed dramatically from one car for every 13 families to one car for every three.⁵⁸ Automobile ownership tripled during the economic boom of the 1920s, prompting the establishment of roadside businesses, such as gas stations, service garages, motels, and motor courts to accommodate travelers.⁵⁹

Construction and the improvement of roads developed out of a latenineteenth century national movement for better local roads, financed by county taxes and increased state bonds in the early twentieth century. As states developed their own system of primary roads, a national conversation was developing for some form of interconnected highways across the U.S. Most local roads at the start of the twentieth century in the west were in poor condition and disconnected were often segments, especially in rural areas. Construction of trunks and laterals to connect local



streamlined

The advent of the automobile at the end of the nineteenth century radically changed the lives of Americans during the twentieth century. New vehicles opened up the possibility for more independent and comfortable travel alongside and away from railroad corridors and for increased commercial transport of goods on the roadways. The demand and financial support for improved roads for personal and commercial travel evolved as more Americans took to the roads. Most Americans could not afford an automobile in the 1910s, but by the end of the decade,

automobile

changed that. In three short years (1917-

production

Figure 25. An early gas station in Blaine County. (Blaine County Historical Museum)

rural roads with regional roads were necessary for any form of national highway system, first to connect primary roads and then secondary roads. Some proponents supported interstate roads for an expanded tourism economy, while others only wanted better local roads, first for bicyclists and farmers and then to develop commerce by connecting cities. Historian, Bruce E. Seeley, appropriately characterized the evolution of selected local roads that became part of state highways and eventually federal freeways, "Between 1890 and 1960, the American highway system was transformed from two million miles of poorly built, disconnected roads into a coordinated system of four million miles of paved roads. During these years, the focus of American highway policy also changed from farm-to-market roads to a federally aided system of roads between cities."⁶⁰



Figure 26. Automobiles and bicycles at the Jackson Auto Company Garage, (town unknown). (Idaho State Historical Society, 73-205.7)

The national "good roads" movement began because bicyclists wanted better roads, and its development continued as part of a Progressive-era agenda for engineered and interconnected roads, with local Good Roads chapters pushing for public awareness and state action. Before the early-1900s, a "road" in the west often meant a passable route usually traveled by horse, stagecoach, or horse-drawn carriage; most were not graded or well maintained. This national movement prompted the Idaho legislature to form a State Highway Commission in 1913 to "lay out, build, and maintain new state highways anywhere within the state; to alter, improve or discontinue any state highway; to purchase, condemn or otherwise obtain necessary right-of-way; and to have general supervision of all highways within the state…"⁶¹ These new roads were typically graded earth, sometimes laid with gravel or crushed limestone. Typical roadways were 16 to 20 feet wide in the 1910s and 1920s.⁶²



Figure 27. A caravan of automobiles on their way to Salt Lake City (Idaho State Historical Society, 75-74.12)



Figure 28. Two men and their automobile at the lava beds north of Shoshone, circa 1916. (Idaho State Historical Society, 62.19.1197)

As a result of this new national conversation about upgrading roads for travelers and commerce, the State Highway Commission designated six new state roads in 1914. They included:

- Idaho Pacific Highway (800 miles; Idaho-Utah line to Sandpoint)
- North Pacific Highway (82 miles; Idaho-Washington state line to Idaho-Montana state line)
- Idaho-Utah Highway (57 miles; McCammon to Preston)
- Yellowstone Park Highway (66 miles; Pocatello to Yellowstone Station)
- Idaho Montana Highway (200 miles; Idaho Falls to Montana state line)
- Sawtooth Park Highway (100 miles; Twin Falls to Hailey)

Sawtooth Park Highway

The Sawtooth Park Highway was the precursor to State Highway 75, and it ran from Twin Falls to Hailey at the time of its designation in 1914. In 1916, the highway was extended from Hailey to Galena Summit, and through the Stanley Basin to a junction with the Idaho-Montana Highway near Challis.63 Parts of the Galena Toll Road were incorporated into this new highway when it was established. In 1926, the U.S. established a nationwide highway numbering system, and the Sawtooth Park Highway was renamed U.S. Highway 93.64 Although this highway was important in connecting the Wood River Valley to the rest of Idaho, winter weather conditions were often a major obstruction in transportation to and from the area. It was not until 1955 that the Galena Summit road surface was asphalted. Two years later, regular snow removal at the summit allowed for the road to be considered open year-round (although it can still be closed due to snow in the winter). In 1977, the section of U.S. Highway 93 between Shoshone and Challis was renamed State Highway 75.

Figure 30. A brochure for U.S. Highway 93, the "North American Holiday Highway." The section in Idaho would eventually be changed to State Highway 75 from Shoshone to Challis. (Community Library, Ketchum)



Figure 29. An engineer crew responsible for the planning of the Idaho-Utah Road, 1918. (Idaho State Historical Society, 68-86.40)





Figure 31. An automobile on a mountain road in Idaho. (Idaho State Historical Society, 1997-1)



Figure 32. Photo of the Sawtooth Mountains, date unknown. (Idaho State Historical Society, 69-4-189)

U.S. Highway 20

In 1915, the State Highway Commission designated the route between Mountain Home and Hailey, the Idaho Central Highway, or State Highway 22.⁶⁵ This highway was the precursor to what is now known as U.S. Highway 20 (US-20). By 1925, the Joint Board on Interstate Highways planned a number of major transcontinental routes that would reach one side of the country to the other. US-20 was one of these routes that was proposed to run from Boston, Massachusetts, to Astoria, Oregon.⁶⁶ The following year, US-20 reached the western border of Wyoming, just east of Idaho. The proposed extension in Idaho was a route of unsatisfactory or impassable segments, so from Wyoming, the route extended south to U.S. Highway 30 (US-30) where it connected with the Oregon segment.⁶⁷

In Blaine County, one of these impassable routes was located west of the current junction of State Highway 75 (SH-75) and US-20. In the 1930s, State Highway 22 (SH-22) traveled from Mountain Home through Fairfield and Blaine, and then veered north to Hailey. The route continued south to Bellevue, then southeast toward Picabo, Carey, and Arco. Many of these impassable sections in southern Idaho were those with surfaces of sand that would not support heavy loads, causing vehicles to get stuck.⁶⁸ Constructing these segments was more labor-intensive than just grading the existing surface material and required trucking in crushed limestone or gravel material from elsewhere to build the road surface. Limited funding for these additional costs caused some of these early state highways to have jagged and irregular routes.



Figure 33. 1937 Rand McNally road map noting the "impassable" segment between Blaine and U.S. Highway 93, south of Hailey. (David Rumsey Map Collection)

It was not until 1940 that Idaho approved a US-20 extension. The route was briefly renamed State Highway 68 (SH-68) on maps while sections of it were under improvement. In 1968 that segment in Idaho was formally designated US-20. By 1989, US-20 was officially the longest

transcontinental route with a total length of 3,365 miles and stretched from Boston, Massachusetts, to Newport, Oregon.⁶⁹

Twentieth Century Agriculture in Blaine County

While the advent of the automobile and the establishment of highway systems was occurring statewide and at the national level, the economy was also shifting in Blaine County from mining to agriculture. Sheep herding and ranching was part of the economic landscape of Blaine County even during the mining boom, with a population of upwards of two million sheep from 1880 to 1900.⁷⁰ Between 1910 and 1920 this number decreased to one million; nonetheless, Ketchum was one of the largest sheep shipping centers in the U.S.⁷¹



Figure 34. Sheep leaving the shearing corral in Ketchum, ca. 1935. (Idaho State Historical Society, 3250)

By the late-nineteenth century, ranchers began to settle in the area and were enticed to purchase large land holdings with federal grazing rights. Land was cheap and plentiful in Blaine County, and the railroad played an important role in bringing ranchers out west. A large population of Basque immigrants simultaneously arrived in Idaho to escape the Spanish Civil War. Originally headed for California, many Basque turned north to Nevada and Idaho as California became over-populated.⁷² Sheep herders hired Basque ranch hands and farm laborers, who became known for their expertise in sheep ranching in Idaho. Sheep grazed in the mountain country and were wintered south near the Snake River Canyon. Once the mining industry declined, sheep replaced

ore as freight on the railroads in the Wood River Valley. In 1911, the Union Pacific Railroad built a branch line off of the Wood River Valley line to the Camas Prairie in order to better transport livestock.

In southern Blaine County, the damming of the Magic Reservoir to the south, and other irrigation projects, enabled farming in the Shoshone and Richfield areas. Today the southern portion of Blaine County remains primarily agricultural land with general farming and livestock grazing.

Sawtooth National Park

In an effort to promote settlement in the western territories of the U.S., the federal government sold millions of acres of land to the pioneers who braved the long arduous journey to this largely unknown land. In the midst of this westward expansion, a growing concern that natural resources were limited and parts should be protected for public use resulted in a national "conservation movement" which began in the late nineteenth century through the early twentieth century.⁷³ In 1891, the Forest Reserve Act was passed by the U.S. Congress which enabled the President to set aside lands as federally managed national forest reserves.⁷⁴ In 1905, President Theodore Roosevelt established the U.S. Forest Service under the Department of Agriculture. As America's "Conservationist President," Roosevelt was responsible for the formation of several national parks, monuments, and reserves. His mission was to preserve these natural areas for future generations. U.S. Forest Service rangers were responsible for the maintenance, protection, mapping, livestock permitting, and wildfire prevention of these forests.⁷⁵

The same year the U.S. Forest Service was established, President Roosevelt designated the area north of the Wood River Valley the Sawtooth National Reserve, later renamed the Sawtooth National Forest. This national reserve is a large part of the draw for travelers and tourists, then and now.⁷⁶

While the advent of the automobile and the establishment of state and national highway systems made travel easier for tourists to visit places all over the country, the Sawtooth National Forest was mostly occupied by ranchers and sheep herders for the first 30 years of its designation. The U.S. Forest Service rangers mostly dealt with grazing rights on the land for the first few decades. Sheep herding was particularly popular in the Sawtooth Mountain range, even before its national forest designation. Sheep grazing began in the area around 1887 when settlers came to the area and saw that the mountain ranges were full of grass, weeds, and shrubs- all excellent



Figure 35. Horses on a trail through the Sawtooth Mountains, date unknown. (Idaho State Historical Society, 65-42.1)

forage for sheep. After the area was designated a national forest, sheep grazers and other ranchers wanted more use of the ranges than the U.S. Forest Service would allow, and conflict between rancher and ranger was common during this time.⁷⁷

When the Sawtooth National Forest was first designated in 1907, very little funding was available to build roads through it. The only improvements were a few dirt roads blazed with gravel and dirt surfacing, (not asphalt paving). In 1933, roads and other improvements were made with the help of the Civilian Conservation Corps (CCC), who helped with campground work, construction of ranger stations, and general cleanup at Big



Figure 36. Union Pacific loading corrals of sheep in Ketchum, ca. 1940. (Idaho State Historical Society, 75-7b.b)

Smoky Camp, Ketchum Camp, and Redfish Lake Camp. Stockman, miner, and horse trails used by early settlers were gradually improved by forest rangers. By 1940, the forest had approximately 1,336 miles of trails.⁷⁸

Transportation in the 1930s

During this time, there was not a lot of reason to travel to and from the Wood River Valley. The mining industry was in decline and the local economy was subject to the small population that remained and were sustained by agricultural activities. Much of the population left during the wintry months to escape the isolation of the valley due to the un-plowed roads and railroad tracks covered in snow. It was a quiet time in the valley, and lack of population and lack of a large industry resulted in little to no transportation projects.



Figure 37. An automobile in the Wood River Valley, 1915. (Idaho State Historical Society, 61-168.9)

Roosevelt's President New Deal programs in the 1930s such as the Works Progress Administration (WPA) and the were formed to help CCC with infrastructure projects in the forestlands and highways. If any bridges were constructed in Blaine County by these or similar programs, they have either been replaced or there is no record of them. Please see Chapter 7 for more information on other bridges constructed during this time period.

The Rise and Fall of the Railroad

In 1918, the railway network was at its peak in the U.S., despite the rising popularity of the automobile and the local demand for road and highway construction. In Idaho at that time, there were 2,814 miles of rail line.⁷⁹ The major transcontinental railroads in the state were the Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul- which ran in northern Idaho through to Spokane. In southern Idaho the Oregon Short Line ran from Boise to Pocatello. From Pocatello, the line branched to Butte, Montana, Cheyenne, Wyoming, and Salt Lake City, Utah. In addition to these main lines were smaller branch lines that linked to smaller remote communities in Idaho. Railroads boosted tourism and promoted vacations in national parks and forests. With the ease of railroad transportation, communities flourished and goods and services were readily movable from city to city.

The Great Depression impacted nearly every industry in the U.S. during the 1930s. The railroad industry was not only combating a weak economy and fewer passengers due to financial strains on the American household, but also the rise of the automobile and the construction of highways across the U.S. The dwindling passenger travel during the Great Depression made railroad promoters such as chairman of the board of directors of the Union Pacific Railroad, Averill Harriman, change marketing strategies. He believed the future of the railroad industry was to stimulate the economy by modernizing the trains; making them faster and more comfortable. The train cars themselves were redesigned to look sleeker and less boxy.⁸⁰ Passenger facilities were redesigned for the modern traveler, and these amenities did increase patronage for a time. However, one thing was missing from these improvements: a destination.



Figure 38. Union Pacific Railroad train leaving New York City, circa 1936 (Ketchum Community Library)

CHAPTER 4: THE RAILROAD'S FINAL ATTEMPT: A NEW RESORT TOWN EMERGES (1936-1950s)

By the 1930s. Averill Harriman was in search of a location in the western part of the U.S. to make a destination for vacationers. At the time, winter vacationing was not yet a popular venture for most Americans, who preferred the warmer climates of southern California or the Grand Canyon in Arizona. Harriman's territory, however, was located in the north. At the time, Alpine skiing was gradually gaining popularity. The Canadian Pacific Railroad was already taking passengers to ski resorts in Banff and Alberta in Canada, and snow trains were taking people to the Adirondacks in New York to go skiing.⁸¹ Harriman's goal was to find a location that was perfect for his vision of an alpine ski resort. He Society, 79-124.32) searched all over the northwest- the



Figure 39. Sun Valley Resort in the 1940s. (Idaho State Historical Society, 79-124.32)

Rocky Mountains had too many trees; Mount Hood, Oregon, had too much rain; Mt. Rainier was too close to Seattle to be exclusive and remote enough for his vision. Finally, he stopped in Ketchum, Idaho, where the main road was nearly always closed due to snow in the winter, rarely ever plowed, and only 300 people lived in town.⁸² The Wood River Valley was secluded, snowed in, and rarely visited in the winter. Harriman's team saw the powdery snow-covered mountains, the lack of trees and wind, and the sunny valley below. They knew they found their resort location.



Figure 40. Reindeer and sleigh in Sun Valley, ca. 1940 (Idaho State Historical Society, 70-105.80)



Figure 41. Averill Harriman (right) and Steve Hannagan overseeing construction of the Sun Valley resort in 1936. (Idaho State Historical Society, 80-37.102)



Figure 42. The Sun Valley Lodge, circa 1940. (Idaho State Historical Society, 63-211.146)



Figure 43. A group of skiiers at Sun Valley, circa 1940. (Blaine County Historical Museum)

Sun Valley

In 1936, Averill Harriman envisioned a new resort town in the northern part of the Wood River Valley. Harriman was an enthusiast of the world-renowned ski resorts in the Swiss Alps and Austria and saw the potential of such a resort in the Wood River Valley. That year, the Union Pacific purchased 3,888 acres from rancher, Ernest F. Brass, and began development of the year-round resort. It was called Sun Valley, named after the pleasant climate of the region.⁸³ Union Pacific engineers designed the first chairlifts in the U.S.- up to Bald and Dollar Mountainsnext to the resort for skiing. Steve Hannagan, who is credited for turning a small sandbar in

southern Florida into Miami Beach, advertised the new resort.⁸⁴ Soon, Sun Valley was attracting Hollywood stars, famous families such as the Rockefellers, Fords, and Kennedys, and even the Shah of Iran. Ernest Hemingway is known to have completed his work, *For Whom the Bell Tolls* at the Sun Valley lodge. He eventually became a resident of the area and is buried in Ketchum cemetery.⁸⁵ Movies such as Marilyn Monroe's *Bus Stop* were filmed in the area. *Life* magazine printed a multi-page spread about the resort in its publication, under the headline, "East goes West to Idaho's Sun Valley, Society's Newest Playground."⁸⁶ The new resort brought a resurgence of prosperity and population to the Wood River Valley area that remains today.⁸⁷

The opening of the Sun Valley resort drastically and permanently changed the local economy of the Wood River Valley. Because of the Union Pacific's need for Sun Valley to succeed, and their large investment into the area, the valley was no longer neglected in the winter; train tracks were cleared and more residents stayed through the winter and were employed by the resort. The name Sun Valley eventually became synonymous with the Wood River Valley area.

Auto-tourism

The amount of visitors to Sun Valley also brought a boost in tourism in the Sawtooth National Forest. While the railroad promoted its use for skiers to the resort, vacationers could also drive to and from the area, which still drew vacationers as the auto-tourism business became a national trend. Booming industrialization and increased urban congestion resulted in a longing to vacation outdoors and be part of nature again; this, along with the freedom that the automobile provided, made way for auto-tourists to visit more remote areasparticularly mountain areas- during the summer for its cooler climate. Camping, hunting, and fishing were particularly



Figure 44. An advertisement brochure of Christiana Lodge, circa 1950. (Community Library, Ketchum)



popular pastimes for families during this time. Roadside stops were popular and necessary attractions for vehicles that needed to be refueled every 40 miles.⁸⁸ These stops typically had gas, a hotel or motel, restaurant, and maybe a natural attraction for tourists.

Figure 45. View of Ketchum Korral. (Ketchum Community Library)

In the 1930s a national campaign led by President Franklin D. Roosevelt to "See America First" boosted American tourism, particularly in America's wilderness areas. In the Sawtooth National Forest, there were a total of five homes built on forestland by 1920. By 1929 there were 51 homes, and after the resort, there were 63 homes on forestland by 1941. Other construction within the forest included: bath houses, cabins, corrals, fences, hotels, roadhouses, resorts, sawmills, stores, and telephone lines.⁸⁹ Immediately after Sun Valley was built, summer use of the national forest increased tremendously. Instrumental in establishing the Sawtooth Primitive Area, the resort management would transport pack parties to the inaccessible (by car) parts of the forest and let them enjoy the natural and remote beauty of the Sawtooth Mountains. This was described as an area,

created to prevent unnatural alteration or impairment of unique natural values, and to conserve. so far as controlling economic conditions will permit, the opportunities to the public to observe the condition which existed in the pioneer phases of the nation's development; and to engage in the forms of outdoor recreation characteristic of that period; aiding in preserving thus national traditions. ideals. and characteristics, and promoting understanding true of а historical phases of national progress.90



Figure 46. Photograph of the Wood River Valley, date unknown. (Idaho State Historical Society, 65-166.28)

In 1940, 20,000 visitors to the Sawtooth National Forest were recorded.⁹¹ Publicity from the resort brought trail riders, skiiers, and automobiles to explore the forestland.



Figure 47. Skiing in Sun Valley, circa 1960. (Ketchum Community Library)

Transportation in the Wood River Valley

Transportation to and from the Wood River Valley was unique in thatwhere in other parts of the state and the nation the railroad was in decline- the railroad was the main source of transportation to the famed Sun Valley resort. Trains from as far as Los Angeles would pack in travelers who would ski and stay at the resort in Sun Valley. Automobile vacationers would also visit, particularly during the summer months when the roads were cleared and the cool mountain climate could accommodate camping and other outdoor activities.

Aside from the railroad line, U.S. Highway 93 (US-93) was the main automobile corridor into the valley. The towns of Bellevue, Hailey, and Ketchum provided roadside stops and town centers along the highway for passengers to stop, get gas, stay in a hotel or motel, get a meal, and do some shopping. By 1937, the highway was semi-surfaced, meaning it still got muddy when wet. After World War II, the U.S. focused on infrastructure projects, and highways were built or resurfaced to accommodate better, faster automobiles. Americans also had more money to spend and more time for leisure.



Figure 48. A brochure promoting Ketchum "in Sun Valley, Idaho," circa 1940. (Community Library, Ketchum)

Bridges

Automobile travel into the forest increased dramatically after the Sun Valley resort opened. Several of the road bridges that remain today within the Sawtooth National Forest were constructed during the 1950s. The road surfaces through these areas are rarely paved and mostly covered in gravel and dirt, sometimes with large rocks jutting out just above the roadbed. The forest roadway bridges were constructed in similar styles, with the purpose of allowing dirt roads to continue over creek crossings. The bridges themselves are low-profile and often have two logs on either side as buffer walls along the dirt road surface. The substructures typically have abutment walls of narrow wood slats that sit on top of each other to hold up the bridge structure. These bridges are typically two to three feet in height and are unobtrusive so as to not detract from the scenery of the forestland. It is obvious they were constructed for vehicles to travel longer distances into the wilderness areas.

There are very few bridges constructed during the 1940s and 1950s outside of forestland that remain extant. For more information, please see Chapter 7.

CHAPTER 5: SUPERHIGHWAYS (1960s-1970s)

Establishing Superhighways

Advancing technology in automobiles challenged the maintenance and road construction through the early-twentieth century. Vehicles became heavier, and faster; and frequent maintenance and materials on road alignments were expensive. A national conversation about road improvements in the late-1930s through the 1940s prompted states to conduct surveys to identify the best road alignments, width, and materials.⁹² In the 1950s and 1960s, the transportation system in the U.S. was transformed from local county and state roads to "super highways,"

and goods were transported more by truck than by train. In 1956 the National Defense



Figure 49. U.S. Highway 20 at the Big Wood River in Blaine County (photograph by author)

and Interstate Highway Act distributed federal funds to state highway projects that met the national standard for new highways.⁹³ These highways were wider, and allowed for faster, unimpeded travel. Local roads of dirt, gravel, oil, or Portland cement were replaced by asphalt and concrete, multi-lane highways. As a result, many existing bridges either became used less frequently as new highways bypassed small towns or were only used locally. Bridges along the interstate highway system were upgraded with standardized bridge and culvert forms to accommodate fast and frequent traffic.94

Regular passenger service via railroad ended after the Sun Valley resort was sold to the Janss Corporation in 1964. In May of 1975, the last passenger train traveled to Sun Valley. From then on until 1981 a short freight train ran to and from Shoshone weekly. Meanwhile, the 1960s and 1970s were the busiest period for highway construction in Idaho.⁹⁵ In Blaine County, construction

on US-20 was completed by 1968. In Highway 93 1977, U.S. between Shoshone and Challis was renamed State Highway 75, due to a change in funding (from federal dollars to state dollars).

Bridges

In Blaine County, even rural roads were upgraded with new bridges and culverts in the 1960s and 1970s. Although these roads were not main corridors, they likely replaced older bridges that were no longer safe needed upgrading or to accommodate newer cars and trucks. Construction of reinforced concrete along major highway systems. This 75 (ITD Bridge No. 17640, photograph by author)



bridges was commonplace, particularly Figure 50. Example of a concrete bridge on State Highway

material was more efficient, less expensive, and due to the advancement of concrete aggregate, it upheld over long periods of time.⁹⁶ While concrete bridges were prolific along major highway systems, timber bridges were still constructed, particularly along minor arterials in rural areas. By the mid-twentieth century, timber was treated with various preservative compounds to ensure its longevity and protection against rot, bugs, and other decay. Timber remained a popular construction material for bridges well into the mid-twentieth century due to its light weight in transport, its ability to hold heavy loads, and its low maintenance and longevity.⁹⁷ In Blaine County and across the U.S., it was common to find timber bridges constructed in rural areas on secondary roads, as they were for slower vehicular speeds, were typically short-span, and spanned minor water conveyance systems.⁹⁸ It is likely that the materials used for the timber bridges in Blaine County were sourced from Idaho as the timber industry was, and continues to be, a major economic driver in the state. For more information on bridges constructed during this time, please see Chapter 7.

Recreation in Blaine County

While recreation in Blaine County began primarily after the opening of the Sun Valley resort in 1936, the resort had a successful but short six years to bring the new recreation industry to Blaine County. Through the duration of World War II, the resort was closed to the public and converted to a hospital for soldiers. After the war there was a minor lull in recreation activity as the resort needed to be converted back to a resort for guests and modernized to the latest style trends. As transportation shifted from the railroad to superhighways, the Sun Valley resort began a resurgence in the 1950s and 1960s.

Aside from Sun Valley, which was improved upon by the Janss Corporation in the 1960s, travelers were also drawn to the Sawtooth National Forest, which was later renamed the Sawtooth National Recreation Area, and Craters of the Moon National Monument.



Figure 51. Fishing and ski lifts in summer in Sun Valley, circa 1960 (Ketchum Community Library)

Craters of the Moon

Along the eastern edge of Blaine County is a lava rock formation that spans approximately 54,000 acres. In 1925, President Calvin Coolidge designated the area as Craters of the Moon National Monument. The boundary of the national reserve has been expanded since then to include a wilderness preserve. Today, approximately 13,300 acres lie within Blaine County, and about 40,200 acres lie in neighboring Butte County.99 It was not a popular tourist destination until the 1950s and 1960s when the "Space Race" between the U.S. and the U.S.S.R. boosted national interest in all things space-related. Travel to the monument via Blaine County was made easier by the completion of U.S. Highway 20 in 1968. In 1951, tourism to the monument broke records with 54,434 visitors that year.¹⁰⁰ In 1969, the year the U.S. successfully landed astronauts on the moon. Craters of the Moon National Monument had more visitors in the span of two months than visitors to Yellowstone (one of the country's most popular national parks) at that same time.¹⁰¹ In 1970, the monument received more than 220,000 visitors.¹⁰²

Sawtooth National Recreation Area

In 1972, the U.S. Congress formed the Sawtooth National Recreation Area (SNRA), located in northern Blaine County and Custer County to the north. The nature area encompasses the Boulder, White Cloud,



Figure 52. Brochure for Craters of the Moon, date unknown. (Idaho State Historical Society)

Smoky, and Sawtooth Mountains. Encompassing 756,000 acres, it has 300 lakes, glacial basins, and grassy meadows. Included in the SNRA are remnants of the mining boom of the 1880s, the ghost towns of Galena, Old Vienna, and Sawtooth City.¹⁰³ It is managed by the U.S. Forest Service as part of the Sawtooth National Forest. The natural beauty of the SNRA and the Wood River Valley draw hundreds of thousands of visitors every year to go hiking, backpacking, white water rafting, camping, rock climbing, kayaking, fishing, and hunting.¹⁰⁴

The 1960s and 1970s in Blaine County were formative decades as traffic increased through the county. Vacationers and tourists could travel to the county by superhighway- black asphalt roadways that could carry newer, faster vehicles. Highway construction and upgrading was



prevalent in Blaine County as several concrete culverts were constructed along the highway system. These structures were less expensive to construct and could materially outlast previous iterations of similar structures. By the end of the 1970s, the railroad in Blaine County was nearly completely replaced by the automobile as the main form of transportation for travelers.

Figure 53. Overlook of the Sawtooth National Recreation Area. (photograph by author)

CHAPTER 6: THE RECENT PAST (1980s-Present)

End of the Railroad

The last freight train to the Wood River Valley ran in November 1981. Six years later crews under the direction of the Blaine County Recreation District began to remove the railroad tracks in order to reuse it as a walking and biking trail called the Wood River Trail System.¹⁰⁵ This trail runs from Bellevue to Ketchum and is used for walking and biking in the summer and spring months and cross country skiing in the winter months.





Figure 54. Railroad line looking north toward Hailey (Ketchum Community Library)

corridors are State Highway 75 (that runs north-south) and U.S. Highway 20 (that runs east-west). Although these are major highways in southern Idaho, the communities in Blaine County remain relatively small. The Wood River Valley (or "Sun Valley" as it is commonly referred) remains an affluent resort area that has kept much of its small-town feel while boasting great restaurants, entertainment, and outdoor activity. State Highway 75 can still close in winter at the Galena Summit, retaining a sense of wilderness that is untouched by human intervention.

Vestiges of Transportation Past

While Blaine County has undergone several highway and bridge upgrades in the recent past, there are vestiges of its early transportation history that can be spotted in the county. The rails-to-trails Wood River Trail System can be traveled in a day and as aforementioned, follows along the former railroad line. Two of the original 1917 railroad bridges can be seen or biked across on the trail. From 1991 to 2001, the Blaine County Recreation District also constructed the Harriman Trail, named after Averill Harriman of the Union Pacific. This trail runs from Ketchum to the Galena Summit. Like the Wood River Trails System, it is used for walking and biking in the summer months and cross country



Figure 55. Skiiers next to a snow sculpture of a wagon and ox team, circa 1960. (Ketchum Community Library)

skiing in the winter months. By 2016, the Blaine County Recreation District expanded the trails

system and it now includes 37.5 miles of trails for hikers, runners, equestrians, and mountain bikers.¹⁰⁶

Other remnants of the transportation history in the Wood River Valley is the layout of the commercial centers along SH-75. Along this major corridor are some of the original commercial storefronts that were intentionally laid out along either side of the road. One- and two-story brick commercial buildings with large store front windows that are oriented toward the main road (now SH-75) were designed to be in close proximity to each other for ease of pedestrian access. Customer parking was located at the entrance of the store to accommodate stagecoaches, horses, and eventually automobiles. Today, some street parking is allowed, although the multilane roadway has taken over this space. Behind these commercial centers in Bellevue, Hailey, and Ketchum are residential neighborhoods with schools and churches and other community buildings.

Boxcar Bend Preserve is an area along State Highway 75, just north of East Fork (the east fork of the Wood River). In the 1990s when the railroad track was taken up, some old train cars were placed along the riverbank to deter erosion, and the area was named "Boxcar Bend." A few years later the boxcars were removed and the area was restored to a nature preserve. Today, Boxcar Bend Preserve is a popular spot for hiking and fishing.¹⁰⁷

Outside of the city center of Ketchum along State Highway 75 is a place called Ketchum Korral. An early motel stop for automobile travelers originally known as Etchum's, it consists of small log cabins arranged in a semi-circular layout. Motels with small cabins like this one were popular in early automobile history, particularly in mountain areas where travelers could stop in rustic log cabins and enjoy a sense of adventure and wilderness while they traveled. Ketchum Korral is one of the few motel stops like this that is still in operation today.



Figure 56. Brochure of the motels in Sun Valley for automobile tourists, circa 1960. (Ketchum Community Library)

South of the junction of US-20 and SH-75 is a place called Timmerman Stage Stop, once one of the stage stop locations for stage lines coming and going from the Wood River Valley. Today the site consists of a private residence and vacant commercial building that has a contemporary sign recognizing its historic use as "Timmerman Stage Stop" situated adjacent to the highway.

The Wagon Ore Museum in Ketchum displays examples of late-nineteenth century ore wagons that were used by miners in the mountains next to the valley. This museum is located at the corner of 5th and East Avenues in Ketchum and provides some early history of the development of the Wood River Valley.

Blaine County Today

Today Blaine County is a unique tourist attraction with a permanent population of just more than 22,000.¹⁰⁸ The Sun Valley Lodge is still a driving tourist attraction for the area. The surrounding towns of



Figure 57. Ore Wagon Museum in Ketchum (photograph by author)

Hailey, Ketchum, and Bellevue have become resort towns with boutiques, art galleries, and entertainment.¹⁰⁹ Much of the towns' downtown local architecture embodies the western falsefronts as well as early-twentieth century buildings, harkening back to the heyday of the mining boom in this area.¹¹⁰ Remnants of mining towns, now referred to as ghost towns, are still extant all over Blaine County. Towns like Muldoon- located several miles northwest of Carey- was once a mining town with coke kilns. All that is left is a crumbling coke kiln in the largely agricultural and sparsely populated area.¹¹¹ The towns of Picabo and Carey remain small farming towns.

CHAPTER 7: BRIDGES OF BLAINE COUNTY

Prior to the completion of this history of transportation in Blaine County, a county-wide roadway bridge survey was completed for all bridges not previously surveyed and constructed more than 45 years ago (in 2018). The following are the results of that survey and an analysis of the bridge history in Blaine County.

Results of 2018 Survey

A county-wide survey of all extant bridges not previously recorded and constructed more than 45 years ago was conducted in 2018. Forty-four (44) bridges were identified for the study; 28 of which were located on U.S. Forest Service land in Blaine County. The bridges were constructed between 1928 and 1968. The results of this survey were recorded on Idaho Historic Site Inventory (IHSI) forms and submitted to the Idaho State Historic Preservation Office for archival use. Of the 44 bridges and culverts recorded in this survey, only one bridge was found eligible for the National Register of Historic Places (NRHP). Please see Table 1 for list of bridges surveyed in 2018.

	Bridge Name	Year Built
1	Irrigation Lateral Bridge, ITD Bridge No. 17655	1928
2	Big Wood River Bridge, ITD Bridge No. 17705	1930
3	Big Wood River Bridge, ITD Bridge No. 17700	1930
4	Bellevue Canal Bridge, ITD Bridge No. 17650	1931
5	Irrigation Drain Bridge, ITD Bridge No. 17645	1934
6	Little Wood River Bridge, ITD Bridge No. 23790	1935
7	Little Wood River Bridge, ITD Bridge No. 23705	1940
8	Salmon River Bridge, ITD Bridge No. 23793	1950
9	West Branch Little Wood River Bridge, ITD Bridge No. 23650	1952
10	Muldoon Creek Bridge, ITD Bridge No. 23785	1954
11	Big Wood River Bridge, ITD Bridge No. 17640	1955
12	Warm Springs Creek Bridge, ITD Bridge No. 19555	1955
13	Crystal Creek Bridge, ITD Bridge No. 15075	1957
14	Big Wood River Bridge, ITD Bridge No. 17690	1958
15	Big Wood River Bridge, ITD Bridge No. 23695	1963
16	Richfield Canal Bridge, ITD Bridge No. 23675*	1931-1932
17	Presbyterian Organization Camp Bridge, U.S. Forest Service Bridge Tag No. 149-0.0A	1950
18	Newman Creek Bridge, U.S. Forest Service Bridge Tag No. 162-1.3	1951
19	Rooks Creek Campground Bridge, U.S. Forest Service Bridge Tag No. 70307-0.1	1952
20	Rooks Creek Bridge, U.S. Forest Service Bridge Tag No. 227-5.8	1952
21	Easley Hot Springs Bridge, U.S. Forest Service Bridge Tag No. 160-0.1	1953
22	Warm Springs #3 Bridge, U.S. Forest Service Bridge Tag No. 227-2.4	1953
23	Warm Springs #8 Bridge, U.S. Forest Service Bridge Tag No. 227-2.5	1953
24	Warm Springs # 1 Bridge, U.S. Forest Service Bridge Tag No. 227-0.2/ITD Bridge No. 19555	1954
25	Warm Springs #2 Bridge, U.S. Forest Service Bridge Tag No. 227-1.8	1954
26	Valley View Bridge, U.S. Forest Service Bridge Tag No. 7020757	1955
27	Pettit Lake #1 Bridge, U.S. Forest Service Bridge Tag No. 70208-0.8	1955
28	North Fork Wood River #2 Bridge, U.S. Forest Service Bridge Tag No. 146-3.1	1955
29	North Fork Wood River #3 Bridge, U.S. Forest Service Bridge Tag No. 146-3.5	1955

30	East Fork Baker Creek Bridge, U.S. Forest Service Bridge Tag No. 162-2.8	1955
31	Baker Creek #1 Bridge, U.S. Forest Service Bridge Tag No. 169-1.9	1955
32	North Fork Wood River #1 Bridge, U.S. Forest Service Bridge Tag No. 146-1.1	1956
33	Salmon River Bridge, U.S. Forest Service Bridge Tag No. 70194-0.1/ITD Bridge No. 23760	1957
34	East Fork North Fork Wood River Bridge, U.S. Forest Service Bridge Tag No. 146-3.9	1958
35	Wood River Campground Bridge, U.S. Forest Service Bridge Tag No. 156-0.0	1959
36	Warm Springs #5 Bridge, U.S. Forest Service Bridge Tag No. 227-0.5	1959
37	Thompson Creek Bridge, U.S. Forest Service Bridge Tag No. 227-1.0	1959
38	Warm Springs #7 Bridge, U.S. Forest Service Bridge Tag No. 227-1.6	1959
39	Silver Creek Bridge, U.S. Forest Service Bridge Tag No. 174-0.0	1962
40	Alturas Lake Creek Bridge, U.S. Forest Service Bridge Tag No. 70205-2.4	1964
41	Baker Creek #2 Bridge, U.S. Forest Service Bridge Tag No. 162-4.6	1964
42	Norton Creek Bridge, U.S. Forest Service Bridge Tag No. 162-6.2	1964
43	Titus Creek Bridge, U.S. Forest Service Bridge Tag No. 188-0.0	1967
44	North Fork Deer Creek Bridge, U.S. Forest Service Bridge Tag No. 103-0.05	1968

Table 1. List of Bridges Surveyed in 2018. *Eligible for the NRHP.

Previous Studies

In 1982, a statewide bridge inventory was conducted by Rebecca Herbst for the Idaho Transportation Department. The inventory documented all bridges in the state that were more than 20 feet long and built prior to 1945. A total of 514 bridges were recorded for the study, including three in Blaine County. From 1983 to 2018, eight more bridges were recorded in Blaine County by various cultural resource consultants. Of these 11 bridges previously recorded, one extant bridge is eligible for the NRHP; one has been relocated off of the vehicular road system; six have been demolished; and three are not eligible for the NRHP (see Table 2).

	Bridge Name	Bridge Type	Year Built	Date Surveyed	Name of Surveyor	Eligibility	Location
1	Deer Creek Bridge	Pin-connected Pratt Overhead Truss	1917	1982	Rebecca Herbst	Eligible	Relocated in 1983; incorporated into Wood River Trails System in 1990s
2	Warren Pony Truss on Big Wood River	Warren Pony Truss	1939	1982	Rebecca Herbst	Eligible	Demolished in 1985
3	NW Picabo Bridge	Warren Pony Truss	1939	1982	Rebecca Herbst	Eligible	Demolished at unknown date
4	Second Avenue Bridge	Reinforced concrete with concrete abutments	circa 1920	1994	James C. Woods	Not eligible	Demolished in 1995
5	Rock Creek Replacement Bridge	Wood	1944	1994	Kim Johnson	Not eligible	Demolished in 1994
6	Big Wood River Bridge	Concrete Tee Beam (3 spans)	1934	1998	Nick Petersen	Eligible	Demolished in 2002
7	Broadway Boulevard Bridge	Camelback Truss	1929	2000	Jim Zarubica	Eligible	Demolished in 2000
8	Four Mile Bridge (Big Wood River Bridge)	Concrete Tee Beam (3 spans)	1953	2017	Jillian Martin	Eligible	Slated for demolition (2019)
9	Warm Springs Creek Bridge	Wood	1960	2004	Madeline Buckendorf	Not eligible	Southeast of Warm Springs Road, Ketchum
10	Glendale Canal Bridge	Concrete Tee Beam (1 span)	1965	2017	Niki Nickoloff and S. May	Not eligible	Glendale Road, three miles southwest of Bellevue
11	Little Wood River, ITD Bridge No. 23745	Warren Truss	1930	2017	Kerry Davis	Eligible	Relocated in 1980 to Muldoon Canyon Road

Table 2. List of bridges surveyed in Blaine County prior to 2018.

Main bridge types remaining in Blaine County

Currently, there are 48 extant roadway bridges in Blaine County that were constructed more than 45 years ago. Of these, two are eligible for the NRHP (Richfield Canal Bridge, ITD Bridge No. 23675; and the Little Wood River Bridge on Muldoon Canyon Road, ITD Bridge No. 23745). These 48 bridges can be categorized based on specific time periods in Blaine County transportation history, as described below.

Time Period: 1880s-1910

Alturas County was not populated until mining discoveries in the Wood River Valley in 1879-1880, so no roads or bridges were constructed prior to this, except as pass-throughs to other markets like Boise. Bridges constructed during this time period were likely rudimentary and made of materials that could be found locally (ie: wood). After the railroad arrived to Alturas County post-1883, manufactured materials such as steel were likely freighted in to the area and used for construction. As there was no central state agency established to control and standardize road and bridge building, private companies took it upon themselves to build roads and bridges because they had vested interests in providing a way for their customers to get to their products and services and also because they needed roads for industrial purposes (in the case of the Wood River Valley, mining operations). No roadway bridges from this time period exist in Blaine County.

Time Period: 1910s-1936

The decline of the mining boom in Blaine County resulted in a decrease of the population as miners and prospectors moved elsewhere. The economy shifted to agricultural interests, such as sheep herding. Although the U.S. Forest Service took over the Sawtooth National Forest area, tourism in the area was not a popular venture, particularly in the winter. During winter months, many of the people who lived in the Wood River Valley towns left to escape the inevitable isolation that occurred when it snowed. Roads and bridges were not plowed in the winter. Aside from residents and ranchers, there was little reason to travel to the Wood River Valley during this time. Despite the population decrease in Blaine County, the state of Idaho underwent a boom period of county road development, which established the State Highway Commission in 1913. Active until 1918, the commission was responsible for the first state highway system and built several short span steel bridges in conjunction with major highway projects.¹¹² By the 1920s, the Department of Public Works took over construction of nearly all vehicular bridges in Idaho. Prior to 1930, most bridges constructed by the department consisted of steel truss and short-span concrete and steel beam bridges. One steel truss bridge from this time period remains, and was relocated off of the roadway system onto the Wood River Trails system (Deer Creek Bridge, see Chapter 3 for photo).

During the Great Depression in the 1930s, Idaho underwent yet another population boom as people moved from the cities to rural areas. The most active highway and bridge construction in Idaho occurred from the 1930s to 1945.¹¹³ New Deal programs such as the WPA and the CCC were directly responsible for the creation of several public works projects, including new and replacement roads and bridges all over the state until the 1940s.¹¹⁴ The WPA and CCC were primarily responsible for replacing old timber bridges that were constructed prior to 1910 with concrete or steel bridges. Unlike bridges constructed prior to 1930, ambitious engineering led to the construction of long-span concrete beam bridges and continuous, concrete T-beam bridges. It was common for truss bridges in particular to be disassembled and relocated to locations where the load restrictions were not as stringent.¹¹⁵

Forest Service staff indicated that of some bridges (albeit unknown as to which bridges) were constructed by the CCC in the 1930s along Warm Springs Road and then replaced in the 1950s and 1960s.¹¹⁶ There may have been more involvement by the CCC program within the forest elsewhere but the current forest service staff has no record of this.¹¹⁷

As of 2019, there are six concrete culverts; one NRHP-eligible concrete bridge (Richfield Canal Bridge); and one NRHP-eligible Warren pony truss bridge (Little Wood River Bridge, ITD Bridge No. 23745), which was relocated to Muldoon Canyon Road in 1980 (see Table 3).

Bridge Name	Construction Date	Bridge Examples	Common characteristics of bridge type
Little Wood River Warren Truss Bridge, ITD Bridge No. 23745	1930		Single-span, metal Constructed before WWII
(NRHP-eligible)			 constructed with relatively small individual members joined in a web-like configuration to form a larger structural system to carry loads
Richfield Canal Bridge, ITD Bridge No. 23675 (NRHP-eligible)	1931-1932		 single- or multi-span, concrete Constructed in 1930s, sometimes by WPA Ornate insets, non- structural elements such as knee brackets or corbels Date stamp
Bellevue Canal Culvert, ITD Bridge No. 17650	1931		 Concrete culvert Boxed opening with concrete wing abutments No ornamentation

Table 3. Bridge types constructed between 1910s and 1936 extant in Blaine County.

Time Period: 1936-1949

The opening of the Sun Valley resort was a pivotal event in Blaine County's history. The Sun Valley resort revitalized the Wood River Valley, brought tourism to the region, and boosted local business. Although the focus of the resort was promoting the railroad, a national promotion of automobile tourism also encouraged visitors to the Sawtooth National Forest and the towns within the Wood River Valley. While there was a statewide roadway and bridge construction boom during this time, there are few bridges extant from this time period in Blaine County. This might be because the railroad's push to be the primary form of transportation to the Wood River Valley left the state to focus on road and bridge construction efforts elsewhere. During World War II, focus on infrastructure shifted to the war effort. The Sun Valley resort was closed and used as a hospital for veterans. After the war, bridge building materials shifted from steel to reinforced concrete, which was cheaper and more efficient. There is one concrete bridge from this time period left in Blaine County. It is located in Carey (see Table 4).

Bridge Name	Construction Date	Bridge Example	Common characteristics of bridge type
Little Wood River Bridge, ITD Bridge No. 23705	1940		 Concrete, single- or multi-span No ornamentation Concrete abutments Can have metal or wood railings

Table 4. Bridge types constructed between 1936 and 1949 extant in Blaine County.

Time Period: 1950s-1970s

The nationwide shift in transportation in the 1950s and 1960s stemmed from the introduction of interstate "super highways" which accommodated faster and heavier vehicles, bypassing local county and state roads. As a result, roadway surfaces of dirt, oil, gravel, or Portland cement were replaced with black asphalt. Bridges and culverts were upgraded with standardized forms usually constructed of reinforced concrete. This material was more efficient, less expensive, and upheld over time.

In Blaine County, even rural roads were upgraded with new bridges and culverts in the 1950s and 1960s, particularly in the Sawtooth National Forest (later Sawtooth National Recreation Area (SNRA)). In Blaine County and across the U.S., it was common to find timber bridges constructed in rural areas on secondary roads, as they were designed for slower vehicular speeds, were typically short-span, and spanned minor water conveyance systems.¹¹⁸ Some of the original forest service bridge plans indicated that they were replacements for previous bridges. Newman Creek, Warm Springs #8, East Fork Baker Creek, Thompson Creek, and North Fork Deer Creek Bridges were replacements for older bridges (former bridge construction dates unknown) when either the water channels were realigned or the roads were realigned by the forest service in the 1950s and 1960s.¹¹⁹ No other bridge plans indicated if there were prior bridges in their locations. The forest service launched an "Operation Outdoors" program that lasted from 1957 to 1962, which was a federal program that focused on improving and replacing older CCC-built structures within the federal forest service system.¹²⁰ Sawtooth National Forest records and original bridge

plans do not indicate if the bridges built during that time span were part of this program specifically. Another federal program designed to put unemployed men to work on national forest projects was the "Accelerated Public Works" program that lasted from 1963-1964.¹²¹ Job Corps, a program for unemployed youth that still exists today (2019) was established in 1964 and incorporated work in the national forest system, including working on camp and picnic areas, planting trees, constructing and improving roads, trails, fire lookouts, and other facilities.¹²² Again, Sawtooth National Forest records do not indicate if these federal programs were directly involved in the construction of bridges within the forest service area during the 1960s, but these programs were in existence and may have been involved in the Sawtooth National Forest.

There are 36 bridges constructed from this time period. Twenty-eight (28) of these bridges are located in the SNRA and are wood or steel beam single-span bridges. The remaining bridges not within the SNRA included four single-span steel beam bridges, one concrete culvert, two reinforced concrete T-beam multi-span bridges, and one single-span wood bridge (see Table 5).

Bridge Name	Construction Date	Bridge Example	Common characteristics of bridge type
Easley Hot Springs Bridge, U.S. Forest Service Bridge Tag No. 160-0.1	1953		 Single-span, steel beam Timber deck No ornamentation Concrete abutments Can have steel or wood railings Rural roadway
Valley View Bridge, U.S. Forest Service Bridge Tag No. 70207- .57	1955		 Single-span, wood Timber deck No ornamentation Stacked wood slat abutments Timber buffers in place of railings Rural roadway
Wood River Campground Bridge, U.S. Forest Service Bridge Tag No. 156-0.0	1959		 Single-span, wood Timber deck No ornamentation Wood abutments Wood post and beam railing Rural roadway
Crystal Creek Culvert, ITD Bridge No. 15075	1957		 Concrete culvert Concrete wing abutments Boxed opening Major corridor roadway
Big Wood River Bridge, ITD Bridge No. 17640	1955		 Multi-span Reinforced concrete, T-beam No ornamentation Galvanized steel, W-beam rail Reinforced concrete piers and abutments Major corridor roadway

Table 5. Bridge types constructed between 1950s and 1968 extant in Blaine County.

Conclusion

Early transportation to and from Alturas County began with the mining discoveries in the latter half of the nineteenth century. Years later, gold was discovered in the Wood River Valley, forging transportation routes that largely remain the same today. The arrival of the railroad made remote areas of southern Idaho more accessible and the population in Blaine County grew. The decline of mining in the early twentieth century resulted in a shift to agricultural interests in the Wood River Valley. As the population dwindled, those who remained in the Wood River Valley found themselves isolated, particularly in the harsh snowy winters when transportation to and from the area were cut off by closed roadways and rail lines. In 1936, the opening of the Sun Valley resort changed forever the trajectory of the small mining towns in Blaine County. The resort brought year-round visitors to the Wood River Valley via the Union Pacific Railroad. Skiing and other outdoor activities drew tourists to the beautiful and scenic Sawtooth Mountains in northern Blaine County, Recreation became the new economy and remains so today. Although rail lines were eventually replaced with vehicular roads and super highways, the resort at Sun Valley remained a popular tourist destination, and as such, the roadways and bridges that brought people to the area were constantly replaced and upgraded. The natural modernization of the transportation system in the late 1960s to the 2000s has resulted in a replacement of most of the bridges in Blaine County.

There are 48 extant bridges in Blaine County that were constructed more than 45 years ago. Eight bridges constructed between 1928 and 1940 remain. These bridge types consist of truss, ornate concrete, and concrete culverts. The remaining majority of bridges and culverts were constructed from the 1950s to 1968. These later bridges consist of single- or multi-span reinforced concrete T-beam bridges; single-span wood or steel-beam bridges; and a concrete culvert. Bridge replacement projects in the 1980s, 1990s, and early 2000s have replaced several bridges from the 1920s, 1930s, and 1940s in Blaine County.

Of the 48 extant bridges, two bridges in Blaine County are eligible for the NRHP and include the Richfield Canal Bridge, ITD Bridge No. 23675; and the Little Wood River Bridge on Muldoon Canyon Road, ITD Bridge No. 23745.



Figure 58. Locations of both NRHP-eligible bridges in Blaine County

³ U.S. General Land Office (GLO). *Territory of Idaho* (Julius Bien: New York, 1876), territorial map.

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¹² Ibid, 255.

¹³ Christopher Bogan, "Early Boom Towns, Mines Rivaled for Glory," *Times-News*, (September 23, 1978); Evelyn Nisson, "Blaine County: The Wood River Country," Not sourced, on file at the Idaho Historical Society Archives, Boise, Idaho, (March 25, 1963); Robert A. Lonning, *Hailey* (Arcadia Publishing: Charleston, South Carolina, 2012); McLeod, *History of Alturas*, 46.

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¹⁷ Wyman, *History of Galena*, 56.

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¹⁹ Ibid.; Martin and Nickoloff, 34.

²⁰ Lalia Boone, *Idaho Place Names: A Geographical Dictionary*, (University of Idaho Press: Moscow, Idaho, 1988), 25.

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²² Nisson, "Blaine County," page not sourced; Boone, *Idaho Place Names*, 198.

²³ Nisson, "Blaine County," page not sourced.

²⁴ Bogan, "Early Boom Towns," page not sourced; Nisson, "Blaine County," page not sourced.

²⁵ Ken Mecham, "Westward Expansion and the Carey Valley," article not sourced, on file at the Idaho Historical Society Archives, Boise, Idaho, January 15, 1971, page not sourced.

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²⁸ Bogan, "Early Boom Towns," page not sourced.

²⁹ Ibid.

³⁰ Hailey, *History of Idaho*,196.

³¹ "From Hailey to Boise in 33 Hours," *Wood River Times*, Hailey, Idaho (May 20, 1882): page not sourced. ³² Schwantes, *In Mountain Shadows*, 77; Robert G. Athearn, "The Oregon Short Line," *Idaho Yesterdays*, Winter Issue, 13, no. 4 (1969-1970): 4; Mike Mitchell, "The Oregon Short Line in Idaho," The Streamliner: The Official Publication of the Union Pacific Historical Society, 7, no.2 (1991): 3.

³³ Wendolyn Holland, *Sun Valley: An Extraordinary History* (Idaho Press: Ketchum, Idaho, 1998): 95.

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³⁷ "The Railroad Assessment," Wood River Times, Hailey, Idaho (August 20, 1884): page not sourced.

¹ Carlos Schwantes, *In Mountain Shadows: A History of Idaho* (University of Nebraska: Lincoln, Nebraska, 1991), 23.

² John Hailey, *The History of Idaho* (HardPress Publishing: Miami, 1990), 153.

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⁴⁰ Holland, *Sun Valley*, 100.

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⁴⁵ Nisson, "Blaine County," page not sourced.

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⁴⁸ John E. Rees, *Idaho Chronology, Nomenclature, Bibliography* (W.B. Conkey Company: Chicago, 1918): 18; Holland, *Sun Valley*, 59.

⁴⁹ Nisson, "Blaine County," page not sourced; Betty Derig, *Roadside History of Idaho* (Mountain Press: Missoula, Montana, 1996): 122; Boone, *Idaho Place Names*, 38.

⁵⁰ Bogan, "Early Boom Towns," page not sourced; Nisson, "Blaine County," page not sourced.

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⁵² Young, "Wood River Area Capitalizes," 6.

⁵³ Schwantes, In Mountain Shadows, 96.

⁵⁴ Rebecca Herbst, "Idaho Bridge Inventory" (Idaho Transportation Department: Boise, Idaho, 1983): 25.

⁵⁵ Idaho Transportation Department, "Idaho's Highway History," 62.

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⁷⁸ United States Forest Service, *History of the Sawtooth*, 26.

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³⁹ Holland, *Sun Valley*, 93

⁸⁰ Holland, *Sun Valley*, 158.

⁸¹ Holland, *Sun Valley*, 160.

⁸² Holland, *Sun Valley*, 171.

⁸³ Holland, Sun Valley, 190; Boone, Idaho Place Names, 364; Lonning, Hailey, 69.

⁸⁴ Derig, *Roadside History*, 123-125; Holland, *Sun Valley*, 190-191.

⁸⁵ Holland, Sun Valley, 266-267.

⁸⁶ Derig, *Roadside History*, 124; Holland, *Sun Valley*, 217-219.

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¹⁰⁶ Holland, *Sun Valley*, 326.

¹⁰⁷ Wood River Land Trust, "Boxcar Bend Preserve" Wood River Land Trust website available at <u>https://woodriverlandtrust.org/boxcar-bend/</u>. Accessed June 26, 2019; Holland, Sun Valley.

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¹¹¹ Heidi Elkstrand, "Muldoon Memories Still Visible" *Ketchum Tomorrow* (Ketchum, Idaho, 1978).

¹¹² Herbst, "Idaho Bridge Inventory," 35.

¹¹³ Ibid, 33.

¹¹⁴ Ibid, 34.

 ¹¹⁵ Donald W. Watts, "National Register of Historic Places Multiple Property Documentation Form for Metal Truss Highway Bridges of Idaho" (Idaho State Historic Preservation Office, Boise, Idaho, August 10, 2000).
 ¹¹⁶ Kevin Duchow, email correspondence with Jennifer Gorman, November 6-11, 2019. In emails corresponding with Kevin Duchow, Roads Engineer for the Sawtooth National Forest, Mr. Duchow mentioned that Warm Springs Road had a history of CCC program involvement, however, he did not give Ms. Gorman the direct citation to this information.

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¹²⁰ Williams, USDA Forest Service, 100.

¹²¹ Ibid, 107.

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