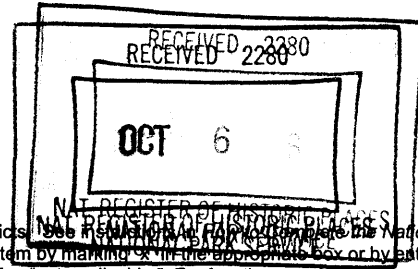


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions on the back of this form. Complete each item by marking in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Toana Freight Wagon Road Historic District

other name/site number: Toana Road

2. Location

street & number Generally run south to north from Nevada-Idaho stateline to the Snake River [] not for publication
city or town Castleford [X] vicinity

state: Idaho code: ID county: Twin Falls code: 083 zip code: 83321

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets [] does not meet the National Register Criteria. I recommend that this property be considered significant [] nationally [] statewide locally. ([] See continuation sheet for additional comments.)

[Signature] 13 June 2005
Signature of certifying official/Title - Deputy SHPO Date
SHPO

State or Federal agency and bureau

In my opinion, the property meets [] does not meet the National ([] See continuation sheet for additional comments).

[Signature] 10/6/06
Signature of certifying official/Title Acting Preservation Officer Date
Bureau of Land Management

State or Federal agency and bureau

4. National Park Service Certification

- I, hereby certify that the property is:
- entered in the National Register.
[] See continuation sheet.
- [] determined eligible for the National Register
[] See continuation sheet.
- [] determined not eligible for the National Register
- [] removed from the National Register
- [] other (explain): _____

[Signature] 11.29.06
Signature of Keeper Date of Action
Edson H. Beall

Toana Freight Wagon Road Historic District
Name of Property

Twin Falls, Idaho
County and State

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building		
<input checked="" type="checkbox"/> public - local	<input checked="" type="checkbox"/> district		
<input type="checkbox"/> public - State	<input type="checkbox"/> site		
<input checked="" type="checkbox"/> public - Federal	<input type="checkbox"/> structure		
	<input type="checkbox"/> object		
			buildings
		16	6
			sites
			structures
			objects
		16	6
			Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)
TRANSPORTATION: road-related

Current Functions
(Enter categories from instructions)
TRANSPORTATION: road-related
VACANT / NOT IN USE
AGRICULTURE: agricultural field

7. Description

Architectural Classification
(Enter categories from instructions)
N/A

Materials
(Enter categories from instructions)
foundation EARTH
walls STONE
stucco
roof
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a reconstructed building, object, or structure.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

- TRANSPORTATION
- COMMERCE
- _____
- _____
- _____

Period of Significance

1870 - 1883

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)
N/A

Cultural Affiliation

Architect/builder

John Moffat

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historical Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Toana Freight Wagon Road Historic District
Name of Property

Twin Falls, Idaho
County and State

10. Geographical Data

Acreage of Property 82 acres

UTM References

(Place additional UTM references on a continuation sheet).

1	<u>11</u>	<u>684560</u>	<u>4652070</u>	3	<u>11</u>	<u>681300</u>	<u>4656000</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>11</u>	<u>681115</u>	<u>4654100</u>	4	<u>11</u>	<u>683370</u>	<u>4664320</u>

[X] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet).

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Dale M. Gray

organization Frontier Historical Consultants, Inc. date August 24, 2004

street & number 24265 River Road telephone (208) 834-3061

city or town Grand View state ID zip code 83624

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Aerial photograph; Platt map

Property Owner

(Complete this item at the request of SHPO or FPO.)

name/title _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Toana Freight Wagon Road Historic District
Twin Falls County, Idaho

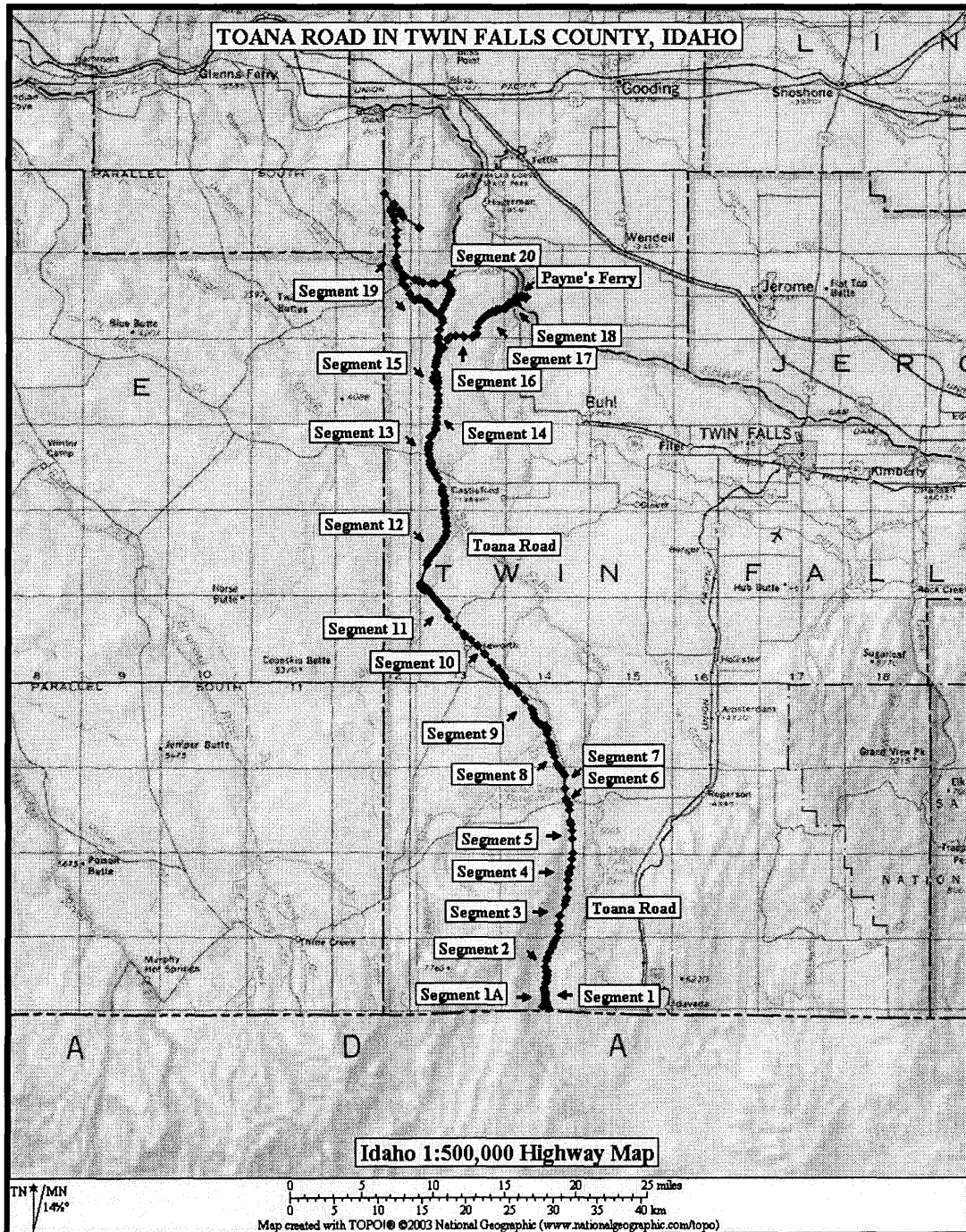


Figure 1. Overview of Toana Road on Idaho Highway Map.

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National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2 Toana Freight Wagon Road Historic District
Twin Falls County, Idaho

The Toana Freight Wagon Road Historic District consists of an approximately 75-mile transportation corridor in Twin Falls County, Idaho. Of this, 52 miles of the road is in near pristine condition with only natural erosion and vegetative growth lowering its integrity. The road runs generally south to north from Nevada to the Snake River, where it connected with established roads. The road dates from 1870, when it provided a freight route between the Union Pacific depot at Toano, Nevada, and Boise. The Road is still readily identifiable for much of its length. The southern 35 miles of the road (Segments 1-11) from the Nevada Line to the Devil Creek crossing contains pristine wheel ruts, marginally improved ranch access roads, ditch roads, and county roads. About four miles of the Road around Roseworth and a mile south of the Jarbidge Road have been lost due to agricultural development. The 40-mile northern portion of the road (Segments 12-20) ran roughly north from the Devil Creek crossing to either Payne's Ferry across the Snake River, where the route connected with the Kelton Road (Segments 16-18), or to the Oregon Trail (Segments 19 and 20) and thence to Glens Ferry across the Snake River. The northern portion of the road contains pristine ruts, occasionally-used two-track roads, ranch roads, county roads, farm-to-market roads and a short segment of a farmer's lane. About 10.5 miles of the route has been plowed under and is currently under cultivation as agricultural fields.

The 75-mile portion of the Toana Road that was recorded in Twin Falls County was divided into 20 segments based on historic watering stops, junctions and modern integrity of the road. Because water was at a premium along the route, watering spots became natural stopping places. These include China Creek, Corral Creek Station, Antelope Springs, Cedar Creek Station, Devil Creek crossing, Balanced Rock, Coyote Springs and Rings Springs. There are three division points on the road including where Segments 1 and 1A rejoin, and where Segment 19 turns north toward Coyote Springs and a junction for Segment 20 in Yahoo Creek that allowed teams to seek water farther down Yahoo Creek. Within the context of these historic segments, modern changes created further division of segments. These segments were based largely upon changes in the integrity of the roadway, such as the historic road being plowed under in the farmlands near Roseworth (Segment 10) and the farms north of Balanced Rock (Segments 14 and 17). Changes in surface from abandoned roadway, two-track, gravel road or pavement also separated segments. For example, Segment 6 from Antelope Springs runs along the modern gravel Antelope / Roseworth Road to the beginning of Segment 7 where it becomes a two-track running cross-country through the sagebrush.

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Twin Falls County, Idaho

Table 7.1 Toana Freight Wagon Road segments.

Segment	Length (Miles)	Miles Contributing	Impacts	Contributing to Historic District	USGS Map	Additional Components
1	1.25	1	ranching	Yes	Browns Bench S, ID	
2	1.25	1	ranching road	Yes	Browns Bench S, ID	
3	5	4.75	building road	Yes	Browns Bench S, ID	Corral Creek Station
4	4.5	4.2	building	Yes	Browns Bench S, ID	
5	3	3	ranching	Yes	Browns Bench N, ID	
6	0.75	0.75	ranching road	Yes	Browns Bench N, ID	
7	1	0	building	No	Browns Bench N, ID	
8	4	4	None	Yes	Roseworth SE, ID	Cedar Draw Station
9	5	5	ranch use	Yes	Roseworth SE, ID	
10	4	0	farming canal	No	Roseworth, ID	
11	5	4.9	building road	Yes	Tuanna Butte, ID	
12	9	8.75	building road	Yes	Tuanna Butte, ID	
13	1.8	0	building	No	Balanced Rock, ID	
14	3.5	0.25	farming	No	Balanced Rock, ID	
15	3	2.75	farming road	Yes	Yahoo Creek, ID	
16	1.6	0	building	No	Yahoo Creek, ID	
17	2.75	0	farming road	No	Yahoo Creek, ID	
18	2	1.75	building	Yes	Thousand Springs, ID Yahoo Creek/ Indian Butte, ID	
19	10.25	5.75	farming road	Yes	Indian Butte, ID	
20	6	5	building	Yes	Yahoo Creek, ID	
Total Miles	74.65	52.85				

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Twin Falls County, Idaho

Segment 1

Length: 1.25 miles (plus 0.4 miles on alternate route)

USGS Map: Browns Bench S, ID

Historic District Status: Contributing

Location:

681560mE	4652070mN ¹	Beginning of Project – Nevada State Line
681115mE	4654100mN	End Segment 1 – Player Ranch Road

Beginning at the Nevada / Idaho State Line, this segment of the Toana Road runs north along the western base of Player Butte. The road consists of an overgrown two-track that extends to the Player Ranch Road. Mid-way along the segment is a small spring. Near this spring, an alternate route for the road joins from the southwest. A quarter mile of the road on the north end has been obscured by ranching activity.

Although the northern quarter mile has been degraded by ranch activity, most of this segment (the southern 1.0 mile along with the 0.4 mile of alternate route) retains excellent integrity, and so the segment contributes to the historic district.

Segment 2

Length: 1.25 miles

USGS Map: Browns Bench S, ID

Historic District Status: Contributing

Location:

681115mE	4654100mN	Beginning Segment 2 – Player Ranch Road
681300mE	4656000mN	End of Segment 2 – China Creek Crossing

Beginning at the Player Ranch Road, the road runs almost due north. The first quarter mile is obscured by ranch activity. The road, in the form of a two-track, continues north-northeast to the present-day Duncan Ranch and from there a short distance north to China Creek. Historic surveys, dating from 1893, show a new road curving northwest along the west bank of a fork of China Creek to bypass segments 1 and 2. This route crosses China Creek to the east of the historic Toana Road crossing and is still in use. Local folklore relates that China Creek received its name from the massacre of Chinese laborers. Their combined graves are reported to be located just upstream on the north side of China Creek.

¹ All UTM's are in Zone 11.

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The China Creek crossing likely served as a watering and resting stop for freight teams. Historic and modern ranch activity associated with the Duncan Ranch have confused and/or obliterated the original route in and around the barnyard, but the route is soon visible again.

The northern 1 mile and water crossing retain excellent integrity; therefore, this segment contributes to the historic district.

Segment 3

Length: 5 miles

USGS Map: Browns Bench S, ID

Historic District Status: Contributing

Corral Creek Station ruins: Contributing

Location:

681300mE 4656000mN Beginning of Segment 3 – China Creek Crossing
683370mE 4664320mN End of Segment 3 – Corral Creek Station

Continuing north-northeast from the banks of China Creek, the road passes through present-day China Creek Ranch. A portion of the ranch driveway near where it joins the main road may be part of the Toana Road. At the juncture of the ranch road with the present-day road, the Toana Road crosses over to the east and continues to a spring in what was later part of the Henry Harris Desert Claim represented on the 1883 map. The main road would later be rerouted around Harris' claim. The Toana Road rejoins the modern road at the Browns Creek crossing west of the Harrell Place. Aerial photographs show what may be a short alternate beginning at the creek crossing and returning to the main road about a quarter mile later. As with other alternates near creek crossings, this may have been utilized for camping or resting stock. About a mile north, the Toana Road veers to the west for a half-mile. A small tributary may have offered stock water, or more recent road building may have straightened this part of the road. The Toana Road then crosses the modern road and continues north roughly paralleling it on the east side. A few hundred yards south of Corral Creek, the Toana Road again crosses the modern road to cross Corral Creek slightly west of the present crossing. The segment ends at the Corral Creek Station. This station is located on the east side of the road just north of the road's crossing of Corral Creek.

Of this Segment, 4.75 miles directly contributes to the historic district. A quarter-mile section of the road has been upgraded for use as a county road. The ruins of the Corral Creek Station are at the end of the segment. The ruins consist of a 10 x 10-foot uncoursed, hand-stacked, dry-set, rock wall ranging from 6 to 24 inches in height. Heavy vegetation limited visual inspection of the ground for artifacts. The association of the Station with the Freight Road make the ruins a separate contributing site of the Historic District.

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Twin Falls County, Idaho

Segment 4

Length: 4.5 miles

USGS Map: Browns Bench S, ID

Historic District Status: Contributing

Location:

683370mE 4664320mN Beginning Segment 4 – Corral Creek Station
683850mE 4671080mN End Segment 4 – Rock House Place

Beginning at the Corral Creek Station, this segment runs north up the relatively flat Browns Bench. Aerial photographs and historic surveys show some evidence that the original road may have swung slightly to the east of the modern road for the first half mile and crossed over to the east for half a mile, followed the route of the modern road for half a mile and then continued north where the modern road veers to the northeast. The historic road roughly parallels the modern road about an eighth of a mile to the west. The road crossed Whiskey Slough as it passed between the present day Rock House Place and the modern road. In 1893, this was the H. C. Knight place. It was labeled as “swampy springs,” which may indicate why the road did not approach the springs closer.

Of this segment, 4.2 miles directly contribute to the historic district. A 0.3-mile section has been upgraded for use as a county road.

Segment 5

Length: 3 miles

USGS Map: Browns Bench N, ID

Historic District Status: Contributing

Location:

683850mE 4671080mN Beginning Segment 5 – Rock House Place
683060mE 4675540mN End Segment 5 – Jarbidge Road Crossing

A short distance north of the Rock House Place, the Toana Road joins the ranch road. Where the ranch road veers to the northeast, the Toana Road continues north for about one mile. The next mile of the road is in land disturbed by agricultural activity. A historic survey from 1893 shows the road to have continued almost due north, then angling to the northwest for the last half mile before it crosses the present day Jarbidge Road.

Of this segment, 3 miles retain strong integrity and directly contribute to the historic district. This segment has been slightly impacted by ranch activities.

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Twin Falls County, Idaho

Segment 6

Length: 0.75 miles

USGS Map: Browns Bench N, ID

Historic District Status: Contributing

Location:

683060mE 4675540mN Beginning Segment 6 – Jarbidge Road crossing
682890mE 4676725mN End Segment 6 – Antelope Spring

From the Jarbidge Road crossing, the Toana Road continues almost due north to Antelope Spring. The road appears to have followed the line of the eastern of the two fences. As with other major sources of water along the route, freighters may have taken advantage of the area around the spring to water and rest their teams. The segment ends at the crossing of Antelope Spring Creek.

This 0.75 mile segment of the road has some reduced integrity due to ranch activity, such as construction of two fences that obscured the route; however, the segment does contribute to the historic district, along with Antelope Spring.

Segment 7

Length: 1 mile

USGS Map: Browns Bench N, ID

Historic District Status: Noncontributing

Location:

682890mE 4676725mN Beginning Segment 7 –Antelope Spring
682760mE 4678390mN End Segment 7 – Ranch Road Junction

From Antelope Spring the road appears to have run due north along the right-of-way of the modern road. Traces of a high road, running to the north-northwest over a low ridge and then north may indicate an alternate route. As with other alternates, this road may have been used at different times of the year to avoid snow or muddy conditions. The segment ends at a historic junction with a ranch road. This ranch road runs to the northeast to the historic Montgomery Ranch, now known as the Antelope Spring Ranch.

This 1-mile segment has been upgraded to a gravel county road, obliterating any trace of the historic freight road; therefore, it is a non-contributing component of the historic district.

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Segment 8

Length: 4 miles

USGS Map: Roseworth SE, ID

Historic District Status: Contributing

Location:

682760mE	4678390mN	Beginning Segment 8 – Ranch Road Junction
680410mE	4683850mN	End Segment 8 – Cedar Creek Crossing and Station

Beginning at the ranch road junction, the road runs across country to the northwest. The route can be clearly seen in aerial photographs a short distance to the west of the Antelope Spring/Roseworth Road. Near the northern end of the segment, the road crosses an ephemeral wash, then runs north to the end of a spur between the wash and Cedar Creek. Aerial photographs show the road winding down the spur and into the Cedar Creek Canyon. A stage station may have once been located at this crossing. Near the crossing are low stone foundations, a collapsed lean-to, a deteriorated grain drill, and a lone grave. These appear to be remains of the 1913 Jerry Emery homestead. Any remnant of a stage station would have been incorporated into the homestead.² All features and artifacts observed in the vicinity of the crossing were consistent with the 1913 homesteading effort.

This 4-mile segment is one of the most pristine of the route. It is a contributing component of the district. The homestead features at Cedar Creek crossing do not contribute to the district because no definitive association can be shown.

Segment 9

Length: 5 miles

USGS Map: Roseworth SE, ID

Historic District Status: Contributing

Cedar Draw Station ruins: Contributing

Location:

680410mE	4683850mN	Beginning Segment 9 – Cedar Creek Crossing
675910mE	4688700mN	Cedar Draw Crossing
674870mE	4690170mN	End of Segment 9 – Beginning of Agricultural Lands

From Cedar Creek Station, the road climbs up onto the Cedar Mesa and runs roughly northwest, crossing the Cedar Mesa Canal. The portion of the road west of the canal has been cut-off and has seen little

² General Land Office Records. Patent No. 366412. Homestead entry of Jerry Emery, November 22, 1913.

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Twin Falls County, Idaho

traffic since the canal's construction. After the road crosses back over to the east side of the canal, it is still in use as a ranch access road. Beyond where the ranch access road departs it, Toana Road appears little used until it abuts the modern road half a mile east of Cedar Draw. About one-half mile to the east of the Cedar Draw Crossing, the road parallels the Antelope Spring/Roseworth Road for about a quarter of a mile. Dipping south from the modern road, the road crosses Cedar Draw at the Cedar Draw Station. From there it runs north-northwest, crossing the modern road and continuing to the southeast corner of agricultural lands.

This 5-mile segment is a contributing component of the historic district. Some of the northern end of the segment has seen modern vehicular traffic using it for access to agricultural fields. At Cedar Draw there is a 9 x 8.5-foot foundation of uncoursed-ashlar, hand-stacked, dry-set stones. The foundation ranges from 12 to 43 inches high. A door opening is in the west side. The foundation is a separate contributing component of the Historic District.

Segment 10

Length: 4 miles

USGS Map: Roseworth, ID

Historic District Status: Noncontributing

Location:

674870mE	4690170mN	Beginning Segment 10 - Arricultural Lands East Side
671150mE	4693690mN	Ending Segment 10 - Agricultural Lands West Side

This segment of the road has been completely plowed under on lands irrigated by the Cedar Mesa Canal. Historic surveys conducted prior to the irrigation project show the route of the road running northwest to a point about 0.75 miles north of Roseworth. Aerial photographs show some evidence of swales in some of the fields on the eastern portion of this segment.

This 4-mile segment has been plowed under and is no longer a contributing component of the historic district.

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Twin Falls County, Idaho**Segment 11**

Length: 5 miles

USGS Map: Tuanna Butte, ID

Historic District Status: Contributing

Location:

671150mE 4693690mN

Beginning Segment 11 – North of Roseworth

666180mE 4698970mN

Project End – Devil Creek Crossing

The Toana Road emerges from the agricultural lands on a short segment of canal road on the east side of the Cedar Mesa Canal. A truncated section continues to the northwest on the other side of the canal. The road is easily discerned as a modern access road a mile northwest of Roseworth. The road crosses the Roseworth Road near a corral a mile and a half northwest of Roseworth. The road then continues to the northwest in the form of a jeep road that crosses over Tuanna Butte and descends down to the Tuanna Crossing of Devil Creek.

4.9 miles of road have very good integrity; therefore, this segment contributes to the historic district.

Segment 12

Length: 9 miles

USGS Map: Tuanna Butte, ID

Historic District Status: Contributing

Location:

666180mE 4698970mN

Beginning Segment 12 - Devil Creek Crossing

666450mE 4713280mN

End Segment 12 - Balanced Rock Road Crossing.

Rising up the west canyon wall of Devil Creek in a series of two switchbacks, the Toana Road emerges onto the Bruneau Desert. The road is still in use for ranch access as it runs north-northeast along the western flank of Devil Creek Butte. As it passes the butte, the road crosses the headwaters of a tributary of Blue Gulch. This may have been a seasonal watering spot for the teams climbing out of Devil Creek. The road continues northeast on a plain between Blue Gulch and Devil Creek. This plain curves to the north between Blue Gulch and the confluence of Devil Creek with Salmon Falls Creek. The road gradually degrades to a two-track and then a trace as it crosses the southern border of Section 29, T10S, R13E. The two-track veers off of the Toana Road to the west. The Toana Road continues to the north and, although it is visible as a trace in aerial photographs from 1992, it is no longer readily apparent from the ground. An eighth of a mile later, a two-track from the west joins the old freight road, and the

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Twin Falls County, Idaho

combined road continues to the north, gently curving to the west until it intersects Balanced Rock Road in Section 18 T10S, R13E.

This segment of the road has been slightly improved and is still in use for ranch access. The quarter mile of road prior to the Balanced Rock Road crossing has been subject to some modern road reconstruction. However, of the 9 miles in this segment, 8.75 miles directly contribute to the historic district.

Segment 13

Length: 1.8 miles

USGS Map: Balanced Rock, ID

Historic District Status: Non-contributing

Location:

666450mE	4713280mN	Beginning Segment 13 - Balanced Rock Road Crossing.
666500mE	4716090mN	End Segment 13 - Beginning Agricultural Fields

This segment of the Toana Road is still in use as a farm-to-market road. The road runs north along a bench between Blue Gulch and an unnamed ridge to the east. As it rounds the end of the ridge, it crosses a series of three drainages. The northern most of these has a modern pond that may have served as a historic water spot for teams. From this point, the modern road veers to the east to meet the section line.

This 1.8 mile segment of the road has been subject to modern road building and no longer contributes to the historic district.

Segment 14

Length: 3.5 miles

USGS Map: Balanced Rock, ID

Historic District Status: Noncontributing

Location:

666500mE	4716090mN	Beginning Segment 14 - Agricultural Fields
667230mE	4721630mN	End Segment 14 - Agricultural Fields

From the pond at the end of Segment 13, the road historically ran northeast across what are now tilled fields and crossed the farm-to-market road (400 East Road) near an unnamed tributary to Blue Gulch. The historic road then continued in a north-northeast direction through fields to cross 4100 North Road.

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North of this modern road, the freight road may have been incorporated into a local field access road for a quarter of a mile. The road then continued nearly north through agricultural fields to cross two tributaries of the North Fork of Deadman Gulch. This was likely a seasonal watering spot for the teams. The area between the tributaries has not been farmed and the road is visible. On the north bank, a short segment of the Blue Ridge Road can be seen intersecting the Toana Road. Beyond Deadman Gulch, the road continues north through relatively flat farmlands to the mid-section line of Section 20, T9S, R13E, where agricultural fields end.

A variant of the trail, the Blue Ridge Road, may have left the main road just north of the Deadman Creek crossing. By following a ridge to the north of Deadman Creek, it would have followed the easy-to-travel ridge line to connect with the Oregon Trail on the south end of Black Mesa. While providing a gentle and relatively flat route, the 25-mile ridge-top road has little available water for the teams. There are no historical references for use of this road before it appears on the 1908 GLO maps of the area. Aerial photographs show a road trace along this route, but without supporting historical evidence, this route cannot be confirmed as a variant of the Toana Road. It is more likely that the road was built in the 1890s to connect the Cedar Creek Irrigation project around Roseworth with the Oregon Short Line in Glens Ferry.

Although the quarter mile of ruts at the Deadman Creek crossing and Blue Ridge Road junction are pristine, the majority of this segment, 3.25 miles, has been plowed under or incorporated into a farm lane and, therefore, is noncontributing.

Segment 15

Length: 3 miles

USGS Map: Yahoo Creek, ID

Historic District Status: Contributing

Location:

667230mE 4721630mN

Beginning Segment 15 - Agricultural Fields

667620mE 4726075mN

End Segment 15 - Start of Farm to Market Road

This relatively pristine segment of the Toana Road runs northward from the agricultural fields in Section 20 T9S, R13E, roughly paralleling 400 East Road. In the SW ¼ of Section 17, T9S, 13E, the road passes through a plowed field for a quarter mile then resumes to wind down to an upper tributary of Yahoo Creek. The road then winds up a shallow draw on the north side of the creek and then around a low hill. Then the road runs straight north-northeast along a flat ridge between Yahoo Creek and the Salmon Falls Creek valley. The modern road parallels the historic road about 100 yards to the west.

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Near the northern end of Section 17, a two-track road crosses the road from southeast to northwest. The road continues to the north, trending east through Section 8, T9S, R13E with the modern road gradually narrowing the gap. As the historic road crosses into Section 5, it enters a crossing of modern, post-World War II and historic roads. At this point the road turns to a northwest direction until it crosses into the modern, farm-to-market road.

Of this 3-mile segment, all but one quarter mile has very good integrity; therefore, this segment contributes to the historic district.

Segment 16

Length: 1.6 miles

USGS Map: Yahoo Creek, ID

Historic District Status: Noncontributing

Location:

667620mE	4726075mN	Beginning Segment 16 - Start of Farm-to-Market Road
669900mE	4727350mN	End Segment 16 - End of Farm-to-Market Road

This segment of the Toana Road follows a paved road that connects 400 East Road with 4700 North Road. This segment was paved in 2004 as part of the Miracle Water Road project.

This segment has been obliterated and is a noncontributing component of the historic district.

Segment 17

Length: 2.75 miles

USGS Map: Yahoo Creek, ID

Historic District Status: Noncontributing

Location:

669900mE	4727350mN	Beginning Segment 17 - End of Farm to Market Road
673030mE	4730210mN	End Segment 17 - Rings Springs Road.

This segment of the Toana Road has been subject to cultivation. The road ran east, roughly paralleling modern 4700 North Road. Historic GLO maps show the road curving north in Section 35, T8S, R13E and then turning northeast in Section 26. The historic road emerges from the modern fields at 672636mE /4730199mN, about a quarter mile from Rings Springs.

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This 2.75-mile segment has been subject to significant agricultural development and therefore does not contribute to the historic district.

Segment 18

Length: 2 miles

USGS Map: Yahoo Creek and Thousand Springs, ID

Historic District Status: Contributing

Location:

673030mE 4730210mN

Beginning Segment 18 - Rings Springs Road.

675750mE 4731380mN

End Segment 18 - Oregon Trail / Kelton Road (End of Road)

This segment of road begins a short distance to the west of Ring Springs. In this vicinity, the Toana Road has been upgraded for about a quarter mile to provide access to a pipeline pumping station. Access beyond this point from the south is difficult because the fenced-in pumping station has been constructed where the modern road connects with the historic road. The modern road then veers north to provide access to agricultural fields. From the northeast side of the pumping station, the freight road continues to the northeast to dip down to Rings Springs. This would have been an essential watering spot for teams climbing up out of the Snake River valley and a place for freighters to check their brakes and rigging before heading down to meet the Oregon Trail on the south bank of the Snake River.

From Rings Springs, the road shows at least two episodes of later use. At the Springs, the freight road swings wide to provide access for the teams while a post-World War II jeep trail takes a more direct route to cross the draw. This jeep two-track shares the route with the freight road for an eighth of a mile, before the freight road veers to the north, roughly paralleling the jeep road. As the set of roads cross under a modern powerline, the freight road and jeep trail merge with a modern road improved using heavy equipment. At one point, where the route crosses a small ridge, all three roads separate and can be seen individually. The freight route continues to follow the jeep/powerline road down a series of relatively gentle steps along minor ridges to finally reach the floodplain of the Snake River and connect with the Oregon Trail/Kelton Road about a quarter mile south of Payne's Ferry. After 1871, freighters had the option to use Payne's Ferry to cross the Snake River to its north bank. From there they would have followed the Kelton Road to reach various destinations to the north and west.

This 2-mile segment has a variety of road surfaces ranging from one quarter mile of improved gravel, 0.5 miles of unimproved two-track and about 1.25 miles of ruts. Although there is some loss of integrity overall, this segment still mostly conveys the period of significance and, therefore, contributes to the historic district.

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Segment 19 Western Variant (Oregon Trail Alternate)

Length: 10.25 miles

USGS Map: Yahoo Creek, ID, Crows Nest NE, ID and Indian Butte, ID

Historic District Status: Contributing

Location:

667200mE 4725640mN

Beginning Segment 19 - Beginning of Oregon Trail Alternate

661730mE 4742440mN

End Segment 19 - Connection with the Oregon Trail

At the northern end, a western variant for the road provided freight service via Glens Ferry and to the Owyhee Mines. While a route splitting off the main trail near the crossing of Deadman Creek's headwaters would have provided an easy haul down Blue Ridge, the route lacked water for the teams. Instead, it is likely that freighters continued on north to split from the road where the Eastern Variant turns east to connect with Payne's Ferry. By continuing almost due north, the freighters would descend down to Yahoo Creek, which runs year round even in dry years below Coyote Springs (Segment 20). In wet years, the freighters could water their teams in Yahoo Creek and cross over to Tuana Gulch³ at Upper Falls Point, or they could continue down Yahoo Creek to Coyote Springs and cross over to Tuana Gulch on what is now Crows Nest Road. Unlike Tuana Gulch, which is broad and level, Yahoo Gulch is characterized by many small gullies crossing the direction of travel. The western-bound freighter would probably have crossed over to Tuana Gulch as soon as his team was watered to obtain a smoother road. Once in Tuana Gulch, the freighters could easily descend to the old Emigrant Road (Oregon Trail) to reach Pilgrim Station, Glens Ferry, and points beyond.

Unlike the southern portions of the Toana Road, the Western Variant is not well defined. The route is mentioned in the literature only by vague references to "Yahue Springs" and the more easily traced Pilgrim Station on the Oregon Trail. GLO maps from 1885 and 1908 show a road descending Yahoo Creek and then crossing over to Tuana Gulch. With at least two options for crossing over to Tuana Gulch guided by available water and driver preference, it is difficult to trace a definitive route.

The route can be seen on the ground and on aerial maps for the first 1.25 miles to where it intersects 4700 North Road. Beyond this point the road enters a series of agricultural fields and cannot be traced. Its route can be determined using an 1885 survey of the northern boundary of T9S, R13E, which labels this road as the Salmon Falls Road. GLO records from 1908 show a road continuing down Yahoo Creek and then turning west to follow a ridge up over Upper Falls point, and then curving down to Tuana

³ Tuana Gulch contains yet another variation of the word Toano.

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Gulch. After the road emerges from the agricultural lands, a two-track road exists for much of this route from where it turns west from Yahoo Creek.

In Tuana Gulch, the route curves along the foothills along the east side of the Gulch. North of Crows Nest Road, the route enters agricultural lands and cannot be traced. It connects with the Oregon Trail about 2.5 miles north of Bell Rapids Road.

This 10.25-mile segment of road crosses 2 miles of agricultural fields near its south end and enters 2.5 miles of fields in its north end before it terminates at the Oregon Trail. The remaining 5.75 miles are visible, and so this segment contributes to the historic district.

Segment 20

Length: 6 miles

USGS Map: Yahoo Creek, ID and Crows Nest NE, ID

Historic District Status: Contributing

Location:

667100mE	4729630mN	Beginning Segment 20 - Start Segment 20
668220mE	4732000mN	Coyote Springs
662820mE	4734300mN	End Segment 20

This segment separates from Segment 19 on the east side of Yahoo Creek. This variant may have been developed to allow freighters to follow Yahoo Creek down to Coyote Springs in the late summer when water for the teams was not available farther up the creek. This portion of the road is little changed from its original appearance and is currently in use as a ranch access road. There are several examples of deep swales to the south of Coyote Springs. Below Coyote Springs, the road curves around the hill to connect with the present day Crows Nest Road. At the summit of the ridge between Yahoo Creek and Tuana Gulch, the road curves to the west-northwest, following a draw down to meet Segment 19 on the east side of the floodplain of Tuana Gulch.

This six mile segment retains good integrity for all but one mile (which has been upgraded into the modern Crows Nest Road), and so it contributes to the historic district.

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Narrative Statement of Significance

The Toana Freight Wagon Road Historic District is locally significant under Criterion A for its association with historic southwestern Idaho transportation. The Historic District's period of significance runs from its inception in 1870 to its abandonment in 1883. The first date follows the beginning of Union Pacific Railroad service to Toano, Nevada, and the latter to the arrival of the Oregon Short Line in Idaho in 1883.

The Toana Road

The Toana Road⁴ has its origins in the rapidly changing western transportation systems following the completion of the transcontinental railroad. The Central and Union Pacific Railroads created a corridor from which goods and services could be obtained from either the eastern seaboard or California. With the driving of the golden spike at Promontory Point, Utah, on May 10, 1869, transport time into the continental interior changed from months to days. Shipping costs also dropped dramatically. Even while the railroads were under construction, freight operators began moving materials into the hinterlands from the progressing railheads. Once completed, many of these former railheads became stations along the route, and towns sprang up around them. Seeking their fortune in fast freight, a number of stage coach "kings" quickly established stage routes to the nearest rail connection and published schedules and new rates. In southwestern Idaho, John Hailey led the way by pushing through a stage route from Kelton, Utah, to Boise. Kelton became the main shipping point for Idaho on the Central Pacific Railroad.⁵

In 1868, Toano was established as a railhead in eastern Nevada by the Central Pacific Railroad.⁶ The railroad built extensive machine shops at Toano to support the railroad's last push eastward in 1869. A town formed at this site, and the community flourished as a major freight and staging center in Nevada's Elko County.⁷ As the western terminus of the Central Pacific, the town served Nevada miners as far

⁴ The name "Toana" is just one of many different spellings found on maps and in the historic literature. The road has its name from Toano, Nevada. Modern maps use "Tuanna Road", "Tuanna Butte" and "Tuana Gulch), but the proper spelling is the same as the town of Toano. In this report, "Toana" is used to refer to the Road to differentiate from "Toano", which refers to the town.

⁵ Larry Jones, "Kelton Road" Reference Series #74.

⁶ The name "Toano" is claimed to have several different meanings. One claim states that it means, "black topped" or "black coated" in Shoshone and is derived from nearby mountains, which appears to have black tops. Nevada Place Names states that the name is from Gosiute meaning "pipe-camping-place".

⁷ An *Elko Independent* 1869 article mentions Toano in description of Elko County. "Within the limits of eastern portion; at both of which places towns have grown up..."

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away as the boom-town of Pioche, 250 miles to the south.⁸ Toano first gained wider attention when Leland Stanford put together a special train at the shops there, for the golden spike ceremony at Promontory Point, Utah, commemorating the completion of the first transcontinental railroad.

In 1870, road surveyors plotted a new route on the Central Pacific Railroad from Toano to Boise that was approximately fifty miles shorter than any other route from the railroad into southern Idaho. Engineers said the road was level and in a deep valley with good grass, and with no distance between watering places greater than ten miles. Thus sheltered, it would not be exposed to the severe weather afflicting and often blocking all other routes northward from the Central Pacific.⁹

The route traveled down Toano Draw from present Valley Pass Station on the Southern Pacific Railroad to Nevada's Thousand Springs Valley, passing just south of the present Winecup Ranch¹⁰, to Wilkins, in the upper Thousand Springs Valley. It then crossed the Thousand Springs-Salmon Falls River divide, and went south to Salmon Falls, past present Contact, Nevada, on U.S. Highway 93 to a point about six miles south of Jackpot, Nevada, on the Nevada-Idaho line. There the freight road swung northward across Cottonwood Creek and, thence, in a northerly direction across the state line, passing west of Salmon Falls Reservoir, through present Roseworth, and north through the Bruneau Desert to connect with established roads along the Snake River.

By some accounts, the road was constructed by John Moffat (sometimes spelled Maffit) who hired Chinese laborers to build the road. The men camped during the construction period at a site that became known as China Creek Draw.¹¹ When the Toana Road was completed, Nevada freighters immediately began using it to ship goods to Boise and the various mining communities. Ferdinand Marx, a Toano freighter and local Wells Fargo agent, reported that he shipped 45,000 pounds of freight to Boise over the road in September 1870.

The original 1870 northern terminus of the Toana Road is not known, but evidence supports two likely branches: a western variant that connected with the Oregon Trail in Tuano Gulch and an eastern variant that connected with the Kelton Road near the mouth of Salmon Falls Creek. The western variant probably descended Yahoo Creek to obtain water for the teams and then crossed over a low divide to descend the gentler Tuano Gulch. GLO maps show two routes over the low divide, one over Upper Falls Point and the other from Coyote Springs to roughly follow the present-day Crows Nest Road over the low divide. Tuano Gulch's name and a faint road trace on aerial photographs support the GLO

⁸ Pioche is on the Nevada / Utah border, almost due south of Toano. It was a wide-open mining town that originated in a big mineral strike in 1864. Hostilities with Native Americans delayed development until 1868. The town of Pioche was platted in 1869. Supplies for the mines and the new town were freighted from Toano.

⁹ *Owyhee Avalanche*, October 8, 1870.

¹⁰ The Winecup Ranch is still active and is located about 25 miles south of Wells, Nevada.

¹¹ Thomas Ike Gray, *Life in the Saddle*, p. 2.

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representations of the western route down Tuano Gulch. This western variant of the road would have connected with the Oregon Trail in lower Tuano Gulch. Following the old emigrant road, freighters could either cross the Snake River at Glens Ferry to reach points north or continue on the South Alternate to reach the Owyhee mines.

Gustavous P. Glenn began ferry operations across the Snake River in 1863. The ferry was built with the help of Len Lewis above the Three Island Crossing of the Oregon Trail. It was later moved a mile upstream. The upgraded 18 x 60-foot ferry could hold two freight wagons. Unlike many of the other ferries on the river owned and operated as small independent businesses, Glenn's Ferry was put in place to support his freight line from Utah to Boise. Glenn's company was one of the area's larger freight lines and used both the Kelton and Toana roads. Because of his ownership of the ferry, Glenn's teams undoubtedly used the western variant as their primary route¹².

Although active in late 1870, histories of the Toana Road tend to mark its beginning in October, 1871 when Payne's improved ferry began service. To reach this ferry, the traveler on the eastern variant turned east from the headwaters of Yahoo Creek, watered teams at Rings Springs and then descended from the Bruneau Desert to the Snake River floodplain between Thousand Springs and the mouth of Salmon Falls Creek. In 1870, any traffic on this variant would have connected with the Kelton Road at the Taylor Ferry. Indeed, the post-1871 Toana Road descended to the Snake River floodplain near the original Taylor Ferry. An 1885 map of the area shows the Toana Road converging with the Kelton Road at Salmon Falls Station – possibly the old Taylor house near the mouth of Salmon Falls Creek.¹³ A year later, the route was modified to follow the Oregon Trail / Kelton Road a short distance along the west bank of the Snake River to connect with the improved Payne Ferry a mile below. This route had the advantage of providing access to the Atlanta and Rocky Bar mines by joining the Kelton Road on the north side of the Snake.

Morgan Payne's improved ferry was placed into service on the Kelton Road just above Thousand Springs in October 1871. Most historical accounts mark this as the official beginning of freight service along the Toana Road, despite the previous year's traffic on the road that used Taylor's and Glenn's ferries to cross the Snake River. Earlier in the year, Morgan E. Payne bought half-interest in the Taylor Ferry located at Salmon Falls Creek. The original ferry was a scow that was rowed across the river. Payne and Ed Taylor stretched a cable across the river a mile below Salmon Falls Creek and modified the ferry so that the current would push it back and forth across the river. This allowed more trips to be made across the river with comparatively little effort. They then built a larger scow sixty feet long and

¹² James Huntley, *Ferry Boats in Idaho*, Caxton Press, 1979. pp 91-92.

¹³ Alfred Downing, "Map of the Department of Columbia." US Army Corps. of Engineers. 1881. Revised 1885.

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fourteen feet wide, which could easily accommodate stage coaches or could carry three freight wagons per crossing.¹⁴ Payne soon thereafter bought out Taylor. For the ferry service, the Overland Stage Company paid a thousand dollars a year for its stages to cross twice a day. Freight wagons from the Kelton and Toana Roads were charged \$2.50 for the lead span and \$.75 for additional spans. Trail wagons paid \$0.50.¹⁵

Glenn's freight company, along with freighters bound for the Owyhee mines, probably used the western variant down Tuano Gulch, but Payne's Ferry captured much of the rest of the Toana traffic. North of the ferry, the route followed the Kelton Road over King Hill to Rattlesnake Station, east of present-day Mountain Home, where all Rocky Bar-Atlanta freight was diverted over the South Boise Wagon Road. The Boise City, Boise Basin, and some Stanley Basin traffic used the Kelton Road.

Just as the Toana Road was becoming established, however, freight service over the road ended when a late-1871 fire at Pioche, Nevada, disrupted service to Idaho. Rebuilding the community required all the teams in the area to freight supplies to Pioche.¹⁶

After a three-year hiatus, freight again began to travel over the Toana Road. Toano freighters and merchandisers believed their community was the closest rail shipping point to Boise City and their road was the best. In the spring of 1874, Ferdinand Marx and John W. Moffat started a fast freight line to Boise.¹⁷ They advertised service to Boise City in six days at the same rate Kelton freighters charged for eighteen to thirty days service.¹⁸ The freighters also supplied a new copper camp on Salmon Falls Creek at Contact, Nevada, with agricultural supplies hauled back from the Boise area. They could haul freight in both directions.¹⁹

The new line provided tri-weekly service, and the Toana Road provided competition to Kelton for Idaho trade. The "Toano and Idaho" fast freight line proceeded to build new stations along the Toana Road and along the Oregon Trail route to Glens Ferry.²⁰ By April 1874, the new stations also included two on the Kelton Road alternate. One was between Indian Creek and Rattlesnake Station, and one between Boise City and Indian Creek.²¹

¹⁴ Huntley, Ferry Boats, pp 76-82. While Payne's ferry is six feet narrower and the same length as Glenn's Ferry, it is shown in a historical painting carrying three freight wagons. It is not known why the wider Glenn's Ferry could only carry two such wagons.

¹⁵ *Ibid.*, pp 76-82.

¹⁶ *Idaho Tri-weekly Statesman*, May 9, 1874.

¹⁷ Jasper "Barley" Harrell, early Idaho and Nevada livestock owner, supplied mules to the freight line.

¹⁸ *Idaho Tri-Weekly Statesman*, February 17, 1874.

¹⁹ Idaho State Historical Society (ISHS), Reference Series #75.

²⁰ See below for a list of Stations along the Toana Road.

²¹ Edna B. Patterson, et al. Nevada's Northeast Frontier p. 165

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Letters in the newspaper addressed the competition between Toana and the Kelton Road. Kelton Road supporters insisted that the "Fast Freight Line" wouldn't succeed since it was over a difficult route for slow freight and pack trains.²² Toana Road supporters touted early arrival and quick shipment time to entice merchants to use the road.²³

In 1880, the Overland Stage Company changed its route from the Kelton Road crossing at Payne's Ferry to the western route that crossed the Snake River at Glenns Ferry. The stage may have used much of the western alternate of the Toana Road to connect with the Oregon Trail and then Glenns Ferry. If true, the western alternate of the Toana Road probably saw far more traffic after 1880.

Ultimately, the railroad won the competition between the Toana Road and its rival the Kelton Road. The completion of the Oregon Short Line (OSL) railroad in 1883 into southern Idaho provided freight service directly to Idaho and ended all need for the expense of freighting from either Kelton or Toano. From beginning to end, the Toana Road was used as a main transportation route to southwest Idaho for only thirteen years.

Although freighters did not use the Toana Road after 1883, it was not forgotten. In the 1960s, long-time Twin Falls County resident, Lula C.H. Lough, recalled portions of the Toana Road in correspondence to a friend when writing about the Oregon Trail. According to Lough, she had ridden across the desert southwest of Twin Falls when "there were only two roads, the Oregon Trail and the Towana (*sic*)...west of the Salmon." She recalled there was a stage station, supposedly used by Ben Holladay, at Pilgrim Wells, an earlier one at Yahue (*sic*) Springs that was on the Toana Road. She also mentions that China Creek Butte was named after an incident in which road crews constructing the Toana Road killed three Chinese laborers and buried them near the Road.²⁴ Finally, her letters mention that Roseworth was established as a post office by the Cedar Creek Canal Company at the Toana Road Crossing seven miles below Tuwanna Butte. Several families lived at the site for seven years while the canal was under construction. In 1898, they moved to the Toana Road, which had not been used for years, taking the post office with them.²⁵

Thomas Ike Gray was another Twin Falls county resident who recalled the Toana Road. Gray's family settled in the area in the 1880s. According to Gray, the family home ranch, Gray's Crossing, was about two miles south of Whiskey Slough. Another, the Brown Ranch south of the Gray family ranch was China Creek where the Toana Road passed over the creek.²⁶

²² Idaho Tri-Weekly Statesman, March 24, 1874.

²³ *Ibid.*

²⁴ This information is not presently supported by newspaper or other accounts. Acts of violence against Chinese were not unheard of in Idaho. However, most of this violence occurred in the late 1880s, well after the Toana Trail was abandoned.

²⁵ Lula C.H. Lough, letters 1960-1962.

²⁶ Gray, p. 125.

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Although freighting to Idaho was discontinued, the town of Toano continued to thrive, mainly due to the continued growth of Nevada mining districts to the south. By 1900, freight traffic between Toano, the Cherry Creek mines, the Spruce Mountain mines, and Ely became heavy. In 1904, the Southern Pacific completed the Lucin Cutoff in eastern Utah. As a direct result, Toano was abandoned as a terminal point. The repair depot was closed and most of the town's residents and businesses left. In 1906, remaining residents moved to the new town of Cobre, a mile to the southeast, on the newly completed Nevada Northern Railway. Toano no longer existed. The remaining structures were razed when the Southern Pacific rebuilt the tracks away from Toano.²⁷

CONCLUSION

The Toana Freight Wagon Road Historic District, despite degradation of portions of its route, continues to convey its association with the history of early freight transportation in Territorial Idaho. The history of the trail reflect the rapid "boom" development of freight routes associated with arrival of the railroad in Nevada in the late 1860s / early 1870s and the subsequent abandonment of those freight routes when local railroad service came to southwest Idaho in 1883. Because of its extreme isolation the majority of the route is little changed since its abandonment. As a result, the Toana Freight Wagon Road Historic District has excellent integrity.

²⁷ Shawn Hall, Connecting the West, pp. 84-86.

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Section 10: Geographic Information

UTM References

The Toana Freight Road Historic District is composed of 20 segments. These can be described using UTM points for each end and significant locations along the segments.

Segment 1

681560mE 4652070mN²⁸ Beginning of Project – Nevada State Line
681115mE 4654100mN End Segment 1 – Player Ranch Road

Segment 2

681115mE 4654100mN Beginning Segment 2 – Player Ranch Road
681300mE 4656000mN End of Segment 2 – China Creek Crossing

Segment 3

681300mE 4656000mN Beginning of Segment 3 – China Creek Crossing
683370mE 4664320mN End of Segment 3 – Corral Creek Station

Segment 4

683370mE 4664320mN Beginning Segment 4 – Corral Creek Station
683850mE 4671080mN End Segment 4 – Rock House Place

Segment 5

683850mE 4671080mN Beginning Segment 5 – Rock House Place
683060mE 4675540mN End Segment 5 – Jarbidge Road Crossing

Segment 6

683060mE 4675540mN Beginning Segment 6 – Jarbidge Road
682890mE 4676725mN End Segment 6 – Antelope Spring

Segment 7

682890mE 4676725mN Beginning Segment 7 – Antelope Spring
682760mE 4678390mN End Segment 7 – Ranch Road Junction

Segment 8

682760mE 4678390mN Beginning Segment 8 – Ranch Road Junction
680410mE 4683850mN End Segment 8 – Cedar Creek Crossing and Station

Segment 9

680410mE 4683850mN Beginning Segment 9 – Cedar Creek Crossing
675910mE 4688700mN Cedar Draw Crossing
674870mE 4690170mN End of Segment 9 – Beginning of Agricultural Lands

²⁸ All UTM's are in Zone 11.

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Twin Falls County, Idaho**Segment 10**674870mE 4690170mN Beginning Segment 10—Agricultural Lands East Side
671150mE 4693690mN Ending Segment 10 – Agricultural Lands West Side**Segment 11**670050mE 4693690mN Beginning Segment 11 – North of Roseworth
666180mE 4698970mN Project End – Devil Creek Crossing**Segment 12**666180mE 4698970mN 2004 Project Start Devil Creek Crossing
666450mE 4713280mN Balanced Rock Road Crossing.**Segment 13**666450mE 4713280mN Balanced Rock Road Crossing.
666500mE 4716090mN Beginning Agricultural Fields**Segment 14**666500mE 4716090mN Beginning Agricultural Fields
667016mE 4719602mN Blue Ridge Road Junction
667230mE 4721630mN End of Agricultural Fields**Segment 15**667230mE 4721630mN End of Agricultural Fields
667620mE 4726075mN Start of Farm to Market Road**Segment 16**667620mE 4726075mN Start of Farm to Market Road
669900mE 4727350mN End of Farm to Market Road**Segment 17**669900mE 4727350mN End of Farm to Market Road
673030mE 4730210mN RingsSprings Road.**Segment 18**673030mE 4730210mN RingsSprings Road.
675750mE 4731380mN Oregon Trail / Kelton Road (End of Road)**Segment 19 Western Variant (Oregon Trail Alternate)**667200mE 4725640mN Beginning of Oregon Trail Alternate
661730mE 4742440mN Connection with the Oregon Trail**Segment 20**667100mE 4229630mN Start Segment 20
668220mE 4732000mN Coyote Springs
662820mE 4734300mN End Segment 20

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Verbal Boundary Description

The route passes generally from north to south through the following sections:

- T16S, R14E Sections 3, 10, 15, 21, 27, 28 Nevada Border
- T15S, R14E Sections 2, 11, 14, 23, 26, 27, 34
- T14S, R14E Sections 2, 11, 14, 23, 26, 35
- T13S, R14E Sections 5, 6, 8, 9, 16, 21, 22, 27, 34
- T12S, R14E Section 31
- T12S, R13E Sections 5, 6, 8, 9, 16, 15, 22, 23, 25, 26, 36
- T11S, R13E Section 31 Devil Creek
- T11S, R12E Section 36
- T11S, R13E Section 5, 8, 17, 18, 19, 30
- T10S, R13E Section 5, 6, 7, 18, 19, 20, 29, 32
- T9S, R13E Section 5, 8, 17, 20, 29, 32
- East Variation
- T9S, R13E Section 3, 4, 5
- T8S, R13E Sections 24, 25, 26, 33, 34, 35
- T8S, R14E Section 19 Payne Ferry East Variation End
- West Variation
- T9S, R13E Section 5
- T8S, R13E Sections 19, 29, 30, 32
- T8S, R12E Sections 2, 11, 12, 13, 14, 24
- T7S, R12E Sections 14, 15, 22, 23, 26, 35
- T7S, R12E Section 14 Oregon Trail West Variation End
- T8S R13E Sections 16, 17, 18, 20, 21, 29
- T8S R12E Sections 11, 12, 13

Boundary Justification

The Toana Freight Road Historic District boundaries include the Twin Falls County Idaho, portion of the Toana Road that extended from Tuano, Nevada to the Oregon Trail / Kelton Road along the Snake River in Territorial Idaho. The road has several variants on the north end to allow for different ferry boat preferences, trail conditions, water availability and destinations. The route, with variations, is about 75 miles long within Twin Falls County. The road is typically about nine feet wide.

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PHOTOGRAPHIC DOCUMENTATION:

Toana Freight Wagon Road Historic District
Twin falls County, Idaho
Photos taken by Don Barnhill, Frontier Historical Consultants, Inc.
Photos taken April, 2003
Negatives on files at the Idaho State Historic Preservation Office

Photo #1 of 10	Segment 1 from the Nevada border	View looking north
Photo #2 of 10	Segment 3 - Corral Creek Station	View looking east
Photo #3 of 10	Segment 6 - Antelope Spring	View looking north
Photo #4 of 10	Segment 8/9 – Cedar Creek crossing	View looking north
Photo #5 of 10	Segment 8/9 – Cedar Creek crossing	View looking north
Photo #6 of 10	Segment 11 – Top of Tuanno Butte	View looking northwest
Photo #7 of 10	Segment 11 – Toward Devil Creek	View looking northwest
Photo #8 of 10	Segment 11/12 – Devil Creek crossing	View looking northwest
Photo #9 of 10	Segment 12 – Ridgetop Road	View looking north
Photo #10 of 10	Segment 18 – North end of Toana Road at Payne’s Ferry	View looking east