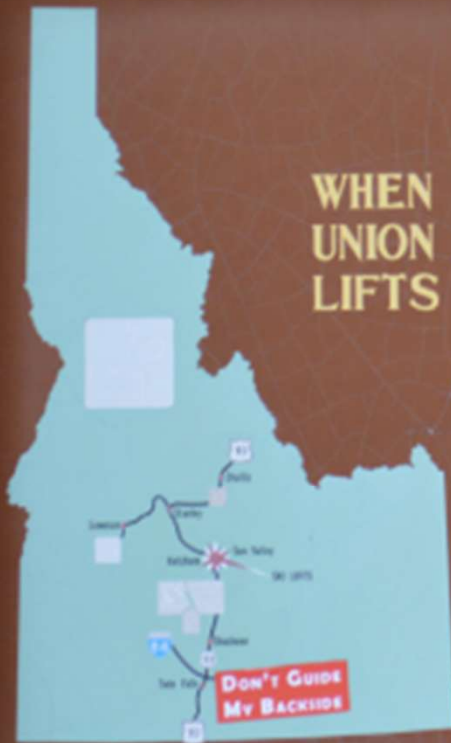


# Highway Signage

Historical Preservation Committee

# SKI LIFTS

WHEN SUN VALLEY LODGE WAS BUILT IN 1936, UNION PACIFIC ENGINEERS DEVELOPED CHAIR LIFTS TO TRANSPORT SKIERS UPHILL.



Starting with two modest ski slopes on Dollar Mountain and Proctor Mountain, chair lifts were used for all Sun Valley ski runs. Far superior to tow ropes and similar devices employed before 1936, they quickly became popular at ski resorts everywhere. New designs were adopted for additional Sun Valley ski runs, but one 1936 style chair lift still is preserved 4 miles up Trail Creek from here.



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When Sun Valley Lodge was built in 1936, Union Pacific engineers developed chair lifts to transport skiers uphill.

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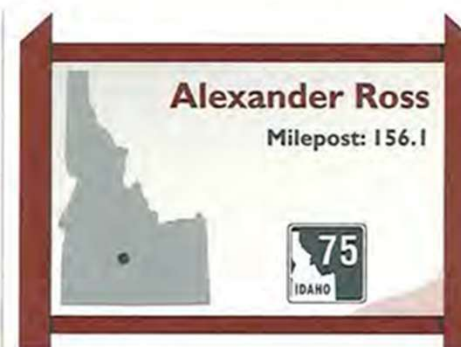
**Sign number: 329**



After Warren P. Callahan located a rich lead-silver mine here, April 26, 1879, thousands of eager treasure-hunters joined in a rush to Wood River in 1880.

Successful prospectors discovered valuable lodes from here to Bellevue. Galena had a hotel, four general stores, a livery stable, several saloons and dining halls, a shoe store, and daily stage service to Hailey. After a ruinous decline in silver prices in 1888, its mines were shut down. But Galena continued as a recreation center.

**Sign number: 484**



Searching the mountain wilderness for beaver, Alexander Ross came up the Wood River and discovered this summit, September 18, 1824.

Leading a large brigade of Hudson's Bay Co. trappers, he wondered whether he could get through unknown mountains and rocky defiles that obstructed his passage back to his base of operations at present Challis. Unwilling to turn back, he pressed on to explore Stanley Basin and the difficult canyon beyond. When he reached Challis on October 6, he had traveled this highway route from Bellevue to Salmon, mostly through unexplored land.

**Sign number: 302**



### Seven Devils Mines

Milepost: 2  
At Idaho Power Park



More than a century ago, miners faced a hopeless problem of hauling copper ore to this canyon for shipment to smelters.

They started with Albert Kleinschmidt's road grade down from their mine, more than a vertical mile above the Snake River about 30 miles downstream from here. After a steamboat failed in 1891, a railroad (now under water) was built past here to their river landing. That did not work either. Large ore trucks finally solved the problem in 1968.

Sign number: 378

### Magic Dam

Milepost: 91



Completed in 1910 at a cost of \$3 million, Magic Dam stores water for 89,000 acres of irrigated farms near Shoshone and Richfield.

Rising 129 feet high, it is 700 feet wide. An adjacent 1,600-foot embankment with a concrete spillway helps retain more than 190,000 acre-feet of spring floodwater for summer use downstream. A four-mile desert road reaches Magic Dam, which provides fishing and recreational opportunities in a broad valley northwest of here.

Sign number: 398

### Wood River Mines

Milepost: 112.8



Rich strikes in 1879 led to a rush to the lead-silver mines of this valley. Eventually, the famous Minnie Moore Mine alone produced a total of \$8.4 million worth of ore.

Mining quickly brought a railroad and prosperity, and for a time this was the leading region of Idaho. Hailey had Idaho's earliest phone service (1883) and three daily newspapers. A Ketchum smelter pioneered electric lighting in Idaho. But times changed: lodes ran out, mining declined, and now these hills attract more skiers than miners.

Sign number: 154

Four wagons pulled by a team of mules cross the Wood River near Ketchum.



## **Sources:**

[Idaho Highway Historical Markers](#)

[Historical Highway Markers | Idaho State Historical Society](#)

[Idaho Highway Historical Marker Guide.pdf](#)