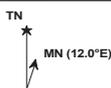




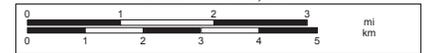
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Scale 1 : 137,500



1" = 2.17 mi

Data Zoom 11-0

The Teton Valley Branch of the Union Pacific Railroad

The Teton Valley Branch of the Union Pacific Railroad was built, south and east, from Ashton. Construction began in 1910, and was completed to Victor on December 18, 1912. The 45.6 mile line was intended to promote development of the sparsely populated Teton Valley. The towns of Teton, Drummond, Driggs, Victor, Felt, and Marysville prospered with the arrival of the railroad. The rail line transported important agricultural freight such as, livestock, peas, and grain from the Teton Valley as well as Jackson Hole. Limestone mined near Fox Creek was also shipped by rail to the Sugar factory in Lincoln, Idaho for the purification process of beet sugar.

Though heavy snowfall often closed the line for days at a time, the railroad was essential for transportation in the Teton Valley. For many years, passenger trains ran to and from Victor each day, with connections in Ashton and Idaho Falls for Pocatello and Salt Lake City. With the establishment of the Grand Teton National Park in 1929, Union Pacific began running passenger trains in the summer months to Victor. Many tourists traveling to both Yellowstone and Grand Teton National Parks used the line until it was abandoned in the late 1960's.

Improvements to state highways 32 and 33 caused a significant decline in rail use. Fewer people traveled by passenger train, and much of the freight began to be transported by trucks. The line was abandoned from Teton south, to Victor in 1981, and in 1984 the line from Ashton south, to Teton was also abandoned. All the rails have since been removed.

The 3 major bridges at Fall River, Conant Creek, and Bitch Creek were all left in place and are important landmarks along the trail. The unique pegram deck truss bridge at Conant Creek was originally built across the Snake River at American Falls but was moved to the Teton Valley Branch when it was determined the bridge was not strong enough for the heavy mainline service.