



In January 1904, the Minidoka & Southwestern Railroad was incorporated to build a railroad from the town of Minidoka, on the Oregon Short Line (1884), southwestward to access agricultural lands surrounding the Snake River. The M&SW mainline crossed the Snake River just north of Burley, where the alignment turned due west to follow the southern floodplain of the Snake River. The line opened to Twin Falls (this location) in May 1905 and continued west another 15 miles to Buhl, probably in 1907 (as shown on the Southwest Railroad History Map; however, some references imply the M&SW reached Buhl in 1905 during the original construction). In 1910, the Idaho Central Railroad, which had no other trackage in the map area, built a line southward from the M&SW (1905) at Twin Falls (this location) to Rogerson to access agricultural traffic. In the same year of 1910, the OSL acquired the M&SW; the branch line to Rogerson remained an IC property (but was later acquired by the OSL sometime before the mid-1920's). Around 1912, the OSL built a branch line westward from Rupert to follow the northern floodplain of the Snake River to Wendell and built another branch south from Burley along Goose Creek, both to access agricultural areas. In 1916, the OSL built another branch line, this one built east and south from Burley to access the Raft River Valley. The OSL trackage in southeastern Idaho, including all the former M&SW trackage and the IC Rogerson Branch (1910), were eventually folded into the UP system. The UP abandoned the IC Rogerson Branch (1910) in 1979-1980 and, probably around the same time, partially abandoned the OSL Goose Creek Branch (c1912) and OSL Raft River Branch (1916). In 1993, the UP sold the remaining lines to the Eastern Idaho Railroad, which runs trains to the present day.

Westward view of the M&SW (1905) at the east end of the Eastern Idaho Railroad Twin Falls railyard. The straight track in the foreground is the M&SW mainline. The switch in the foreground leads to sidings on the left (south) side of the mainline, and the three sidings to the right (north) of the mainline, the closest of which has cars stored, splits from the mainline behind the viewer. The junction with the IC Rogerson Branch (1910) is a mile west of here.



The Minidoka & Southwestern Railroad is memorialized in its namesake road, which parallels the tracks in Twin Falls.



Eastward view of the M&SW (1905) mainline one mile west of the previous location. At the end of the visible straight track in the left distance is a switch and a grade to the right (south) of the switch location. That grade is the east branch of the wye for the IC Rogerson Branch (1910). The bare area to the right is thus within the triangle formed by the wye.



Westward view of the M&SW (1905) mainline 500 feet west of the previous location. The end of the M&SW (1905) is 15 miles down the line at Buhl; the trackage from here to Buhl was laid either in 1907 or during the original M&SW construction in 1905. The track to the left (south) that converges with the mainline in the middle distance is the west branch of the wye for the IC Rogerson Branch (1910). The bare area to the left is within the triangle formed by the wye.



Southeastward view of the M&SW (1905) mainline (foreground) and the wye for the IC Rogerson Branch (1910), same location as previous. The track in the right middle distance (and crossing the road) is the west branch of the wye and the track in the left distance is the east branch.



Northward view of the tip of IC Rogerson Branch (1910) wye, 1,400 feet south of previous location. The two branches of the wye converge in the distance then run parallel southward to this location, where they both cross the road in the foreground. The tracks to the right (east) of these two tracks and that connect to the east branch track are short industrial spurs.



Southward view of the tip of IC Rogerson Branch (1910) wye, same location as previous. The two branches of the wye (the tracks that cross the road in the previous photo) converge to one.

The IC Rogerson Branch (1910) originally extended 25 miles south from this location to Rogerson. By 1926 the Rogerson Branch had been acquired by the UP-controlled OSL, which in 1926 extended the line from Rogerson southward to the UP-controlled Western Pacific (1909) at Wells, Nevada. The OSL Wells Branch (1926), including the original IC trackage from Twin Falls to Rogerson, was abandoned in 1979-1980, except for the wye in Twin Fall and the first 4,000 feet of track. Thus, the tracks now end 4,000 feet down the line from here.



Northward view of IC Rogerson Branch (1910)/OSL Wells Branch (after 1926) end-of-track, 4,000 feet southwest of previous location. Some of the silos adjacent to the M&SW (1905) Twin Falls railyard (first photo) are visible in the right distance.



Southward view of IC Rogerson Branch (1910)/OSL Wells Branch (after 1926) end-of-track. The abandoned grade is obliterated here and points south to around Rogerson, where the alignment crosses irrigated agricultural land, but is preserved in non-irrigated land south of Rogerson in Idaho and Nevada.