

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
SELWAY NATIONAL FOREST



FOREST SERVICE
AUG 12 1929
[Handwritten signature]

O
Improvement - Selway
Moose Creek Bridge

Lowell, Idaho
August 7, 1929

Forest Supervisor
Selway National Forest

Dear Sir:

Following is a requisition for the material to be used in the repair of the Moose Creek Bridge.

Cable, 5/8" - - - - -	350' L
Bolts, 5/8" threaded 6" (2' long) - - -	16
Eye bolts 3/4" x 3' threaded 12" - - -	8
Cast washers for above 4" diam. - - -	8
Spikes, 60D - - - - -	10#

The clamps for the cable are on hand.

The flooring on the main bridge is in very poor condition. When ever a mule steps off of the tread it breaks through.

Very truly yours

[Handwritten signature: Fred W. Shaver]

Forest Ranger

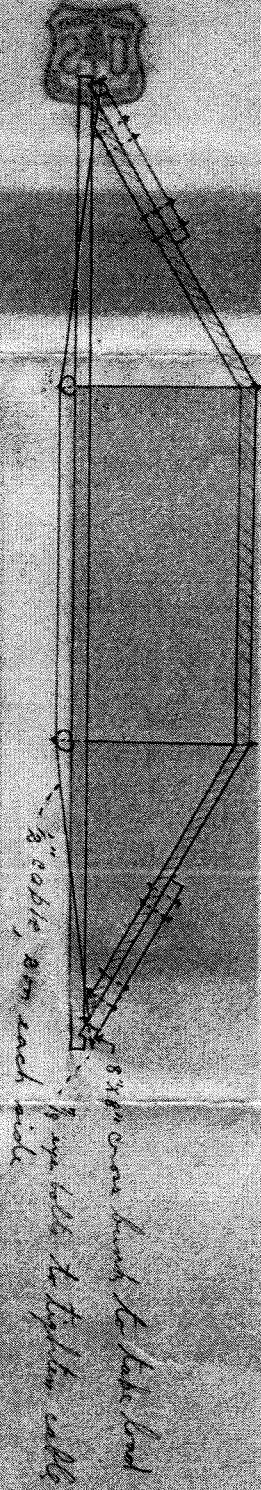
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RG 95 Bitterroot NF
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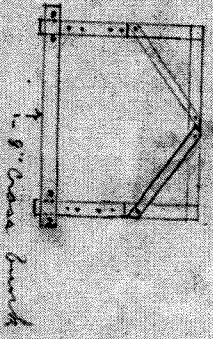
UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
SEWAY NATIONAL FOREST

*W.P. Johnson
1929*

Repairs on Moor Creek Bridge

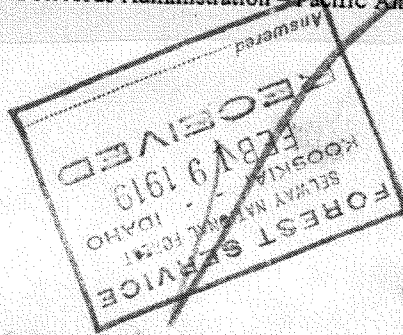


Estimated cost of material & labor - \$10,000



FOREST SERVICE
SEWAY NATIONAL FOREST
KOOSKA, IDAHO
JUL 2 6 1929
RECEIVED
Answered

410



January 11, 1919.

MEMORANDUM TO OPERATION:

Attached hereto is a plan for a bridge over Moose Creek on the Selway National Forest. I estimate that this bridge will cost approximately \$700 including both labor and material. The bridge is to span Moose Creek at a point about 1/4 mile above its junction with the Selway River. The exact location of the bridge was pointed out to Ranger MacPherson of the Selway National Forest and described to Supervisor Howell.

The easiest time to construct the bridge will be in the winter before the water begins to rise in March or April, since the foundations for the crib pier should be entirely out of water up to that time. It will be necessary to drill a number of holes in the bed rock to anchor the pier. This work can be done much easier when there is no water on the foundation.

The bridge is designed to carry as many sheep as can crowd on it. It will also carry a pack train. It is very unlikely that a wagon road will ever reach the bridge, therefore I am making the width only 8 feet, or about $7\frac{1}{2}$ feet in the clear between the railings, in order to prevent too many sheep from getting on it at one time, and also to decrease

Memo. to O.

the weight of the bridge itself. I believe all the necessary specifications are shown on the plan of the project.

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E. W. Kramer

O
Improvement - Selway
Moose Creek Bridge.

Kooskia, Idaho,
October 28, 1918.

District Forester,
Missoula, Montana.

Dear Sir:

Replying to your letter of October 23:

At the time Mr. Summers' report was made on the Moose Creek bridge, I was present and assisted him in the examination. The bridge which he proposed to build was of the suspension type and necessarily would have been very expensive, due to the cost of transportation. While it is desirable, by all means, that we have a first-class bridge at this point, we thought it advisable to construct a less expensive one and use the contributed time available, than to take chances on having fires in that locality that were inaccessible for another year. It is my intention to visit this locality within a short time and I shall again take measurements and prepare a report on the bridge site. I feel that if the money was available that Summers' plans should be carried out, however, if we are unable to provide these funds for at least the next Fiscal Year, we should be satisfied with a small truss bridge at this point that would

District Forester.

enable us to cross, at least during the high water. A bridge of the character which we contemplate constructing would not cost to exceed five or six hundred dollars, however, it would not be of a permanent nature or as satisfactory as the bridge that Summers had planned for.

Very truly yours,

Forest Supervisor.

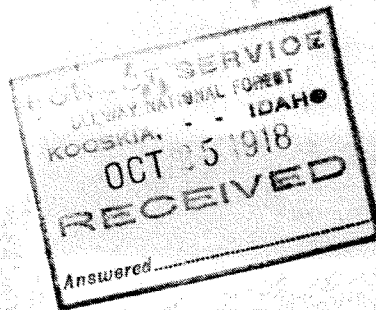
UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
DISTRICT 1

ADDRESS REPLY TO
DISTRICT FORESTER
AND REFER TO

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Improvement-Selway
Moose Creek Bridge

Forest Supervisor,
Kooskia, Idaho.



FEDERAL BUILDING
MISSOULA, MONTANA

October 23, 1918.

Dear Sir:

Your letter of October 10 is received.

This office thoroughly appreciates the need of the bridge referred to in your letter, but in view of the costs as indicated by Mr. Summer's report which was made in 1913, and which gives an estimate of approximately \$1500, and the fact that labor and other supplies are practically double to what they were at that time, it is believed that your estimate of \$500 is entirely too low. It appears, from Mr. Summer's report, that the minimum span is about 96 feet. If this is true it is doubtful whether we can build the bridge for less than two to three thousand dollars, and in view of the present finances in the district, it does not seem possible at this time to finance this project. However, I shall be glad if you will determine by actual measurements the exact span and give us a detailed estimate and plan of the present cost to construct this bridge. On receipt of this information, further consideration of the project will then be given.

Very truly yours,


Assistant District Forester

Improvement - Selway
Moose Creek Bridge

October 10, 1918.

District Forester,
Missoula, Montana.

Dear Sir:

During the fall of 1914, Mr. John Summers who was then connected with your office, made an examination of the Moose Creek bridge site and submitted a report and estimate for the construction of a bridge across said creek near its confluence with the Selway River.

The entire South Selway River country, which is included in the Bear Creek district, can be reached from this side only by crossing Moose Creek. We have found that this creek invariably prevents us from reaching the territory in the Bear Creek district until the latter part of June, or, frequently, until as late as July 10, due to the heavy floods which occur when the snow melts in the Bitterroot mountains. There is a time, generally in May, when the stream can be forded, however, this is too early for us to enter the district. The floods in June have invariably rendered it impossible for us to cross this stream. For the past three

District Forester.

years we have had fires along the South Selway River from Moose Creek extending south up the river as far as the Pettibone range at the mouth of Bear Creek. These fires invariably occur during the latter part of June of the early part of July. It, therefore, seems advisable to construct a bridge of some sort across Moose Creek at the earliest possible date. Mr. Clack has made an examination of the bridge site and feels that a bridge can be constructed either of the Page Wire Fence type or a Truss bridge, which would be satisfactory for a reasonable sum of money, probably not to exceed \$500.00.

We have placed a crew of ten men on the South Selway trail near the mouth of Hell Creek and expect to continue operations in that locality as long as funds are available. It seems advisable to construct the bridge across Moose Creek this fall, providing funds are available for the work. It seems advisable to use a portion of the funds allotted for the South Selway trail on this bridge. We feel that approximately two or three hundred dollars could be contributed from other projects. The Freeman Peak telephone line is practically completed and the remaining funds could be transferred to the Moose Creek bridge. I should be glad to know if your office would consider the transfer of these funds outlined, and if additional funds could be contributed by your office for the work, since the work can be handled to a decided advantage this fall while the crew is located in that locality

Very truly yours,

C. F. Howell