

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 in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Meridian Speedway

Other names/site number: Dairy Show Park Arena

Name of related multiple property listing:
N/A

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

2. Location

Street & number: 335 S. Main Street

City or town: Meridian State: ID County: Ada

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A B C D

<p style="text-align: right;">Signature of certifying official/Title: <u>Tricia Canaday, Deputy SHPO</u> Date</p> <p style="text-align: center;"><u>Idaho State Historic Preservation Office</u></p> <p>State or Federal agency/bureau or Tribal Government</p>

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title: **State or Federal agency/bureau
or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:
___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE/sports facility

RECREATION AND CULTURE/fair

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER; NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Roof: METAL/Aluminum

Walls: WOOD

Foundation: CONCRETE

Other: CONCRETE-ASPHALT

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Meridian Speedway/Dairy Show Park Arena is a rare example of a grassroots community landmark that serves as an important recreational facility for both agricultural and auto racing events. This 10-acre recreational site, established in 1951, features agricultural exhibition facilities and a quarter-mile oval racetrack. Associated resources include a ticket booth, restroom, concession stand, bleachers, jersey wall, quarter-mile racetrack, Dairy Show Barn, Merchant Barn, lighting, scoreboard, parking lot, staging area, infield, and return area. The Meridian Speedway retains integrity across each of the seven aspects, despite small-scale

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intrusions, and its historic character-defining features (the oval track, exhibition building/
grandstand, bleachers, and parking area) continue to define the visual feeling of the property.

Narrative Description

Location and Setting

Located in the high desert of southwest Idaho, Meridian is situated on a broad, flat plain in the north central part of the Treasure Valley. The Rocky Mountain foothills rise to the northeast and the Owyhee Mountains are to the southwest. To the north of the city, the Boise River, a tributary of the Snake River, flows through the valley. Meridian Speedway is located on a flat tract on S. Main Street, a major arterial, near the center of Meridian, Idaho. Immediately surrounding the racetrack is a commercial area with a community park, including a playground, picnic area, and an outdoor swimming pool to the north and east. Commercial businesses including a tire store, bowling alley, and fast-food restaurants are located to the west. An irrigation ditch borders the racetrack to the south.

The principal feature of the Speedway is the paved quarter-mile oval racetrack constructed in 1951, which is oriented on a north/south axis to the east of S. Main Street. The other main features are the Merchant Barn and the Dairy Show Barn, two of the original buildings constructed by the Dairy Show Board in the 1950s. On the north and west sides of the racetrack are bleachers that flank Turn 1 and the west side straightaway. The bleachers on the north side of the track were built atop the Dairy Show Barn and are constructed of wood and metal. The bleachers on the west side are constructed using aluminum seating. An announcer booth is situated midway on the top row of these bleachers. A paved walkway separates the west bleachers from the track. A flaggers' stand is located midway down the sidewalk and adjacent to the track. Jersey walls and metal fencing separate the track from the spectator areas.

The vehicular entrance and public parking areas are on the north side of the Speedway. The public parking lot is unpaved dirt with no designated parking spaces. A pedestrian entrance and ticket booth is northwest of the track adjacent to S. Main Street and across from the Dairy Show Barn and the Merchant Barn. A second ticket booth is located southwest of the racetrack with access from S. Main Street. Restrooms and a concession stand are grouped near the north end ticket booth on the west side of the track. A souvenir shack, topped with VIP seating, is located on an angle adjacent to the track. On the east side of the Speedway is the area known as the "central pit" where the speedway office, pit entrance road, staging lane, and scales are located. The official's tower stands between the central pit and the track. Restrooms and a concession stand are also located in this area. Concrete barriers surround the quarter-mile track to separate the racing area from the spectators. The race-track oval has a grass infield.

The scoreboard is on the south end of Speedway, within easy viewing range of the north and west side grandstands. Light poles circle the outside of the arena. At the south end of the Speedway, a paved return road leads to the pit area east of the track and adjoining the central pit area.

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Change Over Time and Integrity

- 1958 – A portion of the Dairy Barn rebuilt following a fire
- 1962 – Racetrack paved, and infield planted in grass
- 1964 – Announcer booth built on West Bleachers
- 1965- Grandstand/bleachers built on top of Dairy Barn roof
- 1979- Concessions removed from below West Bleachers and fire exits built
- 1981-Entrance and admission gate built at south end of west grandstand
- 1984 – Metal bleachers replace wooden bleachers at west grandstand

The Meridian Speedway possesses integrity of location, materials, workmanship, design, feeling, and association. It developed as a dairy show grounds and racetrack at this location in the early 1950s and remains identifiable as such today. Character-defining features include the racetrack, surrounding spectator areas, open infield, pit areas, patron parking area, and concession stands, which contribute to the overall integrity of the site.

The quarter-mile racetrack occupies the majority of the site and has undergone few alterations since its construction in 1950. The racetrack surrounds an open infield that is bordered on the north and west by spectator seating. When the speedway opened, the track was dirt. In 1962, safety concerns related to poor visibility from dust and slippery conditions when wet, led to paving the track. The track was resurfaced again in the 2000s, however, the location, design, feeling, and association have not been compromised with resurfacing.

Visitor parking was established in an unimproved area north of the racetrack in 1951. The area continues to be used for its original purpose and has had few improvements or modifications.

The Dairy Barn/North Stands (1953) and the Merchant Barn (1959) occupy their original locations and continue to be used for their original purposes as a livestock exhibit area and dining/concession stand. Although a portion of the Dairy Barn burned in 1968, it was rebuilt using the same materials. Later, as the popularity of racing grew locally, and attendance increased, additional seating was built on top of the Dairy Barn in 1965. The addition of the seating occurred within the period of significance and does not compromise the building's integrity. The Dairy Barn and Merchant Barn retain their essential architectural characteristics and retain integrity of materials, design, feeling, and association.

Wooden bleachers were built on the west side of the racetrack in 1952. This wooden structure was modified for safety reasons in 1979 and ultimately replaced with metal bleachers in 1984. The metal bleachers were constructed within the period of significance and, although the materials have changed, their location, size, scale, and massing match the original structure.

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Integrity

Location: The Meridian Speedway retains its integrity of location in that all its contributing resources occupy their original sites from the period of significance 1951-1984, through the present.

Design: The general design aspects of the Speedway remain intact. The original track, Dairy Barn/North End Stands, Merchant Barn, and parking area appear as they did when built. The west side bleachers, although a metal replacement of the original wooden structure, remain in the same location and were constructed during the period of significance. Recent alterations to the Merchant Barn addition are not extensive enough to compromise its overall integrity.

Setting: During the 1990s and 2000s, Meridian experienced rapid urban growth which has diminished the open, rural setting which was in place when the Speedway was established. Although the larger setting surrounding the Speedway has diminished integrity, the setting within the district is intact and represents the original spatial relationship between the racetrack, buildings, and structures.

Materials: The Dairy Barn/North End Stands and Merchant Barn, the most prominent buildings in the district, retain their original wood siding and frame construction. Building alterations are not extensive enough to compromise integrity.

Workmanship: The workmanship at Meridian Speedway is utilitarian, most of it was done by local volunteer farmers and carpenters. The two barns express functionality and standard-quality workmanship.

Feeling: The Meridian Speedway retains its historic feeling. Contemporary racegoers seated in the west bleachers see the same buildings and structures as visitors would have 50 years ago.

Association: The Meridian Speedway's location, design, and feeling maintain its clear association as a historic recreational sporting facility.

Overall, the district as a whole retains integrity of Location, Design, Setting, Materials, Workmanship, Feeling, and Association. The district retains its character defining features; the oval track, exhibition building/grandstand, bleachers, and parking area that define the visual feeling of the property. Noncontributing resources are small in scale and do not detract from the setting, feeling, or association of the historic district.

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Summary of Contributing and Non-Contributing Resources

Resource Number	Type	Date of Construction/Alteration	Contributing/ Noncontributing
1. Ticket Booth	Building	1971/2000	Contributing
2. Restroom (West side)	Building	1952/1970/2000	Contributing
3. Concession Stand (West Side)	Building	1979	Contributing
4. Bleachers West Side	Structure	1951/1964/1979/1984	Contributing
5. Restrooms	Buildings	2005	Noncontributing
6. Ticket Booth	Building	1981	Contributing
7. Sign	Object	1981	Contributing
8. Concession Stand/Beer booth	Building	2006	Noncontributing
9. ADA seating	Structure	2015	Noncontributing
10. Racetrack	Structure	1951/1962/1967	Contributing
11. Flaggers 'Stand	Structure	1962	Contributing
12. Concession Stand (East Side)	Building	1980	Contributing
13. Restroom (East side)	Building	2009	Noncontributing
14. Tire Sheds	Structure	2009	Noncontributing
15. Speedway Office	Building	2005	Noncontributing
16. Dairy Show Barn/North End Stands	Building	1953/1958/1965	Contributing
17. Souvenir Shack/Candy/Coffee/VIP seating	Building	1971/2000	Noncontributing
18. Merchant Barn	Building	1959/2021	Contributing
19. Lighting	Object	1951/1980	Contributing
20. Concrete barriers	Structure	1964	Contributing
21. Scoreboard	Object	1960/2000	Noncontributing
22. North Parking Lot	Structure	1952	Contributing
23. Chicane	Structure	2020	Noncontributing
24. Official's Tower (East side)	Building	2009	Noncontributing
25. Scales	Structure	2009	Noncontributing
26. Storage building	Building	2009	Noncontributing
27. Office	Building	2009	Noncontributing
28. Pit Area Office	Building	2009	Noncontributing
29. Pit Area Outhouse	Building	2009	Noncontributing
30. Pit Entrance Road	Structure	1951/1961	Contributing
31. Central Pit Area	Structure	1951/1965	Contributing
32. Staging Area	Structure	1951/1965	Contributing
33. Infield	Structure	1951/1964	Contributing
34. Return Road	Structure	1951/1964	Contributing

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RESOURCES

Resource 1 - Ticket Booth North Side	
Eligibility	C
Construction/Alterations	1971/ 2000

Description: This feature is located at the northwest corner of the site. It is an irregular-shaped building with a shallow metal corrugated shed roof and wood walls faced with stucco on the south and west elevations. The north elevation features three fixed windows used for ticket sales. The west elevation is clad in wood and has no windows or doors. On the south elevation, the metal roof extends over a wood partition that covers the entry door to the booth.

Although the ticket booth was remodeled with new siding in 2000, it continues to serve its original purpose and it retains its integrity of location, setting, feeling, and association. It contributes to the historic integrity of the district.

Top photo: View looking south

Bottom photo: View looking northwest



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Resource 2 - Restroom (West side)	
Eligibility	C
Construction/Alterations	1952 1970 2000

Description: This feature is adjacent to the ticket booth. Built of wood and concrete block, the irregular-shaped building has a flat roof and solid walls on the west elevation.

According to the current manager, the restroom was built about 1952 and remodeled in 1970. In 2000, the interior was upgraded with new plumbing, toilets, and sinks. It retains integrity and contributes to the district.

Photo: View looking west



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Resource 3 – ConcessionStand	
Eligibility	C
Construction/Alterations	1979
<p>Description: Built around 1979, the concession stand is a rectangular wooden building with a flat roof. The façade (east elevation) features three rectangular windows with roll-up windows.</p> <p>The north elevation has a drop window. A shed roof extension right of the drop window is a spot for condiments.</p> <p>The building retains its integrity of materials, workmanship, location, setting, feeling, and association. It is a contributing feature to the historic district.</p> <p>Top photo: View looking southwest Bottom photo: View looking west</p>	



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Resource 4 – Bleachers West Side/ Announcer's booth	
Eligibility	C
Construction/Alterations	1951 1964 1979 1984



Description: Built in 1984, the west bleachers hold approximately 3,200 spectators. They are 15-row aluminum bench seats on welded steel supports. The Dairy Board and Meridian Athletic Association installed wooden bleachers on the west side of the track in the 1950s, which were extended in the 1960s. In 1964, an announcer's booth was added when the speedway was revamped for use as a football field for Meridian High School. Concession stands below the bleachers were removed and additional fire exits installed in 1979. In 1984, the present metal bleachers replaced the original wooden structure.



Although the wooden bleachers have been replaced, the location, size, scale, and massing of the metal bleachers matches the original structure. They were constructed within the period of significance and are a contributing feature to the district.

Top photo: View looking southwest
 Bottom photo: 1964 photo from west bleachers. Courtesy Idaho Historical Racing Society

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Resource 5 – Restroom /South side	
Eligibility	NC
Construction/Alterations	Circa 2005



Description: This shed roof, wood clad building is adjacent to the grandstand. It has no windows or doors on the north and east elevations. There is an entrance on the north side.

The building was constructed outside the period of significance and is a non-contributing feature to the historic district.

Photo: View looking northwest

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Resource 6 - Ticket Booth/South side and Feature 7 - Sign	
Eligibility	C
Construction/Alterations	1981

Description: This small rectangular building has wood cladding and a flat roof. The ticket window is on the south elevation. A collapsible wood awning covers the window when not in use. An outdoor changeable letter sign is attached to the roof of the Ticket Booth.

The ticket booth and sign were built when LeeRoy Nelson became manager of the Speedway in 1981. They are within the period of significance and contribute to the overall historic district.

Photo: View looking north



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Resource 8 – Concession stand/Beer booth	
Eligibility	NC
Construction/Alterations	Circa 2006

Description: This irregular-shaped building is located at the south end of the district adjacent to a fence. It is a wood clad building on a concrete pad.

The façade (north elevation) features four drop down windows. The west side of the building has a flat roof, and the east end has a shallow gable roof. There is a pedestrian door in the center of the building. The east and west elevations have no doors or windows. The south elevation has a pedestrian door. The south elevation features a vinyl slider window at the west end of the building. There is a pedestrian door under the peak of the gable on the east end.

The building was constructed outside the period of significance and does not contribute to the historic district.

Top photo: View looking south
 Bottom photo: view looking southeast



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Resource 9 – ADA seating	
Eligibility	NC
Construction/Alterations	2015

Description: The ADA seating is comprised of concrete jersey barriers arranged in a rectangle on a concrete pad. It has no windows or doors.

Built outside the period of significance, the ADA seating is non-contributing to the district.

Photo: View looking southwest



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Resource 10 - Racetrack	
Eligibility	C
Construction/Alterations	1951 1962 1967



Description: Built by the Meridian Athletic Association in 1951, the quarter-mile oval racetrack is 350 feet wide and 554 feet long. Pit Road is located outside the track behind the backstretch. A 12-foot metal wire fence separates spectators from the racing surface. The entrance to pit road is located in turn 2, with the exit back on to the track in turn 3. The infield is empty and features a patch of grass.

Bill Crow, the Speedway’s first promoter, paved the dirt track in 1962. In 1967, the radius of two turns was shortened and the straightaways lengthened. These changes are within the period of significance. Although the track periodically undergoes maintenance for repair, the same materials and workmanship is used for repairs.

The racetrack was built within the period of significance and contributes to the historical appearance and overall integrity of the district.

Photo: View looking south

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Resource 11 - Flagger's Stand	
Eligibility	C
Construction/Alterations	1962



Description: The flagger's stand is a concrete platform with four steps centered on the west side of the racetrack between the bleachers and racing oval. The flagger's job is to display track conditions to drivers using a combination of colored flags and hand signals. A temporary structure to support additional flaggers was placed atop the flagger's stand in 2019.

The structure was built within the period of significance and is a contributing feature to the historic district.

Photo: View looking southeast

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Resource - 12 Concession Stand/East Side	
Eligibility	C
Construction/Alterations	Circa 1980

Description: This irregular-shaped building with wood wall cladding is located on the northeast corner of the site. It features a flat roof with vents on the west end. A small “dog” house sits atop the westside covering a vent. The west elevation has no doors or windows. Drop down windows are located on the east and south elevations. A shed roof extends approximately 20 feet from the roof line on the south elevation. It is supported by three metal posts and provides a covered area for diners at the stand.

The building was constructed within the period of significance and is contributing to the historic district.

Top photo: View facing southeast

Bottom photo: View facing north



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Resource 13 - Restroom	
Eligibility	NC
Construction/Alterations	Circa 2009



Description: This rectangular-shaped building is located east of Feature 12. It is concrete brick construction with a gable roof and no windows. It features paired doors on the east and west elevations. On the west elevation, the gable roof extends over an entryway to the building.

The building was constructed after the period of significance and is non-contributing to the historic district.

Photo: View looking northwest



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Resource 14 – Tire Sheds	
Eligibility	NC
Construction/Alterations	Circa 2009

Description: This structure consists of two metal storage containers joined together in an L-shape.

The structure was built after the period of significance and is non-contributing to the historic district.

Photo: View looking northeast.



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Resource - 15 SpeedwayOffice	
Eligibility	NC
Construction/Alterations	Circa 2005



Description: The Speedway office is a rectangular building with metal wall cladding located at the northeast corner of the district. It is a gable-front building on a concrete foundation. The façade faces northwest. The roof gable extends over the entry, supported by two metal posts. The façade features a pedestrian door at the west corner. Windows are double- hung vinyl.

The building was constructed after the period of significance and is non-contributing to the historic district.

Photo: View looking southeast

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Resource 16 - Dairy Show Barn/North End Stands	
Eligibility	C
Construction/Alterations	Circa 1953 1958 1965

Description: Dairy Board volunteers constructed the Dairy Barn portion of this building in 1953. A fire destroyed part of the barn in 1958, which was quickly rebuilt for the upcoming Dairy Days event. In 1965, a wood grandstand was constructed atop the metal roof to provide seating for both Dairy Days and Speedway events.

The rectangular-shaped barn is sited east to west and borders the north side of the racetrack. It is approximately 30' x 350' long one-story, gable-roofed structure, was built in 1953 by Dairy Board volunteers. The wood-framed building sits on a concrete foundation, with a poured concrete floor sided with 6" wood siding. The side-gabled roof is metal on the east side and composition shingles on the west. It has exposed rafter tips. "Meridian" is painted in black on the north elevation. The north elevation features a gable-front entrance with a clock face in the gable peak. There are double entrance doors under the gable peak. A series of drop-down windows with metal hinges line this elevation. There



Photo: View looking southwest



Photo: View looking east

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are 2-over-2 paired windows on the south elevation. There is a large opening on the west end. On the east side of this opening, an overhead metal door and a solid panel wood door lead to the interior. Behind the doors, the interior of the building is divided up into a variety of animal pens. A hinged pedestrian door with cross bracing provides a second access to the west half of the barn. A second entrance is located at the east end.

The roof-top grandstand seating is accessed via metal stairs on both the east and west ends. The wooden bleachers seat approximately 1,600 spectators. The bleachers are supported by metal cross braces attached to the roof. The bleachers are painted red and blue. Five stairways are inset between the bleachers and are painted white. Six-foot wood safety walls line the bleachers on north, east, and west.



Photo: View looking east of interior trusses and support beams



Photo: View looking northwest at feeding troughs and windows

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Resource 16 - Dairy Show Barn/North End Stands	
Eligibility	C
Construction/Alterations	1953 1958 1965



Photo: View looking northwest

Description continued:
 The Dairy Barn/North Stands is an essential part of the district. It is related to the original purpose of the site and was constructed to support Dairy Days activities. The barn retains integrity of location, setting, design, materials, workmanship, feeling, and association. The grandstand atop the barn is within the historic period. The building is a contributing feature to the historic district.



1964 view showing Dairy Barn on right side of photo. Courtesy Idaho Historical Racing Society.

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Resource - 17
 Souvenir
 Shack/Candy/Coffee/
 VIP seating

Eligibility NC

Construction/Alterations Circa
 1971
 2000

Description: The building is adjacent to the track and sited on an angle. It is a two-story building constructed of wood.

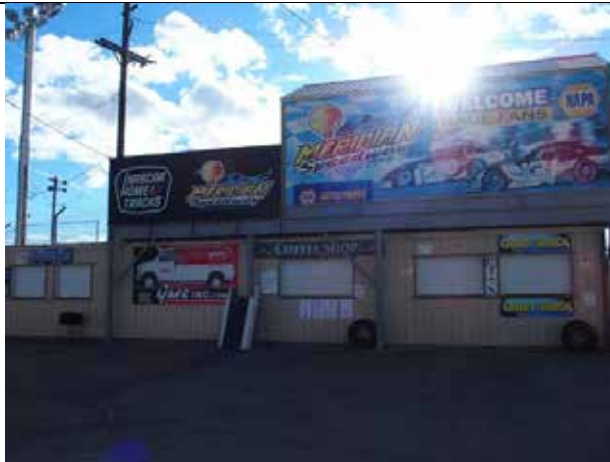


Photo: View looking southeast

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The first story façade faces north and has a series of rectangular serving windows with removable wood panels. There is an entrance on the east end. The west elevation has no doors or windows. Metal stairs lead to a deck that surrounds the second story, which was added on the south and east sides around 2000. The second story has a gable-roof and vinyl windows that line the south and east elevations. There is a pedestrian door on the east.

Although a building appears on a 1971 aerial map at this location, it is unknown if the present building dates from the historic period. The building lacks integrity of materials, workmanship, and design and does not contribute to the historic district.



Photo: View looking northeast

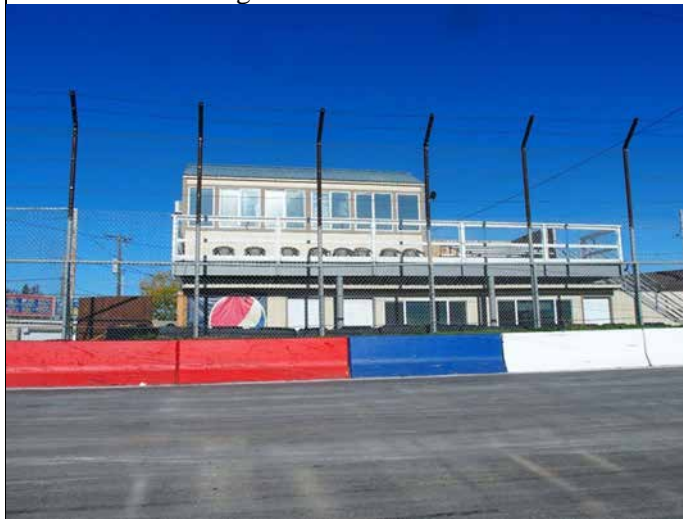


Photo: View looking northwest

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Resource - 18 Merchant Barn	
Eligibility	C
Construction/Alterations	1959 2021

Description: Built by the Dairy Board in 1959, the Merchant Barn provides seating for food events (salmon feed, chili cook-off, and pancake feed). The rectangular-shaped, one-story gable-roof 27' x 124' building is north of Feature 16 and is sited east to west. It has wood walls, a metal roof, and exposed rafter tips. The west elevation (façade) has a roll-up metal door. The south elevation has rectangular openings for drink service. A gable-roof addition added at an unknown date is on the east side. The roof is supported by wood posts and has a concrete floor and was partially enclosed in 2021.

The Merchant Barn is related to the original purpose of the site and was constructed to support Dairy Days activities. The site retains integrity of location setting, feeling, and association. Although a roll-up door replaced the original door, it is not a significant change to the design of the barn. The east side addition is connected to the Merchant Barn with a thin strip of metal. It does not hide or obscure the characteristics of the Merchant Barn and does not



Top Photo: View looking east
 Middle Photo: View looking northwest
 Bottom Photo: View looking northeast

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diminish the integrity of the structure. The Merchant Barn is a contributing feature to the historic district.

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Resource 19 - Lighting	
Eligibility	C
Construction/Alterations	1951 1980



Description:

Lights have been historically important to the success of the Speedway. In 1953, the Meridian Athletic Association installed lights from Boise Junior College (BJC) around the track. The lighting system consists of the 10 BJC poles (floodlights have been replaced) and two approximately 40 ft. tall metal painted white light poles and topped with 9 floodlights installed in 1980. The lights contribute to the overall historic district.

Photo: View looking south showing light poles

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Resource - 20 Concrete barriers	
Eligibility	C
Construction/Alterations	1964



Description: Concrete barriers are a safety device for drivers and spectators and were installed about 1964. The barriers are approximately 3 ft high and 1 ft high. The barrier, currently painted red, white, and blue, encircles the track. Barriers are a necessary safety device for the Speedway. The concrete barriers were constructed during the period of significance and contribute to the overall historic district.

Top photo: View looking southwest

Bottom photo: Morrie Fuller in Car 13. Note the concrete barriers in the photo. (Courtesy Idaho Historical Racing Society)



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Resource 21 - Scoreboard	
Eligibility	NC
Construction/Alterations	1960 2000

Description: A scoreboard has been located at the Speedway since the 1960s. The current electronic scoreboard was installed in the early 2000s.

Since the scoreboard was built after the period of significance, it is a non-contributing feature to the overall historic district.

Top photo: View looking south

Bottom photo: view showing scoreboard. (Courtesy Idaho Historical Racing Society)



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Resource 22 - North Parking Lot	
Eligibility	C
Construction/Alterations	Circa 1952



Description: The North Parking lot, an unpaved surface in an open landscape, has been used since at least 1952. Originally spectators parked around the racetrack. The approximately one-acre triangular shaped lot is bordered on the west by S. Main Street, the south by the Merchant Barn and on the north by the access road to the pits.

Unchanged in use and unimproved with paving, the parking lot retains its historic integrity and contributes to the district.

Top photo: View looking south

Bottom: The parking lot is visible on the right in this 1959 view. (Courtesy Idaho Historical Racing Society)



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Resource 23 – Chicane	
Eligibility	NC
Construction/Alterations	2020



Description: The chicane, an approximately 188 feet long by 10 feet wide semicircle paved area on the west side of the racetrack, functions as a slow-down method for racers.

The chicane, a recent addition to the Speedway, was constructed outside the period of significance and does not contribute to the historic integrity of the district.

Photo: View looking southeast

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Resource - 24 Official's Tower	
Eligibility	NC
Construction/Alterations	2009

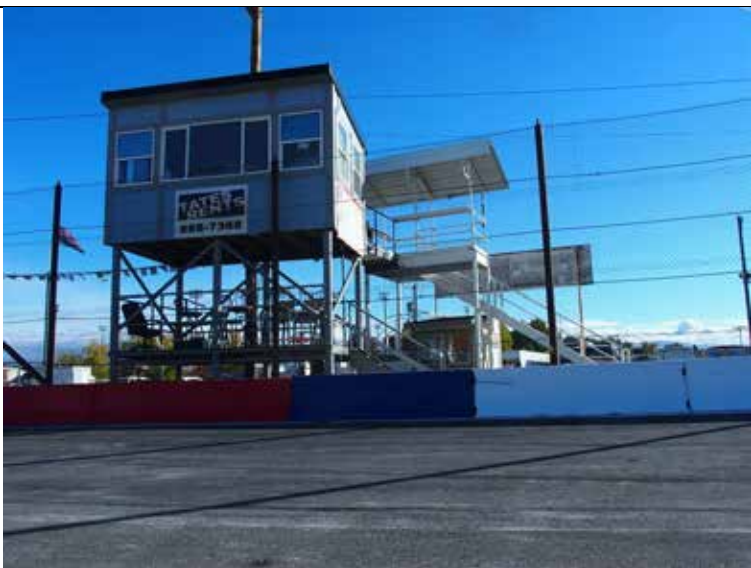


Description: The official's tower is located on the east side of the track. The enclosed 8' x 8' tower sits on steel posts reinforced with metal cross braces. The wood-sided, shed-roofed structure has vinyl windows. Access to the tower is from metal stairs on the south side of the structure. It was originally used as the officials' tower at Chaparral Track near Emmett (built in 1973-1974). In 2009, Speedway Manager Adam Nelson moved the tower to its current location.

Relocated after the period of significance, the tower does not have an historic association with the Speedway and does not contribute to the historic integrity of the district.

Top photo: View looking southeast

Bottom photo: View looking west



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Resource 25 - Scales	
Eligibility	NC
Construction/Alterations	2009

Description: Every racing series has a minimum weight restriction. Accurate scales are used to help insure a fair race. The scales encompass a 10' x 6' concrete pad that is flush with the roadway. It has four rectangular indentations where the scales are placed for weighing the car.

The Speedway scales were constructed outside the period of significance and do not contribute to the historic integrity of the district.

Top photo: View looking southeast

Bottom photo: View looking southeast



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Resource 26 - Storage Resource 27 - Office	
Eligibility	NC
Construction/Alterations	2009



Description: These two utilitarian buildings serve as storage and office space. Resource 26 is a prefabricated gable-roofed building. The west elevation has double doors. The south elevation has a board covered window.

Resource 27 is a shed roof building with a steel door to the east elevation and metal sliding window. The window on the south elevation was covered with board.

The buildings, both of modern construction, are outside the period of significance. They do not contribute to the historic integrity of the overall district.

Photo: View looking northeast

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Resource 28 - Pit Area office	
Resource 29 - Pit Area outhouse	
Eligibility	NC
Construction/Alterations	2009



Description: These two utilitarian buildings are of modern construction. Resource 28 is a prefabricated shed roof building with a pedestrian door on the west elevation and two windows. A banner marked "Hoosier" covers the windows. Resource 29 is a prefabricated shed roof out house with a door and no windows.

They were built outside the period of significance and do not contribute to the historic integrity of the district.

Photo: View looking east

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Resource 30 - Pit Entrance Road Resource 31 - Central Pit area	
Eligibility	C
Construction/Alterations	1951 1961 1965



Description: The pit area entrance road leads to the central pit area on the east side of the track where drivers park, stage, and weigh their cars. The entrance road originates adjacent to the Speedway office and extends approximately 220 feet. The road and the pit area were in place by 1960. Both were originally dirt but were later paved. The pavement is marked with lanes for cars identifying the Hot Pit and Cold Pit as well as locations for Tech help. The pit area has been periodically repaved.



Although the materials have changed, the location, design, and association of these essential speedway features remain intact.

Both features contribute to the historic integrity of the district.

Top Photo: View looking south
 Bottom Photo: View looking west

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Resource 32 - Staging Area	
Eligibility	C
Construction/Alterations	1951 1965



Description: The staging area is where drivers line up their cars for a race. It is an approximately 20 ft. wide by 65 ft. long paved area. Like the rest of the pit area, it was initially dirt and later paved.

Although the materials have changed the location, design, and association remain intact and these features contribute to the overall historic district

Top photo: View looking west

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Resource 33 - Infield	
Eligibility	C
Construction/Alterations	1951 1964



Description: The infield is a large grassy area within the racetrack. It is an oval shape approximately 463 ft long by 260 ft wide and encompasses approximately 2.5 acres.

The infield was originally dirt and was planted with grass in 1964 when the track was paved.

It is associated with both the first recreational events hosted by the Meridian Athletic Association and numerous community sports activities, including a high school football and soccer.

The infield retains its historic integrity and is a contributing feature to the historic district.

Top photo: View looking south

Bottom photo: View showing Infield and pits circa 1974 (Idaho Historical Racing Society)



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Resource 34 - Return Road	
Eligibility	C
Construction/Alterations	1951 1964



Description: The return road leads cars back to the central pit area. Originally dirt, it was paved in 1964. The return road is approximately 294 feet long and 14 feet wide. A jersey wall barrier borders both sides of the road.

The roadway serves its original historic function and purpose and is a contributing feature of the overall historic district.

Photo: View looking south

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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.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

AGRICULTURE

ENTERTAINMENT/RECREATION

Period of Significance

1951-1984

Significant Dates

1951(Racetrack built)

1953 (Dairy Barn built)

1958 (Dairy Barn rebuilt)

1962 (Racetrack paved)

1964 (Infield grassed)

1965(Dairy Barn grandstand built)

1984 (West bleachers replaced with metal)

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Meridian Athletic Association

Criterion Consideration

Meridian Speedway is eligible for Criterion Consideration G: having gained significance within the past fifty years. Most foundational elements of the district--oval track (1951), lights (1951),

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west bleachers (1952), Dairy Barn (1953) and Merchant Barn (1959) --were established in the first ten years of operation. In the 1960s, Speedway improvements were made including paving the track (1962), grassing the infield (1964), and adding additional seating in the form of rooftop bleachers on the Dairy Barn (1965). The early 1980s marked a significant period in the Speedway's history. LeeRoy Nelson, a race promoter, leased the Speedway in 1981. He increased attendance and had to address safety issues to accommodate the larger audience. To provide adequate and safe seating for more racegoers, he replaced the wooden west bleachers with metal bleachers in the same location in 1984.

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Meridian Speedway/Dairy Show Park Arena is located in Meridian, Idaho in southwest Ada County. It is a rare example of a grassroots community landmark that serves as an important recreational facility for both agricultural and auto racing events. Designed and constructed with volunteer labor from the community, this 10-acre recreational site was established in 1951. Within two years the major resources, oval racetrack, Dairy Show Barn, Merchant Barn, west bleachers, parking area, and lighting were built and installed. Originally located in open agricultural area, the track's remains in its original location, but is now surrounded with commercial and urban buildings. The period of significance spans from 1951, the date oval track was built, to 1984, when components of the district were upgraded and modernized to meet the needs of increased attendance.

The Meridian Speedway is significant at the local level under Criterion A, for its historical association with the agricultural and social history of the city of Meridian and Ada County. The dairy industry was initiated in Meridian in 1897 with the construction of a creamery. Other dairy-related businesses followed, establishing Meridian as a dairy center for the state. In 1929, Dairy Days was founded as a showcase for livestock and dairy products. The Meridian Dairy & Stock Shows, incorporated in 1948 to support the annual event. One year later the corporation procured the land on Main Street as the permanent site for Dairy Days, held annually at the same location since 1949 except for 2020, when the event was not held due to the Covid-19 pandemic.

The Meridian Speedway is also significant at the local level under Criterion A, Entertainment and Recreation, for its association with stock car racing. The Speedway is one of four paved quarter-mile tracks in Idaho. It is the only continuously operated racetrack in the state. For 70 years, the Speedway has attracted racers and fans from all over the Pacific Northwest and Canada. The activities at the Speedway have supported local businesses, attracting large crowds of fans throughout the racing season, as well as bringing nationally sanctioned racing events to southwestern Idaho.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Early Settlement and Agricultural Development of Meridian

Euroamerican settlers displaced Native Americans in southwestern Idaho beginning in the 1860s, spurred by mining. The discovery of gold in 1862 in the Boise Basin, northeast of the Boise Valley, brought an influx of prospective miners. Farming settlements quickly appeared on the river bottoms where abundant water was easily accessible from the Boise River. Farmers grew vegetables, grains and fruits to supply to the miners. Initially, settlers who farmed land adjacent to the river simply dug ditches from the river or stream to lead water onto their lands. As additional farms were established, ditches were enlarged to accommodate them. When the land closest to the river was taken up, settlers began to move to the bench land above the river bed. Community efforts, private enterprise, and federal involvement resulted in the construction of larger ditches and canals, which opened up the bench lands to agricultural development.¹

Meridian's history, like the history of many southwestern Idaho towns, is linked directly to irrigation and the development of productive farm land from arid lands. The first settlement in the area was at Five Mile Creek, the closest source of water, but settlers were soon also locating along Ten Mile Creek. By 1895, there were enough people in the area to support a school. The Idaho Central Railway constructed a line from Nampa to Boise in 1887. The following year, the U.S. Postal Service established a mail drop on the railroad at a point midway between Nampa and Boise. The drop was named "Hunter," after John Hunter, who was superintendent of the Idaho Central Railroad. A trading center began to develop at the mail drop. In August of 1893, C.G. Zenger filed a plat for a new town, to be named "Meridian," after its location on the Boise Meridian. The name of the post office was changed to Meridian in April 1894.²

As the community grew, so did efforts to bring water to the farms. The Settlers Ditch Company was established on October 30, 1884. The original locators of the canal and water right were Christian R. Purdum, Adolphus Purdum, and William H. Smith. They made their filing on October 17, 1884, claiming water to irrigate land west of Boise City. It was not until 1886 that the ditch began to take shape. Initially, the ditch was constructed by the farmers settling in the western part of Ada County. Unfortunately, the settlers were unable to complete the work themselves. In 1885, they signed a contract with Alexander McGee and James Stewart, organizers of the Phyllis Canal Company for the construction of the ditch. McGee and Stewart failed to complete the work and the farmers took the ditch back. They were able to persuade a few local businessmen to purchase stock in the canal company. In 1887, John Lemp took over direction of the Settlers Ditch, which then became known as the Lemp Canal.³

Under Lemp's ownership the main gate was completed in 1891 and a system of laterals was constructed to furnish water to the farmers. By 1896, so many settlers had taken up land under the

¹ The Arrowrock Group, Inc. *Patterns of the Past* 4-6. Ada County Historic Preservation Council. Boise, Idaho.

² TAG Historical Research & Consulting. *City of Meridian Preservation Plan*, 2014 p. 4.

³ Belinda Davis. *A Study of Irrigation and the Development of Ada County*. 1990.

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Lemp Canal that even when running to its full capacity, it was no longer able to meet the demand for water. In 1901, Lemp sold the project to the newly organized Settlers Canal Company Ltd. who continued its operation and changed the name of the main canal back to Settlers Canal.

The Nampa Meridian Irrigation District (NMID) was formed in 1904 following the passage of a law in 1899 by the Idaho Legislature providing for the organization of irrigation districts to manage water delivery systems. Under the law, each district was given the authority to construct, purchase or otherwise obtain the necessary water rights, irrigation works, canals and ditches including those built or in the process of construction by private owners and to provide land owners with sufficient water for irrigation. NMID is the source for most of the irrigation in the immediate area. The original townsite of Meridian is served by the Hunter lateral which extends from the Ridenbaugh Canal northwest through Meridian Cemetery and continues to the north where it meets the Settlers Canal. As more sophisticated irrigation systems were developed, settlers from Missouri, Iowa, and other midwestern farm states flocked to the open land around Meridian where they established new farms.⁴

Meridian and the Dairy Industry

Idaho's dairy industry thrived during the late 19th century after Idaho became a state in 1890. The area's population boomed, creating a large local market for dairy products. Cooperative creameries, where dairy farmers delivered their fresh milk for processing, were developed throughout southwest Idaho. The dairy business grew rapidly in the area surrounding Meridian, and the Consolidated Creamery was established in 1897. Irrigation allowed Ada County farmers to produce alfalfa, clover, and other feed crops needed for milk cattle, and the dairy industry thrived. By the 1920s, Meridian was the center of the dairy industry in Ada County.

In late July 1927, the Ada County Dairymen's Association incorporated.⁵ The new association adopted the slogan "Start Little and Grow Big," intending to attract all dairymen in Ada County to the benefits of cooperation. Each member assigned a certain number of cows from his herd to the organization and subscribed \$10 in capital stock for each cow. A goal of the organization was to build a state-of-the-art creamery and powdered milk plant in Meridian. Although the nearly-completed plant was destroyed by a fire in January 1929, the group persevered, and rebuilt quickly. The plant was in operation by the following June. Dairy Days was first held in 1929 to celebrate the completion of the creamery, and the event has continued annually to showcase local livestock and dairy products.⁶

During the plant's first year of operation, creamery sales totaled more than \$152,000 in four months. Sales reached an excess of \$7 million annually during the next four decades. During this period, milk haulers travelled Ada County collecting the milk in cans from dairy farmers. The milk was delivered to the creamery where the butterfat was separated from the milk, churned

⁴ Jennifer Stevens. *Water in the Valley: A History of the Nampa & Meridian Irrigation District*. 17-18.

⁵ The association was a reorganization of dairymen formerly associated with the Boise Valley Co-operative Creamery. Established in 1913, the Co-operative Creamery ceased operations in 1924.

⁶ "Senator Borah to Address Meridian Dairymen's Meet" *Idaho Statesman*, July 27, 1927, p. 10; "1200 Dairymen at Meet" *Idaho Statesman*, July 29, 1927, p.2., "\$50,000 Meridian Powdered Milk Plant Completed" *Idaho Statesman*, June 16, 1929. p. 27.

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into butter, and sold under the name Challenge Butter. The milk was processed into powdered milk. In the 1940s, the Ada County Dairymen's Co-operative creamery was processing more milk than any other creamery in North America.⁷



Ada County Dairymen's Co-operative Creamery (Meridian Historical Society)

Over time fewer small-scale farmers sold milk to the creamery as the nature of farming changed. The creamery operations were moved to Caldwell in 1970. The Meridian creamery was shuttered and the building torn down in 2005. However, the importance of the dairy industry to the area remains the focus of the annual Dairy Days celebration held every year since 1929 (with the exception of 2020 due to the coronavirus pandemic).

Meridian Dairy & Stock Shows, Inc. and the Development of the Dairy Show Grounds

In 1948, Meridian Dairy & Stock Shows was incorporated as a non-profit organization to promote the dairy industry. The group acquired 15 acres of farm land at the south end of Meridian in 1949 for use as show grounds. The grounds were dedicated in May 1949 and for the first time, Dairy Days was held at the venue, attracting over 5,000 people to the event. During this first event, canvas-covered tents sheltered the livestock. In December 1949, fundraising efforts by the local 4-H and Future Farmers of America (FFA) raised over \$400 from sales of meat from hogs donated by the Meridian Feed and Fuel company. The money raised supported the construction of a permanent exhibition building.⁸

⁷ "Treasure Valley Producers Increase Yield for Ada Dairymen's Plan by 2.5 Million Pounds over '62." *Idaho Daily Statesman*, June 4, 1964, p. 7.; "Creamery provided small-town stability" *Idaho Statesman*, July 14, 2003, p. 1.

⁸ Articles of Incorporation Meridian Dairy & Stock Show, Inc. Secretary of State office. "Meridian Dairy Show Closes Annual Event" *Idaho Daily Statesman*, May 28, 1949, p. 5.; "4-H, Future Farmers Members Raise Funds" *Idaho Daily Statesman*, December 20, 1949, p. 11.

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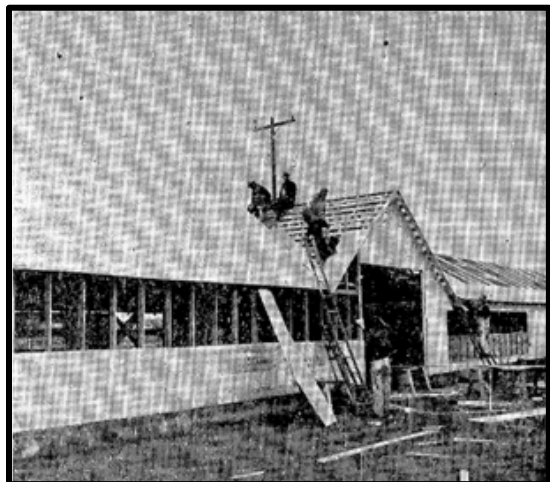
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1949 aerial view of Dairy show grounds. Idaho Daily Statesman May 27, 1949.

The Dairy & Stock Shows board constructed two buildings in 1953, including the Dairy Show Barn, a cattle exhibit building. This rectangular wood-frame building was built with a central alley and space for cattle on both sides. Volunteers from the local granges built a second wood-frame building to serve as a food booth, which was torn down in the 1970s.



Workers rebuilt a portion of the Dairy Barn when it was damaged by fire in 1958. Idaho Daily Statesman, May 1958



View of Dairy barn 2022.

The Dairy & Stock Shows organization was not only committed to promoting the dairy industry. Another of the group's objectives, outlined in the Articles of Incorporation, was "To cultivate cooperative effort, and to inculcate the principles of community spirit, friendliness, and goodwill". To that end, the group worked with other non-profit groups in the community to provide recreation opportunities for the children in Meridian and the surrounding area. The group also donated five acres of land to the city in 1951 for a city park, now the site of Storey Park.

Today, the property continues to host the annual Dairy Days celebration alongside racing events associated with the Meridian Speedway. The dual agricultural and racing usage of the property is perhaps most dramatically manifested in the construction of the Speedway's North End Stands on top of the Dairy Show Barn. Additionally, Dairy Show organizers utilize the race track to exhibit cattle and other livestock each year.

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The Meridian Athletic Association and the Development of the Meridian Speedway

The Meridian Athletic Association (MAA) was incorporated in December 1950 to promote a coordinated athletic and recreational program for Meridian. Working with the Dairy Show Board, the MAA planned to develop the dairy show grounds for year-round use as a recreation and sports center. The MAA negotiated a ten-year lease on the show grounds with the exception of two days each year that were reserved for the annual dairy show.⁹ To finance these activities, the organization built a dirt track at the dairy arena for midget cars, a popular form of auto racing. Midget cars are high-powered small race cars that are driven on quarter-or-half-mile dirt or asphalt racetracks. Grandstands, lights, and other features were added to the facility to support racing activities. Ticket sales to the midget car races were used to fund more improvements at the Speedway.¹⁰

The MAA operated the track from 1951 to 1981. Track revenue supported youth sports and helped fund Storey Park and the community pool. The MAA's fundraising efforts supported the purchase of uniforms and equipment as well as transportation costs for the Meridian Little League Baseball teams. The program also covered expenses to send local tennis players to national championships and summer recreation programs for local youth. The MAA set up a trust fund for profits from its operation of the Speedway, which provides between \$20,000 to \$40,000 a year for youth sports.¹¹

Midget Car Racing in Southwest Idaho and at the Meridian Speedway

As soon as there were automobiles, racing them became a nationwide pastime. Midget car racing began in the United States when a group of racers wanted a less expensive avenue for racing. Racing historians agree that the first midget cars were unveiled in 1914 in Venice, California, where a small race was held and won by Al Franklin. A year later, a second race was held in Culver City, California. Other races were held in Los Angeles and San Francisco but midget car racing's popularity faded by 1915. In 1933, the Midget-Auto Racing Association (MARA) was formed in California and revived Midget car racing by holding a race on the Loyola High School Stadium track in Los Angeles. The first races were held on board racetracks that had been used for bicycle racing. After a speedway was built just for midget car racing, the sport spread across the county. In 1935, MARA was disbanded. A new organization, the National Midget Racing Association was organized and sanctioned racetracks throughout California. The sport gradually spread throughout the United States, and then to Australia and England.¹²

A few midget car races were held in towns in Idaho during the 1930s.¹³ Midget racing became popular throughout southwest Idaho after World War II. Vern Waits built Speedway Park near Gowen Field in Boise in 1948, which became a popular venue for midget racing but closed in 1950 for nonpayment of taxes. Other speedways were quickly developed to fill the void. Wilkins

⁹ *Idaho Daily Statesman*, April 21, 1950; September 24, 1950, p.29, and May 4, 1951, p. 19.

¹⁰ By the late 1950s the Dairy showgrounds was commonly called Meridian Speedway.

¹¹ "Meridian grows and changes, but the Speedway remains" *Idaho Statesman*, July 2, 2008, p. 1.

¹² "The History of Midget Auto-Racing in America", *Motorsport*, September 1936, p. 438.

¹³ "Midget Autos Arrive Today" *Idaho Statesman*, October 24, 1936, p.1.

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Speedway, constructed in 1951 near Caldwell, served racers for a few years. Avid midget racers built racetracks on available empty farmland at locations around Ada County, including a track at the Ten Mile Rodeo Ground, in an empty field adjacent to Fairview Avenue. Racing was a popular pastime on Sunday afternoons, and the new Dairy Park ground offered a prime location for racing. Spectators lined up at Meridian speedway to watch Sunday afternoon racing during the summer months.¹⁴ The new track hosted young racers like 18-year old Ronnie Porter who won four straight victories racing his midget racer car No.55 at the new track in the summer of 1951.¹⁵

The Meridian Racing Association (MRA) organized in December 1953 as an affiliate of the MAA was established to manage races at the Speedway. MRA membership was made up of owners and drivers of cars racing at the Speedway. The organization governed all the racing aspects and also officiated at the races. In conjunction with MRA a women's auxiliary was organized and made up of the wives of the car owners and drivers. This group ran the ticket and concession stands and also sold merchandise to finance special projects.¹⁶

At first, spectators sat on hay bales to watch the races. The Dairy Board built bleachers on the west side of the racetrack in 1952. A crash wall separated the racers and spectators. When the Speedway opened for the 1953 season grandstand seating on the west side was expanded to seat 2500 racing fans. Concession stands were built below the bleachers. Volunteer workers built the bleachers, crash walls, and other support structures with \$20,000 worth of donated funds and materials.¹⁷

Jalopy Racing at the Meridian Speedway

Jalopy racing followed midget racing at the Speedway in 1952. J.D. Petty, a representative of the MAA, noted at the 1953 opening that the jalopy's (inexpensive, cut-down cars often salvaged from junk yards) would have a powerful engine that could boost them to race on the track at speeds of about 50 miles an hour. Advertisements in the local Boise newspaper touted "Jalopy racing at its best on a flat track" and soon the Speedway attracted racers from all over Idaho and neighboring states.¹⁸

The Speedway hosted events both day and night. In May 1951, the MAA recycled lights for the track when they purchased the flood-lighting system formerly used at the Boise Junior College (today Boise State University) college stadium. The popular speedway hosted motorcycle races on Friday nights and car racing on Saturday afternoons and evenings. The MAA and the MRA also held benefit races for local charities. Prior to the 1963 season, the oval was blacktopped making the Speedway one of the top tracks in the Pacific northwest.¹⁹ The paved track opened

¹⁴ "Boiseans to See Midget Racers" *Idaho Daily Statesman*, June 20, 1948, p. 9.

¹⁵ "Spills, Bruises Don't Bother Teenaged Auto, Motorcycle Sensation Ron Porter" *Idaho Daily Statesman*, July 11, 1951, p.11.

¹⁶ Personal correspondence with Stan Fuller, Idaho Historical Racing Society, November 16, 2020.

¹⁷ "Races to Open at Meridian Oval Tonight" *Idaho Daily Statesman*, May 16, 1953, p.9.

¹⁸ Advertisement *Idaho Daily Statesman*, June 20, 1952, p. 19.

¹⁹ "Meridian Speedway racing future called "bleak", *Idaho Statesman*, November 22, 1978, p.27.

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the way to open-wheel racing and the Meridian Speedway became a springboard for young racers to the Indianapolis 500.²⁰

Other improvements were made to the Speedway in the 1960s. At the start of the 1965 season, the seating capacity was increased to hold 6,000 spectators, when the North Bleachers were built on top of the Dairy Show Barn.²¹ On the south turn, a concrete crash was built as the wood fence that separated the track from the Eight-Mile irrigation ditch was often shattered by racers.²² Bill Crow, a local driver, became the Speedway's first promoter and oversaw the resurfacing and two-foot widening of the track in September 1967. According to Crow, "The new, courser surface should make for better traction and faster speeds". The entry onto the track from the pits and the exit into the pits were paved at the same time.²³

MRA members continually promoted the track. The Speedway was popular for both drivers and spectators in Idaho, Oregon, Utah, and Colorado. In 1965, over 90,000 spectators attended races at the Speedway with ticket sales of \$120,000. Profits from the races were donated to community youth projects and local charities including the Easter Seals.²⁴

Increased Popularity, Modernization, and NASCAR

Bill Crow continued as the promoter and operator of the Speedway until about 1975. Racing and the annual Dairy Days fair were held at the Speedway but in 1978 the fate of the Speedway was threatened when building inspectors reported that the track did not live up to modern safety codes. To comply with safety needs the concession stands were removed from below the west bleacher and fire exits were installed behind the west bleacher and midway in the north bleacher. Following these upgrades, the Speedway opened for the 1979 season.²⁵

In 1981, the MRA turned over operations of the Speedway operations to LeeRoy Nelson, another long-time local racer, who operated the track until 1988. In his first year as manager, Nelson made improvements to the track including painting the crash walls around the oval and adding a new entrance and admission gate at the south end. Under Nelson's management attendance increased, and the Speedway had the first sellout crowd since 1967. He also increased the amount of prize money awarded to racers.²⁶ Other upgrades were made to the Speedway and in 1984 the wooden west bleachers were replaced with aluminum seating, and south side concession stands were improved and enclosed with chain-link for safety issues. In 1989, Kenny Hamilton, father of Indy 500 racer, Davey Hamilton, became operator and promoter of the Speedway until 2009.²⁷

²⁰ *Idaho Statesman*. July 2, 2008, p.1. American open-wheel racing, also known as Indy racing, is a category of professional racing in the United States.

²¹ "Meridian Track Opens 17th Season With Annual Easter Seal Benefit" *Idaho Sunday Statesman*, April 25, 1965, p.16. The additional seating was likely the year bleachers on top of the Dairy Show Barn were built.

²² "Jalopy Racing Blossoms Into Major Attraction" *Idaho Sunday Statesman*, June 9, 1957, p.11.

²³ "MRA Hones Oval, Plans for Modified Race Year" *Idaho Sunday Statesman*, March 24, 1968, p.17.

²⁴ "Idaho's Most Thrilling Sports Event, Meridian Speedway, Meridian, Idaho. *Idaho Sunday Statesman*, June 25, 1967, p. 76.

²⁵ "Meridian Raceway appears safe, troubled" *Idaho Statesman*, April 13, 1979, p.34.

²⁶ "Nelson gets promoter award" *Idaho Statesman*, November 13, 1982, p. 17.

²⁷ "Meridian Speedway gears up for season" Ray Giffin. *Idaho Statesman*, February 12, 1984, p. 7E.

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In recent years, Adam Nelson, the grandson of Bill Crow and son of Leeroy Nelson, became the lease operator and promoter. Under his leadership, the Speedway became sanctioned by the American Speed Association and by the National Association for Stock Car Auto Racing (NASCAR). Several capital improvements have brought the facility up to industry standards since 2009, including repaving the racetrack and pit area, and adding the scales. Other improvements included the repaving of the oval track, new bathrooms, new light fixtures, and new crash fencing.²⁸

Summary

Based on the information provided in this document, the Meridian Speedway is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its historical association with the agricultural, social, and recreational history of Meridian and Ada County. Besides its use for the annual Dairy Days, where livestock is shown on the track and which connects residents to Meridian's agricultural history, the Speedway is one of four paved quarter-mile tracks in Idaho and the only continually running racetrack in the state. The activities of the Speedway have supported local businesses, attracting crowds of fans to events throughout the racing season, as well as bringing nationally sanctioned racing events to southwestern Idaho. For 72 years, the Meridian Speedway has been an entertainment and recreation center for southwest Idaho. The unique collaboration among local community groups created a vital sports facility that has continued to thrive as Meridian transitioned from an agricultural to an urban community.

²⁸ Holly Beech, "66-year-old Speedway helped shape Meridian's legacy." March 13, 2017.

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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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 10.9 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

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Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|--------------------|----------------------|
| 1. Zone: 11 | Easting: 549108.12 | Northing: 4828928.25 |
| 2. Zone:11 | Easting: 549266.92 | Northing: 4827951.18 |
| 3. Zone:11 | Easting: 549260.46 | Northing: 4827746.79 |
| 4. Zone:11 | Easting: 549112.85 | Northing: 4827745.71 |

Verbal Boundary Description (Describe the boundaries of the property.)

The Meridian Speedway is located in Township 3 North, Range 1 East, Section 18. The parcel number for the property is S1118233121. The property description is as follows, according to the Ada County Assessor, and includes 10.779 acres. PAR #3121 of GOVT LOT 01 Sec 18 S 1 E #223120-B.

Boundary Justification (Explain why the boundaries were selected.)

This is the 10.770 acre tract that currently and historically encompasses the Speedway and includes the buildings and structures.

11. Form Prepared By

name/title: Barbara Perry Bauer
organization: TAG Historical Research & Consulting
street & number: P.O. Box 7333
city or town: Boise state: Idaho zip code: 83707
e-mail: bpbauer@taghistory.com
telephone: 208-338-1014
date: March 30, 2022

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Figure Log

- **Figure 1:** Vicinity Map
- **Figure 2:** USGS Map
- **Figure 3:** Local Location Map (Google Earth)
- **Figure 4:** Feature Map (Google Earth)
- **Figure 5:** Table of Contributing and Non-Contributing Resources
- **Figure 6:** Map Showing Contributing and Non-Contributing Resources
- **Figure 7:** Photo Locations Map
- **Figure 8:** Aerial view of Meridian Speedway 1951 (Netronline-<https://historicaerials.com>)
- **Figure 9:** Aerial view of Meridian Speedway 1989 (Netronline-<https://historicaerials.com>)
- **Figure 10:** Aerial view of Meridian Speedway (identified on photo as Dairy Show Grounds) 1959. The oval track, West Bleachers, Dairy Show Barn, Merchant Show Barn, and lighting define the visual feel of the property. Photo courtesy of Idaho Historical Racing Society.
- **Figure 11:** Midget race cars at Meridian Speedway circa 1955. Photo courtesy of Idaho Historical Racing Society.
- **Figure 12:** Advertisement for Midget Auto Race, June 15, 1951. *Idaho Daily Statesman*
- **Figure 13:** Advertisement, October 21, 1951. *Idaho Daily Statesman*.
- **Figure 14:** Meridian Speedway, July 1959 showing west bleachers. Photo courtesy of Idaho Historical Racing Society.
- **Figure 15:** Meridian Speedway, circa 1964. Note “Meridian Dairy Days” painted on Dairy Show Barn. Photo courtesy of Idaho Historical Racing Society.
- **Figure 16:** View of west bleachers showing concrete crash wall and chain link fence. Circa 1981. Photo courtesy of Idaho Historical Racing Society.
- **Figure 17:** Meridian Speedway, circa 1967 showing grandstand built atop the Dairy Show barn. Photo courtesy of Idaho Historical Racing Society.
- **Figure 18:** View looking southeast showing pit area circa 1975. Photo courtesy of Idaho Historical Racing Society.

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- **Figure 19:** View looking south to scoreboard circa 1979. Photo courtesy of Idaho Historical Racing Society.
- **Figure 20:** Morrie Fuller in #13 passing the flagger's stand circa 1967. The stand has been in continual use since 1962. Photo courtesy of Idaho Historical Racing Society.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Meridian Speedway

City or Vicinity: Meridian

County: Ada

State: Idaho

Photographer: Barbara Perry Bauer

Date Photographed: October 20, 2020

- **Photo 1 of 63:** Overview of speedway from Storey Park. Camera facing southeast.
- **Photo 2 of 63:** Overview from Resource 17, Dairy Barn/Grandstand. Camera facing southeast.
- **Photo 3 of 63:** Overview from Resource 17, Dairy Barn/Grandstand. Camera facing southwest.
- **Photo 4 of 63:** Overview from Resource 17, Dairy Barn/Grandstand. Camera facing south.
- **Photo 5 of 63:** Overview showing Resource 23 Chicane; Resource 17, Souvenir Shop; and Resource 18, Dairy Barn. Camera facing north.
- **Photo 6 of 63:** Resource 1. Camera facing northwest.
- **Photo 7 of 63:** Resource 1, north and west elevations. Camera facing southeast.
- **Photo 8 of 63:** Resource 1, view of north elevations. Camera facing south.
- **Photo 9 of 63:** Resource 2. Camera facing west.
- **Photo 10 of 63:** Resources 1 and 2, view of west elevations. Camera facing northeast.
- **Photo 11 of 63:** Resource 3. Camera facing southwest.
- **Photo 12 of 63:** Resource 3. Camera facing west.

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- **Photo 13 of 63:** Resource 4. Camera facing southwest.
- **Photo 14 of 63:** Resource 4, west elevation. Camera facing south.
- **Photo 15 of 63:** Resource 5. Camera facing northwest.
- **Photo 16 of 63:** Resources 6 and Resource 7. Camera facing north.
- **Photo 17 of 63:** Resource 8. Camera facing south.
- **Photo 18 of 63:** Resource 8. Camera facing southeast.
- **Photo 19 of 63:** Resource 9. Camera facing southwest.
- **Photo 20 of 63:** Resource 10. Camera facing south.
- **Photo 21 of 63:** Resource 11. Camera facing southeast.
- **Photo 22 of 63:** Resource 12. Camera facing southeast.
- **Photo 23 of 63:** Resource 12. Camera facing north.
- **Photo 24 of 63:** Resource 13. Camera facing northwest.
- **Photo 25 of 63:** Resource 14. Camera facing northeast.
- **Photo 26 of 63:** Resource 14. Camera facing southwest.
- **Photo 27 of 63:** Resource 15. Camera facing southeast.
- **Photo 28 of 63:** Resource 16. Camera facing southwest.
- **Photo 29 of 63:** Resource 16. Camera facing east.
- **Photo 30 of 63:** Resource 16. Camera facing northwest.
- **Photo 31 of 63:** Resource 16, west elevation. Camera facing east.
- **Photo 32 of 63:** Interior of Resource 16 showing trusses. Camera facing east.
- **Photo 33 of 63:** Interior of Resource 16 showing feeding trough on north wall. Camera facing east.
- **Photo 34 of 63:** Interior of Resource 16 showing windows and feeding trough on north wall. Camera facing northwest.
- **Photo 35 of 63:** View of Resource 16 showing walkway below bleachers and south elevation of Dairy Barn. Camera facing west.
- **Photo 36 of 63:** Resource 17. Camera facing southeast.
- **Photo 37 of 63:** Resource 17. Camera facing northeast.
- **Photo 38 of 63:** Resource 17. Camera facing northwest.
- **Photo 39 of 63:** Resource 18. Camera facing east.
- **Photo 40 of 63:** Resource 18. Camera facing northwest.
- **Photo 41 of 63:** Resource 18. Camera facing northeast.
- **Photo 42 of 63:** Interior of Resource 18. Camera facing west.
- **Photo 43 of 63:** View of Resource 18 showing addition attached to original building's east elevation. Camera facing northwest.
- **Photo 44 of 63:** View of Resource 18 showing addition with temporary wall on north elevation. Camera facing northwest.
- **Photo 45 of 63:** Resource 19 showing wood poles from Boise Junior College and circa 1980 lights. Camera facing southwest.
- **Photo 46 of 63:** Resource 19 showing original lights. Camera facing southwest.
- **Photo 47 of 63:** Resource 20. Camera facing southwest.
- **Photo 48 of 63:** Resource 20. Camera facing southwest.

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- **Photo 49 of 63:** Resource 21. Camera facing southeast.
- **Photo 50 of 63:** Resource 22. Camera facing south.
- **Photo 51 of 63:** Resource 23. Camera facing southeast.
- **Photo 52 of 63:** View showing Resource 23 Chicane; Resource 17, Souvenir Shop; and Resource 18, Dairy Barn. Camera facing north.
- **Photo 53 of 63:** Resource 24. Camera facing southeast.
- **Photo 54 of 63:** Resource 24. Camera facing west.
- **Photo 55 of 63:** Resource 25. Camera facing southeast.
- **Photo 56 of 63:** Resource 25. Camera facing southeast.
- **Photo 57 of 63:** Resources 26 and 27. Camera facing northeast.
- **Photo 58 of 63:** Resources 28 and 29. Camera facing east.
- **Photo 59 of 63:** Resource 30. Camera facing south.
- **Photo 60 of 63:** Resource 31. Camera facing west.
- **Photo 61 of 63:** Resource 32. Camera facing west.
- **Photo 62 of 63:** Resource 33. Camera facing south.
- **Photo 63 of 63:** Resource 34. Camera facing south.

Paperwork Reduction Act Statement: This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

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Figure 1: Vicinity Map

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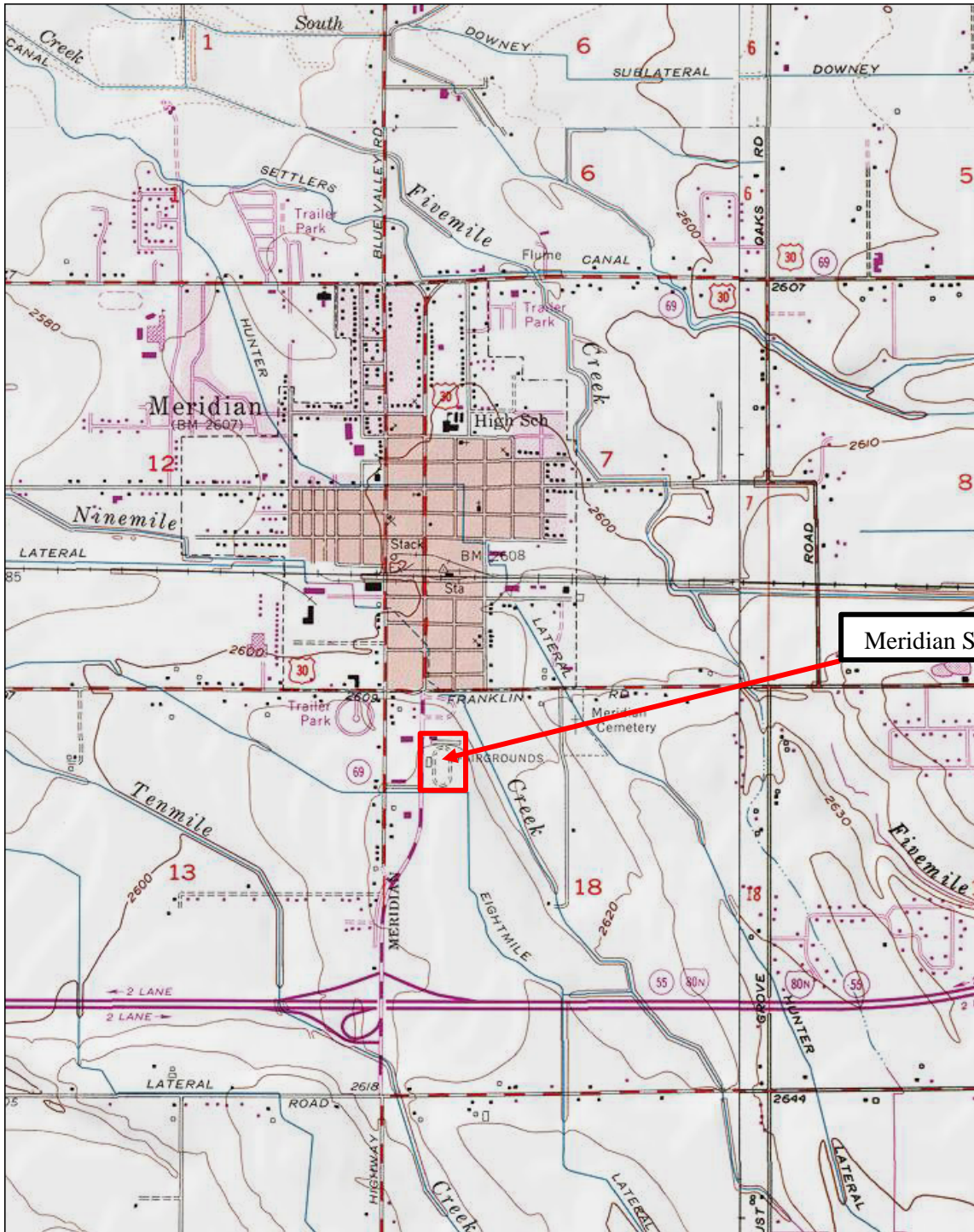


Figure 2: USGS Map
Meridian 7.5' USGS, Section 18,

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Figure 3: Local Location Map (Google Earth)

1.	Zone: 11	Easting: 549108.12	Northing: 4828028.25
2.	Zone: 11	Easting: 549266.92	Northing: 4827951.18
3.	Zone: 11	Easting: 549260.46	Northing: 4827746.79
4.	Zone: 11	Easting: 549112.85	Northing: 4827745.71

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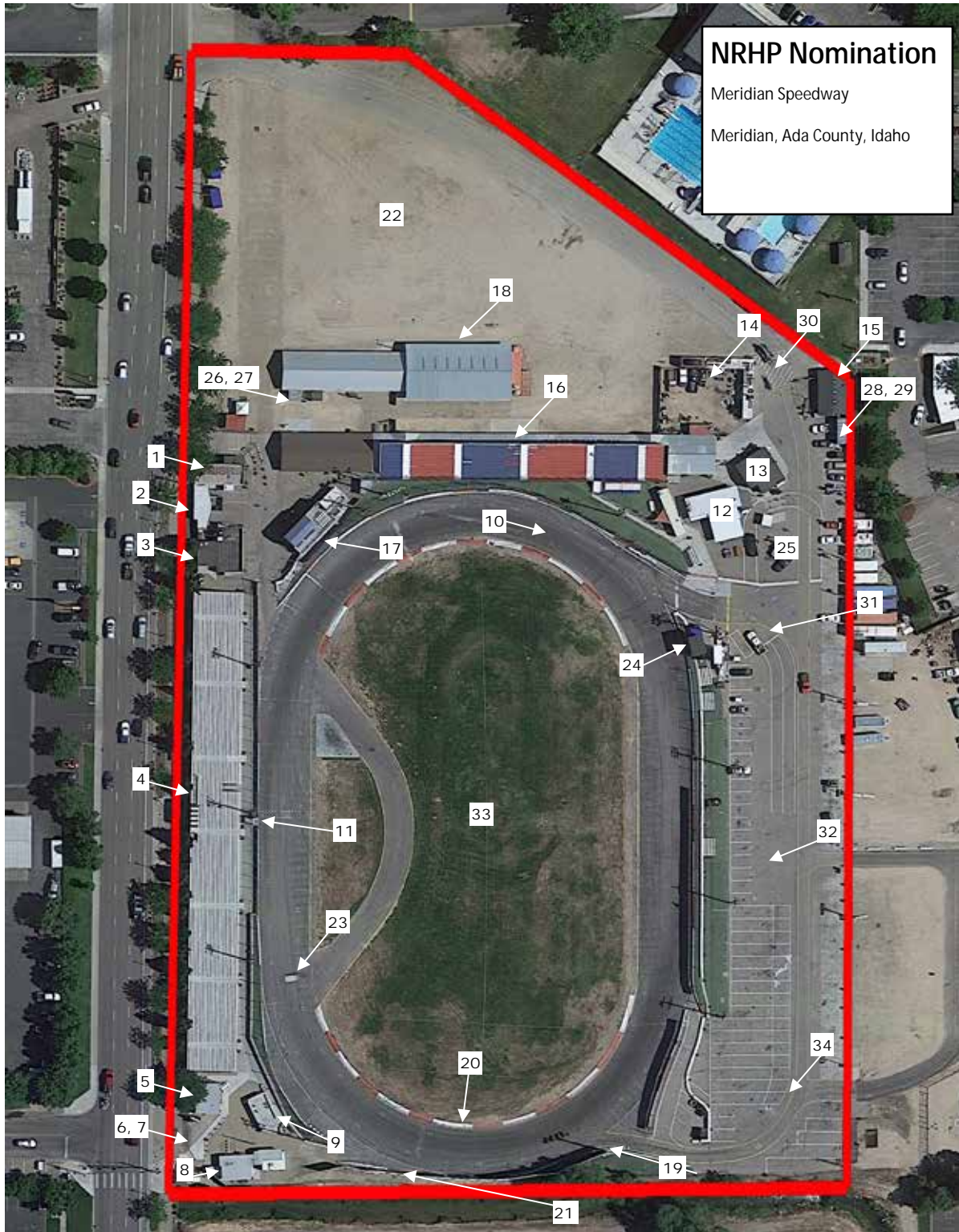


Figure 4: Feature Map (Google Earth)

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Resource Number	Type	Date of Construction/Alteration	Contributing/Noncontributing
1. Ticket Booth	Building	1971/2000	Contributing
2. Restroom (West side)	Building	1952/1970/2000	Contributing
3. Concession Stand (West Side)	Building	1979	Contributing
4. Bleachers West Side	Structure	1951/1964/1979/1984	Contributing
5. Restrooms	Buildings	2005	Noncontributing
6. Ticket Booth	Building	1981	Contributing
7. Sign	Object	1981	Contributing
8. Concession Stand/Beer booth	Building	2006	Noncontributing
9. ADA seating	Structure	2015	Noncontributing
10. Racetrack	Structure	1951/1962/1967	Contributing
11. Flaggers 'Stand	Structure	1962	Contributing
12. Concession Stand (East Side)	Building	1980	Contributing
13. Restroom (East side)	Building	2009	Noncontributing
14. Tire Sheds	Structure	2009	Noncontributing
15. Speedway Office	Building	2005	Noncontributing
16. Dairy Show Barn/North End Stands	Building	1953/1958/1965	Contributing
17. Souvenir Shack/Candy/Coffee/VIP seating	Building	1971/2000	Noncontributing
18. Merchant Barn	Building	1959/2021	Contributing
19. Lighting	Object	1951/1980	Contributing
20. Concrete barriers	Structure	1964	Contributing
21. Scoreboard	Object	1960/2000	Noncontributing
22. North Parking Lot	Structure	1952	Contributing
23. Chicane	Structure	2020	Noncontributing
24. Official's Tower (East side)	Building	2009	Noncontributing
25. Scales	Structure	2009	Noncontributing
26. Storage building	Building	2009	Noncontributing
27. Office	Building	2009	Noncontributing
28. Pit Area Office	Building	2009	Noncontributing
29. Pit Area Outhouse	Building	2009	Noncontributing
30. Pit Entrance Road	Structure	1951/1961	Contributing
31. Central Pit Area	Structure	1951/1965	Contributing
32. Staging Area	Structure	1951/1965	Contributing
33. Infield	Structure	1951/1964	Contributing
34. Return Road	Structure	1951/1964	Contributing

Figure 5: Table of Contributing and Noncontributing Resources

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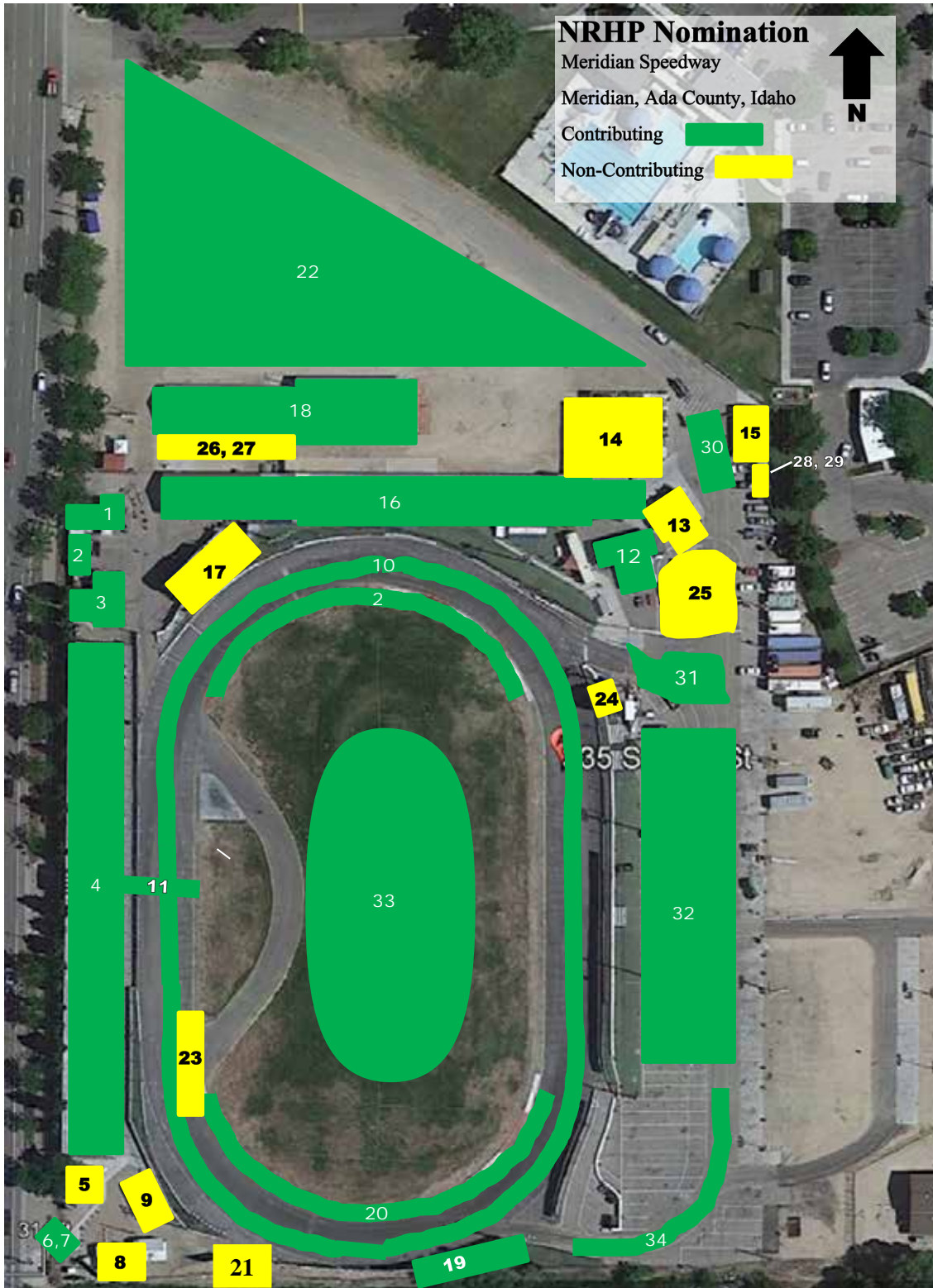


Figure 6: Map showing Contributing and Noncontributing Resources

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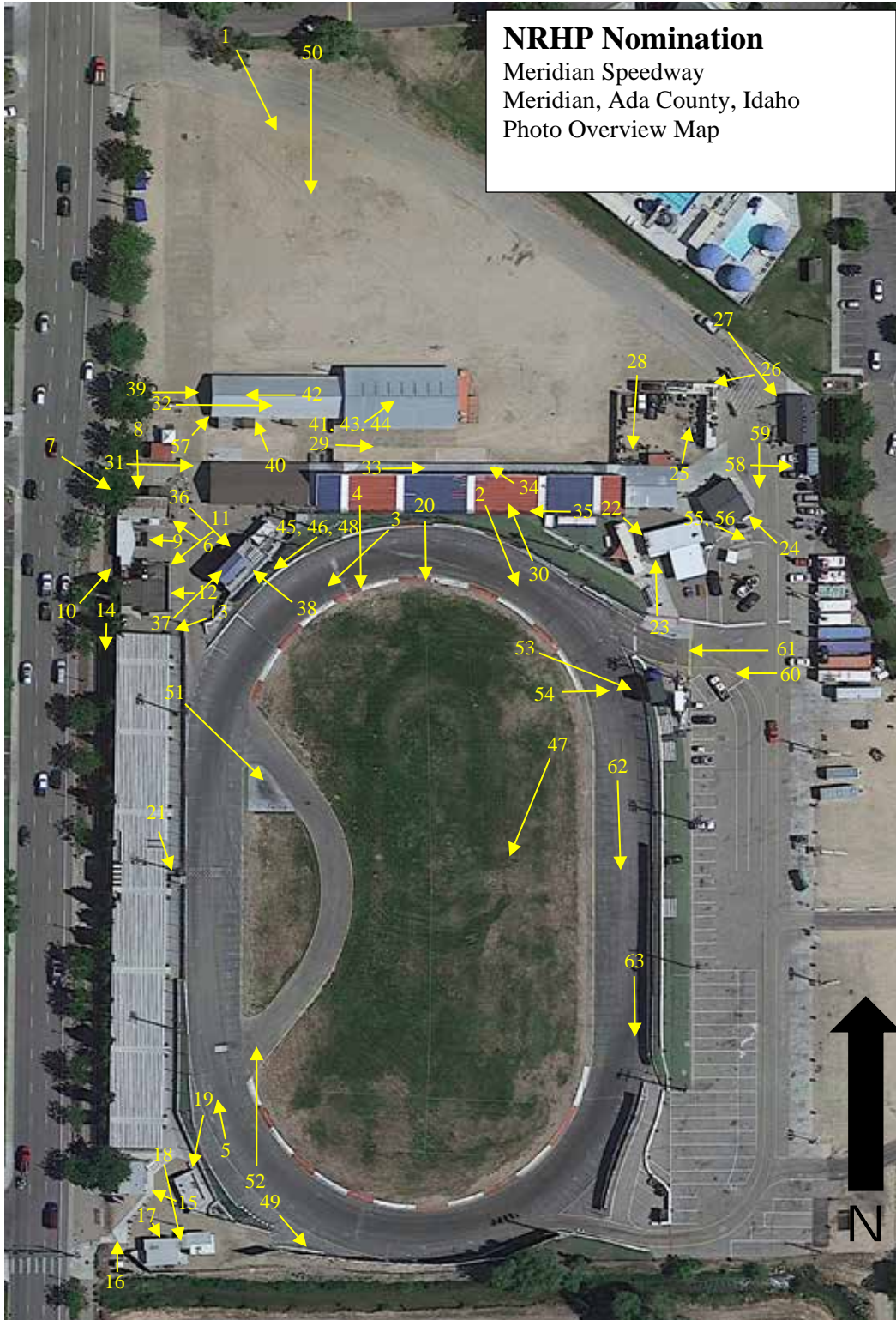


Figure 7: Photo Locations Map

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Figure 8: Aerial view of Meridian Speedway 1951 (Netronline - <https://www.historicaerials.com>)

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Figure 9: Aerial view of Meridian Speedway 1981 (Netronline -<https://www.historicaerials.com>)

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Figure 10: Aerial view of Meridian Speedway (identified on photo as Dairy Show Grounds) 1959. The oval track, West Bleachers, Dairy Show Barn, Merchant Show Barn, and lighting define the visual feel of the property. Photo courtesy Idaho Historical Racing Society.

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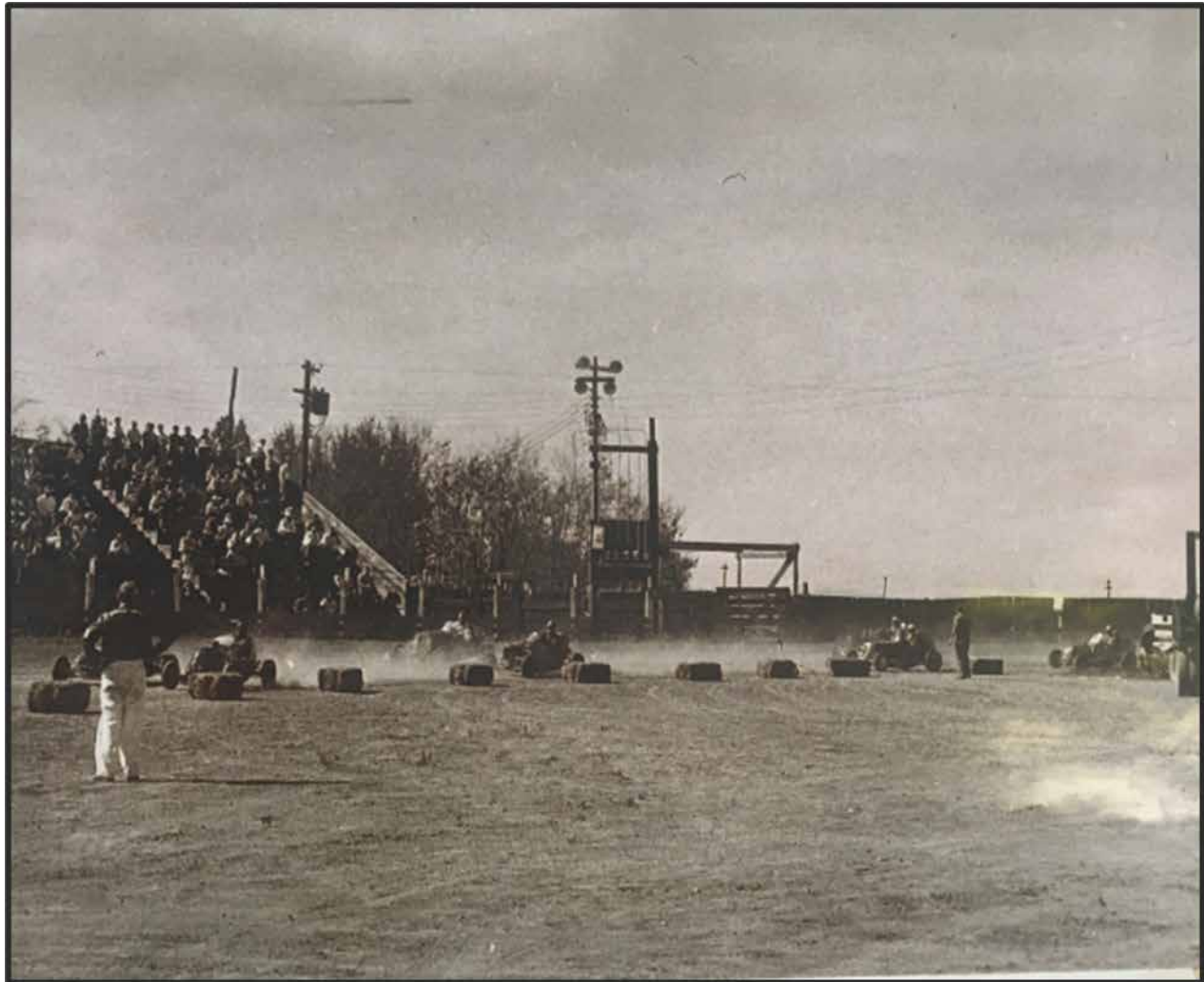


Figure 11: Midget race cars at Meridian Speedway circa 1955. Photo courtesy Idaho Historical Racing Society.

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MIDGET AUTO RACING

Meridian Speedway
(at South Curve in Meridian)
New Oiled and Lighted Track

Saturday, June 16, 8:30 P. M.
Time Trials 7:30 P. M.

Adults \$1.00 . . . Kids (Under 12) 35c

All proceeds used for improving **speedway** and recreation facilities for the benefit of the entire Boise Valley. Sponsored by the **MERIDIAN ATHLETIC ASSOCIATION** and sanctioned by Idaho State Automobile Racing Association.

Figure 12: Advertisement for Midget Auto Race, June 15, 1951. *Idaho Daily Statesman*.

THE LAST RACE OF THE SEASON!

Combination Midget and Motorcycle Races

SUNDAY

★ 4 Midget Auto Races ★ 4 Motorcycle Races

At the Meridian Dairy Show Grounds at South Curve in Meridian



Sponsored by the Meridian Athletic Association

All Proceeds Go to Park Development for the Improvement of Playgrounds

Admission 1.00, inc. tax for Adults; 50c, inc. tax. for Children.

Figure 13: Advertisement, October 21, 1951. *Idaho Daily Statesman*.

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Figure 14: Meridian Speedway, July 1959 showing west bleachers. Photo courtesy Idaho Historical Racing Society.



Figure 15: Meridian Speedway, circa 1964. Note “Meridian Dairy Days” painted on Dairy Show Barn. Photo courtesy Idaho Historical Racing Society.

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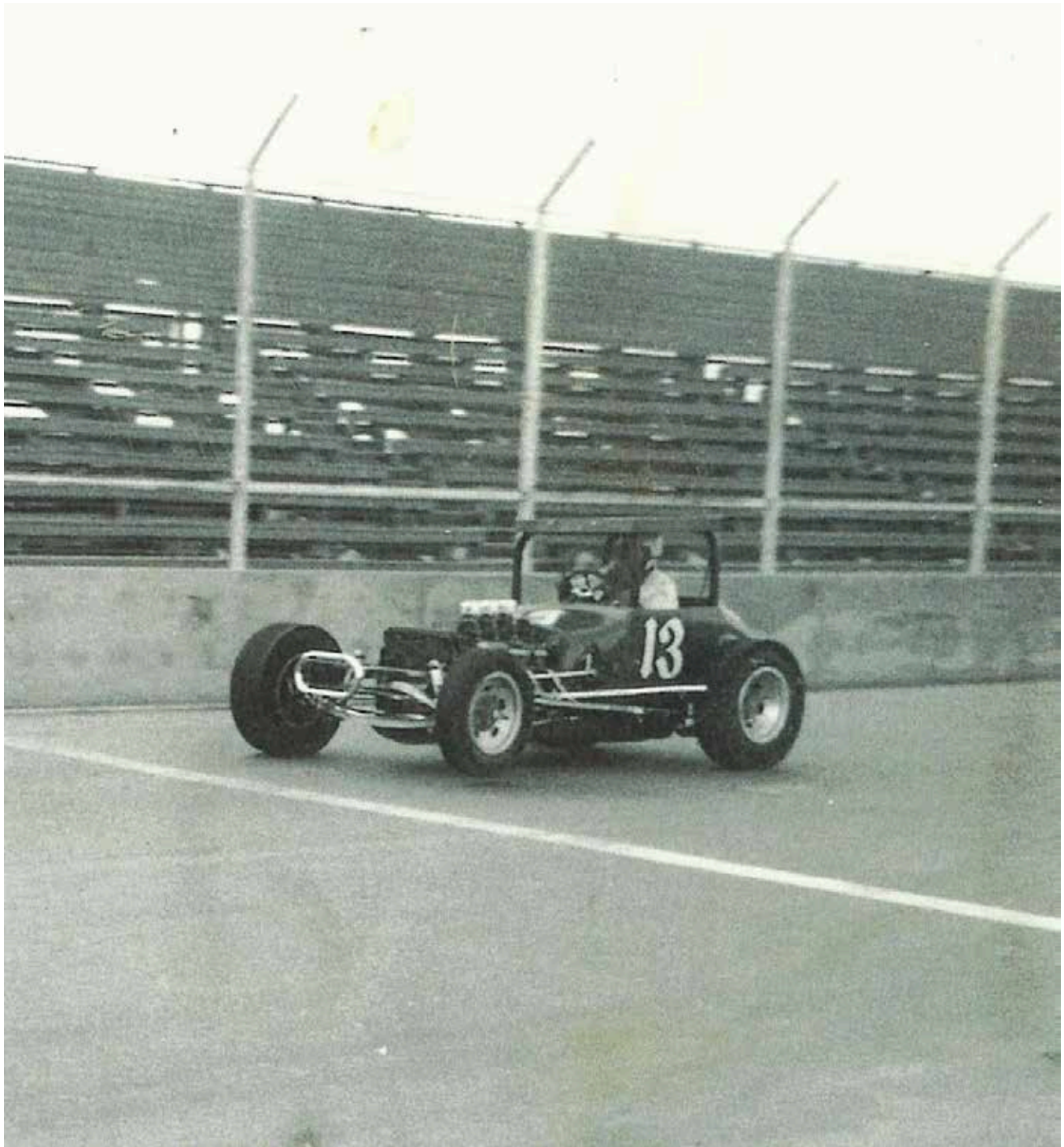


Figure 16: View of west bleachers showing concrete crash wall and chain link fence. Circa 1981. Photo courtesy Idaho Historical Racing Society.

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Figure 17: Meridian Speedway, circa 1967 showing grandstands built atop the Dairy Show Barn. Photo courtesy Idaho Historical Racing Society.

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Figure 18: View looking southeast showing pit area circa 1975. Photo courtesy Idaho Historical Racing Society.

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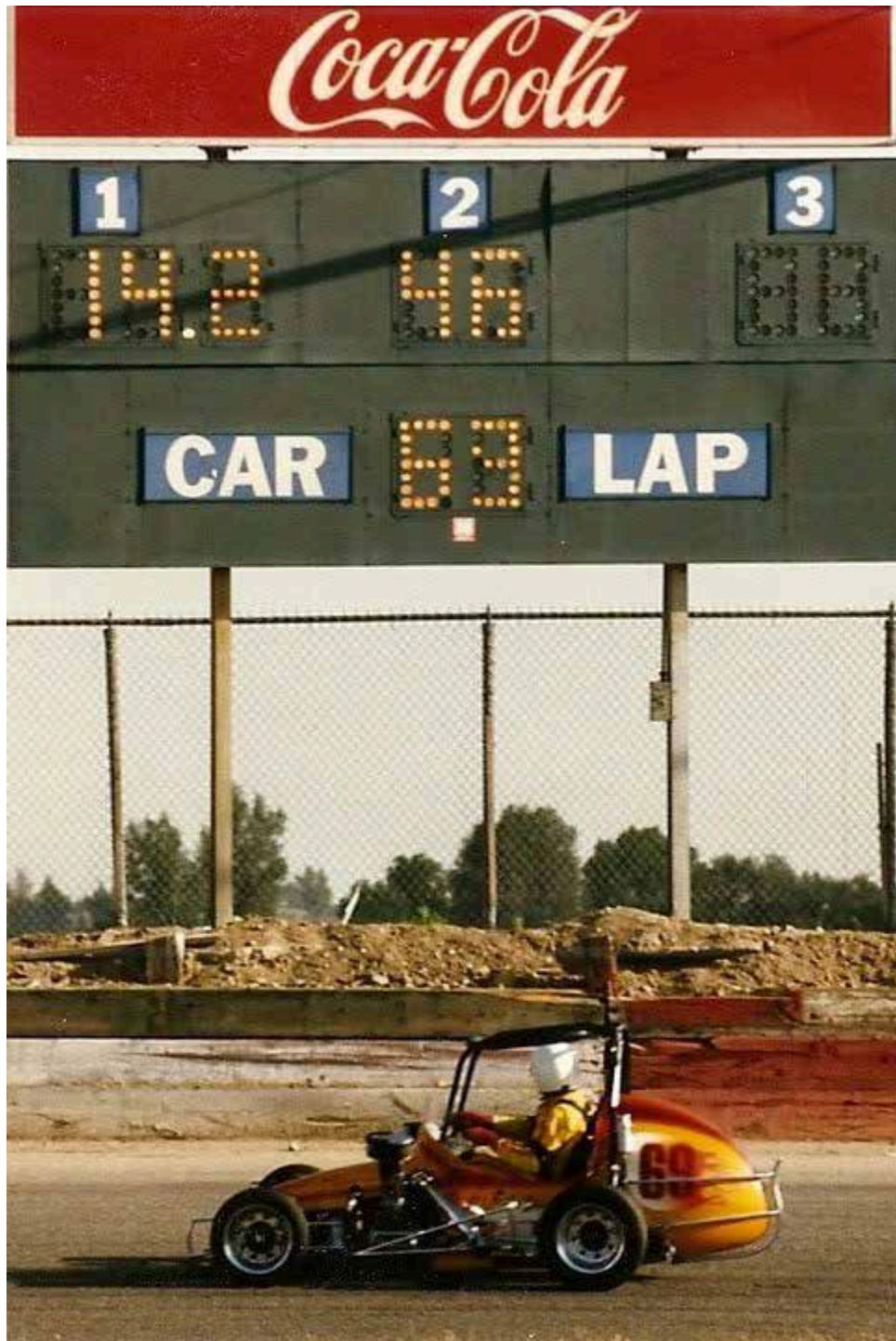


Figure 18: View looking south to scoreboard circa 1979. Photo courtesy Idaho Historical Racing Society.

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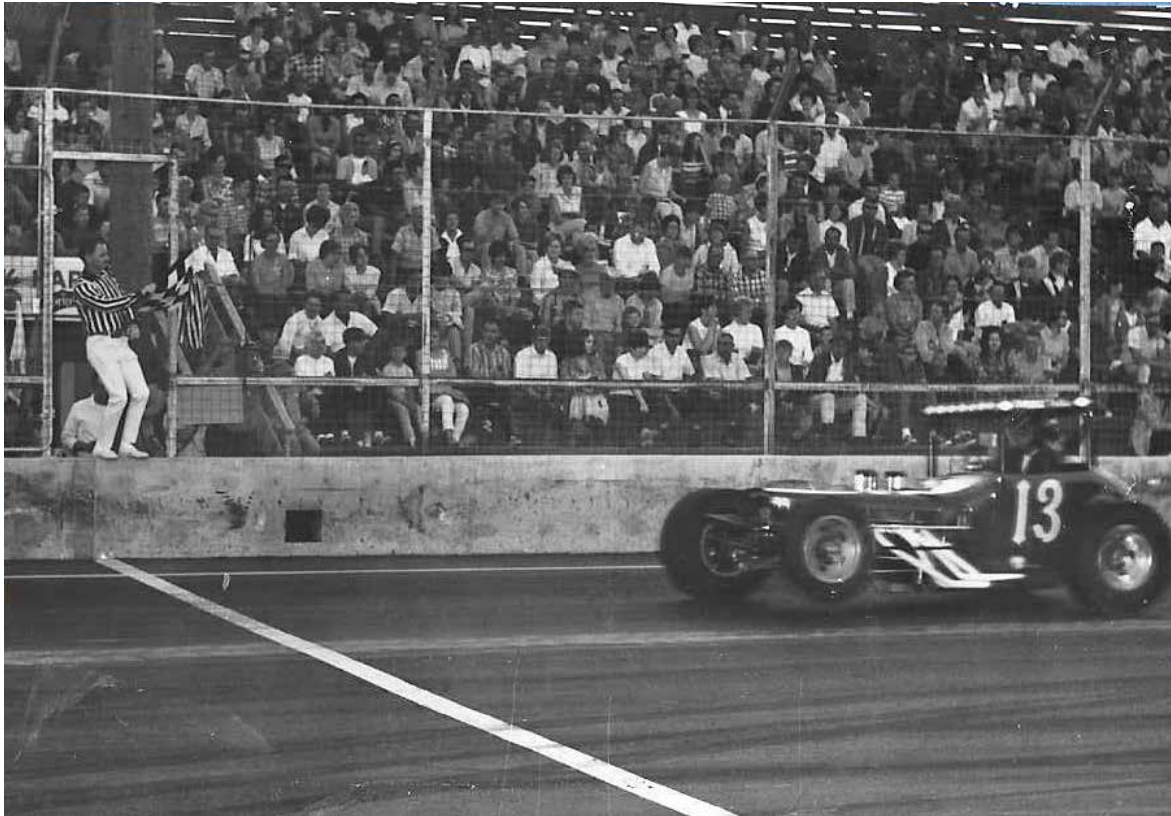


Figure 20: Morrie Fuller in #13 passing the flagger's stand circa 1967. The stand has been in continual use since 1962. Photo courtesy Idaho Historical Racing Society

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Photo 1 of 63: Overview of speedway from Storey Park. Camera facing southeast.



Photo 2 of 63: Overview from Resource 17, Dairy Barn/Grandstand. Camera facing southeast.

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Photo 3 of 63: Overview from Resource 17, Dairy Barn/Grandstand. Camera facing southwest.



Photo 4 of 63: Overview from Resource 17, Dairy Barn/Grandstand. Camera facing south.

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Photo 5 of 63: Overview showing Resource 23, Chicane; Resource 17, Souvenir Shop; Resource 18, Dairy Barn. Camera facing north.



Photo 6 of 63: Resource 1. Camera facing northwest.

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Photo 7 of 63: Resource 1, north and west elevations. Camera facing southeast.



Photo 8 of 63: Resource 1, view of north elevations. Camera facing south.

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Photo 9 of 63: Resource 2. Camera facing west.



Photo 10 of 63: Resources 1 and 2, view of west elevations. Camera facing northeast.

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Photo 11 of 63: Resource 3. Camera facing southwest.

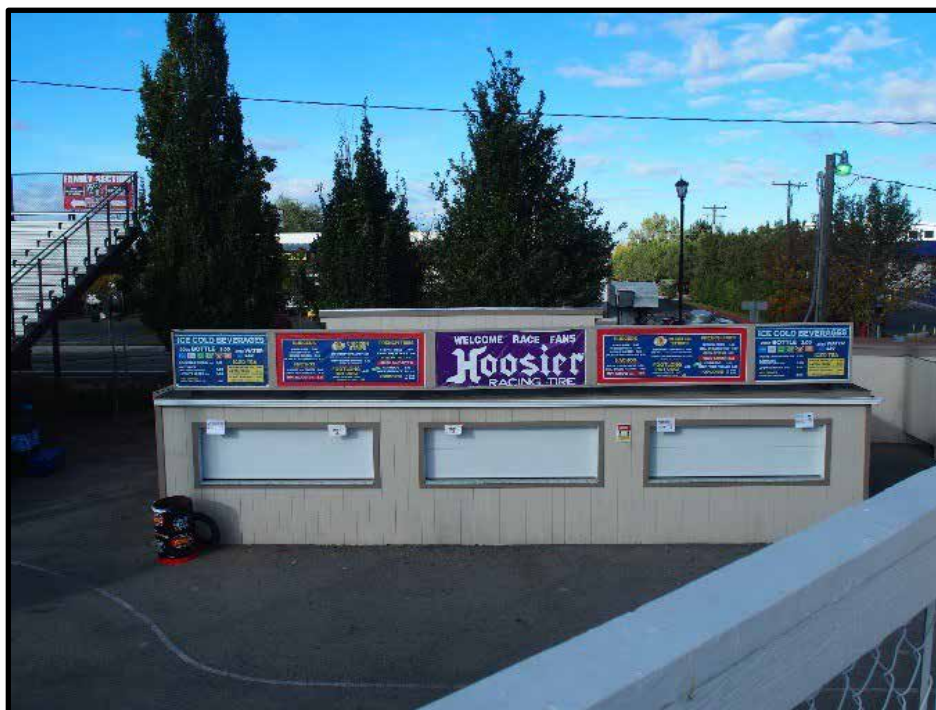


Photo 12 of 63: Resource 3. Camera facing west.

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Photo 13 of 63: Resource 4. Camera facing southwest.



Photo 14 of 63: Resource 4, west elevation. Camera facing south.

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Photo 15 of 63: Resource 5. Camera facing northwest.

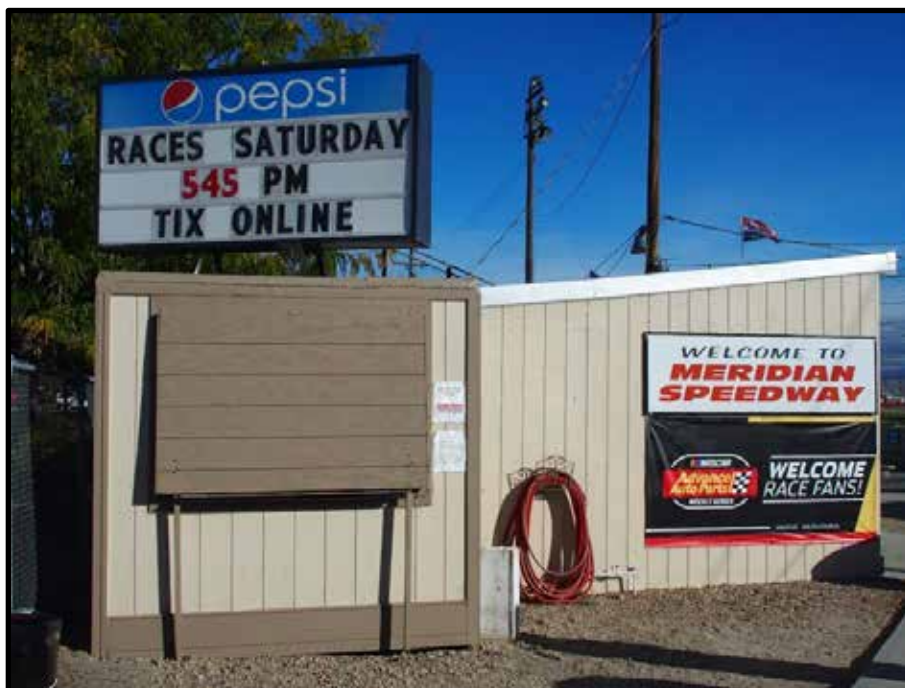


Photo 16 of 63: Resources 6 and Resource 7. Camera facing north.

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Photo 17 of 63: Resource 8. Camera facing south.



Photo 18 of 63: Resource 8. Camera facing southeast.

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Photo 19 of 63: Resource 9. Camera facing southwest.



Photo 20 of 63: Resource 10. Camera facing south.

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Photo 21 of 63: Resource 11. Camera facing southeast.



Photo 22 of 63: Resource 12. Camera facing southeast.

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Photo 23 of 63: Resource 12. Camera facing north.



Photo 24 of 63: Resource 13. Camera facing northwest.

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Photo 25 of 63: Resource 14. Camera facing northeast.



Photo 26 of 63: Resource 14. Camera facing southwest.

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Photo 27 of 63: Resource 15. Camera facing southeast.



Photo 28 of 63: Resource 16. Camera facing southwest.

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Photo 29 of 63: Resource 16. Camera facing east.



Photo 30 of 63: Resource 16. Camera facing northwest.

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Photo 31 of 63: Resource 16, west elevation. Camera facing east.



Photo 32 of 63: Interior of Resource 16 showing trusses. Camera facing east.

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Photo 33 of 63: Interior of Resource 16 showing feeding trough on north wall. Camera facing east.



Photo 34 of 63: Interior of Resource 16 showing windows and feeding trough on north wall. Camera facing northwest.

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Photo 35 of 63: View of Resource 16 showing walkway below bleachers and south elevation of Dairy Barn. Camera facing west.

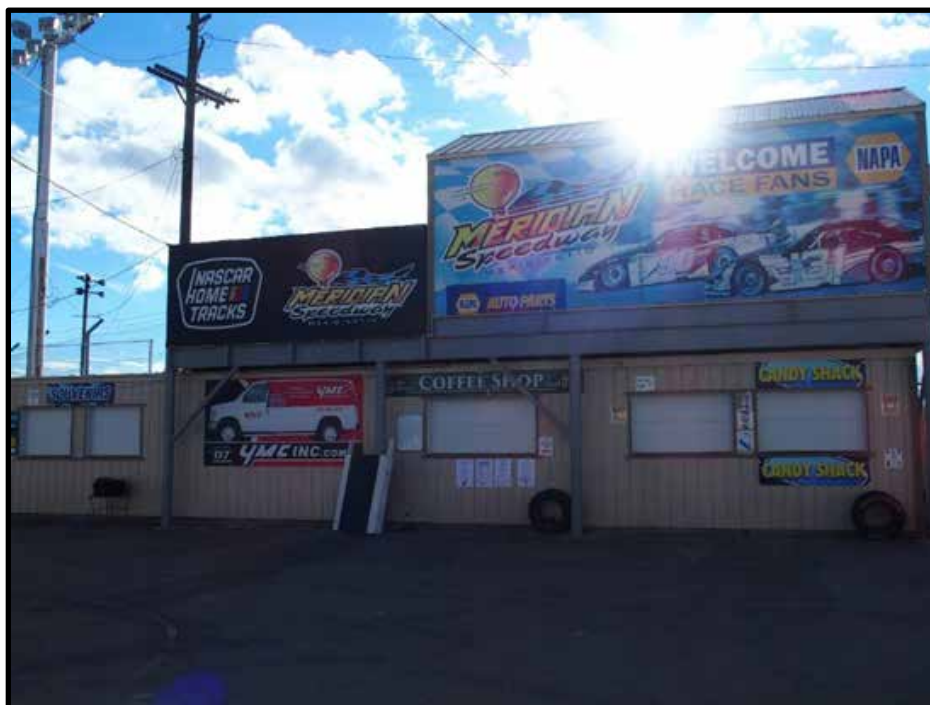


Photo 36 of 63: Resource 17. Camera facing southeast.

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Photo 37 of 63: Resource 17. Camera facing northeast.

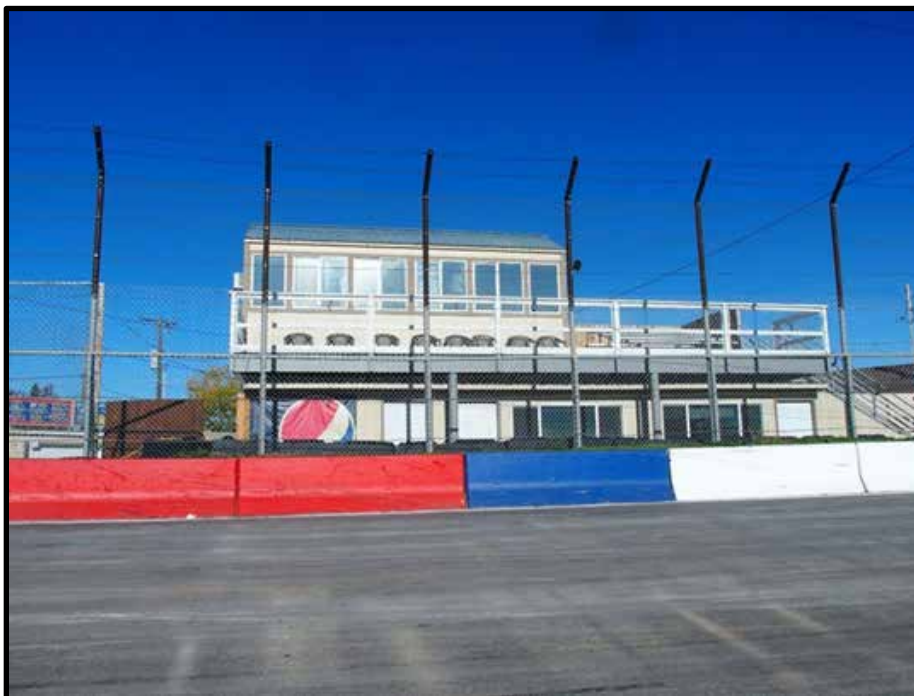


Photo 38 of 63: Resource 17. Camera facing northwest.

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Photo 39 of 63: Resource 18. Camera facing east.



Photo 40 of 63: Resource 18. Camera facing northwest.

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Photo 41 of 63: Resource 18. Camera facing northeast.



Photo 42 of 63: Interior of Resource 18. Camera facing west.

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Photo 43 of 63: View of Resource 18 showing addition attached to original building's east elevation. Camera facing northwest.



Photo 44 of 63: View of Resource 18 showing addition with temporary wall on north elevation. Camera facing northwest.

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Photo 45 of 63: Resource 19 showing wood poles from Boise Junior College and circa 1980 lights. Camera facing southwest.



Photo 46 of 63: Resource 19 showing original lights. Camera facing southwest.

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Photo 47 of 63: Resource 20. Camera facing southwest.

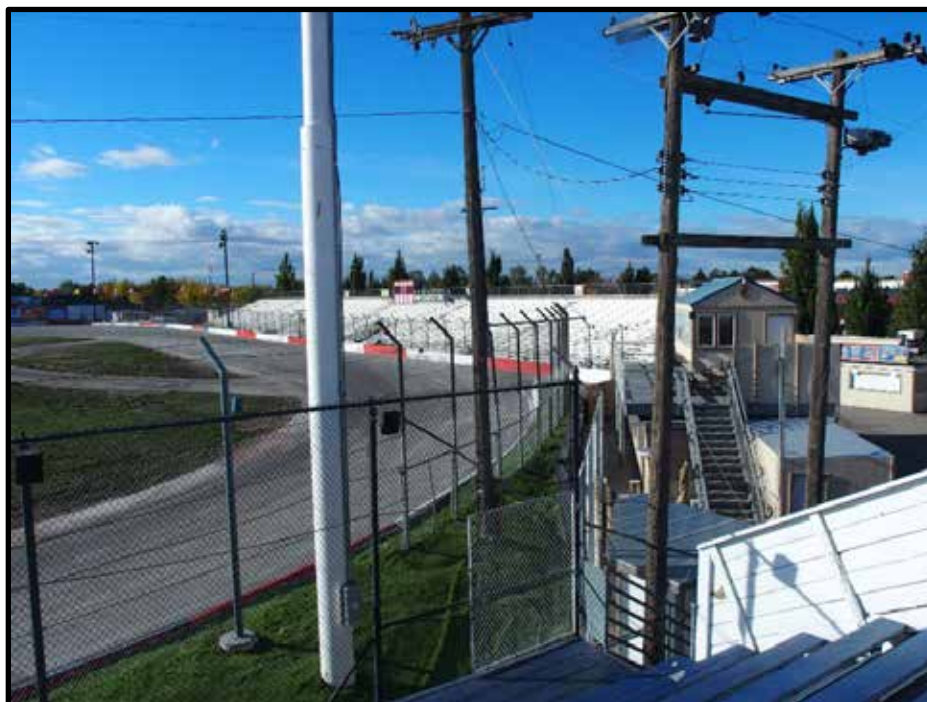


Photo 48 of 63: Resource 20. Camera facing southwest.

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Photo 49 of 63: Resource 21. Camera facing southeast.



Photo 50 of 63: Resource 22. Camera facing south.

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Photo 51 of 63: Resource 23. Camera facing southeast.

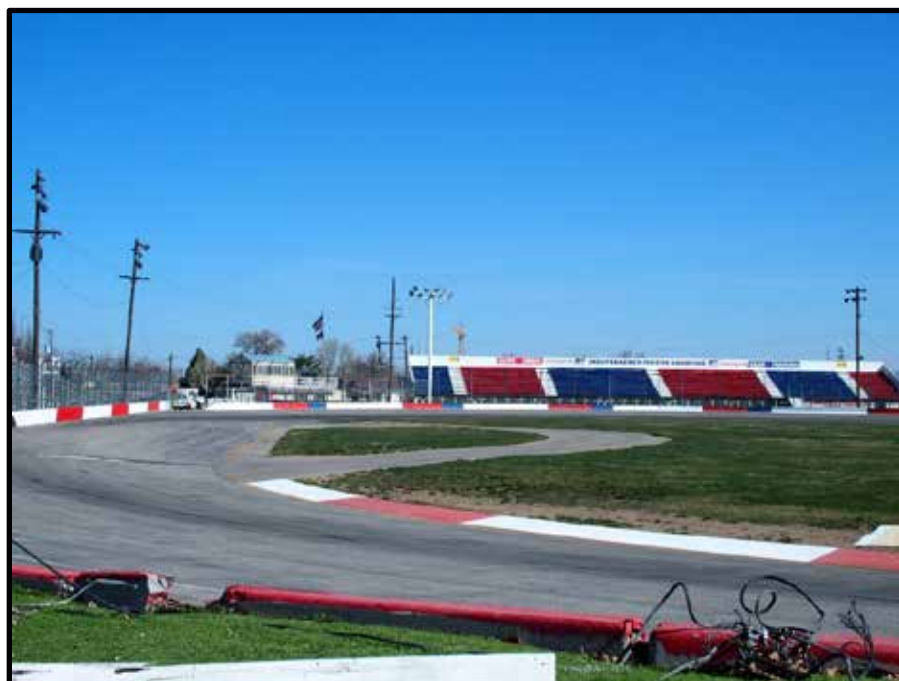


Photo 52 of 63: View showing Resource 23, Chicane; Resource 17, Souvenir Shop; and Resource 18, Dairy Barn. Camera facing north.

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Photo 53 of 63: Resource 24. Camera facing southeast.



Photo 54 of 63: Resource 24. Camera facing west.

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Photo 55 of 63: Resource 25. Camera facing southeast.



Photo 56 of 63: Resource 25. Camera facing southeast.

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Photo 57 of 63: Resources 26 and 27. Camera facing northeast.



Photo 58 of 63: Resources 28 and 29. Camera facing east.

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Photo 59 of 63: Resource 30. Camera facing south.



Photo 60 of 63: Resource 31. Camera facing west.

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Photo 61 of 63: Resource 32. Camera facing west.



Photo 62 of 63: Resource 33. Camera facing south.

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Photo 63 of 63: Resource 34. Camera facing south.