



UTAH CROSSROADS CHAPTER OF OREGON/ CALIFORNIA TRAILS ASSOCIATION

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Page 1



Dave Welch, left, Leslie Fryman and Jim McGill conducted a seminar for Crossroads Chapter on trails preservation . See story on Page 2.

Cattle trails are the theme of January meeting

By Lyndia Carter
Crossroads Chapter will hold its winter general membership meeting on **Thursday, January 11, 2007 at 7:00 p.m. in the Salt Lake County Commission Chambers.** The Commission Chambers are in the north building of the Salt Lake County Complex on State Street between 19th South and 21st South in Salt Lake City. For the program, our speaker, **Dr. Roger Blomquist**, takes a different look at migration. While he's in the saddle, as

we say out here in the West, we will learn about trails and roads more associated with four legged travelers than with the ones OCTA normally studies and preserves, but we are sure you will enjoy the new adventure as we follow a bunch of cows and horse-mounted cowboys on their migrations.

Dr. Blomquist gives his illustrated lecture the intriguing title "**Saddle Up and Saddle Over.**" He uses an object, namely the

(Continued on page 3)

Committee Selects Candidates for Crossroads Officers

Long-time Crossroads member, Oscar Olson, is the nomination committee's choice for president of the chapter. Oscar is fully retired after many years of driving for Greyhound and making sure tour buses for several Utah companies and school buses for Judge Memorial School departed and arrived at their destinations on time. Oscar has worked in many capacities for Crossroads from directing all the transportation needs of the OCTA National Convention in Salt Lake City both in 1994 and in 2005. He has planned and directed several of our field trips.

Now he is ready to take on a new challenge in leading the activities of

(Continued on page 6)

2-Day seminar provides Guidance, information On marking Utah trails

By Kathy Franzwa

A trails preservation workshop was held October 19-20, 2006, in Salt Lake City, co-sponsored by the National Park Service, the Oregon-California Trails Association, and the Crossroads Chapter of OCTA. The seminar was conducted by OCTA National Preservation Officer Dave Welch, Mapping Committee Chair Jim McGill, and California-Nevada Chapter Preservation Officer Leslie Fryman. Two dozen of us assembled in the Zephyr Room at the Utah Historical Society, and after materials were passed out and introductions were made, Welch began.



Jim McGill conducts class on trail marking and preservation at October seminar for members of Utah Crossroads Chapter.

Welch pointed out what we all need to keep in mind: trail preservation is the responsibility of all OCTA members. We need to do more than just attend conventions and go look at ruts. We need to be diligent about keeping abreast of possible impacts to the old path. Threats to the trail and related sites are constant.

Leslie Fryman, an archaeologist from McClellan, California,

discussed the importance of monitoring the trails. This includes mapping them and keeping watch, literally, over the historic routes and sites. Mapping includes Global Positioning System and Global Information System data entry. A monitoring method Fryman suggested is to choose a piece of trail or a site and take a photo. On a yearly basis (or more often if necessary), go back to the *exact* same location and take another photo. Has the site changed at all? Are vehicles traveling the trail? Has erosion occurred? Has a developer's sign appeared? By keeping watch and notifying OCTA of changes, intervention on behalf of the historic site may be advisable. If intervention is needed, OCTA may be consulted as an *interested party*

(Continued on page 3)

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Officers are:

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Marie Irvine, vice president, mirvine@xmission.com

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Cattle trails are the theme of January 11th meeting

(Continued from page 1)

western saddle used by American cowboys, as the vehicle to examine the routes used by these cowboys trailing cattle up from Texas to Utah and Wyoming and over from California and the northwest to Montana and Wyoming. He also analyzes the route

Contract awarded to build Trail center near Elko

The Bureau of Land Management's (BLM's) National Business Center in Denver has awarded a \$9.45 million contract for the construction of the California National Historic Trails Interpretive Center. A Reno-based company, West Coast Contractors of Nevada, Inc., was the successful bidder. The Center is to be constructed on land donated to the federal government by the Maggie Creek Ranch about 10 miles west of Elko. The Center will occupy an 11-acre footprint and will include 16,000 square feet in the main facility and a similar-sized interpretive plaza east of the building.

The Center will tell the story of the some larg-

(Continued on page 5)

of the makers of those saddles as they moved West along the transcontinental railroad, the road of the iron horse, and set up shop in railroad towns.

As you can see, we will be looking at migration from the east, the west, and the south (southwest) on horseback, trailing behind massive herds of cattle. We'll really get to the seat of the situation. For us Westerners, what could be more exciting!

Dr. Roger Blomquist is certainly well-versed on the subject. He wrote his Master's thesis and his Doctoral dissertation on the cattle drives, the cowboys, and their saddles. He is formerly a student of Fred Gowans and comes with the seal of approval from his mentor and the Department of History at Brigham Young University. Roger is an adjunct instructor of Western American History and Utah History at BYU. He has enormous enthusiasm for his topic and is bound to keep us dogies rollin' with him on the cattle trails used in the decades after the emigrants took the wagon roads west. Be sure to attend, Thursday, January 11,

Mapping, monitoring, Marking are keys to Preservation of trails

(Continued from page 2)

or a *public organization*. Some locations may qualify for the National Register of Historic Places. However, it is important to realize that being on the register does NOT protect the property from development.

But, there is a caveat: it is not possible, or recommended, to try to save every inch of the emigrant roads. OCTA's policy is to focus on the best-preserved sites and segments. In order to help determine which pieces are worth protecting, in the early 1990s the Mapping Emigrant Trails Committee (MET) of OCTA devised a classifying system for the trails:

Class 1: Unaltered trail. This type of trail appears unchanged since emigrant days. The path is obvious. The marked swale near the base of the slope at Little Mountain is in this class.

Class 2: Used trail. This could be a two-track, where modern vehicles have traveled over the trail.

Class 3: Verified trail.

(Continued on page 4)

Field work is vital to preservation of historical trails

(Continued from page 3)

The *route* of the trail is confirmed by diaries, maps, or physical evidence, but traces will be minimal. However, no modern impact is discernible.

Class 4: Altered trail. The route is known, but has been permanently changed by modern intrusions. This was the case on the slope leading to the summit of Little Mountain where road building and pipeline construction irrevocably altered the trail.

Class 5: Approximate trail. The trail has been destroyed so that only a very general idea of the route is known, or there is not enough information to accurately know where the trail passed.

In order to verify what appears to be a trail segment, Jim McGill reviewed the four "Cardinal Rules of Trail Verification."

Coherence: The segment has to be in line with segments before and after it.

Corroboration: Maps or written accounts must verify the location.

Collateral: Physical evidence must be apparent.

Correlate: The evidence



On final day of seminar Dave Welch, OCTA Preservation Officer, center in blue jacket, guided participants through the many aspects of trail mapping, monitoring and marking.

from the preceding rules must be mutually supportive.

To illustrate the different classes of trails and the cardinal rules, McGill displayed photographs of trail segments on a large screen. With our MET manuals and workshop materials on the table in front of us, we discussed the characteristics of the images shown. Some were very obvious, such as the Guernsey ruts in Wyoming, which are Class 1. A photo of the two-track trail in South Pass was determined to be Class 2, but some Class 1 ruts ran alongside the road. A Class 3 trail segment in an eroded riverbed was shown. A gravel road covering the known route of the trail was classified as

Class 4 trail. And a photograph showing railroad tracks, a fence, a road, and utility poles was labeled as Class 5 because it was not known precisely where the trail had been.

Once the remnant or site has been determined to be authentic, marking may be desirable. The different types of markers were discussed next, from wooden signs nailed on trees to huge rock monuments to Carsonite markers. The necessary approval process was covered as well.

Kay Threlkeld of the National Park Service explained the Challenge-Cost share grants currently available from the

(Continued on page 7)

Minutes from December 19th board meeting

Utah Crossroads Chapter, Oregon - California Trails Association, Board Meeting, 19 December 2006, at the Utah State Historical Society's board room.

President: Brent Reber, Secretary: Craig Fuller, Board members present: Roy Tea, Marie Irvine, Jerry Dunton,

Charles Burkhalter, Robert and Lyndia Carter, John Eldredge. Others: Oscar Olson.

Brent Reber called the meeting to order at 3:00 p.m. and welcomed all.

Jerry Dunton reported on the forthcoming newsletter and its anticipated distribution to

members by mail and e-mail. Articles and other items that will be in the newsletter include a story about camels left on the trail, cattle trails across the Intermountain West, the Elko Trails Interpretive Center, the recently held OCTA training session, and a list of nominations for various chapter officers.

Lyndia Carter reported on her efforts to develop a slate of officers. As of the board meeting, she stated that she has a person for all positions except president. She had hoped for at least two names for each position. She also invited Oscar Olson to attend the board meeting as he agreed to fill one of the positions. She also reported that Roger Blomquist, adjunct instructor at Brigham Young University would be the presenter at the member meeting, January 11, 2007, at the Salt Lake County Complex. He will talk about cattle trails across the Intermountain West. April 12th was also scheduled for the spring member meeting of Utah Crossroads.

Roy Tea reported on volunteer hours and resources made by members of Utah Crossroads to

(Continued on page 6)

\$9.54 million contract awarded to build trail center near Elko

(Continued from page 3)

est voluntary emigration in American History – that of the '49ers traveling west to the gold fields, and broad well-watered valleys of California between about 1841 and 1869.

More than 650 miles of the California Trail traverses Nevada. Much of the trail is on lands managed by the BLM in the Elko, Winnemucca and Carson City Field Offices. Future plans include the development of way-sides across the state on both public and private lands. The California Trail Center was conceived by local businessmen in the Elko area some years ago. In 2000, these community leaders met with city, county, state and federal

officials to gain support and funding for the project. The City of Elko contributed \$2 million, Elko County contributed \$1 million and the State of Nevada contributed \$3 million. The Nevada Congressional delegation has been supportive of the project, with \$7.8 million being added to Congressional appropriations since 2000 by Senator Harry Reid.

Thus far about \$3.6 million has been expended on the project. This includes money spent on a feasibility study, site selection, building and exhibit design and building construction. The construction of the facility is expected to take 18 to 20 months with opening scheduled in the late summer of 2008.

Nominating Committee selects slate of officers for Crossroads Chapter

(Continued from page 1)
Crossroads.

A relative newcomer to Crossroads Chapter, Alan Heaps, is going to assume the duties as Vice President. A native of Salt Lake County, Alan is a supervisor for a medical com-

pany. He has joined with Roy Tea and Charles Burkhalter in planting a number of the rail markers along segments of the trail.

Drew Wanosik is going to be training as our

new treasurer. Veteran treasurer Gar Elison has just retired a director of the Utah Medical Council and perhaps will be assuming a new role in the mission field for the Church of Jesus Christ of Latter Day Saints.

Drew has been a faithful member of Crossroads for a number of years and has never failed to take part in our field trips as well as meetings. He is now to take on the responsibilities of handling our money matters.

Craig Fuller who has served this past year as secretary has agreed to continue in that capacity.

We want to thank Brent Reber and Marie Irvine for their leadership and hard work for the past four years as president and vice president.

At our winter meeting Thursday, Jan 11th, Crossroads members will be asked to sustain our new officers and offer their support in the coming months.

Minutes of December 19th Crossroads board meeting

(Continued from page 5)

OCTA: 8, 415 miles, 1,285 hours, 40 people attended the fall barbeque at three hours apiece, 50 people participated on the field trip, 15 members attended OCTA's first eight-hour training session and 12 members participated in the second eight hour training session held in the field.

Roy suggested a possibility for the spring field trip: Salt Lake Cut-off—Snowville, Rose Ranch, Pilot Springs, Park Valley Road, Emigrant Springs, Cedar Springs and Stage Station. An alternative was proposed: the Cherokee Trail. Lyndia Carter suggested that the fall field trip from Hams Fork east to South Pass to include Utah War Sites.

Charles Burkhal-

ter and Roy Tea reported on their recently publication, "Kiosk and Rail Post Markers: Marking Emigrant Trails in Utah and Feeder Trails from Idaho & Wyoming." They asked if members of Utah Crossroads and others would be interested in purchasing copies for about \$12.00.

Craig Fuller raised the issue of autoroute markers replacements in Emigration Canyon. Jerry Dunton said he would follow-up with the Long Distance Trails Office, National Park Service about replacing the markers.

There was a brief general discussion concerning involving others as chapter officers, new members, and activities of the chapter.

Meeting adjourned at 4: 00 p.m.

2007 OCTA Convention website being built - already has some links posted. www.visitscottsbluff.com/octa.

October seminar aids Crossroads in trail preservation

(Continued from page 4)

NPS, but she also cautioned that the program may become obsolete in the near future. This program has offset the costs of many marking projects.

After some wrap-up discussion and information for the next day's field trip, our group dispersed, to meet the next morning at the same place.

Now it was time to apply what we learned. We caravanned out of Salt Lake City up Emigration Canyon to Little Mountain Summit, our first stop to look at trail remnants. We decided to look closely at the marked swale down below the parking lot, so everyone headed downhill through the golden grass and sagebrush to the marker. Under our feet was the dirt and rocks of the swale. Over to the south was a great, eroded ditch about three feet deep, with a hump in the middle. Was that also trail, or an eroded result of the pipeline work in the area? No one knew. Looking up the hill we marveled at the effort the oxen and emigrants must have made to get their heavily laden wagons to the summit. We



Hearty participants of OCTA seminar check out the parts of the Donner and Mormon trail in the Mormon Flat area.

decided that the swale where the marker stood was Class 1 trail, but from that point up to the summit was Class 4.

Our next stop was Big Mountain, a daunting obstacle in the path of the overlanders. We stood where the Donner Party, the Mormon pioneers, the Pony Express, the Overland Stage and numerous gold rushers and emigrants had stood looking west. No trace of the trail was visible, but its route is known. Class 4.

Subsequent stops included East Canyon,

Large Spring, Mormon Flat, Hogback Summit, and Main Canyon. We observed several classes of ruts during the course of the day. Late in the afternoon, in blowing snow, we reviewed what we had learned and what chapters can do to try to identify and protect the historic trails and sites in their areas.

It is to be hoped that every OCTA chapter will host this very valuable class. In 2005 the Idaho chapter and the California-Nevada chapter brought the seminar to their members. Last spring the Wyoming chapter benefited from the workshop. Important information is shared and skill is gained in identifying trail evidence. I am sure we only scratched the surface of trail preservation, but with renewed awareness I am curious about that big housing development already underway north of where I live—I suspect it is within a stone's throw of the Donner trail. Is it too late to do anything? With that project, probably. But there will be others. What's going on with the historic trails near your home?

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